

**GENOA CHARTER TOWNSHIP
PLANNING COMMISSION
SPECIAL MEETING/PUBLIC HEARING
APRIL 25, 2022
6:30 P.M.
AGENDA**

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

APPROVAL OF AGENDA:

CALL TO THE PUBLIC: *(Note: The Board reserves the right to not begin new business after 10:00 p.m.)*

OPEN PUBLIC HEARING #1... Consideration of Zoning Ordinance Text amendments to Article 7 “Commercial and Service Districts” of the Zoning Ordinance.

A. Recommendation of Text Amendment.

OPEN PUBLIC HEARING # 2... Discussion of 2022 Master Plan update as presented by Giffels Webster.

ADMINISTRATIVE BUSINESS:

- *Staff Report*
- *Approval of the April 11, 2022 Planning Commission meeting minutes*
- *Member discussion*
- *Adjournment*



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MEMORANDUM

TO: Planning Commission

FROM: Kelly VanMarter, Assistant Township Manager/Community Development Director

DATE: April 21, 2022

RE: Article 7 – Zoning Ordinance Update

Dear Commissioners,

In the following pages you will find a proposed minor zoning ordinance amendment to Article 7, Table 7.02 related to educational land uses in Commercial Districts. This amendment is intended to allow schools and school related uses within all Commercial Districts. Specifically, the amendment proposes to allow elementary schools, junior and senior high schools and colleges as a special land use in the NSD district and as a permitted use in the GCD and RCD districts. It is currently a special use in only the OSD district. It would also add dormitories or student apartments accessory to a college as a special land use within all commercial districts, instead of just the OSD district. Lastly, vocational and technical training facilities would be added as a special land use in the NSD district. The table below shows the changes in the format proposed in the draft amendment:

GENOA TOWNSHIP ZONING ORDINANCE					
Table 7.02					
Schedule of Commercial Uses					
	OSD	NSD	GCD	RCD	Req.
Commercial schools and studios for teaching photography, art, music, theater, dance, martial arts, ballet, etc	S	S	P	P	
Elementary schools, junior and senior high schools and colleges	S	S	P	P	
Dormitories or student apartments accessory to a college	S	S	S	S	
Vocational and technical training facilities	S	S	P	P	

Please let me know if you have any questions or concerns.

Sincerely,

Kelly VanMarter
 Assistant Township Manager/Community Development Director

SUPERVISOR

Bill Rogers

CLERK

Paulette A. Skolarus

TREASURER

Robin L. Hunt

TRUSTEES

Jean W. Ledford
 H. James Mortensen
 Terry Croft
 Diana Lowe

MANAGER

Michael C. Archinal

**ARTICLE 7
COMMERCIAL AND SERVICE DISTRICTS
(OSD, NSD, GCD, RCD)**

Sec. 7.01 STATEMENT OF PURPOSE

- 7.01.01 **Office Service District:** The Professional Office Service District (OSD) is established to accommodate office and services needed uses to serve nearby residential neighborhoods and the community overall. This district is also intended to serve as a transitional use to protect residential districts and to avoid undesirable commercial strip development. It is intended further that all activities in the Professional Office Service District shall be conducted entirely within wholly enclosed permanent buildings, except parking of employee and customer vehicles and the loading or unloading of commercial vehicles.
- 7.01.02 **Neighborhood Services District:** The Neighborhood Services District (NSD) is established to accommodate retail business and services to serve the needs of nearby residential neighborhoods. It is intended further that all activities in the Neighborhood Services District shall be conducted entirely within wholly enclosed permanent buildings, except parking of employees' and customers' vehicles and the loading or unloading of commercial vehicles and that all goods produced on the premises shall be sold in the premises where produced.
- 7.01.03 **General Commercial District:** The General Commercial District (GCD) is established to accommodate those retail businesses and services which are intended to serve the requirements of the overall community. The larger size and variety of permitted commercial uses typically generates greater volumes of traffic than neighborhood service establishments. General Commercial Uses require a moderate to large area devoted to off street parking and loading, and generally tend to create problems of congestion, noise and impairment of aesthetic values. These districts are thus intended to be clustered rather than creating an undesirable strip commercial pattern of development. Provisions are included in order to buffer this district from nearby residential areas.
- 7.01.04 **Regional Commercial District:** The Regional Commercial District (RCD) is established to accommodate those retail businesses and services which are intended to serve a retail market area that includes Genoa Township, the surrounding communities and bypass traffic. The large size and variety of permitted commercial uses typically generates significant volumes of vehicular and pedestrian traffic. Regional Commercial Uses require a large area devoted to off street parking and loading, and generally tend to create problems of congestion, noise and impairment of aesthetic values. These uses need to be located in areas that have the transportation, utility and public service infrastructure to serve these intensive uses. By the nature of these uses serving the region beyond Genoa Township, convenient access to regional transportation is necessary. This district is specifically designated for the regional commercial center designated in the Master Plan along Grand River Avenue west of Latson Road, which will be served by the new full service interchange with I-96 at Latson Road.
- 7.01.05 It is intended further that all activities in the OSD, NSD, GCD and RCD shall be conducted entirely within wholly enclosed permanent buildings, except parking of employees and customers vehicles and the loading or unloading of commercial vehicles, unless outdoor activities are approved as a Special Land Use under the provisions of Article 19.

Sec. 7.02 PERMITTED AND SPECIAL LAND USES

7.02.01 **List of Uses:** In the commercial districts, land, buildings and structures shall be used only for one or more of the following uses. Land and/or buildings in the districts indicated at the top of Table 7.02 may be used for the purposes denoted by a “P” in the column below by right. Land and/or buildings in the districts indicated at the top of Table 7.02 may be used for the purposes denoted by “S” after special land use approval in accordance with the general and specific standards of Article 19 Special Land Uses. A notation of “- -” indicates that the use is not permitted within the district. The “Req.” column indicates additional requirements or conditions applicable to the use.

Table 7.02 Schedule of Commercial Uses						
		OSD	NSD	GCD	RCD	Req.
Retail Uses						
Retail establishments and shopping centers which provide goods such as bakery goods, including bakery items produced on the premises, groceries, produce, meats, provided no slaughtering shall take place on the premises, seafood; dairy products, beverages appliances, electronics, furniture, and home furnishings, apparel, jewelry, art, pharmaceuticals, home improvement supplies, hardware, and garden supplies, sporting goods, bicycles, toys, hobby crafts, videos (rental, and sales), music, musical instruments, books, computer hardware and software, antiques, flower shops, greeting card shops, auto parts and similar establishments not specifically addressed elsewhere	Uses up to 15,000 square feet gross floor area	--	P	P	P	
	Uses 15,001 - 30,000 square feet of gross floor area	--	S	P	P	7.02.02(a)
	Uses 30,000 - 60,000 square feet of gross floor area	--	--	S	P	7.02.02(a)
	Uses over 60,000 square feet of gross floor area	--	--	--	S	7.02.02(a)
	Pharmacies with drive-up window	--	S	S	S	7.02.02(b)
Automobile, motorcycle, boat and recreational vehicle sales, new and used		--	--	S	S	7.02.02(c)
Outdoor commercial display, sales or storage		--	S	S	S	7.02.02(d)
Service Uses						
Banquet halls, assembly halls, dance halls, private clubs, fraternal order halls, lodge halls or other similar places of assembly		--	--	P	P	
Business services such as mailing, copying, data processing and retail office supplies		P	P	P	P	
Child care centers, preschool and commercial day care		P	P	P	P	7.02.02(e)
Conference Centers		S	--	S	P	7.02.02(f)
Funeral home or mortuary		S	--	P	--	7.02.02(g)
Bed and breakfast inns, hotels and motels with no more than 25 rooms not including accessory convention/meeting facilities or restaurants These uses may include the residence for the owner/manger's family		--	P	P	P	

Table 7.02 Schedule of Commercial Uses						
		OSD	NSD	GCD	RCD	Req.
Hotels and motels with more than 25 rooms including accessory convention/meeting facilities and restaurants		--	--	P	P	
Laundromats		--	S	P	--	
Personal and business service establishments, performing services on the premises, including: dry cleaning drop-off stations (without on site processing), photographic studios, copy centers, mailing centers, data processing centers, dressmakers and tailors, shoe repair shops, tanning salons, beauty parlors, barber shops, and similar establishments		P	P	P	P	
Dry cleaning drop-off stations with drive-through service		S	S	S	S	7.02.02(b)
Restaurants, taverns, bars, delicatessen, food carryout, coffee shops, and similar establishments serving food or beverages	Standard restaurants and coffee shops, except as provided below	S	P	P	P	
	Restaurants and bars serving alcoholic beverages	S	S	P	P	
	Bars providing dancing and live music	--	--	P	P	
	Restaurants with open front windows	--	S	S	S	7.02.02(i)
	Restaurants with outdoor seating	--	P	P	P	7.02.02(i)
	Drive-through restaurants	--	--	--	S	7.02.02(j)
	Drive- in restaurants	--	--	S	S	7.02.02(j)
	Carry-out restaurants	--	P	P	P	
	Coffee Shop with drive-through	--	--	S	S	7.02.02(j)
	Brewpub	--	--	P	P	
Micro-brewery, small distillery and small winery	--	--	S	S	7.02.02(y)	
Studios of photographers and artists		P	P	P	P	
Tattoo parlors		--	--	P	P	
Tool and equipment rental, excluding vehicles		--	--	P	P	
Kennel, commercial				S	S	7.02.02(h)
Pet day care center				S	S	7.02.02 (w)
Climate-controlled indoor commercial storage		--	--	S	S	7.02.02(z)
Auto Service Uses						
Minor auto repair establishment		--	--	S	S	7.02.02(k)
Auto/gasoline service station		--	--	--	S	7.02.02(k)
Automobile wash, automatic or self serve		--	--	S	S	7.02.02(l)
Leasing and rental of automobiles, trucks and trailers		--	--	S	--	
Office Service and Medical Uses						
Adult day care facilities		S	--	S	--	
	With up to 3 drive-through teller windows	P	S	P	P	7.02.02(m)

Table 7.02 Schedule of Commercial Uses						
		OSD	NSD	GCD	RCD	Req.
Banks, credit unions, savings and loan establishments and similar financial institutions	With more than 3 drive-through teller windows	S	--	S	S	7.02.02(m)
	Stand alone automatic drive-up teller machines	--	S	S	S	
Hospitals		S	--	--	--	7.02.02(n)
Offices of non-profit professional, civic, social, political and religious organizations		P	P	P	--	
Medical urgent care facilities, medical centers and clinics		S	--	P	--	
Medical offices of doctors, dentists, optometrists, chiropractors, psychiatrists, psychologists and similar or allied professions, excluding clinics, and urgent care centers	Buildings up to 15,000 square feet of gross floor area	P	P	P	P	
	Buildings over 15,000 square feet of gross floor area	S	S	P	P	
Offices of lawyers, engineers, architects, insurance, and real estate agents, financial consultants, and brokers, advertising offices, accounting, and bookkeeping services, clerical, and stenographic services, sales offices, other types of executive, or administrative offices and similar or allied professions	Buildings up to 15,000 square feet of gross floor area	P	P	P	P	
	Buildings between 15,000 and 55,000 square feet of gross floor area	P	S	P	P	
	Buildings over 55,000 square feet of gross floor area	S	--	P	P	
Veterinary hospitals		S	--	S	S	7.02.02(o)
Veterinary clinics without boarding or overnight care		S	S	S	S	7.02.02(x)
Recreation						
Carnivals, fairs, commercial cider mills and amusement parks		--	--	S	--	7.02.02(p)
Leasing and rental of recreational equipment, including but not limited to boats, canoes, motor homes and jet skis, when accessory to a permitted use		--	S	--	--	
Marinas without boat storage or repair		--	S	--	--	
Motion picture theaters		--	--	P	P	
Public parks and open space		P	P	P	P	
Recreation (outdoor) commercial or private, recreation centers, including children's amusement parks, batting cages, and go-cart tracks		--	--	S	S	7.02.02(q)
Miniature golf courses and driving ranges		--	--	S	S	7.02.02(r)
Recreation (indoor) such as bowling alleys, skating rinks, arcades, indoor golf or softball, indoor shooting/archery ranges		--	--	S	S	7.02.02(s)
Health clubs, fitness centers, gyms and aerobic clubs		S	S	P	P	
Education						

Table 7.02 Schedule of Commercial Uses					
	OSD	NSD	GCD	RCD	Req.
Commercial schools and studios for teaching photography, art, music, theater, dance, martial arts, ballet, etc	S	S	P	P	
Elementary schools, junior and senior high schools and colleges	S	S	P	P	
Dormitories or student apartments accessory to a college	S	S	S	S	
Vocational and technical training facilities	S	S	P	P	
Public/Institutional					
Animal Shelters	--	--	S	S	7.02.02(t)
Bus passenger stations	--	--	S	S	
Churches, temples and similar places of worship and related facilities	S	P	P	P	
Shelters and rehabilitation centers for philanthropic or non-profit institutions			S	S	7.02.02(u)
Essential public services and structures, not including buildings and storage yards	P	P	P	P	
Essential public buildings	--	--	P	--	
Public/government buildings such as; township/state/county offices, public museums, libraries and community centers	S	P	P	P	
Residential					
Upper floor dwelling units	S	S	S	--	7.02.02 (aa)
Accessory Uses					
Temporary outdoor sales and Temporary outdoor events	--	P	P	P	7.02.02(v)
Accessory drive-through service not listed above	--	--	S	S	7.02.02(b)
Accessory uses, buildings and structures customarily incidental to any of the above	P	P	P	P	
Accessory fuel storage and use or storage of hazardous materials	--	--	S	S	13.07

(as amended 12/31/06, 3/5/10, 6/2/14, 02/18/18, and 08/11/19)

7.02.02 Use Conditions: Uses noted above shall only be allowed where the following requirements are complied with:

- (a) Shopping centers and home improvement centers over 15,000 square feet shall comply with the following requirements:
 - (1) The center shall have access to at least one County Primary Road or roadway with a right-of-way of at least eight six (86) feet.
 - (2) The design of the center shall ensure that vehicular circulation patterns will minimize conflicts between vehicles and pedestrians on-site,
 - (3) The impacts of traffic generated by the center on adjacent streets will be mitigated to ensure a level of service D, or maintenance of the current level of service if lower than D, along the site's frontage and nearest signalized intersections.

- (4) Internal circulation shall be designed such that no intersection includes more than four aisles or drives.
 - (5) Site entrances shall be restricted to three-way movements, with unrestricted inbound movements.
 - (6) Internal drives defined by the ends of aisles shall have raised curbed islands at appropriate locations to define circulation paths and control movements through the parking lot.
 - (7) Loading facilities which serve the commercial establishment in the principal building shall be screened from public view.
 - (8) Any building side facing a public street or residential district shall be constructed with brick, split face block or similar decorative material, unless a landscaped berm is approved by the Township.
 - (9) Any outlots shall have access, circulation and parking designed to complement the entire site.
- (b) Accessory drive-through service for uses other than restaurants and banks shall comply with the following requirements:
- (1) The drive-through facility must be attached to the structure.
 - (2) The drive-through service, including any lighting associated therewith shall be screened from adjacent residential land uses such that it will not impact the use and enjoyment of said residential land use.
 - (3) Clear identification and delineation between the drive-through facility and the parking lot shall be provided.
 - (4) Each drive-through facility shall provide an escape lane to allow other vehicles to pass those waiting to be served. The Planning Commission may waive the requirement for an escape lane where it can be demonstrated that such a waiver will not result in an adverse effect on public safety or the convenience of patrons of the facility.
 - (5) There shall be a minimum of three (3) stacking spaces.
 - (6) The drive-through facility shall be located on the side or rear elevation of the building to minimize visibility from the public or private roadway.
 - (7) The number of on-site directional signage shall be limited to two (2) signs meeting the area and location requirements of Article 16.
 - (8) The principal structure shall be setback a minimum of fifty (50) feet from all lot lines and the public right-of-way, unless a greater setback applies.
 - (9) When located in the NSD district, accessory drive-through service windows for pharmacies/drug stores shall be used only for prescription drug pick-up and drop-off. Only one drive-through service lane is permitted for each pharmacy or drug store structure in the NSD district. (as amended 12/31/06)

- (c) Automobile, motorcycle, boat and recreational vehicle sales, new and used shall comply with the following requirements:
- (1) Sale space for used mobile homes, recreational vehicles and boats may only be carried on in conjunction with a regularly authorized new mobile home, recreational vehicle or boat sales dealership on the same parcel of land.
 - (2) All outdoor storage areas shall be paved with a permanent, durable and dustless surface and shall be graded and drained to dispose storm water without negatively impact adjacent property. The Township Board, following a recommendation of the Planning Commission and the Township Engineer, may approve a gravel surface for all or part of the display or storage area for low intensity activities, upon a finding that neighboring properties and the environment will not be negatively impacted.
 - (3) No storage or display of vehicles shall be permitted in any landscape greenbelt area, provided the Township may permit a display pod for an automobile within the greenbelt area where it is integrated into the landscape design.
 - (4) The site shall include a building of at least five hundred (500) feet of gross floor area for office use in conjunction with the use.
 - (5) All loading and truck maneuvering shall be accommodated on-site.
 - (6) All outdoor storage area property lines adjacent to a residential district shall provide a buffer zone A as described in Section 12.02. A buffer zone B shall be provided on all other sides. The Planning Commission may approve a six (6) foot high screen wall or fence, or a four (4) foot high landscaped berm as an alternative.
- (d) Commercial Outdoor Display Sales or Storage including, but not limited to, sales or storage of: building/lumber supply, contractor's yards, garden/landscape supplies, nurseries, greenhouses, stone, farm implements, automobiles, trucks, recreational vehicles, mobile homes, boats, jet skis, mowing equipment, construction equipment and similar materials or equipment shall comply with the following requirements:
- (1) Minimum lot area shall be one (1) acre.
 - (2) Any stockpiles of soils, fertilizer or similar loosely packaged materials shall be sufficiently covered or contained to prevent dust or blowing of materials.
 - (3) All outdoor storage areas shall be paved with a permanent, durable and dustless surface and shall be graded and drained to dispose stormwater without negatively impact adjacent property. The Township Board, following a recommendation of the Planning Commission and the Township Engineer, may approve a gravel surface for all or part of the display or storage area for low intensity activities, upon a finding that neighboring properties and the environment will not be negatively impacted.
 - (4) No outdoor storage shall be permitted in any required yard (setback) of buildings for the district in which the commercial outdoor display, sales or storage use is located. Any approved outdoor sales or display within a parking lot shall meet the required parking lot setback; provided the Planning Commission may require additional landscaping screening or ornamental fencing.

- (5) The site shall include a building of at least five hundred (500) feet of gross floor area for office use in conjunction with the use.
 - (6) All loading and truck maneuvering shall be accommodated on-site.
 - (7) All outdoor storage area property lines adjacent to a residential district shall provide a buffer zone A as described in Section 12.02. A buffer zone B shall be provided on all other sides. The Planning Commission may approve a six (6) foot high screen wall or fence, or a four (4) foot high landscaped berm as an alternative.
 - (8) The height of all material and equipment stored in an outdoor storage area shall not exceed the height of any landscape screening, wall or fence. Boats and recreational vehicles may exceed the height of the fence provided that they are setback from the fence a distance equal to their height. Storage of materials up to the height of the adjacent building wall may be permitted in the rear yard if it is illustrated on the site plan, the rear yard does not abut a residential district, will not be visible from an expressway and such storage is confined to within twenty (20) feet of the building.
- (e) Child day cares shall provide not less than the minimum amount of indoor and outdoor play areas required by the State of Michigan. The required outdoor play area shall be fenced.
- (f) Conference Centers shall comply with the following requirements:
- (1) The site shall have direct access, via lot frontage or an improved road, to at least one paved arterial roadway (County Primary Road).
 - (2) The location, geometric design and throat depth of site access points, and overall internal site circulation, shall prevent unreasonable traffic congestion on public roadways. The level of service shall not be below "D" for any turning movements for any event. A traffic management program shall be submitted as part of the application.
 - (3) Building height shall not exceed thirty-five (35) feet but may be three (3) stories (i.e. a permitted exception from the maximum number of stories allowed for other buildings in the various zoning districts).
 - (4) Minimum floor area shall be ten thousand (10,000) square feet of usable conference rooms, meeting rooms, banquet rooms and pre-function space.
 - (5) Minimum building and outdoor use areas shall be setback at least one-hundred (100) feet from any property line of residentially zoned and/or seventy-five (75) feet from any other property line. Buffer zones shall be provided as required for "community commercial" uses in Section 12.02. The Planning Commission may reduce the required setbacks by up to fifty percent (50%) where more extensive landscaping or existing features provide an extensive screen.
 - (6) Parking setbacks shall be forty (40) feet in the front yard, twenty-five (25) feet for side and rear yards adjacent to residential uses, and ten (10) feet elsewhere.
 - (7) The proposed building(s) may provide atriums, lobbies, or other public gathering places.

- (8) The accessory uses, specialty shops, and activity centers shall be customarily incidental to the primary components of the conference center.
 - (9) All uses, except for off-street parking or loading spaces and approved outdoor gathering places (such as courtyards, plazas, etc.) shall be conducted within a completely enclosed building. Sales, display, and outdoor storage of any commodities or storage containers, vehicles or other uses shall be expressly prohibited.
 - (10) In addition to other requirements, the Impact Assessment shall describe intended and anticipated number, type and frequency of events that may be expected at the proposed site including hours of operation. Include information about outdoor receptions and the location where they may be held. (as amended 08/11/19)
- (g) Funeral homes shall comply with the following requirements:
- (1) Minimum lot area shall be one (1) acre and minimum lot width shall be one hundred and fifty (150) feet.
 - (2) An off-street vehicle assembly area shall be provided to be used in support of funeral processions and activities. This area shall be in addition to the required off-street parking and its related maneuvering area.
- (h) Commercial kennels shall comply with the following requirements:
- (1) For kennels housing dogs, the minimum lot size shall be two (2) acres for the first four (4) dogs and an additional one-third (1/3) acre for each one (1) additional dog.
 - (2) Buildings wherein dogs are kept, dog runs, and/or exercise areas shall not be located nearer than five hundred (500) feet to a residential use or property line, two hundred (200) feet from any adjacent principal building or unit, and shall be setback one hundred and fifty (150) feet to any lot line and/or road right-of-way.
 - (3) Adequate odor control measures shall be implemented so that odor from inside or outside the kennel will not be discernible outside the building.
 - (4) All kennels shall be operated in conformance with all applicable county and state regulations and operated by a licensed operator.
 - (5) Any dog and food waste shall be properly and lawfully disposed of to not create a litter, insect, rodent, vermin or offensive odor nuisance. Approval from the Genoa MHOG Utility Department, the Drain Commissioner and Health Department shall be provided as part of the special use application.
 - (6) The applicant may be required to post a financial guarantee, the amount of which to be determined by the Township board, before a permit is granted or renewed.
 - (7) The application shall include a floor plan for the facility that indicates noise insulation measures.
 - (8) All enclosures for breeding, rearing, shelter, or other uses in connection with harboring of animals, shall be hard surfaces and provided with proper drains for washing with water pressure.

- (9) The applicant shall provide a waste management plan detailing both indoor and outdoor waste management procedures to ensure animal waste is not discharged to surface or storm water. Outdoor animal areas shall be designated and shall consist of properly maintained lawn, special canine grass or other methods as approved by the Planning Commission following a recommendation by the Township Engineer.
 - (10) Such facilities shall be subject to other conditions and requirements necessary to ensure against the occurrence of any possible nuisance (i.e., fencing, sound-proofing, sanitary requirements).
 - (11) Applicants shall submit, at the time of special land use application, a proposed site plan and floor plan and written operating procedures including waste and noise management methods, such as those recommended by the International Boarding and Pet Services Association (IBPSA). These procedures shall be followed for the duration of the business and shall be designed to prevent or control animal behavior that may adversely impact surrounding uses, including loud or excessive barking.
 - (12) All animals shall be kept indoors between the hours of 10:00 PM and 8:00 AM. (as amended (02/18/18))
- (i) Open front restaurant (window service) and restaurants with outdoor seating shall comply with the following requirements:
- (1) All trash containers shall be provided outside. Both recycle bins and trash receptacles shall be provided.
 - (2) For open front restaurants with window service, all signs for an open front window placed on the building shall be flat; and interior signs visible to patrons through glass or an opening shall not exceed twenty-five percent (25%) of that area.
 - (3) Additional parking shall be provided for outdoor seating and standing areas.
 - (4) Outdoor noise shall not be greater than that commonly associated with a restaurant. The Township Board may place restriction on outdoor speakers or hours of operation to control the noise.
 - (5) The Zoning Administrator shall approve a land use permit for any outdoor seating including a sketch plan illustrating seating areas, enclosures/railings, sufficient off-street parking and lighting. (as amended 12/31/06)
- (j) Restaurants or coffee shops with drive-in or drive-through facilities shall comply with the following requirements:
- (1) Principal and accessory buildings shall be setback fifty (50) feet from any adjacent public right of way line or property line.
 - (2) The establishment of a new drive-through restaurant shall require the lot be separated a minimum of five hundred (500) feet from any other lot containing a drive-through restaurant.
 - (3) Only one (1) access shall be provided onto any street.

- (4) Such restaurants constructed adjacent to other commercial developments shall have a direct vehicular access connection where possible. (as amended 3/5/10)
- (k) Automobile service stations and maintenance establishments (including those accessory to another use) shall comply with the following requirements:
 - (1) There shall be a minimum lot area of one (1) acre and minimum lot frontage of two hundred fifty (250) feet.
 - (2) Pump islands shall be a minimum of twenty (20) feet from any public right of way or lot line, and at least forty (40) feet from any residential lot line.
 - (3) Access driveways shall meet the standards of Article 15; turning movements may be restricted in consideration of traffic conditions. Only one driveway shall be permitted from each street unless the Planning Commission determines additional driveways will be consistent with the purpose of Article 15.
 - (4) Where adjoining residentially zoned or used property, a solid fence or wall six (6) feet in height shall be erected along any common lot line. Such fence or wall shall be continuously maintained in good condition. The Planning Commission may approve a landscaped berm as an alternative.
 - (5) All repair work shall be conducted completely within an enclosed building. Garage doors shall not face any public roadway except as approved by the Planning Commission under the following circumstances:
 - a. For through garages where doors are provided on the front and rear of the building;
 - b. Garages located on corner or through lots; and,
 - c. Where the Planning Commission determines that a rear garage would have a negative impact on an abutting residential district.

Under these circumstances the Planning Commission may require additional landscape screening above and beyond what is required for street frontage landscaping.
 - (6) There shall be no outdoor storage or display of vehicle components and parts, supplies, or equipment or other merchandise, except within an area defined on the site plan approved by the Planning Commission and which extends no more than ten (10) feet beyond the building.
 - (7) Storage of wrecked, partially dismantled, or other derelict vehicles is prohibited, unless such storage is required under police or court order. Vehicles shall not be stored outdoors for more than seven (7) days in any thirty (30) day period.
 - (8) Storage of gasoline shall be at least four hundred (400) feet from churches, schools or similar public/quasi public places of assembly.

- (9) Below ground fuel storage tanks shall be at least two thousand (2000) feet from any drinking water well serving two or more residential units.
 - (10) The design and materials of the canopy shall be compatible with the main building. The proposed clearance of any canopy shall be noted on the site plan. Any signs, logo or identifying paint scheme on the canopy shall be reviewed by the Planning Commission and considered part of the maximum wall sign permitted. Details on the canopy lighting shall be provided to ensure there is no glare on the public streets or adjacent property, and that lighting levels are in accordance with Section 12.03. Canopy lighting shall be recessed such that the light source cannot be seen from off site.
 - (11) The applicant shall submit a Pollution Incidence Protection Plan (PIPP) as part of the Impact Assessment. The PIPP shall describe measures to prevent groundwater contamination caused by accidental gasoline spills or leakage, such as: special check valves, drain back catch basins and automatic shut off valves.
 - (12) In the event that an automobile service station use has been abandoned or terminated for a period of more than one (1) year, all underground gasoline storage tanks shall be removed from the premises.
 - (13) The establishment of a new automobile service station shall require the lot to be separated a minimum of five hundred (500) feet from any other lot containing an existing automobile service station.
 - (14) Automobile service stations and maintenance establishments shall comply with the requirements of Section 13.07 Hazardous Materials and Fuel Storage (as amended 08/11/19)
- (l) Automobile washes, automatic or self-service, shall comply with the following requirements:
 - (1) Only one (1) ingress/egress driveway shall be permitted on any single street.
 - (2) Where adjoining a residential district, a solid fence or wall six (6) feet in height shall be erected along any common lot line. Such fence or wall shall be continuously maintained in good condition. The Planning Commission may require landscaping, including a berm, as an alternative.
 - (3) All washing facilities shall be within a completely enclosed building.
 - (4) Vacuuming and drying may be located outside the building, but shall not be in the required front yard and shall be set back at least fifty (50) feet from any residential district.
 - (5) All cars required to wait for access to the facilities shall be provided stacking spaces fully off the street right-of-way which does not conflict with vehicle maneuvering areas to access gasoline pumps or vacuums, and as required Article 14, Parking and Loading-Unloading Standards.
 - (m) Banks, credit unions, savings and loan institutions with drive-through facilities shall only be permitted one (1) ingress/egress driveway, or one (1) pair of one-way driveways along any street.

- (n) Hospitals shall comply with the following requirements:
 - (1) Building shall not exceed a height of four (4) stories.
 - (2) Minimum site size shall be twenty (20) acres.
 - (3) The proposed site shall have at least one property line abutting a primary road as classified by the Livingston County Road Commission, or along a roadway with a right-of-way of at least eight six (86) feet.
 - (4) Front, side and rear yard minimum setback shall be fifty (50) feet.
 - (5) Parking setback shall be forty (40) feet in the front yard, twenty (20) feet for side and rear yards.
 - (6) Emergency room, ambulance and delivery areas shall be screened from public view with an obscuring wall and/or landscaping a minimum of six (6) feet in height.
 - (7) Auxiliary uses, such as a pharmacy, gift shop, cafeteria, medical office buildings with required parking and similar customary hospital related uses shall be allowed.
- (o) Veterinary hospitals which include overnight stays and/or boarding of animals shall comply with the following requirements:
 - (1) The principal accessory building or structure shall be setback seventy five (75) feet from the front property line and fifty (50) feet from all other property lines.
 - (2) All principal use activities shall be conducted within a totally enclosed principal building.
 - (3) The applicant shall provide a waste management plan detailing both indoor and outdoor waste management procedures to ensure animal waste is not discharged to surface or storm water. Outdoor animal areas shall be designated and shall consist of properly maintained lawn, special canine grass or other methods as approved by the Planning Commission following a recommendation by the Township Engineer.
 - (4) Adequate odor control measures shall be implemented so that odor from inside or outside the veterinary hospital will not be discernible outside the building.
 - (5) Applicants shall submit, at the time of special land use application, a proposed site plan and floor plan and written operating procedures including waste and noise management methods, such as those recommended by the International Boarding and Pet Services Association (IBPSA). These procedures shall be followed for the duration of the business and shall be designed to prevent or control animal behavior that may adversely impact surrounding uses, including loud or excessive barking. (as amended 02/18/18)
- (p) Carnivals, fairs, commercial cider mills and amusement parks shall comply with the following requirements:
 - (1) Minimum lot size shall be ten (10) acres.

- (2) A site plan shall be provided clearly defining activity areas using fences, buildings, walkways or other suitable barriers.
 - (3) All buildings, structures and parking shall be at least three hundred (300) feet from any dwelling unit excluding any dwelling unit on the site.
 - (4) The Township Board may require placement of a six (6) foot high fence around all or part of the site.
 - (5) Access shall be provided onto a primary road, as designated by the Livingston County Road Commission. Access shall be controlled, with capability to accommodate at least three (3) lanes of ingress traffic. At least three hundred (300) feet on stacking (queuing) area shall be provided on site before parking fee collection.
 - (6) The amount of on-site parking shall be deemed sufficient.
 - (7) Maximum coverage by buildings and structures shall be twenty percent (20%).
 - (8) The Township Board may require posting of a performance bond or other form of financial guarantee. The bond shall be in an amount determined by the Board as necessary to cover any potential damage or clean-up on the site or adjacent properties.
 - (9) The Township Board may establish limits on hours of operation, time limits on validity of special use permit, or any other measures deemed necessary to minimize negative impacts on nearby uses and traffic operations along public streets.
 - (10) Prior to issuance of a Special Land Use Permit, the applicant shall provide evidence of public liability insurance and property damage insurance to cover potential liability for death or injury to persons, or damage to property, which may result from the conduct of the activity.
- (q) Commercial Outdoor Recreation Establishments (excluding golf related uses) shall comply with the following requirements:
- (1) Such uses shall include, but need not be limited to, the following: recreational fields, rinks or courts, including football, softball, soccer, tennis, basketball, ice skating, and similar activities, swimming pools open to the general public or operated by a private non-profit organization, archery and shooting ranges, animal racing, go-cart, automobile or motorcycle tracks, music concert pavilions and band shells, amusement parks and uses accessory to the above uses, such as refreshment stands, retail shops selling items related to the above uses, maintenance buildings, office for management functions, spectator seating and service areas, including locker rooms and rest rooms.
 - (2) The site shall be adequate to accommodate the intended use(s), parking and adequate buffer areas without significant impact on nearby properties in terms of noise, traffic, lighting glare, views, odors, trespassing, dust or blowing debris, as determined by the Planning Commission. The applicant shall provide documentation the site size is adequate using national facility standards.
 - (3) The site shall be located on a paved street which is classified as a Primary Route by the Livingston County Road Commission.

- (4) No building or spectator seating facility shall be located within one hundred (100) feet of a property line.
 - (5) The site shall be periodically cleared of debris.
- (r) Golf Driving Ranges, Miniature Golf Courses shall comply with the following requirements:
- (1) All traffic ingress and egress shall be from a Primary Road, as classified by the Livingston County Road Commission.
 - (2) Any lot line abutting a residential district shall provide a fifty (50) foot wide, landscaped buffer zone A, as defined in Section 12.02.
 - (3) A minimum twenty (20) foot wide greenbelt, as described in Section 12.02, shall be provided along any public street or highway.
 - (4) Site size shall be adequate to retain all golf balls within the site by means of a fence no more than six (6) feet high.
 - (5) The Planning Commission may restrict the hours of operation in consideration of the adjacent land uses and zoning.
- (s) Indoor commercial recreation: (bowling alleys, ice arenas, skating rinks, etc.) shall comply with the following requirements:
- (1) The principal and accessory buildings and structures shall be not be located within one-hundred (100) feet of any residential district or permitted residential use.
 - (2) All uses shall be conducted completely within a fully enclosed building.
- (t) Animal shelters shall comply with the following requirements:
- (1) Buildings wherein dogs are kept, dog runs, and/or exercise areas shall not be located nearer than five hundred (500) feet to a residential use or property line, two hundred (200) feet from any adjacent principal building or unit, and shall be setback one hundred and fifty (150) feet to any lot line and/or road right-of-way.
 - (2) Adequate odor control measures shall be implemented so that odor from inside or outside the animal shelter will not be discernible outside the building.
 - (3) All shelters shall be operated in conformance with all applicable county and state regulations and operated by a licensed operator.
 - (4) Any dog and food waste shall be properly and lawfully disposed of to not create a litter, insect, rodent, vermin or offensive odor nuisance. Approval from the Genoa MHOG Utility Department, Drain Commissioner and Health Department shall be provided as part of the special use application.
 - (5) The applicant shall provide a waste management plan detailing both indoor and outdoor waste management procedures to ensure animal waste is not discharged to surface or storm water. Outdoor animal areas shall be designated and shall consist of properly

maintained lawn, special canine grass or other methods as approved by the Planning Commission following a recommendation by the Township Engineer.

- (6) The applicant may be required to post a financial guarantee, the amount of which to be determined by the Township board, before a permit is granted or renewed.
 - (7) The application shall include a floor plan for the facility that indicates noise insulation measures.
 - (8) All enclosures for breeding, rearing, shelter, or other uses in connection with harboring of animals, shall be hard surfaces and provided with proper drains for washing with water pressure.
 - (9) Such facilities shall be subject to other conditions and requirements necessary to ensure against the occurrence of any possible nuisance (i.e., fencing, sound-proofing, sanitary requirements).
 - (10) Applicants shall submit, at the time of special land use application, a proposed site plan and floor plan and written operating procedures including waste and noise management methods, such as those recommended by the International Boarding and Pet Services Association (IBPSA). These procedures shall be designed to prevent or control animal behavior that may adversely impact surrounding uses, including loud or excessive barking. (as amended (02/18/18))
- (u) Shelters and rehabilitation centers for philanthropic or non-profit institutions shall comply with the following requirements:
- (1) The center shall have access to at least one County Primary Road, State Trunkline or roadway with a right-of-way of at least eight six (86) feet.
 - (2) The site shall not be located within five hundred (500) feet of a residential zoning district. (as amended 12/31/06)
- (v) Temporary outdoor sales and Temporary outdoor events may be permitted on the same lot with a developed permitted use and shall comply with the following conditions:
- (1) The total of all such uses on any given lot shall be allowed for a combined total of a maximum of twenty-eight (28) days during a calendar year.
 - (2) There shall be no outside vendors. Merchandise sold or service provided shall be that of the regular use in the principal building of the site. Proof of tenant occupancy in the principal building shall be provided to the satisfaction of the Zoning Administrator.
 - (3) All such uses shall be contained on-site and shall not have an adverse impact on adjacent properties or the surrounding neighborhood. Parking shall be provided on-site and shall not exceed parking and/or occupancy loads.
 - (4) Such uses shall not occupy or utilize the street right-of-way nor block traffic movement on the street, and shall not interfere with pedestrian's use of the sidewalks. Available sanitation facilities must be adequate to meet the requirements of the expected attendance and any temporary facilities shall be approved for use by the

Livingston County Health Department. Traffic and dust control measures shall be utilized as deemed necessary by the Zoning Administrator throughout the duration of the sale or event.

- (5) In addition to being subject to Genoa Township Ordinances, such uses shall be subject to all other applicable law, rules, and regulations including but not limited to the Livingston County Sanitary Code, the regulations of the Livingston County Health Department, Building Department, Road Commission, Drain Commission, Sheriff's Department and the Brighton Area Fire Authority, as applicable. The applicant shall allow for inspections by Township officials, the Brighton Area Fire Authority and all other public agencies having jurisdiction.
 - (6) The applicant shall submit and obtain the Zoning Administrator's approval of a Land Use Permit for each Temporary outdoor sale and/or Temporary outdoor event prior to each such use. The application for Land Use Permit shall include a site plan illustrating location of structures and sale/event areas (with setbacks), sufficient off-street parking, means of ingress/egress, location of utilities, fire lanes, proposed and existing lighting and signs prior to initiation of such activity.
 - (7) The use of any sound system shall be controlled so as not to become a nuisance to adjacent properties and shall comply with the Township Noise Ordinance.
 - (8) Failure to comply with any of the standards within this section shall constitute grounds for immediate termination of the Land Use Permit for the temporary sale and/or event.
 - (9) The restrictions set forth herein shall be enforceable except to the extent pre-empted by state law.
- (w) Pet Daycare Centers (as differentiated from Kennels, which commonly have outdoor runs and are primarily operated for purposes of sheltering, boarding, impounding, keeping or breeding of animals with minimal social interaction among animals), including retail sale of dog care products, grooming, overnight boarding, and outdoor play area, provided the following conditions are met:
- (1) Hours of operation open to the public are limited to twelve (12) hours per day and shall not extend later than 7 p.m.
 - (2) There shall not be individual, outdoor dog runs.
 - (3) Walls, partitions and floor/ceilings assemblies separating dog daycare facilities from adjacent uses shall adequately soundproofed with a sound transmission class over sixty (60) and shall be constructed so that there will be no emission of noise detrimental to surrounding properties. The applicant shall provide a noise impact study performed by a certified acoustical engineer to ensure the noise levels produced by the pet daycare use will not exceed fifty (50) decibels above ambient noise at the outside of an exterior wall or at the opposite side of a common interior wall. The study shall also confirm compliance with the Township Noise Ordinance in regard to noise levels at the property line.

- (4) The number of pets cared for at any one time shall not exceed one (1) pet per one hundred (100) square feet of gross floor area, which is subject to discretionary review by the Planning Commission.
- (5) Overnight boarding of pets shall be an accessory use to the daycare center. The length of stay for boarded animals shall be limited to fourteen (14) consecutive days, and no outdoor boarding shall be permitted.
- (6) Adequate odor control measures shall be implemented so that odor from inside or outside the pet daycare center will not be discernible outside the building or unit.
- (7) Any outdoor play area shall be attached to the center and shall be setback a minimum of three hundred (300) feet from the nearest residential use.
- (8) The outdoor play area for the pets shall be surrounded with a masonry wall or other material that is aesthetically compatible in terms of material, color and finish with the principal and surrounding buildings. Said wall shall be at least six (6) feet in height and maintained in good condition at all times. Failure to maintain the wall in its original condition shall be considered a violation of the site plan approval.
- (9) Any outdoor play area is for periodic use only, and pets shall not be allowed to access the outdoor play area on their own. Not more than fifteen (15) pets shall be permitted in the outdoor play area at any one time. While in the outdoor play area, dogs shall be escorted and supervised by a dog handler who will be responsible for preventing or quickly suppressing any dog behavior that may adversely impact surrounding uses, including loud or excessive barking.
- (10) The applicant shall provide a waste management plan detailing both indoor and outdoor waste management procedures to ensure animal waste is not discharged to surface or storm water. Outdoor animal areas shall be designated on the plan and shall consist of properly maintained lawn, special canine grass or other methods with an appropriate drainage system to control surface run-off. The outdoor area surface shall be approved by the Planning Commission following a recommendation by the Township Engineer. The outdoor play area must be maintained in a clean, sanitary manner, and adequate odor control measures shall be implemented so that odor will not be discernible beyond the area. Solid pet waste in the outdoor play area must be promptly picked up.
- (11) Any pet and food waste shall be properly and lawfully disposed of to not create a litter, insect, rodent, vermin or offensive odor nuisance. Approval from the Utility Authority, Drain Commissioner and Health Department shall be provided as part of the special use application.
- (12) The applicant shall demonstrate the proposed drop-off/pick-up pattern and shall provide one (1) parking space for each staff member and one (1) space for each 5 animals permitted at the daycare.
- (13) Applicants shall submit, at the time of special land use application, a proposed site plan and floor plan and written operating procedures including waste and noise management methods, such as those recommended by the International Boarding and Pet Services Association (IBPSA). These procedures shall be followed for the duration of the business and shall be designed to prevent or control animal behavior that may adversely impact surrounding uses, including loud or excessive barking.

(as amended 02/18/18)

- (x) Veterinary Clinic (as differentiated from Veterinary Hospital, which commonly has animal boarding or overnight in-patient animal care) provided the following conditions are met:
 - (1) A site plan shall be provided as part of the Land Use Permit application showing a dedicated outdoor animal area. Outdoor animal areas shall consist of properly maintained lawn, special canine grass or other methods with an appropriate drainage system to control surface run-off. The outdoor area surface shall be approved by the Planning Commission following a recommendation by the Township Engineer. The outdoor area must be maintained in a clean, sanitary manner, and adequate odor control measures shall be implemented so that odor will not be discernible beyond the area. Solid pet waste in the outdoor area must be promptly picked up.
 - (2) Applicants shall submit, at the time of land use application, a proposed site plan and floor plan and written operating procedures including waste and noise management methods. The waste management plan shall detail both indoor and outdoor waste management procedures to ensure animal waste is not discharged to surface or storm water. These procedures shall be followed for the duration of the business and shall be designed to prevent or control animal behavior that may adversely impact surrounding uses, including loud or excessive barking. (as amended (02/18/18))
- (y) Micro-breweries, small distilleries and small wineries shall comply with all requirements of the State of Michigan for the production, sale and/or distribution of alcoholic beverages and shall obtain all necessary licenses and permits. Such uses shall also provide sufficient on-site space and circulation for loading/unloading. Any vehicles affiliated with the use shall be parked or stored only in the rear yard. (as amended 08/11/19)
- (z) Climate controlled indoor commercial storage shall comply with the following requirements:
 - (1) All buildings shall conform to the design and material standards of Section 12.01 and shall include a minimum of 25% window space (including spandrel or tinted glass) on all building elevations visible from a public or private road and the parking lot. The Planning Commission may modify this requirement in accordance with Section 12.01.04.
 - (2) Any internal overhead doors visible through the windows shall be a natural earth tone color that is harmonious with the interior wall color and design of the building, unless otherwise approved by the Planning Commission.
 - (3) Exterior overhead doors for vehicular access shall not face any public roadway except as approved by the Planning Commission under the following circumstances:
 - a. For through garages where doors are provided on the front and rear of the building;
 - b. Garages located on corner or through lots;
 - c. Where the Planning Commission determines that a rear garage would have a negative impact on an abutting residential district; and,

d. Under these circumstances the Planning Commission may require additional landscape screening above and beyond what is required for street frontage landscaping. (as amended 08/11/19)

(aa) Upper floor dwelling units shall incorporate parking and waste receptacles for the dwelling units in the site plan for the facility. (as amended 08/11/19)

(as amended (02/18/18 and 08/11/19)

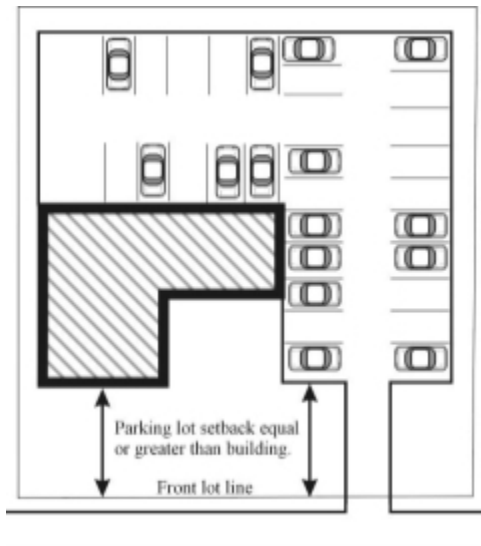
Sec. 7.03 DIMENSIONAL STANDARDS

7.03.01 **Commercial Schedule of Area and Bulk Requirements.** All lots, buildings, structures and parking areas shall comply with the area height and bulk requirements in Table 7.03.01:

Table 7.03.01								
DIMENSIONAL STANDARDS – COMMERCIAL DISTRICTS								
			Minimum Yard Setbacks – (d)(e)(f)					
District	Min. Lot Area (a)	Min. Lot Width (a)(b)(c)	Front Yard (g)(h)(i)(j)	Side Yard (l)	Rear Yard (m)	Parking Lot	Max. Lot Coverage(o)	Max. Height (k)
Neighborhood Service District (NSD)	1 Acre	100 ft.	70 ft. 35 ft. if no parking in the front yard	10 ft. each side	40 ft.	10 ft.	Governed by setbacks	20 ft. one story
Office Service District (OSD)	1 Acre	100 ft.	70 ft. 35 ft. if no parking in the front yard	20 ft. each side	40 ft.	20 ft. 10 ft. side and rear	35% bldg. 60% impervious surface	35 ft. 2.5 stories
General Commercial District (GCD)	1 Acre	150 ft.	70 ft. 35 ft. if no parking in the front yard	15 ft. each side	50 ft.	20 ft. 10 ft. side and rear	35% bldg 75% impervious surface	35 ft. 2 stories
Regional Commercial District (RCD)	2 Acres	200 ft. (n)	70 ft. 35 ft. if no parking in the front yard	20 ft. each side	50 ft.	20 ft. 10 ft. side and rear	35% bldg 75% impervious surface	45 ft. 3 stories
Planned Unit Development (PUD)	See Article 10, Planned Unit Development Districts. Setbacks from perimeter of property shall be consistent with the standards of the underlying zoning district. Internal setbacks shall be determined during the PUD review process.							

7.03.02 Footnotes to Table 7.03.01:

- (a) **Lot Area with Shared Access:** The lot area and width may be reduced to 20,000 square feet and 80 foot lot width for sites that have shared driveways and service drive connections with adjacent lots/uses and all access management requirements of Section 15.06 are complied with.
- (b) **Lot Width:** Minimum lot width is measured at the required front yard setback distance from right-of-way. Measurement for flag shaped lots shall be at the point where the narrow access strip joins the larger section of the lot, as determined by the Zoning Administrator.
- (c) **Depth to Width Ratio:** Lot depth shall be no greater than four (4) times the width.
- (d) **Landscape Buffers:** See landscape buffer zone and screening requirement in section 12.02 based on adjacent zoning.
- (e) **Natural Features Setback:** All structures shall be setback a minimum of twenty five (25) feet from an MDEQ regulated wetland and seventy (70) feet from the shoreline of a lake.
- (f) **Projections into Yards:** Projections into required yards are permitted for certain architectural features as described in section 11.01.04.
- (g) **Front Yard Setback Reduction:** The reduced front yard setback is allowed for sites that do not have parking in the front yard. The parking lot, including parking spaces and drive aisles must be located in the rear yard or the side yard where the parking lot is located no closer to the front lot line than the front wall of the building, with the exception of driveways providing access from the road and service drives or frontage roads providing cross-access to adjacent lots. (as amended 12/31/06)
- (h) **Use of Front Yard:** Except for necessary drives, walks and approved signs, or as authorized by Special Land Use, the required front yard shall not be used for loading, storage or accessory structures. (as amended 3/5/10)
- (i) **Landscape Greenbelt:** The front yard shall include a landscaped greenbelt as required by section 12.02.
- (j) **Detention Ponds:** Detention ponds shall be prohibited in the front yard, unless the Township Engineer determines there is no reasonable alternative due to existing topography and natural drainage problems.
- (k) **Exceptions to Height Limitations:** See exceptions to maximum height required for mechanical equipment; cornices; spires; cupolas; for institutional uses etc. in section 11.01.05.
- (l) **Side Yard Setback:** Where the building is connected to a building on an adjoining lot by an approved fire wall, the required side yard on the common side may be reduced to zero (0) feet.
- (m) **Rear Yard Setback:** The setback may be reduced to not less than twenty-five (25) feet by the Planning Commission if a wall or landscaped berm is provided to screen loading areas, and the rear of the building has the same architectural character and materials as the front and side.



- (n) **Access Spacing:** Access points shall be at least 600 feet from a signalized intersection or expressway interchange ramps provided the spacing may be modified by the Township, with input from road agency staff, to minimize conflicts with traffic operations at intersections or existing access points.
- (o) **Impervious surface:** Impervious surface shall be determined as the total ground square footage of the building footprint plus the total of all paved surfaces.

Sec. 7.04 ADDITIONAL SITE DEVELOPMENT STANDARDS

7.04.01 All Permitted and Special Land Uses shall comply with all applicable provisions of this Zoning Ordinance including those listed below.

- (a) Article 11, General Provisions, shall be adhered to for general dimensional standards, calculation of (buildable) lot area, access to dedicated streets, projections into yards, supplementary height regulations, principal building, structure or use, determination of "similar uses", changes in tenancy/ownership, voting place, temporary buildings and structures, open storage, parking and repair of vehicles, essential public services, wireless communication facilities, fences, walls and screens, reception antennas and towers and wind energy conversion systems. (as amended 3/5/10)
- (b) Article 12, Site Development Regulations, shall be adhered to for commercial, office and industrial architecture, greenbelts, landscape materials and screening, exterior lighting, waste receptacles and non-motorized pathways and sidewalks.
- (c) Article 13, Environmental Protection Regulations, shall be adhered to for, clearing of woodlands and earth changes prior to development, wetland protection standards, floor drains, stormwater management and performance standards. (as amended 12/31/06)
- (d) Article 14, Parking and Loading-Unloading Standards, shall be adhered to for all non-single family residential parking.
- (e) Article 15, Access Management and Private Road Standards, shall be adhered to for all commercial driveways, shared driveways and private roads.
- (f) Article 16, Sign Standards, shall be adhered to for all signage.
- (g) Article 18, Site Plan Review and Impact Statement, shall be adhered to for the submission, review and approval of site plans for non-single family residential uses.
- (h) Article 19, Special Land Uses, shall be adhered to for the submission, review and approval of all special land uses.
- (i) Article 20, Land Divisions, shall be adhered to for all applications to divide land. Where a subdivision plat is required, the requirements of the Township Subdivision Control Ordinance shall be followed.

memorandum

DATE: April 20, 2022
TO: Genoa Township Planning Commission
FROM: Jill Bahm, Partner, Giffels Webster
Sri Komaragiri, Senior Planner, Giffels Webster
Matt Wojciechowski, Senior Planner, Giffels Webster
SUBJECT: Genoa Township Master Plan Update – Work in Progress

Following our March 28 meeting, we have made the following updates to the draft Master Plan:

- Transportation: Added section on road capacity on page 1.34.
- Goals
 - Housing & Neighborhoods
 - Added note to infrastructure bullet about respecting natural features setbacks
 - Added bullet to objectives about allowing lakefront home improvements
 - Added bullet to objectives about limiting impact of short-term housing rentals.
 - Added a measure of success to measure water quality of local water bodies
 - Economic Development
 - Under “mix of goods and services,” add a sentence to the end supporting idea of community health hub.
 - Under “development,” add support for work from home
 - Objectives: add support for local broadband and technology services
 - Natural Features
 - Under objectives, note the natural features setback and also to monitor septic capacity.
 - Transportation
 - Under local, add sentence to note roads should support new development
 - Under objectives, added pathways and crossings to last bullet
 - Add bullet to prioritize Door Road highway crossing
 - Public facilities
 - Add sentence under infrastructure to support alternative energy
 - Under objectives, encourage solar and electric vehicle charging
 - Under measures of success, include the number of ev charging stations
- Future Land Use
 - Corrected Rural Residential section
 - Added description to Research and Development section for the Chilson Road area. We considered the comments of the Planning Commission with respect to the lack of access to this area the challenges for the industrial-type land uses envisioned previously. Housing was mentioned, but again, this area is really isolated due to the physical boundaries presented by the freeway and railroad. Minimally, if a non-motorized crossing could connect this parcel to the adjacent industrial areas to the east, there could be a potential that this area could serve workforce housing. At this time, we recommend this area be considered for low-impact alternative energy production, such as solar.

- Updated growth boundary by noting there is no change at this time. Noted change from Town Center to corridor development and included reference to the zoning ordinance provision for transition.
- Housing. Within the “Applying missing middle housing strategies” paragraph, clarified that these should be explored in areas that are supported by infrastructure and transportation facilities.

Next Steps

- Planning Commission will discuss the final working draft (April)
- Our team will prepare the implementation/action strategies section (May)
- When ready, the Planning Commission will make a motion to ask the Township Board to release the final working draft to the adjacent communities and agencies as required in the Michigan Planning Enabling Act for the 63-day review period (May)
- After the review period, the Planning Commission will hold the required public hearing and consider adoption (if the draft plan is sent out in May, the public hearing would be in July)
- Following Planning Commission adoption, the Township Board may also wish to adopt the plan (July/August)

**GENOA CHARTER TOWNSHIP
PLANNING COMMISSION
SPECIAL MEETING / PUBLIC HEARING
MARCH 28, 2022
6:30 P.M.
MINUTES**

CALL TO ORDER: Chairman Grajek called the special meeting of the Genoa Charter Township Planning Commission to order at 6:30 p.m. Present were Chris Grajek, Jim Mortensen, Eric Rauch, Jeff Dhaenens, and Tim Chouinard. Absent were Marianne McCreary and Glynis McBain. Also present was Kelly VanMarter, Community Development Director/Asst. Township Manager.

PLEDGE OF ALLEGIANCE: The pledge of allegiance was recited.

APPROVAL OF AGENDA:

Moved by Commissioner Rauch, seconded by Commissioner Dhaenens, to approve the agenda as presented. **The motion carried unanimously.**

CALL TO THE PUBLIC:

The call to the public was made at 6:31 pm.

Ms. Melanie Johnson of 3990 Chilson would like this meeting to be on Zoom or recorded and given to the public.

Ms. Suzanne Kowalski of 5341 East Grand River asked about a special assessment tax in the Glen Echoes subdivision on Lake Chemung for lake upkeep. She asked if any other residents pay that tax since it is a public lake. She also noted that property owners on this lake are now required to remove their boat docks and will need to use the public launch, which is already very crowded. Chairman Grajek advised Ms. Kowalski to contact the Township during business hours to have these questions answered.

The call to the public was closed at 6:37 pm.

OPEN PUBLIC HEARING #1: Discussion of 2022 Master Plan update as presented by Giffels Webster.

Ms. Jill Bahm and Mr. Matt Wojciechowski of Giffels Webster we present.

Ms. Bahm provided an update of what steps have been done and what are the next steps regarding the Master Plan update, noting that the requested changes from the last meeting

have been incorporated into the current document draft. She would like to discuss the updated future land use descriptions, map, and redevelopment site chapters this evening.

The Commission, Ms. Bahm, and Mr. Wojciechowski discussed:

- Affordable housing
- Long-term natural features preservation, specifically with regard to residential redevelopment and how the lack of public utilities affects the waterways in residential lake communities
- Short-term residential rentals
- Walkability, including pedestrian crossings
- Less need for office space as more people are working from home and the infrastructure needs to support this
- The development of the Latson Road corridor
- Level of service relating to traffic and working with the Livingston County Road Commission and neighboring communities
- Car charging stations and their related infrastructure
- Solar panels
- Public transportation
- Focus on increasing the use of the township hall site to include additional activities, events, amenities, etc.
- Developing accessory uses for the health and wellness center that has developed on Grand River with the 2|42 Church, St. Joseph Woodland Center, the mental health center, and other medical offices
- Changes to the growth area boundary map to help with transitional areas
- Missing middle housing types and locations where they would be appropriate
- Properties along the Grand River corridor that would be appropriate for commercial redevelopment.
- Maintaining the groundwater and air quality in the township.

Ms. Bahm showed the proposed future land use map and reviewed the changes. Ms. VanMarter noted a specific parcel on Chilson Road at I-96 that could possibly be rezoned to high-density residential and fill the missing middle- or lower-income housing needs.

Changes to the Master Plan will be made based on the discussion this evening. Giffels Webster will return to the Planning Commission to discuss further.

The call to the public was made at 9:04 pm.

Ms. Christine Watson of 390 Natanna has attended some Genoa Township Planning Commission meetings and sees that the Commission is very concerned with keeping the greenspace and the character of the township and questions how an asphalt plant was approved.

Chairman Grajek noted that the approval was part of due process for the applicant. There was a lot of misunderstanding regarding what transpired at that meeting.

Ms. Melanie Johnson of 3990 Chilson had comments and concerns regarding the Master Plan discussion this evening.

Ms. Ms. Suzanne Kowalski of 5341 East Grand River asked if the zoning ordinance in the industrial zoning will be changed. In listening to the discussion this evening, she is excited for the proposed plan.

The call to the public was closed at 9:13 pm.

ADMINISTRATIVE BUSINESS:

Staff Report

Ms. VanMarter reiterated that due to the large number of applications she has received, there may need to be two meetings in April and/or May.

Approval of the March 14, 2022 Planning Commission meeting minutes

Moved by Commissioner Rauch, seconded by Commissioner Dhaenens, to approve the minutes of the March 14, 2022 Planning Commission Meeting as presented. **The motion carried unanimously.**

Member Discussion

There were no items to discuss this evening.

Adjournment

Moved by Commissioner Mortensen, seconded by Commissioner Rauch, to adjourn the meeting at 9:23 pm. **The motion carried unanimously.**

Respectfully Submitted,

Patty Thomas, Recording Secretary

Goals and Objectives

Goals and Objectives

Goals are general guidelines that explain what the community wants to achieve. Goals are usually long-term and represent global visions such as “protect the township’s natural resources.” Goals define the “what,” “why,” and “where,” but not the “how.” Identifying obstacles to overcome is also useful in defining goals.

Objectives identify the milestones that mark progress in achieving goals and provide more of the “how” goals will be implemented. For example, with a goal of “protect the township’s natural resources,” an objective to “maintain the township’s tree cover” is something that may be measured and tracked over time.

Action items are more specific and define the steps to accomplish objectives and attain the identified goals. The most effective action strategies will include who will tackle that task and when it should be accomplished. Using the above example objective of maintaining tree cover, one action strategy might be: “Using the township’s GIS data, map the current tree cover in the township.”

The overall goals of this Master Plan are to:

- Accommodate a variety of land uses in a logical pattern and complement community goals, the surrounding land uses, environment, capacity of roads and the sanitary sewer, and public water system capabilities.
- Provide land owners with reasonable use of their land in a manner that is compatible with adjacent land uses and the overall land use plan for the township and the capacity of infrastructure.
- Promote harmonious and organized development consistent with adjacent land uses.
- Develop and maintain flexible codes and ordinances to meet the needs of current and future residents
- Manage development by maintaining a growth boundary to encourage efficient use of land, protect farmland and natural features, and allow the efficient provision of public services, utilities, and infrastructure.



1 Housing & Neighborhoods

Pattern of Development. Genoa Township is largely comprised of single-family homes, many of which are on large, rural lots. Housing is dispersed throughout the township, with concentrations near the cities of Brighton and Howell.

Character. Housing and neighborhoods influence the character of the Township through the placement of homes on lots, the size of lots, the space between homes and the architectural designs, materials and colors of homes.

Variety. The housing types in Genoa Township are predominantly single-family, owner-occupied homes, but multi-unit housing options are available. To accommodate current and future residents, the Township will continue to offer a variety of home types in terms of size, style and location, ensuring that housing is available for a variety of ages, abilities and income levels.

Infrastructure. Neighborhoods will be strengthened by well-maintained infrastructure, including local roads, water, sewer and utilities that will be improved as needed to meet the needs of township residents, while respecting the established natural features setbacks.

Connectivity. Neighborhoods near commercial nodes and connected neighborhoods will enable residents to minimize vehicular travel as well as maintain social networks with their neighbors.

Objectives

- Allow the pattern of homes on large rural lots to continue where it exists, particularly south of I-96.
- Focus new housing on concentrated areas near already-developed areas
- Ensure new development is of high quality and design.
- Ensure that housing is available near transportation corridors, goods and services.
- Encourage student housing associated with Cleary College.
- Encourage housing for older residents near medical facilities as well as goods and services.
- Encourage the ongoing maintenance and upkeep of housing
- Support older residents who wish to stay in their homes as long as possible.
- Allow existing lakefront homes to be improved and expanded without compromising the established character of the lake neighborhoods or water quality.
- Limit impact of short-term housing rentals

Measures of Success. How can the Township track progress towards the goals?

- The variety of housing types (single-family, two-family, etc.) increases
- There is a range of housing at various price points
- The number of housing units within ½ mile of Grand River Avenue increases
- The amount of open space south of I-96 remains constant
- Tree cover increases
- Water quality of local water bodies improves



2 Economic Development

Job Creation. Grand River Avenue is a well-developed commercial and transportation corridor in the township that provides local jobs and employment. Quality industrial and technology-based development near Grand River and at I-96 Interchange areas in the township will help diversify the tax base with room for future expansion, where not in conflict with surrounding land uses. Utilities, including broadband services, support local businesses and residents with home-based businesses.

Mix of Goods and Services. Genoa Township is centrally located in Livingston County, offering a wide variety of goods, services and jobs to residents and visitors. The Township will strive to attract new businesses that lead towards the creation of “hubs” of activity. Work with hospitals and service providers to coordinate programming and leverage synergies to recruit compatible users that will promote the the Grand River Corridor east as a community health hub

Development. Development and redevelopment will be strategically located, primarily along the Grand River corridor to provide employment, shopping and recreational opportunities for current and future residents of the township. High-quality site and building design will contribute to strong neighborhoods, vital shopping districts, and desirable employment centers. Support residents who work from home, either on a full-time or part-time basis.

Objectives:

- Allow flexibility of uses in the Grand River corridor.
- Ensure uses that rely on the interstate highway for logistics/transportation have adequate access.
- Work with property owners to identify and locate compatible/complementary users in concentrated areas to promote a thriving economic ecosystem.
- Strengthen the reputation of Genoa Township in the region for business development and job creation.
- Ensure adequate housing for the local workforce to support economic development.
- Support local broadband and technology services that will allow residents to work from their homes

Measures of Success. How can the Township track progress towards the goals?

- Commercial building permits increase
- Sign permits increase
- The number of jobs in the Township increases
- The number of residents who work in the Township increases
- The number of housing units within ½ mile of Grand River Avenue increases



3 Natural Features

Environment. The character of Genoa Township is distinctly defined by significant, sensitive natural amenities such as water bodies, wetlands, slopes, mature trees and natural ecosystems. This local ecosystem supports flora and fauna as well as the residents who call the Township home. The Township will engage the community with efforts to protect its local environment and protect the quality of the community's lakes and water resources from overcrowding and overuse.

Sustainable Development. The Township recognizes the importance of long-range planning combined with strategic actions to meet the current needs of residents and business owners without compromising the ability of future generations to meet their needs too. Particularly with respect to its many lakes, wetland and woodlands, the Township strives to protect and preserve the natural environment, recognizing the way in which it supports community health, promotes a prosperous economy, and a creates a vibrant and equitable community for all.

Resiliency. The Township seeks to be resilient with respect to environmental hazards, recognizing ways in which ongoing, persistent stresses, that impact the community over time as well as sudden, single events that disrupt the day-to-day functioning of the community.

Objectives:

- Protect natural areas by limiting development to areas with existing infrastructure and strictly enforcing the natural features setback
- Create strategies to conserve water and energy and reduce waste
- Protect the township's groundwater resources by increasing wellhead protection and undertaking measures to prevent groundwater pollution.
- Concentrate development so there is minimal conflict between the man-made and natural environment.
- Establish land uses that are compatible with designated open space
- Identify ongoing environmental stresses, such as invasive species, in the community and the potential for sudden events, such as flooding, and prepare plans to mitigate their impacts.
- Increase tree cover and reduce impervious surfaces in developed areas to better manage stormwater and mitigate impacts of climate change.
- Monitor septic capacity to ensure lake front properties are properly maintained and direct new development to areas that have sufficient facilities

Measures of Success. How can the Township track progress towards the goals?

- The amount of open space in the community remains constant
- Tree cover is maintained or increases
- Impervious surfaces decrease
- Water quality improves in local bodies of water



4 Transportation

Multi-modal. Genoa Township's transportation network is comprised of regional and local roads, highways, sidewalks and multi-use trails and pathways. Together, these modes of transportation offer residents and visitors the ability to work, shop, dine and recreate. Transit options will be accessible to support local residents and businesses.

Cooperative. A safe, equitable, efficient transportation system will be maintained, in conjunction with county and state road agencies, in a cost-efficient manner that enhances the character of the township, supports multiple modes of travel and meets the mobility needs of residents of all ages and abilities. Regional traffic through Township will have minimal conflict on local streets, utilizing traffic calming techniques.

Local. Local roads will be maintained and improved to support safe travel within neighborhoods as well as to provide access to community facilities, goods and services. The development of new commercial and residential uses will be concentrated along the Grand River corridor to allow residents opportunities to walk rather than drive personal vehicles as well as accommodate walking between uses to reduce traffic congestion. Changes in development will be supported by related road improvements.

Objectives:

- Maintain the pathway along Grand River Avenue through the Township.
- Allow and encourage the mix of commercial and residential uses along the Grand River corridor.
- Partner with county and state road agencies to support non-motorized travel, improve safety and mitigate traffic congestion.
- Maintain local roads under Township jurisdiction.
- Partner with local and regional agencies to develop transit options.
- Create a Complete Street network in the Township to allow residents opportunities to safely access community destinations through a variety of modes, including additional pathways and crossings.
- Prioritize the Dorr Road highway crossing for pedestrian accommodations when improvements are made

Measures of Success. How can the Township track progress towards the goals?

- Traffic crashes decrease
- Pathways increase
- The number of residents with access to non-motorized transportation facilities increases
- The number of residents with access to transit services increases
- The number of residents who work in the Township increases
- The number of housing units within ½ mile of Grand River Avenue increases
- The number of bus stops increases (LETS)
- The number of pedestrian crossing signals in the Township increases

5 Public Facilities and Services

Infrastructure. The Township will continue to provide utility improvements only in locations best suited for development to support managed growth and provide a growth boundary to ensure development is consistent with infrastructure planning. The Township will encourage resilient and sustainable infrastructure facilities, including alternative energy production,

Community-building. The Genoa Township Park is a centrally located full-service park and open space area that will continue to meet the needs of current and future residents with a wide variety of active and passive recreational opportunities. This park serves as a hub for community activities and is an identifiable place that promotes the identity of Genoa Township.

Partnerships. Public services are provided by not only Genoa Township, but also with assistance from the adjacent townships and the cities of Brighton and Howell to provide area residents with high quality community services and facilities.

Objectives:

- Plan for infrastructure improvements and ongoing proactive management of local utilities, facilities and roads.
- Partner with local agencies to ensure long-term management of local infrastructure.
- Maintain and enhance recreational amenities at the Township Park to accommodate the needs of current and future residents of all ages and abilities.
- Partner with adjacent communities, local agencies and the county to provide recreational facilities and programs for residents.
- Identify alternative funding sources for infrastructure and recreation improvements.
- Encourage installation of alternative energy facilities, including solar.

Measures of Success. How can the Township track progress towards the goals?

- The number of residents using the Township Park increases
- Revenues from utilities cover associated expenses of maintenance and improvements
- The amount of alternative funding increases.
- The number of electric vehicle charging stations increases



Future Land Use Plan

Future Land Use Categories

Housing

There are six residential land use designations intended to provide a variety of housing options in terms of style and price range for current and future residents of all ages and abilities in Genoa Township. Intended densities range from one dwelling per five acres to 8 dwellings per acre and are applied in a way that is consistent with the Township's goals. Areas intended to reinforce the rural character of the Township have limited utility access and will serve for large-lot residential homes; these areas are only intended for residential uses or small-scale neighborhood-serving non-residential uses. To advance the Township's walkability and economic development goals, different housing types, from small-lot single-family homes to multiplexes and mixed use residential, are envisioned in areas that can support such development, with available utilities, and offer destinations to which local residents can walk.

Agricultural/Country Estate: The intent of this designation is to protect lands for agricultural use or to permit limited development with single family homes. Many of the areas are prime farmland or have significant natural limitations such as wetlands or severe soil limitations. As these areas are not planned for sanitary sewer, they can only support low density residential development. This classification is recommended for single family residences on lots no smaller than 5 acres.

Rural Residential: This designation identifies areas to be developed as single family residential on large lots. Many of the areas have significant natural limitations such as wetlands or severe soil limitations and are not planned for sanitary sewer. These areas are only intended for residential uses or small-scale neighborhood-serving non-residential uses. This classification is recommended for single family residences on lots no smaller than 2 acres or clustered development with a net density of 1 unit per acre.

Low Density Residential: This designation is for single family residential development located between rural residential areas and the more developed areas of the Township. While these areas are not planned for sewer service, they have fewer environmental constraints found in the Rural Residential. These areas are only intended for residential uses or small-scale neighborhood-serving non-residential uses. Single family residential uses within these areas will be located on lots of at least 1 acre in size.

Small Lot Single Family Residential: This designation refers to two distinct groups of single family residential uses: the older homes around Lake Chemung and the Tri- Lakes area and newer, small lot, single family subdivisions located within the more urbanized area of the Township. Secondly are These areas will generally be, or are planned to be, served by public water and sanitary sewer. Single family residential uses located within these areas will typically be located on lots ranging from 14,520 square feet to 21,780 square feet in size or 2 to 3 units per acre.

Medium Density Residential: This designation refers to medium density duplexes, attached condominiums and other multiple-family dwelling units. This area may also be developed with single-family homes on smaller ¼ acre lots. This designation is found within areas served, or planned to be served, by public water and sanitary sewer. New residential development should be located close to goods, services and job centers and should accommodate residents of all ages and abilities. Development will be at a density consistent with the infrastructure and land capabilities but will not exceed a density of 5 units per acre.

High Density Residential: This designation refers to higher density condominiums, apartments and other multiple family dwellings. This designation is found within areas served, or planned to be served, by public water and sanitary sewer and should primarily be located along the Grand River Corridor. Development should respond to infrastructure and land capabilities and should not exceed 8 units per acre unless designed to minimize impacts on adjacent uses by limiting impervious surfaces, adding green space and including community gathering spaces. This designation includes existing manufactured housing/mobile home parks; no new mobile home park areas are anticipated.

Commercial

The Township is planning for commercial development that serves both residents and visitors. A small-scale, low-intensity type of commercial closer to existing residential neighborhoods that may include goods, services and limited office uses will serve local residents. The Grand River Corridor will serve both local residents and, closer to the cities of Howell and Brighton as well as near the freeway, visitors and regional residents. In the corridor, commercial uses will include goods, services, offices and, in “hub” or “district” areas, residential uses.

Neighborhood Commercial: Retail and service establishments whose primary market area includes residents and employees from within a two-mile radius are designated by this category. These retail businesses and services are intended to serve the needs of nearby residential neighborhoods. Typical uses would include smaller general merchandising/retail establishments such as convenience stores, banks, dry cleaners, and beauty/barber shops, and small retail strips. Low trip-generating professional office uses (not medical) will serve not only local users of such services, but also will allow local residents the opportunity to work closer to home.

Interchange Commercial: Rather than typical interchanges where gas stations and fast food establishments are built piecemeal with little consideration for aesthetics, the intent of this designation is to promote planned development of these interchange commercial uses with high quality architecture. The Latson interchange is envisioned to be the premier exit for travelers along I-96: a destination where they can get out of their vehicles to walk around, dine, and shop.

- Appropriate uses include fast food, sit-down restaurants, gas stations, retail, and entertainment
- This area may be subject to design guidelines promoting walkability, increased landscaping standards, pedestrian-scale building siting and massing, and outdoor dining/gathering.
- Very few access points: each development shall provide access connections to adjacent properties so that there may be a shared access connection to a future traffic signal.

Interchange Campus: The intent is to create a district in the I-96 corridor that will accommodate large-scale institutional campuses close to the interchange without leap-frog development further south.

- Possible principal uses alone or in combination: medical center/clinics, higher education satellite, corporate offices, high-tech research & development (with no external impacts), indoor sports center, conference center/hotel, health clubs, office centers, or senior living. Ancillary uses that have a direct connection to the principal use are allowed and should be part of the overall plan, such as limited restaurants and professional services when included as part of an overall development.
- Any large-scale development should be a well-planned, campus-like setting, planned in close coordination with the Township. Upon submittal of the first development proposal for this area, an overall development plan must be provided. This plan shall guide development in the interchange campus area including signs, access/circulation, building design, landscape, and streetscape.
- A well-landscaped entry corridor that includes a median, sidewalks, street trees, and ample places for pedestrians to cross S. Latson Road. This may require provision of 40’ of right-of-way from the center of the road.

Industrial

Industrial: The intent is to develop industrial uses such as research, wholesale and warehouse activities and light industrial operations which manufacture, compound, process, package, assemble and/or treat finished or semi-finished products from previously prepared material. The processing of raw material for shipment in bulk form, to be used in an industrial operation at another location is found only in very defined and limited portions of this area.

Research and Development: This area should be developed as a light industrial/R&D/office park. High quality building architecture should be utilized to convey a high-quality image. Enhanced landscaping and screening should be provided along adjoining major thoroughfares. Flexibility in some zoning requirements may be considered in exchange for these aesthetic enhancements. There are two areas designated as R&D: one in the eastern end of Grand River near Euler Road that is partially developed and the second in the northwest, bounded by I-96 and the railroad, bisected by Chilson Road. These may be good areas to consider for alternative energy facilities, notably solar energy. Particularly along the Chilson Road corridor, as the eastern portion is land-locked with the highway and railroad. This area could serve as workforce housing, if it had non-motorized access over the railroad to Victory Drive or Grand Oaks Drive.

Other

Public/Quasi-Public: These are institutional land areas to be occupied by government, utility or civic uses such as churches, parks, state, county and municipal facilities and major utility lines.

Private Recreational: These are areas designated for private recreational facilities such as golf courses, campgrounds and private parks. Because they are primarily located in residential areas, should these uses cease, any future redevelopment is anticipated to be consistent with low density residential.

Redevelopment of Public/Quasi-Public Sites:

Development pressures may lead to a demand for some public sites or private recreational property to be developed with other types of uses. If there is any redevelopment of

What are “regional” uses?

Regional uses are typically located in geographic area, or “regional centers,” intended to serve as the focal points of regional commerce, identity, and activity. They cater to many neighborhoods and communities and serve a significantly larger population than the community in which they are located.

Regional centers contain a diversity of uses such as corporate and professional offices, retail commercial shopping centers and malls, government buildings (county or district-serving), major health facilities, major entertainment and cultural facilities and supporting services. Housing may be integrated with commercial uses to serve as workforce, support services, recreational uses, open spaces, and amenities.

Regional centers, typically, provide a significant number of jobs and many non-work destinations that generate and attract a high number of vehicular trips. They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the community. Such uses are ideally located with convenient access to major thoroughfares and freeways that can sustain high vehicle travel without generating traffic on local streets (i.e. contained to Grand River and 96)

public sites or private recreational lands, proper land use relationships must be maintained to ensure design and uses are compatible with the planned character of the surrounding area. In addition, since most of those sites have significant open space or natural features, some element of those features should be preserved. The Planned Unit Development (PUD) option contained in the Zoning Ordinance would be a good approach for this type of redevelopment. PUD provides design options to permit flexibility in the regulation of land development and innovation in design.

Grand River Corridor Mixed-Use Districts

This designation generally covers most of Grand River Avenue as it runs east-west through the northern part of Genoa Township and intends to allow flexibility of land uses while ensuring quality development and redevelopment. In these areas, commercial and residential uses, provided in a horizontal or vertical mixed use development pattern, will complement each other, creating “hubs” or “districts” of mutually supportive uses. It is envisioned that people may live near their places of work as well as near goods, services and entertainment uses and visitors to the areas who arrive by car can park once and walk to a variety of destinations. Site layout, landscaping, building design and connectivity will be important. Throughout these areas, walkability is encouraged, and identifiable “places” will be created to reflect a unique identity to Genoa Township.

A mix of uses may occur as vertical mixed-use, horizontal mixed-use or a mix of the two in one development. Vertical mixed-use is intended to allow for a combination of different uses in the same building where non-residential uses occupy the bottom portion of the building and residential on upper floors. Horizontal mixed-use allows commercial and residential uses on adjacent parcels that together may create a “hub” or district. Buildings will range from one to three stories and be set back from single family neighborhoods when they’re adjacent to the corridor. Screening to buffer single family neighborhoods from noise, light and traffic will also be important; however, pedestrian access should be maintained. Placemaking elements, such as street lights, trees and furnishings, along with public art and signage, will help reinforce the identity of this important corridor.

A variety of housing is envisioned in these areas as an alternative to some of the larger lot residential areas elsewhere in the Township. Housing in the mixed use areas will be smaller homes on smaller lots and multi-family dwellings. This housing will generally be more affordable than larger homes on larger lots, easier to maintain and serve a broad range of age groups, from college students to young professionals and older residents.

Regional commercial uses, such as auto-oriented uses (including fast-food) are only intended at interchange uses and where otherwise currently existing along Grand River Avenue. See page 3.34 for more details.

East Grand River District

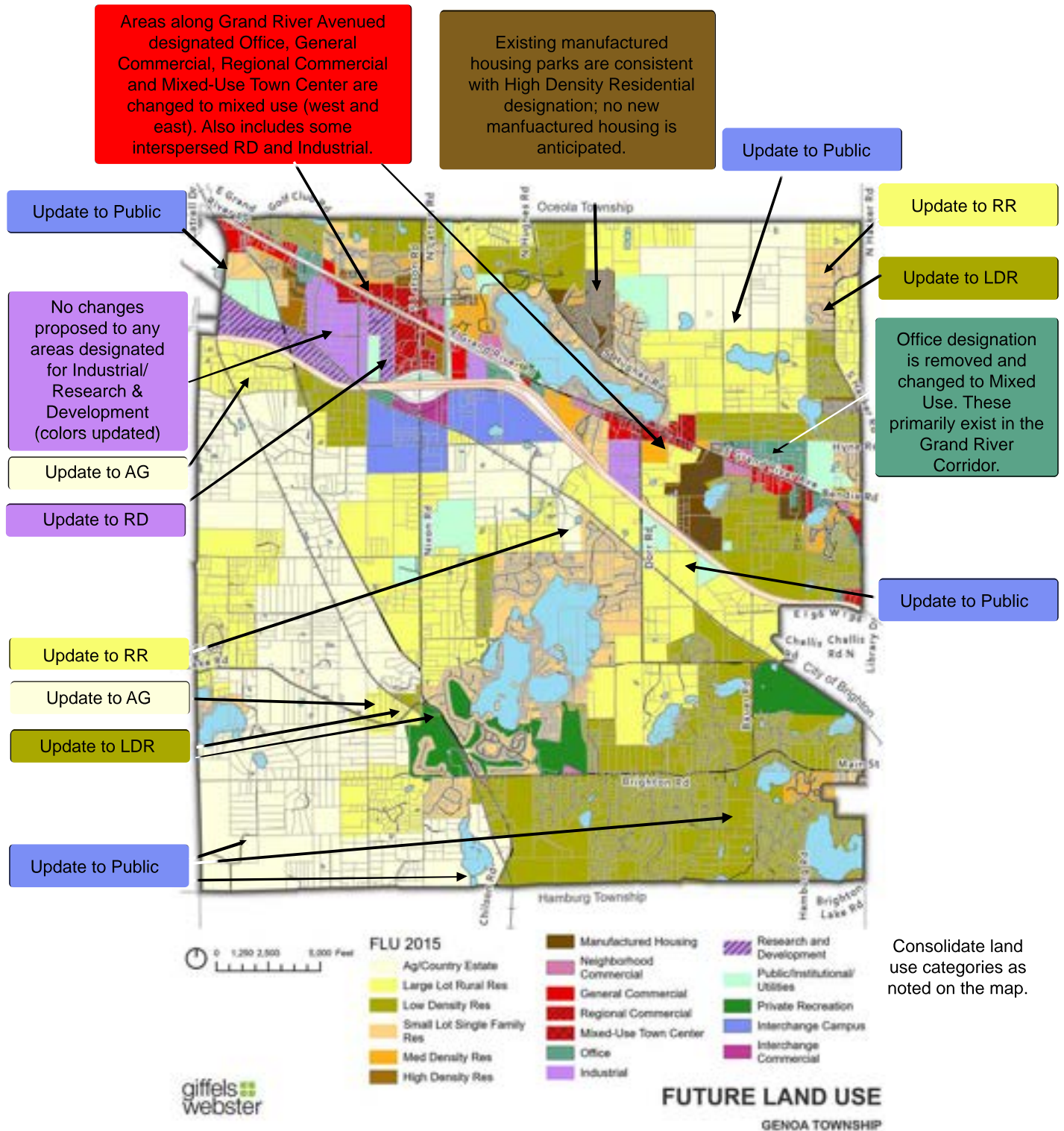
This district covers the area from the Township’s eastern border (north of Herbst) west to the I-96 interchange. It includes the “lake district,” where public access to Lake Chemung is provided on Grand River Avenue and also the “health hub,” which is a potential development area centered around St. Joseph Mercy Health Center. Both of these recognizable amenities offer opportunities to locate jobs, retailers, restaurants, recreation/entertainment, office and residential uses in a way that focuses on and supports community health. Buildings are intended to be one- to two-stories and sites developed in a way that minimizes the importance of the automobile and prioritizes the pedestrian. Housing in this area could focus on housing for older residents, providing them easy access to nearby medical facilities as well as other goods and services.TT

West Grand River District

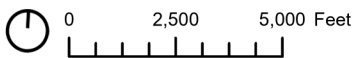
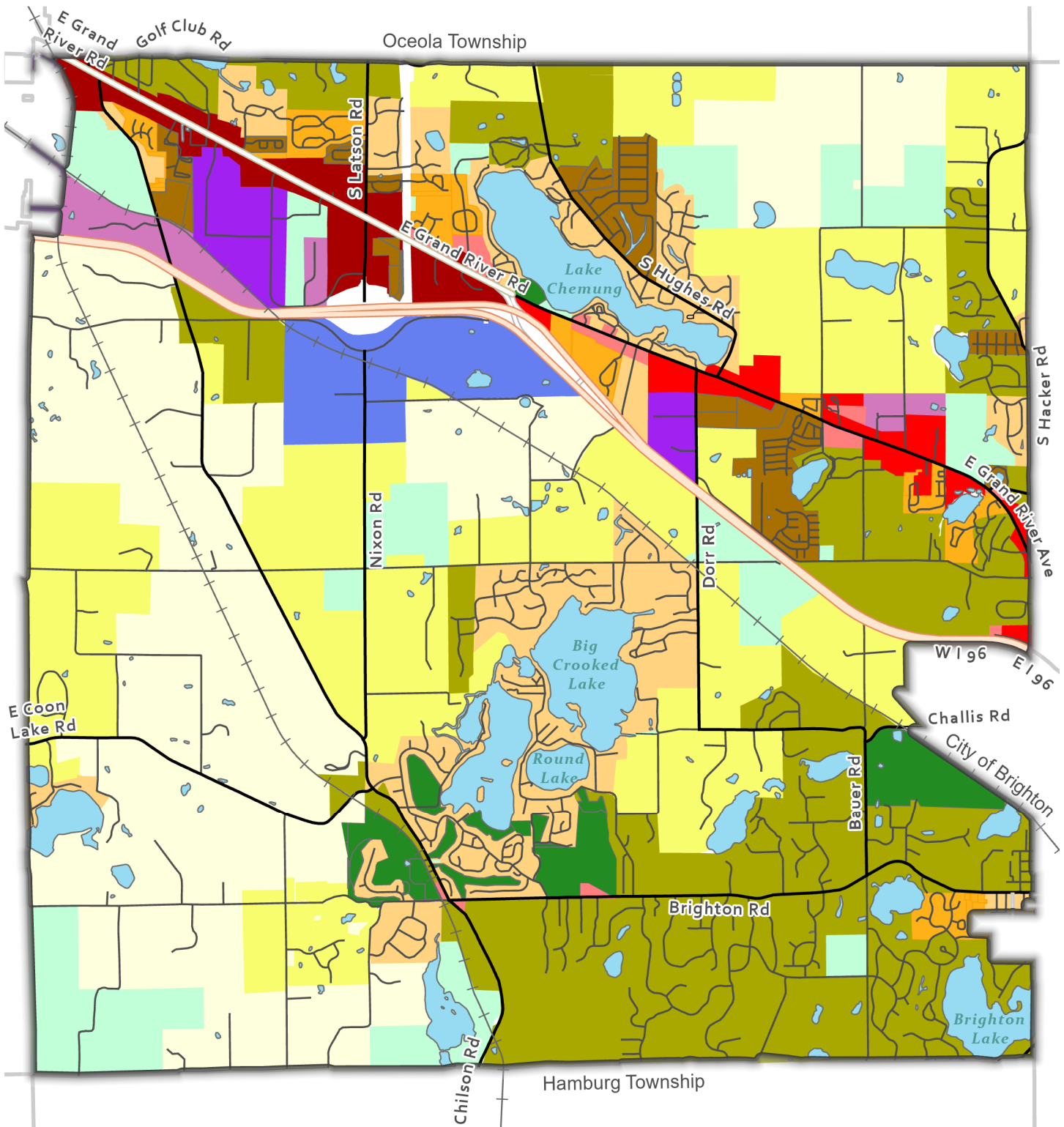
This district will reach from the I-96 interchange at the east end to the western boundary of the Township, west of Golf Club Drive. This area is envisioned for a higher intensity of commercial and residential uses than the East Grand River District. Currently developed with general commercial and office along Grand River, this area is intended to continue to promote these uses that are supported by area and regional residents as well as pass-by traffic along Grand River Avenue, including interchange traffic from I-96. Buildings of one- to three-stories are envisioned, with higher and larger buildings set back from single family residential. Residential uses could range from attached units to stacked flats and will contribute to the workforce and customer base for the district.



FIG.3.9. CHANGES TO FUTURE LAND USE MAP



Consolidate land use categories as noted on the map.



- | | | |
|-----------------------------|------------------------------|--------------------------------|
| Ag/Country Estate | High Density Res | Industrial |
| Large Lot Rural Res | Neighborhood Commercial | Research and Development |
| Low Density Res | Mixed Use - East Grand River | Interstate Campus |
| Small Lot Single Family Res | Mixed Use - West Grand River | Public/Institutional/Utilities |
| Med Density Res | | Private Recreation |

The Future Land Use Map, along with the entire Master Plan document, is a policy guide for local land use decisions. The boundaries reflected on the map are general and are not intended to indicate precise size, shape, dimensions or individual parcels. In addition, where the Future Land Use Map and the Zoning Map are not in alignment, it does not necessarily suggest that that rezoning is imminent; rather, the Future Land Use Map sets forward recommendations to achieve long-range planning goals.

Growth Area Boundary

The 2013 master plan establishes a growth boundary. Areas within the growth boundary include the Grand River Avenue/I-96 corridor between Brighton and Howell and areas surrounding the City of Brighton. This section includes the relevant text from the previous plan. The growth boundary is not intended to be static, but should be evaluated on a regular basis. The Township should consider updating the growth boundary based on the criteria listed in the following page.

At this time, there is considerable development pressure along Latson, south of the primary growth area to Crooked Lake Road, but the Township is not ready to extend the primary growth area nor infrastructure at this time. This is an area to be reviewed in the next 5-year review of the Master Plan.

The residents of Genoa Township have consistently said that preserving the natural beauty of the Township and controlling urban sprawl are important priorities for planning the community. The Township also desires to be able to provide efficient infrastructure services to support development. One of the most effective ways to meet both of these goals is with a “growth boundary.”

The growth boundary concept in the plan is designed to encourage the following:

- Efficient land use,
- Protection of farmland and natural areas,
- Efficient provision of utilities, services and infrastructure,
- An efficient transportation system,
- Locations for economic growth, and
- Diverse housing options.

The growth boundary marks the separation between rural and urban areas and defines land that can efficiently support urban services such as sewer, water and roads. Secondary growth areas are also provided adjacent to the City of Brighton for low density residential.

Development outside the boundary is not prohibited; however, because public utilities are not available in these areas, development needs to be maintained at a relatively low intensity and the character of development needs to not adversely impact natural features and agricultural uses.

Areas within the growth boundary include the Grand River Avenue/I-96 corridor between Brighton and Howell and areas surrounding the City of Brighton. Land within the growth boundary are separated into two distinct areas:

Primary growth areas are currently served or available to be served by public sewer and water. These areas include single family and multiple family residential at higher densities with public water and sewer, commercial centers, industrial parks and mixed-use centers.

Secondary growth areas do not have sewer and water, but due to their proximity to the cities of Brighton or Howell, are appropriate for infill with low density residential. Typical lot sizes will be around one acre or clustered developments at an overall density of two acres per dwelling.

Rural Reserve areas outside of the growth boundary should be maintained at a relatively low intensity rural character of development that will not adversely impact natural features and agricultural uses.

There is presently vacant or under-utilized land within the growth boundary that can be served by public water and sewer. By focusing new development in these areas, the Township and the County can more efficiently provide the necessary infrastructure to support new growth.

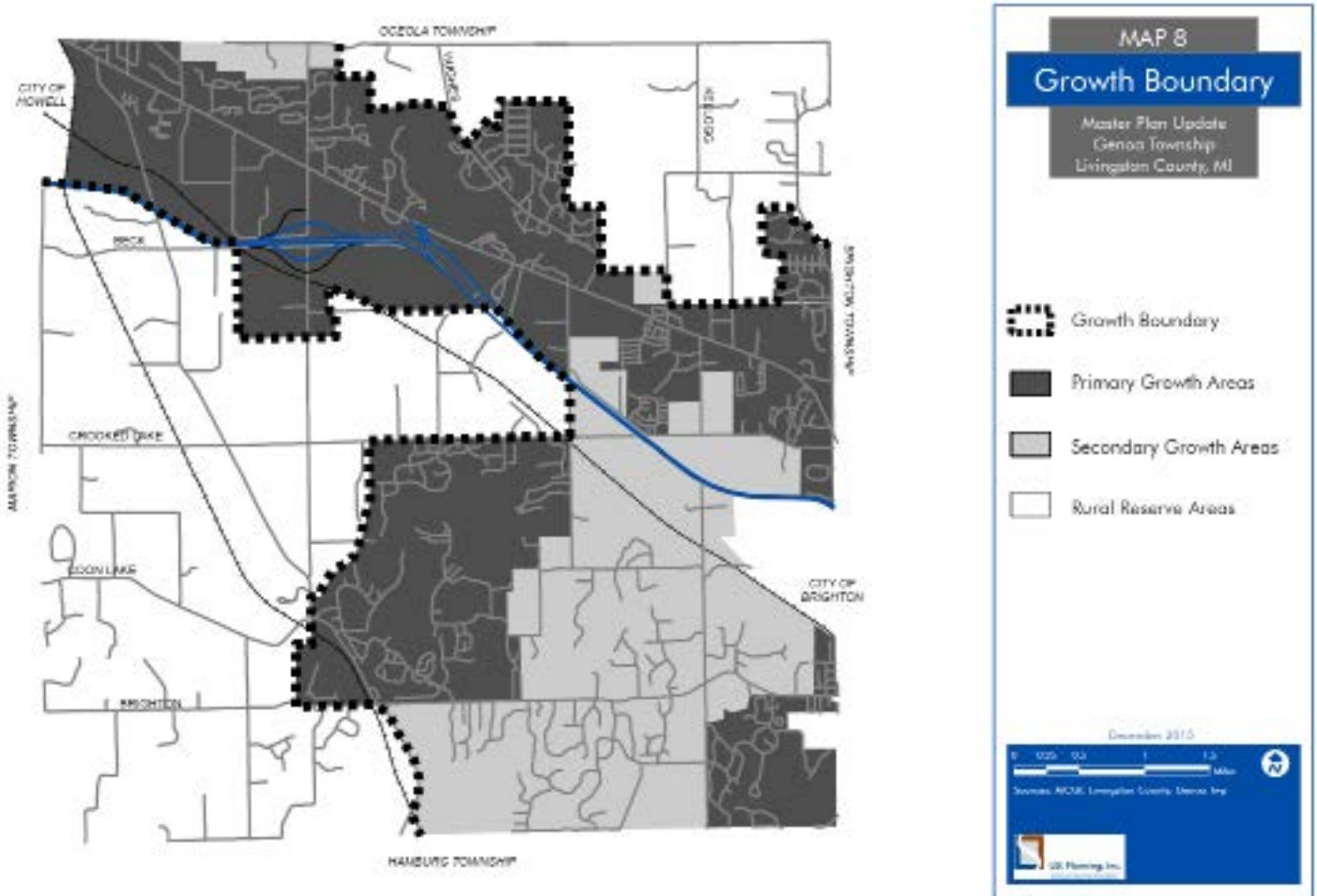
Planned development. This Master Plan Update plans for a mix of uses along Grand River, all of which is located inside the growth boundary and currently has the public utility and transportation infrastructure to support development. This higher density corridor will form compact, walkable areas for housing, shopping, employment, cultural and recreational activities.

An extension of utilities south of I-96 to the Latson subarea was a determining factor in the planned land uses for that area. After the interchange is completed, the area should be monitored annually for potential development and proposed expansion of the growth boundary south. This intent is supported by the associated zoning standards. These standards include evaluation factors to allow for expansion as the Township feels is appropriate.

Criteria for updating growth boundary

- Amount and capacity of undeveloped or under-developed land currently within the growth boundary, which should be used to satisfy the demand for development prior to expanding the boundary.
- Projected population growth within the Township and demand for other land areas for commercial or industrial development.
- The ability to extend public water and sewer to serve new land areas outside of the growth boundary.
- The capacity and condition of the road system to support the new growth areas.
- The ability of the Township, County and other public agencies to provide necessary services to the new growth areas and the additional resulting population.
- The impact of higher density development from expanding the growth boundary will have on natural features, agricultural uses and rural character.
- Consistency with the goals and objectives of the Master Plan.

MAP 3.4. 2015 GROWTH BOUNDARY



Housing Plan

Housing Plan

The overall intent of the Housing Plan is to outline a strategy to ensure that the housing needs of Township's current and future residents will be met. The Housing Plan refines the residential land use designations identified in the Land Use Plan.



Current Housing

Housing represents the strength of the local economy and overall community appeal. Older housing reflects the physical, historic and social context of a community. The age of housing influences local housing policies for rehabilitation and redevelopment. Older houses require additional maintenance and upkeep, and may also require upgrades to ensure energy efficiency, barrier free access and increased livability for aging adults. In 2018, of the township’s 8,732 housing units, 78% were owner-occupied, 16% were occupied by renters and 6% remained vacant. This is consistent with the county rates (see table)

Housing Age

Most householders moved into their homes between 2010 and 2014 (28.9%), followed by 2000 to 2009 (22.5%) (See Chart below). The inflow of new householders drastically dropped from 2016 to a low of 4.4% in 2017. This corresponds with the age of housing in Genoa. Most of the houses in the township are older than 30-40 years older, a majority being built during the years 1980 to 1999. Housing construction almost stopped since 2010.

FIG.3.1. YEAR HOUSEHOLDER MOVED: GENOA

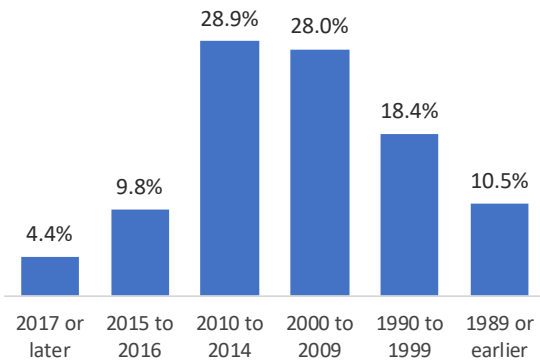
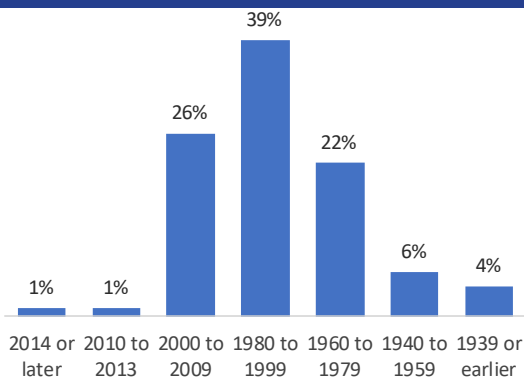


FIG.3.2. YEAR HOUSING BUILT: GENOA



Source: SEMCOG Community Profiles

Housing Types

Single-family detached housing is the predominant housing type in the township, making up 66 % of all units. See the image below for more details. Since 2010, the number of single family homes increased while the other type of housing reduced. However, the change in both cases is insignificant.

FIG.3.3. HOUSING TYPES: GENOA

Single Family Homes



66%

2018: 5,795
2010: 5,548

Multi-Family Homes



23%

2018: 2,020
2010: 2,088

Mobile Homes or Other



11%

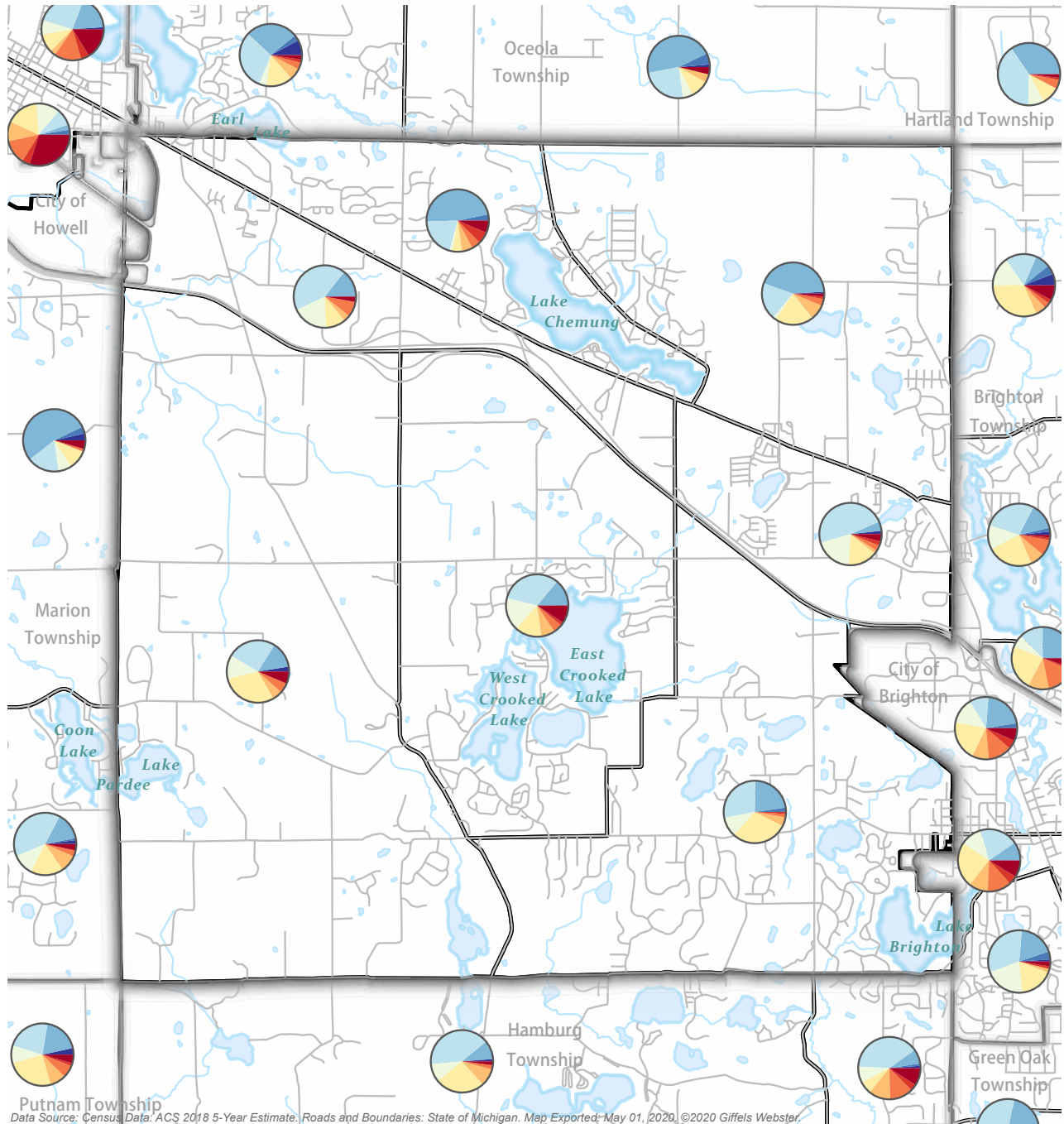
2018: 917
2010: 978

Housing Value

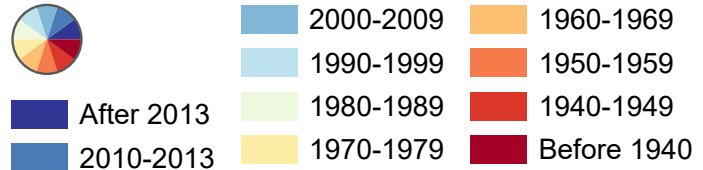
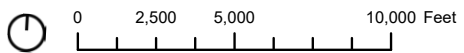
The median housing value in 2018 in Genoa Township was \$259,800 (see Table). The township has seen a reduction of 3.6% in housing values since 2010. The township housing and rental rates are comparable to surrounding communities. The median housing value is 78% higher than the state.

TABLE 3.1. HOUSING DATA: SURROUNDING COMMUNITIES

	Owner-Occupied housing unit rate, 2014-18	Median value of owner-Occupied Housing units, 2014-18	Median gross rent, 2014-18
United States	64%	\$204,900	\$1,023
Michigan	71%	\$146,200	\$850
Livingston County	85%	\$233,400	\$1,011
Genoa Township	83%	\$259,800	\$1,101
Oceola Township	90%	\$239,700	\$1,209
Brighton Township	96%	\$278,300	\$1,130
Brighton City	60%	\$194,600	\$1,005
Hamburg Township	93%	\$244,300	\$1,017
Marion Township	94%	\$244,300	\$1,017



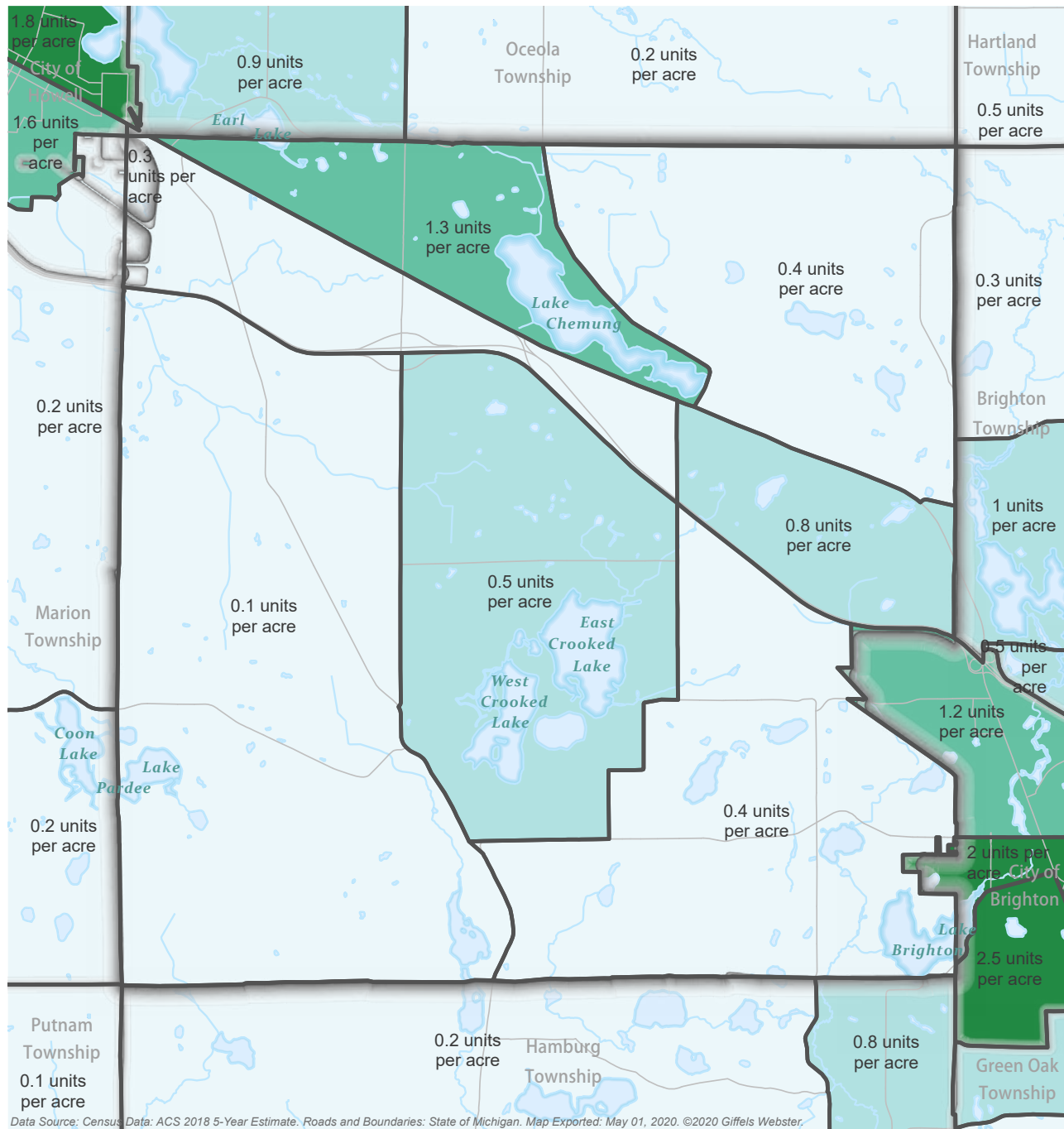
Data Source: Census Data: ACS 2018 5-Year Estimate, Roads and Boundaries: State of Michigan, Map Exported: May 01, 2020, ©2020 Giffels Webster



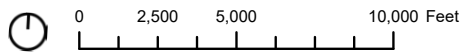
Age of Housing

GENOA TOWNSHIP

MAP 3.4. HOUSING DENSITY



Data Source: Census Data: ACS 2018 5-Year Estimate. Roads and Boundaries: State of Michigan. Map Exported: May 01, 2020. ©2020 Giffels Webster.



- < .5 Units per acre
- .5 - 1 Units per acre
- 1.1 - 1.75 Units per acre
- 2.1 - 2.6 Units per acre

Existing Housing Density
GENOA TOWNSHIP



Housing Forecast

The Chesapeake Group conducted a market survey throughout 2020 and early 2021 to understand both current and future market conditions for residential and non-residential activity. Refer to 'Market Assessment Summary' on page for more details. The market assessment that followed the survey included some key housing data and future projections of housing demand.

As part of the current master plan update, an open house was conducted on November 10, 2021, at the Township Hall. Among other topics, the attendees were asked about their thoughts about future housing developments within the township. There is a clear support for diverse housing in general within the township such as cottage court style and attached townhomes.

The primary factors that contribute to housing demand are housing affordability and demographics shifts. Proximity to employment and better school districts also impact the housing demand. While the demand for single family homes is constant for families with kids, the demand for missing middle housing for aging population is growing, which is consistent with national trends.

According to the market survey, about thirty seven percent of total respondents, anticipate a possible move to a different house in the next five years, unlikely outside of Michigan. The primary reason for moving is either trying to downsize (those with primary income earners 55 years of age or older) or growing families or those who are ready to move out of their current home to create a separate household. The total population of older people aged between 64-85 is projected to increase by 104% by 2045 from 2015. This is a significant number that would be looking to downsize.

According to the assessment, approximately between 100 and 200 new non-single-family housing units could be added to the rooftops within the Township. The demand forecast is not a simple estimate of what is expected to be built in Genoa Township but are rather an estimate of what could be built in the market based on forecast demand; The new housing units would be geared toward independent living for seniors and young households, with the latter containing workspace. Included could be semi-detached, townhome, duplex, and other related units. The units' locations should contribute to walkability and serve existing residents who would move to a previously defined scaled smaller unit from within the Genoa area. Such new units would most likely free up existing units to attract younger households.



Missing Middle Housing

“Missing Middle” housing” is a term coined by Daniel Parolek of Opticos Design, Inc. in 2010. Parolek defines this type of housing as follows:

“Well-designed, simple Missing Middle housing types achieve medium-density yields and provide high-quality, marketable options between the scales of single-family homes and mid-rise flats for walkable urban living. They are designed to meet the specific needs of shifting demographics and the new market demand and are a key component to a diverse neighborhood. They are classified as “missing” because very few of these housing types have been built since the early 1940s due to regulatory constraints, the shift to auto-dependent patterns of development, and the incentivization of single-family home ownership.”

Missing Middle Housing is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. Characteristics of these housing types include:

- Walkable (homes are set in walkable context)
- Medium density but lower perceived density
- Smaller, well-designed units
- Smaller footprint and blended densities



Missing Middle Housing Types



Duplex Side-by-side

A small (1 to 2-story), detached structure that consists of two dwelling units arranged side-by-side, each with an entry from the street. This type may include a rear yard.



Duplex Stacked

A small (2 to 2.5-story), detached structure that consists of two dwelling units arranged one above the other, each with an entry from the street



Fourplex Stacked

A detached (2 to 2.5-story) structure with four dwelling units, two on the ground floor and two above, with shared or individual entries from the street. This type may include a rear yard



Attached Townhouse

A small-to medium-sized attached structure that consists of 2 to 16 multi-story dwelling units placed side-by-side. Entries are on the narrow side of the unit and typically face a street or courtyard.



Cottage Court

A group of small (1 to 1.5-story*), detached structures arranged around a shared court visible from the street. The shared court is an important community-enhancing element and unit entrances should be from the shared court. It replaces the function of a rear yard.



Courtyard Multifamily

A medium-to-large sized (1 to 3.5-story*) detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards. The courtyard replaces the function of a rear yard and is more open to the street in low intensity neighborhoods and less open to the street in more urban setting.



Multiplex Medium.

A detached (2 to 2.5-story) structure that consists of 5 to 12 dwelling units arranged side-by-side and/or stacked, typically with a shared entry from the street.



Triplex Stacked.

A small-to-medium (3 to 3.5-story) sized detached structure that consists of 3 dwelling units typically stacked on top of each other on consecutive floors, with one entry for the ground floor unit and a shared entry for the units above.

Data & Image source: *Opticos Design, Inc.*



Current Development Patterns

Genoa Township has longstanding interest in preserving and maintaining natural features and open spaces. The zoning tools that are available to maintain rural character within low-density residential areas include ones that encourages cluster and open space developments with a modest reduction in lot sizes and larger green buffers between the lots and the roads rights-of-way. The township also recognizes the need for allowing for diverse housing within the community. The current zoning ordinance encourages two-family duplex homes where appropriate. Medium-density and higher-density districts allow for townhomes and apartment buildings. The density varies for medium/high-density districts vary from 5 to 8 units per acre. The ordinance allows for flexibility in design standards with a residential planned unit development, but this does not necessarily allow for an increase in density. Well-planned and designed residential developments are not always defined by density alone and the Township may wish to explore refining the PUD standards for additional flexibility.

The market analysis results indicate an increasing demand for smaller units in walkable settings for current residents in order to downsize. The table below provides a summary of recommended housing styles in applicable future land use categories. Minimum density for developments should be guided by the building form, open space standards and other design features consistent with the underlying zoning. Such flexibility in housing styles would allow for residents to age in place. It is noted that these housing types may be inconsistent with lake lots as they are typically smaller in size.

TABLE 3.2.MISSING MIDDLE HOUSING- USE RECOMMENDATIONS							
	Large Lot Rural Res	Low Density Res	Small Lot Single Family	Med Density Res	High Density Res	Grand River East	Grand River West
Duplex Side-by-side			Y	Y	Y	Y	Y
Duplex Stacked				Y	Y	Y	Y
Fourplex Stacked				Y	Y	Y	Y
Attached Townhouse				Y	Y	Y	Y
Cottage Court			Y	Y	Y	Y	Y
Courtyard Multi-family				Y	Y	Y	Y
Multiplex Medium				Y	Y	Y	Y
Triplex Stacked				Y	Y	Y	Y

Applying Missing Middle Housing Strategies

The majority of existing land use in Genoa is rural residential (40.7%). Single-family housing occupies another 16 percent. Less than five percent is reserved for multiple family development along the Grand River corridor. The township intends to preserve the agricultural/low-density areas south of Grand River Avenue. There is limited potential to meet the future needs of missing middle housing within existing residential districts. The township may consider a permitting duplex and cottage court style housing within small lot single family districts to increase affordable housing stock, in appropriate locations, where additional density is supported by infrastructure and transportation facilities. More multi-family options in areas that are currently reserved for office development or underutilized for commercial development will help increase housing stock in the township. The future land use plan recommends creating mixed-use districts along the Grand River corridor.

Accessory Dwelling Units Recommendations

In neighborhoods with designs reflective of later suburban development styles, where attached garages are more typical, accessory dwelling units may be more appropriately permitted as additions to the principal home. In either case, owner occupancy of one of the units should be required. The township may also consider phasing these units in by permitting only a small number per year to observe implementation and fine-tune its regulations accordingly.

Traditional Neighborhood Development

Planning in the late 20th Century tended to emphasize the total separation of residential and non-residential uses. This led to a sprawling, auto-dependent development style that requires the use of a personal vehicle to accomplish even small daily errands. Modern planning often envisions **Traditional Neighborhood Development (TND)** as a method for developing new neighborhoods and communities in the style of a traditional village, with amenities in easy walking distance from most homes.

However, the same principles that guide TND in a new development context can also be used to guide infill development and redevelopment. In establishing its vision for complete neighborhoods, the plan recognizes that the non-residential uses that are desirable in neighborhoods are those that most directly serve the local residents of the neighborhood. Many of these same uses, such as corner shops, may also provide employment for people who live nearby. High intensity residential developments can support neighborhood commercial businesses as well.

FIG. 3.4. TRADITIONAL NEIGHBORHOOD UNIT CONCEPT



Above figure illustrates in a generalized way how uses may mix in a traditional neighborhood, with a park and public or quasi-public use establishing a center with small-scale convenience uses. Thoroughfares at the edge of the neighborhood serve as boundaries, with more intensive non-residential uses along these roads. The neighborhood is roughly half a mile across, which provides for a ten-minute walk from end to the other. This is a general guideline and will not apply neatly to all neighborhoods.

Attainable Housing

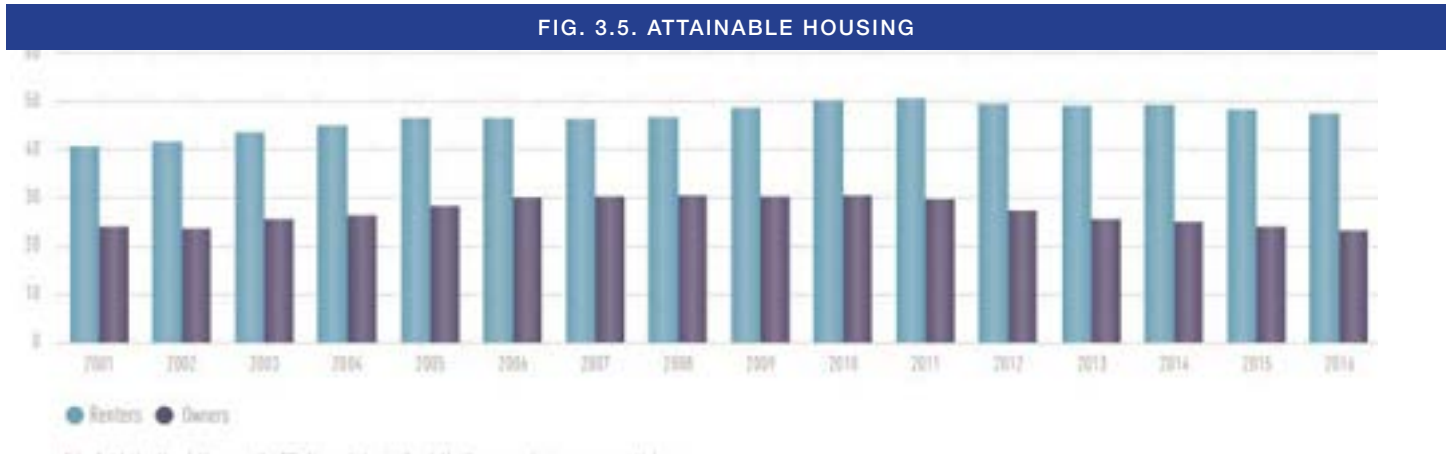
When communities have a wide spectrum of housing options to support residents, they can accomplish many goals. The availability of “attainable” housing helps accommodate everyone from young adults who are just beginning to live on their own, to families looking to grow, to older residents looking to downsize while staying in the community. It also provides for workforce housing. While there is no universal definition of “attainable housing,” the term was recently defined by the Urban Land Institute as “nonsubsidized, for-sale housing that is affordable to households with incomes between 80 and 120 percent of the area median income (AMI).”

Overview

In many communities, young adults and the elderly have limited housing options due to a combination of their lower income levels along with the pricing and availability of housing. This kind of financial challenge can impact people of all ages.

The general rule of thumb based on guidance from the U.S. Department of Housing and Urban Development is to spend a maximum of 30% of a household’s income on housing costs, yet many people find themselves spending more on housing, leaving less of their income available for other household expenses. Finding attainable housing can be challenge and it can stress family finances.

The figure below demonstrates that nearly half of all renter households and about a quarter of owner households are cost burdened. Cost burdened is defined as households spending more that 30 percent of income on housing. In 2001, only slightly more that 40 percent of renters were cost burdened.



Source: Joint Center for Housing Studies at Harvard University, *The State of the Nation's Housing 2018*

Housing Costs and Supply

Housing costs are on the rise. According to the National Association of Home Builders, the median price of a new-construction home was \$375,000 in April 2020, up from \$325,100 in October 2018. The median price for existing homes was \$280,600, up from \$257,500 in 2018. The cost of new construction is driving the overall cost of housing higher.

The supply of multifamily for-sale housing is decreasing. Multifamily for-sale housing has historically represented about 20 to 25 percent of total multifamily permits. This type of housing is often more attainable because of its lower cost. In the past 8 years, multifamily for-sale housing has represented 6 to 7 percent of total permits, reflecting a significant post-Great Recession decline.

New construction has delivered larger homes with more bedrooms even though household size was dropping. “Although one- or two-person households make up more than 60 percent of total households, nearly 50 percent of the homes delivered are four bedrooms or more. Less than 10 percent of the homes offer fewer bedroom options like one and two bedrooms,” as noted by ULI.

The same ULI report notes that small housing, under 1,400 square feet, has historically represented about 16 percent of new construction, but in the last cycle, it has averaged closer to 7 percent. When combined with the next size category, 1,400 to 1,800 square feet, the overall distribution of “small homes” has declined from just under 40 percent to 22 percent. Homes over 2,400 square feet have increased from 32 percent to 50 percent of new construction since 1999, according to the ULI .

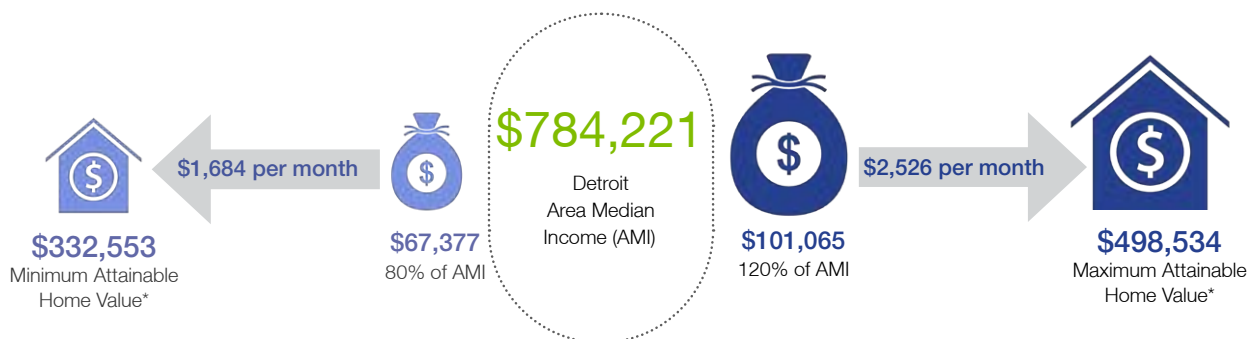
Urban Land Institute (ULI) is a leading provider of research and analysis on issues that affect housing .<https://bit.ly/AttainableHousing-ULI>

What does this mean for Genoa Township?

As noted above, attainable housing has been defined as nonsubsidized, for-sale housing that is affordable to households with incomes between 80 and 120 percent of the area median income (AMI).” The Livingston County 2019 median household income was \$84,221 The numbers below and in Figure 18 are based on providing attainable housing in the Livingston County regional market:

- **MINIMUM VALUE.** 80% of the median family income = \$67,377. With 30% of income spent on housing, \$1,684 per month is available. A home loan valued about \$332,553 (based on 4.5% interest and 30 year mortgage) is attainable at this income level.
- **MAXIMUM VALUE.** 120% of the median income = \$101,065. With 30% of income spent on housing, \$2,526 per month is available. A home valued about \$498,534 (based on 4.5% interest and 30 year mortgage) is attainable at this income level.

FIG. 3.6. ESTIMATED ATTAINABLE HOME VALUE FOR GENOA TOWNSHIP



While housing alone is traditionally deemed affordable when consuming no more than 30% of income, the Center for Neighborhood Technology's Housing and Transportation Index (H+T Index) incorporates transportation costs—usually a household's second-largest expense—to show that location-efficient places can be more livable and affordable. It is suggested that transportation expenses total less than 15% of household income. The H +T Index calculates a variety of costs associated with transportation and includes car ownership and car use. Based on the expected miles driven per year for the area (25,000), an average of \$3.50 per gallon and a annual auto ownership cost of \$12,236 per vehicle, the H+T index estimates approximately \$16,300 per vehicle. Using the county's median income noted on the previous page, this transportation cost is approximately 20%.

The Master Plan addresses attainable housing by targeting a wide variety of housing options that go beyond single-family detached housing. Examples include multi-family dwellings, manufactured housing, and missing middle housing types, which are house-scale building with multiple units (duplexes, quadplexes and cottage court bungalows). This variety of housing types will expand the number of homes available across many price points.

Additionally, reducing the minimum square footage of requirement for new homes will provide builders and buyers with more variety, including small footprint homes that cost less to acquire and maintain.

Finally, providing opportunities for job creation and workplaces near residents may allow some residents to reduce their miles driven per year, making living in Genoa Township more affordable.

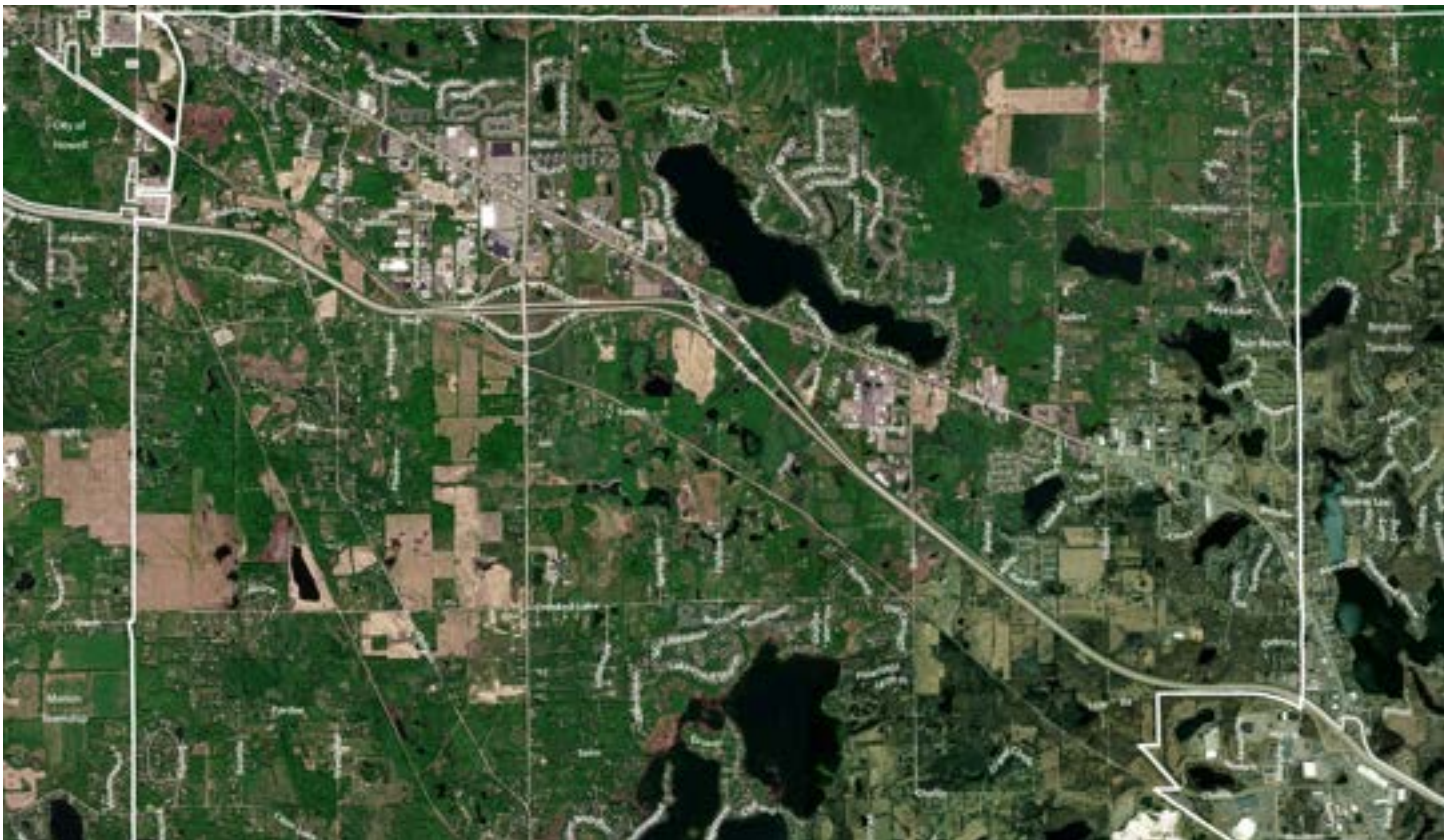
Commercial Corridor Redevelopment

Commercial Corridor Development

Economic development goals and policies are often found in community master plans. They provide general guidance, and some may include detailed action strategies to target specific geographic areas or programs. In Genoa Township, there is a history of focusing development and economic activity in and around the Grand River Corridor. This remains desirable – to make best use of existing infrastructure, build upon the successes of existing development and to provide opportunities for development where it is desired, alleviating development pressure in other parts of the township.

This chapter is divided into three sections: Market Opportunities, Grand River Corridor Redevelopment and Redevelopment Sites. The Market Opportunities section will present opportunities for Genoa Township and begin to identify action strategies to capitalize on those opportunities. The Grand River Corridor Redevelopment section will present an overall vision for the redevelopment of the corridor. These first two sections provide the foundation for the final section that takes three sites and offers strategies for development that is consistent the overall goals of this Master Plan.

FIG. 3.7. GRAND RIVER AVENUE CORRIDOR - AERIAL IMAGE



Market Opportunities

The Market Assessment chapter summarizes existing conditions and provides an economic forecast. The forecasting methods used here, which model a potential range of marketable opportunities in commercial, office, and residential space, rely on property trends, historical, local and regional data, and a survey of area residents conducted during the summer of 2020. While this survey took place in the early months of the COVID-19 health pandemic, respondents were prompted to consider activity pre-COVID. The assessment also considers the overall Genoa market and its potential growth to determine how much of the potential economic activity that could occur inside the township may be occurring outside of the township.

It's important to note that economic conditions continue to change; in most cases, generally speeding economic trends already impacting the economy before COVID-19. Purchasing online was growing rapidly prior to COVID-19, resulting in the exportation of dollars; the online purchasing rate sped up since the pandemic. Large proportions of office and workspace were being built in or simply moved to homes, and more people were working from remote locations before COVID-19; as with spending habits, the speed of change has accelerated. This is important context for understanding all forecasting numbers in this plan. The demand forecasts are not a simple estimate of what is expected to be built in Genoa Township but are rather an estimate of what could be built in the market based on forecast demand; The township will capture some fraction of this. No community will capture all marketable activity and space.

FIG. 3.8.MARKET OPPORTUNITIES

Housing



Between 100 and 200 new non-single-family housing units could be added to the rooftops within the Township. The new housing units would be geared toward independent living for seniors and young households, with the latter containing workspace. Included could be semi-detached, townhome, duplex, and other related units. The units' locations should contribute to walkability and serve existing residents who would move to a previously defined scaled smaller unit from within the Genoa area. Such new units would most likely free up existing units to attract younger households.



Retail goods and services

The survey indicates an opportunity to diminish the exportation of dollars from Genoa Township residents, particularly in food, food services, and linked entertainment activity. **Genoa Township residents are expected to support between an additional 300,000 and 326,000 square feet of retail goods and related services space by 2030.** Most commercial opportunities are appropriate for land/parcels/structures associated in and around Grand River Avenue and I-96.



Multi-tenant office space

New office space demand is sufficient to generate between 20,000 and 30,000 square feet of space, accommodated in vacant space, new development, and homes. The opportunity does not include those in the health care arena, such as outpatient infusion or surgery centers, or inclusion of higher educational institution space in Genoa Charter Township.

Grand River Corridor Redevelopment

Housing

To hold the existing residents and provide them with the opportunities they seek for living conditions; Genoa Township needs to ensure that development regulations afford the opportunity and foster in strategic locations housing for smaller units in a walkable environment.

Providing for densities supportive of townhomes, duplexes, and related physical forms and condominium or other non-traditional ownership positions allows for mitigation of the physical need and cost or burden on the individual household. Should an active adult community be acceptable to Genoa, the development would likely be between 700 and 1,500 housing units. The product would be primarily independent living but could support aging in place within the same development. This development would potentially pump millions of new dollars into the local economy, creating an increased demand for retail activity, including restaurants, and professional services. This increased demand would expand the opportunity for entrepreneurship and grow the labor force, attracting younger households. The East Grand River Area could be marketed as a “health hub,” serving older residents and businesses that support healthy living for all Genoa Township residents.

Commercial

While the pandemic and ongoing labor market shortages are impacting restaurants, the preservation of existing restaurant kitchens is key to reinvigorating the market as soon as COVID-19’s impact wanes and the industry rebounds. The Township should work with property owners and restaurateurs to maintain kitchens, facilitating reopening or sales when the market returns. Outreach to hospitality and culinary programs and affiliated schools could facilitate a transition and assist with remarketing the facilities and properties.

Genoa Township can differentiate itself from Brighton and Howell and generate excitement and activity through furthering pop-up space and incubator development. Off-street parking can be used to create temporary pop-up spaces that can spur outside visitation and entrepreneurship.

Temporary pop-up storefronts in stand-alone or strip commercial can also play a role in filling vacancies as they happen. Cargo trailers, sheds, and tents have all been used to create temporary spaces – and can be done in ways that look intentional, rather than ramshackle. In addition, big box and large-scale commercial buildings could be repurposed and divided myriad ways to support a variety of small businesses, from retailers to other business support services.

Local Capacity investment

One of the biggest challenges for any start-up or growing business is access to capital. While banks, credit unions and other financial institutions can provide a traditional source of capital, new opportunities to raise funds exist through crowdfunding. This means building investment funds from a “crowd” of people and is especially important for women, people of color, startup businesses and those with little or a less than perfect credit history.

Most people are now aware of donation-based crowdfunding like Go-Fund-Me, in which people make a donation to support an individual, group or activity with no expectations of a return on that donation. Reward-based crowdfunding platforms like Kickstarter encourage donations in exchange for “perks” or other products. In contrast, an investment-based crowdfunding opportunity allows investors to invest in privately-owned businesses who offer a security through the Securities and Exchange Commission (SEC). There are federal regulations that support this type of investment. In Michigan, the Michigan Invests Locally Exemption (MILE), allows small businesses to raise capital by reaching out to Michigan residents to invest in their companies.

Another option employed by more than a handful of communities in Michigan is to form a local investment group that can purchase, invest, and inject dollars into projects where the investors can become partners or make loans to entities to facilitate investment. This is better managed on a smaller scale and may be more attractive than MILE due to lower reporting and SEC requirements.



Redevelopment Sites

SITE 1: GRAND RIVER @ BENDIX



Background

Location

The site is located on Grand River Avenue, on the southeast side of the intersection at Bendix Avenue, near the east end of the township. The 4.24-acre site is currently vacant and is zoned OS - Office Service. Parcels south of this site are developed with office uses, with an automobile dealership and other auto-related uses further south, leading to the Grand River/I-96 interchange. There is an apartment complex to the north, across Bendix, and an attached single-family development south across Grand River Avenue.

Future Land Use.

In the previous Master Plan, this area was designated Office and envisioned various forms of office uses, including professional, medical and financial. However, with this Master Plan Update, this area is designated as mixed use, given the adjacency of the general commercial to the south and multifamily to the north.

Redevelopment Concept

This site presents an opportunity to integrate a mix of uses on site within the context of a larger district. The medical/office campus to the north along Grand River, multifamily directly north, single family to the east and office/commercial to the south make this site an ideal area for a mixed-use transitional development. The market study indicated demand within the township could support development between 700 and 1,500 assisted living housing units. The market study also suggested that new office space demand in Genoa Township is sufficient to generate between 20,000 and 30,000 square feet of space, accommodated in vacant space, new development, or within homes (work from home). Given the proximity to the medical and residential uses just north/west along Grand River, this site presents an opportunity to support new office or commercial space in a compact, walkable development anchored by larger users like the St. Joseph Mercy Brighton Health Center. A mix of uses that includes senior-focused housing could be combined with other uses to serve those residents.

Building Form

Mixed use developments can take many different forms, including vertical mixed use that “stacks” uses among multiple stories in a building or buildings (left), as well as horizontal mixed use, which organizes uses in multiple building on a single site. Both development types should include project specific regulations designed to properly balance uses on site, provide pedestrian and vehicular connections, include shared open space or public spaces and recognize the importance of flexible parking requirements. Intentional site design to maximize the mobility of older residents should include safe, convenient and comfortable sidewalks and pathways, adequate lighting, barrier-free access to site furnishings such as benches, and bicycle parking.



Transportation

All parts of the site should be served by a shared use pathway that connects to adjacent sidewalks/pathways, roadways and sites. It is anticipated that vehicular access will tap into the existing street network on both Grand River and Bendix.

Sustainability

Development on this site should be based on a framework of sustainable building and site design practices that offers a model for development and redevelopment elsewhere in the township. The use of low-impact design, pervious paving materials, and native landscape materials should be prioritized.

Development of the District

Zoning for the parcel is currently OS: Office Service district and allows professional and medical office uses; retail and residential uses are not permitted. A new mixed use zoning district should be considered to allow for the flexibility of uses while ensuring that standards are in place to promote quality

SITE 2: GRAND RIVER @ PARKWAY



Background

Location

This site is located on the south side of Grand River Ave west of Parkway Drive and is the site of the former Grand River Golf Range and Putt-Putt. The area around this site is developed with strip-type commercial and auto-oriented uses including fast-food restaurants with drive-throughs and auto-service uses. Some general/regional commercial uses, including Kohls and Tractor Supply, are also located nearby.

Future Land Use.

The previous Master Plan designated general commercial on this site, which envisioned clustered, rather than a commercial strip pattern of development, to create a buffer from nearby residential areas. Suggested uses included larger grocery stores, restaurants and retail shopping centers. This Master Plan Update designates this area as mixed use and anticipates a vertical and/or horizontal mixing of commercial and residential uses. On this site, with its limited visibility to Grand River Avenue, it is expected that this site would best accommodate residential uses.

Redevelopment Concept

Throughout the planning process, Genoa Township residents and officials cited the need to provide opportunities for investment and reinvestment along the Grand River Corridor. In addition, there is a need and desire for smaller housing units in a walkable environment. Given the township's interest in supporting current and future residents of all ages and abilities, development of this site may provide an opportunity for smaller housing units in a compact, yet natural setting. There are many existing businesses in this corridor that could serve residents' daily needs at a development in this location. Grocery stores, drug stores, and restaurants are within easy reach. Smaller-scale commercial uses that serve the local community could be added as infill development to the east across Parkway Drive in a way that buffers new residential development. Commercial redevelopment of the driving range facility and parking lot could provide goods and services for local residents.

Building Form

Here, a range of housing types is possible, including attached dwellings such as townhomes, row housing as well as stacked dwellings. Residential buildings could be 3-4 stories in height are consistent with the adjacent apartments to the west. New development should be made of high-quality building materials on all sides and provide green space for residents. Commercial development along Grand River should also be comprised of quality materials; while parking may be provided in the front of buildings, pedestrian-scaled buildings and features should be included.



Transportation

The site is proximate to the I-96/Latson Road interchange and affords easy regional access. All parts of the site should be served by a shared use pathway that connects to adjacent sidewalks/pathways, roadways and sites. It is anticipated that vehicular access will maintain access to Grand River and Parkway Drive. Pedestrian connections between existing development and new housing would offer residents the opportunity to walk or bike to many businesses in the corridor. The ability to incorporate physical activity into their daily lives helps residents stay healthy; providing alternatives to driving offers older residents a sense of independence as well.

Sustainability

Development on this site should be based on a framework of sustainable building and site design practices that offers a model for development and redevelopment elsewhere in the township. The use of low-impact design, pervious paving materials, and native landscape materials should be prioritized.

Development of the District

This type of development is currently zoned PRF, which only allows clustered residential development on the same site as a recreational use. This parcel could be rezoned to a new mixed use zoning district, which would allow for the flexibility of uses while ensuring that standards are in place to promote quality materials, walkability and protection of open spaces. The mixed use designation does not necessarily mean that every site should contain a mix of uses, but adjacent parcels should contain compatible uses aimed at promoting walkability for both local residents and regional visitors.

SITE 3: GRAND RIVER @ CHILSON



Background

Location

This 4.19-acre parcel is located on the south side of Grand River, east of Chilson Road. The ~43,000 sq.-ft commercial space is currently vacant and was previously used as the Great Escape Family Fun Center. The parcel is zoned General Commercial (GC) and has approximately 100 parking spaces on site. Surrounding uses include strip commercial and stand-alone commercial uses, including an automobile dealership to the east. Single family neighborhoods are found to the north of commercial uses on Grand River Avenue and between Chilson and commercial uses on the south side of Grand River Avenue.

Future Land Use.

In the previous Master Plan, this site was designated for general commercial uses, which include businesses that serve the requirements of the community at large including Genoa Township, Howell, Brighton, and pass-by traffic along Grand River. The current Master Plan designates this area as mixed use and intends to provide flexibility for reuse of existing commercial structures and sites along with a mix of residential and commercial uses.

Redevelopment Concept

It is envisioned that future redevelopment will seek to reuse the existing structure and parking area. Residential uses are not anticipated, but instead commercial activities that can provide needed goods and services are envisioned. This site could present an opportunity for startup uses, such as through a food truck lot or pop-up retail spaces that have the potential to move into other spaces along the corridor.

Building Form

It is expected that the existing structure on the site will remain, at least in the near term.

Transportation

Improvements to promote walkability, such as connections to the shared use path along Grand River and improved pedestrian connections between adjacent uses, are expected.

Sustainability

The site could be improved by removing some of the asphalt parking area and adding more trees and enlarging landscape areas. Any new development on this site should be based on a framework of sustainable building and site design practices that offers a model for development and redevelopment elsewhere in the township. The use of low-impact design, pervious paving materials, and native landscape materials should be prioritized.

Development of the District

As noted previously, a new mixed use district should be created to promote the flexibility and mixing of uses intended. In this case, allowing for temporary pop-up uses, food trucks and other business incubation models, should be included.

Pop Up, Temporary and Mobile Uses

“The reinvention of retail is still in its early phases, but what is happening with the pop-up trend is a near-perfect microcosm of where retail is going in the Age of Experience.”

- 2019 report by real estate consulting firm Cushman Wakefield

Recent economic and cultural trends show an explosion in the popularity of food trucks, mobile vendors, pop-up shops and other short-term commercial uses over the past several years. These uses may take up space in a vacant storefront, outdoor space or mobile unit. Holiday and seasonal shopping are frequently drivers of temporary or short-term retailing but increasingly, retailers and restaurateurs are using temporary spaces and mobile units to try out new ideas and business models. These may include new or even existing businesses trying experiential retailing, where the experience of shopping and dining are as important as the food, beverage and goods being sold.



Walloon Lake

Retail marketplaces—a concentrated area of multiple temporary vendors – can really generate interest in communities. One highly successful example is the Showfields in Manhattan (its flagship location – other Showfields locations include LA and Miami); this 15,000 square foot space where pop-up partners are curated and pay a monthly fee (rather than rent) to test out their businesses. Other examples include individual seasonal pop-up shops like those found in Detroit, Walloon Lake Village and Hyannis, MA.



Town center food truck event

Beyond traditional retail and restaurant uses, media companies are getting in on the action and experimenting with media/entertainment pop-ups. Netflix and other media companies are creating interactive, immersive events around popular tv shows, films and music that combine food, beverage and goods with pop culture sensations.

While the recent health pandemic accelerated trends in retailing that have been building in recent years, the pandemic itself hit the restaurant industry hard. Businesses and workers alike are trying to reinvent themselves and looking for new opportunities.

Benefits of Temporary Retailing

Temporary retailing may offer low-cost way to wade into the pool of business ownership or grow existing businesses.

Temporary retailing:

- Provides an opportunity to increase jobs and businesses without committing to buying or leasing space.
- Increases activity in struggling business districts by creating a dynamic environment where people gather around the availability of new and fresh food and other goods.
- Spreads the word about new activity through the use of social media by temporary vendors.
- Signals to other potential businesses that the community is adapting to the evolving economy and supporting entrepreneurship; communities that anticipate the demand from businesses and consumers may also find that this flexibility signals receptivity to new business models.
- They are a way for restaurateurs to test the local market for future bricks-and-mortar facilities. Mobile food trucks offer opportunities to interact with a potential market, to test recipes, pricing, and see if the restaurant is a fit with the community.
- Locating within or outside of existing businesses allow emerging businesses to benefit from greater exposure and foot traffic while existing retailers get the upside of increased foot traffic from curious shoppers interested in new offerings.



Showfields manhattan untapped, Newyork



Campus Martius Park, Detroit



Container Village 342 MLK Drive Bergen Lafayette Jersey City NJ. Source:Jersey City



Food truck event, Royal Oak
APRIL 2022 DRAFT

Arts and culture

The earliest human experiences include expressions of art and the creation of cultures that define a group of people. There is no one definition of art; expressions of art include the visual, such as painting, drawing, photography or sculpture, as well as the performed, such as music, theater, dance and film. Art includes the spectrum from the written word and storytelling to animation and textiles. It includes industrial design, architecture and graphic design industries. The definition of “culture” is “all that is fabricated, endowed, designed, articulated, conceived or directed by human beings, as opposed to what is given in nature. Culture includes both material elements (buildings, artifacts, etc.) and immaterial ones (ideology, value systems, languages).”

According to the American Planning Association (APA), planners in the past have used art and culture as a “community revitalization tool,” but today, there is recognition that arts and cultural opportunities have tremendous potential to contribute to broader social, economic, and environmental aspects of community life. The APA states that arts and culture provide a medium to:

- Preserve, celebrate, challenge, and invent community identity;
- Engage participation in civic life;
- Inform, educate, and learn from diverse audiences; and
- Communicate across demographic and socioeconomic lines.

Arts & cultural activities – vast and innumerable – support individual health and wellbeing, promote community identity through placemaking and catalyze economic development.

The City of Fort Wayne’s Art Master Plan, Art for All, notes that “public art provides the intersection between our past, present, and future, and also has the power to transform a city because neighborhoods gain social, economic, and cultural value through public art.” The plan identifies the value art brings to a community:

Economic Value: Enhancing the identity and character of (the community) through public art directly supports cultural tourism and economic development strategies, which can attract and retain residents.

Social Value: When people see themselves reflected in their civic spaces, they have a sense of attachment that allows them to feel ownership and respect.

Cultural Value: Public art has the power to create uniqueness through the reflection of the local history and culture, which gives communities a sense of place and identity. Public art provides a visual mechanism for understanding other cultures and perspectives, creating social cohesion and encouraging civic engagement. Through the reinforcement of culture, public art acts as a catalyst for unity and social engagement.

Health and Wellbeing

Over the past several years, studies throughout the world have shown the value of arts and culture on individual and community health. In a 2018 report, the United States Department of Art and Culture (USDAC), a non-governmental grassroots action organization, cites several of these studies that include wide-ranging data to support the power of art on health and wellness.

The report concludes, “we understand human connection, meaning-making, creativity, and purpose as key contributions to individual and collective well-being and therefore as powerful modes of prevention.” The report concludes with the following findings:

- The arts can help keep us well, aid our recovery and support longer lives better lived.
- The arts can help meet major challenges facing health and social care: aging, long-term conditions, loneliness and mental health.
- The arts can help save money in the health service and social care.

Economic impact of arts and culture

The nonprofit organization Americans for the Art provides research data on the impact of arts and culture in communities. Their 2018 report on the economic impact of the arts (supported by the US Bureau of Economic Analysis) found that nonprofit arts and culture industries generated \$166.3 billion in total economic activity and supported 4.6 million jobs in 2015. The report notes that findings show that the arts are an “industry that supports jobs, generates government revenue and is a cornerstone of tourism.” The economic impacts are substantial in Michigan. In 2017, the arts and culture industries added 2.8% or \$13.9 billion to the state’s economy and employed 121,330 workers (about 3% of Michigan’s employment). These workers earned wages and benefits totaling over \$7.6 billion.

Strategies for Communities

To support community health and wellness, placemaking efforts and the local economy, communities should look for ways to support local arts and cultural activities. Some strategies may include:

- **Understand the community’s arts and cultural assets:** identify arts-related organizations and for-profit businesses as well as cultural organizations.
- **Promote community arts and cultural assets:** Leverage assets to attract and retain residents and businesses.
- **Support arts-related businesses:** Tap into the skill sets and synergies of local arts-related businesses; facilitate discussions with businesses to identify opportunities for support.
- **Information Hub:** Encourage the development of an umbrella organization to serve as the “hub” of information on activities and events, as well as learning and volunteer opportunities.
- **Promote interaction in public space:** design, manage and program public space with people in mind. Include citizen participation in these elements to ensure buy-in and ongoing support.
- **Encourage civic celebrations:** Partner with community organizations to host annual or seasonal events such as festivals or farmers markets; tap into the social, ethnic, and economic diversity found in the community.
- **Encourage youth in the community:** Provide opportunities for young people to create and participate in arts and cultural events and activities. Keep in mind that engaging the youth of the community also often engages adults.
- **Resources:** Provide human and financial resources to support local arts and culture organizations.
- **Public art:** Support temporary and permanent public art projects; explore creating a public art fund tied to new development.
- **Incubator Spaces:** Create incubator space for arts-related organizations and for-profit businesses as well as cultural organizations.



Community Character

Community character guides the way we regulate the development and redevelopment of land. For example, rules on building placement, like setbacks, have an impact on the spaces between buildings whether those spaces are private or public open space. In addition, community character can guide appearance and landscape standards and these can vary throughout the township.

Why is Civic Identity important?

Creating and nurturing civic identity is critical for effective and efficient local governance. A civic identity can instill pride in residents that encourages them to vote in local elections as well as participate as township board/ commission members. A solid, recognizable civic identity works with community character to support economic development both for business attraction and retention. It can also support local institutions who may rely on people from outside the community to understand where they operate.

Gateways

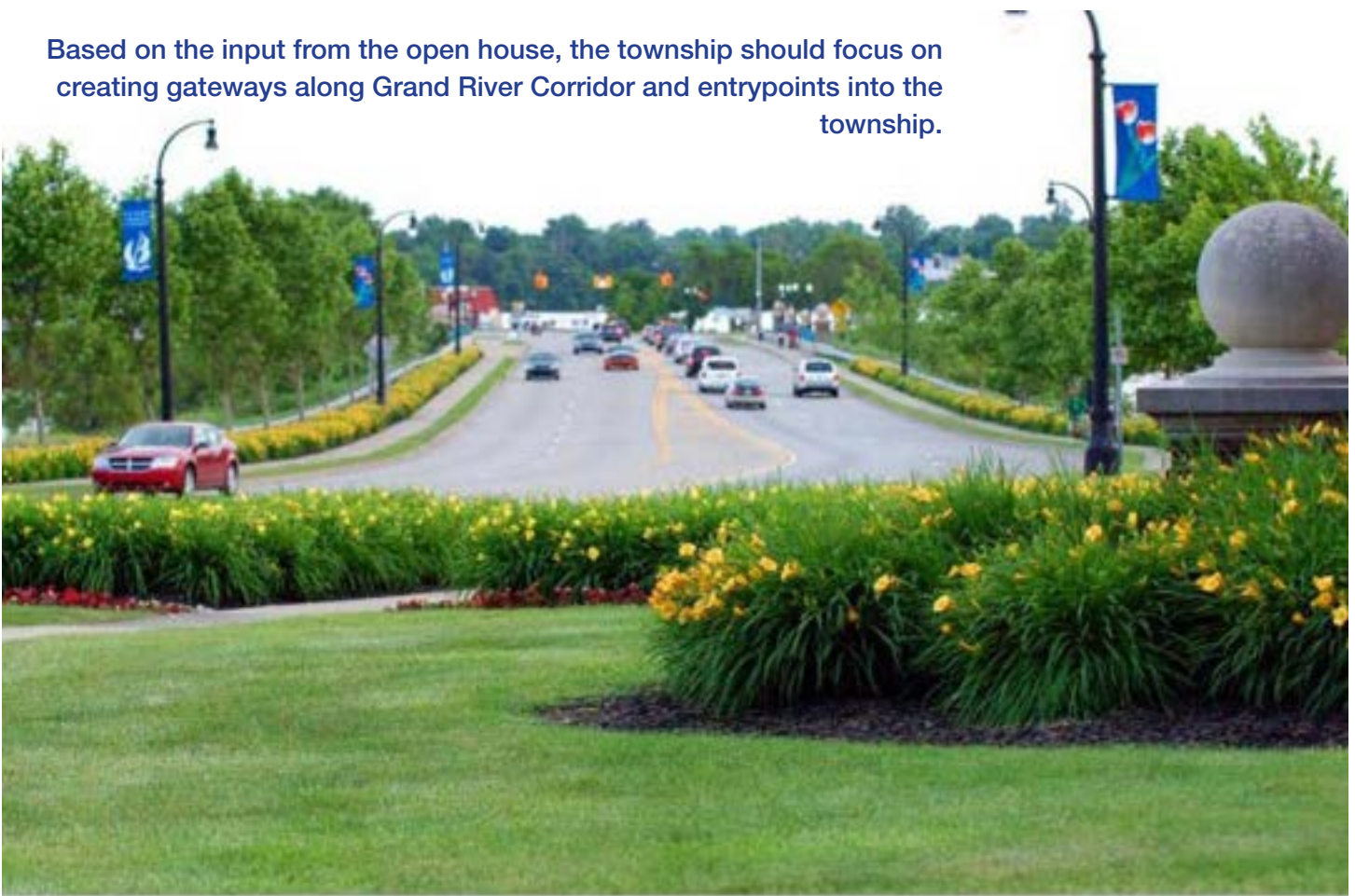
What are Gateways?

- Announce a point of arrival
- They can be located on a public or private property (or combination)
- They could be for people arriving by vehicle or on foot/ bicycle

Why are Gateways important?

- Reinforce community identity
- Creates anticipation for what is ahead
- Provide a sense of place Why is Community Character important?

Based on the input from the open house, the township should focus on creating gateways along Grand River Corridor and entrypoints into the township.



Placemaking

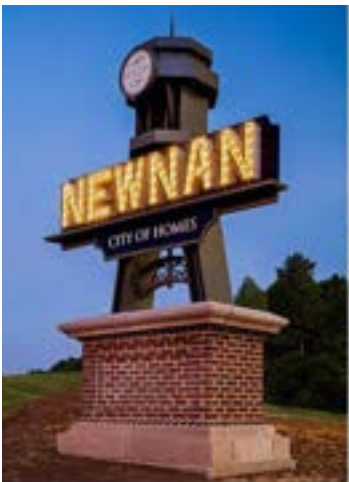
Placemaking means intentionally creating quality places that people seek out to live, work and play. It is a process of creating and nurturing quality places that have a strong sense of place. As it becomes increasingly easier to live and work anywhere, people will choose quality places that are:

- Safe
- Connected
- Welcoming
- Conducive to authentic experiences
- Accessible; people can easily circulate within and to and from these locations
- Comfortable; they address cleanliness, character, and charm
- Sociable; they have a physical fabric that encourages people to connect with one another
- Able to promote and facilitate civic engagement.

Because authenticity is a critical component of placemaking, arts and culture unique to a community are key ingredients in creating quality places. The Kresge Foundation is a strong advocate for placemaking in communities and focuses on the role that art and culture play. They establish the following guiding premises :

- Creativity, aesthetic expression and the impulse to create meaning are evidence of our humanity and serve as community assets from which to build.
- Participation in arts and culture takes many forms and occurs in a wide range of venues—parks, community centers, churches and public spaces. People attend art events and buy art. But they also make, teach, learn and support arts and culture in myriad ways, from the amateur to professional realms.
- Our societal tendency is to focus on art products, but it is also imperative to recognize and appreciate the creative process. Process can be as important as, or in some cases, more important than art product.
- Artists have many kinds of relationships with communities, often helping people find their voice and expression or lending a different perspective when framing or devising solutions to community issues.
- Arts-and-culture activity is intrinsically important and contributes to a wide range of community dynamics, conditions and issues.





Complete Streets

Complete Streets

Complete Streets is a term used to describe a transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users of all ages and abilities. In 2010, Michigan passed Complete Streets legislation to encourage and justify the development of Complete Streets in communities. At that time, Michigan's Planning Enabling Act was also amended to require comprehensive plans to address Complete Streets.

Over the past several years, Genoa Township has been working on completing its sidewalk/shared use path network. The Township recently completed the network on Grand River Avenue, allowing for pedestrian and bicycle travel along this important corridor. The Livingston County Planning Department has also prepared a greenway manual for the Livingston County Greenways Initiative. The manual outlines goals, and objectives of greenways and standards for greenway development within the county. This chapter provides a summary of relevant information the Township can refer to plan for the overall system of streets and roads in a community that provides for the movement of people and goods from places both inside and outside the community.

This chapter summarizes general recommendations and emphasizes the importance of communities adopting Complete Streets Policy. The 2013 Township Master Plan includes recommendations about motorized and non-motorized improvements within the township. The township should consider evaluating those recommendations and updating them as required. The township should consider other planning and outreach efforts to prepare a comprehensive complete streets policy for the township.

Communities that adopt Complete Streets policies recognize that

- Complete Streets provide transportation choices, allowing people to move about their communities safely and easily.
- Complete Streets policies acknowledge the problems with current transportation facilities.
- Implementing Complete Streets strategies will make communities better places to live and work.

Relevant Plan References

- Crosstown Trail- Howell Area Non-motorized Trail Study, 2003
- Southeast Livingston Greenways, 2000
- Grand River Avenue Access Management Study
- Bicycle and Pedestrian Travel Plan for Southeast Michigan: A Plan for SEMCOG and MDOT's Southeast Michigan Regions, 2014

Refer to page 1.5 for more details about the plan and related recommendations. The implementation strategies chapter summarizes corresponding complete street strategies.



FIG 3.9. COMPOSITE CONSERVATIVELY ESTIMATED OPPORTUNITIES

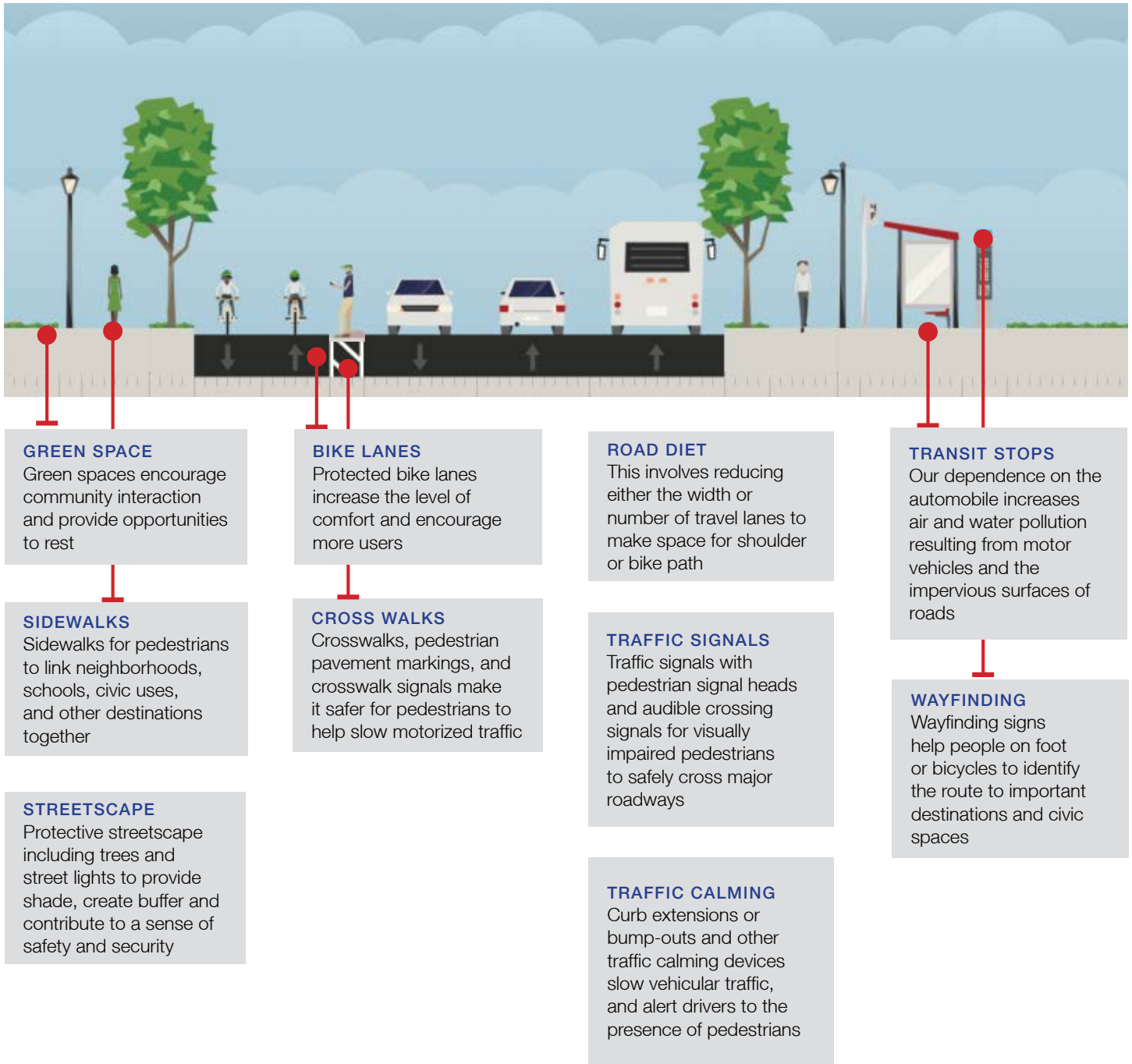


Image Source: Street Mix; Exhibit prepared by: Giffels Webster

FIG. 3.10. BENEFITS OF COMPLETE STREETS

Safety



1. Reduce pedestrian accidents by increasing the safety factor.
2. Perceptions of the safety of non-motorized travel strongly influence decisions about alternative modes of travel for many.
3. Reducing either the width or number of travel lanes to make space for shoulder or bike paths will improve safety (road diet).
4. Refer to 'Level of Stress' on the following pages.



On an average, a pedestrian was killed in the US every **88 minutes** in traffic crashes in 2017

Health



1. Walking or biking to school will result in reduced child obesity rates.
2. Sedentary lifestyles have been shown to be associated with a host of long-term health problems.
3. Sidewalks, bike paths and access to transit increases level of physical activity.



Between 1989 and 2018, **child obesity rates** rose dramatically, while the percentage of walking or biking to school dropped



54% of older American living in inhospitable neighborhoods say they would walk and ride more often if things improved



Carbon-dioxide emissions can be reduced by **20 pounds per day** or more than **4,800 pounds** in a year per each commuter by using transit instead of driving



Nearly **40 percent** of merchants reported increase in sales, and **60 percent** more area residents shopping locally due to reduced travel time and convenience

Access



1. Walking or biking to school will result in reduced child obesity rates.
2. Sedentary lifestyles have been shown to be associated with a host of long-term health problems.

Environment



1. Our dependence on the automobile increases air and water pollution resulting from motor vehicles and the impervious surfaces of roads.
2. Studies have shown that 5 to 10 percent of urban automobile trips can reasonably be shifted to non-motorized transport.

Economy



1. Designing residential and local business districts are redesigned with traffic calming measures and provide safe pedestrian access increases consumer activity.
2. Implementing Complete Streets will be a good placemaking strategy for economic development and community revitalization.

Prepared by *Giffels Webster*, data compiled from multiple sources.

Design Considerations

The usage rate of any non-motorized facility by diverse groups of users depends on the level of comfort the path provides. Level of comfort typically depends on various stress factors such as vehicular traffic speed, volume and the time of the day. Safely designed pedestrian/bicycle lanes lead to more users and less accidents.

Level of Traffic Stress

The Mineta Transportation Institute developed a rating system to rate the “stress levels” users experience. The ‘Level of Traffic Stress’ (LTS) ratings range from 1 (lowest stress) to 4 (highest stress and discomfort) and are based on factors such as the speed and volume of vehicle traffic, the number of travel lanes, the size and complexity of intersections, and the types of bicycle facilities provided.

Type of Ridership

A study completed by Roger Geller for the Portland Office of Transportation identified Four type(s) of users which correlates with the LTS ratings. The type of riders are categorized by their level of comfort riding on different types of facilities.

All Ages and Abilities

National Association of City Transportation Officials (NACTO) developed an ‘All Ages & Abilities’ criteria for selecting and implementing bike facilities. All Ages and Abilities facilities are defined by three primary factors: safety, comfortability and equitability. This guide helps communities design facilities with appropriate traffic calming measures based on contextual factors such as vehicular speeds and volumes, user type and level of comfort to reduce accidents and increase ridership. Another good resource for determining the right type of facility for a particular route is the ‘Bikeway Selection Guide’ created by US Department of Transportation Federal Highway Administration.

FIG. 3.11. ALL AGES AND ABILITIES

TYPE OF USERS		BARRIERS TO CONSIDER
	Children	Smaller and less visible from driver's seat
	Seniors	Lower visual acuity and slower riding speeds
	Women	Concerns about personal safety and traffic stress. Prefer buffers or barriers from vehicular traffic lanes
	People Riding Bike Share	Bike to transit or make one-way trips. Rely on comfortable and easily understandable bike structure
	People of Color	Fear of exposure to theft, assault or being a target for enforcement
	Low-Income Riders	Rely extensively on bicycles to ride to work. Access to continuous and safe facilities
	People with Disabilities	Use adaptive bicycles that require wider envelope and operate at lower speeds
	People Moving Goods or Cargo	Cannot be accommodated by facilities designed to minimal standards
	Confident Cyclists	Constitute a smaller percentage of total users, most often male. In the U.S., 76% of bike trips are made by men and 87% of competitive cyclists are male.

Source Text: National Association of City Transportation Officials (NACTO)

FIG. 3.12. LEVEL OF TRAFFIC STRESS AND TYPE OF RIDERSHIP

LTS-1

Interested, but Cautious Riders



SHARED USE PATHS

1. Shared use paths are used by pedestrians as well as bicycle users
2. 8 feet min. width with 5-10 feet planted buffer
3. Ideal traffic speeds less than 25 miles per hour
4. Wider Right-of-way widths
5. Pavement surfaces should be based on anticipated usage volumes
6. **Comfortable for all ages and abilities**



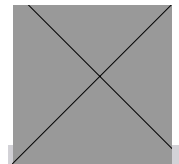
LTS-2

Interested, but Concerned Riders



BUFFERED BIKE LANES

1. Bike lanes separated by buffers defined by pavement markings and parallel parking
2. 8 feet min. two-ways or 5 feet min. one-way with 5 feet painted buffer
3. Ideal traffic speeds from 20-25 miles per hour
4. Limited Right-of-way widths
5. Add vertical delineation such as candlestick bollards for increased level of perceived protection
6. **Comfortable for most adults**



LTS-3

Enthusied and Confident Riders



BIKE LANES

1. Dedicated bike lanes that are adjacent to traffic lanes
2. 8 feet min. two-ways or 5 feet min. one-way with 5 feet
3. Ideal traffic speeds more than 25 miles per hour
4. Dedicated bike lanes that are adjacent to traffic lanes
5. Limited Right-of-way widths
6. Reduce curbside and intersection conflicts through access management
7. **Comfortable for confident bicyclists, who prefer not to share with the vehicles**



LTS-4

Strong and Fearless Riders



BIKE ROUTES

1. Identifying a specific route as a 'Bike Route' is the simple alternative when immediate infrastructure improvements to roadway network are not feasible
2. Wayfinding signage such as 'share the road' or directional signage can be installed to guide the users to destinations or other connections
3. Traffic calming measures are required to manage speeds
4. **Uncomfortable for most users**



Prepared by Giffels Webster

Data Source: Mineta Transportation Institute & Roger Geller for the Portland Office of Transportation

Ten Principles of Complete Streets Policy

VISION	Vision and intent	Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.
DESIGN	Diverse users	Benefits all users equitably, particularly vulnerable users and the most under-invested and underserved communities.
	Design	Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
	Land use and context sensitivity	Considers the surrounding community's current and expected land use and transportation needs.
IMPLEMENTATION	Performance measures	Establishes performance standards that are specific, equitable, and available to the public.
	Commitment in all projects and phases	Applies to new, retro-fit/reconstruction, maintenance, and ongoing projects.
	Clear, accountable expectations	Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
	Jurisdiction	Requires inter agency coordination between government departments and partner agencies on Complete Streets.
	Project selection criteria	Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
	Implementation steps	Includes specific next steps for implementation of the policy.

Data Source: National Complete Streets Coalition (NCSC)

Complete Streets Objectives for Genoa Township

The basic objectives of a “complete street” system in Genoa Township from 2013 Master Plan for Land Use are listed below. These objectives are consistent with other recommendations summarized in the preceding pages.

Provide a Variety of Travel Routes.

Those walking or biking are more likely to do so when they feel safe and comfortable. Therefore, a variety of routes should be provided so non-motorized facilities are planned along roads with travel conditions that would naturally attract such activity. This involves providing connections from neighborhoods to schools, the Township Hall campus, and recreation in and near the Township. See page 3.41 for more details.

Provide for Safe Travel Along the Street.

A variety of options may be considered to facilitate non-motorized and/or transit travel, in addition to moving vehicular traffic. Depending on the context, bike lanes, cycle tracks, sidewalks and pathways can all assist in moving pedestrian and bicycle traffic. See page 3.38 for more details.

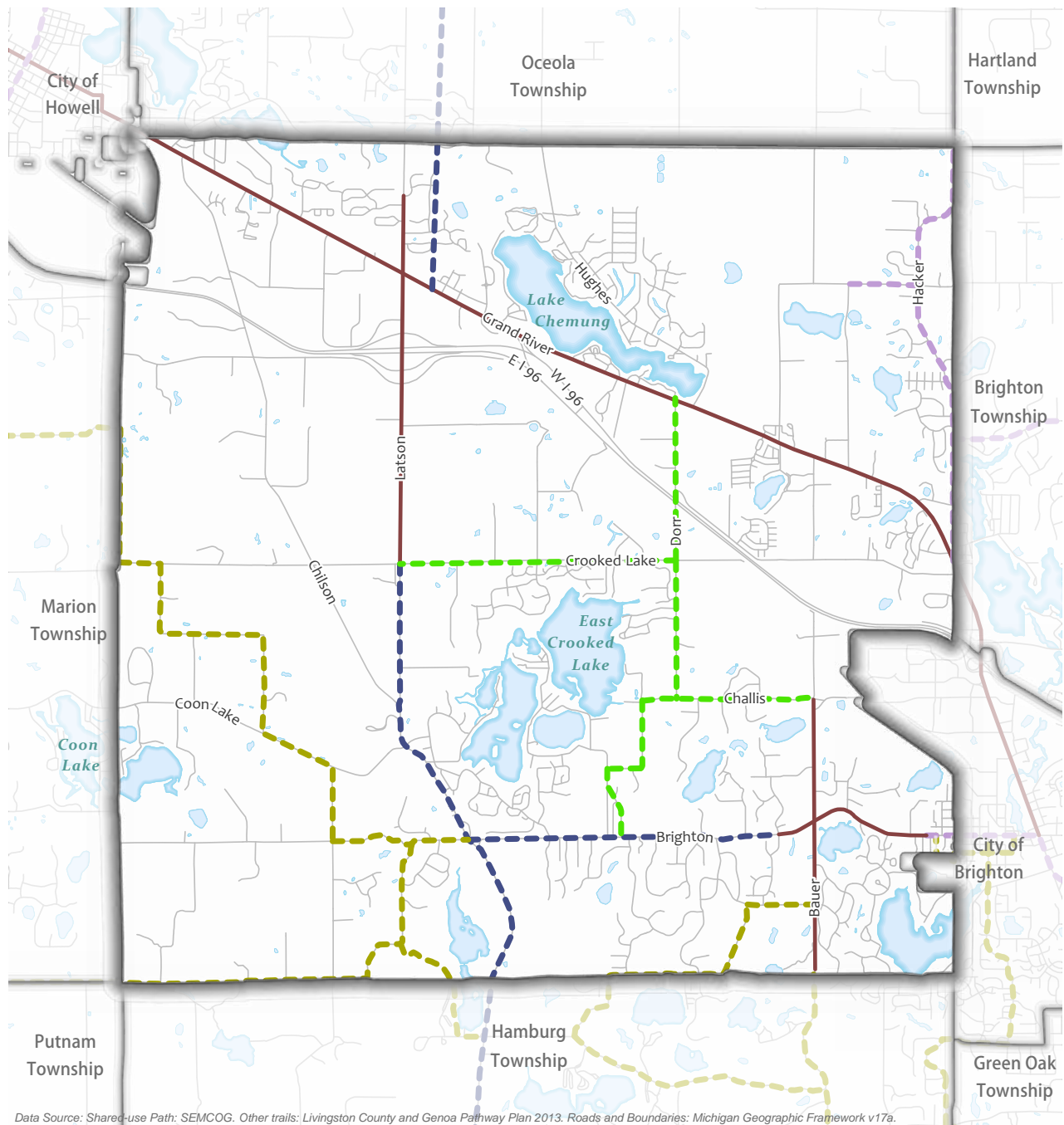
Provide for Safe Travel Across the Street.

Where travel along the road is often considered in non-motorized planning, it is often the travel across the street that can deter non-motorized activity, such as busy arterials like Grand River. The goal is to provide some convenient places to cross where the pedestrian is very obvious to the driver. See page 3.39 for more details.

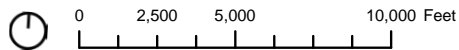
Different Types for Different Folks.

While experienced bicyclists prefer riding in the travel lane or along its right edge, less experienced riders prefer a bit more protection. Since one goal is to encourage people to bicycle more frequently, a system that meets the needs of those potential users is important. Therefore, bike lanes, buffered bike lanes, and separated pathways should be part of an overall bikeway system. See page 3.40 for more details.





Data Source: Shared-use Path: SEMCOG. Other trails: Livingston County and Genoa Pathway Plan 2013. Roads and Boundaries: Michigan Geographic Framework v17a.
 Map Exported: October 20, 2021. ©2020 Giffels Webster.



- Proposed Genoa Path
- - - Proposed County Priority Routes
- - - Proposed County Near Term Network
- - - Proposed County Long Term Network
- Existing Shared-Use Path



Non-Motorized Network

GENOA TOWNSHIP

Sustainability & Resiliency

Sustainability & Resiliency

It is becoming critical to include concepts of resiliency and sustainability into land use plans. Though they are related, resiliency and sustainability are not the same.



Sustainability is the well-established concept that focuses on decreasing or eliminating the detrimental future impacts of our current activity.



Resiliency recognizes that our built environment will be subject to stresses and is the practice of designing that environment in a way that can endure those stresses. Some threats are ongoing, persistent stresses, while others are sudden shocks or single events that disrupt the day-to-day functioning of the community.

As we plan for the future, many of the challenges we will face are related either directly or indirectly to our place in larger systems, both natural and man-made. We often have little direct local control over these systems, but adapting to change and discovering our role in contributing to the health of these systems is nonetheless essential to planning for a community that can survive and thrive even in the face of the most severe challenges. Resilient communities are not only preparing for weather and climate-related shocks, but are also preparing for economic and health shocks as well. In 2020, we saw the impacts of a global pandemic on local community health, education, recreation, commerce, technology and social connectivity. These impacts touched everyone's lives in big and small ways and may have lasting impacts in our communities.

Effects of Climate Change

A changing climate has far-reaching implications for Michigan's agricultural and tourism economies, waterfront development, and communities with older stormwater management infrastructure. Locally, within the last decade, Oakland County has experienced multiple heavy rain events that have led to property damage and decreased mobility and must anticipate that more flooding will occur in the future, damaging property, impairing access to parts of the township, and creating financial distress for local residents and businesses.

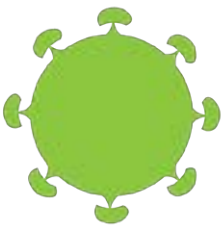
As the frequency and intensity of severe weather events continues to increase, communities will experience economic disruption. For instance, while the frost-free season has nominally increased, farmers in many of Michigan's agricultural communities have not benefited in recent years due to abnormally late frosts (such as those in mid-May, 2020) or heavy rain events, which have damaged early crops or delayed planting of late crops. Rising temperatures and more very hot days may affect the timing of summer festivals and tourism.

Communities must be prepared to anticipate the local effects of regional climate trends. According to the United States Environmental Protection Agency, climate change is already impacting many sectors of our communities. At a minimum, increases in air temperature and precipitation, combined with other factors, have caused impacts in the Great Lakes region including:

- Increased risk of heat-stress to equipment, infrastructure, and people, especially those who work outdoors or are otherwise vulnerable.
- Increased flooding and coastal erosion.
- Reduction in water quality due to increased occurrences of toxic algae blooms.
- Changes to the usability of water infrastructure like docks and piers.
- Economic impact to industries like forestry, fishing, crop production, tourism, manufacturing, energy production, and recreation.
- Expanded commercial navigation season as ice coverage continues to decline on the Great Lakes



This Master Plan recognizes the importance of additional planning efforts needed to ensure the township is resilient and sustainable. Future planning should include a public outreach process in two basic parts: education and input. Education includes making community members aware of potential threats and the process of planning for them, with an emphasis on outreach to the most vulnerable members of the community. The input process should offer the opportunity for residents and other stakeholders such as municipal staff and business owners to engage in detailed, focused conversations regarding resiliency planning issues. It is important for the community to engage in vigorous outreach through multiple channels to get people involved.



Extreme heat

Average temperatures in the Great Lakes region rose 2.3 degrees Fahrenheit from 1951 through 2017. Extreme heat is dangerous for vulnerable populations and can also tax electrical infrastructure, leading to power outages, which in turn can increase the risk for the people most prone to succumbing to heat. Designating specific locations with backup power sources (such as municipal halls, libraries, and schools) as cooling stations can provide vulnerable residents with an essential escape from the heat. There may be a need to provide transportation to cooling stations for those with limited mobility options.

Severe winter storms

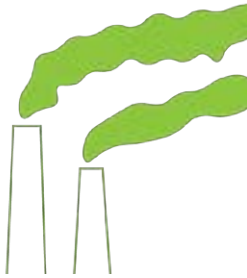
As temperatures rise, winter precipitation levels are anticipated to rise as well, and mixed precipitation events with more heavy ice may become more common. Severe winter storms can result in power outages, impeded mobility, damage to structures and trees, and lost economic productivity. Municipal costs for snow removal should be included in budget planning. While storms are the primary focus of future concern, communities also benefit from planning for extreme cold—locations designated as cooling stations in the summer can become warming stations in the winter.

Heavy rain and flooding

Heavy rain events are already more common in Michigan than they were in the mid-to-late 20th Century, having increased by 35 percent from 1951 to 2017, as total annual precipitation increased by 14 percent. They are anticipated to become even more common in the future.

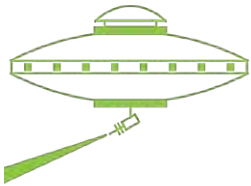
Public health emergencies

The 2020 COVID-19 pandemic brought with it unprecedented economic disruption, forced short-term changes in social habits, destroyed numerous small businesses, and led to a very large increase in unemployment in a very short time period. Planning for public health emergencies needs to consider the many dimensions of the social fabric that are heavily impacted, including the availability of medical services, government’s ability to continue functioning under quarantines or stay-at-home orders, and the locations and numbers of vulnerable populations. Local police, fire, and ambulance services may be particularly taxed in a future public health emergency.



Damage to natural systems

Human activity is rarely in balance with the natural systems it occurs within. While resource extraction and pollution offer two very obvious examples of human activity, nearly all modern human development activity has some impact on natural systems, including loss of habitat, interruption of habitat, and increased emissions due to greater travel distances as development moves outward into wild places. A combination of rising temperatures and agricultural runoff that changes the nutrient balance in major water bodies has led to much higher frequency of toxic cyanobacteria and algae blooms, particularly in Lake Erie. These blooms can impair drinking water quality and limit recreational opportunities, including fishing and watersports.



Unanticipated events

No community can plan for every possible future event or scenario. This is why developing resiliency, improving sustainability, understanding vulnerabilities, and identifying emergency resources is so important.



Drought

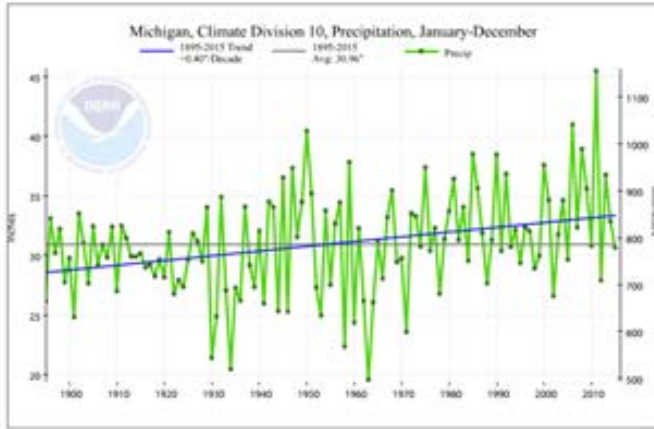
We most frequently think of drought as a prolonged period without precipitation. While this kind of drought is certainly possible in the future in Michigan, the more likely effects of the changes the state is experiencing will be changes in seasonal distribution of storms with precipitation. Winter rainfall will become more common, snowpack overall may decrease, and stream levels will peak earlier in the year, affecting water availability and the timing of groundwater recharge. Drought is exacerbated by higher temperatures, which lead to increased evaporation rates; even with higher average rainfall, land may become drier, and as rain becomes less frequent in the hottest summer months, mid-summer drought could become a regular challenge. Dry conditions bring with them the possibility of wildfires, which are not uncommon in rural Michigan but could grow in scale and intensity in coming years. It is important to understand the community's water sources and how extended periods of drought might affect water availability.



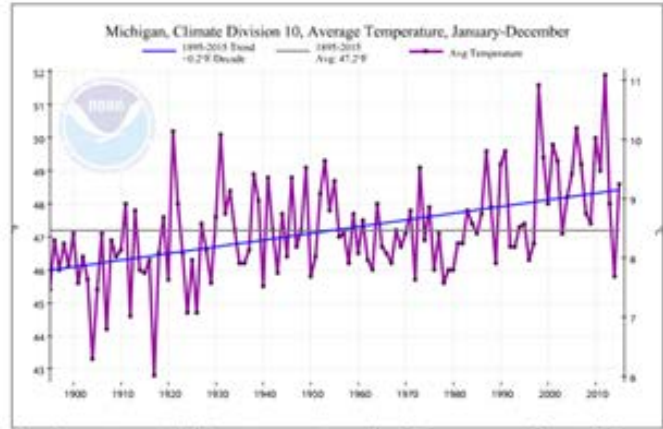
Food systems

As the climate changes and weather patterns shift accordingly, planting and harvesting conditions become less predictable, and the potential for crop losses increases. In 2019, unusually heavy rains across much of Michigan made planting during the typical time difficult for many farmers. While the number of frost-free days has increased by an average of 16 days across the Great Lakes region from 1951 to 2017, the timing of those extra days has not uniformly added to the growing season. In recent years, unexpected late freezes after earlier-than-usual warm weather lead to the loss of large portions of fruit crops such as apples and cherries.

Regional climate trends indicate that southeast lower Michigan is poised to see stronger and more frequent storms, in addition to higher temperatures. The figure below shows how these two measures have been trending steadily over the last 100 years. With increasing precipitation, more frequent extreme heat days and an overall rise in average temperature, communities should be planning for what this mean locally and how their most venerable populations are situated to survive.



Southeast Lower Michigan Annual Precipitation (In Inches) from 1895 to 2016. Source: NOAA Climate Divisions.



Southwest Lower Michigan Average Annual Air Temperatures from 1895 to 2016. Source: NOAA Climate Divisions.

Addressing Resiliency: Identifying Vulnerable Populations

Resilient communities anticipate likely shocks, understand trends in stressors, and prepare for potential worst-case scenarios. Understanding where a community is physically most vulnerable to specific events and understanding which members of the community are likely to be most vulnerable in each case is key to effective planning. Vulnerability assessments have been used across Michigan to identify vulnerabilities within a community and to develop tools communities can use to foster resiliency in their policy decisions. A vulnerability assessment looks at exposure to risk and sensitivity to risk.

Exposure demonstrates the land, property, and neighborhoods that are most likely to be impacted by flooding, heat, or other severe weather. Low lying land, land near bodies of water, areas with large swaths of pavement, neighborhoods with few trees, and sections with older homes all suffer from high levels of exposure.

Evaluating exposure to risk asks: where is the environmental risk the greatest?

Sensitivity demonstrates the members of the population that are most likely to be impacted by severe weather. The most sensitive populations are the elderly, young children, people with medical conditions, those living in poverty (especially the homeless) and people who work outdoors. People who live alone, regardless of their economic status, are also at higher risk

Evaluating sensitivity to risk asks: who in my community is most likely to experience the adverse effects from that risk?

Sustainable Development Strategies

Mitigating Risks

Next to placing land into various zoning districts, site plan review is the most powerful planning and natural resource protection tool. Easily enforced, site plan review is a way for communities to ensure what is approved on a site plan is what will be built. When large projects are proposed or when small projects are proposed in or adjacent to sensitive natural resources, some communities require applicants to submit an environmental assessment, which details the impact of the proposed development on natural resources. Communities that have plans and zoning regulations based on a solid environmental inventory are able to set the threshold for future environmental assessments at a defensible level. Without such a basis, an environmental assessment may be considered arbitrary, as there is little context for the requirement. An environmental assessment can be a valuable source of information, and in some cases an important tool for ensuring that new development is designed in such a way that unavoidable environmental impacts are properly mitigated. Environmental assessment can also be viewed as an affirmative tool for helping a local government meet its responsibility for preventing pollution, impairment or destruction of the environment.

Stormwater Management

The Township's existing water features play an important role in managing storm water. Several creeks and streams, which connect the townships natural water system, meander through the Township, connecting lakes and wetlands with each other, and then conveying storm water run-off.

Impervious Surfaces

Because development replaces pervious ground with impervious pavement and buildings, water runs off the surface rather than permeating naturally through the ground. As stormwater drains across pavement, it picks up pollutants such as automobile fluids, fertilizers, and sediment and conveys them into a storm drain. If a storm drain is directly connected to a creek, the creek receives polluted water which, in turn, can degrade water quality and wildlife habitat. This, in turn, degrades streams and water quality unless managed in an ecologically-sound manner. Ordinance standards that limit impervious surface coverage, or regulate materials used to construct impervious surfaces, can address this at a site plan individual site level.

Portions of southeast Michigan receive their drinking water from surface water sources. Because stormwater heats up the longer it sits on hot, impervious surfaces, it can also impact aquatic organisms that depend on cool or cold-water habitats. Lastly, water volume is greater for surface stormwater; Therefore, it reaches the stream much faster. The increased volume and speed erode stream banks and impairs the stream's ability to support aquatic vegetation and wildlife.

Natural Shoreline Dynamics

Runoff is one of the primary concerns regarding the shoreline dynamics and water quality of inland lakes. Runoff can carry fertilizer and other undesirable substances into the water, some of which can cause an overgrowth of aquatic plants and alter the natural ecosystems in these lakes. It is crucial to protect natural ecosystems by managing development on the shoreline and in the watersheds of inland lakes. Communities can create best practices to protect inland lakes from erosion and runoff damage by encouraging the use of permeable pavement and growing native plants along the shoreline and in the watershed.

Zoning Plan

Zoning Plan

RELATIONSHIP BETWEEN MASTER PLAN AND ZONING ORDINANCE

Master Plan

Long range vision that guides community policy

Community master plans illustrate the vision for the future and contain guiding principles that help a community create land development policies and make land use decisions. In Michigan, the value of the master plan as an important community document is recognized, which is why the state of Michigan requires the master plan be reviewed every five years. The township should check in on their progress regularly and ensure the vision and guiding principles are still relevant.

Zoning Ordinance

Legal framework that regulates development

A zoning ordinance regulates the use of land. Adopting regulations that support the goals of the Master Plan helps ensure that future development will be in line with the community's goals and vision. It is also helpful to develop an itemized implementation guide for a master plan. The Zoning Ordinance is one of the primary tools for implementing a Master Plan; there should be a clear connection between master plan goals and the Zoning Ordinance. Many of the land use recommendations, goals and objectives found in the master plan can be aided by amendments to the township's Zoning Ordinance.

@Giffelswebster, Inc.



TABLE 4.1. ZONING PLAN

2022 Future Land Use Category	Zoning District	Notes
Housing		
Agricultural/Country Estate	Agricultural District (AG) Country Estate District (CE)	
Rural Residential	Rural Residential (RR)	
Low Density Residential	Low Density Residential (LDR) Lakeshore Resort Residential (LRR)	
Small Lot Single Family Residential	Suburban Residential (SR)	
Medium Density Residential	Urban Residential (UR) Medium Density Residential (MDR) Manufactured Housing Park (MHP)	
High Density Residential	High Density Residential (HDR)	
Commercial		
Neighborhood Commercial	Neighborhood Services District (NSD) General Commercial District (GCD)	
Interchange Commercial	Interchange Commercial (ICPUD) District	
Interchange Campus	Interchange Campus (CAPUD) District	
Mixed Use		
East Grand River District	Town Center Overlay District (TCOD)	New Category
West Grand River District	New Categories	New Category
Industrial		
Industrial	Industrial District (IND)	
Research and Development	Office Service District (OSD)	

Action Strategies

Action Strategies

The thoughtful preparation and adoption of any plan would be of diminished value without a program of implementation strategies. The implementation strategies of this chapter will assist the township in putting the key recommendations of the master plan to work. The implementation program is based on the goals and objectives discussed earlier. A specific Zoning Plan outlines steps that can be taken toward implementation through amendments to the Zoning Ordinance.

The best plans are those that are implemented in a consistent, incremental, and logical manner. The implementation matrix that follows is designed to show how the goals of the master plan are fulfilled by action strategies. All boards, commissions, and authorities are encouraged to read through all of the strategies to understand how they all work together to create a better community to live, work, and play.

Implementation Matrices

In order to illustrate the connection between goals, objectives and action strategies, each of the implementation matrices that follow align with the goals, which are noted at the top of each matrix. Within each matrix, the action items are broken into subcategories intended to assist with identification and prioritization. Not all goals contain action items within each subcategory and some goals are repeated as they can advance more than one goal. The matrix subcategories include:

TABLE 10. IMPLEMENTATION ACTION ITEMS	
Action Strategy	Description
Zoning	These are items requiring zoning amendments and will generally be led by staff and the Planning Commission.
Advocacy	These will be items involving education of the community, including residents, business owners, property owners, developers and design professionals. They will be led by a combination of staff, boards and commissions. This may also involve township staff and officials working with county and state officials to coordinate plans and funding, as appropriate.
Capital Improvement	These involve large capital investments, such as equipment, projects or studies, that require inclusion into the township’s Capital improvement plans in order to determine the most efficient time and method of completion and may involve multiple municipal departments.
Other	Other items may involve research, study and further evaluation by staff and/or other boards and commissions.

After adoption, the Planning Commission will assign time frames or priorities to the action items. These time frames are intended as guides and may be adjusted as resources allow or as other issues arise. Generally, short time frames are intended as three years or less; medium-to-long time frames are more than three years.

The tables that follow assign actions to the goals and objectives, leaving room to establish priority levels for short-term, mid-term, and long-term items as the next step following adoption of this plan. This chapter should be reviewed periodically and at least annually to assess progress and adequately budget for specific strategies. Each action should have a “lead,” a board, commission, group, or individual who is responsible for project initiation and coordination.

TABLE 12. IMPLEMENTATION MATRIX CATEGORIES	
Matrix Categories	Definitions
Action Strategy	The actions necessary to carry out goals and objectives
Lead Body	Identifies the primary party responsible for accomplishing the action strategy
Time frame	Identifies and prioritizes the time frame for the action strategy to be implemented.
Supporting Partners	Identifies other parties involved in the accomplishment of the action strategy
Abbreviations	Admin - Planning Department PC - Planning Commission TB - Township Board NA - Not Applicable

Goal 1 |

Action Strategy	Lead Body	Time Frame	Supporting Partners
Zoning Action Items			
Advocacy Action Items			
Capital Improvement Action Items			
Other Action Items			

Section Title



**GENOA CHARTER TOWNSHIP
PLANNING COMMISSION
PUBLIC HEARING
APRIL 11, 2022
6:30 P.M.
MINUTES**

CALL TO ORDER: Chairman Grajek called the meeting of the Genoa Charter Township Planning Commission to order at 6:30 p.m. Present were Chris Grajek, Jim Mortensen, Marianne McCreary, Glynis McBain, Jeff Dhaenens, and Tim Chouinard. Absent was Eric Rauch. Also present was Kelly VanMarter, Community Development Director/Asst. Township Manager, Brian Borden of Safebuilt, and Shelby Byrne of Tetra Tech. There were approximately 100 people in the audience.

PLEDGE OF ALLEGIANCE: The pledge of allegiance was recited.

APPROVAL OF AGENDA:

Moved by Commissioner McCreary, seconded by Commissioner Mortensen, to approve the agenda as presented. **The motion carried unanimously.**

DECLARATION OF CONFLICT OF INTEREST: Commission McBain stated she has a residence in close proximity to the property for Open Public Hearing #1 so she cannot deliberate or vote on this item.

Moved by Commissioner McBain, seconded by Commissioner Dhaenens to recuse herself from Open Public Hearing #1. **The motion carried unanimously.**

CALL TO THE PUBLIC: The call to the public was made at 6:32 pm with no response.

OLD BUSINESS:

OPEN PUBLIC HEARING #1... Consideration of two special use applications, environmental impact assessment and site plan for a proposed 19,843 sq. ft. church and sports field in the Low Density Residential (LDR) district and a special land use for site grading and storage within the wetland protection setback located at 3850 Golf Club Road, southwest corner of Golf Club Road and Latson Road. The request is petitioned by Bible Baptist Church.

- A. Recommendation of Special Use Application (Church)
- B. Recommendation of Special Use Application (Grading in wetland protection setback)
- C. Recommendation of Environmental Impact Assessment (3-16-22)
- D. Recommendation of Site Plan (3-16-22)

Mr. Scott Tousignant of Boss Engineering and Mr. Tim Christoson, the pastor of Bible Baptist Church, were present.

Mr. Christoson provided a review of their church and the proposed project. They are meeting the setback requirements of the ordinance by almost double. They have met with Township Staff and the neighboring property owners. These meetings have resulted in some changes to the plan. They will be providing a buffer of mature trees between both the building and the parking lot and the neighbors, which is now double what is required. Their lights will be on timers, and they have updated the outside building materials, and they will be able to contain the sound of the worship within the building by using specific building materials. There will also be an outdoor walking trail, serene lakeside areas and grassy fields, all of which will be available to be used by people who are and are not members of their church.

Mr. Tousignant reviewed the site plan, which included the size of the lot, buildable portion, the topography, drainage, vegetation, the access drive on the site, onsite utilities, etc. He also described the reasons why they are seeking a Special Use Application for the grading in wetland protection setback, noting they will not be entering into the wetlands themselves, just within the setback. He showed renderings and a colored rendering of the north side (front) of the building, reiterating Mr. Christoson's statement that they have changed the outside facade after meeting with their neighbors.

Chairman Grajek noted there were concerns from the neighbors regarding the drainage. Mr. Tousignant stated the drainage is being improved on the south side of the site.

Commission McCreary asked if the proposed expansion could be the first church location. Both Mr. Tousignant and Mr. Christoson explained their reasons for placing the first building and the parking lot in its proposed location.

Mr. Tousignant stated a traffic study was completed. They did one study with Phase I, which requires an acceleration lane, a deceleration lane as well as the extension of a left turn lane. With Phase II, they would need to add a designated right turn lane out of their site. Additionally, the level of service at the light would decrease on Sunday peak times when the church was letting out. The Livingston County Road Commission stated they can mitigate that service level decrease by changing the timing of the lights for that time period. The Church would pay for these improvements and changes.

Mr. Borden explained the steps of the review and approval process for this project. He then reviewed his letter dated April 7, 2022.

- In order to find that the church is compatible with the Master Plan, the Township needs to find that the project is consistent with the goals of the Plan, which he provided in his letter.
- The applicant has addressed previous concerns with regard to lighting, and they noted this evening that they will be using specific materials to help with containing the sound from the auditorium.
- The activities within the natural feature setback are necessary for access and stormwater management and/or will not result in adverse impacts upon the wetland areas. An EGLE permit has been obtained for work along and within the wetland areas.
- The applicant must address any comments provided by the Township Engineer and Brighton Area Fire Authority.

- The use requirements of Section 3.03.02(l) of the zoning ordinance are met.
- The façade facing Latson Road is comprised simply of metal siding. In terms of design and materials, the rear façade is not “comparable to the front façade”. This is required by ordinance. Mr. Christoson provided details of the siding materials and colors for all four of the elevations. Their architect will be providing building material samples. Commissioner Mortensen is not comfortable sending a 20,000 square foot building to the Township Board without seeing colored renderings or samples of building materials. The applicant provided the manufacturer’s website that was shared with the Planning Commission this evening. Mr. Tousignant asked if the materials could be approved administratively after the samples are provided prior to the plan being sent to the Township Board.
- The applicant should be prepared to present building material and color samples (and/or a color rendering) to the Commission.
- The applicant is proposing to delay the installation of the bike path on Latson Road due to the anticipated changes to Latson Road. If it is not required to be installed at this time, the Township may allow a performance guarantee in lieu of pathway construction at this time.
- The landscape plan is deficient by two parking lot trees.
- The Planning Commission may allow existing vegetation in lieu of new greenbelt plantings.

Ms. Byrne reviewed her letter dated April 5, 2022.

All of her major concerns have been addressed; however, more details will need to be provided for the utilities.

- After final site plan approval, the Petitioner will be required to submit construction plans to MHOG Sewer and Water Authority for review and approval.
- The Petitioner is proposing a dead-end water main with a stub to the south for potential future connection to the existing 8-inch water main on Sugarbush Drive. The petitioner has included a 25-foot utility easement to the edge of the property to facilitate this future connection.
- The Petitioner is proposing an on-site lift station and force main that will discharge to the existing 8-inch HDPE force main on the west side of Latson Road. Additional detail should be provided for the lift station during the construction plan review process and the lift station and force main connection will need to be coordinated with MHOG Sewer and Water Authority.
- Two stretches of 18-inch pipe have proposed slopes of 3 percent, which is greater than the max allowable slope of 2.84 percent. The proposed pipes should be revised to ensure that the proposed storm sewer does not exceed that maximum allowable velocity of 10 feet per second.

The Brighton Area Fire Authority Fire Marshal’s letter dated April 6, 2022 states that all of his previous comments for Phase I have been addressed.

The call to the public was made at 7:46 pm.

Ms. VanMarter noted that there were several letters received from the public that were included in tonight’s packet. There were also two received today, which were provided to the Planning Commission. One from Jeremy Doody of 3825 Sugarbush and another from Brian McBain of 280 Lane Drive.

Mr. Michael Siterlet of 3780 Golf Club Road stated his property abuts this property. He is concerned about the preservation of the wetlands. He owns a portion of Crescent Lake with the applicant and

there are easements that must be acknowledged. The speed of the traffic on Gold Club should be addressed.

Mr. Jeff Hauk of 3873 Sugarbush Drive appreciates the applicant making changes to the plans based on their discussions. He wanted to reiterate the drainage issues he has on his property and anything that the applicant can do to make it better would be appreciated.

Ms. Patricia Murphy of 139 Lake Shore Vista has concerns with the traffic and the traffic study that was done. She does not believe it included necessary data, such as church event traffic, seasonal traffic, traffic from other roadways in the area, and the inclusion of the Livingston County Road Commission and Ocala Township.

Mr. Bruce Macey of 3878 Sugarbush Drive asked what the dotted lines are near the common area shown on the plans. Mr. Tousignant stated those are water main easements. Mr. Macey would like to see a final rendition of the building. He asked if the flooding onto Golf Club Road will be remedied. Mr. Tousignant stated the wetland will have more sufficient drainage.

Mr. Paul Rottach of 3897 Sugarbush Drive was concerned with the building being so close to his house, the parking lot lights, and the drainage issues he experiences. He stated that Mr. Tousignant and Pastor Tim met with him and he appreciates the changes that they are proposing that will address his concerns.

Ms. Kara Miller of 2885 Acorn Lane stated this is a completely appropriate area for a church and they care about addressing the concerns of the residents.

Mr. Brian McBain of 280 Lane Drive stated the Master Plan has just been redone recently and questioned what the purpose is of having a Master Plan if it is not followed. This will be a commercial building in a residential area.

Ms. Barry Swatsenbarg of 4100 Stephanie Lane in Ocala Township stated the hills on Latson Road cause problems. He is concerned about the traffic and the safety in this area.

Mr. Matt Spencer of 3035 S. Latson Road stated this is a good idea for the area and a lot of the concerns noted by the people who spoke today are due to the Road Commission approving the streets off of Latson Road at the bottom of the hill. That is not the church's fault.

Mr. Lance Lockhart of 3440 Woodridge Drive stated this proposed church on this site will be an added amenity to the community. He is a member of Bible Baptist Church.

The call to the public was closed at 8:16 pm.

Commissioner McCreary stated that the traffic engineer of any project has never been before the Planning Commission. She would like to have that person present for this project as traffic and safety is a concern. She asked when the traffic was done. Ms. VanMarter stated the traffic study was dated March 2022.

Commissioner Dhaenens appreciates that the church has listened to the concerns of the Township and the neighbors. They have made changes by moving the church and the parking lot, adding an additional landscape buffer, addressing the drainage, and mitigating the light and noise concerns. It is very open and green. He agrees with allowing Township Staff to approve the building materials.

Commissioner Chouinard is familiar with the building materials, and he believes that the way the petitioner is proposing to use them is done well.

Commissioner Mortensen proposed to have the materials approved by Township Staff as well as two or three Planning Commission members.

Commissioner McCreary suggested tabling this item so they can return with the building materials and a representative of the company who completed the traffic study. Commissioner Dhaenens does not agree that hearing from a representative of the traffic study is necessary.

Chairman Grajek stated that the traffic concerns and any necessary changes will be addressed by the Livingston County Road Commission.

Moved by Commissioner Mortensen, seconded by Commissioner Dhaenens, to recommend to the Township Board approval of two Special Uses Applications for the Bible Baptist Church, one for the construction of the church and the second for the infringement into the setbacks of four wetland areas on the site, subject to the following:

- The Planning Commission finds that the plan meets, in general, the special land use standards of Section 19.03 as well as the use requirements in Section 3.03.02(l) of the Township Ordinance.
- The applicant has agreed to replace double doors with single doors on the church to minimize sound drifting into neighboring properties to the south.
- The applicant will address the requirements spelled out in the Township Engineer's letter dated April 5, 2022 and the Brighton Area Fire Authority's letter dated April 6, 2022.

The motion carried unanimously.

Moved by Commissioner Mortensen, seconded by Commissioner Dhaenens, to recommend to the Township Board approval of the Environmental Impact Assessment dated March 16, 2022. **The motion carried unanimously.**

Moved by Commissioner Mortensen, seconded by Commissioner Dhaenens, to recommend to the Township Board conditional approval of the Site Plan dated March 16, 2022, subject to the following:

- The applicant will provide a performance guarantee for the pathway along Latson Road.
- The applicant will install the two additional parking lot trees.
- The Planning Commission agrees that the existing vegetation can be substituted for greenbelt plantings.
- The applicant will confer with the Township Attorney regarding potential easement issues on the lake, which transcends two pieces of property, as raised by a citizen this evening.
- The applicant must address any comments provided by the Township Engineer's letter dated April 5, 2022 and the Brighton Area Fire Authority's letter dated April 6, 2022.
- With respect to the building materials, the Planning Commission recommends approval of the front facade; however, only conditional approval is given regarding the remaining three facades and will require favorable recommendation of two Planning Commission members and Township Staff prior to submission to the Township Board.
- The exterior lighting shall be turned off when activities are no longer occurring on the property.

The motion carried unanimously.

NEW BUSINESS:

OPEN PUBLIC HEARING # 2...Consideration of an amendment to the Summerfield Pointe Planned Unit Development Agreement, preliminary condominium site plan and environmental impact assessment to convert the project from (140-units) attached condominiums to single family detached homes (108-units). The project is located on Lawson Drive, North of Grand River Avenue. The request is petitioned by Healy Homes of Summerfield, LLC.

- A. Recommendation of PUD Agreement Amendment
- B. Recommendation of Environmental Impact Assessment (3-9-22)
- C. Recommendation of Preliminary Site Condominium Plan (3-23-22)

Mr. Fernando Abudeye and Mr. Wayne Perry of Desine, Inc. and Mr. Jack Healy, the developer, were present.

Mr. Abudeye stated they would like to reduce the density of the plan approved in 2002 from 140 units to 108 units as well as change them from attached condominiums to single-family homes.

Mr. Healy stated six of the homes will have the same building materials as the existing attached condominium units they will be abutting.

Mr. Abudeye stated that because they have reduced the density, they will be able to have more common areas, which will be maintained by the homeowner's association.

Mr. Borden reviewed his letter dated April 6, 2022.

- The applicant proposes to construct 108 detached residential units in lieu of the 140 attached units that are included in the approved PUD.
- Dimensional deviations are sought for lot width, lot area, and combination of side yard setbacks. The details of these deviations are as follows:
 - The proposal identifies units ranging in area from 0.14 to 0.25-acres, with a minimum width of 55 feet.
 - The revised plan includes a table noting deviations sought from MDR lot width and area (75' and 10,000 SF, respectively).
 - The applicant also seeks to deviate from the combined side yard setback requirement, though this is stated as a spacing between buildings (14') in the draft PUD Agreement.
 - We request the applicant amend the draft Agreement to reference the combination of side yard setbacks (as opposed to building spacing) for consistency with the MDR requirements.
- The draft PUD Agreement should reference the MDR requirement for combination of side yard setbacks, as opposed to building spacing.
- The applicant must address the Township's comments on the draft PUD Agreement.
- The applicant must address any comments provided by the Township Attorney on the draft condominium documents.
- The guest parking spaces that occupy a portion of proposed Unit 6 should be removed.
- Details are needed as to what restrictions are established by the proposed conservation easement.
- Details of the southeasterly open space must be added to the plans.
- The Commission should consider comments provided by the Township Engineer and/or Brighton Area Fire Authority.

- There is insufficient information in the private road application to determine whether the Township may allow variation from public roadway standards.
- The submittal does not include a Private Road Maintenance Agreement.
- The required easement width is not provided.
- The dimensional requirements for medians do not appear to be met.
- The plans do not identify any street signs.
- Design details such as AASHTO standards, pavement, curb and gutter, grades, and curves, are subject to review by the Township Engineer.

Ms. Byrne reviewed her letter dated April 4, 2022.

- The general road layout for the proposed Summerfield Pointe development is essentially the same as the previously approved version with multi-family units. There are no engineering related concerns with single-family units as opposed to multi-family units.
- The proposed sidewalk cross section should be revised to show 6 inches of compacted CL II sand per Township standards.
- After final site plan approval, the petitioner will be required to submit private road construction plans to the Township for review and approval.
- After final site plan approval, the petitioner will be required to submit construction plans to MHOG Sewer and Water Authority for review and approval.
- The Livingston County Drain Commissioner has updated their design standards. The petitioner has noted that they are pursuing approval from the Drain Commissioner and evidence of said approval should be provided to the Township prior to final site plan approval.

The Brighton Area Fire Authority Fire Marshal's letter dated April 5, 2022 states that all of his previous comments for Phase I have been addressed.

Commissioner Mortensen is not in favor of the proposed density.

Commissioner Dhaenens stated the development has been attached condominiums for 17 years and it would be very different to put in single-family homes.

Commissioner McCreary asked if the single-family homes will have an association. Mr. Healy stated that they would be included in the association to pay for the roadway and lawn maintenance, but not the outside building maintenance. She would like to see more details as to how this will be handled. Commissioner McBain agrees. She has reviewed the Master Deed and Bylaws and they are not clear due to maintenance of the lawn, the exterior of the buildings, the irrigation, etc.

The call to the public was made at 9:12 pm.

Mr. Gerald Adler of 4726 Summer Ridge asked about the six homes that will be adjacent to the existing condominiums. They will have different rules for pools, swing sets, etc. and they will look different.

Mr. Gary Laundroche of 4689 Summer Ridge represents the Association Board. It is very odd to have single family homes in a condominium development. It would look like an afterthought. The current condominium association is self-managed and has Master Deeds and Bylaws that help them

maintain their common standards. Individual homeowners will have a different association's rules and regulations. He cited sections of the Township Ordinance that address condominium associations.

Mr. Peter Garofalo of 4698 Summer Ridge stated the original PUD outlines that the area of Lawson Drive at Grand River was to be widened and it was not done until in 2020. There is no secondary egress, which is required.

Mr. Robert Webb of 4654 Summer Ridge stated the proposed density is not good for the community. If this is approved, Lawson Drive will have more traffic and there will be increased delivery and garbage trucks, etc. He suggested rerouting the roadway so that it does not go down Lawson Drive to Grand River.

Mr. Rick Giummi of 4702 Summer Ridge Drive provided a sketch plan showing where new attached condominium units should be built and they would be all part of the existing association. Any new development would be a different association. The right side of Lawson Drive should look like one development.

Ms. Irene Hursh of 973 Lawson Drive does not want single-family houses across from her home. There would also be construction traffic. There is only one way in and one way out of their subdivision. These single-family homes will increase the traffic on Lawson Drive.

Ms. Ann Streeter of 609 Abbington Court stated that if this development connects to Aster Boulevard, it will cause increased traffic on their road. These new homeowners will need to help pay for the maintenance of their roadways.

Ms. Lori Carroll of 4663 Summer Ridge Drive stated the residents in her community do not want single-family homes.

Mr. Paul Manders of 4712 Summer Ridge Drive stated that if these single-family homes are allowed, it will not look right.

Ms. Liz Hoover of 661 Abbington Court in Hampton Ridge is concerned with the 55-foot wide lots.

Ms. Karen Dorf of 4697 Summer Ridge Drive does not believe that the building materials will be able to match the materials on the existing buildings. She is against this and hopes the Planning Commission takes into consideration what the condominium residents have said.

Ms. Bobbie Davis of 4655 Summer Ridge Drive has lived there for 16 years. The residents of this community have maintained it. She would like their circle of condominiums to be completed and keep their association separate from a new one.

The call to the public was closed at 9:42 pm.

Commissioner Dhaenens questioned why condominiums are difficult to sell. Mr. Healy stated it is difficult to obtain a mortgage for a condominium. Commissioner Dhaenens understands the need for affordable housing in this community, but he does not want the continuity of this neighborhood to be broken.

Commissioner McBain knows that different associations can work well together and suggested the applicant propose and present complimentary architectural and building materials; however, she does not believe the single-family homes should be on the same side of Lawson as the existing condominiums. She is not in favor of the density. She agrees that these new residents will be driving down Aster Avenue and that should be addressed.

Mr. Healy stated that the density would be higher if they stayed with the original PUD of 140 units.

Chairman Grajek is not in favor of the size of the lots.

Moved by Commissioner Mortensen, seconded by Commissioner Dhaenens, to recommend to the Township Board denial of the Summerfield Point Estates PUD Agreement Amendment because the lot size and setbacks are not acceptable and do not meet the ordinance in terms of MDR zoning. Moreover, the proposed plan for single-family homes on individual lots is inconsistent with neighboring properties. **The motion carried unanimously.**

Moved by Commissioner Mortensen, seconded by Commissioner Dhaenens, to recommend to the Township Board denial of the Environmental Impact Assessment dated March 9, 2022 because the lot size and setbacks are not acceptable and do not meet the ordinance in terms of MDR zoning. Moreover, the proposed plan for single-family homes on individual lots is inconsistent with neighboring properties. **The motion carried unanimously.**

Moved by Commissioner Mortensen, seconded by Commissioner Dhaenens, to recommend to the Township Board denial of the Preliminary Site Condominium Plan for Summerfield Point Estates dated March 23, 2022 because the lot size and setbacks are not acceptable and do not meet the ordinance in terms of MDR zoning. Moreover, the proposed plan for single-family homes on individual lots is inconsistent with neighboring properties. **The motion carried unanimously.**

Moved by Commissioner Mortensen, seconded by Commissioner Dhaenens, to recommend to the Township Board denial of the private road for Summerfield Point Estates because the lot size and setbacks are not acceptable and do not meet the ordinance in terms of MDR zoning. Moreover, the proposed plan for single-family homes on individual lots is inconsistent with neighboring properties. In addition, there is insufficient information to determine whether the Township may allow variation from public roadway standards, the submittal does not include a Private Road Maintenance Agreement, the required easement width is not provided, the dimensional requirements for medians do not appear to be met, and the plans do not identify any street signs.

The motion carried unanimously.

OPEN PUBLIC HEARING #3...Consideration of a site plan and environmental impact assessment for 136 apartment units within 17 buildings located north of the intersection of Whitehorse Drive and Arundell Drive. The property is located within the Lorenzen Planned Unit Development and was previously approved for 137 apartment units. The request is petitioned by Elevate Property Partners, LLC.

- A. Recommendation of Environmental Impact Assessment (1-17-22)
- B. Recommendation of Site Plan (3-23-22)

Mr. Robert Langan of Elevate Property Partners, LLC and Mr. Robert Emerine of Seiber Keast, Inc. the engineer, were present.

Mr. Langan addressed the comments in the planner's letter dated April 7. The residents of the new phase will have the same amenities as the first phase and the building materials are the same as what was done in Phase I. They will duplicate what was built for Phase I; however, some of the light fixtures may be slightly different. They will redo the road as requested by the Township Engineer.

They have more parking than what is required, but that is because they have attached garages and then a parking space in front of the garage, so the garage and those spaces in front are considered parking spaces.

Mr. Borden reviewed his letter dated April 7, 2022.

- He noted that Mr. Langan addressed his request to explain how Phase 1 amenities apply to Phase 2 units
- Building materials and colors are subject to review and approval by the Planning Commission. He suggested making a condition of any approval to state that they will be the same as Phase I. Mr. Langan noted that it has been 15 years since Phase I was built; however, they will be of the same architecture and the material colors will be as close as can be.
- The applicant should be prepared to present building material and color samples, and/or a color rendering, to the Commission as part of its review.
- Per Section 14.02.06, the applicant must provide evidence in support of the amount of parking proposed, which Mr. Langan provided this evening.
- If exterior site lighting is proposed, a detailed lighting plan must be provided.
- The applicant must address any comments provided by the Township Engineer and/or Brighton Area Fire Authority.

Ms. Shelby Byrne reviewed her letter dated April 7, 2022.

- Parking dimensions should be added to typical parking details on Sheet ND3.
- Approval should be obtained by the Brighton Area Fire Authority prior to site plan approval.
- The petitioner has submitted water main and sanitary sewer plans to MHOG Sewer and Water Authority for review and received comments. After final site plan approval, the Petitioner will need to re-submit final construction plans to MHOG for re-review and approval.
- The proposed site plan is being reviewed by the Livingston County Drain Commissioner. Approval from the Drain Commissioner should be provided to the Township prior to approval.
- The petitioner is proposing to extend the two existing private roads of Arundell Avenue and Westbury Boulevard. After site plan approval, the petitioner must submit private road construction plans for review.
- The proposed road cross section shown on the plan notes a 50-foot-wide road ROW. The Township's Engineering Design Standards require that local roads have a minimum road ROW of 66 feet. The 50-foot wide road ROW matches the previously approved road ROW in Westbury Phase I so she has no concerns.
- As requested, the site plan has been revised to show the existing asphalt paving on Arundel Avenue as being replaced. The note says that the existing asphalt will be replaced after construction of Westbury Phase II. Due to the poor existing condition of Arundel Avenue, the

Planning Commission may wish to require that the Petitioner complete the base of the proposed asphalt prior to construction, then apply the top course when doing final paving of the Westbury Phase II, as construction will only further degrade the current condition of the road.

Brighton Area Fire Authority Fire Marshal's letter dated April 6, 2022 states most of their previous comments have been addressed; however, two items are still outstanding:

- The applicant shall provide no parking fire lane signage every 50-feet along on the hydranted side of the access roads.
- He recommends that the sprinkler riser rooms be provided with separate addresses from the building units.

Mr. Langan stated they will address his concerns.

The call to the public was made at 10:23 pm with no response.

Moved by Commissioner Mortensen, seconded by Commissioner McCreary, to recommend to the Township Board approval of the Environmental Impact Assessment dated January 17, 2022 for Westbury Phase II. **The motion carried unanimously.**

Moved by Commissioner Mortensen, seconded by Commissioner McCreary, to recommend to the Township Board approval of the Site Plan dated March 23, 2022 for Westbury Phase II, subject to the following:

- Township Staff will review the documents to ensure the amenities of Phase I apply to Phase II, with the assistance of the Township Attorney, if necessary.
- The building materials and colors are to be consistent with Phase I and will be reviewed by Township Staff prior to submission to the Township Board.
- The requirements of the Township Engineer's letter dated April 7 and the Brighton Area Fire Authority Fire Marshal's letter dated April 6 shall be met.

The motion carried unanimously.

ADMINISTRATIVE BUSINESS

Staff Report

Ms. VanMarter stated there will be a second Planning Commission meeting in April. It is scheduled for April 25. There are five cases scheduled for the May 9 meeting so she may be scheduling a second May meeting.

Approval of the March 28, 2022 Planning Commission meeting minutes

Moved by Commissioner McCreary, seconded by Commissioner Chouinard, to approve the minutes of the March 28, 2022 Planning Commission Meeting as submitted. **The motion carried unanimously.**

Member Discussion

There were no items to discuss this evening.

Adjournment

Moved by Commissioner McCreary, seconded by Commissioner Chouinard, to adjourn the meeting at 10:40 pm. **The motion carried unanimously.**

Respectfully Submitted,

Patty Thomas, Recording Secretary

DRAFT