

## IMPLEMENTATION

The following table provides a summary list of the recommendations contained in this plan and alternative implementation tools for each.

Plan Recommendation	Implementation Mechanisms
<b>Natural Resources Management</b>	
Lower density zoning districts for areas with significant fragile natural resources.	<ul style="list-style-type: none"> <li>▶ Maintain lower density Country Estate and Rural Residential zoning districts.</li> </ul>
Natural features setbacks from wetlands, creeks, ponds and lakes.	<ul style="list-style-type: none"> <li>▶ Maintain setback requirements from waterways in Zoning Ordinance.</li> <li>▶ Utilize clustering allowed by PUD to preserve wetlands as open space and provide greater setbacks from shorelines.</li> </ul>
Protect natural topography and vegetation on areas with steep slopes.	<ul style="list-style-type: none"> <li>▶ Maintain setback requirements from waterways in Zoning Ordinance.</li> <li>▶ Utilize clustering allowed by PUD to preserve steep slopes as open space.</li> <li>▶ Adopt slope based density regulations to reduce allowable density on steep slopes.</li> </ul>
Storm water management to protect the quality of natural waterways and adjacent properties.	<ul style="list-style-type: none"> <li>▶ Adopt Township Stormwater Ordinance.</li> </ul>
Protect quality of ground and surface water from contamination by septic disposal or hazardous materials.	<ul style="list-style-type: none"> <li>▶ Provide sanitary sewer service to existing higher density residential areas.</li> <li>▶ Minimize residential densities in areas where public sewer is not available.</li> <li>▶ Require all uses that handle hazardous materials to prepare a pollution incident prevention plan and provide secondary containment and other necessary protection measures.</li> <li>▶ Prohibit floor drains for industrial uses from discharging to storm or sanitary sewer.</li> </ul>
Restore natural wetlands that have been altered from their natural state.	<ul style="list-style-type: none"> <li>▶ Require PUD's to restore previously disturbed wetlands as a qualification condition for PUD approval.</li> <li>▶ Incorporate restoration of wetlands into drainage design for new development.</li> </ul>
Manage boat usage to prevent overcrowding and degradation of lake quality.	<ul style="list-style-type: none"> <li>▶ Maintain keyhole ordinance.</li> <li>▶ Adopt additional lake access regulations.</li> </ul>
Preserve natural vegetation.	<ul style="list-style-type: none"> <li>▶ Utilize clustering allowed by PUD to preserve steep slopes as open space.</li> <li>▶ Require natural buffer zones along public road frontages.</li> </ul>

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<b>Land Use</b>	
Implement future land use plan.	<ul style="list-style-type: none"> <li>▶ Maintain current zoning that is consistent with Future Land Use Plan</li> <li>▶ Rezone properties to the Future Land Use Plan when timing and other conditions are met, gradually over the 20 year plan time frame.</li> </ul>
Maintain growth boundaries.	<ul style="list-style-type: none"> <li>▶ Do not extend sewer or water services outside of growth boundary.</li> <li>▶ Allow infill development within growth boundary and do not rezone land outside of the growth boundary to allow higher density residential or commercial uses.</li> <li>▶ Evaluate growth boundary with each regular Master Plan update to ensure there is land available for infill development</li> </ul>
Develop Genoa Town Center.	<ul style="list-style-type: none"> <li>▶ Adopt form-based zoning regulations for the Town Center to ensure all development and redevelopment in this area is consistent with the intent to create a traditional, walkable neighborhood.</li> <li>▶ Prepare an overall concept plan for this area to coordinate development between adjacent sites.</li> <li>▶ Develop streetscape standards for this area including sidewalks, landscaping, street lighting, street furniture, public art and plazas.</li> <li>▶ Utilize PUD regulations to coordinate development of larger sites.</li> </ul>
Implement I-96/Latson/Nixon Road Subarea Plan.	<ul style="list-style-type: none"> <li>▶ Require PUD for development of large parcels along Latson/Nixon Road.</li> <li>▶ Adopt additional access management standards for roads adjacent to interchange.</li> <li>▶ Require design of residential developments to preserve buffers along Nixon Road.</li> </ul>
<b>Transportation</b>	
Grand River Avenue improvements, including signalization, road widening and service drives, as detailed in the Grand River Avenue Corridor Plan.	<ul style="list-style-type: none"> <li>▶ Coordinate with MDOT and LCRC.</li> <li>▶ Special Assessment District.</li> <li>▶ TEA 21.</li> <li>▶ Require proportionate share of improvements as a condition of development approvals.</li> </ul>
New I-96 Interchange at Latson/Nixon Roads and a revised ramp system at the existing interchange at Lake Chemung.	<ul style="list-style-type: none"> <li>▶ Coordinate with MDOT and LCRC.</li> </ul>

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Road Widening	<ul style="list-style-type: none"> <li>▶ Coordinate with MDOT and LCRC.</li> <li>▶ Require proportionate share of improvements as a condition of development approvals.</li> <li>▶ Regulate residential densities and the location of traffic intense uses to minimize need for road widening.</li> </ul>
Road Paving	<ul style="list-style-type: none"> <li>▶ Coordinate with LCRC.</li> <li>▶ Require proportionate share of improvements as a condition of development approvals.</li> <li>▶ Regulate residential densities to minimize traffic on gravel roads.</li> </ul>
Intersection Improvements	<ul style="list-style-type: none"> <li>▶ Coordinate with MDOT and LCRC.</li> <li>▶ Special Assessment District.</li> </ul>
Access Management	<ul style="list-style-type: none"> <li>▶ Coordinate with MDOT and LCRC.</li> <li>▶ Regulate access through Zoning Ordinance access management standards.</li> </ul>
New Road Development	<ul style="list-style-type: none"> <li>▶ Require adequate roadways within all new development through subdivision and condominium regulations.</li> </ul>
<b>Greenways, Pathways and Recreation</b>	
Provide for recreational areas	<ul style="list-style-type: none"> <li>▶ Work with Livingston County, school districts and the cities of Brighton, and Howell to provide recreational facilities for the area.</li> <li>▶ Require private neighborhood recreational areas within all residential developments.</li> <li>▶ Obtain grant to acquire site for future Township park.</li> <li>▶ Private investment and donations.</li> </ul>
Provide for conservation greenways	<ul style="list-style-type: none"> <li>▶ Utilize clustering allowed by PUD to preserve ecological and riparian corridors as natural open space.</li> <li>▶ Private investment and donations.</li> </ul>
Develop bike path system for Township	<ul style="list-style-type: none"> <li>▶ Provide dedicated millage for bike path construction.</li> <li>▶ Include bike paths in Township Capital Improvement Plan</li> <li>▶ Work with LCRC to include bike paths with road projects.</li> <li>▶ TEA 21 grants.</li> <li>▶ MDNR funds for pathways.</li> <li>▶ Private investment and donations.</li> <li>▶ Require all developments to construct bike paths along site frontages, where designated in bike path plan.</li> </ul>

## **Township Implementation Funding Sources**

**Dedicated Millage:** Special millage can be used to generate revenues for a specific purpose. The Township could consider opportunities for special millage to implement recommendations in the Master Plan. For example, several Michigan communities have special land acquisition fund that is supported by a one-quarter mill property tax. A land acquisition fund would be a useful tool to promote right-of-way widening or dedication in Genoa Township. Other communities have millages to fund road improvements, bike path programs and parkland acquisition.

**Special Assessment:** Special assessments are compulsory contributions collected from the owners of property benefited by specific public improvements (paving, drainage improvements, etc.) to defray the costs of such improvements. Special assessments are apportioned according to the assumed benefits to the property affected. Special assessment funding might prove useful to implement roadway paving, streetscape improvements, secondary access drives in districts fronting on arterial streets and to construct new roads, as necessary and appropriate. These programs are particularly helpful for improving and upgrading older local roads.

**Bond Programs:** Bonds are among the principal sources of financing used by communities to pay for capital improvements. General obligation bonds are issued for specific community projects and are paid off by the general public via property tax revenues. Revenue bonds are issued for construction of projects that generate revenue (i.e. parking structures, etc.). These bonds are retired, or serviced, using income generated by the project.

**Tax Increment Financing:** Tax increment financing is authorized by the Downtown Development Authority Act and Local Development Finance Authority Act. When a tax increment finance district is established, the stated equalized assessment value of all properties within the district is recorded. Every year thereafter, the property tax revenue generated by any increase in the total stated equalized value is "captured" by the responsible organization to finance improvements established in the overall development plan. The development plan is a required document illustrating all proposed improvements within the district. Often, revenue bonds are used to finance the improvements and the tax increment revenues are used to repay the bonds. This tool could also prove to be a valuable tool for roadway improvements within the Township.

**Transportation Efficiency Act (TEA21):** The Transportation Efficiency Act of 1998 (TEA21) establishes a fund for transportation enhancement activities. Funds from the Surface Transportation Program are set aside for these activities and can include a number of transportation enhancement activities including historic preservation, landscaping and beautification, pedestrian pathways, roadway improvements and other similar projects. Each year funds become available for allocation based on a competitive needs basis. Requests are solicited and screened for application completeness at the local level, screened for project merit at the regional level and finally selected for action at the State level by the Michigan Department of Transportation. This program is an established resource which the Township should also consider, particularly to fund bike path construction.

**Michigan Natural Resources Trust Fund:** MNRTF provides funding assistance for state and local outdoor recreation needs, including land acquisition and development of recreation facilities. This assistance is directed at creating and improving outdoor recreational opportunities and providing protection to valuable natural resources. These are grants between \$15,000 and \$500,000 with a required minimum local match of 25 percent. This grant is ideal for implementing land acquisition and park development goals in the future.

**Land and Water Conservation Fund:** LWCF provides funding assistance for communities to acquire and develop land for outdoor recreation. The minimum award is \$15,000 and the maximum of \$500,000. The eligibility criterion emphasizes preservation of natural resources such as waterways. This grant is ideal for land acquisition that is intended for passive recreation and open space in the future.

**Michigan Natural Resources Tree Planting Grants:** Through the Michigan Department of Natural Resources, there are three tree planting grant programs that will assist in funding landscape enhancements at the parks and re-forestation projects. The township was awarded some tree planting monies to plant trees at the Township Hall.