

**MARION TOWNSHIP PLANNING COMMISSION
AGENDA**

**REGULAR MEETING
Tuesday – September 23, 2025
7:30 pm**

Virtual access instructions to participate in the meeting are posted on www.mariontownship.com
MEETING WILL BE HELD IN MAIN HALL

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

MEMBERS' PRESENT:

CALL TO PUBLIC:

APPROVAL OF AGENDA: *September 23, 2025 Regular Meeting*

APPROVAL OF MINUTES FOR: *August 26, 2025 Regular Meeting*

OLD BUSINESS:

1. Review Updates to the Proposed Ordinance Changes
 - a. 6.20 Private Road Rewrite (if ready)
 - b. PUD Rewrite
 - c. 6.18 Condominium Projects
 - d. 17.21 Rewrite
 - e. 6.17 and Traffic Study

NEW BUSINESS:

CALL TO PUBLIC:

ADJOURNMENT:

Marion Township Public Participation Policy at Township Planning Commission Meetings

The Public shall be given an opportunity to be heard at every Township Planning Commission Meeting following the adoption of this Policy.

The Planning Commission Chairperson is the moderator of the meeting. In the absence of the Chairperson, the Planning Commission VICE-Chairperson shall be the moderator of the meeting.

The Public attending the meeting either in-person or on-line may speak during the "Call to the Public" part of the meeting agenda. To preserve order, those attending in-person will speak first. When all in-person attendees have been heard, the moderator will ask if any on-line attendee wishes to speak.

When recognized by the moderator, in-person attendees shall come to the podium. The moderator will request that they give their name and address before they begin their comments. When all in-person attendees have finished speaking, the moderator will ask if anyone attending the meeting on-line wishes to speak. On-line attendees may unmute themselves and when recognized by the moderator may speak. On-line attendees will also be asked for their name and address.

All comments shall be addressed to the Township Planning Commission members. The "Call to the Public" is for attendees to provide information or opinions to the Township Planning Commission and is not intended to be a dialogue. Anyone needing a response should contact officials or staff during normal office hours.

The Public attending the meeting either in-person or on-line will be allowed to ask questions and make comments about NEW and UNFINISHED agenda items. These questions and comments must be made during the discussion of that agenda item. Anyone that would like to speak will raise their hand indicating their desire to speak.

When recognized by the moderator, in-person attendees shall come to the podium. The moderator will request that they give their name and address before they begin their comments. When all in-person attendees have finished speaking, the moderator will ask if anyone attending the meeting on-line wishes to speak about the NEW or UNFINISHED agenda item. On-line attendees may unmute themselves and when recognized by the moderator may speak. On-line attendees will also be asked for their name and address.

The moderator can close the questions and comments session about a NEW and UNFINISHED agenda item at his/her discretion.

To preserve efficiency, at any time during the meeting, each speaker, whether in-person or online will be limited to THREE MINUTES.

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**MARION TOWNSHIP
PLANNING COMMISSION
REGULAR MEETING MINUTES
AUGUST 26, 2025 / 7:30PM**

*Approved by: _____

Larry Grunn – *Chairperson*

Date: _____

PC MEMBERS PRESENT: LARRY GRUNN – *CHAIRPERSON*
JIM ANDERSON – *VICE-CHAIRPERSON*
CHERYL RANGE – *SECRETARY*
BRUCE POWELSON
SCOTT LLOYD

PC MEMBERS ABSENT: NONE

OTHERS PRESENT: SCOTT RICHARDSON – *MARION TWP. ZONING ADMINISTRATOR*
ZACH MICHELS – *TOWNSHIP PLANNER*
JOHN GORMLEY – *TOWNSHIP ATTORNEY*

CALL TO ORDER:

Larry Grunn called the meeting to order at 7:30 pm.

CALL TO PUBLIC:

Kathy Acker resides at 1149 Peavy Road and wanted to ask some questions regarding the proposed ordinance changes. Larry Grunn instructed her to wait until the end of the meeting.

APPROVAL OF AUGUST 26, 2025 AGENDA:

Bruce Powelson made a motion to approve the August 26, 2025 agenda as presented. Jim Anderson seconded. **5-0 MOTION CARRIED**

APPROVAL OF July 22, 2025 MINUTES:

Cheryl Range made a motion to approve the July 22, 2025 Planning Commission minutes as presented. Jim Anderson seconded. Bruce Powelson abstained from voting because he was not present at the July 22, 2025 Planning Commission meeting.

4-0 MOTION CARRIED

OLD BUSINESS:

1) REVIEW OF PROPOSED ORDINANCE CHANGES

A. 6.20 PRIVATE ROAD REWRITE

Jim Anderson stated that the Board of Trustees asked the Planning Commission to make some updates/changes to Marion Township's Zoning Ordinance. Jim Anderson told John Gormley that we needed to extend the Moratorium and John Gormley agreed. Jim Anderson also shared a document with the Planning Commission from Jim Witkowski with comments and suggested changes to our Zoning Ordinance.

The Planning Commissioners reviewed some of the proposed changes to our Zoning Ordinance:

- The Marion Township Development Standards is now listed in the Zoning Ordinance.
- John Gormley said we should not mix language for public and private roads. We should never leave room for interpretation and we need to make sure that our regulations and expectations are not left open-ended.
- 6.20 – section A - #11 should be removed.
- 6.20.1 – section B - #3 is subjective and unclear.
- New private roads should always meet the standards listed in 6.20 - section A. Pre-existing roads should have their own separate standards/language.
- Eliminate “public roads” and move all design standards to 6.20 - section A.

DRAFT

- Eliminate Section D - #3.
- List all the non-conforming roads in 6.20 of the Zoning Ordinance. Rewrite section F.
- Move section G & H to a permit process.
- Compare section I with the ZBA language at the next Planning Commission meeting.

B. PUD REWRITE

The Planning Commission agreed with the changes made to this section.

C. 6.18 CONDOMINIUM PROJECTS

The Planning Commission agreed with the changes made to this section.

D. 17.21 REWRITE

- The heading should be "Planned Unit Development" with the definition listed.
- Re-word section D - #2 so it complies with 6.20.
- Zach is going to re-write section D - #14.

E. PROPOSED ELIMINATION OF 6.17

- Put and accurate list of roads in 6.17 – section A - #2.

F. TRAFFIC STUDY REQUIREMENTS

- Scott Richardson will get with Bill Fenton and ask him to speak with Phil Westmoreland about taking Genoa Township's Traffic Study and changing it to fit Marion Township.

Cheryl Range made a motion to extend the Planning Commission meeting past 9:30pm. Larry Grunn seconded. **5-0 MOTION CARRIED**

NEW BUSINESS:

1) DISCUSSION OF LOT LINE DEFINITIONS

Scott Richardson wants the Commissioners to start thinking about this language and bring back suggestions to the next Planning Commission meeting.

2) WELLHEAD PROTECTION DISCUSSION

Scott Richardson said in 2024 the Board of Trustees approved a "wellhead protection overlay district". There was an oversight, and this map was not added to the zoning ordinance. There is no further action needed, at this time.

CORRESPONDENCE/UPDATES:

Cheryl Range talked about two potential legislative bills that may be coming down the road.

CALL TO PUBLIC:

Kathy Acker resides at 1149 Peavy Road. Kathy shared her concerns with our Zoning Ordinance.

Les Andersen resides at 4500 Jewell Road. Les discussed things currently going on within the Township.

John Gormley suggested that certain land uses should get notarized and filed with the County so there is no confusion with future purchasers.

ADJOURNMENT:

Larry Grunn made a motion to adjourn the Planning Commission meeting at 10:40pm. Bruce Powelson seconded. **5-0 MOTION CARRIED**

ARTICLE XIII: PLANNED UNIT DEVELOPMENT OVERLAY DISTRICT

Section 13.03 Planned Unit Development Design Standards

L. Private Roads in a Planned Unit Development:

1. All developments for multiple-family Site Condominium and Plan Urban dwellings shall have direct access to the following Livingston County public paved roads or paved provisions in the Urban Residential, Suburban Residential, and Highway Service Districts;
 - a. Howell Pinckney Road, D19
 - b. Howell Mason Road
 - c. Norton Road
 - d. County Farm Road
 - e. Peavey Road

Provisions shall be made for safe and efficient egress and ingress to public streets and highways serving any development, which shall be designed to minimize congestion and interference with normal traffic flow.

Commented [JA1]: These roads are listed as examples. The final list needs to be finalized by the PC.....

2. All developments for multiple-family Plan Urban developments shall have a secondary entrance for emergency vehicle access to the development if the primary entrance to the development is blocked. The secondary entrance shall be either a private road to a Livingston County public road or a gated emergency access private road constructed to Marion Township construction specifications and approved by the Howell City Fire Marshall. This gated emergency access private road may access either a private road of another development or a Livingston County public road.
3. The Planning Commission may modify the requirements found in Section 6.20, provided the applicant can demonstrate that the projects proposed internal road system provides adequate public safety measures for the residents. For PUD developments with only one (1) means of ingress, such private road ingress and egress shall be developed as a boulevard from the public road to the first internal private road intersection within the development. Said boulevard entrance shall contain one (1) ingress drive and one (1) egress drive, each containing a minimum twenty-four (24) foot wide pavement area measured from the front of the curb to front of curb with a landscaped island between said ingress and egress drives measuring not less than thirty (30) feet in width. Also, a private road shall meet the paved road construction specifications of the Livingston County Road Commission for the actual roadway, including curb and gutter. The Planning Commission may modify the width of a private road easement to a minimum of sixty (60) feet providing the project met the application qualifying criteria found under Section 13.02 C 8 of the Ordinance.

Commented [JA2]: In my notes I have that the project met the application with a stated criteria.

Section 6.17 Infrastructure and Concurrency Standards

A. Roadway Network:

1. No new land uses, except for unplatted single-family homes, or development requiring site plan review under this Ordinance shall be permitted which will reduce the level of service on adjacent roadways below the level of service (LOS) C as indicated by a complete traffic impact study, as identified in the Marion Township Comprehensive Plan, until the roadway has been improved to avoid such a decrease in the level of service.
2. All developments for multiple-family Site Condominium and Plan Urban dwellings shall have direct access to the following Livingston County public paved or unpaved portion roads in the Urban Residential, Suburban Residential, and Highway Service Districts;
 - a) Howell Pinckney Road, D19
 - b) Howell Mason Road
 - c) Norton Road
 - d) County Farm Road
 - e) Peavey Road
3. Provisions shall be made for safe and efficient egress and ingress to public streets and highways serving any development, which shall be designed to minimize congestion and interference with normal traffic flow.

Commented [JA1]: In my notes I have that the levels of service needs to be defined or the definition referenced to an accepted industrial document that defines levels of service.

Commented [JA2]: These roads are for example only. The final road list need to be approved by the PC.

B. Traffic Impact Study.

1. Traffic impact studies shall be required as follows:
 - a) A Traffic Impact Assessment that evaluates current and future traffic operations at site access points shall be required for projects which could generate 50-99 directional trips during a peak hour.
 - b) A traffic Impact Statement that evaluates current and future traffic operations at site access points and major signalized or non-signalized intersections in proximity to the site shall be required for any proposed development which would be expected to generate over one hundred (100) directional trips during the peak hour of the traffic generator or the peak hour on the adjacent streets, or over seven hundred fifty (750) trips in an average day. The exact study area of a Traffic Impact Statement shall be established by the Township Engineer.
2. Traffic Impact Statement or Assessment shall also be required for new phases or changes to a development where a traffic study is more than two (2) years old and roadway conditions have changed significantly (volumes increasing more than 2 percent annually); or for a change or expansion at an existing site where

Commented [JA3]: From Genoa added by SR.

the increased land use intensity is expected to increase traffic by at least fifty (50) directional trips in a peak hour or result in at least 750 vehicle trips per day for the entire project.

3. The contents of the traffic impact study shall include:
 - a) Illustrations and a narrative which describes the characteristics of the site and adjacent roadway system (right-of-way, functional classification, lane configuration, speed limits, any sight distances limitations, current traffic conflicts, etc.) This description should include surrounding land uses, expected development in the vicinity which could influence future traffic conditions, special site features and a description of any committed roadway improvements. The study should define and justify the study area selected for analysis.
 - b) For a rezoning, a description of the potential uses which would be allowed, compared to this allowed under current zoning. For a site plan review, mobile home park, condominium project, a subdivision tentative preliminary plat, or specified Special Land Uses; a description of factors such as the number and types of dwelling units, the gross and usable floor area, the number of employees and shift change factors. Intended phasing or future expansion should also be noted.
 - c) Existing traffic conditions including existing peak-hour traffic volumes (and daily volumes if applicable) on street(s) adjacent to the site. Existing counts and levels of service for intersections in the vicinity which are expected to be impacted, as identified by the Planning Commission or its staff/consultants shall be provided for projects requiring a Traffic Impact Statement. Traffic count data shall be collected using accepted practices and shall not be over two (2) years old.
 - d) The existing right-of-way shall be identified along with any planned or desired expansion of the right-of-way requested by the applicable road agency.
 - e) The traffic study shall include traffic generated by other projects in the vicinity which have been approved or are under construction.
 - f) For any project with a completion date beyond one (1) year at the time of the traffic study, the analysis shall also include a scenario analyzing forecast traffic at date of completion along the adjacent street network using a forecast based on a network traffic assignment model (if available), historic annual percentage increases and/or future development in the area which has been approved.

- g) Forecasted trip generation of the proposed use for the a.m. (if applicable) and p.m. peak hour and average day. The forecasts shall be based on the data and procedures outlined in the most recent edition of Trip Generation published by the Institute of Transportation Engineers (ITE). The applicant may use other commonly accepted sources of data or supplement the standard data with data from at least three (3) similar projects in Michigan, including actual trip generation data (a.m. and p.m. peak hour and average day, in the form of actual hourly directional driveway counts, hourly transaction data, or other method deemed acceptable by the Township) for local or national chains and franchises. The Township may require inclusion of actual data for local or national chains and franchises in the study.
- h) Any trip reduction for pass-by trips, transit, ride sharing, other modes, internal capture rates, etc. shall be based both on ITE findings and documented survey results acceptable to the Township and applicable road agency. The community may elect to reduce the trip reduction rates used.
- i) For projects intended to be developed in phases, the trip generation by phase shall be described.
- j) Trip Distribution. The projected traffic generated shall be distributed (inbound v. outbound, left turn v. right turn) onto the existing street network to project turning movements at site access points, and nearby intersections where required. Projected turning movements shall be illustrated in the report. A description of the application of standards engineering procedures for determining the distribution should be provided (trip distribution model, market studies, counts at existing driveways, etc.).
- k) Level of service or "capacity" analysis at the proposed access points using the procedures outlined in the most recent edition of the Highway Capacity Manual published by the Transportation Research Board. For projects requiring a Traffic Impact Statement or Regional Traffic Analysis, before and after capacity analyses shall also be performed for all street intersections where the expected traffic generated at the site will comprise at least five percent (5%) of the existing intersection capacity, unless other intersections are identified by the Township. Gap studies for unsignalized intersections shall be provided where applicable.

- l) The report shall include a map and description of the location and design of proposed access (driveways or new street intersections) including any sight distance limitations, dimensions from adjacent driveways and intersections within 250 feet on either side of the main roadway, potential for shared access facilities, data to demonstrate that the number of driveways proposed is the fewest necessary, support that the access points will provide safe and efficient traffic operation and be in accordance with the standards of Article 15 and the applicable road agency. Comments shall also be provided on internal circulation design such as the adequacy of queuing (stacking) at site access points and other features which may affect traffic operations and safety.
 - m) The study shall outline mitigation measures and demonstrate any changes to the level of service achieved by these measures. Any alternatives or suggested phasing of improvements should be described. Mitigation measures may include items such as roadway widening, need for bypass lanes or deceleration tapers/lanes, changes to signalization, use of access management techniques or a reduction in the proposed intensity of use. Proposed mitigation measures should be discussed with the Livingston County Road Commission and Michigan Department of Transportation, as applicable. The responsibility and timing of roadway improvements shall be described.
- 4. Qualifications of Preparer. The person responsible for the preparation of the study shall have a degree or specific professional training in the preparation of traffic impact studies. The preparer shall have at least three (3) years of recent experience in the preparation of traffic impact studies, provide evidence of ongoing experience and familiarity with the Highway Capacity Manual and other traffic operation evaluation techniques, be an associate (or higher) member of one or more professional transportation-related organizations, and be either a registered professional engineer (PE) or a planner with AICP or PCP certification. Any study involving roadway or traffic signal design work shall be prepared by or under the supervision of a registered engineer (PE) with specific training in traffic engineering.
- 5. The requirement for a traffic impact study, or the specific study elements required may be waived or modified by the Planning Commission based on input from Township staff and consultants or a representative of the applicable road agency. Reasons for the waiver or modification shall be documented. Factors to be considered include:

- a) Roadway improvements are scheduled which are expected to mitigate any impacts associated with the proposed project.
 - b) The existing level of service along the roadway is not expected to drop below C due to the proposed project.
 - c) The existing level of service is not expected to be significantly impacted by the proposed project due to specific conditions at this location.
 - d) A similar traffic study was previously prepared for the site and is still considered applicable.
6. All developments for multiple-family Site Condominium and Plan Urban dwellings shall have a secondary entrance for emergency vehicle access to the development if the primary entrance to the development is blocked. The secondary entrance shall be either a private road to a Livingston County public road or a gated emergency access private road constructed to Marion Township construction specifications and approved by the Howell City Fire Marshall. This gated emergency access private road may access either a private road of another development or a Livingston County public road.

C. Potable Water and Sewage Disposal:

- 1. Any structure for human occupancy after the effective date of this Ordinance and used for dwelling, business, industrial, recreational, institutional, mercantile or storage purposes shall not be used or occupied unless said structure shall be provided with a potable water supply and waste water disposal system that ensures a safe and effective means of collection, treatment, and disposal of human, commercial, and industrial wastes.
- 2. All on-site sewage disposal and potable water facilities shall be constructed and maintained in accordance with the requirements and standards of the Livingston County Public Health Department as well as those of other applicable local, county, state, or federal agencies.
- 3. All new land uses and land development projects within the Urban Services District or Partial Services District, as delineated in the Marion Township Comprehensive Plan, must be serviced by a municipal sewerage treatment and water supply if the infrastructure is present and abuts the property in question.

D. Storm Water Management:

- 1. All development requiring site plan review shall retain storm water runoff, or detain it, so as to allow discharge without any increased impact on adjacent lands, streams or water bodies above the predevelopment runoff impact.
- 2. All development shall conform to the soil erosion and sedimentation requirements of Livingston County and the State of Michigan.

3. All storm water management facilities shall meet or exceed the criteria of the Livingston County Drain Commissioner.
4. No land improvements shall be constructed which will reduce the service currently being provided by existing storm water management infrastructure or existing drainage patterns unless necessary improvements to such infrastructure or natural drainage patterns are first made.
5. All drainage system reports, peak flow rates and runoff volume calculations, safety requirements and the grading plans shall be certified by a licensed professional engineer authorized by the State of Michigan to perform such functions.
6. All requirements set forth in the Marion Township Storm Water Management General Ordinance shall be met. For systems proposed to be privately maintained, a long-term private storm water management system maintenance plan and agreement shall be submitted to the township for approval. A maintenance agreement shall be signed by the Owner or Operator and shall be included as an obligation in the Master Deed, Easement documents, or in another recordable form and recorded with the Livingston County Register of Deeds. For systems that are proposed to have a drainage district (i.e., publicly maintained drainage system), evidence of a recorded agreement with the Drain Commissioner shall be submitted to the township.

Section 6.18 Condominium Projects

All condominium projects shall conform to the following general provisions in addition to all other applicable district regulations.

- A. Prior to the recording of a master deed and exhibits for a new condominium project, the developer shall submit the master deed and exhibits for review and recommended approval by the Planning Commission with final approval being granted by the Township Board according to the requirements of Article XVIII: Site Plan Requirements. Prior to the recording of a master deed and exhibits for the conversion or expansion of an existing condominium project, the developer shall submit the master deed and exhibits for review and recommended approval by the Planning Commission with final approval being granted by the Township Board according to the requirements of Article XVIII: Site Plan Requirements. Further, these submittals shall be reviewed for approval by the Township Attorney, Township Engineer and Township Planner to verify compliance with local Ordinances and state law.

Prior to the issuance of a certificate of zoning compliance, the condominium developer shall submit the following information to the Zoning Administrator for review and approval: two (2) copies of the recorded master deed and any exhibits, and a survey of improvements labeled as "must be built." The survey shall be provided on a mylar sheet of at least thirteen (13) inches by sixteen (16) inches.

- B. All principal buildings and/or accessory structures within a condominium project shall comply, to the extent applicable, with the site development standards contained in Section 7.10, Schedule of Regulations and Articles IV and V of the Marion Township Subdivision Control Ordinance, except that private roads shall be permitted.
- C. A condominium project shall comply with the provisions in Section 6.17.
- D. The condominium project shall provide for the dedication of easements to the appropriate public agencies for the purposes of construction, operation, maintenance, inspection, repair, alteration, replacement and/or removal of pipelines, conduits, mains and other installations of a similar character for the purpose of providing public utility services, including conveyance of sewage, potable water and storm water runoff across, through and under the property subject to said easement, and excavation and refilling of ditches and trenches necessary for the location of such installations. Easements dedication documentation shall be reviewed by the Township Attorney and Township Engineer.
- E. All condominium projects which consist in whole or in part of condominium units that are building envelopes shall be marked with monuments as provided below:
1. Monuments shall be located in the ground and made according to the following requirements, but it is not intended or required that monuments be placed

within the traveled portion of a street to mark angles in the boundary of the condominium project if the angle points can be readily reestablished by reference to monuments along the sidelines of the streets.

2. All monuments used shall be made of solid iron or steel bars at least one-half ($\frac{1}{2}$) inch in diameter and thirty-six (36) inches long and completely encased in concrete at least four (4) inches in diameter.
 3. Monuments shall be located in the ground at all angles in the boundaries of the condominium project; at the intersection lines of streets with the boundaries of the condominium project and at the intersection of alleys with the boundaries of the condominium project; at all points of curvature, points of tangency, points of compound curvature, points of reverse curvature and angle points in the side lines of streets and alleys; and at all angles of an intermediate traverse line.
 4. If the required location of a monument is in an inaccessible place, or where the locating of a monument would be clearly impracticable, it is sufficient to place a reference monument nearby and the precise location thereof be clearly indicated on the condominium project and referenced to the true point.
 5. If a point required to be monumented is on a bedrock outcropping, a steel rod, at least one-half ($\frac{1}{2}$) inch in diameter, shall be drilled and grouted into solid rock to a depth of at least eight (8) inches.
 6. All required monuments should be placed flush with the ground where practicable.
 7. All building envelope corners shall be monumented in the field by iron or steel bars or iron pipes at least eighteen (18) inches long and one-half ($\frac{1}{2}$) inch in diameter or other approved markers. 10-77
 8. The Township Board may waive the placing of any of the required monuments and markers for a reasonable time, not to exceed one (1) year, on condition that the proprietor deposits with the Township Clerk cash, a certified check or irrevocable bank letter of credit, whichever the proprietor selects, naming the municipality, in an amount sufficient to cover any cost associated with the monumentation. The performance guarantee shall be returned to the proprietor upon receipt of a certificate by a surveyor that the monuments and markers have been placed as required within the time specified.
- F. All private roads within a condominium project shall be constructed to the standards of Section 6.20 of this Ordinance.
1. No lots or units shall be permitted driveway access from a road that is not an interior private road of the plat, condominium or development.

- G. The Planning Commission may require a landscaped, greenbelt buffer that shall consist of, but not be limited to, trees, shrubs, grasses and herbaceous vegetation, exclusive of noxious weeds, where the impact of a proposed development will have a negative impact on an existing, abutting parcel or parcels. If such a greenbelt is required, it shall be a twenty-five (25) foot wide landscaped greenbelt buffer established alongside and between the boundaries of the proposed development and any existing abutting parcels the Planning Commission determines could be negatively affected by the proposed development. A fifty (50) foot wide greenbelt shall be established adjacent to any public road right of way which is not located within the project. The area of the required greenbelt, which lies within the boundaries of a lot or unit, applies to the area calculation for that lot or unit. The required greenbelt areas shall be maintained perpetually in natural vegetation or landscaping, as provided above, to provide a visual buffer. The Planning Commission may modify this requirement at the end of stub streets and along phasing boundaries, provided that the intent of this Section is maintained.

Section 17.21 Multiple-Family Site Condominium and Plan Urban Developments

A. Locational Requirements: Multiple-family Site Condominium and **Plan Unit Development** **Urban** dwellings are permitted by special use permit in the Urban Residential, Suburban Residential, and Highway Service Districts.

Commented [JA1]: From my notes.

B. Site Requirements: All Multiple-family dwelling units shall be permitted at a density no greater than ten (10) units per acre.

C. Buffering Requirements: Any multiple-family development adjoining any single-family residential district or any developed non-residential district shall be provided with a buffer zone planted pursuant to the requirements of Section 6.13.C.

D. Performance Standards:

1. All developments for multiple-family Site Condominium and Plan Urban dwellings shall have direct access to the following Livingston County public paved roads in the Urban Residential, Suburban Residential, and Highway Service Districts:

- a. **Howell Pinckney Road, D19**
- b. **Howell Mason Road**
- c. **Norton Road**
- d. **County Farm Road**
- e. **Peavey Road**

Provisions shall be made for safe and efficient egress and ingress to public streets and highways serving any development, which shall be designed to minimize congestion and interference with normal traffic flow.

Commented [JA2]: This list of roads is for example only. The final list needs to be approved by the PC.

2. All streets in the development shall be constructed in accordance with Private Roads Serving Single Family, Multi-family and Commercial Developments, Article VI, Section 6.20.
3. All driveways and parking areas in the development shall be constructed and maintained with an all-weather road surface consisting of either asphalt or concrete. Driveways shall have a minimum paved width of ten (10) feet.
4. No dwelling unit shall have its principal access more than one hundred fifty (150) feet from either an access drive or a public street and the required off-street parking area.
5. The distance between any two (2) residential structures that occupy the same lot shall not be less than thirty (30) feet, if both of the walls facing each other contain windows or other openings, and not less than twenty (20) feet for all other situations; provided, however, a greater separation may be required where any structure exceeds thirty (30) feet in height and the location of such structure will tend to obstruct light to adjacent residential structures.

6. Maximum lot coverage for a multiple-family development shall cover no more than thirty (30) percent of the parcel.
7. All developments shall be served with public sewer and water facilities.
8. The site shall be developed and facilities shall be provided in such a manner so as to insure adequate drainage.
9. There shall be provided easily accessible and useable open space in the development in an amount of ten (10) percent of the site area or two thousand (2,000) square feet per four (4) dwelling units, whichever is greater.
10. All off-street parking areas shall be adequately lighted during hours of darkness.
11. All developments shall provide for underground installation of all utilities including electrical, natural gas, communication, and cable.
12. Only the following land and/or building uses shall be permitted:
 - a. One (1) office space for conducting the business of the development.
 - b. Utility areas for laundry facilities and auxiliary storage for tenants.
 - c. Recreation area such as community buildings, playgrounds, swimming pools, and open space for tenants.

13. Where firefighting capability is documented and confirmed to be adequate to permit a structure taller than thirty-five (35) feet, the Planning Commission may so permit the greater height, provided the setback of the structure from any lot line is not less than the height of the structure and no other nuisance would befall abutting properties because of the greater height.

- 13.14. All developments for multiple-family Site Condominium and Plan Urban dwellings shall have a secondary entrance for emergency vehicle access to the development if the primary entrance to the development is blocked. The secondary entrance shall be either a private road to a Livingston County public road or a gated emergency access private road constructed to Marion Township construction specifications and approved by the Howell City Fire Marshall. This gated emergency access private road may access either a private road of another development or a Livingston County public road.

Commented [JA3]: I havd in my notes the we should have the spacing requirements per the fire code. More than 30 units, secondary entrance for emergency situations.....