



PLANNING COMMISSION MEETING AGENDA

January 18, 2017, 7:00 PM

611 E Grand River Ave., Howell, MI 48843

Council Chambers, Lower Level

Visit us online at www.cityofhowell.org

**HOWELL
MICHIGAN**

COUNCIL MANAGER
GOVERNMENT

Wednesday, January 18, 2017

Commission members and other officials normally in attendance:

1. Nick Proctor
Mayor
2. Robert Spaulding
Commission Member
3. Jan Lobur
Commission Member
4. Erin Britten
Commission Member
5. Paul Streng
Chairperson
6. Maryanne Vukonich
Vice Chairperson
7. Jeannette Ambrose
Commission Member
8. Deanna Robson
Recording Secretary
9. Timothy R. Schmitt
Community Development Director
10. Richard Carlisle,
Carlisle/Wortman
Planning Consultant

1. Approve Minutes of November 16, 2016 Planning Commission meeting
2. Call to the Public
3. Staff Report
 - Howell Township Master Plan
 - Project Log

New Business

4. #16-002 – 915 North Michigan McPherson Mansion Carriage House – Site Plan Extension
5. 2016 Planning Commission Annual Report

Other Business

6. Adjourn

WELCOME!

Visitors are cordially invited to attend all meetings of the Commission. If you wish to address the Commission, you will be recognized by the Chairperson.

NOTE:

Please turn off or silence pagers and cell phones during meetings. In the case of an emergency, if page/call needs to be taken, please leave the Chambers.

City of Howell
Planning Commission
November 16, 2016
611 E. Grand River Avenue
Howell, MI 48843

The regular meeting of the Planning Commission was called to order by Chairman Streng at 7:00 p.m.

COMMISSIONERS PRESENT: Paul Streng, Maryanne Vukonich, Mayor Nick Proctor, Jan Lobur, Jeanette Ambrose and Erin Britten.

COMMISSIONER ABSENT: Robert Spaulding.

ALSO PRESENT: City Manager Shea Charles, Community Development Director Tim Schmitt and Recording Secretary Deanna Robson.

GUESTS: Patrick Cleary, Dale Reed, Reid Sparks, Mark Alm, and Matt & Amy Schroeder.

APPROVAL OF MINUTES

MOTION by Lobur, SUPPORT by Ambrose, “To approve the October 19, 2016 regular Planning Commission meeting minutes as presented.” MOTION CARRIED (6-0).

CALL TO THE PUBLIC

None.

STAFF REPORT

Timothy Schmitt, Community Development Director, stated that staff would welcome preliminary input from the Planning Commission as it pertains to the development of the Highland Howell property. He noted that it is expected that the property will be developed using a general “pod” layout similar to the previous Ivanhoe Huntley plan. Staff is reviewing Branoff Randle, LLC financials and proposed unit types, and should have a purchase agreement for City Council approval in the next few days.

Mr. Schmitt added that next month the Gould LLC environmental remediation project is expected to be submitted for property near the Livingston County Road Commission building by Thompson Lake in order to prevent environmental hazards from further leeching into the ground water. Contaminants have not yet leached into the lake; the project will involve processing and re-injecting the water back into the ground water. He welcomed technical questions from the Commission.

Staff has continued to monitor the Howell Estates development, and while there have been improvements to the property and better communication with the management company in recent years, many problems remain with vacant structures - which will likely result in staff initiating proceedings to condemn the offending structures.

Commissioner Ambrose inquired about the public hearing for the Gould LLC chemical cleanup and City Manager Charles confirmed that the City received the public notice and the Michigan Department of Environmental Quality approved the public hearing scheduled for November 22nd at Cleary University. Chairman Streng asked about the size of the building that will be utilized for the Gould LLC environmental cleanup and Mr. Schmitt responded that the building will be slightly smaller than an average garage, with double wall concrete block as a sound barrier.

Commissioner Ambrose expressed concern about vehicles, such as service trucks and semi trucks, advertising the businesses which they are parked in front of on or near Grand River. Mr. Schmitt responded that staff would follow up with the property owners. Commissioner Lobur inquired about a car parked in front of a local attorney office, and Mr. Schmitt responded that the car is parked in a legal parking space for the residential tenant in the building.

Mayor Proctor inquired about possible enforcement actions on properties where freestanding signs remain for businesses that have not been in operation for a long period of time, such as the former Sunoco gas station across from the historic courthouse. Mr. Schmitt confirmed that City ordinance requires that signs be removed if there is no business in operation on the property, however, he spoke with the property owners regarding the sign at the former service station at Grand River and West Street who refused to remove the sign and responded via their attorney. He added that Michigan state law may not uphold the City ordinance, but he will conduct some more research. Mayor Proctor requested that staff consult with the City Attorney.

PUBLIC HEARINGS

#16-032 – 1445 MCPHERSON PARK DRIVE – CHEM TREND SIGNS

Chairman Streng opened the public hearing at 7:11 p.m.

Community Development Director Schmitt updated the Commission, stating that the request contains two components: the first is for a ground sign and the second is for two new directional signs. The signs would be placed in the same location as current signage, but would be slightly larger than what is currently permitted in the City. He noted that the Planning Commission has the ability to approve the request; and staff recommends approval based on the nature of the business, the purpose of the signs, topography, and neighboring properties.

Reid Sparks of Chem Trend introduced himself as well as Jim Anderson of Huron Sign Co. and offered to answer any questions. Mayor Proctor inquired if the placement of any of the signs would affect traffic lines of sight and Mr. Anderson responded that they would not hinder any lines of sight and are planned to be constructed outside of the clear vision triangles. Commissioner Lobur asked about illumination of the signs and Mr. Anderson replied that the signs were designed for non-glaring night illumination and will be evenly illuminated internally.

Chairman Streng closed the public hearing at 7:14 p.m.

MOTION by Lobur, SUPPORT by Proctor, “To approve the Special Land Use application (#16-032) for 1445 McPherson Park Drive, parcel id number 4717-35-100-097, to allow for a new freestanding ground sign to be installed that is 52.38 square feet in size, larger than

the 50 feet maximum permitted by ordinance and to allow two proposed directional signs to be 14 square feet in size and four feet, two inches tall, in excess of the ordinance standards. The signs shall be required to meet all other applicable ordinance standards.”
MOTION CARRIED (6-0).

#16-021 – 623 MCCARTHY STREET – SCHROEDER’S BODY SHOP EXPANSION

Chairman Streng opened the public hearing at 7:16 p.m.

Community Development Director Schmitt updated the Commission, stating that the request is for approval of a site plan, Special Land Use and lot combination for a commercial building addition that was constructed without permits or approval. He reviewed pictures of the existing residential home on the property and commercial building addition, noting that the property is zoned I-1 industrial while properties to north are zoned residential. He also provided a brief history of previous building, planning and zoning approvals on the site. In order to be in compliance with the zoning ordinance, the addition should be set back further - it is actually located on the neighboring residential property at 622 Fleming. Business operations in the area of the addition are non-compliant with ordinance standards and staff has received complaints from neighboring property owners and tenants. Staff cannot recommend approval: the addition is not in an appropriate location; it is intruding an industrial use further into a residential area; work is being done within 10 feet of a residential structure; and the existing house is non-conforming. The Board of Zoning Appeals will be required to discuss the request, whether or not it is approved by the Planning Commission.

Chairman Streng inquired and Mr. Schmitt confirmed that no permits were issued for the addition and no inspections were requested or performed by staff, adding that he notified the business owner of all requirements in March 2016 when the work was discovered. Mayor Proctor asked and Mr. Schmitt confirmed that with the construction of the addition there was a break made in the wall between the two structures. Commissioner Ambrose inquired as to the zoning, ownership, location and screening of the house at 622 Fleming Street and Mr. Schmitt responded that the house is zoned I-1 Industrial with a residential use; does not meet current zoning standards - adding an industrial use to a residential property is not typical in zoning; screening was sufficient before the addition, but now does not meet zoning standards because there is no way to effectively screen the industrial building from the residential property to the north.

Matt Schroeder, Schroeder’s Body Shop, stated that the area that the addition now occupies was previously used as a vehicle wash area but not as frequently. He informed the Commission that he constructed the addition after an accident in the body shop when one of his employees drove into the back wall. He began repairing the back wall - initially intending only to repair it and then proceeded to expand the building; he never contacted his insurance company to report the damage; and he believes that all of the work done was up to code. Mr. Schroeder acknowledged that there was no excuse not to apply for a building permit. He added that his father owns the property, while he owns the business residing therein. He further stated that he needs more space for his business and would like to do more work on the Michigan Avenue frontage of his property.

Commissioner Ambrose inquired about the business' hours of operation and why the property owner would like to keep the house, also noting her concern for the neighboring residential structures. Mr. Schroeder responded that his business operates from 8 a.m. until 5 p.m. and is not open on the weekends; the house is his father's retirement income; and he would be willing to stop washing vehicles outside in respect to the surrounding residential properties. He added that he would like to increase the fence height on the side of the neighboring house as resolution to any noise issue. Amy Schroeder, wife of Matt Schroeder, alleged that Matt's father owns property from Michigan Avenue to Dearborn Street; there are only seven houses that would remotely border the business – and three are owned by customers that are happy with the business; the neighboring residence that has issues is close to the property line and the noise would be alleviated by repairing the fence.

Commissioner Lobur asked about the fence and the location where vehicles are being washed. Patrick Cleary, Boss Engineering, noted that there are two fences and Matt Schroeder stated that the duplex and the original building are very close, in fact the corner of the body shop is on the corner of the property line. Mayor Proctor asked Mr. Schroeder why he did not apply for a building permit and Mr. Schroeder replied that the damage to the building occurred right before winter started; he admitted that there was really no good reason for not applying for a permit; and then stated that the main reason was that he went to the shop on a Saturday to repair the damage and started to overbuild, adding that he did not originally have a building plan. He confirmed that the addition had electrical work and fire suppression, but it has not been inspected by the Howell Area Fire Authority. Commissioner Lobur remarked that it sounds like Mr. Schroeder had a plan to which he responded that he bought five acres in Marion Township on Schroeder Park Drive but wants to stay in the City of Howell.

Mayor Proctor noted his appreciation of Mr. Schroeder's business but voiced the importance of obtaining a building permit and the City's responsibility to its residents and customers. Commissioner Lobur expressed her disappointment that a property owner would choose not to follow City rules and would expect the City not to force them to remove an unapproved structure after it has been built, in addition to her concern about the potential hazards to the residence next door due to its proximity to the addition. Mayor Proctor asked if combustibles or welding equipment are being stored in the addition, and Mr. Schroeder responded that they are not stored in the building, adding that the area is only for final inspections, changing tires, cleanup and wiping cars down. Amy Schroeder stated that the building has a firewall and collision work is performed in the other side of the building. Commissioner Ambrose expressed concern about the noise due to the air tools used for tire work inside a metal structure. Mr. Schroeder stated that the structure was constructed with a 2x6 wall insulated with 1.5 inches of styrofoam insulation inside and outside, with an R value of 39. Mrs. Schroeder stated that before the accident the building was so old that the back wall began to detach and decompose; and the sound barrier and appearance has improved due to the construction. Commissioner Ambrose asked if the Schroeder family plans to retain the house for residential purposes but utilize the driveway for business purposes. Mr. Schroeder confirmed, adding that there is additional residential parking on the other side of the house. Commissioner Ambrose voiced concern for future owners of the property and Mr. Schroeder responded that they have combined all of the lots. Commissioner Ambrose asked for confirmation that the lots were already combined and Mr. Cleary responded

that the lot combination was part of the submitted application. Mr. Schroeder stated that the combination is being completed regardless of the status of the application – that his father owns the property and wants the properties combined. Mr. Schmitt added that the Board of Zoning Appeals will have to vote on the lot combination, noting that he is not aware of another dual use property. Chairman Streng stated that he would like to see the business remain in the City, but the business and property owners need to follow the City ordinance.

Dale Reed, 1170 Fox Hills Drive, stated that he owns the neighboring duplex and has made improvements to the residence since he purchased the property. He informed the Commission that he was aware of the neighboring body shop when he purchased the property in 2011, but has smelled paint fumes over the years; recently witnessed recreational vehicle power washing resulting in debris on his property; noted that the workers could see right in the windows of his duplex from their location on top of the recreational vehicles; added that body shop vehicles have damaged his lawn by driving over it; sandblasting is done in an open area of the business; and air hammers are being used to cut metal.

Chairman Streng closed the public hearing at 7:48 p.m.

Mayor Proctor stated that he could not visualize a means to approve the request without a submitted building permit or plans. Commissioner Lobur inquired if removal of the building would be required if the request was not approved. Mr. Schmitt responded that the next step would be review by the Board of Zoning Appeals if the request was denied by the Planning Commission, adding that the applicant could appeal to circuit court and the City may have to file suit to ultimately have the building removed. Chairman Streng noted that the first step in the process should have been a request for site plan approval, followed by submission of a building permit application. He added that the building is an illegal structure where no Certificate of Occupancy was issued; and part of the building would still not be approved and would pose a problem to potential buyers if the owner chose to sell the business and move to another municipality. He informed the applicant of the Planning Commission's responsibility to all of the property owners and residents of the City. Chairman Streng stated that although the business is growing, it is encroaching on the neighboring properties. Because the applicant did not follow proper procedures, the request would be extremely difficult to approve and the next step would be review by the Board of Zoning Appeals.

Discussion followed regarding appropriate action to be taken by the Planning Commission. City Manager Charles stated that staff looked at the analysis and would not recommend approval even if the request was properly submitted due to all of the reasons listed in Mr. Schmitt's report. He added that if the request is denied the applicant has the right to appeal to the Board of Zoning Appeals, noting that the applicant would still need a variance for a Special Land Use and setbacks whether or not the request was approved by the Commission.

MOTION by Vukonich, SUPPORT by Britten, "To deny the site plan and Special Land Use application for 623 McCarthy Street and 622 Fleming Street, parcel ID numbers 17-36-303-068, -070, -086, and -087, a request to allow a new 32x25 square foot addition to be completed at the rear of the building that was built without permits due to the incompatible nature of the industrial use with residential use and that it does not meet applicable setback requirements." Discussion followed

regarding the possibility of a resubmitted application with a site plan that met all current zoning requirements. Mr. Schmitt confirmed that nothing on the current application would meet all of the existing zoning standards. **MOTION CARRIED (6-0).**

Chairman Streng reminded the applicant that the next step available would be submittal to the Board of Zoning Appeals and directed the applicant to work with Community Development Director Schmitt.

NEW BUSINESS

PROPOSED ORDINANCE UPDATES

Community Development Director Schmitt stated that staff has been reviewing and compiling a list of a variety of potential minor ordinance issues, brought up during project discussions and by Council members, that could be addressed in an omnibus ordinance, such as; administrative approvals, site plan extensions, donation bins, food trucks, code enforcement and property maintenance. He asked the Commission to communicate to him any ideas or suggestions for ordinance changes, recommending that the changes be implemented prior to the Spring, and adding that these amendments will be brought to the Planning Commission for approval.

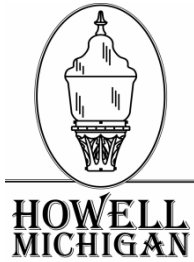
OTHER BUSINESS

MOTION by Proctor, SUPPORT by Ambrose, “To excuse Commissioner Spaulding from the November 16, 2016 Planning Commission meeting.” MOTION CARRIED (6-0).

Chairman Streng wished everyone a Happy Thanksgiving.

MOTION by Vukonich, SUPPORT by Britten, “To adjourn the meeting at 8:11 p.m.” MOTION CARRIED (6-0).

Deanna Robson, Recording Secretary



CITY OF HOWELL
Memorandum

TO: City of Howell Planning Commission

FROM: Timothy R. Schmitt, Community Development Director

RE: Monthly Staff Report

DATE: December 15, 2016 (UPDATED January 13, 2017)

Department Updates

At the Planning Commission's next meeting in February, Staff is recommending some minor updates to the Planning Commission bylaws to bring them in line with current practice. Additionally, State law requires a yearly update on progress towards implementing the City's Comprehensive Plan. Since the plan was adopted midyear in 2015, no update was done at the beginning of 2016, but the yearly updates will start in early 2017. At this time, Staff has incorporated the Comprehensive Plan update in the overall Annual Report you can find in this month's packet. If the Planning Commission would like to approach this differently, Staff is happy to accommodate.

Winter Code Enforcement

Staff would also like to point out that snow shoveling enforcement has begun in force given the amount of snow we have already received. Over 40 courtesy notices have already been issued and Staff is lining up our shoveling company, as we expect that this year will require the City to do some of the clearing, similar to grass cutting in the summer. Please do not hesitate to contact Staff if you or your neighbors have any questions about shoveling requirements. The basic standard is that the sidewalk needs to be cleared within 24 hours of the end of a snow event. Staff will work with any property owner that needs additional time or has unique circumstances. We just ask that they contact us regarding their situation. Of note, as of January 13, 2017, we have not had to ticket anyone in the Community and the courtesy notices appear to have worked to remind people of the expectations regarding snow removal.

Highland Howell Property

City Council officially entered into a purchase agreement for the Highland Howell property at Michigan Avenue and Interstate 96. The buyer is a development group out of Lansing that Staff has worked with previously. They are now in the process of doing full due diligence on the site and we expect that sometime this, year, conceptual plans will be presented to begin the development process. We will keep the Planning Commission informed of the status of this major project.

Redevelopment Ready Communities Program

Staff expects to receive the State's initial analysis of the City of Howell in the next month. We will share this with the Planning Commission as soon as we have it and will be prepared to discuss it at length at the next appropriate Planning Commission meeting.

Howell Township

3525 Byron Road • Howell, MI 48855
Phone: (517) 546-2817 • Fax (517) 546-1483
www.howell-mi-twp.org



TO: Contiguous Municipal Legislative Body, County Planning, Public Utilities, and Railroad Company

FROM: Howell Township Planning Commission

DATE: November 28, 2016

RE: DISTRIBUTION OF ADOPTED MASTER PLAN

In accordance with the Michigan Planning Enabling Act (PA 33 of 2008 as amended), Howell Township has prepared and adopted an updated Master Plan. The plan was adopted by the Howell Township Planning Commission on October 25, 2016, and has been posted to the Howell Township Website. You may access a copy of the Master Plan at <http://howelltownshipmi.org/departments/zoning>.

In accordance with the Planning Enabling Act, you are being provide with a link to the adopted Master Plan.

If you provided input, thank you for your participation in the process. If you have any questions related to the Howell Township 2016 Master Plan, please contact at the Township offices.



MASTER PLAN

2016



ADOPTED SEPTEMBER 25, 2016

RESOLUTION

TO ADOPT THE HOWELL TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN 2016 MASTER PLAN

Resolution No. 10.16.413

WHEREAS, the Michigan Planning Enabling Act (P.A. 33 of 2008, as amended), required the Planning Commission to review the Master Plan at least every five (5) years after adoption to amend or adopt a new plan; and

WHEREAS, a letter of intent to update the plan was mailed to: 1) all planning commissions within or contiguous to the municipality; 2) the Livingston County Planning Commission; and 3) each registered public utility company and railroad company owning or operating a public utility or railroad within the Township; and

WHEREAS, a Planning Fair was held on September 30, 2013 by the Planning Commission to receive public comment; and

WHEREAS, the Township Board reviewed the draft plan and authorized the distribution of the plan for the required review period; and

WHEREAS, the Planning Commission held a public hearing on October 25, 2016 to discuss and consider the proposed plan.

NOW THEREFORE IT BE RESOLVED, the Howell Township Planning Commission hereby adopts the 2016 Master Plan on October 25, 2016, including all text, descriptive material, and maps.

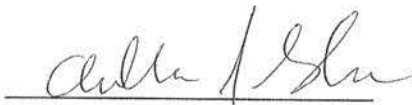
FURTHER, BE IT RESOLVED, the Howell Township Planning Commission hereby directs the distribution of the adopted plan to the Township Board and required entities in accordance with the Michigan Planning Enabling Act (P.A. 33 of 2008, as amended).

Ayes: Sloan, Counts, Henry, Freude, Manwiller, Williams

Nays: None

Absent: Quattro

Abstentions: None



Andrew Sloan, Planning Commission Chairperson



Terry Quattro, Planning Commission Secretary



WITH THANKS

This document is a replacement to the previous master plan. It is a direct result of the efforts of the Planning Commission based on the ideas, opinions, and vision shared by the many Township residents and other public and private sector stakeholders who provided input during the planning process. Their input was invaluable in forming this guide which will help to guide the future of Howell Township.

HOWELL TOWNSHIP PLANNING COMMISSION

- Andrew Sloan, Chairman
- Carolyn Henry , Vice Chairman
- Terry Quattro, Secretary
- Matthew Counts, Board representative
- Mark Freude
- Wayne Willaims
- Peter Manwiller

- Carolyn Eaton, Zoning Administrator
- Debby Johnson, Recording Secretary

HOWELL TOWNSHIP BOARD

- Mike Coddington, Supervisor
- Carolyn Eaton, Clerk
- Jonathan Hohenstein, Treasurer
- Matthew Counts, Trustee
- Dar Howard, Trustee
- Lois Kanniainen, Trustee
- Michael Tipton, Trustee

With Assistance Provided By:







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CHAPTER 1

INTRODUCTION





HISTORY OF HOWELL TOWNSHIP

The first Howell Township Master Plan was adopted in 1982. In 1996 the 1982 Plan was amended. In 2001, 2003 and 2008 amendments were adopted. The most recent plan from 2009 incorporates goal from previous plans as well as a number of new goals in a list. Though the overall community vision is much the same, and many of the existing goals for the community have not changed since 1982, a lot has changed since the adoption of the first plan in terms of growth in population and commercial and industrial development in certain areas of the Township. Additionally, there have been innovations in the way communities think about land use and master planning. In fact, much change has occurred even since the last plan update in 2009 in terms of the economic landscape of the State, as well as techniques for planning related to transportation, housing and general land use.

This plan is to take a fresh look at the Township using the existing development patterns, and goals from previous plans as a foundation and guide. This plan maintains the elements that are still consistent with the current vision for the Township, while updating goals and strategies to recognize changes and provide enhanced functionality as a policy guide.

It is also important to remember that the Master Plan is a reference tool to guide future decision making processes. It is intended to be a dynamic, flexible document with general recommendations to help the Township leadership provide well informed decisions regarding transportation, economic development, capital expenditures, and land use. Technical planning strategies, policies, and support needed to implement this vision are included as addendums to the Master Plan.

ABOUT THIS PLAN

This plan provides background information and discussion on a number of topics that are important to the community and community planning. There are descriptions about the relationship between various topics and information about various planning trends and techniques.

Each chapter is concluded with a table of goals that have been derived from the planning process including public input, the evaluation of planning and land use issues in the Township, best practices. The tables includes strategies and tasks that are designed to help the Township achieve the Master Plan goals.

PUBLIC PARTICIPATION

The Township's Master Plan acts as a policy guide for the Planning Commission and the Township Board to make decisions related to land use and transportation needs, economic development, open space preservation, commercial and industrial development, and quality housing and residential growth in the Township. Therefore, the plan should reflect the values of the community. When conducting an update to a master plan, it is critical to get input from the members of the community.

It was very important to the Planning Commission to create opportunities for residents and stakeholders to provide input to the Plan. The Planning Commission created and released a public survey designed to solicit input about various components of this plan. This survey was available throughout the planning process, both online and with hard copies available at the Township Hall. Survey responses provided insight into the needs and wants of the community.

In addition, the Planning Commission had the Master Plan on their agenda multiple times over the past year as they developed the Plan. At these meetings they reviewed chapters, discussed various aspects of the plan, developed policies, and provided direction for the planning process. Public comments were also received at these regular meetings.

Ultimately, goals and strategies were developed using the goals from previous plans and input from the community. Existing goals were used as a foundation in order to maintain the elements that are still consistent with the current vision for the Township. These goals were refined and updated, and new goals were added to recognize community changes, current trends, and focused community vision.

During the planning process draft goals were presented at a public input meeting. This meeting was attended by community members and public officials. Activities were available for participants to provide feedback and determine priorities.



**MASTER PLAN
COMMUNITY INPUT
SURVEY**


GIVE YOUR INPUT!
Howell Township has launched a Community Input Survey to receive input from the public regarding the 2015 Master Plan update.
Tell Us Your Ideas On...
Road Improvements
Retail Services & Growth
Natural Features
Environmental Quality
Residential Growth
Housing Types
Economic Growth & Land Use
Other Topics

2015 MASTER PLAN
The Howell Township Master Plan articulates a vision for the community's future growth and development. It is the guiding document for future decision-making, outlining the goals and objectives for the community's activities for the coming years.

SURVEY IS AVAILABLE
Online
<https://www.surveymonkey.com/ef/howelltwpurvey>

Township Hall
3525 Byron Road
Howell, MI 48855
(517) 546-2817
8:00 am to 5:00 pm
Monday - Thursday
CLOSED Fridays

QUESTIONS?
Contact the Township Hall at (517) 546-2817



**MASTER PLAN
COMMUNITY
OPEN HOUSE**

PROVIDE YOUR FEEDBACK!
The Howell Township Planning Commission has been working on a Master Plan update. We want to know what you think about the things that most effect the Township.
Tell Us What you Think About:
Road Improvements
Retail Services & Growth
Natural Features
Environmental Quality
Residential Growth
Housing Types
Economic Growth & Land Use

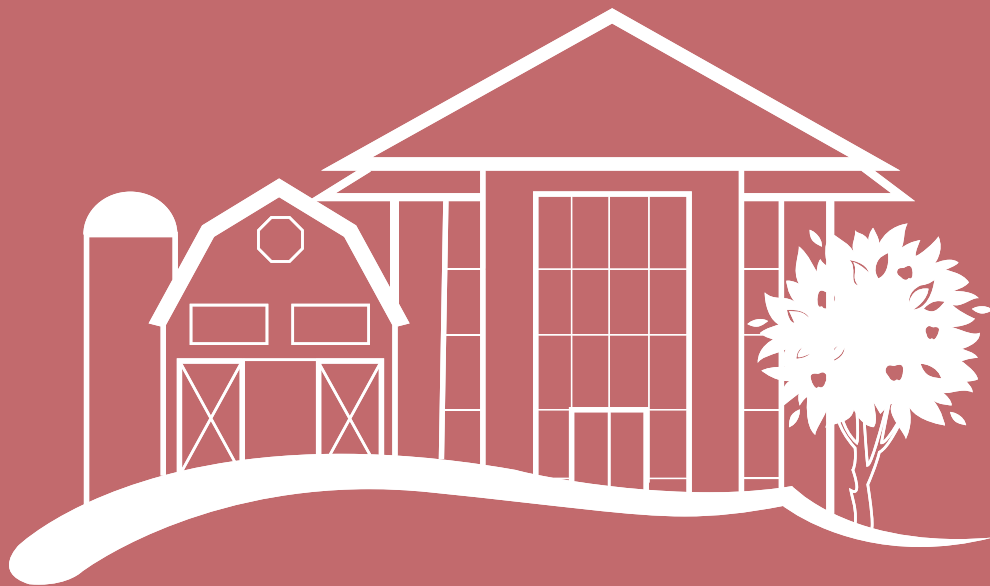
MASTER PLAN
The Howell Township Master Plan articulates a vision for the community's future growth and development. It is the guiding document for future decision-making, outlining the goals and objectives for the community's activities for the coming years.

OPEN HOUSE
January 26, 2016
from 6:30 to 8:00
Township Hall
3525 Byron Road
Howell, MI 48855
(517) 546-2817

QUESTIONS?
Contact the Township Hall at (517) 546-2817

CHAPTER 2

COMMUNITY INFORMATION



HOWELL TOWNSHIP COMMUNITY FACILITIES

Howell Township is a General Law Township with a board of trustees made up of the Supervisor, Clerk, Treasurer, and four Trustees. Howell Township offers its residents a variety of municipal services. The Township Hall located at 3525 Byron Road, Howell, MI 48855. Administrative offices are open Monday through Thursday.

Howell Township's infrastructure includes a well maintained wastewater treatment plant built in 1998, and public water is supplied through the Marion, Howell, Oceola, Genoa Water Authority (MHOG).

Howell Township is a member of the Howell Area Fire Authority, supplying fire protection to the entire Township. Howell Township is under the protection of the Livingston County Sheriff's Department and the Michigan State Police.

Howell Township is also the home of the new EMS Headquarters located on Tooley Road adjacent to the Airport. In addition to being the Livingston county EMS headquarters the University of Michigan Survival Flight utilizes this location as primary emergency response for Livingston County and surrounding areas.

LOCATION & REGIONAL CONTEXT

Howell Township is roughly 32.5 square miles and is centrally located in Livingston County in the southeastern part of the lower peninsula of Michigan. The Township is centrally located within convenient commuting distances to the surrounding major metropolitan areas of Michigan including northwestern part of the Detroit Metropolitan, Ann Arbor, Jackson, Lansing, Flint, and Pontiac.

Howell Township's centralized location, access to major transportation routes and proximity to these significant population centers makes it a natural choice for residents and business to locate.



Howell Township, Livingston County, MI

HISTORY OF HOWELL TOWNSHIP



Howe School. Currently part of the Township Admin Building. Image Source: <http://howelltownshipmi.org/>

Howell Township was settled in 1834 by pioneers coming from the New York State area. At that time, the inhabitants were Native Americans who utilized both the Shiawassee River and the Red Cedar River which run through the Township for transportation and trade.

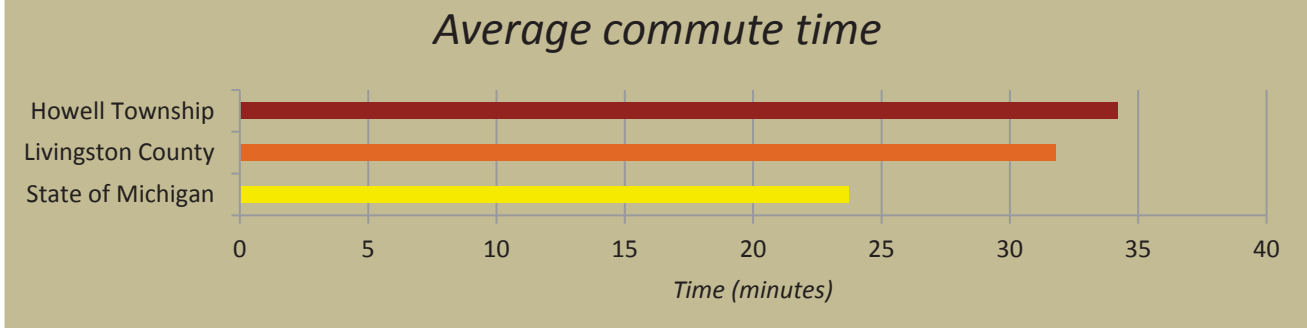
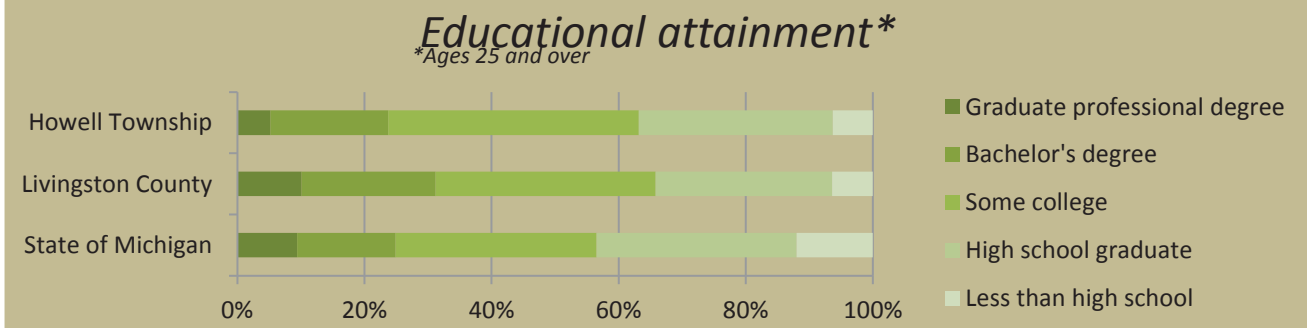
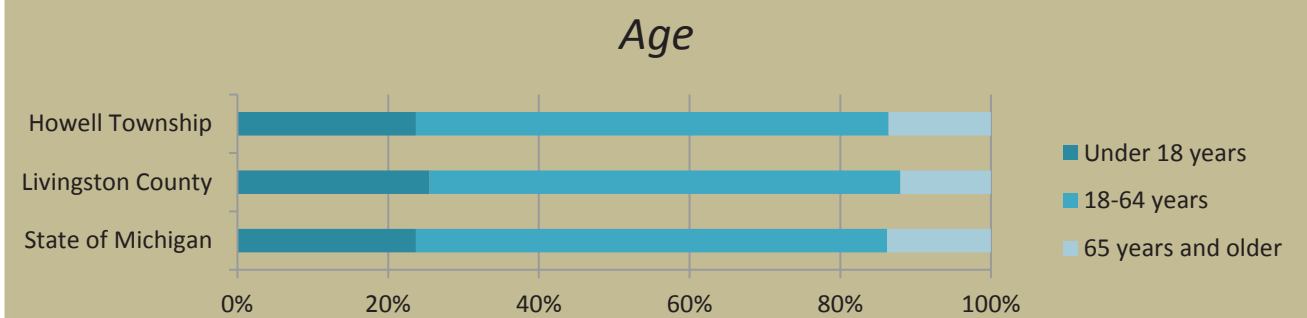
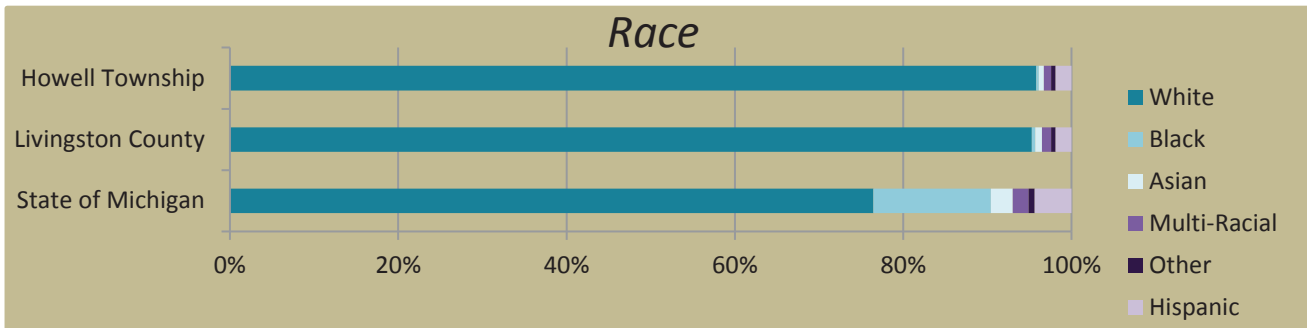
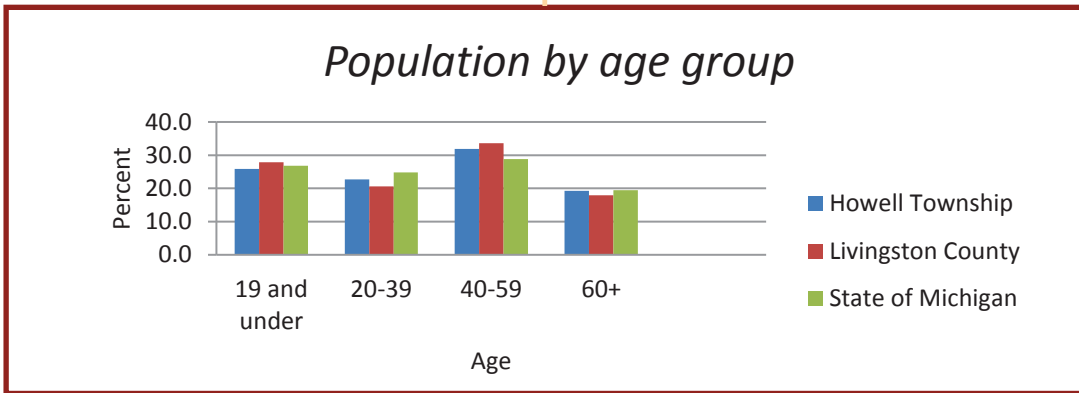
The Township was officially formed in 1836 and was made up of the territories now known as Marion Township, Oceola Township, and the City of Howell. The Township and the Village were both named after Thomas Howell, a son of Judge Howell of Canadaigua, N.Y. Many of the roads and streets in the area are named after the first settlers.

The Howe School, as the building was named, is now the Howell Township Hall. The Howe School was used for well over 100 years, until the Howell Public Schools consolidated and the Howe School was donated to Howell Township for use as a Township hall. The Township Board, in their need for more space, considered the historical value of the Howe School and incorporated it into the plan to preserve the past and provide for the future with an addition and renovation to the Township hall.

Howell Township has been largely an agricultural and residential area. Over the past 20 years, updated infrastructure has allowed for increased industry, commercial, and multiple family uses along with the single family and agricultural uses. The population has grown due to the enjoyment of country atmosphere.



Howell Township Hall 2016

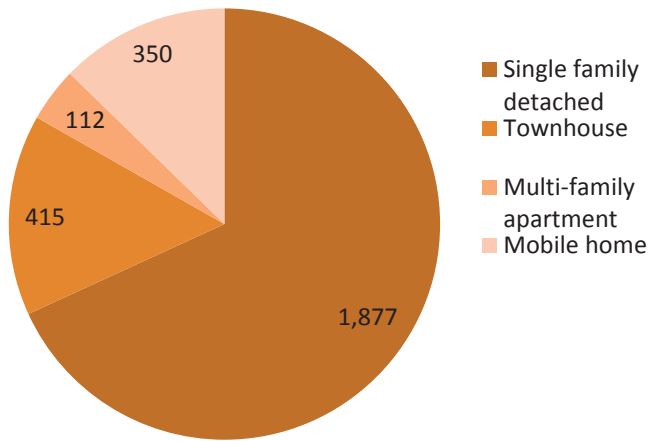


HOWELL TOWNSHIP

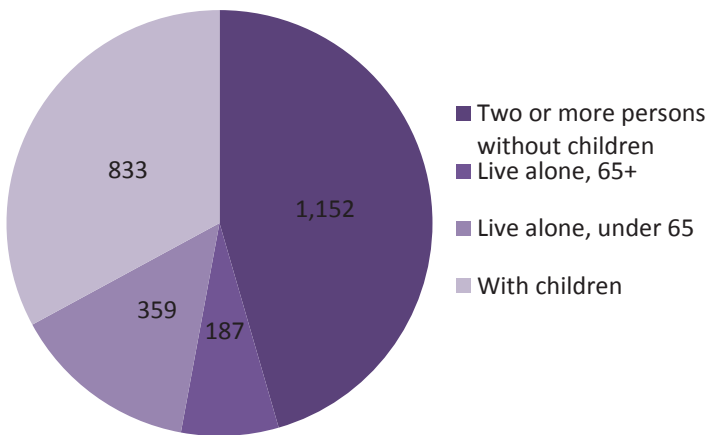
COMMUNITY SNAPSHOT

For more information on community demographics see Appendix A.

Housing by type



Households by type



Tenure

83.73% Owner-occupied
 9.46% Renter-occupied
 6.81% Vacant

Source: US Census, 5 year-ACS, SEMCOG



Population

6,702 2010 Population
11,866 2040 Projected population
40.9 years Median age
 ↑ **220.81%** 2010-2040 projected Population 65 years and over
 ↑ **74.89%** 2010-2040 projected Population under 18 years



Housing

\$70,081 Median household income
\$170,800 Median housing value
\$802 Gross median rent

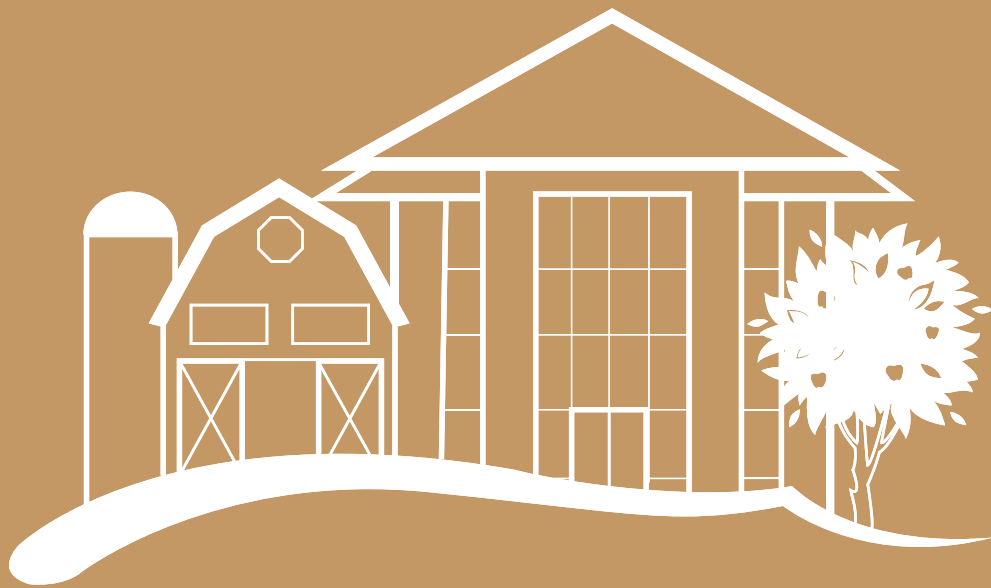


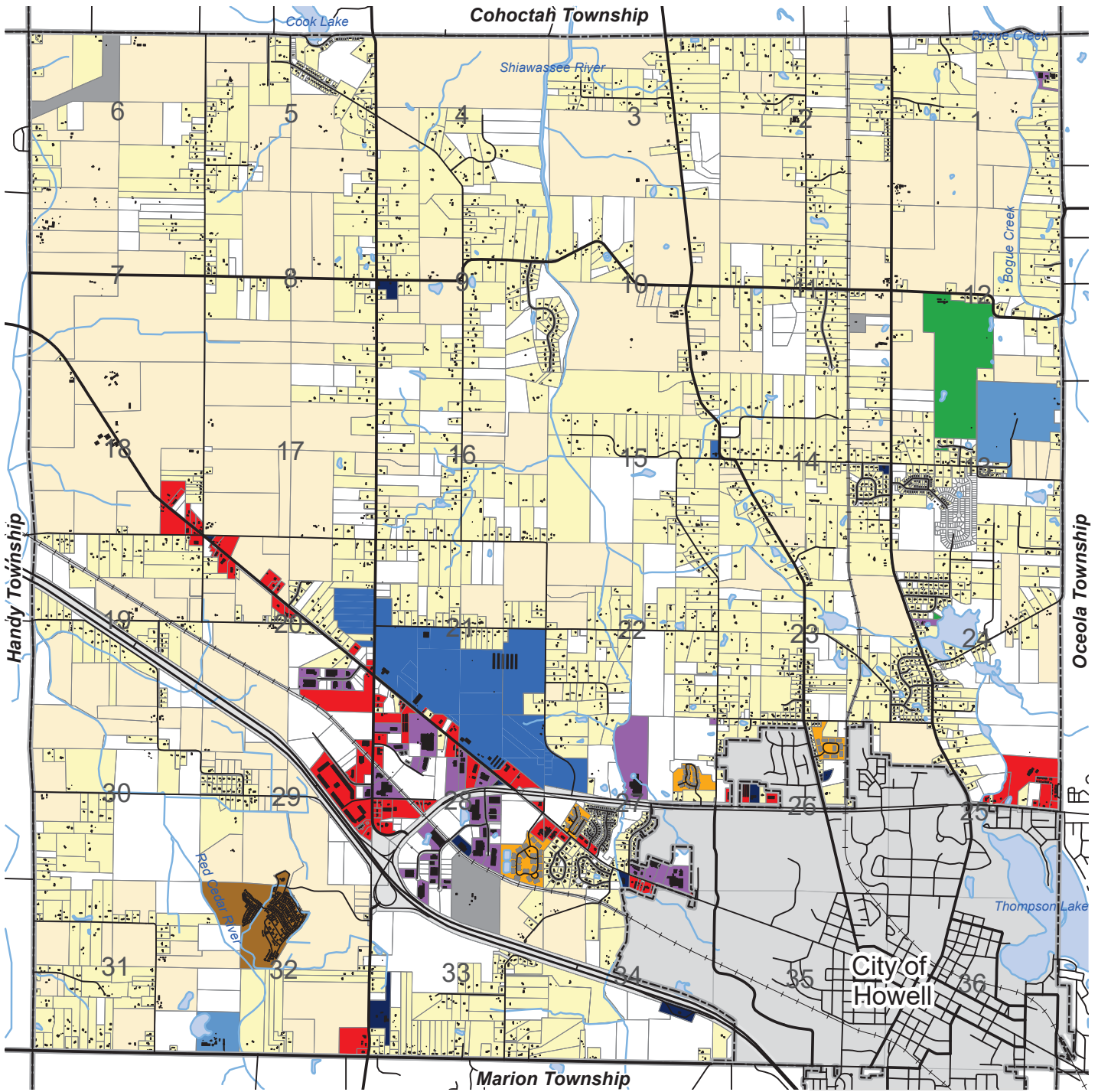
Jobs and economy

















1,022 Manufacturing
 ↓ **9.78%** 2010-2040 projected
473 Wholesale Trade, Transportation, Warehousing, & Utilities
 ↑ **22.2%** 2010-2040 projected
787 Retail Trade
0% 2010-2040 projected
748 Knowledge-based Services
 ↑ **27.54%** 2010-2040 projected
336 Private Education & Healthcare
 ↑ **86.31%** 2010-2040 projected
276 Leisure & Hospitality
 ↑ **18.84%** 2010-2040 projected

CHAPTER 3

LAND USE

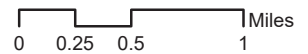




- | | |
|---|--|
|  Agricultural - Farming |  Government |
|  Single - Family Residential |  Public Uses |
|  Multiple - Family Residential |  Cemetery |
|  Mobile Home Park |  Transportation / ROW |
|  Commercial |  Utilities |
|  Industrial |  Vacant / Open Space |
|  Recreation |  Water |
|  Extractive / Mining |  Building Footprint |

EXISTING LAND USE

Howell Township, Livingston County

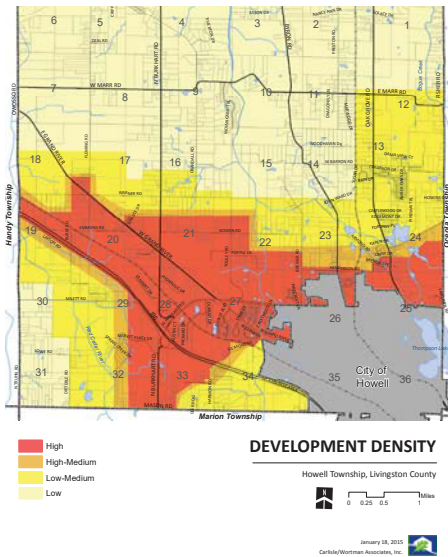


Source: Livingston County GIS

July 21, 2015

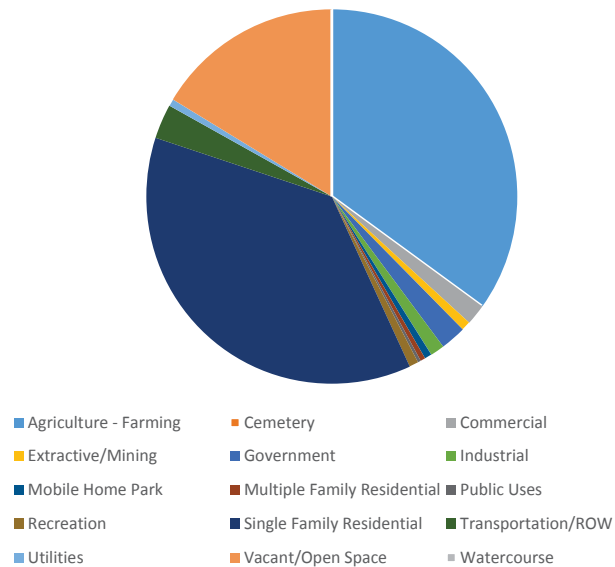
Carlisle/Wortman Associates, Inc.





Land Use is a description of how land is occupied or utilized. This includes everything from the most intense industrial or commercial uses to the least developed areas of the community such as open space and farmland. There are two very distinct general land use patterns in Howell Township that have developed over the past 30 years. One pattern is that of development, primarily characterized by commercial and industrial land use clustered around major transportation facilities, including Grand River Avenue, M-59, the I-96 interchange, and emerging development around the airport. The other is more rural in nature including suburban and large lot residential development, open space, and farmland. Both are very important aspects of the community. This Master Plan strives to strike a balance between development and preservation.

Existing Land Use



Preservation of open space and community character is of primary importance to the quality of life in Howell Township. Most residents of Howell Township live in single-family homes in suburban neighborhoods or in large lots located throughout the Township with direct access to county roads. Much of the housing development is north of M-59 and Grand River. The bulk of this area in the northern half of the Township is surrounded by a pastoral rural countryside consisting of rolling farm fields and large tracts of woodlands and wetlands. This environment is what most residents identify as the reason they are attracted to the community. It is the quality housing in the rural environments that creates the community feel that make residents want to invest in this area. However, this pastoral environment is uniquely located in close proximity to jobs and commercial opportunities or access to a transportation network which connects residents with other areas in the region that provide similar opportunities, which also makes this community attractive to existing and future residents.

Quality Housing is an essential part of Howell Township’s land use. For communities to thrive there must be an adequate supply of housing in proximity to employment, transportation options, and public facilities like libraries, parks, and public schools. The housing stock must include a range of options in order to support the needs of all community members. This range must include varying styles of housing including everything from large lot single-family residential units to higher density multi-family units for lower income working families, or seniors on a fixed income. Predominantly, the housing stock in the Township comprises large lot rural or suburban neighborhood style housing. There is some multi-family housing around the M-59 corridor, this includes recent development of senior housing facilities.

Senior housing is becoming more important as a greater percentage of our population reaches retirement age. Planning for this population’s specific needs is of critical importance as seniors tend to have specific needs as they age. In addition to safety and independence, today’s active seniors are looking for rich social environments; vibrant, walkable neighborhoods; and access to pedestrian amenities and open space. Aging-in-Place is about promoting access and mobility, engagement, and well-being on the individual and group level in a community setting. Therefore, site location in Howell Township is very important. There are limited areas in the community that provide for access to amenities that would support independent senior living, especially walkable destinations. The Township should try to focus the development of senior communities in close proximity to walkable amenities such as local commercial opportunities and parks.

Commercial and Industrial development must be maintained and supported in Howell Township as it provides access to goods and services, as well as jobs for both Township residents and residents in the surrounding areas. In addition, the commercial and industrial development within the Township provides a critical tax base that supports the quality services provided to local residents by the Township and the County. The growth of commercial and industrial development is primarily centered around the community’s transportation network including M-59, Grand River and the M-59/I-96 interchange area. This area is an appropriate place to support the continued development of these uses because of the existence of transportation infrastructure as well as public utilities. There is adequate space in this area for continued development. Based on the current land use trends, there is a variety of different uses that through the appropriate sight design and access management could be compatible adjacent land uses. Developing a zoning district that provides for flexibility between light industrial uses and heavy commercial uses will help to facilitate a cohesive build out of the area.

RESIDENTIAL

Survey respondent would like to see more

Large lot single family (1 acre)
(37.6%)

Large lot single family (2 acre)
(26.0%)

Small lot single family
(13.7%)

Senior citizen housing
(17.1%)

LOCAL COMMERCIAL

67.6% of survey respondents said they Would like Howell Township to encourage new commercial Development

1. Restaurants (independent)
(47.6%)
2. Neighborhood commercial
(24.5%)
3. Essential services
(21.1%)
4. Specialty shops/boutiques
(15.0%)
5. Mixed use
(14.3%)

Residential Development Examples



Large Lot Rural Residential



Senior Housing Development



Single Family Suburban Residential Neighborhood



Multi-family Residential

Commercial and Industrial Development Examples



Regional Commercial



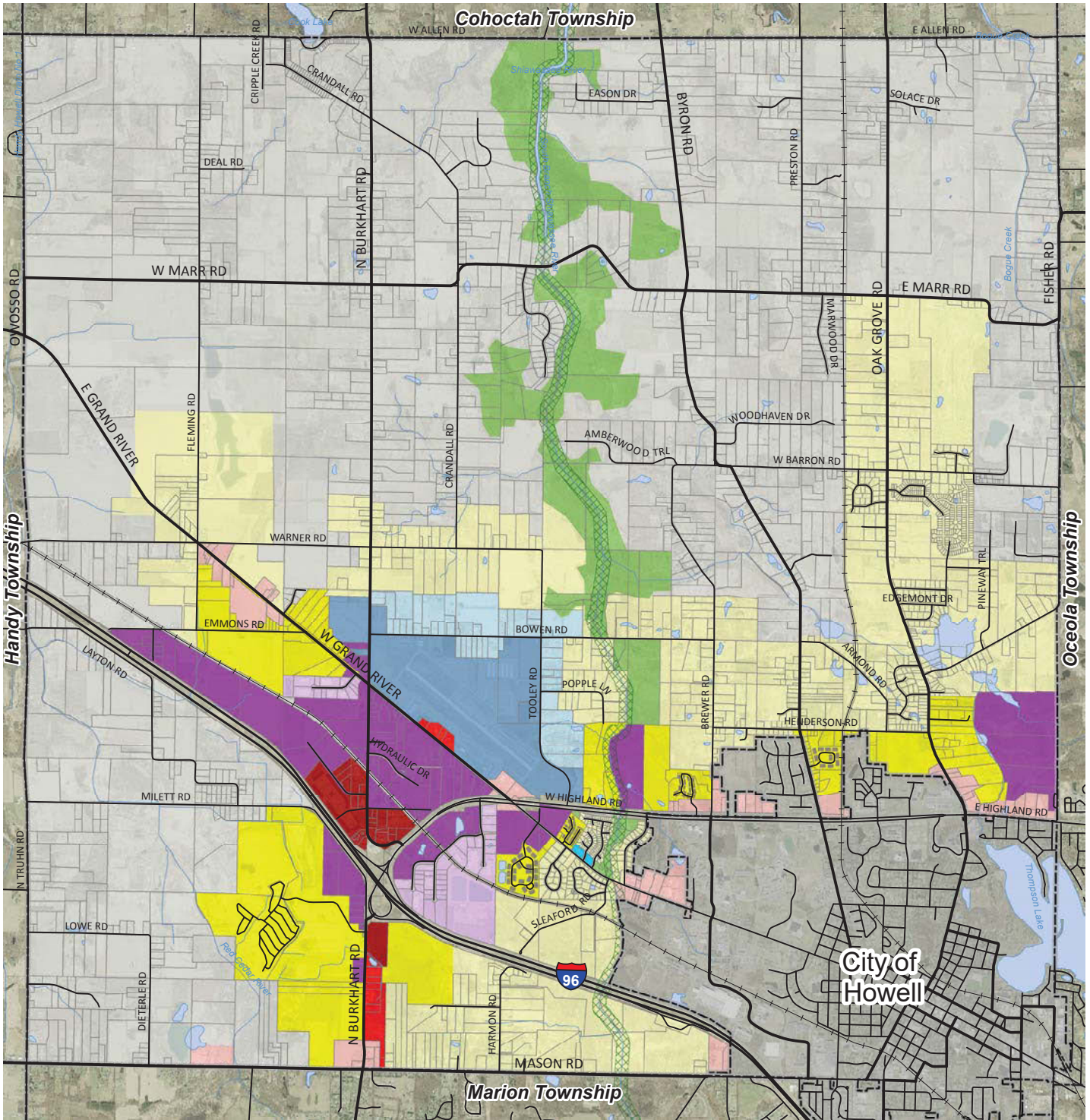
Typical Industrial Facility



Local Commercial

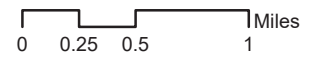















Typical Business Park



FUTURE LAND USE

Howell Township, Livingston County




- | | |
|---|---|
|  Innovation Zone |  Commercial - Regional Service |
|  Recreation and Preservation |  Industrial |
|  Airport |  Office |
|  Commercial - Airport |  Residential - Low Density |
|  Commercial - Local |  Residential - Medium Density |
|  Commercial - General |  Agricultural Preservation |
| |  Shiawassee River 200 foot Overlay |

September 29, 2016

Carlisle/Wortman Associates, Inc.





The Future Land Use Plan is a basic element of the Master Plan, it designates the future use or reuse of the land within the community, and the policies and reasoning used in arriving at the decisions in the plan. The future land use plan is sometimes considered the most important part of a Master Plan because it serves as a guide to official decisions in regard to the proposed location, and intensity of future land development for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes. The land use plan is intrinsically related to all other aspects of the plan including but not limited to transportation and other infrastructure, recreation and entertainment, economic development, and community character.

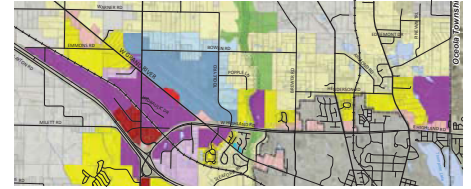
The land use strategy in this plan presents a development and land use pattern which is based on existing development patterns, existing infrastructure including especially utilities and roadways, environmental concerns, and the preservation of farm land and open space, but most importantly the preservation of community character and quality of life. These strategies rely on implementation via existing regulatory tools specifically, the Howell Township Zoning Ordinance. The Ordinance defines the regulations for development related to density, form, location, and type of use allowed.

The Future Land Use Strategy recognizes and encourages the continued use of the agricultural residential zoning pattern in most of the Township while focusing higher density residential, commercial, and industrial development around M-59, Grand River, the airport, and I-96. Additionally, there is a specific preservation category that has been added based on criteria identified in the Open Space preservation chapter.

The Future Land Use Map in this plan has been updated using the latest technology in order to make the map a more accurate and useful tool. By including the Township base map and parcel lines it allows a more exact recognition of where proposed use categories are in relation to actual land delineations. While this map is a general policy guide for land use decision accuracy is important when comparing various other mapped features such as utilities, farmland, or natural features.

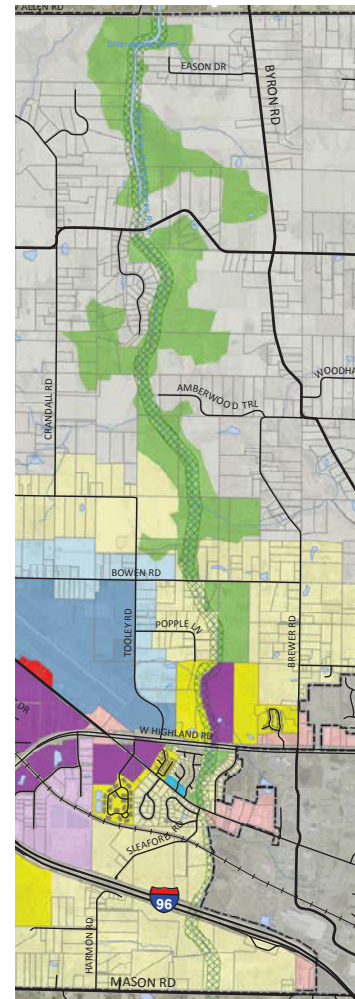
The land use strategy identifies different future land use categories than those used in previous plans. These categories have been refined to be more consistent with existing zoning districts. However, there may be a need to update the zoning ordinance to reflect the direction of various components of this master plan. There are two primary examples based on the map. The first is the innovation zone and the second is the river overlay district.

The Innovation Zone is a proposed zoning district that is intended to be flexible with regard to specific use while being more prescriptive with regard to design and quality of development. It is recognized that many of the uses currently permitted in one or more of the industrial or commercial districts could be compatible land uses. In fact, often, such uses have the same or similar building and special requirements. The flexibility of the district is intended is to foster economic development, create employment opportunities, and increase the tax base by promoting the development or redevelopment of land that is adjacent to existing industrial and commercially developed property. Regulations should encourage the development of property in a manner that allows mixed industrial and commercial development; eliminates blighted properties; incorporates Low Impact Design (LID) practices, as well as ensuring safe and complementary vehicular and pedestrian circulation patterns; improves environmental quality and remediates degraded properties; and provides an attractive transition between residential and non-residential properties.



The Innovation Zone from the Future Land Use Plan highlighted in Purple

The Shiawassee River Overlay is intended to provide a natural buffer to development along the Shiawassee River. This proposed overlay would create a 200 foot buffer on either side of the river which prohibits development and requires the protection of natural vegetation, wetlands and flood plains. This buffer will provide a number of identified community benefits. Not only will a natural buffer protect the water quality of the river by filtering out pollutants through vegetation and wetlands, this buffer can provide an important recreational opportunity for the community. Preservation of this land can allow for the installation of a pathway along the river corridor consistent with the proposed Non-motorized plan. A pathway will provide public access to the river and create a low impact linear recreation facility.



The Shiawassee River Overlay from the Future Land Use Plan indicated by blue cross hatching.

Goals related to land use have been derived from the planning process including public input, the evaluation of planning and land use issues in the Township, and best practices. This table includes strategies and tasks that are designed to help the Township achieve specific goals.

Goal	Strategy	Tasks
Support private property rights in order to allow property owners to realize the value and enjoyment of their land while providing appropriate safe-guards to ensure land uses are responsible and respectful of neighboring property owners, the environment and the over-all vision of the Township.	Maintain a Zoning Ordinance that is based on the Master Plan and other good planning principles.	Review the Zoning Ordinance to ensure that it incorporates the best planning techniques and practices.
		Update the Zoning Ordinance upon adoption of the Master Plan to be consistent with the community goals identified during the planning process.
		Periodically review the Zoning Ordinance and other regulatory documents to ensure that they are achieving the goals of the community.
	Maintain an open planning process to ensure that input from the community helps to shape the community's planning and regulatory environment.	Adhere to the open meetings act.
		Publicize meetings where important decisions will be made.
		Explore additional ways to solicit community feedback.
		Update the Township website to include a section on important Township activities, as well as a place for community residents and stakeholders to provide feedback.

Goal	Strategy	Tasks
Encourage appropriate development and land use based on existing character and development patterns.	Determine target locations for focused development.	Refine Zoning Districts to better align Master Plan land use categories and existing land uses.
		Provide access to Zoning and Future Land Use information that clearly indicates potential permitted use of land in the areas planned for development.
	Limit development in certain areas of the Township in order to protect farm lands open space and rural character.	Continue to make zoning decisions and development approvals based on the Township's Future Land Use Plan.
		Explore opportunities to preserve farmland and open space through programs Like PA 116, or through private or nonprofit preservation organizations.

Goal	Strategy	Tasks
Support the continued development of varying levels of commercial intensity in appropriate areas.	Identify appropriate locations based on proximity to surrounding land uses, access, and those who the commercial development is intended to serve.	Continue to make zoning decisions and development approvals based on the Township's Future Land Use Plan.
		Identify the needs of the community in terms of commercial amenities and ensure the Zoning Ordinance permits the right uses in the correct districts based on the Future Land Use Plan.
		Redevelop vacant or underutilized commercial land.
	Commercial developments intended to serve the region should be located in areas that are easily accessible to the highway and the interstate and do not create disturbances such as traffic, light, or noise that are disturbing to residential use.	Continue to make zoning decisions and development approvals based on the Townships Future Land Use Plan.
	Commercial development intended to serve local neighborhoods should be located in relative proximity to local residential uses and provide convenient and safe access for multiple modes of transportation.	Evaluate Zoning Ordinance regulations and update as needed to ensure regulations protect the quality of life for neighbors.
		Evaluate Zoning Ordinance regulations and update as needed to ensure development requirements include appropriate design criteria for all modes of transportation.

Goal	Strategy	Tasks
Support the continued growth of industrial uses in appropriate areas.	Location should be based on current development patterns, existing and plan infrastructure such as highway, rail lines, the airport and utilities.	Continue to make zoning decisions and development approvals based on the Townships Future Land Use Plan.

Goal	Strategy	Tasks
Support residential development patterns of varying style and density in appropriate areas based on existing and intended character and function.	Encourage small lot urban residential land uses to develop and expand in those areas where platted subdivisions and housing concentrations already exist and public utilities are available or planned	Continue to make zoning decisions and development approvals based on the Townships Future Land Use Plan.
		Support infrastructure growth for development densities that require urban amenities.
	Encourage low density residential development in areas not planned for public sewer and water availability and in areas that do not have direct access to M59 and Grand River Road	
Do not extend community infrastructure such as paved roads, or public utilities into areas that would result in increased development pressure.		

Goal	Strategy	Tasks
Provide housing types for all ages, abilities, and income levels.	Encourage diversity of housing types including single family, duplex, quadruplex, apartments, condominiums and manufactured homes	Continue to make zoning decisions and development approvals based on the Township's Future Land Use Plan.
	Locate housing types based on transportation and access opportunities.	Identify opportunities to increase pedestrian access between neighborhoods and walkable destinations through the development of the Non-motorized Plan in the Transportation Chapter.
	Create strategies to maintain low housing cost relative to the type of housing.	Require developers install sidewalks and sidewalk connections. Explore best practices in maintaining housing affordability.

CHAPTER 4

INFRASTRUCTURE



Community infrastructure includes all transportation facilities (roads, sidewalks, pathways, transit routes, transit stops, and the airport) public utilities (sewer, water and storm water), public safety (police, fire, and EMS), parks and recreation facilities, schools, community institutions and facilities (post office, library, public and government buildings). The type, the quality, and the presence or lack of infrastructure has a tremendous effect on the community from quality of life to the type and intensity of development that can be supported in certain areas.

Municipal Utilities, specifically public sewer and water systems are of critical importance to new commercial, industrial, and certain residential developments. Howell Township provides municipal sewer and water with a waste water treatment facility that was built 1989 and potable water which is provided through Marion, Howell, Oceola, Genoa Water Authority (MHOG). Between 2007 and 2011, the Township facilitated major sewer and water district expansions which build capacity for future development within the township. In 2015 the townships wastewater treatment facility was operating at about 30% of its capacity.

Higher density development must be located in areas that have the infrastructure required such as the appropriate transportation, public utilities, police and fire protection, and parks or public spaces to support the intensity of use.

Rural areas of the Township have fewer infrastructure demands, for example public utilities are not needed in these areas because buildings are situated on larger lots that can be served by well and septic systems. Additionally, because of the lower density of housing in these areas there is no need for a public transportation system; in fact, the lower densities would not support the cost of the system.

Business developments also have unique infrastructure needs from the transport of materials and workforce to fiber optics. Providing for these items is necessary to attract and retain high quality businesses in the community.



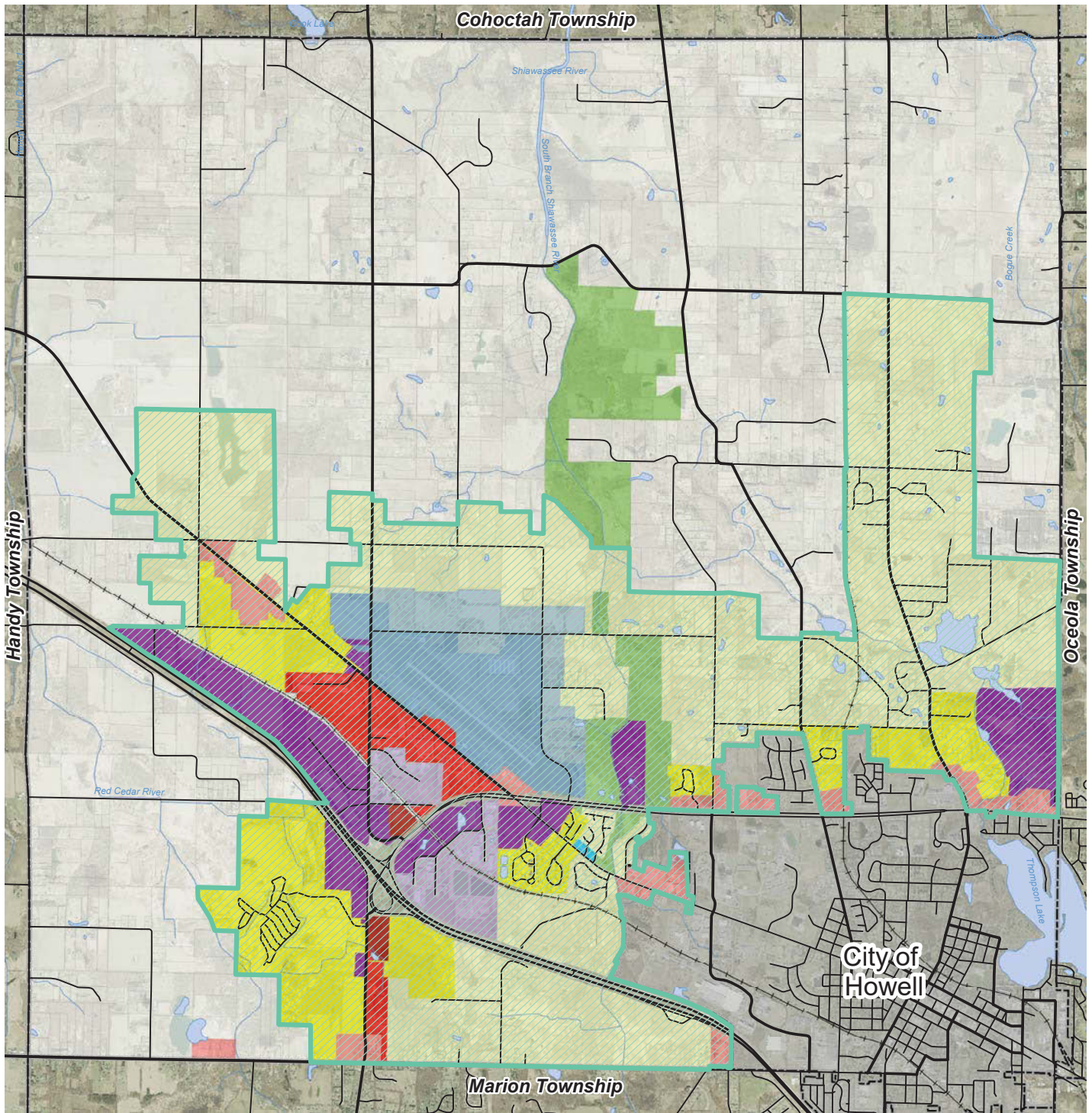
Stormwater Management is the collection, conveyance, storage, treatment and disposal of stormwater runoff to prevent accelerated channel erosion, increased flood damage, and degradation of water quality. As development increases in Howell Township, so does the amount of impermeable surfaces. Vegetation that once intercepted and slowed rain is replaced with hard surfaces. Even surfaces considered permeable, such as lawn and gravel roads, offer a fraction of the detention capabilities of native, undisturbed vegetation. Unchecked runoff poses problems with flooding, scours away valuable topsoil, and increases sedimentation in lakes and streams, stunting or even killing off fish populations.














A number of stormwater management techniques exist which can help mitigate the worst effects of runoff. Vegetated swales, rain gardens, constructed wetlands, green roofs, permeable and detention/retention ponds are but a few methods of retaining stormwater on site, allowing the water to infiltrate gradually or at least slowing the water so that it does not contribute to the rush of water polluted water pouring into area streams.

All new and existing land uses must comply with county, state, and federal regulations regarding storm water management and soil erosion. While adherence to these regulations will greatly reduce the impact of stormwater on local ecosystems, the Township may consider taking additional steps to further control runoff levels. Runoff produced due to increased development should be detained on-site. Finally, for both safety and environmental protection reasons, development within the 100-year floodplain as defined by FEMA should be strongly discouraged.

Land uses have been planned considering existing and planned future infrastructure. Infrastructure should also be planned based on existing and intended future land use patterns. An example that demonstrates this strategy is the concept of focusing commercial and industrial development along M-59 and Grand River, because these roads have the capacity to provide access for employees and customers, as well as shipping opportunities for materials and products. Ensuring that land use patterns and infrastructure capacity are compatible is an important component of this plan. Consolidating future infrastructure development to areas planned for higher density will allow Howell Township to focus its resources and investment in public utilities and services where there is the greatest existing and anticipated need.

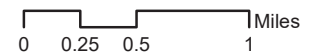
Public utilities including potable water and sanitary sewer are provided and maintained by Howell Township to certain areas in the Township. The Township has delineated the sanitary sewer and water districts based on existing and planned land use patterns, and expected design capacity needs.



- | | |
|---|--|
|  Innovation Zone |  Commercial - Highway Service |
|  Recreation and Preservation |  Industrial |
|  Airport |  Office |
|  Commercial - Airport |  Residential - Low Density |
|  Commercial - Local |  Residential - Medium Density |
|  Commercial - General |  Agricultural Preservation |
|  Planned Water District | |

MUNICIPAL WATER DISTRICT

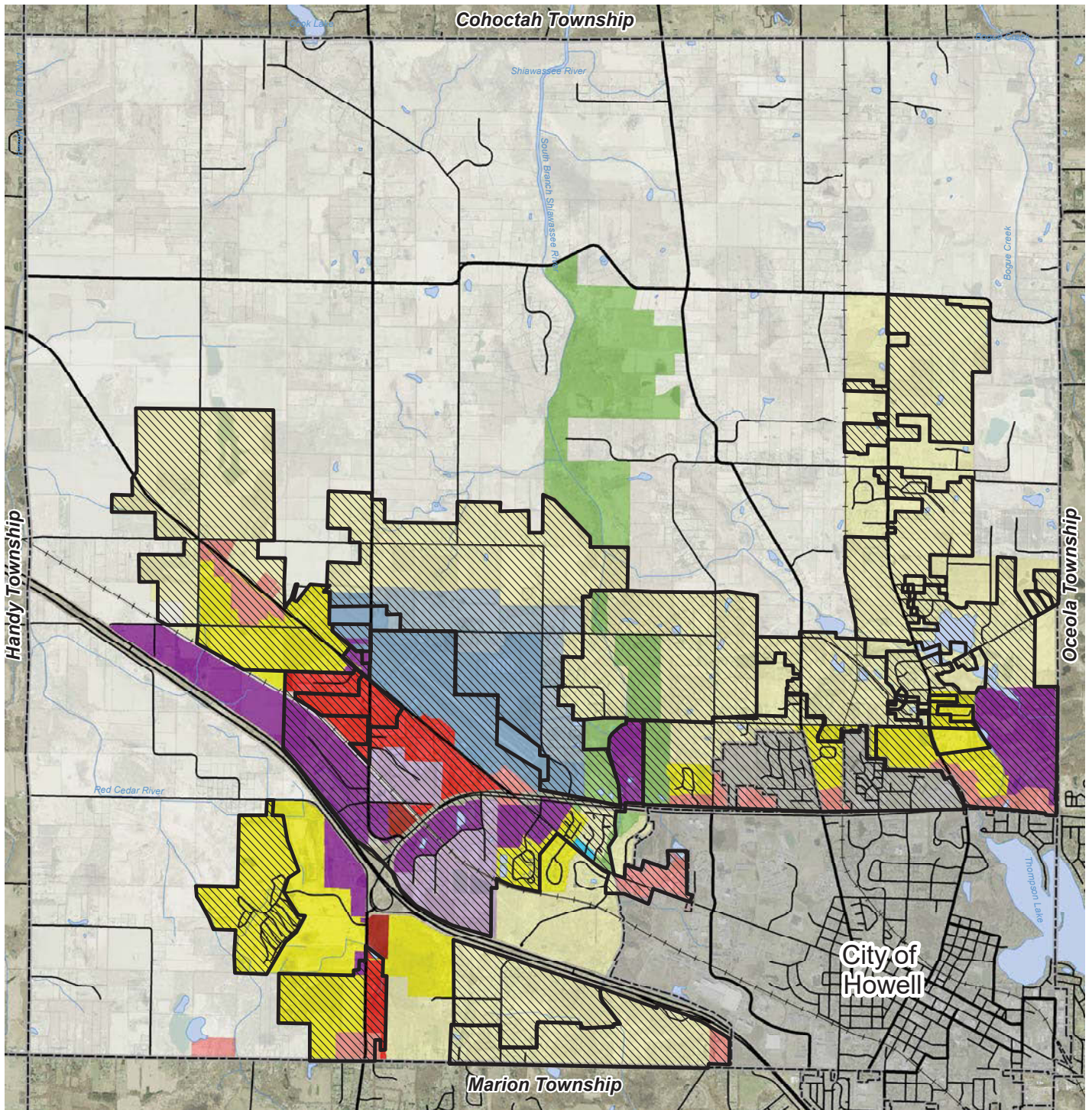
Howell Township, Livingston County











July 21, 2016

Carlisle/Wortman Associates, Inc.





- | | |
|---|--|
|  Innovation Zone |  Commercial - Highway Service |
|  Recreation and Preservation |  Industrial |
|  Airport |  Office |
|  Commercial - Airport |  Residential - Low Density |
|  Commercial - Local |  Residential - Medium Density |
|  Commercial - General |  Agricultural Preservation |
| |  Sanitary Sewer Assessment |

SANITARY SEWER SERVICE DISTRICT

Howell Township, Livingston County



0 0.25 0.5 1 Miles

July 22, 2016

Carlisle/Wortman Associates, Inc.



Goals related to infrastructure have been derived from the planning process including public input, the evaluation of planning and land use issues in the Township, and best practices. This table includes strategies and tasks that are designed to help the Township achieve specific goals.

Goal	Strategy	Tasks
Ensure service districts are able to provide capacity for existing and planned development areas that require public utilities.	Evaluate, coordinate, and refine the Township’s public sewer and water service areas as needed based on existing and planned land uses and densities.	Make policy decision based on the future land use map that has been developed in conjunction with the utility district maps.
		Perform calculations to determine that planned densities will not exceed the capacity of the existing or plan utility system.
Maintain existing and plan service districts in order to maintain and preserve capacity for existing and planned development areas that require public utilities.	Evaluate, coordinate, and refine the Township’s public sewer and water service areas as needed based on existing and planned land uses and densities.	Make policy decision based on the future land use map that has been developed in conjunction with the utility district maps.
		Do not extend community infrastructure into areas that would result in increased development pressure.
Ensuring a water supply of sufficient quantity and quality and an environmentally sound sewage and septic treatment systems.	Maintain state of the art utility systems.	Develop an asset management tool to inventory community infrastructure.
		Develop a capital improvements plan that is based on the community budget.
	Perform timely maintenance to ensure systems are up to date.	Develop an asset management tool to inventory community infrastructure.
		Develop a capital improvements plan that is based on the community budget.

CHAPTER 5

TRANSPORTATION





CONNECTIONS

45.3% of survey respondents said non-motorized and bike path connections within Howell Township to regional parks or other recreation opportunities is important or very important

The Road Network in the Township has a variety of road types including everything from I-96, a major interstate highway which connects major metropolitan areas of the state, to unpaved dead-end rural county roads. In many ways the land use pattern in the Township has been dictated by the type and capacity of roads available in the various parts of the Township. More intense and higher density development is, and should be located around areas with access to roads with higher capacities such as M-59 and Grand River, as well as other paved Primary County roads which are designed to accommodate higher volumes of traffic. The closer to the intersection between the County Primary road and M-59, the higher density and more intense the land use becomes. However, the predominance of the land area within the Township only has immediate access to Local County roads many of which are not paved. The capacity of unpaved roads to carry large volumes of traffic is severely limited. New development should not be permitted in areas that are not planned to have paved roads. The only east-west connection in the northern part of the Township is Marr Road, which is not paved. This puts greater traffic pressure on the paved north-south roads such as Oak Grove, Byron Road, and Burkhart Road, ultimately increasing the traffic volumes on M-59. Providing another viable east west connection by paving Marr Road would alleviate pressure on M-59, but in the long term would increase development potential in that area, thereby creating a zero sum game.

Mass transportation is typically a public common carrier transportation system that service the people in a community or a region which has established routes and fixed schedules. This can be an effective transportation alternative for members of the community who cannot or choose not to drive because of ability, age, cost, or other reasons. Public transportation systems are typically found in denser areas that will afford enough ridership to support the cost of a municipal or regional system. There is no such system that services the Howell Township area. However, Livingston Essential Transportation Service (L.E.T.S.), whose facilities are located in Howell Township at the Corner of Burkhart and Grand River, provides dial-a-ride service to any destination countywide and regional medical service to Ingham, Oakland, Genesee, and Washtenaw counties. L.E.T.S. has been serving the area since 1977. If in the future a regional transportation authority was established that provided transportation services on regular route at fixed times, it would be appropriate to encourage routes that covered the more developed areas of the Township, specifically along M-59 and Grand River.

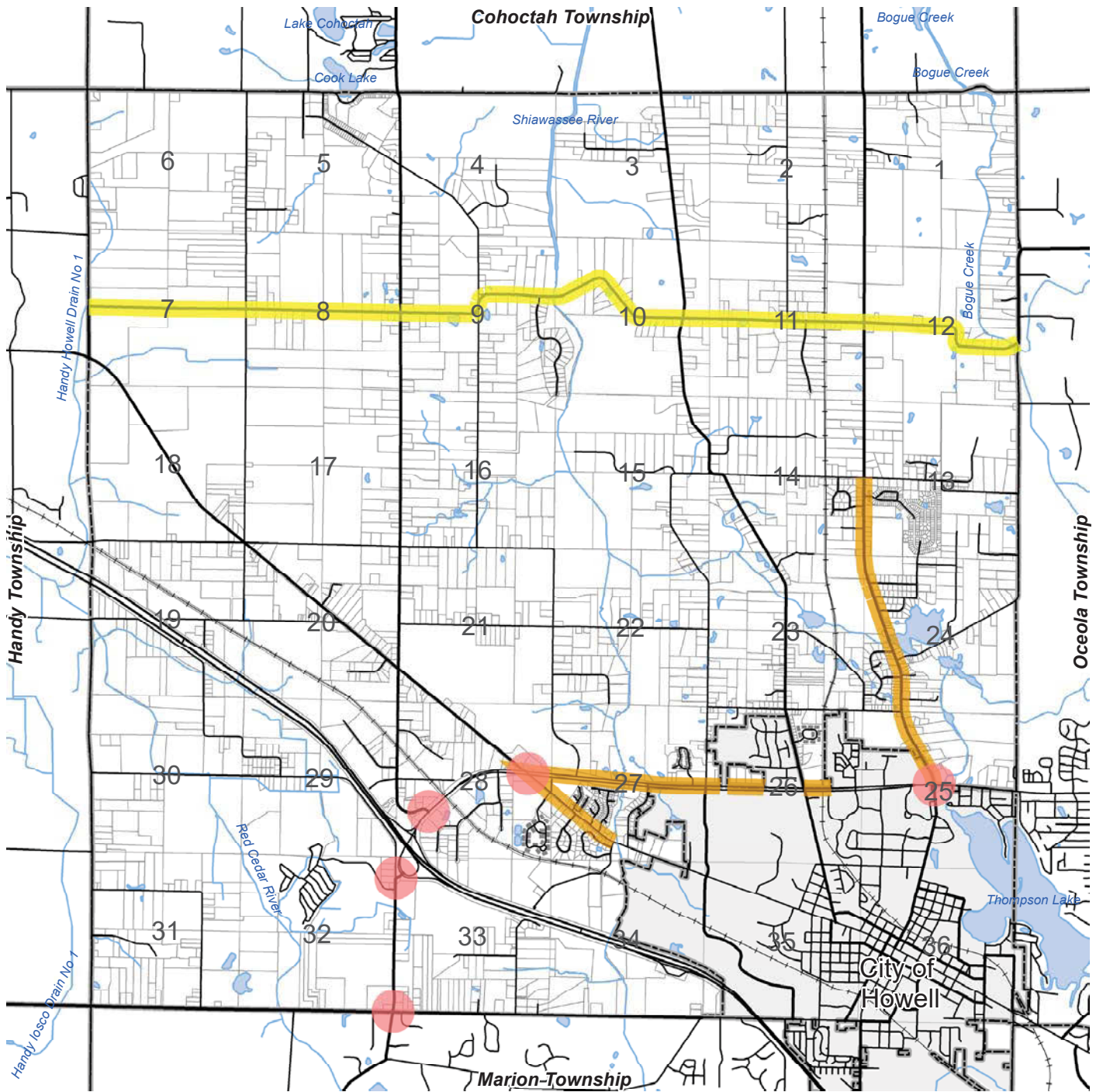
I-96 represents an important transportation connection to the Township for a variety of reasons. Relatively easy access to the interstate system is attractive to industries that have high volume shipping needs. This includes manufacturing plants, distribution facilities, as well as large commercial developments. Access to a major highway network is also important to large commercial developments as it allows them to draw on a more regional customer base. Howell Township is located along the interstate system centrally between a number of the state's population and employment centers including Lansing, Ann Arbor, Flint, and Metro Detroit. This allows industry to locate in this area knowing that their draw, for a work force that provides the skills and talent they need is from a much larger area. Conversely, Howell Township is an attractive residential community for much the same reason. Being relatively centrally located with proximate location to the interstate highway network represents a broader range of employment opportunities for residents. Often a centrally located community such as Howell Township, with quality housing options, will be attractive to a household that has two income earners whose job opportunities exist in different cities, such as Lansing and Ann Arbor.

M-59's westernmost four miles runs through Howell Township. From the interchange with I-96 the state highway runs east towards US-23, roughly 10 miles away. Though still relatively undeveloped compared to urban areas, the land immediately surrounding the highway represent the most intense development within the Township. Commercial and industrial development is clustered around the areas near the intersection with Grand River and the interchange with I-96. Local commercial uses and higher density residential uses dominate the area along the highway between the City and the Township. M-59 provides access to most areas of the Township being that it intersects with all of the Township's north-south Primary County Roads.

All **major intersections** and interchanges in Howell Township are along M-59. As the population of the Township has increased, and the development along M-59 has increased, so too have the traffic volumes at the major intersections. Safety and efficiency are the two major concerns surrounding these intersections. Sentiment from the community would indicate that signal work, including left turn arrows at these intersections would be a welcome safety feature. Additionally, these intersections are not designed to be pedestrian friendly. While there are pedestrian facilities at some intersections, they are not conducive to feeling comfortable or safe while crossing. Lanes are too wide, turning radiuses encourage faster vehicular speeds and the lack of structures near the intersections make them uncomfortable places to walk.

INTERSECTIONS

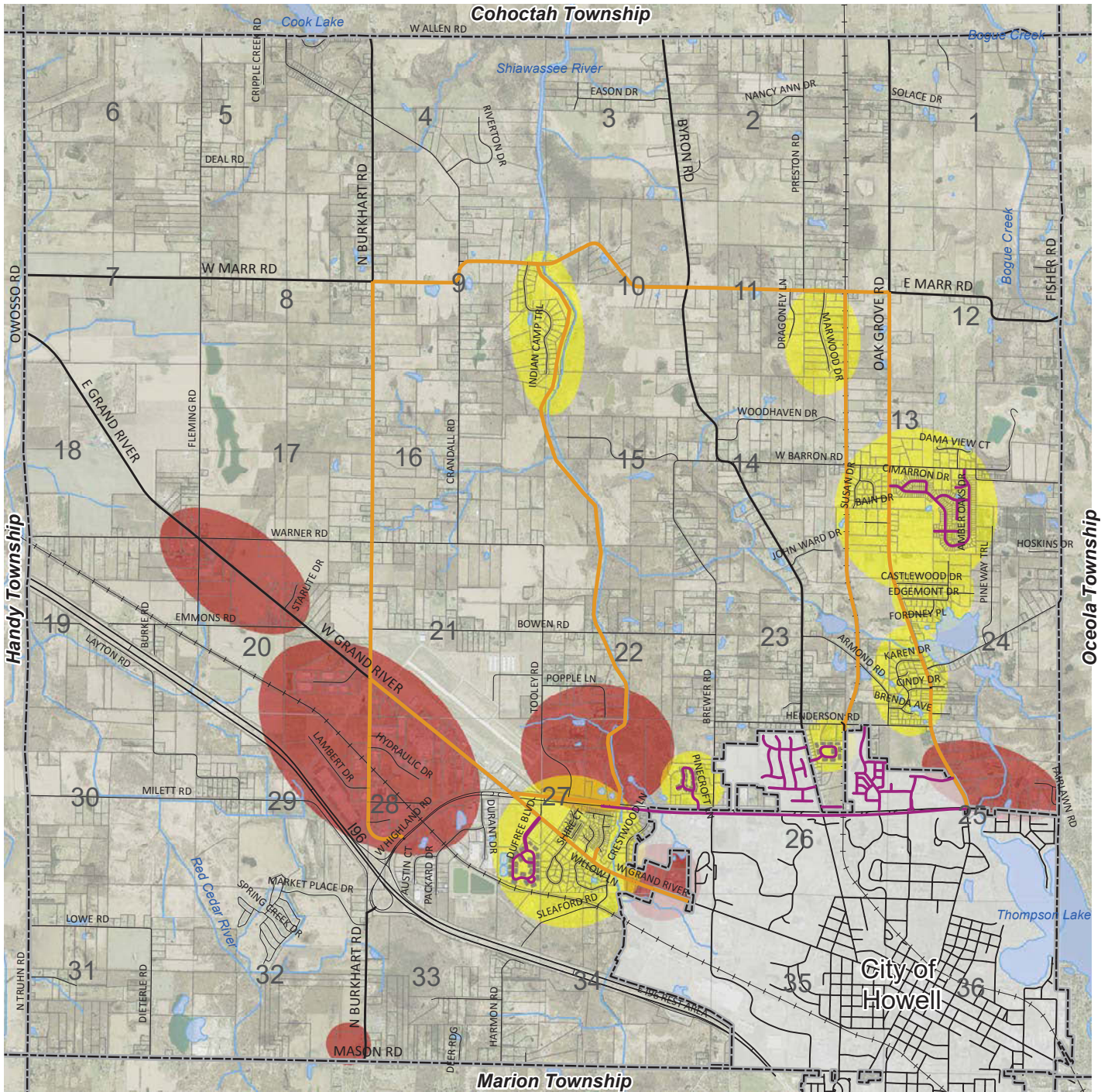
In specific written responses related to transportation, survey respondents identified the major intersections within the township as safety concerns for pedestrians and vehicles.



- Intersection Improvements
- Potential Paved East-West Connection
- Sidewalk Improvements

TRANSPORTATION IMPROVEMENTS

The Transportation improvements plan is based primarily on needs identified by community members during the public input process.



NON-MOTORIZED PLAN

The Non-motorized Plan identifies potential locations for non-motorized connections that generally follow existing transportation corridors. One possible north/south connection follows the proposed Shiawassee overly identified on the Future Land Us Map. Pathways are intended to provide connections to concentrations of existing and plan development.



On-Road Bike Facilities

Pedestrian facilities

Non-motorized pathways are typically a 10 foot wide paved surface that accommodate walking running, biking, and personal mobility devices. Pathways provide both recreational opportunities as well as an alternate mode of transportation. Pathways can provide connections between residential areas, parks and open space, as well as access to local commercial areas. A pathway network should be planned around areas of concentrated residential development, recreational opportunities such as parks and usable open space, and other destinations such as commercial and entertainment developments.

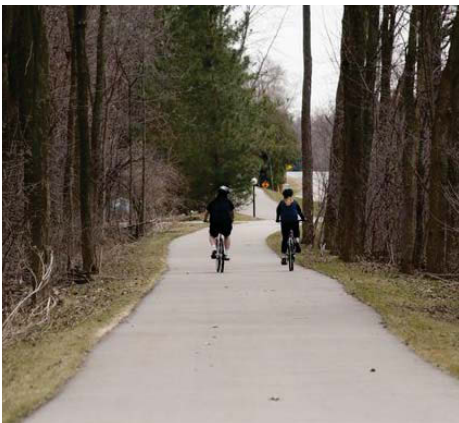


Sidewalks are typically 5 to 6 foot wide paved surfaces within neighborhoods or along the frontage of commercial developments. Sidewalks within the Township are limited. Some new housing and commercial developments have them, but they are not connected to a larger pedestrian network. As new residential and commercial developments are planned and constructed within the Township, sidewalks should be included as an integral part of the development with the intention of connecting a larger pedestrian network. The sidewalk network should be focused in the area of the Township planned for more intense and higher-density development.



Off-Road Non-motorized Paths

Seniors are a growing population within our society. As we age, our long range mobility needs decrease but our need for access to local services and other opportunities, such as recreation and entertainment, become more acute. Whether older adults can drive or are limited to walking, their range is limited. Therefore, proximity to local opportunities and amenities is very important. Sidewalks and pathways are a very important part of access, recreation, and mobility for seniors. Senior developments should be located in areas that have existing or planned pedestrian facilities.



Examples of Mid-block crossings

Complete Streets are roadways that are planned, designed, and constructed to provide appropriate access to all legal uses in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive devices, foot or bicycle. In recent years there has been a shift in focus from roadways that are designed primarily to convey vehicular traffic, to a focus on designing roadways that accommodate all users, both motorized and non-motorized. In 2010, legislation was passed in Michigan that requires those who have jurisdiction over roads to consider complete streets principles in their planning and implementation of transportation projects. In order to provide connections to all areas of the Township for people of all abilities and desired forms of transportation, our roadways must be designed to support multiple modes of transportation. However, it is important to note that no one specific treatment is appropriate for all roadways. Treatments should vary based on adjacent uses and the amount of traffic on a road.



The Airport known as Livingston County Spencer J. Hardy Airport is a part of our component of the transportation infrastructure for Howell Township as well as the larger region. The Airport serves a broad range of needs including transportation of people and goods, transportation of critical care patients, search and rescue operations, tourism, law enforcement activity, flight instruction and others in a broad range of services. Because of its proximity and easy access to I-96, M-59 and US 23, there is a high level of convenience for residents, visitors and commercial interests who need or require the services provided by the airport. The airport is a community asset not only for the services available, but because it makes the Township an attractive area for various industries that need air services for the transportation of people or goods.



Goals related to infrastructure have been derived from the planning process including public input, the evaluation of planning and transportation issues in the Township, and best practices. This table includes strategies and tasks that are designed to help the Township achieve specific goals.

Goal	Strategy	Tasks
Promote the planning and development of an integrated highway and road, rail and air transportation system to serve the land use plan for development.	Review various land uses and areas to determine which modes of transportation are best suited for each.	Support the future land use plan that is based on the existing transportation network by making rezoning and development approval decisions based on that plan.

Goal	Strategy	Tasks
Plan for multiple modes of transportation.	Planned land uses should be served by contextual modes of transportation.	Evaluate various land uses and areas of town to determine if additional modes of transportation could or should be provided.
		Don't permit land uses that have certain transportation needs areas where those opportunities don't exist and are not planned.
	Consider appropriate areas for future public transportation options.	If a local bus service is developed around the City of Howell, work with the transit authority to ensure the service is extended to the areas around M-59 within Howell Township.

Goal	Strategy	Tasks
Improved traffic flow and safety on primary roadways.	Work to update roadways where improvements are needed.	Work with MDOT and LCRC to identify needs and determine appropriate solutions.
		Evaluate intersections, to include appropriate, signal timing, cross sections, and lane widths.

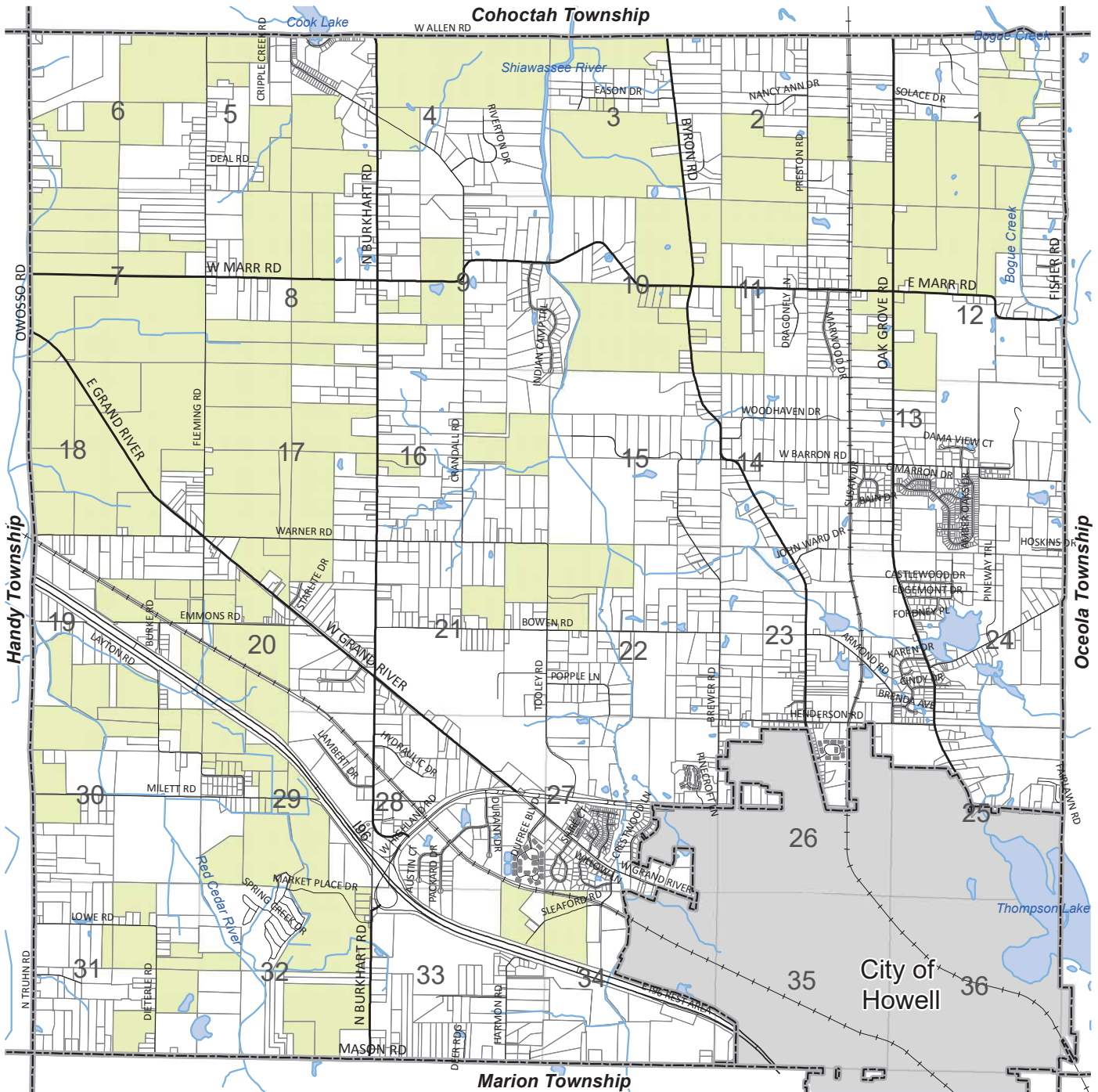
Goal	Strategy	Tasks
Increase resident's opportunity to walk or bike.	Provide pedestrian facilities to connect existing neighborhoods to amenities.	Identify areas where pedestrian facilities are missing based on connections between existing or planned residential developments and local destinations.
		Require developer to construct internal sidewalks and pathways in residential commercial and office development.
		Require developers to provide sidewalks or pathways along the frontage of their property according to Township plans.
	Develop a non-motorized plan for sidewalks, pathways, and bike lanes.	Identify appropriate facilities, which may include sidewalks, pathways, bike lanes, or other pedestrian amenities such as lighting or landscaping.
		Work to install facilities where they don't exist.
		Work with LCRC or MDOT to install bike lanes and sidewalks when doing road improvements projects

Goal	Strategy	Tasks
Plan land uses and densities that are appropriate for existing and future road capacity and planned transportation options.	Recognize that certain types of development should be predicated on transportation enhancements.	Create evaluation criteria related to transportation for new developments in the Zoning Ordinance.
		Do not approve developments without the appropriate transportation infrastructure.
	Work with local and state road agencies to develop corridor plans for major roads in the Township such as M-59 and Grand River.	Engage in regular meetings or dialog with the road agencies in order to identify existing and future transportation needs.

CHAPTER 6

AGRICULTURAL





- Agricultural
- Open Water

AGRICULTURAL PRESERVATION

The Agricultural Preservation Map identifies active agricultural land that are a singular parcels or multiple contiguous parcels that are 80 acres or larger.

Agricultural Land are areas within the Township that are engaged in active farming. This includes the lands that are used for the production of farm products including, but not limited to, vegetables, fruit, livestock, plants and specialty crops. Historically, Howell Township has been a predominantly rural/agricultural based area. Except for the growth of some suburban scale development which includes commercial, industrial and a number of medium density residential uses surrounding the border with the City of Howell, the Township has maintained its rural/agricultural character. Farmland, open space, and large lot or estate residential parcels set in a pastoral country side with rolling terrain, broken up by windrows, clusters of woodlands, wetlands and rivers or streams comprise the majority of the Township. Roughly 62% of the land in the Township is zoned Agricultural Residential. More than half of that land, or 35% of the Township, is active farm land.



Farmers have identified 80 acres of contiguous land as an important threshold for farming operations.

Agricultural Preservation has been identified as a topic of importance to Howell Township. More and more productive farm land is lost in Michigan each year to development. Beyond the preservation of agricultural land for aesthetic purposes or to maintain the community character that so many identify as a key factor in the quality of life enjoyed by Howell Township residents, this land serves an important role in the production of agricultural products. Maintaining large contiguous tracts of high quality farm land is important to the farming industry. Contiguity is important to farming operations due to the fact that farmers don't have to move equipment and products from place to place. Howell Township is unique in that areas in the northern and western parts of the Township have maintained a considerable amount of connected farm land. Farmers have identified 80 acres of contiguous land as an important threshold for farming operations. The Agricultural Preservation map identifies singular parcels or multiple adjacent parcels that are greater than 80 acres in total. Preservation of agricultural land should be planned for areas that include existing active farming operations, and demonstrate continuity or connectivity between existing agricultural lands.



In addition to placing farm land in an agricultural zoning designation, the Township can protect agricultural lands by promoting agricultural activity and allowing for additional uses that will be consistent with the agricultural character. Providing for accessory uses which may be permitted in conjunction with an agricultural operation can provide supplemental income to a farming operation. Such accessory uses may be related retail sales or agricultural tourism. The additional income from these accessory uses may help to sustain the viability of the agricultural land use. This can alleviate some of the pressure on farmers to sell their land for development. Examples of traditional related retail uses may include farmers' markets, roadside stands, nurseries and greenhouses, wineries with sales and tasting rooms, and other similar uses. Agricultural tourism tends to be a more interactive experience.

Agricultural Tourism (Agri-Tourism) is the act of visiting a working farm, or any agricultural, horticultural or agribusiness operation to enjoy, be educated, or be involved in agricultural activities. Activities might include picking fruits and vegetables, riding horses, tasting honey, learning about wine and cheese making, or shopping in farm gift shops and farm stands for local and regional produce or hand-crafted gifts. Day camps, hay or sleigh rides, and overnight stays in a bed and breakfast might also be included in this category. There is a growing movement to permit farmers to incorporate these uses into their farms. In addition to providing extra income to the farm, these activities create an opportunity for community members to learn about and connect with the agricultural heritage of the Township and the State.



It is important when developing regulations for Agri-Tourism to ensure that new uses will not be disruptive or disturbing to existing neighboring farm operations or residences. These uses are often allowed only with special use permits that require certain additional standards or allow for the Township to create unique standards that might include hours of operation, limitations on the numbers of visitors, limitations on events, or other similar conditions. In addition, because there may be increased traffic at certain times of the year, the Township may want to limit the number of these uses within a certain proximity to one another.



Large Lot Residential dwellings should be accessory to the principal use of farming operations on the property in agricultural districts. They may also support niche farming operations. However, large residential lots are most often used as estate lots for residential purposes only. In these cases, such uses should be located on lots that contain substantial areas of natural features. While larger lots can help to preserve open space, they can also prove to diminish the viability of farm operations by creating barriers between working farm fields. Creating new parcels of land that break up existing tracts of farm land should be discouraged. Residential subdivisions and other forms of development are typically incompatible with agricultural land uses.

Non-traditional agricultural uses that may be appropriate could include low intensity businesses that support arts and cultural activities such, as small scale arts and craft classes located in outbuildings. Uses that provide for energy production such as wind farming and small-scale biofuel production may also be appropriate in the agricultural districts. Other examples of non-traditional uses may include low-intensity family run businesses, such as lawn care companies, provided the land is sufficiently large enough to sustain such uses without negatively impacting adjacent land uses. These uses should be developed in conjunction with an existing agricultural use or as an accessory to the use of the parcel as a residence.

Goals related to infrastructure have been derived from the planning process including public input, the evaluation of planning and agricultural issues in the Township, and best practices. This table includes strategies and tasks that are designed to help the Township achieve specific goals.

Goal	Strategy	Tasks
Encourage farming to continue without the interference of urban type land uses which conflict with it.	Focus residential, commercial and industrial development in areas that will not encroach into prime agricultural lands.	Identify prime agricultural lands.
		Refine Zoning Districts to better align with Master Plan land use categories and existing land uses.
		Review the Zoning Ordinance to ensure that it incorporates the best planning techniques and practices.

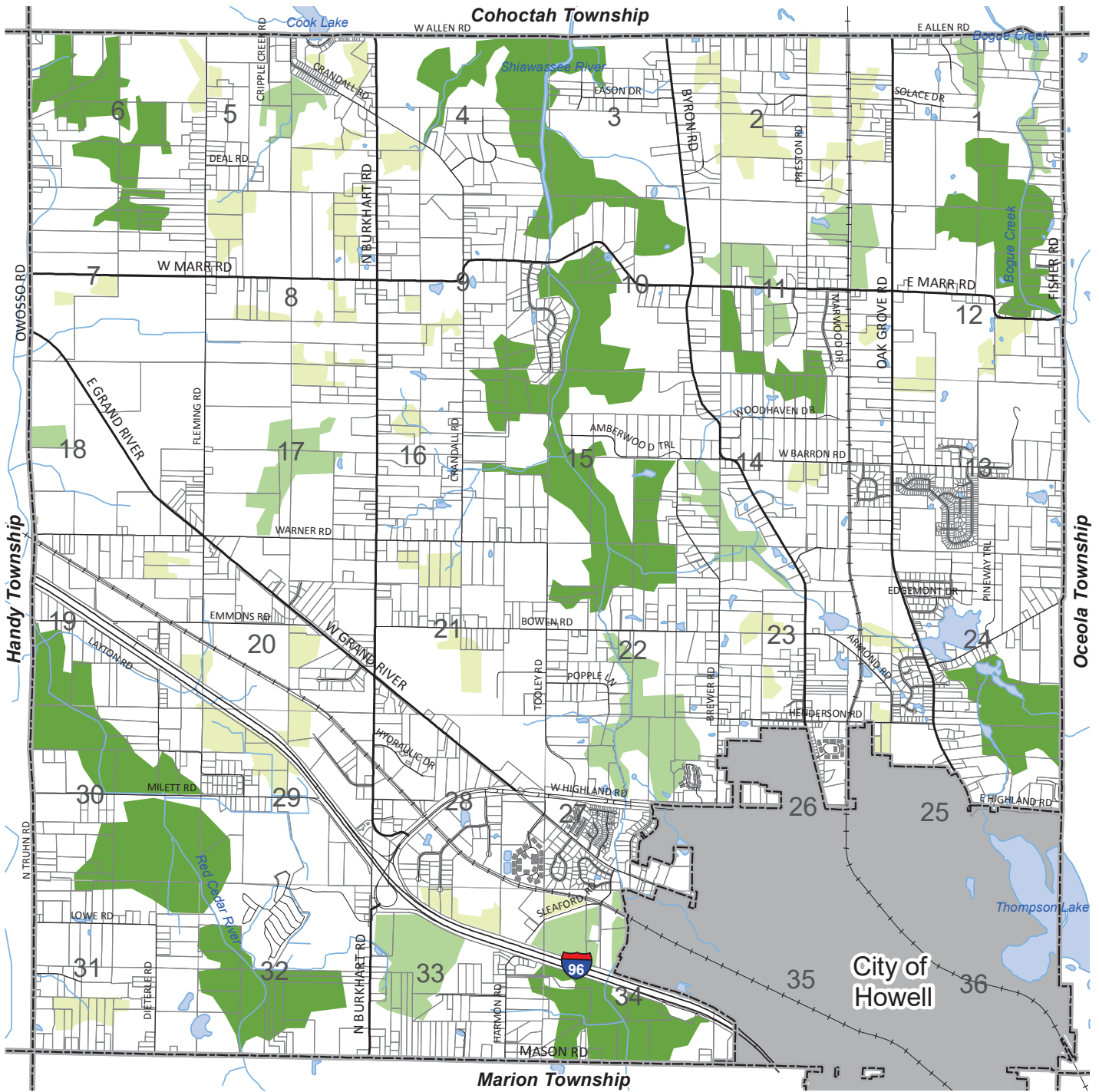
Goal	Strategy	Tasks
Restricting the encroachment of residential and commercial uses into areas planned for agricultural purposes.	Limiting infrastructure development into agricultural areas.	Maintain compliance with the utility district plans in the Master Plan.
		Upgrade road capacities only in areas that are planned for increased density.
	Discourage land divisions that break up large tracks of contiguous farm land.	Review required lot sizes in the Agricultural district and update to align with best practices.
		Review the requirements in the Township land division ordinance and update as needed.

Goal	Strategy	Tasks	
Develop strategies to make Agricultural lands a more viable part of the community's economy.	Create additional viable uses within the agricultural context that supplement traditional farming activities.	Update the Zoning Ordinance to provide for additional traditional or nontraditional uses that are compatible in agricultural land.	
	Protecting and encouraging agricultural uses, services and programs.	Help to foster partnerships between local food producers and local end users such as restaurants, schools, or other institutions.	
	Get large contiguous tracts of prime farm land into permanent preservation.		Work with preservation groups to identify any prime areas for preservation.
			Work with owners of agricultural lands to create or provide incentives to maintain those lands as agricultural through programs like PA 116.
			Identify other State initiatives that may support the preservation of prime farm lands.

CHAPTER 7

OPEN SPACE PRESERVATION





- Priority 1
- Priority 2
- Priority 3

NATURAL FEATURES

The Natural Features Priority Map indicate areas of priority for preservation of natural features within the Township. Prioritization has been identified based on presence and quality of one or more significant natural feature including, woodlands, wetlands, and open water, as well as the contiguity of these features.

OPEN SPACE PRESERVATION

63.9% of survey
respondants said they
came to Howell Township
for open space

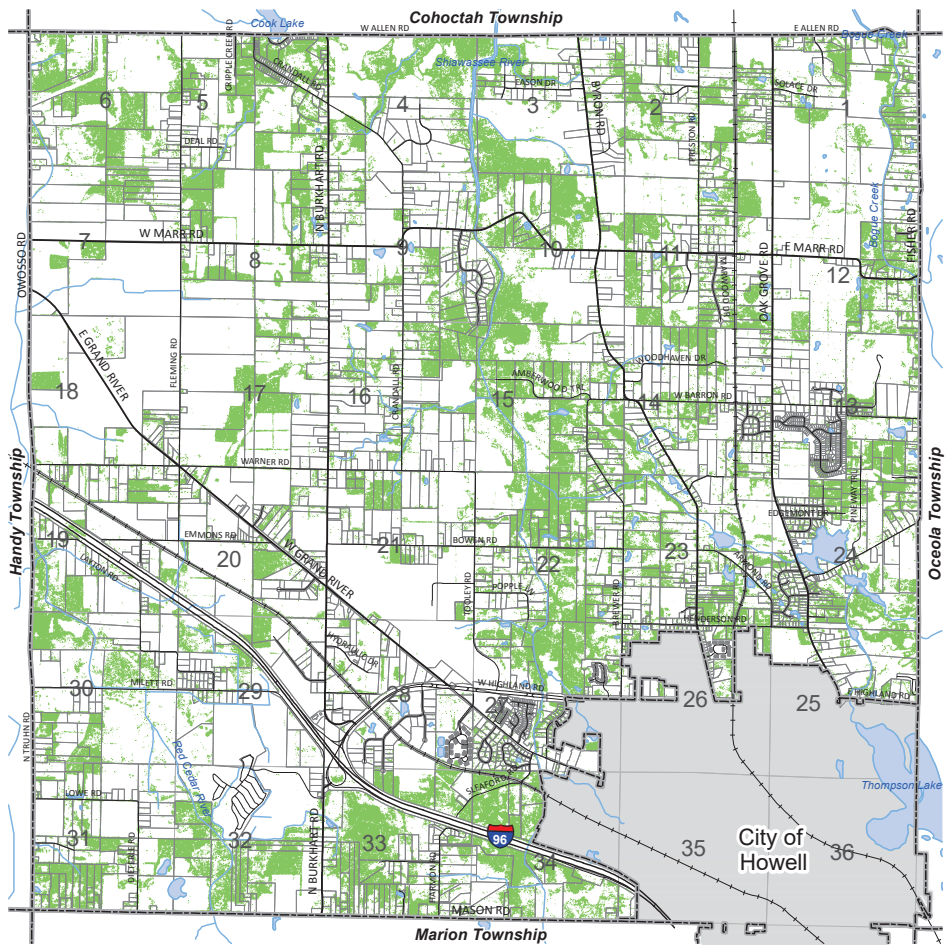
78.9% of survey
respondants said
preservation of open
space is important or
very important

Open Space is an area which has not been developed and which is desirable for preservation in its natural state for ecological, scenic, historical, or recreational purposes, or in its cultivated state to preserve agricultural, forest, or urban greenbelt areas. There are many natural areas within the Township which have retained or reestablished their natural character, have unusual flora and fauna or biotic, geologic, scenic, or other similar features of educational or scientific value. As identified in the Land Use Chapter, it is the northern half of the Township that comprises the most significant open space. This primarily consists of open farm land, but there are pockets of wooded wetlands throughout this area. Additionally there are significant stands of mature woodlands in a north-south corridor that runs through the middle of the Township along the Shiawassee River. Open space and a natural rural setting is very attractive for asset for the Township. The protection of open space and natural resources will help to maintain the quality of life that is recognized in Howell Township.

Open space and scenic beauty are among the greatest assets in Howell Township. Located along one of the busiest transportation corridors in the state, it is clear that one of the aspects of the community that is attractive to those who live here is access. However, the fact that the character of the community quickly goes from a busy developing area to rural country side in a matter of ½ mile or less makes Howell Township a unique place to enjoy a residence in the rural country side while still have access to jobs, commercial resources, and entertainment.



Woodlands are wildlife and plant habitats, buffers and filters against noise and dust, provide cooling and oxygen, and act to slow the fall of rain which can protect against soil erosion. Woodlands contribute to the aesthetic beauty and rural character of the Township. Existing mature trees can also be an asset or amenity with new developments if incorporated appropriately into the site design. All of these factors contribute to the quality of life in Howell Township. The Township has 1,890 acres of Upland Hardwoods, 1,625 acres of Lowland Hardwoods, 52 acres of pine and 54 acres of tree plantations. The preservation of woodlands as a natural resource by the Township will help to maintain the environmental quality of the area, as well as the quality of life for Township residents. The Township can help to protect existing woodlands in the community by developing a tree protection ordinance which prohibits or discourages the removal of trees for new developments.



TREE CANOPY

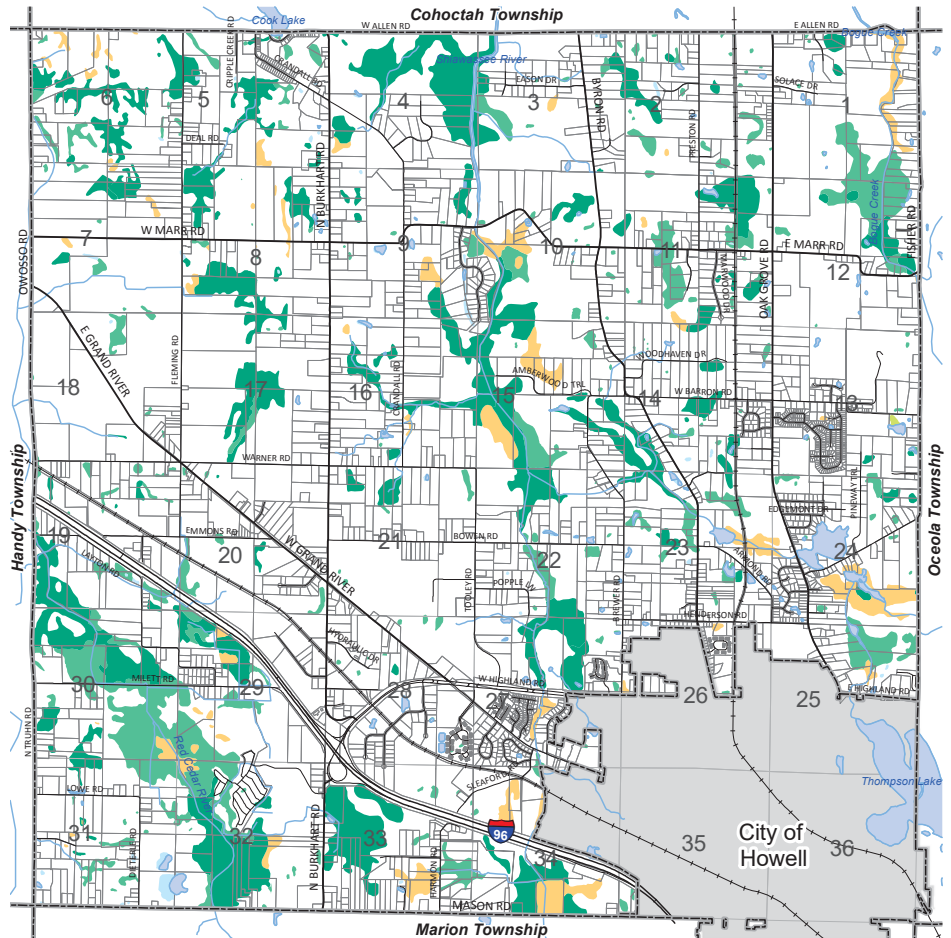
NATURAL FEATURES

84.5% of survey respondents said preservation of natural features is important or very important

89.9% respondents said protection of water quality is important or very important

Wetlands are an important natural resource in the Township. They contribute both to the existence of unusual flora and fauna, help to control soil erosion and sedimentation, impound storm water which assists in flood control and through their purification ability improve surface and ground water quality. There are wetland complexes throughout the Township.

Surface water in Howell Township consists of very few lakes, but it does have the south branch of the Shiawassee River, the Red Cedar River and Bogue Creek running through it forming the major drainage basins in the Township. With its average of 34 inches of rainfall per year, the extensive low areas adjacent to the surface water of the rivers and creek are very susceptible to flooding. Prevention of development in flood prone areas should be limited in favor of their preservation. The increased use of fertilizer and pesticide chemicals and other hazardous materials is contributing to the pollution of the surface and subsurface water resources of the Township.



WETLANDS

Goals related to infrastructure have been derived from the planning process including public input, the evaluation of planning and open space preservation issues in the Township, and best practices. This table includes strategies and tasks that are designed to help the Township achieve specific goals.

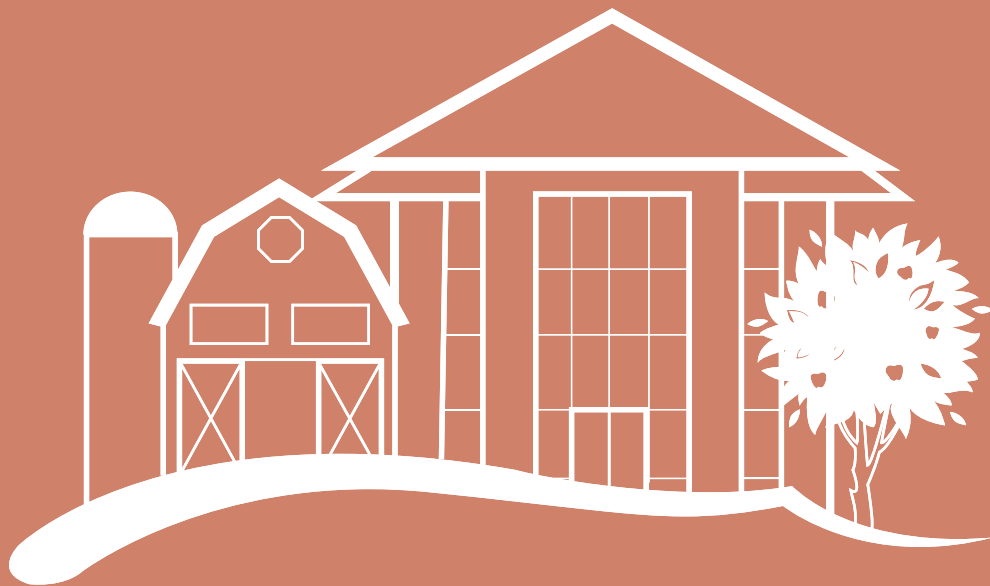
Goal	Strategy	Tasks
Encourage the use of open space in all developments for a useful purpose and preserve or conserve natural open space, including wet lands, wood lands and flood plains.	Update regulations to explicitly require usable open space in new development.	Review the Zoning Ordinance and update to strengthen usable open space requirements for new developments.
	Incentivize the protection of natural features in new developments.	Review the Zoning Ordinance to ensure that it incorporates the best planning techniques and practices.

Goal	Strategy	Tasks
Preserving existing natural resources and environmentally sensitive areas.	Protect wetlands, woodlands and scenic vistas.	Revise criteria for identifying valuable natural areas.
		Preparing a fragile lands inventory.
		Create a woodlands protection Ordinance.
	Create a wetlands protection ordinance.	
Get environmentally sensitive areas into permanent preservation.		Work with preservation groups to identify any prime areas for preservation.
		Identify state initiatives that may support the preservation of environmentally sensitive areas.

Goal	Strategy	Tasks
Protect and preserve the quality of our water resources.	Enhance regulations to protect water resources within the Township.	Establishing a wellhead protection plan.
		Create a wetlands protection ordinance.
		Create a woodlands protection Ordinance.
		Update stormwater standards to include best practices including low impact design techniques.

CHAPTER 8

IMPLEMENTATION STRATEGIES



The purpose of this chapter is to identify tools the Township can utilize to implement or continue to employ the recommendations of the Master Plan. Where applicable, specific actions to be pursued are provided.

PUBLIC SUPPORT, COMMUNICATION, AND COMMUNITY INVOLVEMENT

The success of the Township's plan will depend heavily on citizens' understanding of the planning process and the plan's specific goals, objectives, and policies. An engaged population will be more likely to support bond proposals, special assessments, zoning decisions, and development proposals. The Township must effectively communicate the importance of long-range planning and encourage citizen participation in on-going planning efforts.

Specific actions which will help to develop understanding and support for the Township's planning process include:

- Ensure that copies of the Master Plan are readily available for viewing at Township Hall.
- Ensure that copies of the most recent adopted zoning ordinance are readily available for viewing at Township Hall.
- Post the Future Land Use Map of the Master Plan in the Township Hall where it is clearly visible.
- Post a copy of the Master Plan on the Township's web site.
- Post a copy of the most recent adopted zoning ordinance on the Township web site, or make the ordinances available via web services such as MuniCode.
- Post a regularly updated list of current events pertaining to planning and zoning matters in the Township.
- Notify residents of meetings that will address development and public service improvement proposals. Notifications should be provided through multiple sources including a Township newsletter, Township Hall postings, the Township website, and other available means.
- Hold periodic meetings to discuss planning efforts and provide opportunities for public input.
- Promote opportunities for civic involvement such as participation in community advisory boards, neighborhood watch programs, and similar institutions.

ZONING ORDINANCE

Howell Township first adopted zoning ordinances in the 1970s and has updated its zoning provisions as required to address changing conditions and policies. Howell Township's zoning ordinance was last updated on July 10, 2014. Since 2006, zoning regulations for Michigan communities are adopted under the authority of the Michigan Zoning Enabling Act, P.A. 110 of 2006.

Zoning ordinances, the primary tool for implementing a Master Plan, regulate the use of land, dividing the community into districts. Each district is prescribed a set of uses and a minimum set of requirements that must be met, such as setbacks, minimum lot area, and the like. Howell Township's Planning Commission, Township Board, and supporting staffs are tasked with administering and enforcing ordinance requirements, including functions such as plan and site inspections, community/developer liaisons, and periodic ordinance reviews. As the community grows, it will be crucial to employ adequate staff to meet the administrative needs of residents, developers, and other community stakeholders.

ZONE PLAN

The following sections present a zone plan for the Township. The zone plan is comprised of four components:

- Critical components of the Township Zoning Ordinance
- Overview of zoning districts
- Zoning district site development standards
- Farmland and natural resources preservation tools

A. Critical Components of the Howell Township Zoning Ordinance

The Township should incorporate or maintain the following elements in the zoning ordinance and administrative processes to ensure ease of use and to advance the goals, objectives, and policies of the Master Plan:

- 1. Procedural Matters:** The ordinance should include clear, precise instructions for addressing procedural matters. Procedural processes to be addressed would include:
 - Application for and issuance of zoning permits,
 - Application procedures and approval criteria for amendments to the zoning ordinance
 - Application procedures and approval standards for special land uses,
 - Application procedures and approval standards for

matters before the Zoning Board of Appeals such as variance requests and appeals of administrative decisions

- Violation and enforcement procedures

The current version of Howell Township's zoning ordinance effectively meets these requirements for establishing procedural matters. Any future modifications to the zoning ordinance should continue to utilize the precedent established by these ordinances.

2. ***District Provisions / Special Land Uses:*** The ordinance should include a clear representation of each zoning district including the district's purpose, authorized uses, and site development standards. The ordinance should differentiate between uses authorized "by right" versus "special land uses".

"By right" uses are the primary uses and structure specified for a particular district. "Special uses" are uses that are generally accepted as compatible with primary uses but still fall outside of the intended use of the district. An example of a by right use would be construction of a home in a residential district. A special use might be operation of a graphic art studio within a home in a residential district.


Special land uses should be accommodated only in appropriate circumstances. Conditions should be applied to ensure that the proposed use does not negatively affect the quality of the district or well being of its residents. The proposed land use should not be disruptive or have a negative impact on the surrounding properties, and should meet the standards established by the zoning ordinance.

The current version of Howell Township's zoning ordinance provides clear direction regarding the application of special land uses. Any future modifications to the zoning ordinance should continue to utilize the precedent established by these ordinances.

3. ***Site Development Standards:*** In addition to language in the zoning ordinance covering general standards such as lot size, setbacks, building heights, and the like, the ordinance should cover more fundamental issues affecting the design and general use of a property such as:

- off-street parking requirements,
- access requirements for emergency vehicles,
- landscaping and screening requirements
- sign regulations
- environmental safeguard provisions

The existing Howell Township zoning ordinance as written



effectively addresses these requirements. The Township may, however, consider modifications to the existing requirements for setbacks and parking in commercial and industrial districts. The proposed modifications are intended to encourage the development of compact and walkable commercial districts.

- Allow shared-use parking lots for compatible commercial or industrial enterprises. The provision would allow for businesses with functionally different business hours to share parking lots. Such an arrangement would decrease the total amount of surface area dedicated to parking, and in turn decrease the impact on the environment and improve the aesthetics of the district.
- Encourage the arrangement of parking lots behind businesses and the implementation of limited on-street parking for commercial districts. This arrangement improves the street presence for businesses and creates a more walkable downtown area.
- The existing ordinance allows for a reduction or elimination of side setback requirements for commercial districts. The ordinance should encourage the development of a street wall (a solid line of businesses) in the commercial district, with limited access points to the aforementioned rear parking.

The remainder of the ordinance language is sound and should continue to act as a model for future ordinance revisions.

4. ***Nonconformities:*** The existing ordinance effectively addresses lots, uses, and structures that are non-conforming due to changes to the zoning ordinance, and the extent to which such facilities can be replaced or otherwise altered. The Township should continue to utilize the language established in these ordinances for future ordinance updates.
5. ***Site Condominium Regulations:*** Condominiums present special challenges for planners. While similar in many respects to traditional residential developments, condominiums utilize a unique combination of privately owned building elements on collectively owned lots. Zoning regulations must be worded in a manner to ensure that such developments are held to the same standards as other residential developments.

The existing zoning ordinance effectively addresses condominium development. Future amendments or revisions to the ordinance should continue to use this language as a model.

6. **Compliance with Current Law:** The Zoning Enabling Act, Public Act 110, was adopted in 2006. Howell Township's zoning ordinance must comply with current law to ensure its validity and the ability of officials to enforce the ordinance. The Township's zoning regulations should be periodically reviewed and updated as applicable to address any subsequent changes to the law.

The existing zoning ordinance effectively adheres to current laws. Future revisions or amendments to the ordinance should continue to use this language as a model.

B. Overview of Recommended Zoning Districts and Relation to Future Land use Strategy/Map


The land use chapter provides recommendations for zoning district to be utilized in the Howell Township ordinances as outlined by the Future Land Use Strategy and graphically demonstrated in the Future Land Use Map.

Some commercial and industrial uses have been consolidated into a the Inovation Zoning district. The uses are viewed as generally compatible, although careful control of the types of commercial and light industrial uses permitted will be important.

C. Farmland and Natural Resources Preservation Tools

Farmland and natural resources preservation has been discussed at length throughout this Master Plan. Township residents have clearly expressed their strong desire to maintain the current agricultural/rural feel of the community. A number of tools are available to help implement this component of the plan:

- **Purchase of Development Rights (PDR):** PDRs pays landowners to protect their farmland from development. A government agency or private non-profit organization buys development rights from landowners in exchange for limiting development in the future, typically in the form of a conservation easement. The program is voluntary and non-regulatory. The landowner receives the difference between the land's existing value and it's developed value. Typically the developed value is substantial, as large, open, flat parcels are highly prized by developers. PDRs offer the community the opportunity to target specific areas to preserved for agricultural or open space use, while offering the farmer the opportunity to realize the development value without actually having to develop it. If financing the cost of the PDR requires public support, and residents do not support the purchase, the program may face challenges.
- **Transfer of Development Rights (TDR):** TDR programs allow increased development in specified areas in exchange



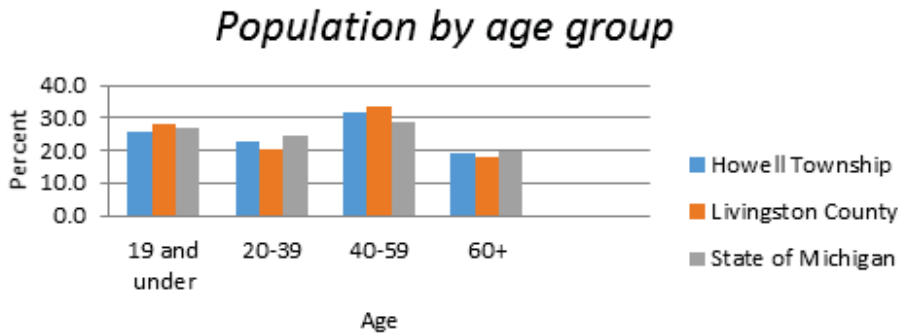
for preservation of another specified area. While TDRs are typically used for agricultural or open space protection, the preservation right can be used for protection of any important resource. When development rights are transferred from a property to another, the first property is restricted to agricultural or conservation use by a conservation easement. The second property can be developed at a greater density than is typically allowed by the existing ordinance. TDRs are generally established through local zoning ordinances, and the local government must approve transactions and monitor easements. The main advantage of TDRs over PDRs is that the community need not be involved in financing the development rights as the agreement is between two willing landowners. The community may be reluctant to support permitting increased development densities in the receiving area, however, so the municipality should carefully assess any such agreement.

- ***Farmland Agreements:*** The Farmland and Open Space Preservation Act (PA 116 of 1974, as amended) allows a farmer to enter into a development rights agreement with the state. The agreement ensures that the land will remain in agricultural use for a minimum of 10 years and the landowner may receive tax credits from the state. The land is also not subject to various special assessments such as for sanitary sewer and water. In 2012, the program was under threat of discontinuation due to state budget cuts but remains in operation as of the writing of this Master Plan. Farmland agreements may be extended by the landowner.
- ***Clustering / Open Space Preservation Development:*** This development approach encourages clustered grouping of new housing in one area of a development, preserving the remaining area as open space. The resulting lots are smaller than normally required for residential zoning. Clustering reduces infrastructure costs by reducing lengths of roads and utilities, improves safety by eliminating multiple exit points along county roads, and can preserve 50% or more of the sites available acreage for open space. The preserved areas, in turn, can be utilized for recreation space, continued agricultural uses, or simply preserved as natural area. Clustering patterns typically allow the same overall amount of development that is already permitted, although density incentives may be provided. Clustering should only be utilized in situations where warranted by growth pressures and, whenever feasible, be situated on public roads. If private roads are necessary to facilitate cluster development, clustered developments should be permitted only if a strict road ordinance requiring private roads to meet the standards set for public roads is enacted.

APPENDIX A

DEMOGRAPHIC INFORMATION

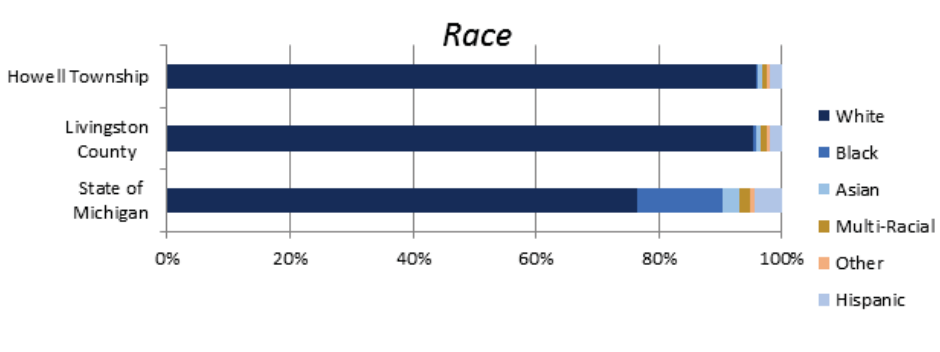
Population



Source: 2010 US Census, 5-year ACS

The median age is 40.9 years old which is the same as the countrywide median. Twenty-six (26%) percent of the City’s population is 19 or under, while twenty-three (23%) percent is between the ages of 20 and 39, thirty-four (34%) percent of the population is between the ages of 40 and 59, and nineteen (19%) percent of the population is over 60. Compared to the State of Michigan, Howell Township has fewer residents younger than 39 and over 60 years old; however, the Township has a greater amount of people between the ages of 40-59. According to SEMCOG, the population is expected to almost double from 6,702 in 2010 to 11,866 in 2040. Over this time period, the population for residents 65 and older is expected to increase by over 220%.

Race

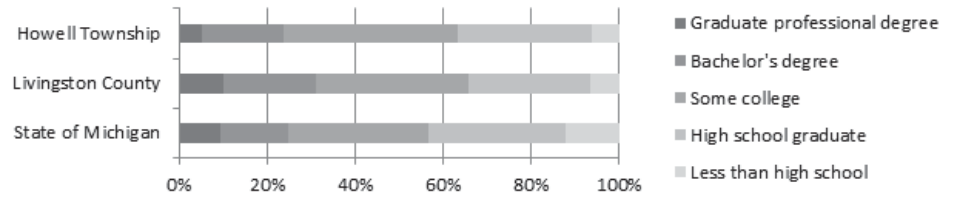


Source: 2010 US Census, 5-year ACS

Howell Township is ninety-six (96%) white, 0.3% black, one (1%) percent multi-racial, two (2%) percent Hispanic, 0.6% Asian, and 0.5% other, which is very similar to Livingston County. The make-up of the State is more diverse with all races, besides the white category.

Work and Education

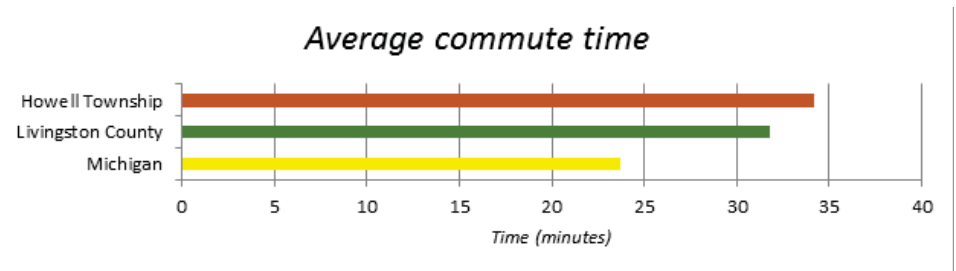
*Educational attainment**



Source: 2010 US Census, 5-year ACS

The community has similar educational attainment as the County and State. However, Howell residents have less graduate professional degrees than compared with the County and State. The largest category for the Township is some college.

Average commute time



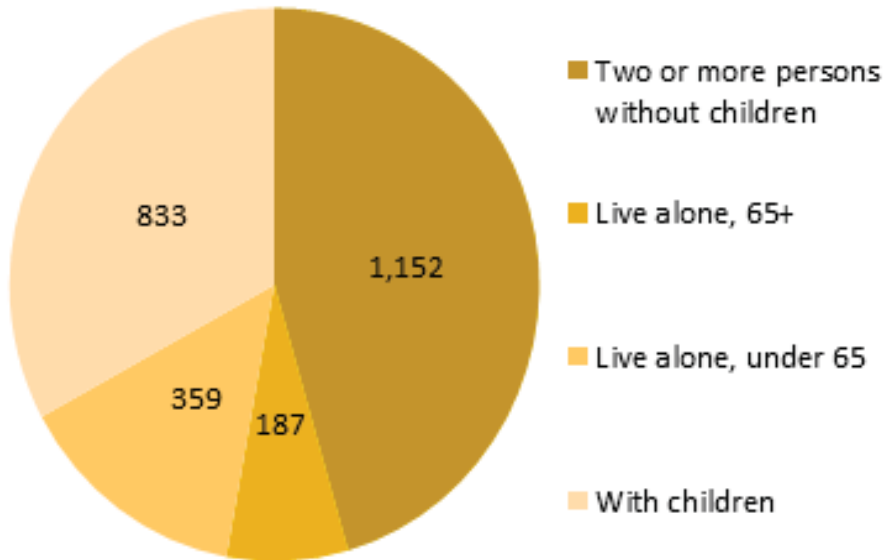
Source: SEMCOG

As Howell Township is a rural community, many residents commute to other cities for employment. This may explain the high average commute time of 34 minutes, greater than the County and the State.

The median household income is \$70,081 which is higher than the national median of \$51,759.

Projected results of industry growth across the 2010 to 2040 timeframe indicate that knowledge-based services, wholesale trade, transportation, warehousing and utilities, private education and healthcare, and leisure and hospitality will all increase. Manufacturing industries will decrease from 2010 to 2040 and retail will stay the same.

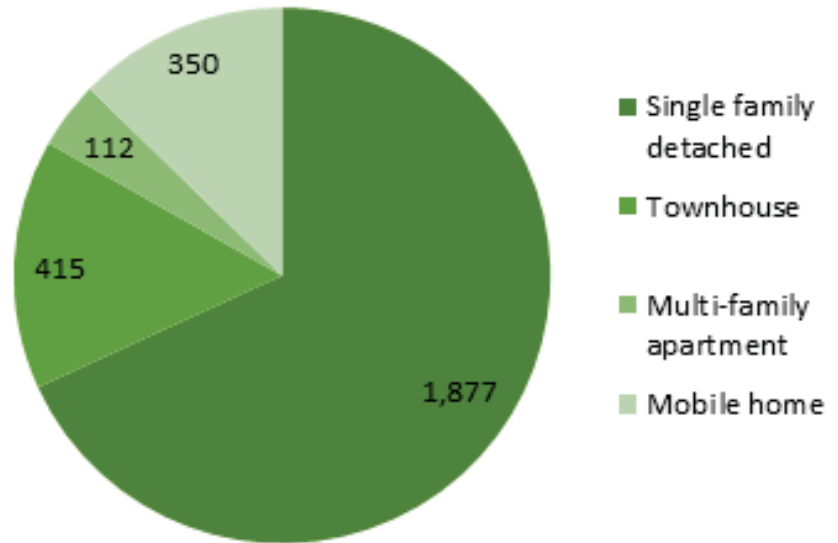
Households by type



Source: SEMCOG

Almost half of all Howell Township households include two or more persons without children. The next greatest category includes children living in the household at over a third. Residents living alone are twice as likely to be under 65 years old.

Housing by type



Source: SEMCOG

Over two-thirds of the homes within Howell Township are single-family detached. Howell Township is a rural community with an agricultural background, so having many single-family homes is typical. The median housing value is \$170,800. Townhomes and mobile homes are also popular housing types in the Township. There are not many multiple-family apartments in the Township, which may explain the gross median rent of \$802. Eighty-three (83%) percent of the housing stock is owner-occupied, nine (9%) percent is renter-occupied, and seven (7%) is vacant. Overall, all housing tenure increased by more than a third from 2000 to 2010

Housing Tenure	2000	2010	Change 2000 to 2010
Owner occupied	1,793	2,274	481
Renter occupied	109	257	148
Vacant	91	185	91
Seasonal/migrant	9	16	7
Other vacant units	82	169	87
Total Housing Units	1,993	2,716	723

Source: SEMCOG

January 2016

Log #	Applicant	Location	Project	PC Review	Admin. Review	Enforcement Action?	Status Update
#13-014 #15-001 #16-017	Regal Recycling	945 Lucy Rd.	Site Plan New auto salvage	X		Tickets issued for lack of site plan compliance	New auto salvage operation established without proper zoning, site plan review or permits Site plan submitted 5/20/13; Development Team mtg. 6/19; Variance for gravel surface granted 10/3; PC approved on 11/20/13; no permit apps yet; spoke with attorney; cease and desist if permit app not received by 9/12 Engineer had been in contact with LCDC but is concerned conditions will not be met by expiration date Applicant and attorney are aware of expiration date, has requested extension PC Extension of Site Plan granted until October 31, 2015 Tickets being issued weekly. Plans have been submitted, but tickets have not been paid. Site Plan approved by PC August 2016. All tickets waived by PC
#15-006	TRS Enterprises	237 N National	Rezoning	X			Rezone property from B-2 to R-1 to allow for construction of single-family homes PC Approved - April 2015; construction on hold until 2016 Construction on one of the homes is underway
#15-010	GPD Ventures	Gallery Park	Site Plan	X			Site Plan modification to allow different building layout in Phase 1, single family detached homes PC Approved May 2015 Construction on first two homes completed
#16-002	McPherson Mansion LLC	915 N Michigan Avenue	Site Plan Special Land Use	X X			Site plan and Special Land Use for medical and general offices uses in the carriage house on the property Three parking spaces to be added and three additional spaces proposed to be landbanked. PC Approved, waiting on permit submittal; Extension Request pending
#16-005	Clark Gill (Aberant Ales)	209 W Grand River	Site Plan	X			Site plan approval for building refurbishment and mechanical equipment to rear for restaurant/brewpub PC Approved, waiting on permit submittal
#16-007	Chem Trend	1445 McPherson Park Drive	Site Plan	X			9,500 square foot R&D expansion to existing building Approved by PC Building Permits under review; construction expected this summer Construction has started
#16-009	Town Commons	102 and 202 W Highland	PUD Modification Site Plan	X			Addition of one apartment/carport building (three units) and reauthorization of one 12 unit apartment building and two garage/carport buildings (four units) PC Review April 2016 PC Approved, waiting on permit submittal
#16-010	Kellogg Dental	1250 Byron Drive	Site Plan Special Land Use - Sign	X			Approval of building expansion and height of proposed sign for Kellogg Dental expansion PC Review April 2016 Approved by PC April 2016 Under construction
#16-015	Mefail Telais	321 West Road	Variance				Request for side yard setback variance for construction of a new home on a corner lot BZA approval June 2016 Under construction
#16-018	Pepsi Beverage Company	404 Mason Road	Site Plan	X			Request to add 6,630 square feet of storage area to the building, partially climate controlled, partially not PC approval June 2016 Under construction
#16-019	County West Complex	204 South Highlander	Site Plan	X			Request to add seven parking spaces near the county court complex PC approval June 2016
#16-020	Gas Station	401 East Grand River	Special Land Use Site Plan	X			Request to reopen the existing gas station at 401 East Grand River with minor site changes PC approval August 2016
#16-021	Matt Schroeder	McCarthy/Fleming	Special Land Use Site Plan	X		Violation notice sent in March.	Request for site plan approval for illegally expanded auto repair shop Revisions forthcoming PC denial November 2016 BZA review January 2017
#16-024	Ashley Masters	216 Byron	Variance	N/A			Addition of covered front porch on existing house BZA review September 2016 BZA approved Under construction
#16-025	1450 McPherson Park LLC	1450 McPherson	Site Plan Extension	X			One year extension request for previously approved industrial building at 1450 McPherson Park Drive PC review September 2016 PC Approved, waiting on permit submittal
#16-026	Gas Station	401 East Grand River	Variance	N/A			Request for variances to reopen existing gas station on site BZA review September 2016 BZA approval September 2016
#16-027 #16-029	Livingston Family Center	616 West Grand River	Variance Site Plan	N/A X			Request to remove existing carriage house from site BZA review September 2016 BZA denied request to not rebuild at their September meeting PC approval to remove carriage house October 2016 BZA reconsideration to allow variance to not rebuild approved October 2016
#16-028	Thai Summit	1480 McPherson Park Drive	Site Plan	X			Request to modify southernmost truck entrance area and surrounding parking PC approval at Special meeting of September 28, 2016 Under construction
#16-030	Lucy Road Resources	Vacant Lucy Road	Lot Split	X			Request to split existing 44 acre parcel to create two new parcels along Lucy Road PC review October 2016 PC approval October 2016
#16-032	Huron Sign Company (Chem Trend)	1445 McPherson Park Drive	Special Land Use	X			Request for freestanding and directional signs that are larger than permitted by ordinances PC Approval November 2016
#16-033	Mannik & Smith Group	416 N National	Site Plan - Temporary Use	X			Request for environmental clean up building to be located for a period of at least 10 years on a residential property On hold, pending legal clarification from owner
#16-034	MIMG CIX Berwick Farms	Burwick Farms Apts	Site Plan	X		Work was red tagged in October	Request for several small parking lot expansions for Burwick Farms Apartments On hold, pending review with new owners
#16-035	McPherson Mansion LLC	915 N. Michigan Ave	Site Plan Extension	X			Site Plan extension request for work on McPherson Mansion carriage house See #16-002 PC review January 2017

CITY OF HOWELL
MEMORANDUM

TO: Members of the Planning Commission

FROM: Timothy R. Schmitt, Community Development Director

RE: 915 North Michigan – Site Plan Extension Request

Date: December 14, 2016

On December 15, 2016, the City of Howell received a letter from Roger Myers of McPherson Mansion LLC, requesting another one year extension of the site plan for the proposed changes to the carriage house behind the McPherson Mansion at 915 North Michigan Avenue. The site plan is due to expire on January 20, 2017, one year after the Planning Commission's approval. Under Section 3.04(f) of the Zoning Ordinance, the Planning Commission can grant site plan extensions, where Building Permits have not been obtained. At this time, work on the site has not started and building permits for the proposed building on the site have not been applied for. The applicant expects to begin work in early 2017, but to make sure the approval does not expire, Staff suggested that the applicant request an extension.

STANDARDS OF REVIEW

The following ordinance sections are pertinent to the applicant's request.

Section 3.04 Site Plan

(g) Amendment of a Site Plan. If an applicant seeks an amendment to an approved site plan or seeks an extension of time in which to commence building from an approved site plan, the approved site plan shall be amended or the time extension granted only upon the mutual agreement of the Commission and the applicant.

The applicant is requesting a one (1) year extension on the site plan approval for 915 North Michigan Avenue. The plans have not expired and work has not begun, therefore the request is valid.

RECOMMENDATION

The applicant has submitted the request in a timely fashion and Staff has no major concerns about extending the site plan. Staff recommends that the Planning Commission **extend** the site plan 915 North Michigan Avenue, parcel id number 4717-36-200-001, *subject to all the previously approved conditions of approval.*

MYERS & MYERS, PLLC

ATTORNEYS AT LAW

Kelly A. Myers
Roger L. Myers *

*Also Admitted to Practice in California

915 N. Michigan Avenue
Suite 200
Howell, Michigan 48843
(517) 540-1700
Fax: (517) 540-1701

Matthew M. Hagerty
Rebecca J. S. Cassell
Robert F. Marvin
Alexander R. Reuter

December 14, 2016

Timothy R. Schmitt
City of Howell
Community Development Director
611 E. Grand River
Howell, MI 48843

Re: Extension of Site Plan Approval for McPherson Mansion Carriage House building,
915 N. Michigan Ave.

Dear Mr. Schmitt:

As you are aware, the Planning Commission approved the site plan for the buildout of the Carriage House located on the McPherson Mansion property for use as a medical office on January 20, 2016. For a variety of reasons, we have been delayed in the commencement of this project, and we have decided to scale back its scope by eliminating (1) the proposed raising of the roof, and (2) the use of the second floor for professional office use. Thus, the project will simply be a buildout of the first floor for medical office use and the use of the existing second floor for placement of mechanical equipment and infrastructure. We will also complete all approved site improvements for the proposed use.

Lindhout Associates Architects is in the process of preparing the construction drawings for the medical office buildout. Although we hope to be in a position to pull permits for the commencement of construction prior to January 26, 2017, we would like to extend the site plan approval just to be safe in the event we encounter any additional delays.

Therefore, on behalf of McPherson Mansion, LLC, I am requesting that the Planning Commission grant an extension of the site plan approval for the Carriage House medical office buildout.

Should you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

McPherson Mansion, LLC

Roger L. Myers



January 27, 2016

Mr. Roger Myers
McPherson Mansion LLC
915 N. Michigan Avenue
Howell, MI 48843

Re: #16-002 – 915 North Michigan Avenue – Site Plan and Special Land Use – Carriage House Use (PID #4717-36-200-001)

Mr. Myers,

For your records, on January 20, 2016, the Planning Commission approved your request for Site Plan and Special Land Use approval for the McPherson Mansion carriage house at 915 North Michigan Avenue (parcel ID #4717-36-200-001). The request was to allow a medical office use on the first floor of the carriage house and general office use on the second, the construction of three new parking spaces on the grounds, and the landbanking of three additional parking spaces. All previous conditions of approval still apply, but no new conditions attached. Building Permits are required before the construction can begin.

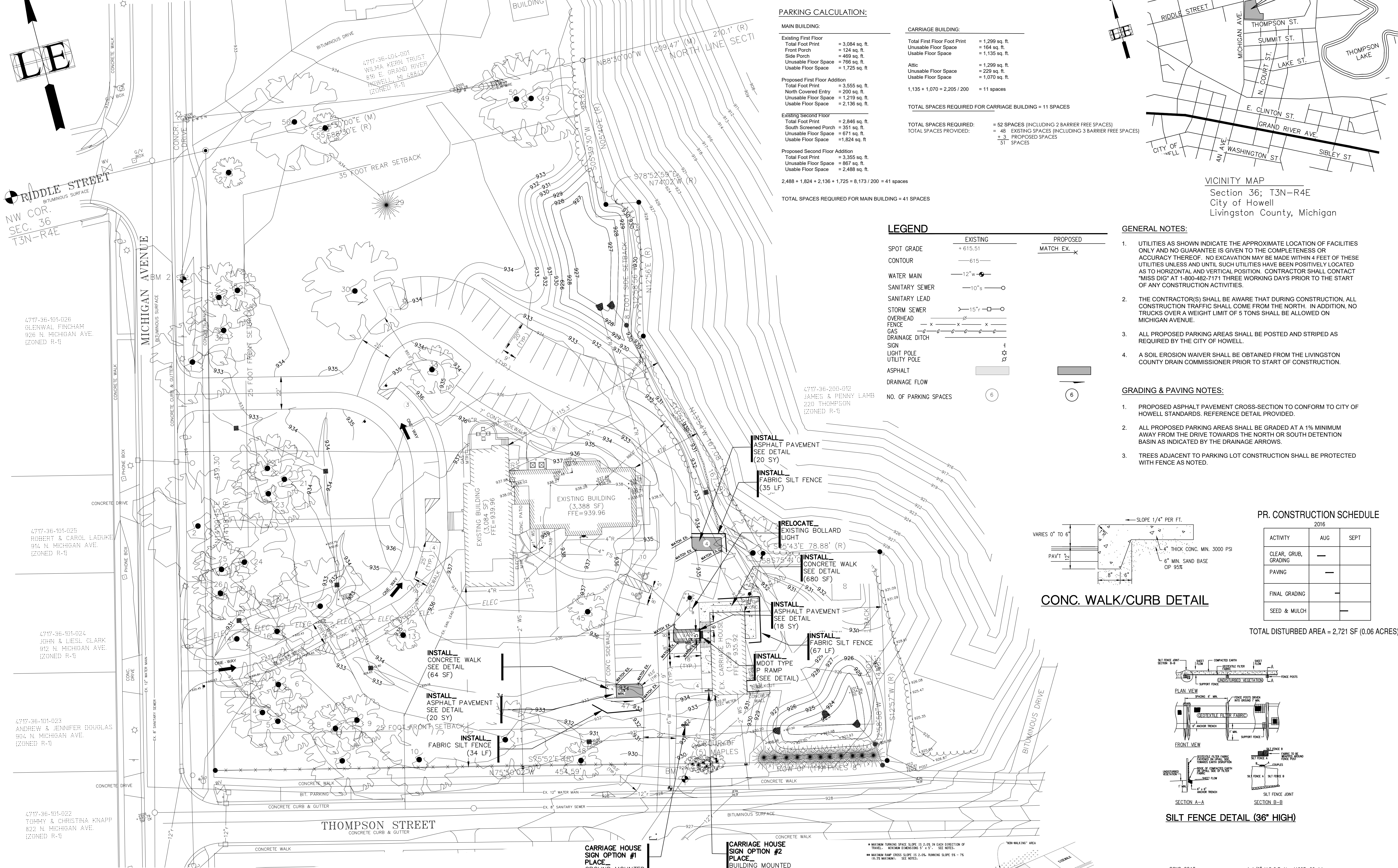
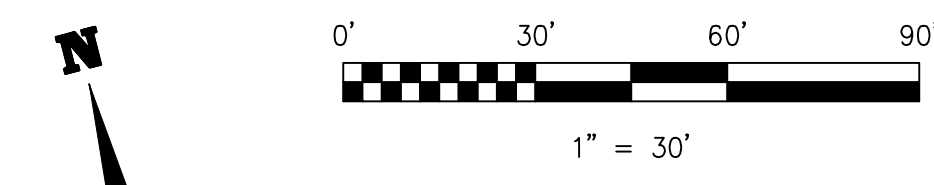
Please sign below acknowledging receipt of these conditions and return a copy to our office. If you have any questions please feel free to contact me at (517) 546-3861.

Sincerely,

Timothy R. Schmitt, *AICP*
Community Development Director

I acknowledge receipt of and agree to the conditions above.

_____ Date: _____



SITE DATA:
 ZONING: HISTORICAL LIMITED USE
 TAX I.D. # 17-36-200-001

PARKING CALCULATION:

MAIN BUILDING:
 Existing First Floor
 Total Foot Print = 3,084 sq. ft.
 Front Porch = 124 sq. ft.
 Side Porch = 469 sq. ft.
 Unusable Floor Space = 756 sq. ft.
 Usable Floor Space = 1,725 sq. ft.

Proposed First Floor Addition
 Total Foot Print = 3,555 sq. ft.
 North Covered Entry = 200 sq. ft.
 Unusable Floor Space = 1,219 sq. ft.
 Usable Floor Space = 2,136 sq. ft.

Existing Second Floor
 Total Foot Print = 2,848 sq. ft.
 South Screened Porch = 351 sq. ft.
 Unusable Floor Space = 671 sq. ft.
 Usable Floor Space = 1,824 sq. ft.

Proposed Second Floor Addition
 Total Foot Print = 3,355 sq. ft.
 Unusable Floor Space = 867 sq. ft.
 Usable Floor Space = 2,488 sq. ft.

2,488 + 1,824 + 2,136 + 1,725 = 8,173 / 200 = 41 spaces

TOTAL SPACES REQUIRED FOR MAIN BUILDING = 41 SPACES

INDEX TO SHEETS:

C1 SITE LAYOUT
 E1 EXTERIOR ELEVATIONS
 P1 PROPOSED PLANS

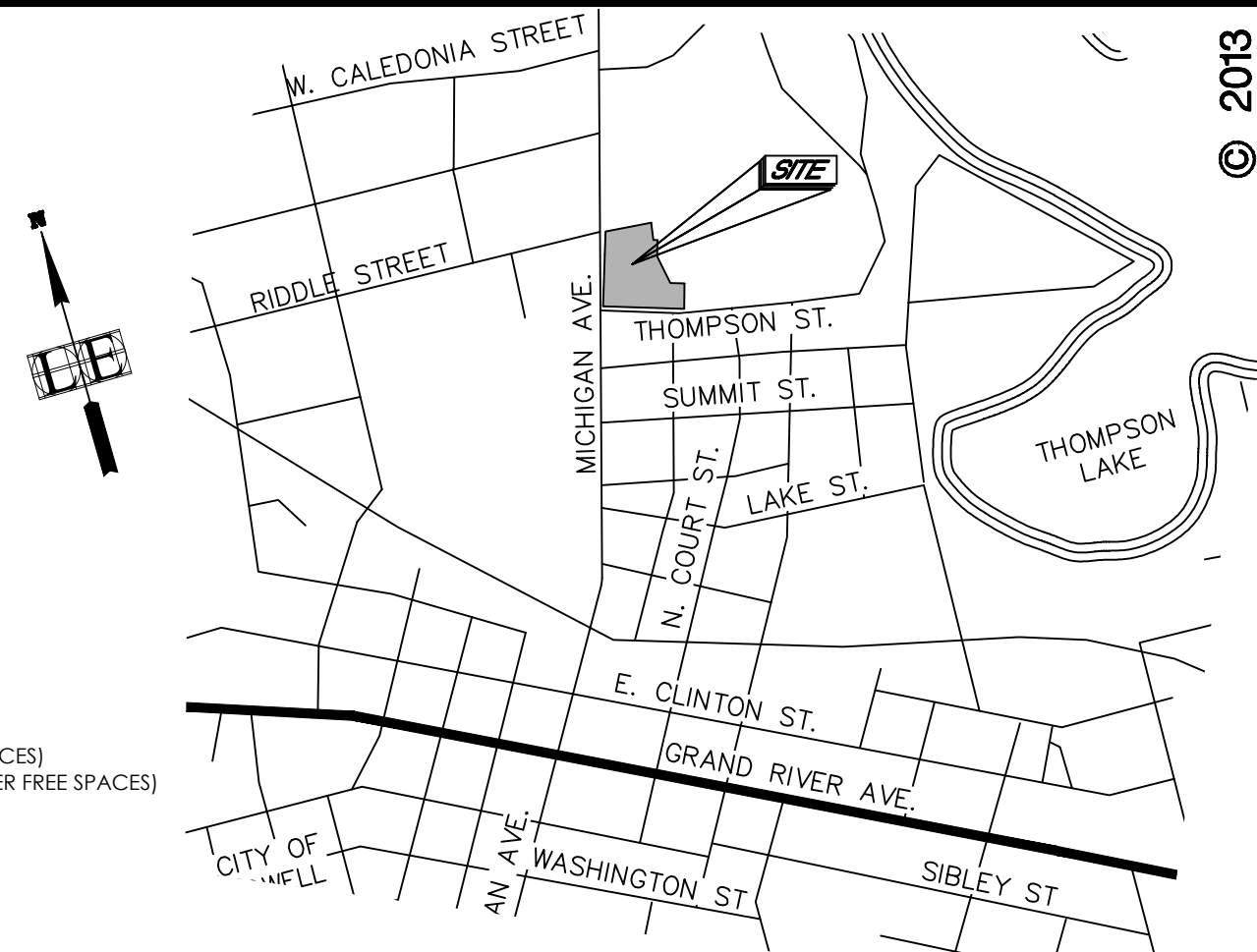
CARRIAGE BUILDING:
 Total First Floor Foot Print = 1,299 sq. ft.
 Unusable Floor Space = 164 sq. ft.
 Usable Floor Space = 1,135 sq. ft.

Attic
 Unusable Floor Space = 1,299 sq. ft.
 Usable Floor Space = 220 sq. ft.
 Usable Floor Space = 1,070 sq. ft.

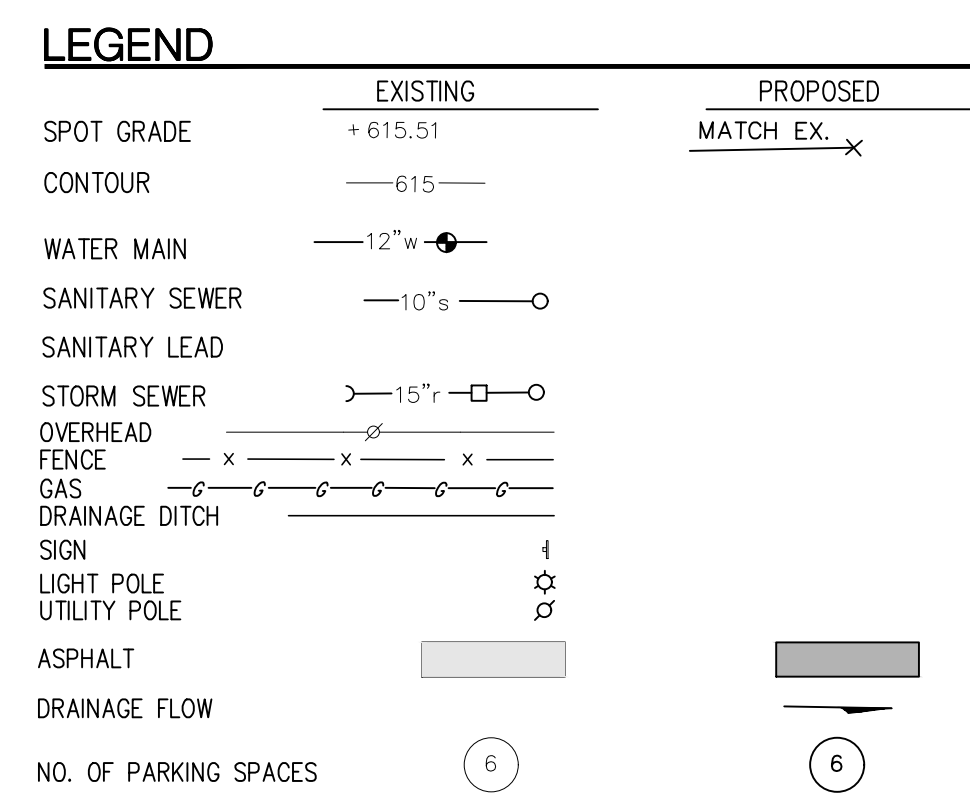
1,135 + 1,070 = 2,205 / 200 = 11 spaces

TOTAL SPACES REQUIRED FOR CARRIAGE BUILDING = 11 SPACES

TOTAL SPACES REQUIRED: = 52 SPACES (INCLUDING 2 BARRIER FREE SPACES)
TOTAL SPACES PROVIDED: = 48 EXISTING SPACES (INCLUDING 3 BARRIER FREE SPACES)
 = 3 PROPOSED SPACES
 = 51 SPACES

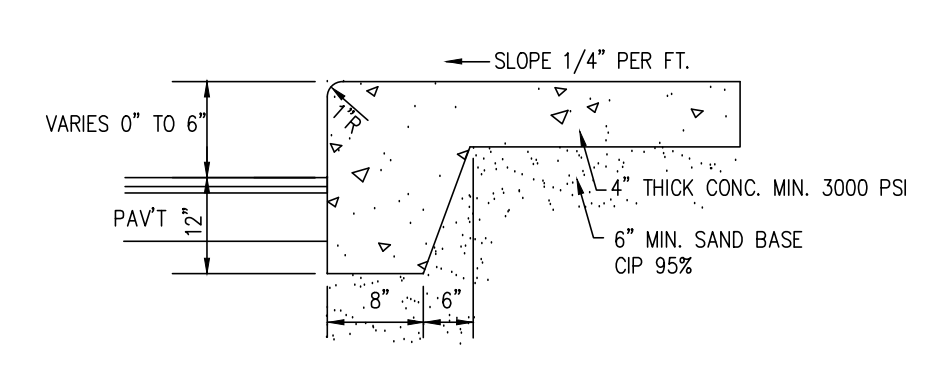


VICINITY MAP
 Section 36; T3N-R4E
 City of Howell
 Livingston County, Michigan



- GENERAL NOTES:**
- UTILITIES AS SHOWN INDICATE THE APPROXIMATE LOCATION OF FACILITIES ONLY AND NO GUARANTEE IS GIVEN TO THE COMPLETENESS OR ACCURACY THEREOF. NO EXCAVATION MAY BE MADE WITHIN 4 FEET OF THESE UTILITIES UNLESS AND UNTIL SUCH UTILITIES HAVE BEEN POSITIVELY LOCATED AS TO HORIZONTAL AND VERTICAL POSITION. CONTRACTOR SHALL CONTACT "MISS DIG" AT 1-800-822-7171 THREE WORKING DAYS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
 - THE CONTRACTOR(S) SHALL BE AWARE THAT DURING CONSTRUCTION, ALL CONSTRUCTION TRAFFIC SHALL COME FROM THE NORTH. IN ADDITION, NO TRUCKS OVER A WEIGHT LIMIT OF 5 TONS SHALL BE ALLOWED ON MICHIGAN AVENUE.
 - ALL PROPOSED PARKING AREAS SHALL BE POSTED AND STRIPED AS REQUIRED BY THE CITY OF HOWELL.
 - A SOIL EROSION WAIVER SHALL BE OBTAINED FROM THE LIVINGSTON COUNTY DRAIN COMMISSIONER PRIOR TO START OF CONSTRUCTION.

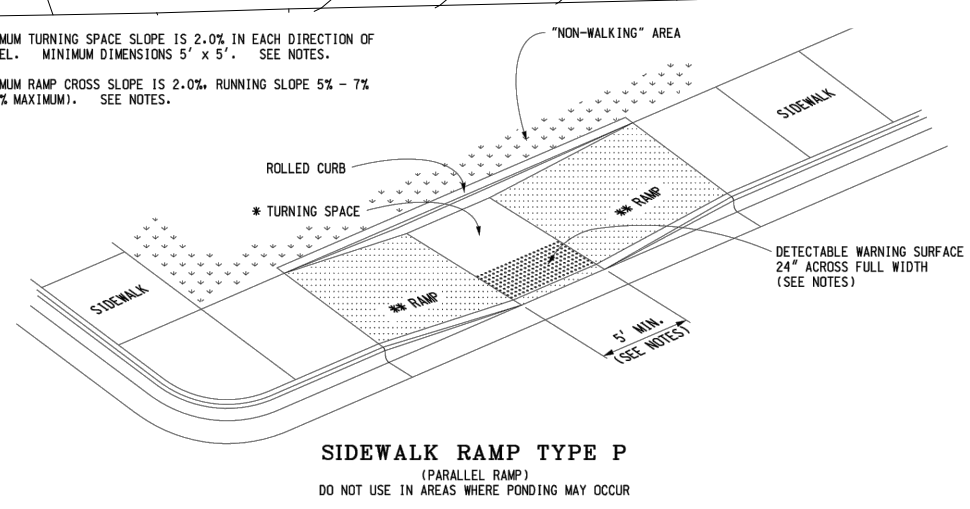
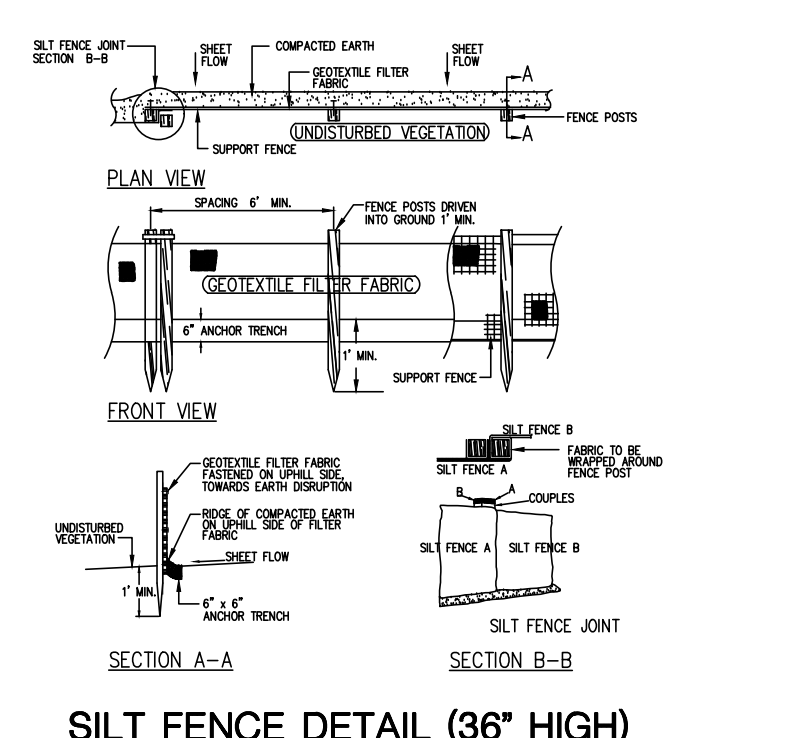
- GRADING & PAVING NOTES:**
- PROPOSED ASPHALT PAVEMENT CROSS-SECTION TO CONFORM TO CITY OF HOWELL STANDARDS. REFERENCE DETAIL PROVIDED.
 - ALL PROPOSED PARKING AREAS SHALL BE GRADED AT A 1% MINIMUM AWAY FROM THE DRIVE TOWARDS THE NORTH OR SOUTH DETENTION BASIN AS INDICATED BY THE DRAINAGE ARROWS.
 - TREES ADJACENT TO PARKING LOT CONSTRUCTION SHALL BE PROTECTED WITH FENCE AS NOTED.



PR. CONSTRUCTION SCHEDULE

ACTIVITY	2016	AUG	SEPT
CLEAR, GRUB, GRADING	—	—	—
PAVING	—	—	—
FINAL GRADING	—	—	—
SEED & MULCH	—	—	—

TOTAL DISTURBED AREA = 2,721 SF (0.06 ACRES)



SITE LAYOUT
 SCALE: 1" = 30'-0"

- SITE BENCHMARKS**
- BM OFF-SITE BM. DISC AT HOWELL TRAIN DEPOT. ELEVATION = 921.93 (NGVD)
 - BM 1 RAILROAD SPIKE IN THE SOUTH SIDE OF AN UTILITY POLE, LOCATED ON THE NORTHERLY SIDE OF THOMPSON ROAD AT THE STATE STREET EXTENDED. ELEVATION = 929.01 (NGVD)
 - BM 2 RAILROAD SPIKE IN THE WEST SIDE OF AN UTILITY POLE, LOCATED ON THE EASTERLY SIDE OF MICHIGAN AVENUE AT RIDDLER STREET EXTENDED. ELEVATION = 934.23 (NGVD)



© 2013

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 CIVIL ENGINEERING SURVEYING PLANNING
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 http://www.livingstoneng.com

MCPHERSON MANSION LLC
 915 N. MICHIGAN AVENUE
 HOWELL, MI 48843
 (810) 589-5447

MCPHERSON MANSION
 915 N. MICHIGAN AVENUE
 SITE LAYOUT FOR ADDITIONAL PARKING

DATE	REVISIONS

Drawn: NVP
 Checked:
 Approved:
 Date: 12/17/15

Sub. No. 07181-4
 Scale:
 Vertical: 1" = 30'
 Horizontal:
 C1

CITY OF HOWELL
MEMORANDUM

TO: Members of the Planning Commission

FROM: Timothy R. Schmitt, Community Development Director

RE: 2016 Planning Commission Annual Report

Date: January 6, 2017

I am pleased to present to the Planning Commission the 2016 Year End Report. Per the Michigan Planning Enabling act, an annual report to the legislative body is required to be produced by the Planning Commission, outlining progress and challenges from the previous year. There are number of items to track, from zoning changes to site plans and potential ordinance changes. Additionally, if the Planning Commission has suggestions for other items they would like to see in this yearend wrap up, Staff would be happy to incorporate them.

Once again in 2016, the Planning Commission reviewed a wide variety of projects and directed Staff on a number of important topics. There were a total of 25 applications for review made in the 2016 calendar year and discussed by the Planning Commission at one of 11 meetings throughout the year. The normal July and December meetings were canceled and an additional meeting was held in September to accommodate a request from Thai Summit. Eight additional applications were made to the Board of Zoning Appeals for variance requests, reviewed at one of their four meetings in 2016.

Zoning Ordinance Amendments

The Commission reviewed a total of four ordinances in 2016.

- Ordinance 902 was a conditional rezoning request from the owner of two outlots at the Crossroads Town Center Shopping Center. The matter would have rezoned the two outlots from MXD, Mixed-Use, to B-2, General Business, subject to a number of the standards of the MXD district. The Planning Commission recommended approval of the change, but the City Council ultimately denied the request.
- Ordinance 904 was a City initiated ordinance to created standards for signs in the South Michigan Form Based Code district. The matter was unanimously approved by both the Planning Commission and City Council.
- Ordinance 909 was a City initiated ordinance to modify the Planning Commission membership. The Planning Commission was asked to review it in an advisory role only, as it was an amendment to the City's overall Code of Ordinances, not the Zoning Code.
- Ordinance 910 was a Planning Commission initiated ordinance to establish standards for micro-alcohol production facilities in the City. The Planning Commission approved the ordinance by a 6-1 vote and the City Council approved the ordinance by a 4-2 vote.

In the upcoming year, Staff will be bringing forward a comprehensive ordinance update covering a variety of topics for the Planning Commission's review. A draft is expected in February or March.

Development Reviews and Variances

As mentioned previously, there were a total of 33 applications made to the City of Howell for development/construction review from fences to an expansion of the Chem Trend building on McPherson Park Drive. Each of these applications needed either Planning Commission or Board of Zoning Appeals action to move forward. Staff has attached the overall project log for the year, showing both active and inactive projects that were reviewed by the Commission.

Comprehensive Plan Review

As the Planning Commission may recall, our Comprehensive Plan did not contain traditional goals and objectives. Rather, we split the City into smaller areas and focused on things to “Preserve, Create, or Change” in each area. This was combined for the whole City into an “Implementation Matrix,” which is attached. There are four time categories to indicate the scope of the action: ongoing, 1-2 years, 2-5 years, and 2-10 years. In the first full year of the plan, Staff can report progress on the following:

- Setback averaging provisions – This ordinance was put in place and has been used once already by a homeowner.
- Establish an area for food trucks in the City – After a successful one time event in the fall, Staff is working with the DDA on this item and will be bringing information forward in the very near future.
- Allow porches to be constructed within the front setbacks – Multiple ordinance provisions allow this in some way, but Staff will work to clarify this item in the upcoming ordinance update.
- Create ‘pop up’ gathering places with temporary furnishings – As part of a Placemaking initiative from the Chamber of Commerce, Staff is working to implement this item starting in Spring. Further details will be coming over the course of the next several months.
- Rehabilitation knowledge and experience in the City’s Building Official – Since bringing Carlisle Wortman’s Code Enforcement Services division on with Craig Strong as our Building Official, rehabilitation projects have gone much smoother. Mr. Strong and his team have a great deal of experience in the area and Staff is very pleased with their service. Their contract was extended by the City Council in 2016.
- Remove dangerous buildings and improve site conditions in the Mobile Home Park – Although the new owners have invested in the park, there are still a great number of units that need to be removed or rehabilitated. Staff recently sent a list of units in the greatest disrepair to the Park management and will be taking demolition orders to City Council in early February if they are not addressed by then.

At this time, Staff does not believe an update to the Comprehensive Plan is warranted, as conditions in the City and the economy have not changed dramatically since mid-2015. We will continue monitoring until such time as an update is warranted or we are statutorily required to review the plan.

Current Membership

2016 brought a change to the makeup of the Planning Commission in Howell. The City Council adopted Ordinance #909 that changed the composition of the Planning Commission. The number of members was reduced from nine to seven. The City Manager was removed as a member

of the commission and the open position that the Commission had at the time was eliminated. This left the following seven members and their terms:

FIRST NAME	LAST NAME	TERM/TYPE	EXPIRES
Erin	Britten	Appointed 3 yr	04/30/18
Robert	Spaulding	Appointed 3 yr	04/30/19
Jan	Lobur	City Council Member Annual	04/30/17
Maryanne	Vukonich	Appointed 3 yr	04/30/17
Paul	Streng	Appointed 3 yr	04/30/19
Jeannette	Ambrose	Appointed 3 yr	04/30/18
Nick	Proctor	Mayor, Serves per City Ordinance	

Joint Meetings

Of note, the Planning Commission held on joint meeting with Howell Township in March of 2016. The joint committee is required as part of any zoning change request in the area of the City that is covered by specific terms of a 425 agreement with Howell Township. The Committee reviewed the conditional rezoning request for the two parcels in the Crossroads Town Center development and recommended approval of the matter. This recommendation was forwarded to the Planning Commission for their review of the request.

Table 19. Implementation Matrix

<i>Action</i>	<i>Location</i>	<i>Category</i>	<i>When</i>
Setback averaging provisions	All neighborhoods	Zoning	1-2 years
Make site plan process easier to resume construction on previously abandoned sites.	All neighborhoods	Zoning	1-2 years
Make lists of permitted and special uses in commercial districts more general	Centers, Corridors	Zoning	1-2 years
Establish an area for food trucks in the City.	Centers, Corridors	Partnerships	1-2 years
Create a foods truck ordinance.	Centers, Corridors	Zoning	1-2 years
Allow for more temporary uses in appropriate areas of the City	Centers, Corridors, some Districts	Zoning	1-2 years
Calibrate the lot sizes, widths, and setbacks	Core Neighborhoods	Zoning	1-2 years
Modify standards for lot area, width and to mimic the existing lots in Core Neighborhoods	Core Neighborhoods	Zoning	1-2 years
Setback and lot coverage requirements to reduce non-conformities	Core Neighborhoods	Zoning	1-2 years
Allow porches to be constructed within the front setbacks	Core Neighborhoods	Zoning	1-2 years
New ways to regulate low-impact entrepreneurial uses including performance-based zoning,	Everywhere	Zoning	1-2 years
Flexibility in parking requirements to allow for unique uses	Everywhere	Zoning	1-2 years
Modify zoning requirements to ensure that new development is consistent with the existing character	Suburban Neighborhoods	Zoning	1-2 years

<i>Action</i>	<i>Location</i>	<i>Category</i>	<i>When</i>
Add standards for accessory dwelling units to the zoning ordinance	All Neighborhoods	Zoning	2-5 years
For City-owned property near downtown consider requiring single-level condominiums	Centers		2-5 years
Create “pop up” gathering places with temporary furnishings	Centers, Corridors	Partnerships	2-5 years
Allow a mix of uses following the pattern of current use.	Core Neighborhoods	Zoning	2-5 years
Zoning standards allow for reasonable expansions while protecting neighborhood quality of life	Employment districts	Zoning	2-5 years
Provide design expertise for building owners looking at rehabilitating and/or reusing historic structures	Everywhere	Partnerships	2-5 years
Zoning strategies to allow redesign of aging strip centers and other commercial sites	General corridors	Zoning	2-5 years
Include a wider variety of uses in zoning districts within corridors.	General corridors	Zoning	2-5 years
Zoning standards for design so that new building scale, placement, and form more seamlessly integrates with adjacent neighborhoods	General corridors	Zoning	2-5 years
Plan for the Byron Road corridor with St Joseph Mercy Health System	Medical/office corridor	Partnerships	2-5 years
Communicate with St Joseph Mercy Health System (and other land owners in the medical corridor) regularly on development plans	Medical/office corridor	Partnerships	2-5 years
Requirements for transition of non-conforming uses into uses that integrate with the neighborhood character	Transition districts	Zoning	2-5 years

<i>Action</i>	<i>Location</i>	<i>Category</i>	<i>When</i>
Design assistance to historic building owners	Centers	Partnerships	2-10 years
Appropriately zoned, available property near downtown where single-level condominiums could be located	Centers, Core Neighborhoods	Zoning	2-10 years
Work with prospective developers to create single-level condominiums close to the downtown area	Centers, Core Neighborhoods	Partnerships	2-10 years
Investigate the feasibility of including larger, higher price-point homes on	Centers, districts		2-10 years
Ordinance changes to preserve the architecture	Centers	Zoning	5-10 years
Grant or low-interest loan program for home modifications to make them more senior-friendly	Core, Suburban Neighborhoods	Partnerships	5-10 years
Consult developers of larger single family homes on feasibility	Districts	Partnerships	5-10 years
New zoning regulations for the Byron Road corridor; integration of offices, medical uses, shared parking, and buildings scale	Medical/office corridor	Zoning	5-10 years
Rental rehabilitation funding for downtown	Centers	Partnerships	Ongoing
Third-party administrator for rental rehabilitation grants	Downtown	Administration	Ongoing
Rehabilitation knowledge and experience in City's building official	Everywhere	Administration	Ongoing
Provide staff assistance to those wishing to pursue historic district designation	Everywhere	Partnerships	Ongoing
Remove dangerous buildings and improve site conditions in the Mobile Home Park	MHP Neighborhood	Code enforcement	Ongoing
Monitor aging multi-family housing developments	Multi-family Neighborhoods	Code enforcement	Ongoing

December 2016

Log #	Applicant	Location	Project	PC Review	Admin. Review	Enforcement Action?	Status Update
#13-014 #15-001 #16-017	Regal Recycling	945 Lucy Rd.	Site Plan New auto salvage	X		Tickets issued for lack of site plan compliance	New auto salvage operation established without proper zoning, site plan review or permits Site plan submitted 5/20/13; Development Team mtg. 6/19; Variance for gravel surface granted 10/3; PC approved on 11/20/13; no permit apps yet; spoke with attorney; cease and desist if permit app not received by 9/12 Engineer had been in contact with LCDC but is concerned conditions will not be met by expiration date Applicant and attorney are aware of expiration date, has requested extension PC Extension of Site Plan granted until October 31, 2015 Tickets being issued weekly. Plans have been submitted, but tickets have not been paid. Site Plan approved by PC August 2016, All tickets waived by PC
#14-019	City Initiated		Medical Marijuana Ordinance Amendments	X			Ordinance amend. dealing with medical marijuana provisioning centers, grow facilities and home occupations Initial presentation of zoning language to PC on 7/16/14; public hearing held 8/20/14; CC extended moratorium to 11/14 amendment to be revisited at Dec PC meeting, CC moratorium extended to 4/30/2017 Moratorium over. State working to implement law. Howell has not opted in yet.
#14-020	1450 McPherson Park LL	1450 McPherson Park	Site Plan Spec Industrial Building	X			Site plan application submitted 7/23/14 PC approved 9/17/14; no building plans submitted yet; See 15-014, 16-025
#15-006	TRS Enterprises	237 N National	Rezoning	X			Rezone property from B-2 to R-1 to allow for construction of single-family homes PC Approved - April 2015; construction on hold until 2016 Construction on one of the homes is underway
#15-010	GPD Ventures	Gallery Park	Site Plan	X			Site Plan modification to allow different building layout in Phase 1, single family detached homes PC Approved May 2015 Construction on first two homes completed
#15-014	1450 McPherson Park LL	1450 McPherson Park Dr	Site Plan Extension	X			One year extension request for previously approved industrial building at 1450 McPherson Park Drive Extension approved
#16-001	Heart of Howell	118 West Grand River	Sign SLU	X			New projecting sign for 2Fogs Pub, larger than permitted by ordinance PC Approved, permits issued
#16-002	McPherson Mansion LLC	915 N Michigan Avenue	Site Plan Special Land Use	X X			Site plan and Special Land Use for medical and general offices uses in the carriage house on the property Three parking spaces to be added and three additional spaces proposed to be landbanked. PC Approved, waiting on permit submittal
#16-004	Pete Eichinger (Leaps and Bounds)	138 W Highland	Special Land Use	X			Special Land Use to allow 40 square foot sign where only 30 square feet is permitted Approved by PC
#16-005	Clark Gill (Aberrant Ales)	209 W Grand River	Site Plan	X			Site plan approval for building refurbishment and mechanical equipment to rear for restaurant/brewpub PC Approved, waiting on permit submittal
#16-006	Firewood Grill	1202 E Grand River	Site Plan	X			Substantial remodel to exterior of existing Firewood Grill building Approved by PC Permit issued for patio area Patio Completed
#16-007	Chem Trend	1445 McPherson Park Dr	Site Plan	X			9,500 square foot R&D expansion to existing building Approved by PC Building Permits under review; construction expected this summer Construction has started
#16-008	Tony Kisiel	Crossroads Town Center	Rezoning	X			Conditional Rezoning of two vacant units from MXD to B-2 to allow drive through restaurants Joint Howell/Howell Township Committee reviewed in March, recommended denial PC Review April 2016 - Postponed due to changes in agreement PC recommended approval May 2016 CC Review June 2016 CC Denial 6/27/16
#16-009	Town Commons	102 and 202 W Highland	PUD Modification Site Plan	X			Addition of one apartment/carport building (three units) and reauthorization of one 12 unit apartment building and two garage/carport buildings (four units) PC Review April 2016 PC Approved, waiting on permit submittal
#16-010	Kellogg Dental	1250 Byron Drive	Site Plan Special Land Use - Sign	X			Approval of building expansion and height of proposed sign for Kellogg Dental expansion PC Review April 2016 Approved by PC April 2016 Under construction
#16-011	Dinoff Family	1167 Lakeside	Variance				Request for setback variance for attached carport on existing garage Approved by ZBA May 2016
#16-012	Howell Area Fire Authority	1211 West Grand River	Site Plan Special Land Use	X			Request for approval of storage building on existing fire station property Approved by PC May 2016 Work Completed
#16-013	City Initiated	Form Based Code District	Text Amendment	X			City initiated amendment to address signage in the Form Based Code district PC review May 2016 PC recommended approval June 2016 CC approval August 2016

December 2016

Log #	Applicant	Location	Project	PC Review	Admin. Review	Enforcement Action?	Status Update
#16-014	Adam Kreeger	304 Maple	Variance				Request for six foot tall fence surrounding rear/side yard on a corner lot in the front yard BZA approval June 2016
#16-015	Mefail Telais	321 West Road	Variance				Request for side yard setback varaince for construction of a new home on a corner lot BZA approval June 2016 Under construction
#16-018	Pepsi Beverage Compan	404 Mason Road	Site Plan	X			Request to add 6,630 square feet of storage area to the building, partially climate controlled, partially not PC approval June 2016 Under construction
#16-019	County West Complex	204 South Highlander	Site Plan	X			Request to add seven parking spaces near the county court complex PC approval June 2016
#16-020	Gas Station	401 East Grand River	Special Land Use Site Plan	X			Request to reopen the existing gas station at 401 East Grand River with minor site changes PC approval August 2016
#16-021	Matt Schroeder	McCarthy/Fleming	Special Land Use Site Plan	X		Violation notice sent in March.	Request for site plan approval for illegally expanded auto repair shop Revisions forthcoming PC denial November 2016 BZA review January 2017
#16-022	Jerel Douglass	1345 Lakeside	Lot Split	X			Split of 10.02 feet from 1363 Lakeside and combined that with 1345 Lakeside PC review September 2016 PC Approved, split completed
#16-023	Steve Belanger	940 W Grand River Aven	Historic Review	X			Addition of covered front porch on existing house PC reievew September 2016 PC Approved, waiting on permit submittal Project Completed 11/10
#16-024	Ashley Masters	216 Byron	Variance	N/A			Addition of covered front porch on existing house BZA review September 2016 BZA appoved Under construction
#16-025	1450 McPherson Park LL	1450 McPherson	Site Plan Extension	X			One year extension request for previously approved industrial building at 1450 McPherson Park Drive PC review September 2016 PC Approved, waiting on permit submittal
#16-026	Gas Station	401 East Grand River	Variance	N/A			Request for varainces to reopen existing gas station on site BZA review September 2016 BZA approval September 2016
#16-027 #16-029	Livingston Family Center	616 West Grand River	Variance Site Plan	N/A X			Request to remove existing carriage house from site BZA review September 2016 BZA denied request to not rebuild at their September meeting PC approval to remove carriage house October 2016 BZA reconsideration to allow variance to not rebuild approved October 2016
#16-028	Thai Summit	1480 McPherson Park Dr	Site Plan	X			Requst to modify southernmost truck entrance area and surrounding parkiing PC approval at Special meeting of Spetember 28, 2016 Under construction
#16-030	Lucy Road Resources	Vacant Lucy Road	Lot Split	X			Request to split existing 44 acre parcel to creat two new parcels along Lucy Road PC review October 2016 PC approval October 2016
#16-031	Cheryl Lieberman	735 S Walnut	Variance	N/A			Request to allow fence to exceed six foot maximum in some areas BZA approval October 2016
#16-032	Huron Sign Company (Chem Trend)	1445 McPherson Park Dr	Special Land Use	X			Request for freestanding and directional signs that are larger than permitted by ordinances PC Review November 2016
#16-033	Mannik & Smith Group	416 N National	Site Plan - Temporary Us	X			Request for environmental clean up building to be located for a period of at least 10 years on a residential property PC review December 2016
#16-034	MIMG CIX Berwick Farm	Burwick Farms Apts	Site Plan	X		Work was red tagged October	Request for several small parking lot expansions for Burwick Farms Apartments PC review December 2016
#16-035	McPherson Mansion LLC	915 N. Michigan Ave	Site Plan Extension	X			Site Plan extension request for work on McPherson Mansion carriage house See #16-002 PC review December 2016