



2023 - 2028 Master Plan

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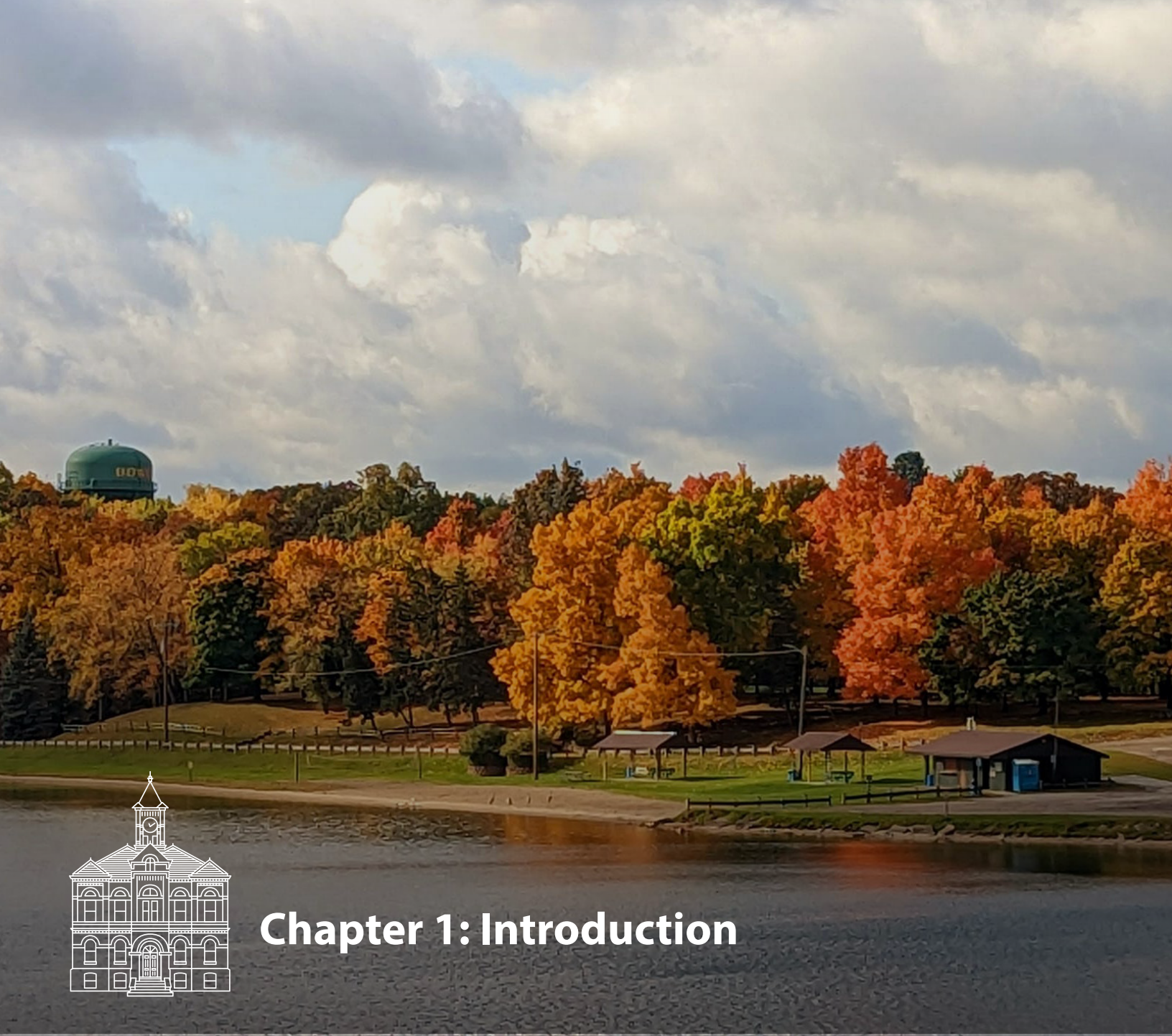


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Chapter 1: Introduction

The City of Howell is the county seat located in the heart of Livingston County. The city is home to an iconic and historic downtown, strong neighborhoods, schools, businesses, and recreation opportunities. The city represents opportunities for not only its residents but also the surrounding community.

Much has changed in the city and the region since the last master plan was adopted. As a result, a review of community desires, recognition of demographic shifts, and a renewed awareness of land use challenges was required to assess and refine community visions, policies, and strategies for preservation, investment, and economic growth.

Recognizing the challenges, changes, and opportunities that face the community, the City initiated a comprehensive process to update the City Master Plan. To begin this Master Plan update, the City of Howell launched a community-based process to engage residents. This document is the resulting policy road map for land use, development, preservation, transportation, and housing that is based on a shared community vision and in recognition of the current demographics and market conditions.

The Master Plan is organized as follows:

1. Introduction

This chapter describes the purpose of a Master Plan, the process used to develop the plan, and how the plan should be used.

2. Community Identity

This chapter delves into elements of the city's identity and the factors that influence it. The City's role as a regional hub, its annual events, public spaces, historic character, natural features, and community perceptions are explored.

3. Vision, Guiding Values, & Policy Statements

This chapter provides the context of the Master Plan. By articulating a vision for the city and presenting values and policies which reflect this community vision, this chapter influences all elements of this plan.

4. Development

The development chapter outlines development opportunities within the city and identifies specific strategies the City can enact to realize the kind of development envisioned for the future of the community.

5. Housing

This chapter lays out the existing conditions for housing, current zoning for different housing types, and strategies designed to address the city's housing needs.

6. Transportation

This chapter lays out the existing conditions, reviews community input on transportation and presents strategies that align with the city's transportation needs.

7. City Framework

This chapter provides the framework for future growth, redevelopment, preservation, and sustainability. Using an approach that identifies the different policies articulated in this Master Plan, this chapter applies particular strategies to the various Framework areas of the City based on their unique characteristics. Ultimately, the Future Land Use Map applies a land use designation that gives guidance for future development or preservation for the various areas within the city.

8. Strategies and Implementation

This chapter compiles the strategies for reaching the City's future vision and breaks down actions by framework element. This chapter also identifies potential partners and potential funding sources. The chapter ends with a comprehensive implementation table.

9. Appendix

A1. Community Profile

A2. Community input

- Public engagement plan
- Focus Group meetings
- Survey report
- Charette report

A3. Maps

What is a Master Plan?

The Master Plan is the City's official statement of the goals and policies with a single, comprehensive view for the community's future. The Master Plan fills several roles:

Vision: The Master Plan lays out the future vision of the City, as well as a road map - with goals policies, strategies, and actions - to achieve that vision.

Aid in daily decision-making: The Master Plan guides the Planning Commission, City Council, and other City bodies in their deliberations on zoning, land division, capital improvements, and matters related to land use and development. It provides a stable, long-term basis for decision making.

Statutory Basis: The Master Plan provides the statutory basis upon which zoning decisions are made. The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires that the zoning ordinance be based upon a plan designed to promote public health, safety, and general welfare. The Master Plan and accompanying maps do not replace other City Ordinances, specifically the Zoning Ordinance and Map.

Public/Private Coordination: The Master Plan attempts to coordinate public improvements and private developments supported by the Capital Improvements Plan. For example, public investments in transportation infrastructure or sewer and water improvements should be located in areas identified in the Master Plan that would result in the greatest potential to achieve the community's vision.

Education Tool: The Master Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.

Connection Between Master Plan and Zoning Ordinance

Master Plan

- Is a long-term guiding policy document
- Applies 5-20 years into the future
- Has goals and objectives based on community input
- Includes analysis and recommendations on economic development, housing, transportation, infrastructure, land use, etc.
- Must be reviewed once every 5 years by State Law
- Is not intended or expected to serve as law

Zoning Ordinance

- Is the law
- Applies now
- Is subject to Federal and State law, and Federal and State case law
- Regulates land use, building size, form, placement, parcel area, width, depth, parking, landscaping, etc.
- Must be based on a Master Plan, per State Law
- Is used to implement the Master Plan

Future Land Use Plan (Framework)

- Is a visual guide for future planning
- Applies now and up to 20 years in the future
- Has future land use categories, which describe what may be considered if zoning changes
- Provides descriptions on types of uses that are appropriate in particular areas and details on desired density, height, design, landscaping, etc.
- Shows possibilities, not guaranteed changes
- Changed as a Master Plan Update, which has extensive community input

Zoning Map

- Is the law
- Applies now
- Has zoning districts, stating what land uses, building types can be developed now
- Mandates land use, building size, form, placement, parcel area, width, depth, etc. for each zoning district
- Must be followed for all new development
- Can only be changed by a Rezoning or Zoning Map Amendment process, a multi-step approval process that includes a public hearing and recommendation by the Planning Commission and two readings before the City Council

The Creation and Care of the Master Plan

The City of Howell Planning Commission is the primary agency responsible for the preparation of the Master Plan. Supported by staff, consultants, and public participation, it is the role of the Planning Commission to develop a land use plan and encourage its implementation.

In a community as dynamic as the City of Howell, the Planning Commission must broaden its planning process to go beyond conventional land use planning and explore a variety of topic areas which play a role in preservation, economic development, access, and well-being of the community. This Plan was designed from the ground up to relate to a broad range of topics and build momentum for the future of Howell.

Master Plan Leadership

The Master Plan is a document that should and must be embraced by the leadership of the City of Howell. While ultimately the responsibility of the Planning Commission, the Master Plan must inspire consistent decision making throughout the community to live up to its potential. The Plan serves as a basis for the fundamental responsibilities of the Planning Commission, such as review of development proposals and maintenance of the Zoning Ordinance, but also serves a larger purpose to inspire and guide city initiatives and foster innovative community development. In that spirit, it is also the responsibility of the Planning Commission to advocate for the Master Plan outside of its own reach, to ensure that it is implemented community-wide.

How Will the Plan Be Used?

Day-To-Day

On a daily basis, the City Staff will refer to the Master Plan when conducting the regular business of the City. Whether discussing development options with a potential developer, working on drafting new Zoning Ordinance amendments, or making recommendations to the Planning Commission or City Council, the Master Plan will inform and guide the policies of the City's professionals. In addition, the Plan will serve as a reference for neighborhood groups, the local investment community, and for non-profit community organizations.

Month-To-Month

On a weekly or monthly basis, the elected and appointed officials of the City will refer to the Master Plan when making decisions about land use development proposals, and in the setting of City policies relating to community development and preservation. The improvement of infrastructure, development of regulations and ordinances, and budgeting of the City will all be influenced by the goals and policies established by this Master Plan.

Year-To-Year

It is critical that the Master Plan be annually evaluated to ensure that it still represents the policy direction of the City. The City should audit its efforts on a regular basis to reflect upon the Plan and recognize the accomplishments it has made towards the execution of the goals and policies of the Plan. Revisions and updates to the Plan should be considered annually to make sure the Plan continues to enjoy widespread support.

Process

In the spring of 2022, Howell began an update of the Master Plan. This document is the result of over a year of intensive community engagement, data analysis, and collaborative decision-making to create a vision for the city with an actionable, realistic policy direction for implementation.

The Master Plan process was based on community engagement and current data. The process began with a steering committee that was formed to help guide the public input process. The steering committee consisted of elected and appointed officials, residents, and business owners representing a cross section of informed stakeholders. The Master Plan's public outreach effort reached hundreds of City residents, employees, employers, business owners, property owners, and other stakeholders through the help of the steering committee, social media, a survey, stakeholder meetings, a 3 day charette (open houses), and presentations to appointed and elected officials. Upon the conclusion of a robust public engagement process the Planning Commission began in earnest to develop and review the various components of the plan based on the data and input gathered. Every part of the Master Plan's vision, policy, and strategy development were influenced or directly attributed by community participants.

Community Engagement

The City of Howell recognizes that public engagement is an essential part of the Master Planning process. Public engagement is required by the Planning Enabling Act, and is a critical component of the planning process. The development of a community's master plan must involve not only elected and appointed officials within the community but also leaders within the community at large. The community participation measures taken throughout the process are essential in establishing public support for the policies within the document, and to ensure that the Plan is indicative of the preferences of as broad a representation of the population as possible.

The community engagement component of the Master Plan process was started in the spring of 2022 with the launch of the community wide survey and included pop ups at community events, focused group meetings, and a culminating, multi-day community input workshop.



Chapter 2: Community Identity

Introduction

The City of Howell has a strong community identity. The downtown with its historic buildings, the surrounding neighborhoods, and walkable streets create an easily identifiable sense of place. Friendly neighbors, unique local businesses, community events, and engaged community members provide the backbone of the community. Its unique character and historic small town charm sets Howell apart from other communities in the region.

Community identity relates to how the city is perceived both internally and externally. On a local level, identity relates to how residents view the city, their connection to the community, their connection to history, and shared experiences or understanding. On a regional level, community identity relates to how people from outside view the city. These perceptions can affect whether people choose to visit, consider moving to the city, or locate a business within the city. This chapter explores the elements of the city's identity and the factors that influence it.

Regional Hub

Howell is the regional hub of Livingston County. Located in the middle of the county, the City of Howell is the county seat, home to the county courthouse and county offices. Howell is also the cultural and educational center of the region. The Carnegie District Library and Howell High School, located within the city's boundaries, serve significant portions of six surrounding townships. The city's historic downtown provides unique shopping and dining experiences that do not exist in the surrounding municipalities. Additionally, the city plays host to numerous events throughout the year.

Events

The City of Howell is the venue for numerous events year-round. While most events within the city must be approved by the City, many events are facilitated through other entities, such as the Chamber of Commerce, Downtown Development Authority, or the Howell Area Recreation Authority. Events include parades, street festivals, and more.

Participants travel from the region and beyond for some of the more notable long-standing unique events such as the Howell Melon Festival, Michigan Challenge Balloonfest, Fantasy of Lights, Legend of Sleepy Howell, Rock the Block, and countless others. These large events are an opportunity for the city to showcase its amenities and charm to potential future residents.

Other smaller events hosted on State Street draw in a smaller, more local crowd. As part of these events, people often celebrate the community as a whole. City staff and officials have a long history of providing support to the various community events that take place within the city. Community members recognize that hosting events is part of what makes Howell unique and special. Maintaining or creating unique spaces within the community to host various events is crucial to having successful well-managed events.



Public Spaces

The City of Howell recognizes that unique and inviting spaces are important elements to hosting events or simply making the community an attractive place to visit and spend time. Venues range from historic landmarks, including the Howell Opera House, to newer public spaces, including Howell Summit Gardens (pictured below) which incorporates play equipment and public art at the northern gateway to downtown. In 2019, the City redeveloped a block of State Street in the heart of downtown that has been designed to be closed down to facilitate events as well as the weekly farmers market during the summer months. In 2022, public bathrooms were installed downtown as an additional amenity to make the area more friendly for downtown visitors.

In addition, the City of Howell has over a dozen recreation facilities throughout the city. Park facilities range from small neighborhood parks to the Bennett Recreation Center to City of Howell Scofield Park on Thompson Lake, which draws people to the beach from miles around during the summer. Residents and surrounding community members recognize the parks as important community amenities. When asked in a community-wide Master Plan survey what they liked the most about living in City of Howell, land preservation and parks were the top two items selected. Residents have expressed that continued maintenance and management are critical to the ongoing success of these facilities.

Land preservation and trail development were identified as top priorities in the Master Plan survey. Protecting green space and constructing new trails were mentioned on almost all of the open-ended questions and were ranked "very important" or "important" by the vast majority of participants. A separate stand-alone Parks and Recreation Master Plan was also developed in conjunction with this comprehensive Master Plan. That plan inventories the city's recreation amenities in detail and identifies specific strategies related to the parks and recreation goals of the City.



Historic Preservation

The City of Howell's identity is strongly rooted in its history. Historic buildings frame the downtown. Turn-of-the-century homes create the unique character of neighborhoods surrounding downtown and on the West Grand River corridor. Signature structures like the Livingston County Courthouse, Howell Opera House, and Carnegie Library contribute to the sense of place in Howell. These structures represent how the unique nature of Howell can be preserved, while adapting to a changing world by updating interiors and land uses within.

Over the last 25 years, Howell residents, property owners, and officials have debated whether a historic district or districts should be created within the city. During these discussions, a healthy debate has fluctuated between the desire to maintain historic structures and character in the City versus the rights of private property owners to make modifications to their homes or property without the City's interference.

Extensive studies of historic areas have been done in Howell. The 1986 study "A Historical and Architectural Overview of Howell, Michigan" included significant residential areas such as the Piety Hill neighborhood, as well as the downtown. Because of that study, the Howell Downtown Historic District was listed on the National Register of Historic Places in 1987.

The Howell Opera House Historic District was created in 2013. This unique, one-building historic district was created to enable the owners of the Opera House to apply for historic tax credits. The United States Secretary of the Interior's Standards for Rehabilitation are the basis for any work done to the Opera House, to preserve the nature of the structure. Although those standards do not directly apply in the rest of the community, they form the basis for historic preservation work done in the City of Howell under local ordinances.

Ordinances

Instead of creating local historic districts, which have a great deal of regulatory authority over buildings, the City has opted to use zoning techniques to protect its historic resources. The Historic Limited (HL) zoning district was established in 2013 to provide additional oversight of construction, alterations, and demolitions of historic structures in the West Grand River Avenue corridor and at the McPherson Mansion on North Michigan Avenue. Standards were included in the HL district relating to

architectural compatibility, appearance of the structure from the street, fencing, and demolition by neglect. The HL district also provided flexibility in the use of these structures, particularly the larger buildings, as offices or bed and breakfast establishments. In 2011, due to concern over office "creep" from the downtown westward into the residential area of West Grand River Avenue, the City approved splitting the HL district into two districts: HL-1 which allows for the mixture of uses contained in the original HL district and HL-2 which is restricted to only residential uses.

Specific ordinance regulations have not yet been created to protect the historic buildings in the downtown. Design guidelines for building materials, paint colors, ornamentation, or other details could be utilized to protect the historic character without subjecting property owners to the full regulations associated with a historic preservation district. Form-based regulations, similar to those on South Michigan Avenue, could be used as well to protect the historic streetscape and building placement in the Downtown.

Historic Building Rehab

Many successful rehabilitation and building addition projects have been constructed in Howell in recent years, many utilizing the Howell Downtown Development Authority's façade grant program and design assistance available through Michigan Main Street. Through the grant program, the City offers façade grants (up to 50% of the project cost) for building owners wishing to improve their buildings in accordance with design guidelines in the downtown. The program has resulted in significant investments in downtown historic buildings.



Natural Features

Natural features, especially trees, contribute significantly to Howell's character. Howell currently hosts a street tree program that includes a project match from the city for homeowners wishing to plant trees. The protection and replacement of street trees will play an important role in the longevity of the urban forest in Howell because there are few undeveloped areas within the city. The health, economic, and general wellness benefits of street trees help to make Howell a desirable city to live and work in.

Protection of Howell's natural features focuses on community stewardship practices for existing features rather than land preservation strategies. Protection of woodlands within the remaining developable areas will provide benefit to the new developments in those areas and to the city as a whole. Protection of water resources through stewardship practices are important to the environment as well as the protection of community drinking water both within the city and downstream.

Community Perceptions

Howell is a friendly, welcoming community with good neighborhoods, welcoming businesses and tens of thousands of visitors annually. This is often highlighted during the multitude of civic events that bring many people from all over Michigan to visit and enjoy. Howell also enjoys a diverse business climate that provides a variety of opportunities. Howell also has very well-maintained neighborhoods that highlight the pride people have with well-groomed yards and well-maintained structures. Property owners exhibit this pride outwardly through friendly attitudes towards neighbors and visitors.

Strategies

The following strategies should be pursued to implement the above values and policy statements:

- Maintain community character through the preservation of historic structures and requirements that ensure compatibility of new structures within certain areas of the city.
 - o Pursue funding for rental rehabilitation grants for downtown buildings.
 - o Seek out necessary ordinance changes to preserve the architecture in the Downtown and require the same high standards of new development.
- o Provide staff assistance to neighborhoods or groups of property owners wishing to pursue historic district designation.
- o Work with the Michigan Main Street as well as local architects to provide a pool of design expertise for building owners looking at options for rehabilitating and/or reusing historic structures.
- o Continue pursuing rental rehabilitation funding from the State to encourage building owners to create more lofts and apartments downtown.
- o Continue to ensure that the City's building official has particular expertise with assisting building owners with appropriate rehabilitation of historic buildings. This includes knowledge of the Michigan Rehabilitation Code for Existing Buildings.
- o Provide design assistance to historic building owners to help bring rental rehabilitation and other reuse projects to fruition.
- o Continue to partner with the Michigan Main Street and the Michigan Historic Preservation Office for property owners to receive design assistance for exterior architecture.
- o Create design standards for the downtown.
- Continue to promote diversity and equity within the city.
 - o Provide city staff and elected and appointed officials opportunities to participate in various trainings.
 - o Focus on historical advancements and positive achievements to highlight the community's history of inclusivity and tolerance and promote Howell as a welcoming and inclusive community.
 - o Support the Livingston County Diversity Council.
 - o Utilize the City's information outlets, such as the City website, to share information and promote diversity and equity initiatives.
- Continue to support existing community events.
 - o Maintain an urban design that supports community events including maintaining a walkable, pedestrian-friendly road infrastructure.
 - o Maintain existing and create new community gathering spaces.
 - o Utilize the 2023-2027 Recreation Master Plan as a guide for parks and recreation strategies.



Chapter 3: Vision, Values, & Policy Statements

Introduction

The City of Howell's appointed and elected officials use this Plan as a guide when making decisions about not only land use, but housing, transportation, infrastructure, economic development, and overall quality of life. More than the typical Master Plan which provides guidance on how land should be used, the Guiding Values presented here direct the overarching policy for Howell. The Vision Statement and Guiding Values are based on input from both the public and City officials.

Vision

The City of Howell will be a prosperous, diverse, family-oriented community that is the heart of activity for the community. The City will be home to a full range of opportunities to live, work, and play in a safe environment. Our events will continue to create a unique sense of place that attracts people to Howell. We will continually look to the future and adjust to our changing environment while building on the foundation built by generations before us. We strive to be a welcoming place for all our current residents, future residents, and visitors.

Guiding Values:

Howell is an evolving, welcoming city for all.

- o We recognize the need to grow and adapt while keeping our friendly, small town character.
- o As the environment around us changes, we will work to manage that change in a way that enhances our core identity.
- o Our sense of place is based on our strong neighborhoods, walkability, local businesses, community events, and historic character.
- o We will provide an environment for a wide range of quality housing options, densities, and opportunities for all ages, abilities, and income levels.
- o We recognize development and redevelopment opportunities will help strengthen the city.
- o We will provide an environment where people can as easily walk or bike to a destination as drive.
- o Howell is committed to being a truly welcoming place for all.

Howell is the center of activity and culture.

- o We promote special events, activities and opportunities that create a unique sense of place.
- o We offer a vibrant downtown with year-round activities for all ages and incomes, including a wide variety of shopping and dining options.
- o Our walkable environment, recreational opportunities, natural amenities, and variety of community groups contribute to our quality of life.
- o Our unique events bring visitors to Howell.
- o Our special events are part of our core identity and bring the community together.

The City thrives when we all work together.

- o The city becomes a better place when residents, neighbors, non-profits, volunteer organizations, the business community, and the City work together. City government will be open, transparent and accessible. In turn, all those who live, work and play here are invited to participate in making Howell a better place.
- o Howell is committed to linking government, residents, and businesses through consistent, quality, easily-accessible communication.
- o We take a pragmatic approach to collaborating with public, private, and non-profit agencies serving the Howell community to enhance our quality of life.

Howell has a rich history and promising future.

- o Howell is rich in history, particularly in the historic downtown buildings and neighborhoods. The City looks to preserve the historic character of Howell while fostering vibrant places, neighborhoods, and businesses.
- o As it has in the past, the type of housing offered in Howell will continue to evolve with the needs of existing and future residents.
- o The City is committed to building a reputation of tolerance and promoting Howell as a welcoming and inclusive community.
- o While we grow and adapt to our changing environment, we stay true to what is authentically Howell.

The City is a safe place.

- o We are a city of neighborhoods where people look out for each other.
- o We take holistic approach to safety, making it a priority in our decisions regarding development, transportation, recreation, public health, infrastructure, housing, and our codes.
- o We strive to create a clean, safe, and inviting physical environment.
- o We recognize the importance of a pedestrian friendly community with complete streets, where it is safe to walk, bicycle, take transit, and drive.

Quality, efficient municipal services are a part of our identity.

- o Our core services, including high quality infrastructure; maintaining a clean, safe environment; easy access to emergency services; and public safety contribute significantly to the high quality of life in Howell. They set us apart in the region.
- o We constantly strive to maintain and enhance these services within our fiscal means.
- o Our departments are efficient and responsive, with a deep commitment to public health and safety.
- o The City recognizes that effective communication is critical.



Chapter 4: Development

Introduction

In order for Howell to continue to prosper, new opportunities for development must be available. Such development represents the ability for community members to find employment opportunities, housing opportunities, and access to goods and services. This may come in the form of business development within existing spaces or actual physical development of new buildings. Both represent taxable value that will be necessary to support the local government which provides necessary resources and services to the community.

As Howell grows and changes, it will be important for there to be a balance between development and preservation. New development must be consistent with the community's vision for the future and, through good design, fit in with the existing physical environment in a way that preserves or even enhances what is great about the city such as the downtown area or existing neighborhoods.

This chapter explores the development opportunities that exist within Howell, various development management techniques, and best practices surrounding a variety of related attraction and development topics. Finally, the chapter identifies specific strategies and initiatives the City should employ to create opportunity for economic stability and prosperity within the city.

Opportunity Sites

Land within the city's boundaries includes just over 5 square miles. Howell is not expected to grow in land area, except for the inclusion of township "Islands" that exist within the city boundaries that will eventually be incorporated. Within the city's boundaries, few vacant areas exist, and most of the land within the city has been built upon. There are, however, sites with development or redevelopment potential referred to in this chapter as Opportunity Sites.

Opportunity sites include vacant land, underdeveloped land, and transitional zones. Underdeveloped land may be a parcel with an existing building, but the building may not encompass the entire development area on the site. Multiple parcels of adjacent land that could be assembled and developed in a more substantial way are also underdeveloped parcels. Transitional zones are described in the framework chapter as land that is developed with a use that is different from its surroundings and does not conform to the zoning or future planned land use for the area. The area surrounding a particular parcel noted as a transitional parcel may also need to change land use in order to be consistent with the community's future vision for the area.

Specific opportunity sites may need more investment of resources than others. Small sites will only accommodate small infill projects while large parcels or multiple parcels have the ability to be transformative to the surrounding area. Smaller infill sites can still be impactful since they reactivate an underused or derelict property consistent with the City's goals and vision, such as the potential development at 303 East Grand River.



Figure 1. Development concept rendering for underdeveloped downtown parcels.

The image to the left is a concept developed for 303 Grand River that shows the site's development potential. As the site was being marketed, City staff recognized that the listing for the site was basically selling it "as is", a single-story structure, formerly used as an automotive service facility. Based on the site's Central Business District zoning, however, it could be developed with zero lot lines, up to 3 stories, as an iconic mixed-use building on a prominent downtown block.

Sites like the old Holkins lumber lot, or the hospital site are large enough to influence the entire community. A larger opportunity site, like either of these sites, could benefit from a city-initiated design process demonstrating not only the development potential but also the specific type of development that the city wants. A charrette, a multi-day public workshop, could be an option to bring residents, City staff, and officials together with potential developers to design larger opportunity sites.

The Holkins lot was previously the subject of a Redevelopment Ready Community (RRC) initiative that resulted in a design concept used to market the site to potential developers. The concept that was developed was a higher density mixed use development that would include an entire downtown city block. If developed consistently with this design concept, the new building would result in a dramatic increase in taxable floor area, but more importantly, would activate that area of the downtown by providing new housing and commercial opportunities. Additionally, the proposed design would expand and strengthen the core downtown built environment.



Figure 2. Development concept rendering for the old Holkins Lumber Lots. View looking northeast from the corner of W Clinton Street and N Center Street.

The hospital on Byron Road is slated for closure. The hospital site comprises more than 20 acres of land in an important area of the city. This site has the opportunity to provide a variety of needed land uses including mixed density housing and/or office space to offset the loss of jobs in the city, inevitable with the closure of the hospital. The site could also accommodate/facilitate an additional pedestrian connection to the school property per community desires brought up during the public input for this Master Plan. The development of a specific area plan for this site would be a crucial tool to ensure that any future development of the site is consistent with the City's policies.

Other important opportunity sites include South Michigan Avenue and East Grand River. Both areas are planned for mixed use using a form-based code. The intent of the code is to exact an urban mixed-use design that will transform these areas in a way that will extend the type of land uses and design that is so desirable in the downtown area along the major corridors that make the backbone of the city. Such development in these areas is intended to provide a built environment that can stand for generations, transcending economic trends by providing commercial and residential spaces that are functional and seamlessly fit with the surrounding neighborhoods.

These areas are intended to be accessible to those who live in the new development as well as those in the

surrounding area. The commercial spaces would provide goods, services, and entertainment within a walkable destination to those who live in new residential units within the development and in adjacent neighborhoods. The pedestrian facilities within these developments are intended to be safe and inviting. These developments will be designed to transition smoothly into the surrounding land uses. Additionally, these developments are intended to be designed with adequate parking, both on street and in lots tucked behind buildings so that visitors will have access to the developments.

There are a number of vacant or underdeveloped parcels along South Michigan Avenue. An assemblage of several adjacent parcels could result in a larger development site, which are generally more viable for developers. More importantly, a larger development on South Michigan Avenue would be immediately transformative to the corridor and surrounding areas.

Successful example projects demonstrate the viability of such new development in Howell and could spur additional development interest.

Finally, some Opportunity Sites would grow commerce and employment opportunities. These sites include pockets of industrial areas nestled within the city ready for redevelopment, areas along McPherson Park that have not been developed, and land along Lucy Road.

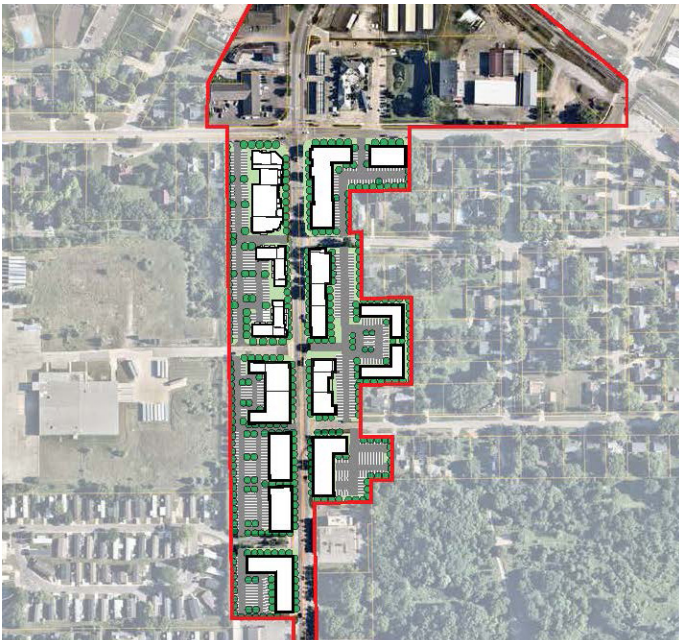


Figure 3. South Michigan Avenue building placement concept using form-based code.



Figure 4. Development concept using form-based code. Intersection of South Michigan Avenue and Mason Road, looking south.

These areas are larger lots that could accommodate large format developments including sizable research and development buildings or light manufacturing facilities. The areas also tend to be farther removed from residential uses to avoid incompatibility. The nature of most contemporary light industrial or research and development oriented uses are by and large clean and unobjectionable. The City should share information pertaining to developing these areas to attract 21st century jobs and businesses.

Marketing

The City should continue to enhance its voice in marketing the city as a place to live and do business. The City has done a good job with their branding which includes a consistent color theme, strong city logo and the catch phrase, that "Every Day is an Event!" The City should strive to ensure that this consistency in branding and messaging is continued and used in everything from the online presence, to printed material, city decorations or signs, and any City correspondence.

The City should also continue to maintain good relationships with economic development partners such as the Chamber of Commerce, the Economic Development Council of Livingston County, SPARK, and other similar organizations to ensure Howell is recognized by those traditional economic development organizations. Just as important, the City should continue to work closely with the Downtown Development Association (DDA) to maintain relationships with the downtown business community and understand

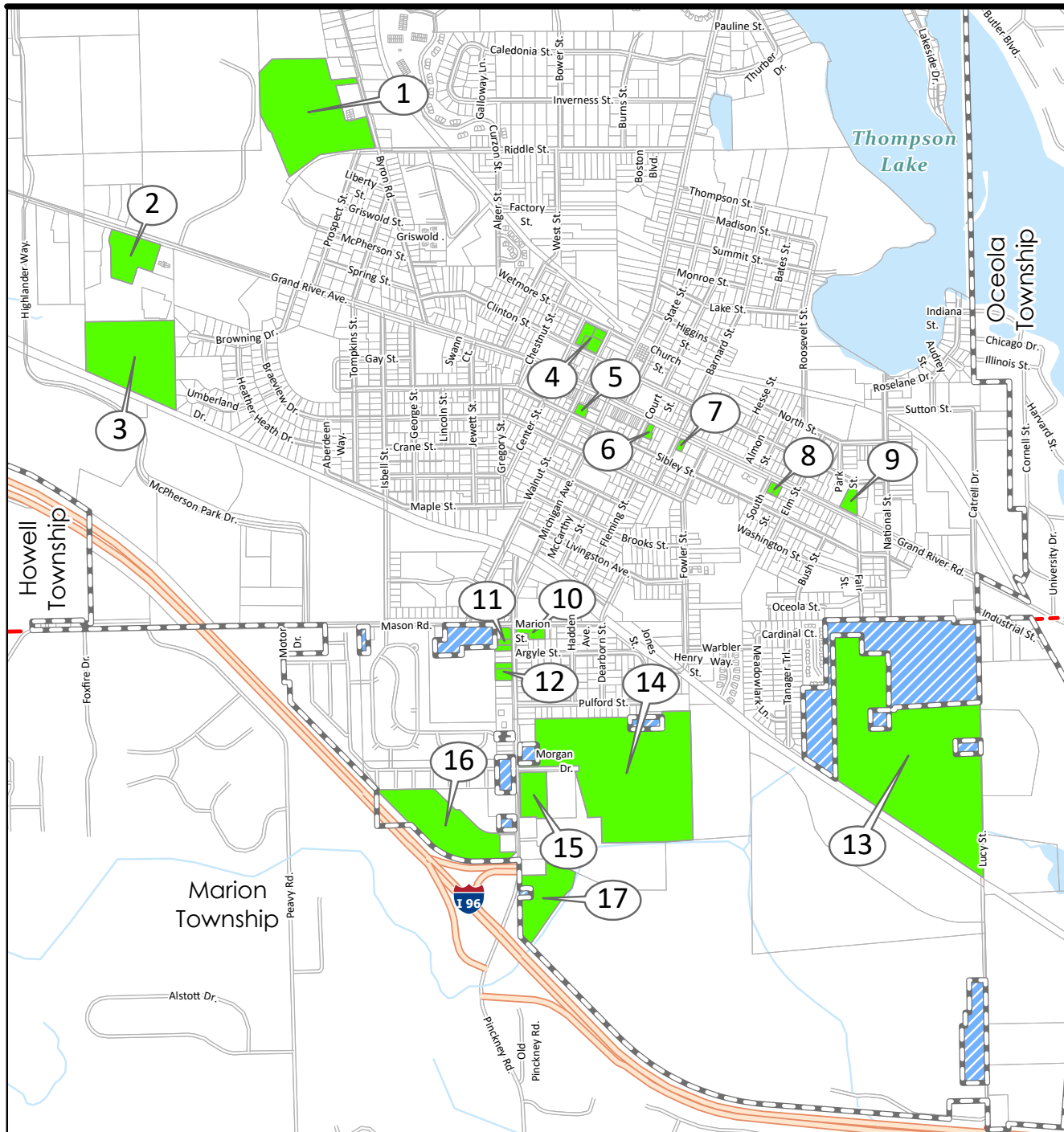
their needs. The City should have open lines of communications with the business community, both in and outside of the downtown. Maintaining or supporting the growth of an existing business is often a more effective strategy than trying to attract new industry to town. If many local businesses add just one or two employees, it can represent more new jobs than attracting one small manufacturing plant.

The City should continue to use innovative ways to communicate information with citizens and the business community, such as the recent launch of the My Howell MI notification app that pushes out important notices. Howell has also recently updated their website. Maintaining a strong website that provides all manner of information about the city, the city's services, and activities that take place in town is one of the most effective tools that the City can use.

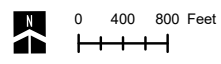
For development promotion and attraction, the City should keep an active list of developable land. This list should also include information about the development potential of each site and can be represented visually using a map. The opportunity sites map and spreadsheet provided in this Master Plan is an example. Key information should include zoning information related to land use and design regulations. Additionally, development potential can be illustrated through graphics or narratives such as the design concepts highlighted earlier in this chapter. Ideally, this map will change as the Howell is successful in attracting the desired development in these locations.



Map 1. The opportunity sites map identifies land within the city that may be prime for development or redevelopment.



- Opportunity Sites
- Township Islands
- Parcels
- City of Howell Boundary
- Highways
- Roads
- Waterbodies



Opportunity Sites
City of Howell
Livingston County, Michigan

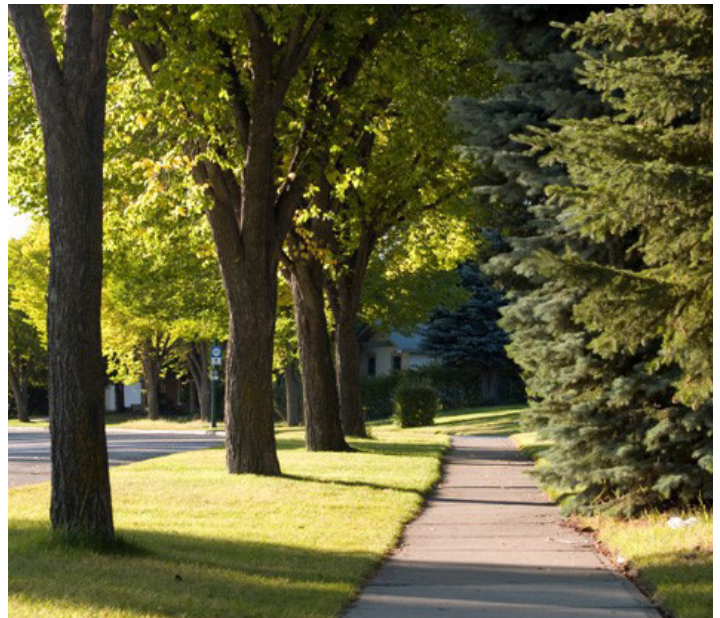
Data: City of Howell, Livingston County, SEMCOG, State of Michigan
Prepared by: Carlisle/Wortman Associates, Inc.
March 6, 2023



Reference #	Site Name	Address/Parcel ID	Zoning	Lot Size	Sewer/ Water	Building Height
1	Trinity Health Livingston Hospital	620 Byron	O-1	22.88 AC	Yes	3 Stories/35 FT
2	Vacant Lot	17-35-100-101	R-M	5.20 AC	Yes	3 Stories/35 FT
3	Vacant Lot	17-35-100-048	R-M	17.78 AC	Yes	3 Stories/35 FT
4	Holkins Lot	214 N Walnut St/217 N Center St	B-2	1.6 AC	Yes	3 Stories/35 FT
5	Old Post Office	121 S Walnut	CBD	0.36 AC	Yes	3 Stories/35 FT
6	303 E Grand River	4717-36-307-038	CBD	0.29 AC	Yes	3 Stories/35 FT
7	Howell Gas & More	401 E Grand River	B-1	0.20 AC	Yes	2.5 Stories/25 FT
8	Vacant Lot	703/709 East Grand River Ave, 4717-36-405-009 4717-36-405-010	B-1	0.4 AC	Yes	2.5 Stories/25 FT
9	Family Video	846 E Grand River	B-2	1.43 AC	Yes	3 Stories/35 FT
10	S Michigan Ave & Marion St Lot - East	17-01-102-102	SMich	0.79 AC	Yes	3 Stories/38 FT
11	S Michigan Ave & Marion St Lots - West	17-01-101-005, 17-01-101-003, 17-01-101-020	SMich	0.87 AC	Yes	3 Stories/38 FT
12	910 S Michigan Ave	910 S Michigan Ave, 17-01-101-009	SMich	0.57 AC	Yes	3 Stories/38 FT
13	Lucy Rd Site	17-01-200-004	R-1	59.04 AC	Yes	2.5 Stories/25 FT
14 +15	1151 S Michigan Ave	17-01-100-124	SMich	47.33	Yes	4 Stories/45 FT
16	Holiday Lane	125 Holiday Lane 17-02-200-005	SMich	13.21 AC	Yes	4 stores/45 FT
17	Corner Stone	17-01-100-130	R-1	7.32 AC	Yes	2.5 Stories/25 FT

Community Investment

Another tool the City can utilize to attract development is public infrastructure investment. Public investment attracts private investment. It demonstrates a level of commitment and responsibility that can give confidence to investors. The city has dependable utilities but information on the quality, quantity, and investment in public infrastructure should be in the City's economic development marketing plan. Furthermore, additional investment in beautification, the creation of public spaces, and transportation infrastructure sends a positive message to developers about the vitality of a community. The City can continue to invest in or perhaps increase resources devoted to visible public projects along these lines listed on the following pages.



Streetscape

The City of Howell has historically invested in road design and streetscape improvements for enhanced vehicle and pedestrian safety and functionality that are visibly attractive. The streetscape is one of the most outwardly visible elements in a community. The improvements along South Michigan Avenue - with sidewalks, benches, lighting, street trees, and a median with trees - are an example of a public streetscape investment, seen first thing by people arriving in the city. Other examples include brick crosswalks in the downtown, mid-block crossings, sidewalk bump-outs, decorative pedestrian scale lighting, street furniture, and street trees. In addition to beautification, these elements make the city more friendly to the pedestrian experience. Pedestrian facilities themselves send a message that the City is committed to supporting a safe and walkable community which is attractive to both residents and employers.

A conceptual non-motorized plan is in the 2022 Recreation Plan Master Plan, showing existing and planned sidewalks and safety paths. Streetscapes and crosswalks, both existing and proposed, could be added to the non-motorized plan and then used as a budgeting tool during annual capital improvement planning.

Public Spaces

As recognized in the Community Identity chapter in this Plan, the City of Howell plays host to a number of community events throughout the year. Many of these events take place on the city streets or in one of the public gathering spaces. Investment in the maintenance of the city streets or existing public gathering space is an opportunity for the community to showcase their commitment to the activities that draw both residents and guests. Howell has opportunities to create new and unique gathering spaces. For example, the City is currently exploring the development of a public gathering space on the "Depot Lot" in the heart of downtown that will include an approximately 12,800 square foot pavilion and adjacent public spaces. The pavilion would seasonally house a public ice-skating rink and community activities in the warmer months. The proposed project incorporates the conversion of Walnut Street into a pedestrian plaza. In addition to developing a public ice-skating rink, which will provide activity during the winter months when other outdoor recreation opportunities are less inviting, the City envisions the pavilion being used for activities such as a covered farmers market where residents can have access to fresh local produce or attend a public concert even in inclement weather. Additionally, the conversion of this

portion of Walnut Street to a pedestrian plaza increases the project's public gathering space significantly. The plan for this plaza includes pergolas with built-in seating and landscaping, shade trees, benches, pedestrian scale lighting, and a fountain/splash pad feature.



Urban Trees

Beautiful trees are emblematic of Howell and urban trees are a key element to city beautification. Maintaining or increasing the City's trees is another strategy to sustaining the quality of all areas of the city - neighborhoods, parks, industrial drives, and streets. Healthy trees contribute to a welcoming environment, especially where land has already been developed. Michigan seasons, festivals on main street, and neighborhood charm would not be the same without the trees that instill a sense of local character and beauty. Furthermore, trees function like a public utility. We do not construct them, as we do streets and sewer lines, but they are "critical infrastructure in need of care." It is in a city's best interest to invest, grow, and protect the urban forest. During public input activities for this Master Plan, many community members identified the protection and replacement of street trees, especially in neighborhoods, as being an important goal.

According to the USDA, the environmental and aesthetic benefits of trees are, on average, more than double the cost of tree care. Not only do urban trees provide economic savings, but they also support economic prosperity. Shady streets need to be repaved less

frequently. At the same time, mature trees have been shown to increase property values. The desirability of shopping, dining, and entertainment corridors is also enhanced by healthy trees.

As “natural sponges,” trees absorb up to 100 gallons of water and limit rates of pollution. Their canopies mitigate the effects of heat, sun, wind, and rain. Rows of trees screen one type of land use from another, and even buffer against noise. As a result, urban trees create a more welcoming environment, support public infrastructure, and reduce the use of energy.

Trees promote overall health and wellbeing. For example, residents who live near trees have lower rates of skin cancer, asthma, and depression. A hospital study even showed that patients with views of trees have “speedier recovery times from surgeries.” Other research demonstrates how trees enhance public safety. For example, trees along roads and streets cause drivers to intuitively reduce their speeds. Broadly speaking, urban trees are linked to lower rates of crime. Finally, trees promote a sense of community.

Howell has been a Tree City USA Community since 1987. In addition, the Department of Public Works runs an annual Neighborhood Tree Program. The City pays half of the cost of the tree and plants it between the sidewalk and curb at no charge. This program could be better promoted. Also, a city-wide tree inventory and tree replacement program would help maintain the urban canopy in Howell.

Access / Parking

Howell residents need access to jobs, housing opportunities, goods and services, education, and entertainment. A well-designed transportation and parking network is critical to providing access to these basic elements.

The City should continue to invest in its transportation network through street maintenance and improvements. Those improvements should include facilities for pedestrians, cyclists, transit riders, and vehicles.

The City looks to provide accessible public parking that is reasonably priced in proximity to destinations such as shopping entertainment and employment opportunities. Parking in areas immediately adjacent to shopping such as street parking spaces should have timed or metered parking to encourage turn over. The need for a downtown parking garage or garages may be necessary if density increases in the downtown area. Investment/partnership in a parking garage in the Central Business District or

within one of the mixed-use areas may become critical to provide access to residence and business and capacity to support new businesses.

Development Conclusions

There are new development opportunities within Howell, predominantly in the form of infill or redevelopment, with some limited open spaces options for development. The City should take an active role in promoting the type of development desired within the city through intentional marketing and promotional initiatives. Strategic investment in public infrastructure can directly benefit the community and at the same time make Howell more attractive to private investment.

Strategies

The strategies identified below are intended to support the city to achieve the desired outcomes identified in this chapter.

- Review and update the zoning ordinance to ensure regulations are consistent with the desired development outcomes in each zoning district.
- Update the South Michigan Avenue form-based code to ensure that regulations will achieve the design elements that are consistent with the area plans for that district and that they allow for the desired uses.
- Facilitate a process to create design and use concepts for the Hospital site.
- Create a form-based code for East Grand River that is designed to achieve regulations will achieve the design elements that are consistent with the area plans for that district and that they allow for the desired uses.
- Encourage the redevelopment of transitional districts or underdeveloped sites so they are consistent with the City’s vision for the area.
- Include the township islands in the future land use plan so that when such lands become part of Howell, the appropriate future uses are already identified.
- Initiate incorporation of township islands.
- Maintain an opportunity sites map that provides development potential information for each site.

- Take an active role in marketing Howell.
- Maintain strong branding and messaging.
- Continue to provide information to citizens and the business community using the City's website and the My Howell MI notification app.
- Ensure that consistency in branding and messaging is continued and used in official City of Howell online presence, in printed material, city decorations or signs, and City correspondence.
- Maintain open lines of communication with the city's business community.
- Focus on retention and growth of existing businesses.
- Continue to invest in visible public infrastructure including streetscape design and public spaces.
- Continue to invest in pedestrian facilities through the development of a strategic non-motorized plan, including an inventory of pedestrian facilities and a plan for maintenance, enhancement, and extension.
- Review the non-motorized plan during annual capital improvement planning.
- Identify funding sources in the form of grant opportunities for public spaces and pedestrian facilities.
- Create a tree inventory to quantify the numbers and monitor the health of trees in public spaces.
- Establish a tree replacement program.
- Promote the neighborhood tree planting program.
- Benchmark tree canopy rate in the City of Howell as compared to other communities using SEMCOG data.
- Provide information to homeowners on maintenance and the benefits of trees (e.g., surround trees with mulch, rather than grass).
- Improve and maintain diversity of urban trees, especially to protect against blight.



Chapter 5: Housing

Introduction

The City of Howell has a housing mix distinct from Livingston County overall: a mixture of single-family houses with larger apartment complexes and downtown living. This chapter lays out the existing conditions for housing, current zoning for different housing types, and strategies for the future.

Planning for Housing

Housing, including one-family detached dwelling and other housing types, covers more land area than any other land use in the City. In the community survey

conducted in the summer of 2022, 15% of residents and business owners chose “Quality of housing” from a list of items asking what they liked best about Howell. However, as the residents of Howell change, their housing needs change. When asked to choose from a multiple choice menu in response to which things they would like to see changed in Howell, 27% selected “Increased housing affordability.” In the focus groups conducted, affordable housing was identified as a place for improvement across sectors, but particularly by employers and the business community.

When planning for housing, the challenge is to look at whether current and future residents will be able to

access housing that meets their needs. Those needs are driven by age and household types. The ability to access housing is influenced by household income and housing market, which may differ for renters and homeowners. City policies, such as zoning, can bridge the gap between residents' housing needs and market realities. The following sections in this chapter examine the synergies and gaps between existing housing and current and anticipated resident housing needs.

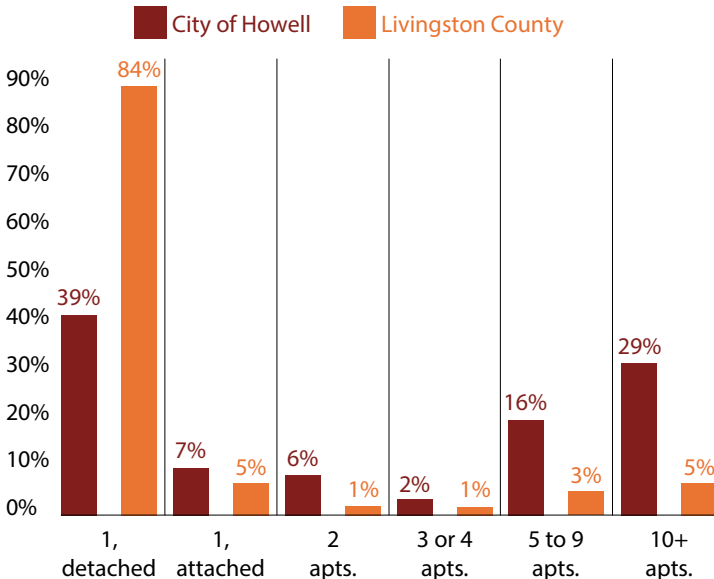
Existing Conditions

The housing needs in the City of Howell have changed since the 2015 Master Plan Update. The U.S. and the City of Howell were emerging from the Great Recession. At that time, among the City's greatest housing challenges was a high vacancy housing rate, 11.3% in the 2010 U.S. Census. According to 2019 estimates, the vacancy rate was down to 6.3% in 2019, much closer to the vacancy rate of 5.9% in 2000. In 2022, Howell has a much more stable housing stock, but housing affordability and attainability are becoming increasingly challenging.

Different than the County

Housing is often analyzed at a county level. Howell, however, hosts a greater variety of housing types compared to Livingston County. Figure 5 shows that Howell has a higher proportion of apartment buildings with five or more units than greater Livingston County. Between 2010 and 2020, multi-unit apartments were the only housing type to experience a volume increase in Howell. Conversely, the volume of single-family detached homes and mobile/manufactured homes has declined.

Figure 5. Percent of Housing Units by Type, 2020 American Community Survey, City of Howell and Livingston County

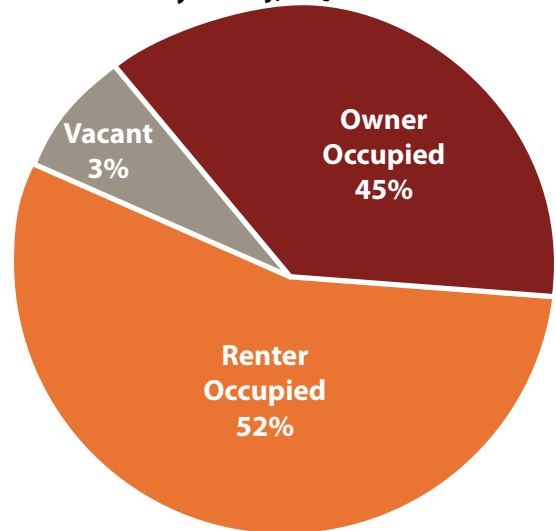


The 2021 American Community Survey estimates that 46% of the housing units in Howell are 1-unit attached or detached housing units and the remaining 54% are multi-family units.

Rental Units Increased in the City

Along with the increase in apartment units, the number of renter-occupied units of any housing type increased by roughly 40% from 2010 to 2021. As Figure 6 shows, renter-occupied housing units, including single-family and multi-family units, comprise 52% of all housing units while owner-occupied units comprise 45% of units. 3% of housing units were vacant in 2020.

Figure 6. Housing Tenure of all housing units, 2021 American Community Survey, City of Howell



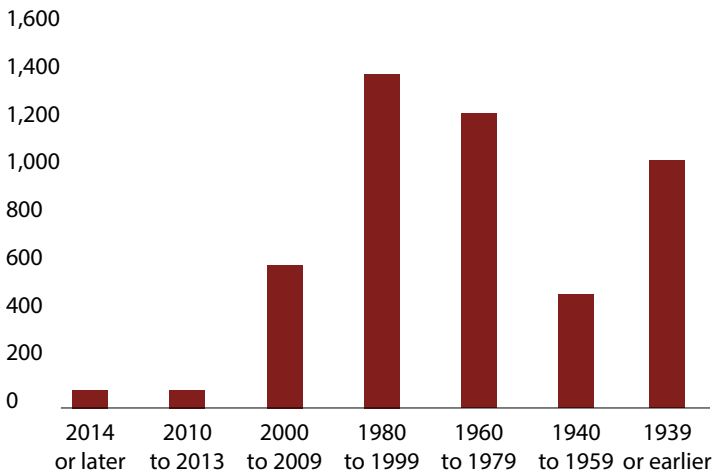
Housing Affordability and Attainability

In 2020, the American Community Survey (ACS) indicated a median home value of \$181,600. However, Zillow indicates an updated median home value of \$336,718 and a median monthly rental rate in Howell of \$2,182. The average monthly mortgage payment for the median home value is \$1,278. Given the \$90,800 area median income (AMI) in Livingston County, as reported by Fannie Mae, home and rental values in the City of Howell are considered affordable to average earners throughout the county. However, with the city median household income at \$47,255, Howell residents may be encountering housing affordability and attainability challenges.

Age of Housing

Fifty-seven percent (57%) of housing units in Howell were built before 1980, and nearly 87% of housing units were built before the 21st century (see Figure 7).

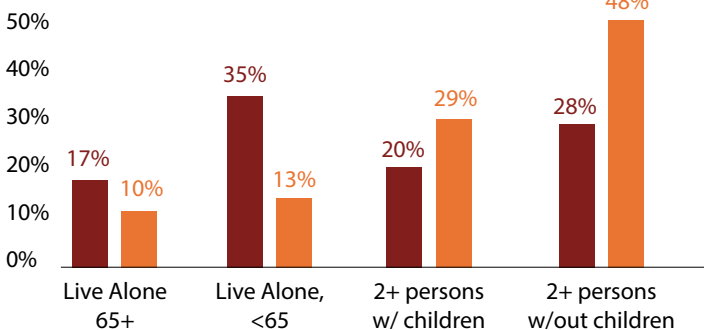
Figure 7. Housing Unit Age, 2020 ACS, City of Howell



Household Types

The makeup of household types in Livingston County is not expected to change significantly from 2020 to 2045. In the county, no single household type is predicted to change its distribution by more than 1%. However, in Howell, household types are expected to shift, with the number of people under 65 years of age living alone increasing significantly. Figure 8 illustrates how Southeast Michigan Council of Governments (SEMCOG) forecasts predict the distribution of household types to change in both Livingston County and the City of Howell. SEMCOG predicts that the most prevalent household type will be 2+ persons without children by year 2045.

Figure 8. Changes in Howell and Livingston County Household Type, SEMCOG 2045 forecasts



Housing Data Conclusions

- A diversity of housing types – including accessory dwelling units (ADUs), apartments with one to three bedrooms, attached single-family, and detached single-family on lots of varying sizes – will best support the evolving household size, household structure, and population size of Howell. Creating zoning incentives to allow mixed housing types, expand allowable residential uses, reduce minimum lot sizes, and increase density will support current and future Howell residents.
- With a shrinking average household size and increasing population, Howell is experiencing an increased number of total households, placing further demand on the development of more housing units. As housing options become limited, more adults without children are turning to cohabitation. Housing development and policy that supports cohabitating adults would best support the residents of Howell.
- The annual total of the median monthly rental rate in Howell is more than half of the median household income, when the federal government defines affordable housing as encompassing one-third of a household’s income. Policy or programs to increase rental affordability in tandem with increased minimum wage requirements can help address housing affordability and attainability.
- The majority of housing units in Howell are renter-occupied (54%) and built before 1980 (57%). Inspection programs, like the recently implemented rental inspection program, address residential blight and increase health and safety.
- The total of the multi-unit apartment buildings in Livingston County exist disproportionately in the City of Howell, concentrating the lower-income units within the city. Coordination among neighboring municipalities to increase the distribution of different housing types can help reduce the perceived impacts of lower-income housing options on the community of Howell.

Current Zoning

The table below summarizes the regulations on housing in the City’s Zoning Ordinance in 2023 for all type of housing. The referenced strategies can be seen on page 40.

Type of Housing	Zoning Districts	Regulations	Strategies
One-family detached	Permitted use in: • R-1 (8,400 square foot lots) • R-2 (9,600 square foot lots) • RT • R-M • B-1 • MXD • HL-1 (owner-occupied) • HL-2 (owner-occupied) Special land use in: • O-1 • HL-1 (rental) • HL-2 (rental)	Section 5.03 – Minimum Floor Area of Dwelling Units (900 square feet) Section 5.08 – One-Family Dwellings and Pre-Manufactured Housing, including standards for construction, unit size and dimensions, foundations, roof design, sewer and water service, storage areas and compatibility. Section 10.04- Off-Street Parking Requirements, 2 spaces per dwelling unit	1, 5, 6, 8
Domestic units with 3 or more unrelated residents	Special land use in: • R-1 (8,400 square foot lots)	Section 5.14 – Residential occupancy, including parking requirements.	6
Accessory dwelling units	Detached accessory dwelling units are a special land use in: • R-1 (8,400 square foot lots) • R-2 (9,600 square foot lots) • RT • R-M Attached accessory dwelling units are not expressly allowed.	Section 5.02(f) – Accessory Residential Dwelling Units, including location on upper floor, minimum floor area (250 square feet to 750 square feet, based on # of bedrooms).	3
Two-family	Permitted use in: • RT • R-M • MXD	Section 5.03 – Minimum Floor Area of Dwelling Units (800 square feet per unit) Section 10.04- Off-Street Parking Requirements, 2 spaces per dwelling unit	4, 5, 6, 8
Attached one-family	Permitted use in: • MXD Special land use in: • O-1 • B-1 • B-2	Section 5.03 – Minimum Floor Area of Dwelling Units (250 square feet to 750 square feet, per dwelling unit based on # of bedrooms) Section 5.08 – One-Family Dwellings and Pre-Manufactured Housing, including standards for construction, unit size and dimensions, foundations, roof design, sewer and water service, storage areas and compatibility. Section 10.04- Off-Street Parking Requirements, 2 spaces per dwelling unit	5, 6, 11
One-family dwelling in mixed use building	Permitted use in: • CBD (upper floors only) Special land use in: • O-1 • B-1 • B-2 • MXD	Section 5.03 – Minimum Floor Area of Dwelling Units (800 square feet per unit) Section 5.16 – Residential Units in Mixed Use Buildings, including regulations for first floor and upper floors Section 10.04- Off-Street Parking Requirements, 2 spaces per dwelling unit	2, 5, 6, 11

Type of Housing	Zoning Districts	Regulations	Strategies
Multiple family or apartments	Permitted use in: • R-M Special land use in: • MXD	Section 5.03 – Minimum Floor Area of Dwelling Units (250 square feet to 750 square feet, per dwelling unit based on # of bedrooms). Section 10.04- Off-Street Parking Requirements, 2 spaces per dwelling unit plus 1 space per each 10 units	5, 6, 9, 11
Housing for the elderly, nursing homes and convalescent centers	Special land use in: •R-M	Section 6.03 - Housing for the Elderly and Nursing Homes/Convalescent Centers, including minimum site area, setback, minimum floor area, building height, and lot location Section 10.04- Off-Street Parking Requirements, different requirements for each use	6, 12, 13

The current zoning is restrictive for different types of housing that could help address housing attainability and affordability in the City of Howell. The City could consider amending the zoning to allow or make it easier for the following housing types to be built in Howell:

- **Accessory Dwelling Units (ADUs):** Allowing for accessory dwelling units (ADUs) as accessory uses approved administratively by staff is a growing trend in communities. ADUs are a separate housekeeping unit on the same lot as a single family dwelling. Such units can be attached or detached but are clearly secondary to the principal single-family residential use. Regulations often require that the principal home is owner-occupied to ensure the same attention as other single-family homes in the district.



These units are usually created in response to the need to house an elderly family member. However, since that unit may not always be occupied by a family member, regulations are usually put in place to ensure compatibility with the existing neighborhood. Design criteria can require that the building materials and architectural style are the same as the principal structure and compatible in scale and design to the character of the surrounding neighborhood.

- **Missing Middle Housing:** “Missing Middle” housing is a range of multi-unit or clustered housing types compatible in scale with surrounding single-family homes that help meet the growing demand for walkable urban living. These housing units include triplex, fourplex, courtyard apartments, bungalow courts, and live-work spaces. Many communities are transitioning retail areas into mixed-use streets by allowing these housing types in those districts.



Missing middle housing types, such as live-work units or low-rise apartments, are appropriate on the edges of downtown and within mixed-use corridors, such as Grand River Avenue and South Michigan Avenue, as long as the first floor ceiling heights allows non-residential uses at a later date (12-14 feet between the first and second floors).

Strategies

The following strategies should be considered:

1. Collapse R-1 and R-2 zoning districts into a single One-Family Residential District using the R-1 uses and dimensions.
2. Change the zoning to allow first floor residential units in mixed use buildings, with first floor heights to allow non-residential adaptive re-use as a permitted use and/or remove the restriction on floor area.
3. Expand regulations for ADUs, as follows
 - a. Allow both detached and attached ADUs as administrative approvals.
 - b. Remove first floor requirement for ADUs.
 - c. Minimum floor area for ADUs is no more than 450 square feet (current requirement for a 1-bedroom multiple family dwelling unit).
 - d. Develop pre-approved plans for ADUs and other housing types.
4. Remove RT zoning district.
5. Eliminate minimum dwelling unit size for all zoning districts or reduce the required size.
6. Reduce parking per dwelling unit to 1 or 1.25 spaces per dwelling unit or link the parking requirements to the number of bedrooms.
7. Allow density or height bonuses when workforce or attainable housing is included.
8. Update the housing types with the “missing middle” housing types that reflect Howell’s character and then create form-based districts.
 - a. Include triplex, fourplex, courtyard apartments, bungalow courts, and live-work as defined housing types and allow them in the appropriate zones.
 - b. Make areas shown in the Future Land Use map as general and historic corridors mixed-use with residential uses and appropriate housing types allowed as permitted and possibly special land uses. Single-family homes, detached two-family dwellings, attached one-family dwellings and live/work units could be appropriate in these locations.
9. Expand the permitted uses in the MXD to include multiple-family, retail, and office uses.
10. In the downtown, consider allowing first-floor residential on side streets, with first floor heights that would allow non-residential adaptive re-use.
11. Plan for infill housing of a “missing middle nature” for the hospital area when the hospital closes.
12. Amend the zoning ordinance with design guidelines for Elder Cottage Housing Opportunity (ECHO) Village as a permitted use or special use in appropriate zoning districts. ECHO Villages are clustered cottage units with smaller floor areas (less than a 1,000 square feet) for seniors built according to Universal Design principals for maximum accessibility inside and outside of the cottages.
13. Amend zoning to allow independent senior housing and convalescent care as separate uses. Consider allowing these uses in districts other than RM.
14. Build partnerships with attainable housing developers and employers and community development partners.
15. Conduct a housing market study and then amend the Zoning Ordinance, if needed.



Chapter 6: Transportation

Introduction

As the commercial center of Livingston County, Howell includes major thoroughfares that connect the city to the broader region along with walkable streets in the historic center and throughout its residential neighborhoods. This chapter lays out the existing conditions, reviews community input on transportation, and presents strategies that align with Howell's transportation needs. As with other components of the Master Plan, the strategies are largely driven by feedback from residents and other stakeholders.

Transportation Planning

A well-crafted road project can achieve many outcomes within Howell, including not only access, accessibility, and safety for pedestrians and motorists, but also economic growth and job creation. Public investment in road design that meets the needs for all users can provide the foundation for a stronger community. Community investment in projects that support local and regional businesses can be the catalyst for private investment. Individual entrepreneurs as well as corporations recognize a community's commitment when highly visible public improvements to the city's infrastructure, especially the transportation network, are undertaken.

Existing Conditions

The major downtown thoroughfares – Grand River Avenue and Michigan Avenue – anchor a network of streets, sidewalks, crosswalks, and trails. As a Michigan designated Main Street, Grand River Avenue connects Howell to County and State transportation systems. I-96 and M-59 offer connections from Howell to Detroit, Ann Arbor, Lansing, and Grand Rapids. In addition to the strong regional connectivity, residents enjoy safe, walkable interior streets.

The transportation pattern in Howell is well established and has been dictated by Howell's major thoroughfares and the existing land use pattern in the city. At 5.19 square miles, the city is essentially built out with few areas that have not been developed. Any new development in Howell will take place as redevelopment or infill within the existing transportation network. New development in the limited undeveloped areas will need to be thoughtfully connected to the existing transportation systems.

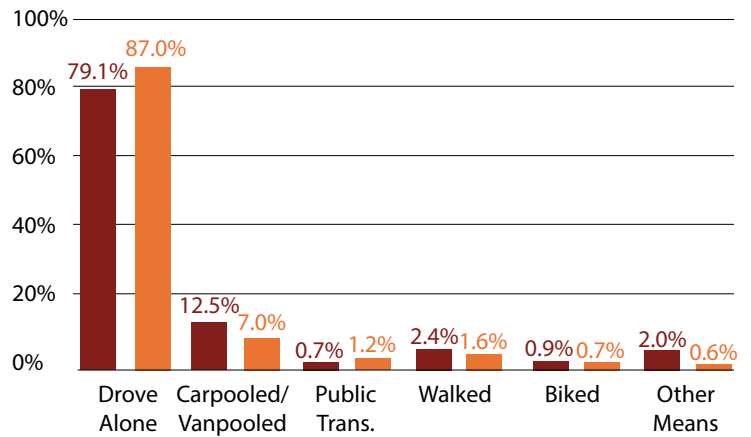
SEMCOG has identified Grand River Avenue, Highland Road (M-59), and Michigan Avenue as the non-interstate roadways with the highest traffic volume in Howell. Projected population increases both within and outside of Howell will apply additional pressure to the well-traveled city roads and arterial networks. Furthermore, as shown in Figure 9, the number of residents driving alone to work or utilizing public transportation is rising, placing additional pressure on the roads.

The population of Howell is also projected to continue aging, increasing the need for pedestrian infrastructure and public transit accessibility as older residents experience limitations in mobility. Transportation needs have become more diverse due to an aging population, new modes of transportation, and new commuting practices. The way the transportation network connects and functions, how it supports “Main Street” businesses and regional economies, and how it protects public health and safety will become increasingly relevant to long-term economic prosperity and quality of life for the community.

Public Transportation

As of 2022, two regional transit providers offer service to Howell: Livingston Essential Transportation Services (LETS) and the Mass Transportation Authority of Flint

Figure 9. Transportation to Work, 2010-2020 SEMCOG, City of Howell



(MTA). Neither provider offers fixed bus routes in the City nor have a formal partnership with the City.

LETS provides a fee-based dial-a-ride service. Twenty-nine percent of all LETS trips in the City of Howell are within a half mile of Grand River Avenue, and 72% are recurring. However, the LETS dial-a-ride vehicles operate throughout Livingston County, impacting the efficiency, pricing, and availability of the service. LETS data from recent years indicates that demand is outpacing service capacity.

The MTA has provided service to and from Genesee County, primarily to support employers and employees. In 2016, MTA added routes to Livingston County and increased its capacity due to a request from the Howell Chamber of Commerce. Today, the MTA transports up to 1000 workers to Livingston County each day, according to the Livingston County Transit Master Plan. Local transit patterns are evolving toward the need for more collaborative funding as well the demand for fixed route service.

Howell's streets are not designed for fixed-route buses. For instance, there are not designated pull in/out areas on Grand River within the city's boundaries. LETS has worked with Howell and nearby municipalities to identify designated pull in/out areas. The Livingston County Transit Master Plan identifies a future Grand River Avenue Bus Route with designated stops along the corridor.

Non-motorized Facilities

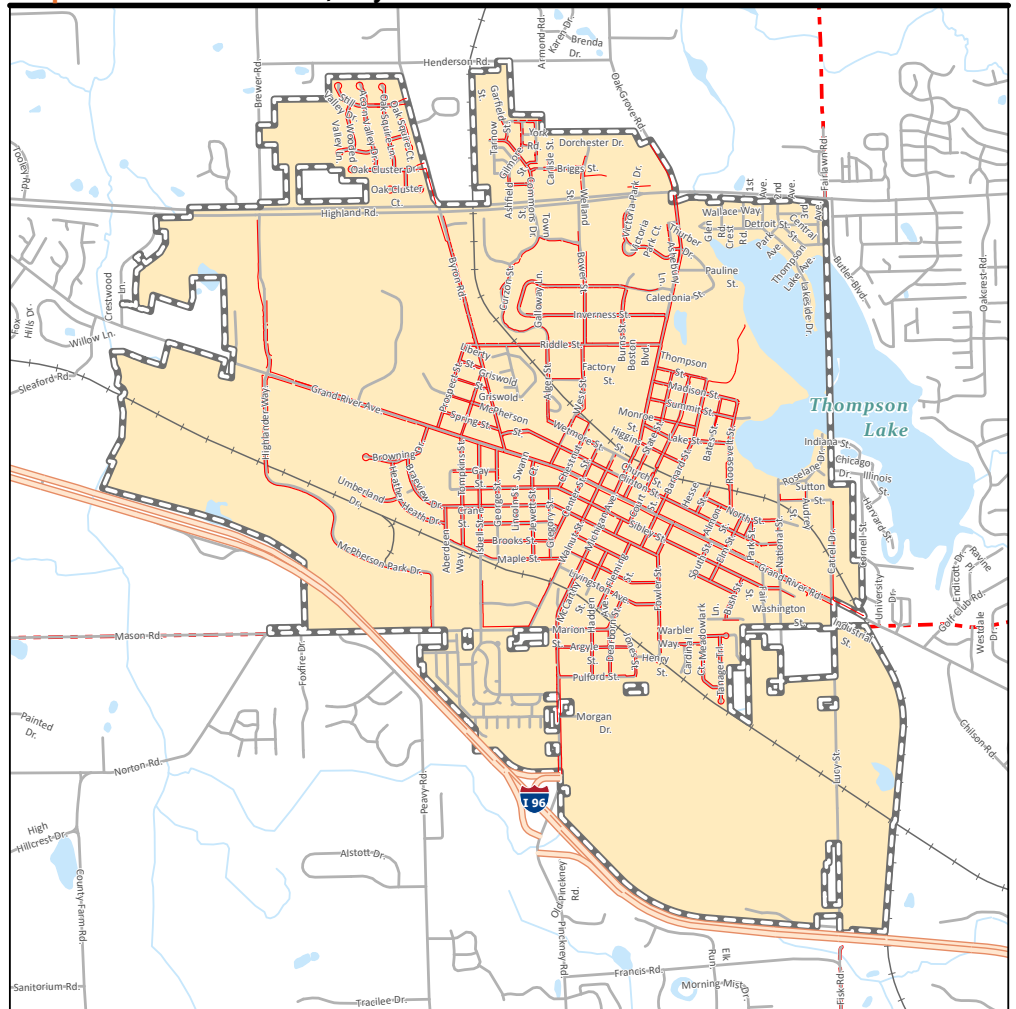
Non-motorized facilities include any component of the Howell's transportation network that support walking or bicycling. Non-motorized facilities can be a dedicated pathway for recreation but often are incorporated into the larger transportation network in the form of Complete Streets. Complete Streets are roadways that are planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive devices, foot, or bicycle. In order to provide connections to all areas of the City for people of all abilities and desired forms of transportation, the roadways must be designed to support multiple modes of transportation. However, not one specific treatment is appropriate for all roadways. Treatments should vary based on adjacent uses and the amount of traffic on a road.

Pedestrian and cyclist connections are available throughout the city. The City of Howell is bikeable and very walkable. Residents and visitors express appreciation for and value in the walkability of the community.

However, the walkability within Howell varies city-wide, with the downtown area boasting much higher walkability than other areas. Since most of the city's streets and sidewalks were developed, Howell has experienced significant growth in both its residential and workforce populations. This growth has added increases to traffic—both motorized and non-motorized. The City continues to make concerted efforts to make Howell more pedestrian and cyclist friendly, through sidewalk improvements, and pedestrian crossings.

In the 2022 Recreation Plan Master Plan, a conceptual non-motorized plan shows existing and planned sidewalks and safety paths. Further exploration and prioritization of the proposed pedestrian facilities may be warranted, as well as additional details on streetscapes and crosswalks (see the development chapter). The non-motorized plan could be used as a budgeting tool during annual capital improvement planning.

Map 2. Sidewalk Locations, City of Howell



Sidewalk Locations

- Sidewalks
- Roads
- Highways
- Railroads
- City of Howell Boundary
- Creeks and Streams
- Lakes



0 0.25 0.5 Miles

This map is for reference only. Data layers that appear on this map may not be accurate. The information is provided with the understanding that the conclusions drawn from such information are solely the responsibility of the user. Any assumption of legal status of this data is hereby disclaimed.

City of Howell
Livingston County, Michigan
Data:
Prepared by: Cartisle/Wortman Associates, Inc.

Traffic Calming / Pedestrian Safety

Traffic calming measures are the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Examples include bulb outs or curb extensions, raised crosswalks, pedestrian refuge islands, and traffic circles. In addition, narrower roadways, on-street parking, and even the presence of trees or structures closer to the road will help to slow traffic. The city has many examples of traffic calming measures that have been installed in various locations.

Mid-block crossings on Grand River have been an effective tool to facilitate pedestrian safety in the downtown area. Narrower intersections with different color material for crosswalks on Sibley Street give visual cues that drivers need to slow down.

The limited number of pedestrian crosswalks lead to unsafe pedestrian crossing at non-designated areas. Participants in the public input process asked for additional mid-block crossings and similar measures to be strategically included throughout Howell. Other pedestrian safety measures that have proven to be effective involve signals. Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-activated warning lights that indicate that a pedestrian is crossing at a mid-block crossing. Additionally, at intersections, pedestrian crossing signals can be timed to prioritize pedestrian safety while maintaining an effective level of service for vehicles on the road.

Traffic

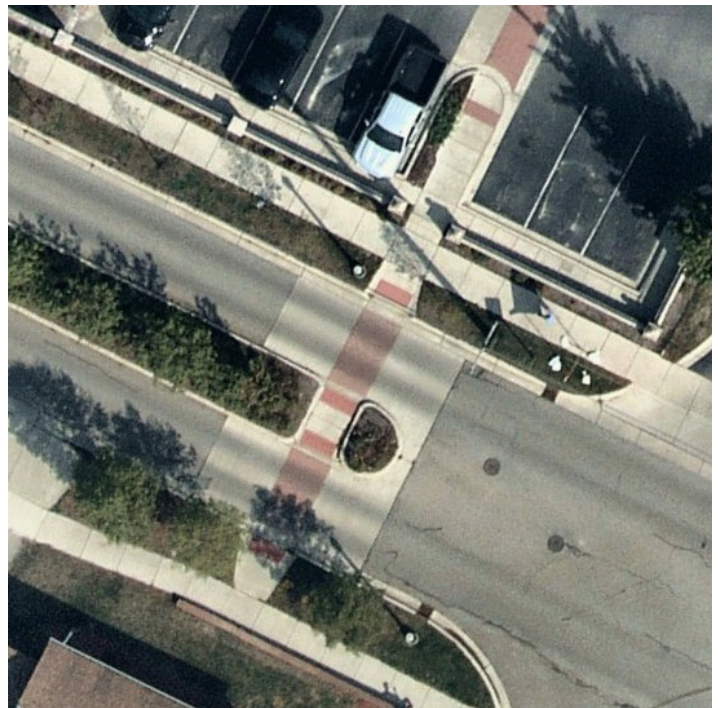
Private vehicles are the primary mode of transportation within the City of Howell. The streets are designed to connect local streets with major thoroughfares, and on-street parking is available on most city streets. The most heavily trafficked roads are Michigan Avenue and Grand River Avenue.

SEMCOG has identified the following locations as high priorities for safety, due to the disproportionate number of crashes that occurred here between 2016 and 2020:

- The intersection of Highlander Way and Highland Road (M-59).
- The intersection of N. Michigan Ave. and Highland Road (M-59).
- The section of S. Michigan Avenue between Sibley Street and I-96.



Bulb out - A corner bulb out extends the sidewalk into the street, shortening the distance a pedestrian has to walk, and helping slow auto traffic.



Mid-block Crossing with Refuge Island - A refuge island in a mid-block crossing provides a safe place for a pedestrian while crossing the street and provides visual cues that slow traffic down.

Loop Road Plan Update

The Loop Road is a project that connects D-19 to Lucy Road across land in the southeast section of the City of Howell. This project has been planned as a much-needed connector in this section of the community for decades. This project was formally adopted by the City through a Loop Road Target Area plan in the early 2000s and has continued to be recognized in the community's planning documents.

Through a right-of-way that will accommodate vehicular, utility, and non-motorized connections, this project will provide several needed improvements to Howell residents and business community. It will provide emergency access to the southern half of Lucy Road that has been locked in by the CSX railroad that runs east and west. By providing broader access to an undeveloped or under-developed sector of the community, this project will help spark needed development and job creation that is important to the region. This project will also provide a non-motorized connection that supports many of the local and regional pathway planning efforts that have been undertaken throughout the last 20 years. In addition to much needed access to this area, utilities connections are planned to be part of the project which will connect the dead-end water mains on D-19 and Lucy Road, improving water quality and dependability.

The first Loop Road Area Plan was prepared in 2001. The Plan was initiated by the desire on the part of the City and the Livingston County Road Commission (LCRC) to consider an alternative truck route through central Livingston County. Due to the construction of the Latson Road interchange on I-96, truck traffic through downtown Howell has significantly decreased. Therefore, the focus of the loop road is no longer on providing an alternate truck route through Howell, but instead providing safe and convenient access to the south Lucy Road area. The intention is to develop a low volume local road that winds through the picturesque, wooded area on the south side of town. This corridor would include a pathway that would create a non-motorized connection through this area of town. The fact that the area is largely undeveloped provides a unique opportunity for the City of Howell to stimulate a pattern of new development that maintains and respects the existing natural features and adjacent developments while providing for housing, industry, employment, and advancing community priorities related to economic growth, transportation, and sustainability.

Since the initiative's introduction, the Loop Road Area Plan has been included as part of all subsequent Master Plans. The construction of the Loop Road, connecting South Michigan Avenue to Lucy Road, is a priority for Howell.

Transportation Data Conclusions

- Howell, as a commercial center and host of regional transportation network connections for the county, benefits economically but faces transportation challenges due to the volume of traffic.
- The traffic safety, flow, and walkability of Howell streets are impacted by the heavy vehicle use within the city, particularly along Grand River Avenue, Michigan Avenue, and Highland Road (M-59). Combining strategies for traffic calming, walkability, and cycling accessibility could improve safety for all street users. Enforcement of crash-reducing laws on high-volume roadways may reduce the number of crashes.
- Cyclist connections, routes, or lanes that offer either an alternative option or a safer route along Grand River Avenue can increase cyclist safety and reduce roadway crashes involving cyclists.
- Updated analysis of public transit ridership, demand, and commuter patterns may identify possible fixed route options within the community, to the surrounding townships, and to Ann Arbor. If determined to be of need and/or in demand, fixed routes may both improve efficiency and better serve community members.
- Howell's appealing, historic, small-town character is in large part due to the walkability of its downtown and nearby neighborhoods.
- The growing and aging population of Howell will continue to place increased demand on transportation networks and pedestrian accessibility.

What the Community Said

In the community survey conducted in the summer of 2022, the participants who were residents and business owners in the City of Howell shared the following regarding transportation:

- The top three priorities included sidewalks and access to bicycle lanes for recreation, traffic & circulation, and quality of roads.
- Participants indicated that they felt safest on smaller,

residential streets compared to the larger thoroughfares between them.

- The majority of respondents indicated that they walked, ran, hiked, or biked for exercise regularly and that they used regional trails or trails in neighboring communities. Fifty-four percent of respondents said that “access to paths and trails” was very important to them.
- When asked to identify non-motorized routes for development, respondents suggested routes to connect areas to downtown, routes to schools, and routes along Michigan Avenue and Grand River Avenue.

During the multi-day workshop, two stations were dedicated to transportation questions. The input shared at those stations were:

- Traffic problems and areas where traffic works well were identified on a map of Howell. The most common problem areas were along Grand River Avenue, Michigan Avenue, and East Highland Road.
- Participants suggested prioritizing non-motorized connections along West Grand River Avenue and Byron Road.
- Of the over 60 participants, many expressed a need for additional crosswalks, especially along Grand River Avenue and Michigan Avenue, as well as improved pedestrian safety features at crosswalks.

Strategies

The following strategies would implement the Master Plan:

- Explore re-designating Grand River Avenue as a city street to make it more pedestrian friendly by including additional human scale amenities such as enhanced buffering, larger walking area, more space for outdoor eating, reduced number of lanes and lane widths, and bike lanes.
- Coordinate with Livingston County to establish a fixed bus route to connect Howell to neighboring communities along Grand River Avenue.
- Explore funding opportunities and coordinate with regional efforts to ensure at least one dial-a-ride vehicle is dedicated for trips within Howell.
- Consult with LETS and amend the zoning ordinance to require or incentivize the provision of accessible transit stops along Grand River Avenue.

- Connect non-motorized pathways along East Highland Road and Mason Road, and implement additional crosswalks along Bryon Road, West Highland Road, and Grand River Avenue.
- Build additional mid-block crossings. Add RRFB to existing mid-block crossings along busy roads.
- Review the non-motorized plan during annual capital improvement planning.
- Adjust pedestrian signal timing to prioritize pedestrian safety at busy intersections.
- Orient design of all roadways to accommodate pedestrian and bicycle traffic, including crosswalks and bicycle lanes through roundabouts with clear safety lighting as needed.
- Follow Action Plan in Recreation Plan 2023 for pursuing funding to improve or add trails and paths.
- Follow Action Plan in Recreation Plan 2023 for pursuing funding for Safe Routes to Schools project.
- Consider reimplementing of the 2017 Road Diet plan along Grand River Avenue to reduce crosswalk distance.
- Coordinate Complete Streets efforts and cooperate with transportation authorities and neighboring governments to encourage comprehensive roadway access for vehicles, cyclists, pedestrians, and public transport riders.
- Develop a roadway to connect Lucy Road and South Michigan Avenue.
- Establish a relationship between the city administration and LETS with the goal of facilitating public outreach. Re-post LETS posts to City social media accounts.



Chapter 7: City Framework

Introduction

Howell is a historic city, with a traditional downtown and nearby neighborhoods built on a street grid system. The city is comprised of areas with different character but not necessarily different land uses. The city is largely built-out, with only a few areas left for significant new development.

This chapter describes the framework for these character areas, as well as current zoning districts that fit into each of these areas. Strategies for the future are included with each framework element.

Future Land Use Map

The Master Plan views the city as an urban system with interconnected elements. The future land use map creates the framework by illustrating the different land use elements such as centers, corridors, districts, and neighborhoods. The different types of elements, such as historic and general corridors, provides guidance to the community and developers to the context of the built environment. The future land use map is intended to guide development and design of the built environment.

The framework elements depict the types of places in Howell, each with its own character and mix of uses. Each of these elements is further described below:

Neighborhoods

Neighborhoods are where homes are clustered together along with other small-scale uses that serve the people that live there. Neighborhoods can include a variety of housing types, along with other uses such as schools, churches, parks, and small-scale businesses. Each of the neighborhoods in Howell has its own character, influenced by the size, age, and architecture of the buildings, the density, the layout of the streets, parks, and public spaces.

Neighborhoods fall into the following categories:

Core Neighborhoods include both the oldest (such as Piety Hill) and newest (Town Commons) neighborhoods in Howell, as well as many built in the more than a century in between. These neighborhoods are built on an inter-connected grid street network. The historic neighborhoods were built over the course of decades where the newer development were constructed within a span of years. Streets are narrower and straighter than in other parts of Howell. Most of the core neighborhoods are connected to the historic downtown and the historic corridors.

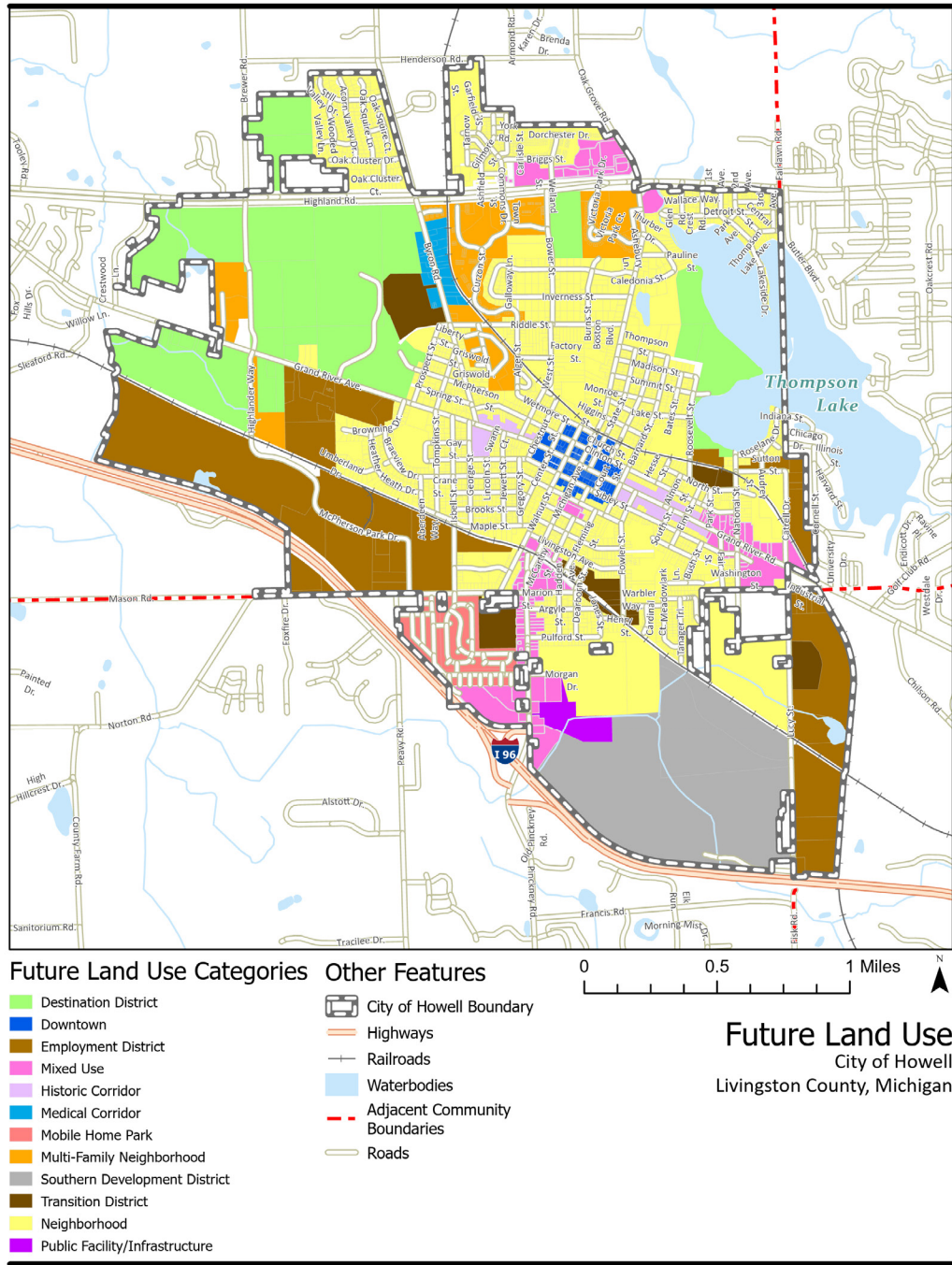
Core neighborhoods have a range of residential building types, with churches, schools, small parks, offices, and stores intermixed. The majority of residences are single-family homes, but small apartment buildings and groups of condominiums are scattered throughout the core neighborhoods.

In general, the lot sizes, widths, and building setbacks are small, with many of the existing homes and lots not meeting current zoning ordinance requirements.

Strategies

The zoning in these areas should allow for a mix of uses currently in those neighborhoods. With the recent rental inspection program, Howell has found many duplexes and accessory dwelling units in these neighborhoods. Those

Map 3. Future Land Use Map



neighborhoods near to the downtown can also be an opportunity for more housing choices and types, such as accessory dwelling units. In order to allow for additional density and housing choice within the neighborhoods, the City may want to consider additional standards to ensure that those dwelling units that are not single-family homes fit into the desired character of the neighborhood. Additionally, a strong rental inspection program is important to ensure that rental units, whether in houses or larger buildings, are safe and clean dwellings.

Applicable zoning districts in the core neighborhoods: R-1, HL-2, O, B-1, MXD and PUD.

Suburban Neighborhoods were built in the middle or later part of the 20th and the early 21st century. They were designed as areas for a single type of housing: either single-family or multi-family. Generally, these neighborhoods were built out in less than ten years, regulated by a single plat or condominium plan with associated rules or restrictions, and constructed by no more than a few builders. Suburban neighborhoods include what is typically referred to as “subdivisions,” such as the Heather Heath neighborhood on the west side of town or Rolling Oak on the north side of M-59.

These neighborhoods are located adjacent to core neighborhoods and do not border the downtown. In most cases, the street network is designed to carry traffic into the neighborhood, not through it. Streets are wider and are more winding than streets in the core neighborhoods, often including cul-de-sacs.

Lot sizes, widths, and setbacks in the suburban neighborhoods are larger than in the core neighborhoods. Any non-residential uses, other than schools or parks, are located at the edges, not embedded within the neighborhood.

Strategies

Suburban neighborhoods can also host accessory dwelling units under appropriate circumstances.

Applicable zoning districts: R-1, R-2

Multi-family Neighborhoods are similar to suburban neighborhoods in terms of design. However, these areas were built exclusively for multi-family housing and include large blocks of apartments, condominiums, and duplexes.

Like suburban neighborhoods, the streets here are not connected to the larger grid network of Howell. Traffic is

meant to be directed into and out of the neighborhood through one or two entry points. The street layout is not conducive for pass-through traffic. These neighborhoods often include large surface parking areas for residents and visitors.

Strategies

Built multi-family neighborhoods are unlikely to change significantly in the future unless they are fully redeveloped. Some multi-family neighborhoods (such as Nelson’s Ridge and Chelsea) were not completely built-out due to the Great Recession. Also, many of the multi-family neighborhoods near Highland Road are aging and in need of maintenance, repair, and rehabilitation to remain desirable. The City should encourage investment in these areas. Standards for new multi-family developments should be evaluated to ensure that the design of such development fits into the surrounding area and supports the needs of the community.

Applicable zoning districts: MF, PUD

Manufactured Housing Community: The mobile home park district is comprised of the Howell Estates Mobile Home Park. This is a unique, single use area of Howell unlike any other neighborhood. The City has limited jurisdiction, since the Michigan Manufactured Housing Commission has jurisdiction over any City ordinances governing mobile home parks.

For the Future

This area had seen significant decline over the last couple of decades, until new ownership and management took over Howell Estates. The City has worked with the owners of the park to remove dangerous buildings and improve site conditions to meet City standards. Future study will be required to determine the most appropriate redevelopment of the site if and when the mobile home park phases out.

Center

A center is the heart beat of the City – the places where people walk, gather, shop, and meet. In Howell, the center is the historic downtown, with its distinct architecture, mix of land uses, and walkable environment. Residences and businesses are integrated by streets and sidewalks.

The mix of uses – places where people live, work, and shop – brings an exceptional vibrancy to the downtown. Buildings are built up close to the sidewalk and contain

a variety of uses including retail, restaurants, services, offices, and residences. Parking is provided but is generally located on the street or in parking lots behind the buildings.

For the Future

The plan proposes to build on the strengths and improve the weaknesses of these areas to make them great places. Future ordinances will preserve the architecture of these areas and require high standards of new development. New developments and infill buildings will be designed so that the street is highly visible from the buildings; these extra “eyes on the street” help provide a natural surveillance and make the area feel safe. Policies will also enable the continued re-use and redevelopment of buildings, increasing their sustainability.

Applicable zoning districts: CBD, PUD.

Corridors

Corridors are the streets that connect the City together, and sometimes divide it. They are the arteries of transportation into, around, and through Howell. They are home to most of the commercial areas in Howell that are outside of the downtown. Three types of corridors exist in Howell:

Historic Corridors connect the center of Howell with other corridors and the surrounding neighborhoods. They are dominated by large, historic homes now used in a variety of ways – office, retail, bed and breakfasts, and both single-family and multi-family residences. Houses of worship and other civic buildings also line these corridors, interspersed with smaller houses.

In historic corridors, the lot sizes and setbacks tend to be smaller than those in general corridors. Parking areas are generally smaller as well, and are more often located to the side or the rear of the business.

For the Future

Uses in these corridors will remain flexible allowing the historic buildings to accommodate changing markets, traffic patterns, and creative uses that preserve the historic integrity of the buildings. Adaptive re-use of historic buildings as multiple-family residences is a strategy to expand housing choices in the City. Infill with appropriate design can add to the vibrancy of these corridors while maintaining the historic character.

Applicable zoning districts: O, HL 1 and 2, B-1, FB

General Corridors are streets that connect Howell to neighboring municipalities and the centers. The general corridors are home to the bulk of Howell’s commercial land, and the predominant uses are retail and restaurants.

Many of the corridors – East Grand River Avenue, far western Grand River Avenue, South Michigan near the I-96 interchange, and parts of Highland Road – are primarily suburban in form and appeal to auto-oriented commercial uses. Lot sizes are larger than the historic corridors, with the buildings set back farther from the road and large parking lots generally located in front. The shallow lots along many of these corridors no longer accommodate the larger 21st century footprint of suburban style buildings with parking in front and lawns on all sides.

Crossroads Town Center at the northwest corner of Highland Road and Oak Grove Road has the same uses as other General Corridor development, but with a different design. Buildings and parking fields are set within an internal street grid that attempt to mimic traditional neighborhood design. Smaller commercial buildings front onto Highland Road, with parking pooled in the center of the development instead of in the front yards. This development is a starting point in terms of design for development or redevelopment on the General Corridors.

For the Future

Many of these areas are studied in more depth in the Opportunity Site section of this Plan. In general, zoning standards for parking, landscaping, building placement, and site amenities should be reexamined so that future infill and redevelopment is as friendly to people as it is to vehicles. Since these areas have been historically auto-dominated, outlots and infill sites should be developed with all potential visitors – pedestrians, cyclists, transit riders, and motorists - in mind.

Zoning regulations will also recognize that a wide variety of uses may be appropriate in these areas, including housing. The Housing Chapter has strategies to integrate “Missing Middle” housing types into corridors.

General Corridors can be designed in a way that is respectful to the adjacent neighborhoods. Setting up large buffers (with landscaping, walls, and other means) are not the only ways to protect the quality of life in neighborhoods. New buildings can be designed so that their scale, placement, and form more seamlessly integrates with adjacent neighborhoods. Form-Based

code such as the South Michigan Avenue District can be used to accomplish this integration.

Applicable zoning districts: O, B-1, B-2, FB

Medical/Office Corridor: The Byron Road corridor is designated as a medical office corridor due to the unique characteristics in that area. The corridor has been heavily influenced by the Trinity Health Livingston Hospital, which is slated to close in the next few years. Until that time, the hospital is expected to continue to provide medical services and jobs for Howell and the region, as well as influence traffic and development patterns along the corridor.

The rest of the corridor contains associated medical, dental, and professional offices with a few single-family homes sprinkled in between. Unlike the 22-acre hospital site, the lots and setbacks tend to be relatively small. Within the corridor, parking lots are not placed in a consistent location, in front, side, and rear yards or a combination thereof. Some sites appear to be over-parked.

For the Future

It will be critical to plan for the future of this site where the hospital currently exists. This is further discussed in the Opportunity Sites section. The City should work closely with the hospital on a coordinated plan for this area. Scenarios for redevelopment of the hospital site must be evaluated by the City. Depending on what happens on the site, the Byron Road corridor may need to be examined in the next update of the Master Plan or through a supplemental area plan study.

Future redevelopment should be coordinated with other improvements along the corridor. Regulations should focus on office space, integration of complimentary medical uses, shared parking, housing options, and buildings with a scale and character that fits with surrounding neighborhoods.

Applicable zoning districts: O, B-1

Districts

Districts are parts of the city dedicated to a single type of activity, often attracting visitors from around the region. Districts are different from the corridors, centers, and neighborhoods in that they generally do not involve a mixture of uses. The character of the districts evolves from the use itself.

The challenge for regulating any district is to ensure that they serve their intended purpose without compromising the quality of life in the surrounding areas. The City must assure that workers, products, and visitors can reach their destinations easily and safely. Some districts encompass challenging sites and require more detailed study to inform future regulation.

In Howell there are five specific types of districts:

Employment: Employment districts include McPherson Park, county facilities and the Medilodge area on West Grand River Avenue, the N. National/Sutton/Catrell area, and the Lucy Road area in the southeast. These areas represent large employment centers, clustered together in single-use areas. These areas are generally fully developed with the exception of some limited space in McPherson park, and significant redevelopment potential along Lucy Road.

For the Future

Employment districts are vital to Howell. They provide employment opportunities for residents and contribute to the City's tax base. For the employment areas, the City will ensure that standards are in place to allow for expansion while protecting the quality of life in neighboring areas.

Applicable zoning districts: O-1, I-1 and I-2

Destination districts include public and institutional areas that draw visitors from a wide area. These districts range from small neighborhood playgrounds and elementary schools to large school campuses and parks. The destination districts are generally not well-integrated with their surrounding neighborhoods and tend to draw in significant vehicular traffic. The destination districts include Scofield Park, the Howell High School and Freshman Campuses, Livingston County West Service Center, the Livingston Educational Service Agency, and other active recreation areas.

For the Future

No significant changes to zoning or use are anticipated for these areas in the next five to ten years. However, the City will work closely with these large landowners if circumstances change and any sale, property split, or infill developments emerge.

Applicable zoning districts: PUD, R-1

Transition districts encompass areas where the current use is different from its surroundings. In most cases, property in transition districts does not conform to the zoning or future planned land use in the area. Pockets of old industrial or commercial uses embedded in neighborhoods are included in this category.

For the Future

The City acknowledges the uses in these areas and must allow them to continue. However, they are generally not allowed to expand given their incompatible nature and potential negative impacts to the surrounding area. Future uses and redevelopment in these districts should integrate with the surroundings as businesses turn over.

Applicable zoning districts: R-M, R-1, PUD

Southern Development: This district includes the large, vacant development sites at the southern edge of the city. Recent proposals slate this land to be developed for a mixture of uses in a multi-phased approach. The primary driver for the development is unique development concept for private driving circuit which includes garage condos where members will house sports cars that can be driven on a 1.5 mile track. Future phases include an entertainment district to the east that will include commercial entertainment uses that should tie into the South Michigan Avenue corridor, and research and development phase on the east side of the site that will tie in with the Lucy Road Employment district.

Applicable zoning districts: PUD, MXD, SMD, R-1, L-I

Zoning Plan

Framework Element	Appropriate Land Uses	Zoning
NEIGHBORHOODS		
Core	Single-family, small multi-family, institutions, parks, offices, stores	R-1, HL-2, O, B-1, MXD, PUD
Suburban	Single-family, institutions, parks	R-1, R-2
Multi-Family	Multi-family	MF, PUD
CENTER	Mixed-use, retail, restaurants, services, offices, institutions, parks, upper story and attached residential	CBD, PUD
CORRIDORS		
Historic	Office, retail, bed and breakfasts, single-family, small multi-family, parks, institutions	O, HL 1 and 2, B-1, FB
General	Retail, restaurants, office, "missing middle" housing	O, B-1, B-2, FB
Medical/Office	Office (professional, medical, dental), single-family, small multi-family, institutions	O, B-1
DISTRICTS		
Employment	Office, manufacturing	O-1, I-1, I-2
Destination	Parks, institutions	PUD, R-1
Transition	Single-family, small multi-family, mixed use	R-M, R-1, PUD
Southern Development	Entertainment, research and development, single-family	PUD, MXD, SMD, R-1, L-I



Chapter 8: Implementation

Achieving the vision of the City of Howell Master Plan will take significant time, effort, and in many cases funding, to achieve. The City will not be able to do it alone. An engaged community that works together, has committed partners, combines resources, and shares successes will be essential for Howell to continue to be a thriving community of healthy and sustaining neighborhoods, lasting livelihoods, and great places. This chapter outlines actions for City officials and staff as well as partners and the community to be successful.

The purpose of this chapter is to identify strategies that the City can initiate or continue to use that will achieve the community's vision for the future of the City articulated in this Master Plan. Each strategy has

been developed to support the policies established in the Plan. Each strategy supports one or more of the policy statements and are intended to achieve ends that are consistent with the City's vision. The strategies are a set of tools and initiatives that include existing efforts, best practices, and unique approaches that have been conceived specifically for Howell. The Planning Commission should regularly evaluate these strategies for progress and relevance.

The success of the City's plan will depend heavily on citizens' understanding of the planning process and the plan's specific vision and policies. An engaged population that endorses the future vision for the City and has ownership of the community policies will be more likely

to support zoning decisions, development proposals, preservation initiatives, and even advocate for bond proposals or special assessments that are consistent with the identified strategies. The City must effectively communicate the importance of long-range planning and encourage citizen participation in on-going planning efforts.

STRONG PARTNERSHIPS

Partnerships, formal and informal, are critical to successful implementation of this plan. The City will continue to strengthen existing partnerships, pursue new partnerships, and maintain open lines of communication. Existing and potential partners are listed on this page. As new opportunities arise, the City should not hesitate to engage organizations, groups, or businesses not included here to achieve the vision of Howell.

EXISTING AND POTENTIAL PARTNERS

- Local Government: Livingston County Road Commission; Livingston County Drain Commissioner; Livingston County Planning Department; Howell Area Parks & Recreation; and Livingston Essential Transportation Services.
- State Government: Michigan Department of Transportation; Michigan Department of Environment, Great Lakes, and Energy; Michigan Economic Development Corporation; and Michigan State Housing Development Authority.
- Educational: Howell Public Schools; Livingston Education Service; and Cleary University.
- Neighborhood Organizations: Neighborhood Watch Groups; and Homeowners' Associations.
- Community Partners: Carnegie Library; Places of Worship; Chamber of Commerce; Downtown Development Authority; and SPARK.
- Major Employers: St. Joseph Health System; Thai Summit; Pepsi; Chem-Trend; Livingston County; Citizen Insurance; Livingston Essential Transportation Services; and Howell Public Schools.
- Development Community: local builders; developers; architects; planners; landscape architects; engineers; and financing institutions.

FUNDING SOURCES

The City will need to pursue multiple and creative sources of funding to implement this plan. These funding sources may change over time. The City must continually investigate and pursue new sources of funding.

Funding sources fall into four categories:

1. City Funded
 - a. General Fund
 - b. City selling of properties for specific program(s)
2. Economic Programs
 - a. Brownfield Tax Increment Financing
 - b. Community Development Block Grant (CDBG)
 - c. Michigan Community Revitalization Program (MCRP)
 - d. Public Spaces Community Places (PSCP)
 - e. Redevelopment Ready Communities (RRC)
 - f. SmartZones
 - g. Opportunity Zone
 - h. Corridor Improvement Authority
3. Transportation and Non-Motorized Infrastructure
 - a. Transportation Alternative Programs (TAP) Grants
 - b. Stormwater, Asset Management, and Wastewater (SAW) Grants
 - c. Transportation Economic Development Fund (TEDF) Grants
4. Parks, Trails, and Open Spaces
 - a. Land and Water Conservation Fund
 - b. Michigan Natural Resources Trust Fund
 - c. Recreation Passport Grants
 - d. Forestry Grants
 - e. Recreation Improvement Grants
 - f. Recreational Trails Program Grants

RESPONSIBLE PARTIES

The City will lead strategies, and partnership with local organizations will elevate the impact of each strategy.

CC	City Council
PC	Planning Commission
DDA	Downtown Development Board
EDA	Economic Development Authority
HAPRA	Howell Area Parks & Recreation Authority
DPW	Department of Public Works
LC	Livingston County

Strategies	Master Plan Policies				Timeline	Involved Entity
	Development	Housing	Transportation	Community Identity		
Review and update the zoning ordinance to ensure regulations are consistent with the desired development outcomes in each zoning district.	●	●		●	Continuous	PC, CC, EDA
Update south Michigan Avenue form-based code to ensure that regulations will achieve the design elements that are consistent with the area plans for that district and that they allow for the desired uses.	●	●		●	Immediate	PC, CC, EDA
Create a form-based code for East Grand River Avenue that includes design elements and uses that are consistent with the area plans for that district.	●			●	Mid-Range	PC, CC, EDA
Encourage the redevelopment of transitional districts or underdeveloped sites.	●		●	●	Continuous	PC, CC, EDA, DDA
Include the City islands in the Framework plan and map.	●				Mid-Range	PC, CC, EDA
Initiate incorporation of City islands.	●				Long-Range	CC
Plan for infill housing of a "missing middle nature" for the hospital area when the hospital closes. Facilitate a process to create design and use concepts.	●	●			Immediate	EDA
Maintain an opportunities site map that provides development potential information for each site.	●				Continuous	EDA
Take an active role in marketing the City.	●			●	Continuous	EDA, DDA
Continue to provide information to citizens and the business community using the City's website and notification app.				●	Continuous	EDA, DDA

Strategies	Master Plan Policies				Timeline	Involved Entity
	Development	Housing	Transportation	Community Identity		
Ensure consistency in branding and messaging in the City's online presence, in printed material, city decorations or signs, and any City correspondence.	●			●	Continuous	EDA, DDA
Focus on retention and growth of existing businesses.	●			●	Continuous	EDA, DDA
Continue to invest in visible public infrastructure, including streetscape design and public spaces.	●		●		Continuous	EDA, DDA
Continue to invest in pedestrian facilities through the development of a strategic non-motorized plan. This should include an inventory of pedestrian facilities and a plan for maintenance, enhancement, and extension.	●		●	●	Continuous	EDA
Review the nonmotorized plan during annual capital improvement planning.			●		Immediate	EDA, CC
Identify funding sources in the form of grant opportunities for public spaces and pedestrian facilities.			●		Immediate	EDA, DDA
Create a tree inventory to quantify the numbers and monitor the health of trees in public spaces.				●	Mid-Range	DPW
Permit first floor residential use and/or remove the restriction on floor area.	●	●			Mid-Range	EDA, PC, CC
Make general and historic corridors mixed use with residential uses allowed as permitted and possibly Special Land Uses.		●			Mid-Range	EDA, PC, CC
Expand list of housing types in residential districts: ADUs as a permitted accessory use for any one-family detached dwelling; allow small apartments as permitted or special land use in RT; and expand area of RT.		●			Mid-Range	EDA, PC, CC

Strategies	Master Plan Policies				Timeline	Involved Entity
	Development	Housing	Transportation	Community Identity		
Eliminate or reduce minimum dwelling unit size requirement.		●			Mid-Range	EDA, PC, CC
Reduce parking per dwelling unit to 1 or 1.25 spaces per dwelling unit or link the parking requirements to the number of bedrooms.		●	●	●	Mid-Range	EDA, PC, CC
Allow density or height bonuses when workforce or attainable housing is included.		●			Mid-Range	EDA, PC, CC
Update the building and site types to better reflect Howell as a whole and then create form-based districts for the Downtown, E. Grand River, and W. Grand River.		●		●	Mid-Range	EDA, PC, CC
Allow co-living and co-housing. Reconsider whether non-related individuals of three or more in a household always need Special Land Use approval.		●			Immediate	PC, CC
Expand the permitted uses in the MXD district to include multiple-family, retail, and office uses.	●	●			Mid-Range	EDA, PC, CC
Make general and historic corridors mixed use with residential uses allowed as permitted and possibly special land uses.		●		●	Mid-Range	EDA, PC, CC
Use a form based code for the Downtown, with allowances for first-floor residential on side streets.		●			Mid-Range	EDA, PC, CC
Use a form-based code in Downtown and the corridors to allow housing types including single-family homes, detached two-family dwellings, attached one-family dwellings and live/work units.		●			Mid-Range	EDA, PC, CC

Strategies	Master Plan Policies				Timeline	Involved Entity
	Development	Housing	Transportation	Community Identity		
Include triplex, fourplex, courtyard apartments, bungalow courts and live-work as defined housing types and allow them in the appropriate zones.		●			Mid-Range	EDA, PC, CC
Amend the zoning ordinance with design guidelines for Elder Cottage Housing Opportunity (ECHO) Village as a permitted use or special use.	●	●			Mid-Range	EDA, PC, CC
Allow both detached and attached ADUs as administrative approvals.		●			Mid-Range	EDA, PC, CC
Do not require a minimum floor area for ADUs or require a smaller minimum floor area, such as 400 sqft.		●			Mid-Range	EDA, PC, CC
Add the provisions of affordable or accessible housing as on the requirements to receive PUD or a density bonus.		●			Immediate	EDA, PC, CC
Build partnerships with attainable housing developers, employers, and the Chamber of Commerce.		●			Continuous	EDA, DDA
Use form-based code to allow first floor residential in the Downtown on appropriate streets.		●		●	Mid-Range	EDA, PC, CC
Conduct a housing market study and amend the Zoning Ordinance based on findings.		●			Immediate	EDA
Amend zoning to allow independent senior housing and convalescent care as separate uses. Consider expanding the districts where allowed.	●	●			Mid-Range	EDA, PC, CC
Redesignate Grand River Ave as a city street to make it more pedestrian friendly. Include additional human scale amenities such as an enhanced buffering, larger walking area, more outdoor eating space, reduced lanes & lane widths, and bike lanes.			●	●	Long-Range	LC, EDA, DPW

Strategies	Master Plan Policies				Timeline	Involved Entity
	Development	Housing	Transportation	Community Identity		
Coordinate with Livingston County to establish fixed bus route to connect through Howell and beyond to neighboring communities along Grand River Avenue.	●		●		Long-Range	LC, EDA, DPW
Explore funding opportunities and coordinate with regional efforts to ensure at least one dial-a-ride vehicle is dedicated for trips within Howell.	●		●		Mid-Range	LC, EDA
Consult with LETS and amend the zoning ordinance to require or incentivize the provision of accessible transit stops along Grand River.			●		Long-Range	LC, PC, CC, EDA, DPW
Connect non-motorized pathways along East Highland Road and Mason Road, and implement additional crosswalks along Bryon Road, West Highland Road, and Grand River Avenue.			●		Long-Range	LC, PC, CC, EDA, DPW
Build additional mid-block crossings. Add RRFB to existing mid-block crossings along busy roads.			●		Long-Range	DPW, EDA, CC
Adjust pedestrian signal timing to prioritize pedestrian safety at busy intersections.			●		Immediate	DPW, CC
Orient design of all roadways to accommodate pedestrian and bicycle traffic, including crosswalks and bicycle lanes through roundabouts with clear safety lighting as needed.			●		Long-Range	EDA, DPW, CC, PC
Follow Action Plan in Recreation Plan 2023 for pursuing funding to improve or add trails and paths.			●	●	Immediate	HAPRA, CC
Follow Action Plan in Recreation Plan 2023 for pursuing funding for <i>Safe Routes to Schools</i> project.			●		Immediate	HAPRA, CC

Strategies	Master Plan Policies				Timeline	Involved Entity
	Development	Housing	Transportation	Community Identity		
Reimplement the 2017 Road Diet Plan along Grand River Avenue to reduce crosswalk distance.			●		Mid-Range	DPW, CC, PC, EDA
Coordinate Complete Streets efforts and work with transportation authorities and neighboring governments to encourage comprehensive roadway access for vehicles, bicyclists, pedestrians, and public transport riders.	●		●	●	Long-Range	DPW, LC, LETS, PC, CC, EDA
Develop a roadway to connect Lucy Road and South Michigan Avenue.			●		Long-Range	DPW, LC, LETS, PC, CC, EDA
Establish a relationship between the city administration and LETS with the goal of facilitating public outreach. Repost LETS posts to city social media accounts.			●		Continuous	EDA, LETS
Employ a third-party administrator and pursue funding for rental rehabilitation grants for downtown buildings.	●			●	Immediate	CC
Seek out necessary ordinance changes to preserve the architecture in Centers and require the same high standards of new development.				●	Mid-Range	PC, CC, EDA, DDA
Provide staff assistance to any neighborhood or group of property owners wishing to pursue historic district designation.				●	Continuous	DDA
Work with Michigan Main Street and local architects to provide a pool of design experts for building owners looking to rehabilitating and/or reusing historic structures.				●	Mid-Range	DDA, EDA
Pursue rental rehabilitation funding from the State to encourage building owners to create more lofts and apartments downtown.				●	Continuous	EDA, DDA

Strategies	Master Plan Policies				Timeline	Involved Entity
	Development	Housing	Transportation	Community Identity		
Assist building owners with appropriate rehabilitation of historic buildings, including the Michigan Rehabilitation Code for Existing Buildings.				●	Continuous	DPW
Provide design assistance to historic building owners to help with rental rehabilitation and other reuse projects.				●	Continuous	DDA, EDA
Continue to partner with Michigan Main Street and the Michigan Historic Preservation Office for property owners to receive design assistance for exterior architecture.				●	Continuous	DDA, EDA
Create design standards for the downtown.				●	Immediate	DDA, EDA
Provide city staff and elected and appointed officials opportunities to participate in various trainings.				●	Continuous	CC
Focus on historical advancements and positive achievements to highlight the community's history of inclusivity and tolerance and promote Howell as a welcoming and inclusive community.				●	Immediate	EDA, DDA, DPW
Support the Livingston County Diversity Council.				●	Continuous	CC
Utilize the City's information outlets such as the city website to share information and promote diversity and equity initiatives.				●	Continuous	EDA, DDA
Maintain an urban design that supports community events including maintaining a walkable pedestrian-friendly road infrastructure.			●	●	Continuous	DDA, EDA, DPW, HAPRA
Maintain existing and create new community gathering spaces.				●	Continuous	DDA, EDA, DPW, HAPRA
Utilize the 2023-2027 Recreation Master Plan as a guide for parks and recreation strategies.				●	Immediate	HAPRA, CC

Appendix I: Community Profile



Appendix II: Community Input

- Public Engagement**
- Focus Group meetings**
- Survey report**
- Charette report**

Appendix III: Maps

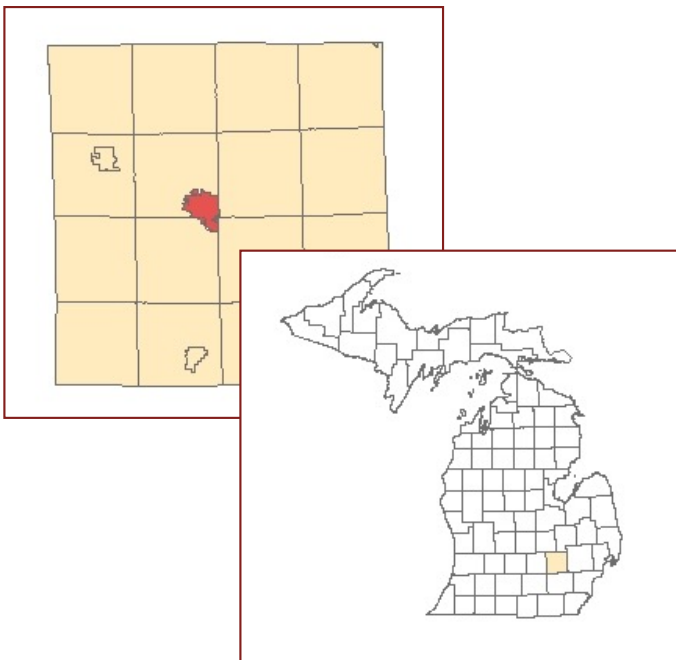
APPENDIX I: COMMUNITY PROFILE

The Community Profile provides an inventory of existing conditions including the regional setting, population data, socio-economic characteristics, housing, development trends, transportation, and natural features. The Profile is intended to document current conditions as well as projected future trends for the City of Howell and the surrounding region.

REGIONAL SETTING

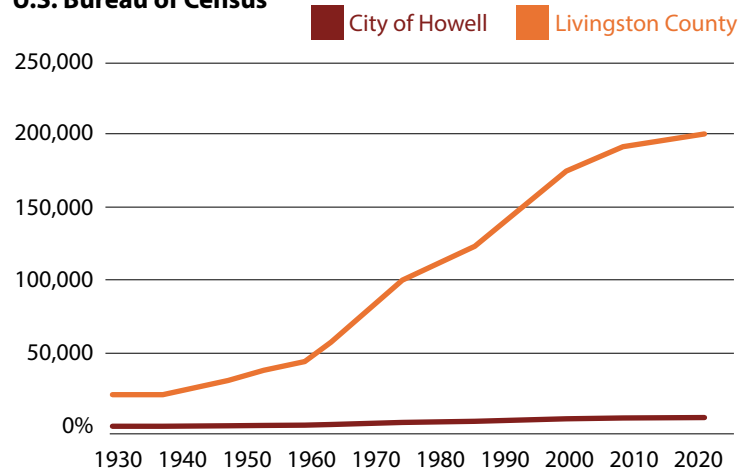
The City of Howell is located between Lansing (35 miles) and Detroit (50 miles) along interstate I-96. The City is linked to the metropolitan region via I-96, Highland Road (M-59), Grand River Avenue, Michigan Avenue, and Pinckney Road (D-19), with convenient access to US-23. Howell is also traversed by the CXS Railroad and Great Lakes Central Railroad. Nearby urban centers include Brighton (10 miles) and Ann Arbor (30 miles). The City of Howell is the most populous city and the county seat of Livingston County. Figure 10 shows the City's location, bordered by Howell Township to the northwest, Marion Township to the southwest, and Oceola and Genoa Townships to the east.

Figure 10. Regional Map, Livingston County, Michigan



Livingston County is the tenth largest county in population in the State of Michigan. It is located in the west area of the Southeast Michigan Council of Governments (SEMCOG) region. SEMCOG is the regional planning agency for the following seven counties: St. Clair, Macomb, Oakland, Livingston, Washtenaw, Wayne, and Monroe.

Figure 11. Population growth in Howell and Livingston County, U.S. Bureau of Census



POPULATION DATA

In 1930, the City of Howell's population was approximately 3,751. By 1980, the City's population had grown to 6,980, an increase of eighty-six (86%) percent. This substantial growth continued through the 1990s, reaching a population of 9,232 by 2000. The rate of growth slowed dramatically during the 2000s, resulting in a population of 10,068 by 2020. Between 2010 and 2020, Livingston County's population increased by just 7.1%, while the City grew by 6.1%. Livingston County is comprised of 16 townships, 2 villages, and 2 cities, including the City of Howell. In 1980, Howell was the fifth largest community by population in Livingston County. Today, it is the ninth largest in terms of population.

While the rate of population growth has decreased for many cities since the post-war housing boom (1950-1980), Livingston County and several of its townships continue to grow at a significant rate. In fact, Livingston County was one of the faster growing counties in the state between 1980 and 2020, with an annual growth rate of 2.3%. Most of the growth within Livingston County can be attributed to the townships. Between 1980 and 2020, the County's township population increased by 90,986 residents, while the County's cities and villages welcomed a combined 7,957 new residents.

While the City of Howell continues to grow, the City's share of Livingston County's total population is shrinking, from its peak of 18.8% in the 1930 Census to a low of 5.2% by 2020. These changes have resulted from the increased levels of population growth in the surrounding townships, together with the fact that the City of Howell is nearly built out. Figure 13 shows the population trends of the City of Howell compared to the overall growth of Livingston County over the past ninety (90) years. Howell's population is substantially lower than Livingston County, but both have exhibited growth.

Figure 12. Population Trends, 1980-2020, U.S. Bureau of Census, Livingston County Communities

	Population					Average Annual Growth Rate (%)				Total Change (%)
	1980	1990	2000	2010	2020	1980-1990	1990-2000	2000-2010	2010-2020	1980-2020
Cities and Villages	14,923	18,121	21,046	22,246	22,880	2.14	1.61	0.57	2.85	53.32
Howell	6,976	8,184	9,232	9,489	10,068	17.3	12.8	2.8	6.10	44.32
Brighton	4,268	5,686	6,701	7,444	7,446	3.32	1.79	11.1	0.03	74.46
Fowlerville	2,289	2,648	2,972	2,886	2,951	1.57	1.22	-0.29	2.25	28.92
Pinckney	1,390	1,603	2,141	2,427	2,415	1.53	3.36	1.34	-0.49	73.74
Townships	85,366	97,561	135,905	158,711	170,986	14.29	39.30	16.78	7.73	100.3
Brighton	11,222	14,815	17,673	17,791	19,144	32.02	19.29	0.67	7.60	70.59
Cohotah	2,436	2,693	3,394	3,317	3,246	1.06	26.03	-2.30	-2.14	33.25
Conway	1,722	1,818	2,732	3,546	3,608	5.57	50.30	29.80	1.75	109.52
Deerfield	2,611	3,000	4,087	4,170	4,166	14.90	36.23	2.03	-0.10	59.56
Genoa	9,261	10,820	15,901	19,821	20,692	16.83	46.96	24.65	4.39	123.43
Green Oak	10,802	11,604	15,618	17,476	19,539	7.42	34.59	11.90	11.80	80.88
Hamburg	11,318	13,083	20,627	21,165	21,259	15.59	57.66	2.61	0.44	87.83
Handy	2,392	2,840	4,032	5,120	5,651	18.73	42.00	27.0	10.37	136.25
Hartland	6,034	6,860	10,996	14,663	15,256	13.69	60.29	33.35	4.04	152.83
Howell	3,999	4,294	5,679	6,702	7,893	7.38	32.25	18.01	17.77	97.37
Iosco	1,436	1,567	3,039	3,801	3,870	9.12	93.94	25.07	1.82	169.50
Marion	4,754	4,918	6,757	9,996	11,245	3.45	37.39	47.94	12.50	136.54
Oceola	4,175	4,866	8,362	11,936	14,623	16.55	71.85	42.74	22.51	250.25
Putnam	4,253	4,580	5,359	5,821	5,475	7.70	17.01	8.62	-5.94	28.73
Tyrone	6,077	6,854	8,459	10,020	11,986	12.79	23.42	18.45	19.62	97.24
Unadilla	2,874	2,949	3,190	3,366	3,333	2.61	8.17	5.52	-0.98	15.97
Livingston County	100,289	115,682	156,951	180,967	193,866	15.35	35.67	15.30	7.13	93.31

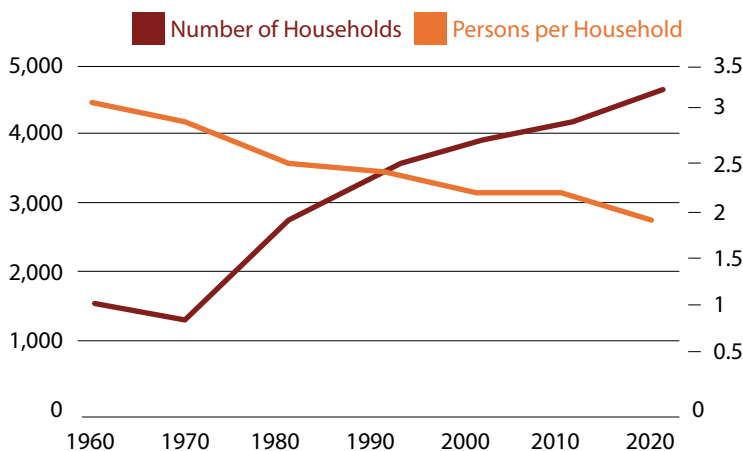
Figure 13. Population growth of Howell and Livingston County: City of Howell, Community Profile; U.S. Bureau of Census, 2010 Census, Profile of General Population and Housing Characteristics and 2020 Redistricting data.

	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
City of Howell	3,751	3,747	4,354	4,859	5,224	6,976	8,184	9,232	9,489	10,068
Growth rate		-0.1%	7.8%	5.6%	3.7%	15.6%	17.3%	12.8%	2.8%	6.1%
Livingston County	19,994	20,863	26,725	38,233	58,967	100,289	115,645	156,951	180,967	193,866
Growth rate		4.3%	28.1%	43.1%	54.2%	70.1%	15.3%	35.7%	15.3%	7.1%

Figure 12 shows how the population growth rate of Howell compares to the other municipalities in Livingston County. Over the last four (4) decades, the adjacent communities of Genoa Township and Oceola Township have experienced some of the most significant population growth, both in terms of the number of residents and percent change in population. Handy Township, however, has seen the greatest population growth, experiencing a 260% increase from 1980 to 2020

Figure 13 shows population trends in relation to the total number of persons per census year along with average annual growth rates for all Livingston County communities. Although both Howell and greater Livingston County have experienced population growth over the past ninety (90) years, Livingston County's growth rate has consistently been greater, with the exception of the 1980 to 1990 growth rate.

Figure 14. Howell household size and total, 1960-2020, U.S. Bureau of Census



Howell experienced accelerated household growth during the 1970s, which is about the time when Baby Boomers were becoming first-time homebuyers. However, as the number of households increased, the household size has decreased. Between 1960 and 2020, the number of persons per household has continued to decline beginning with 3.10 persons in 1960 to 1.95 persons in 2020 (see Figure 14). However, SEMCOG forecasts that this trend of declining household size will change by 2045, with an anticipated increase in average household size to 2.29 persons. This reversal of the over five-decade trend poses implications for the housing mix that will be needed to support Howell residents.

Figure 15. Household Characteristics Comparison, 2020 American Community Survey (ACS), Livingston County Sample Communities

	Number of Households		
	Total	Family	Nonfamily
Cities and Villages			
Howell	4,668	1,890	2,778
Brighton	3,621	1,794	1,827
Fowlerville	1,243	749	494
Townships			
Genoa Township	8,162	5,777	2,385
Howell Township	2,531	1,985	546
Marion Township	3,680	2,933	747
Oceola Township	4,952	3,981	971
Livingston County	67,380	53,804	13,576

Figure 16. Household Characteristics, 2020 ACS, Howell

	No.	Percent of Total Households (%)
Total Households	4,668	
Family Households (families)	1,890	40%
Family Household, No Children	4,268	22%
Family Household, With Children Under 18 years	2,289	19%
Married-couple family	1,288	28%
With own children under 18 years	493	11%
Male Householder, no spouse present, family	207	4%
With own children under 18 years	157	3%
Female Householder, no spouse present, family	395	8%
With own children under 18 years	228	5%
Nonfamily Households	2,778	60%
Nonfamily Household, Other	336	7%
Nonfamily Household, Living Alone, Under 65 years	1,653	35%
Nonfamily Household, Living Alone, 65 years and Over	789	17%

Figure 17. Age Distribution, 2020 ACS and 2020 Census, Livingston County Sample Communities

	Total Population	Median Age	Population by Age Group					
			Under 18 Years		18-64 Years		65 Years & Over	
			No.	%	No.	%	No.	%
Cities/Villages								
City of Howell	10,068	38.2	1,733	18%	6,280	65%	1,597	17%
City of Brighton	7,446	43.9	1,127	15%	4,773	62%	1,749	23%
Village of Fowlerville	2,951	41.3	674	23%	1,713	59%	501	17%
Townships								
Genoa Twp.	20,692	45.7	4,025	20%	12,187	60%	4,258	21%
Howell Twp.	7,893	39.4	1,598	22%	4,298	60%	1,271	18%
Marion Twp.	11,245	43.3	2,506	23%	6,984	63%	1,578	14%
Oceola Twp	14,623	39.3	3,662	25%	8,930	61%	2,003	14%
Livingston County	193,866	43.7	40,632	21%	117,397	62%	32,803	17%

FUTURE GROWTH

The population of Howell has been increasing over time, and SEMCOG forecasts that the City of Howell will continue to increase in population, growing by 11.8% between 2020 (10,068 individuals) and 2045 (11,256 individuals). This projection indicates an increased growth rate of 3.1% between 2020 and 2030, 5.4% between 2030 and 2040, and a 2.8% growth rate between 2040 and 2045.

HOUSEHOLD DATA AND AGE INFORMATION

These population changes align with broader changes in household structure, as families have fewer children and the proportion of non-family households or single-person households increases. However, the high number of non-family households in the City of Howell is a unique characteristic compared to the County average, as well as similarly sized cities and adjacent townships (see Figure 15). Approximately 60% of households in Howell are non-family, and over half of the households in Howell consist of individuals living alone (see Figure 16).

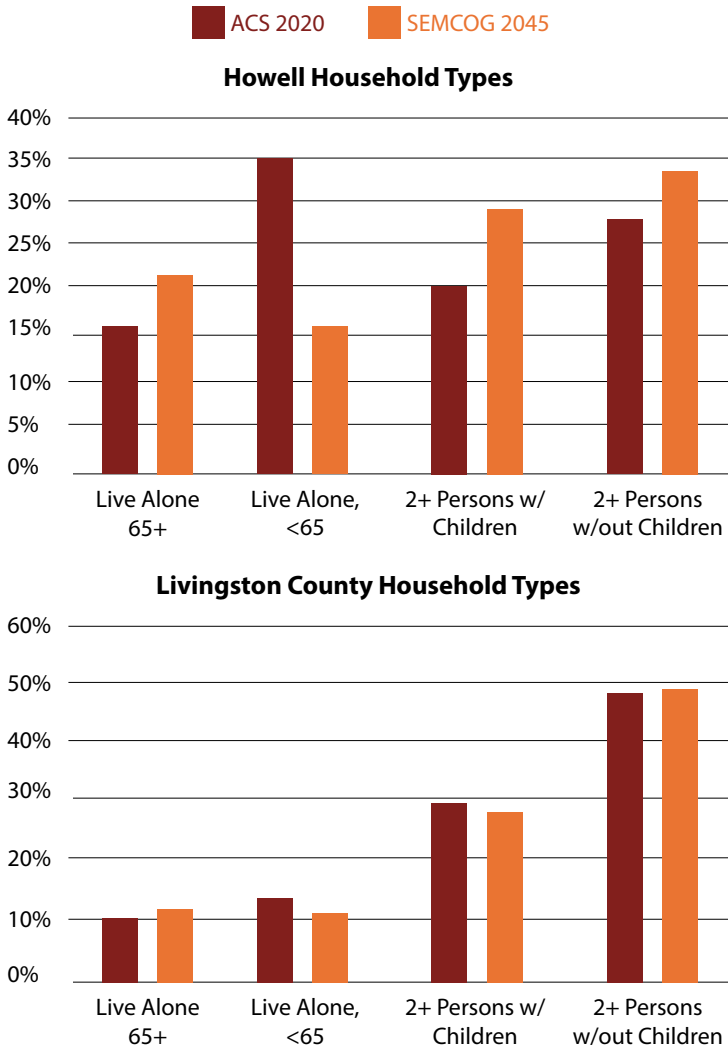
Like Michigan, both Livingston County and the City of Howell has an aging population. Despite its aging population, the City of Howell hosts a younger population than the County average. According to American Community Survey (ACS) 2020 estimates, the current median age for Howell (38.2 years) is lower than that of Livingston County (43.7 years). However, Howell has a low proportion of children under 18 years compared with other Livingston County municipalities. Figure 18 illustrates that SEMCOG forecasts that the age groups in Howell will shift from 2020 to 2045 to include more adults aged 65 years and over as well as more children under 18 years.

Figure 18. Population by Age Group, SEMCOG 2045 Forecast, Howell

	Total Population	Median Age	Population by Age Group					
			Under 18 Years		18-64 Years		65 Years & Over	
			No.	%	No.	%	No.	%
Cities								
Howell, 2020	10,068	38.2	1,733	18%	6,280	65%	1,597	17%
Howell, 2045 projection	11,256	43.9	2,239	20%	6,184	55%	2,833	25%

The makeup of household types in Livingston County is not expected to change significantly from 2020 to 2050. In fact, no single household type is predicted to change its distribution by more than 1%. However, in Howell, this is not the case. Figure 19 illustrates how SEMCOG forecasts predict the distribution of household types to change in both Livingston County and the City of Howell. Although people under 65 years who live alone represented the most prevalent of the four housing types in 2020, by 2045, SEMCOG predicts that the most prevalent housing type will be 2+ persons without children.

Figure 19. Changes in Howell and Livingston County Household Type, SEMCOG 2045 Forecast



EDUCATION DATA

Most Howell residents 18 years and over have earned at least a high school diploma. As shown in Figure 20, two-thirds of residents have attended some college. Twenty-eight and a half (28.5%) percent of residents have graduated college with a bachelor’s degree or higher. However, according to SEMCOG, the percentage of the population with a bachelor’s degree or higher is lower than Livingston County (37.8%) and the southeast Michigan region (34.5%), including communities in Livingston, Oakland, Washtenaw, Monroe, Wayne, Macomb, and St. Clair counties.

SOCIO-ECONOMIC CHARACTERISTICS

The City of Howell’s median household income has increased over time from 1960 to 2020. There was, however, a slight decline from 2000 to 2010 during the economic recession. According to American Community Survey (ACS) 2020 estimates, the median income for Howell households was \$47,255. The mean income was \$59,619, and 7.9% of the City’s households lived in poverty, a 2.9% decrease from 2010. According to 2020 ACS data, the household income group with the most residents was the \$75,000 to \$99,999 group, containing 16.2% of Howell’s residents.

The United Way of Michigan estimated in 2019 that 40% of Howell residents lived below the Asset Limited, Income Constrained, Employed (ALICE) Threshold: a measure of the basic cost of living within the county.

According to the SEMCOG 2045 Regional Development Forecast, the largest employment sectors for Howell are Information & Financial Activities (1,769 jobs), Manufacturing (1,759 jobs), and Healthcare Services (1,633 jobs). Healthcare Service is expected to see continued growth through 2045 and will become the primary employer (see Figure 21). This projection, however, may be subject to change when the hospital relocates.

Figure 20. Population 18 Years and Over

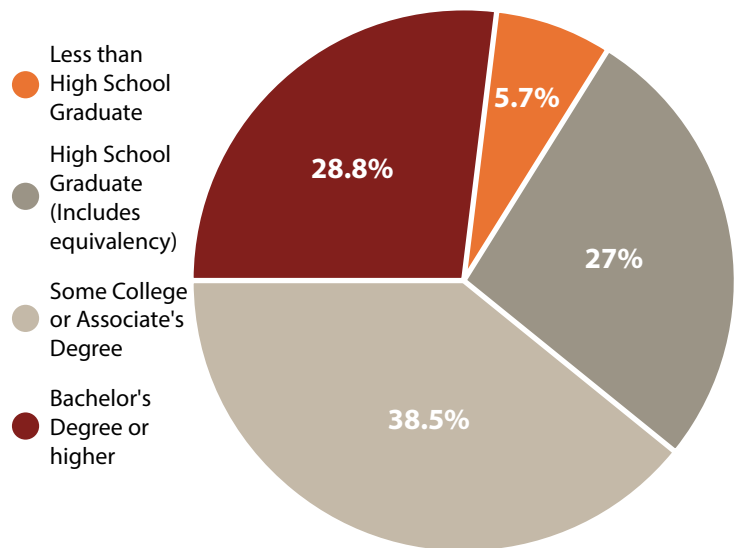


Figure 21. Forecasted Jobs by Industry Sector, 2020 SEMCOG, Howell

	2020	2045	Percent Change
Natural Resources, Mining, & Construction	392	429	9.4%
Manufacturing	1,759	1,252	-28.8%
Wholesale Trade	189	235	24.3%
Retail Trade	517	495	-4.3%
Transportation, Warehousing, & Utilities	225	218	-3.1%
Information & Financial Activities	1,769	1,809	2.3%
Professional and Technical Services & Corporate HQ	578	802	38.8%
Administrative, Support, & Waste Services	368	407	10.6%
Education Services	1,125	1,220	8.4%
Healthcare Services	1,633	1,980	21.2%
Leisure & Hospitality	1,119	1,168	4.4%
Other Services	502	456	-9.2%
Public Administration	964	1,056	9.5%
Total Employment Numbers	11,140	11,527	3.5%

City of Howell residents who work in the city account for 17.5 % of residents in the workforce. The majority of Howell residents in the workforce commute to jobs in other municipalities (82.5%). The most common commuter destination is in-state but outside of the region or elsewhere, such as the Detroit metro area, Lansing, or teleworkers. Of the roughly 7,000 jobs within the city, only 10.2% of those workers reside in Howell, with over half coming from outside the region or elsewhere (see Figure 23).

Figure 22. Where Howell residents work, ACS 2020, Howell

Work location	Number of Residents	Percent of Residents
Howell	752	17.5%
Howell Twp	511	11.9%
Out of the Region, Instate	466	10.8%
Genoa Twp	381	8.8%
Ann Arbor	197	4.0%
Brighton	173	4.0%
Southfield	136	3.2%
Green Oak Twp	134	3.1%
Wixom	128	3.0%
Marion Twp	100	2.3%
Elsewhere	1,328	30.8%
	4,306	100%

Figure 23. Where Howell workers live, ACS 2020, Howell

Where Workers Commute From *	Workers	Percent
Out of the Region, Instate	1,783	24.30%
Howell	752	10.20%
Genoa Twp	570	7.80%
Marion Twp	534	7.30%
Oceola Twp	466	6.30%
Howell Twp	431	5.90%
Hartland Twp	291	4%
Cohoctah Twp	245	3.30%
Brighton Twp	194	2.60%
Brighton	174	2.40%
Elsewhere	1,904	25.90%

HOUSING

As the county seat and a primary retail and service center for Livingston County, Howell's housing stock looks different from the rest of the county. Unlike Livingston County which consists of over 80% single-family detached housing, Howell's housing stock consists of a greater proportion of multi-family units (see Figures 24 + 25). Although single-family detached housing comprises thirty-nine (39%) percent of all housing types in Howell, over half of the housing units in the city consist of two (2) or more apartment units per structure, with units in buildings of ten (10) or more apartments comprising nearly 30% of the occupied housing stock in the city.

Figure 24. Livingston County Occupied Housing Units

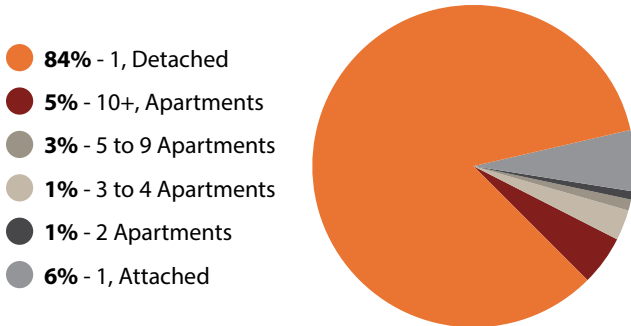
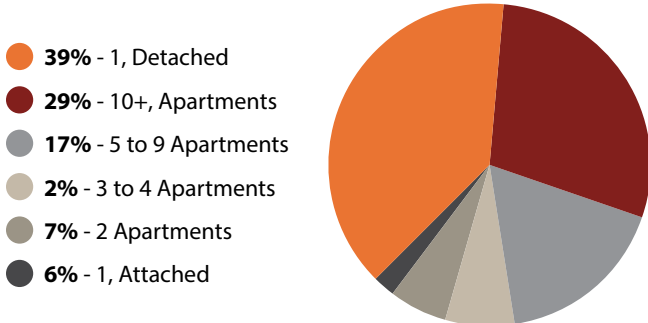


Figure 25. Howell Occupied Housing Units



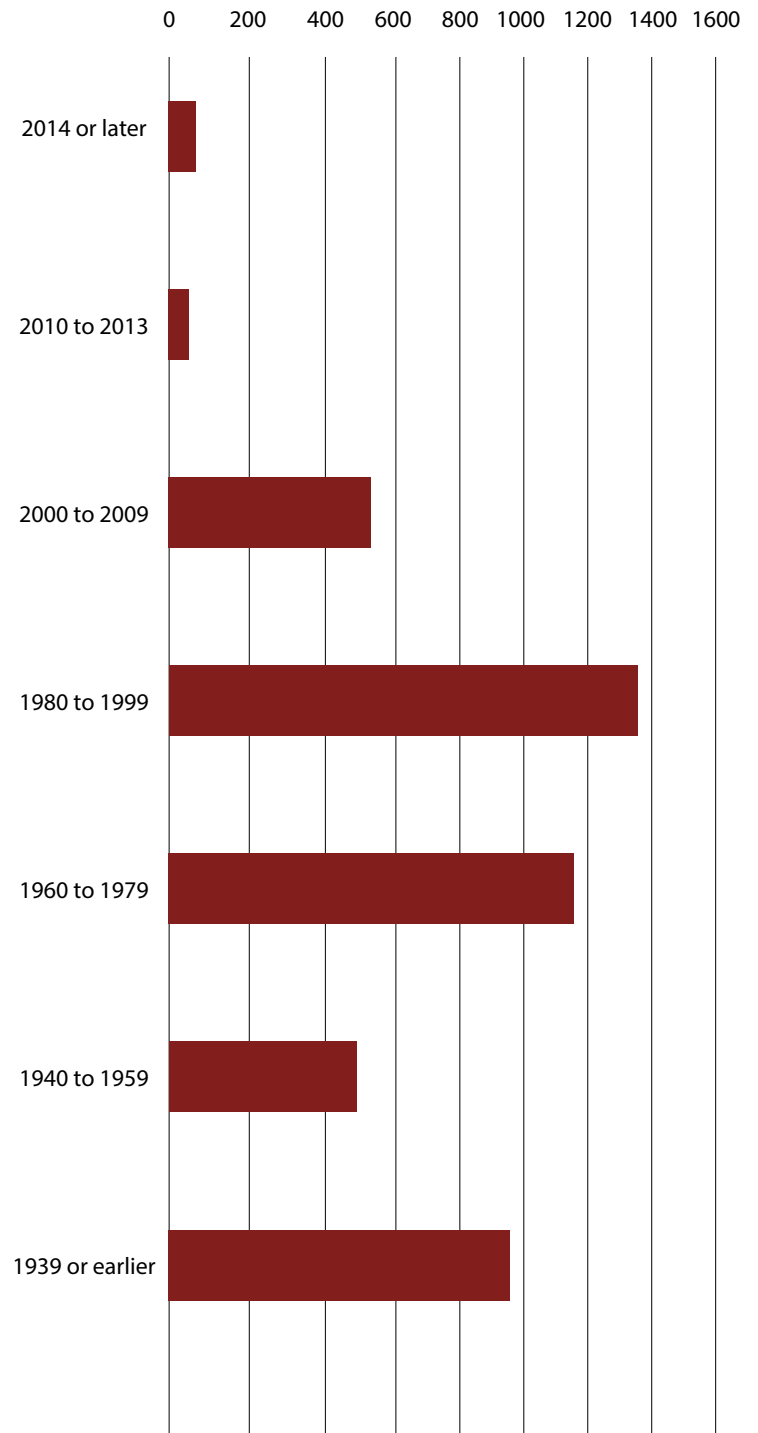
According to the American Community Survey (see Figure 26), multi-unit apartments were the only housing type to experience a volume increase from 2010 to 2020. Conversely, there has been a reduction in both single-family homes and mobile/manufactured homes in recent years.

Figure 26. Housing Type 2010-2020 ACS, City of Howell

Housing Type	2010	2020
Single family structures	53.5%	44.8%
Two or more-unit structures	38.5%	51.8%
Mobile home / manufactured housing	8.0%	3.4%

According to ACS 2020 data, the majority (57%) of housing units in Howell were built before 1980, and nearly 87% of housing units were built before the 21st century (see Figure 27). Fewer housing units have been built in the last twenty (20) years than were built in the prior two twenty (20) year periods: 1980 to 1999 and 1960 to 1979.

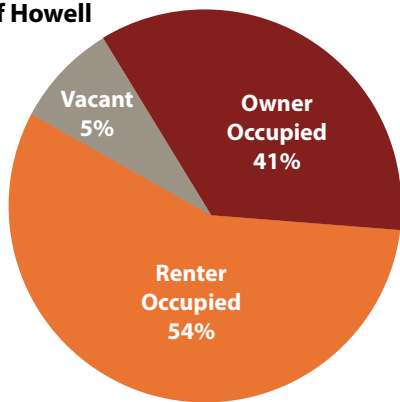
Figure 27. Housing Unit Age, 2020 ACS, City of Howell



Along with the increase in apartment units, the number of renter-occupied units increased (40.5%) from 2010 to 2020. As shown in Figure 28, renter-occupied units comprise 54% of housing units while owner-occupied units comprise 41% of units. 5% of housing units were vacant in 2020.

In 2020, the ACS indicated a median home value of \$181,600 and a median monthly rent of \$922. The average monthly mortgage payment for the median home value is \$1,278. Given the \$90,800 area median income (AMI) in Livingston County, as reported by Fannie Mae, Howell home and rental values are considered affordable to average earners throughout the County. With the City median household income at \$47,255, however, City residents may be encountering housing affordability and attainability challenges.

Figure 28. Housing Tenure, 2020 ACS, City of Howell



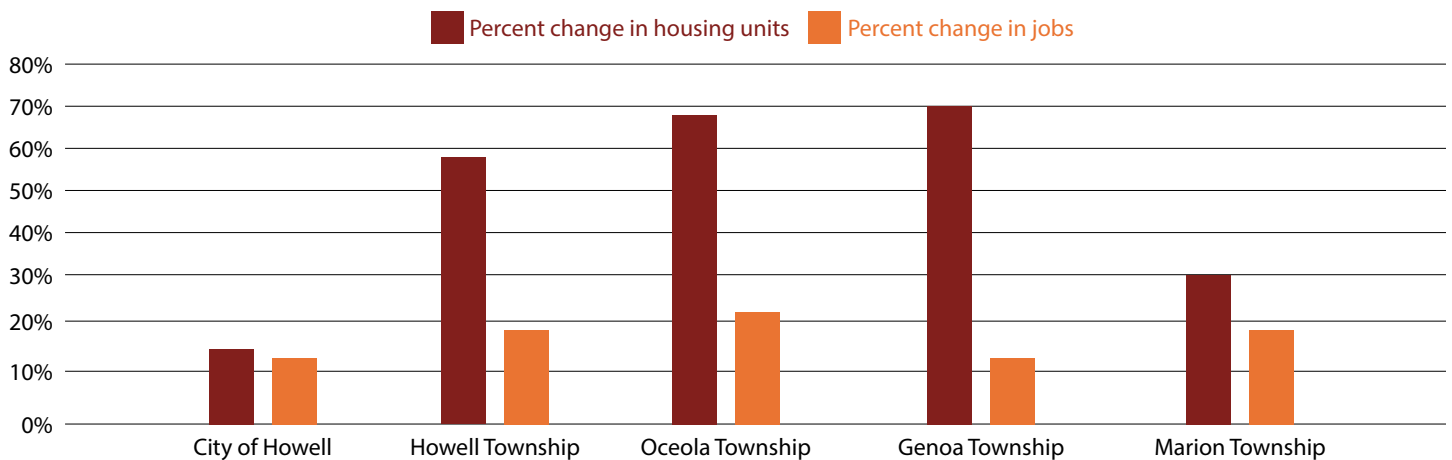
DEVELOPMENT TRENDS

As the center of Livingston County, Howell is largely built out. According to Livingston County GIS, about 16% of the land remains undeveloped within the City borders. The City’s largest land use type is single-family residential, making up over 22.77% of the total land area. Parks & Recreation land comprise 17.88% of City land area. Scattered throughout the residential areas are public uses (schools, community facilities), and recreation/conservation areas (parks). Office, commercial and industrial uses are concentrated along general corridors Michigan Avenue and Grand River Avenue, notably the historic downtown area and the northeast commercial area. See the Existing Land Use map on the following page.

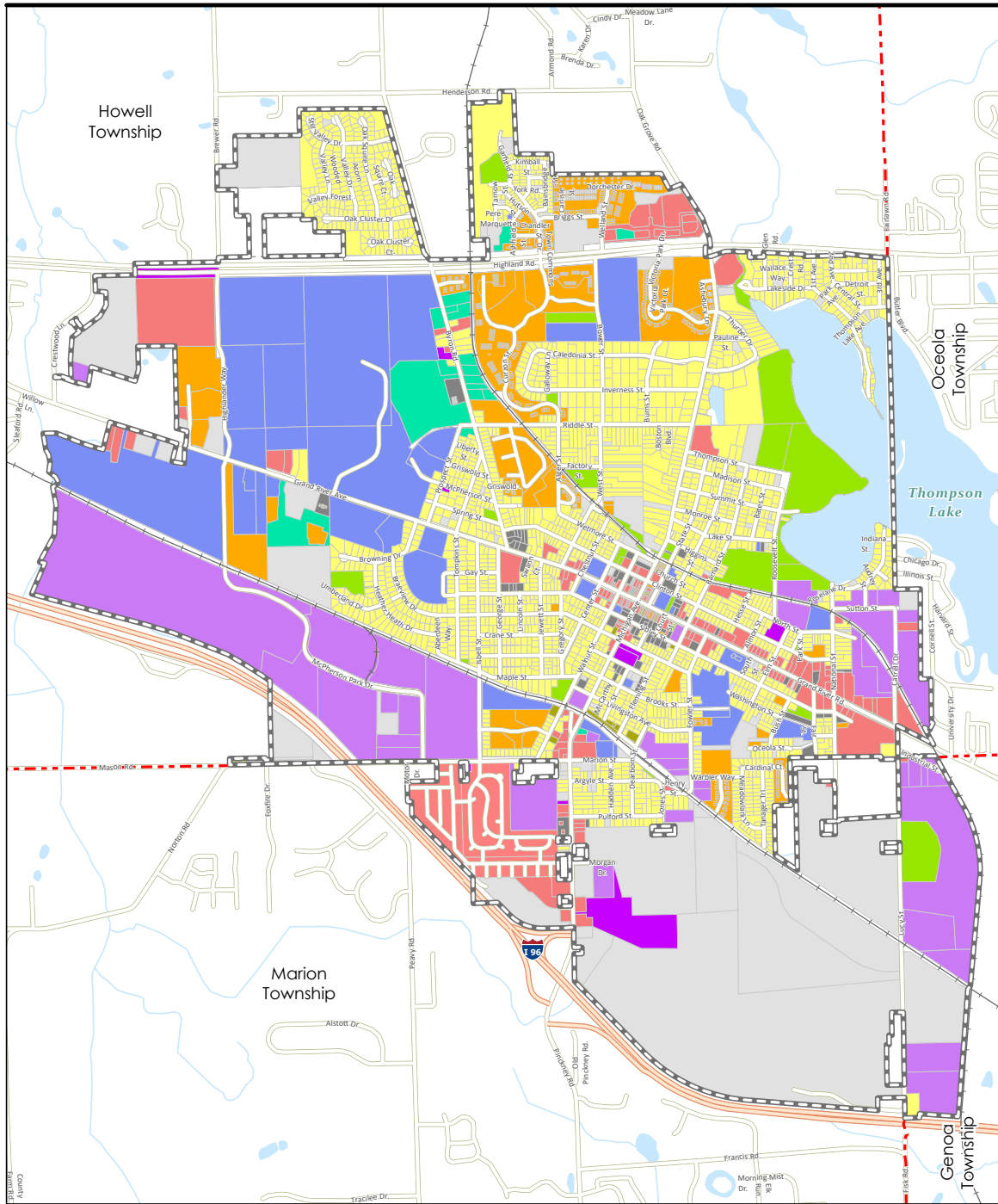
SEMCOG forecasts for 2045 predict that employment in Howell will increase 11.2% and number of households will increase 14.5% from 2015 to 2045.

By 2045, SEMCOG further forecasts that every municipality in Livingston County will experience an increase in total population, with the adjacent Oceola, Howell, and Genoa Townships expected to experience a substantial population increase. As a result, the number of housing units in the City of Howell is not expected to increase nearly as much as the number of housing units in these surrounding townships (see Figure 29). However, the increase in total jobs in all cases falls short of the projected increase in housing units. The City of Howell is projected to experience the smallest discrepancy between housing unit growth and job growth.

Figure 29. Change in total households and jobs, 2020 ACS, Howell and select Livingston County communities

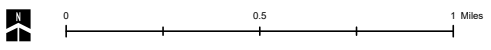


Map 4. City of Howell Existing Land Use Map



- Existing Land Use Categories**
- Agricultural/Rural Residential
 - Commercial & Office
 - Industrial
 - Institutional
 - Medical
 - Mixed Use
 - Mobile Home
 - Multi-Family Housing
 - Parking
 - Public Facility/Infrastructure
 - Recreation/Open Space
 - Single-family Housing
 - Vacant/Undeveloped

- Other Features**
- City of Howell Boundary
 - Adjacent Community Boundaries
 - Parcels
 - Highways
 - Roads
 - Railroads
 - Waterbodies



Existing Land Use

City of Howell
Livingston County, Michigan

Data: City of Howell, Livingston County, SEMCOG, State of Michigan
Prepared by: Carlisle/Worlman Associates, Inc. February 28, 2023

TRANSPORTATION

Circulation Network

The City of Howell is centered on the intersection of Grand River Avenue and Michigan Avenue. Grand River originated as a trail established by the Native Americans and first used by European settlers in 1701. During the 1820s and 30s, the Detroit-Howell Plank Road was constructed along the Grand River Trail. In the 1850s, the Lansing-Howell Plank Road completed the link between the state capitol and Michigan's largest metropolis. The Lansing-Detroit Plank Road was a toll road until the 1880s, and it eventually evolved into the eastern part of the modern Grand River Avenue.

While Howell's main thoroughfare was established pre-settlement, the city's circulation network continues to evolve over time. Howell's downtown is characterized by a dense street grid with square blocks. Generally, the streets are fixed along the axis of Grand River Avenue, based on the original village plat. However, the streets in section 35 are oriented to true north. Railroads lines and natural features, including Thompson Lake and numerous wetland areas, have also influenced road development in the city.

Other major roadways include interstate I-96, to the south, and Highland Road (M-59), which intersects the northern portion of the city. This final section of I-96, connecting Eagle/Grand Ledge to Brighton, was completed in 1962. The following year, M-59 was extended with the new Business Loop I-96 to end at the newly opened freeway. Over time, distinctly different circulation networks developed in the city's residential, industrial, and public/institutional areas.

Roadways are not the only part of the city's circulation network. The City of Howell is committed to a walkable community that provides safe paths and walkways for public use. Pedestrian circulation and access are a priority for all new development. In 2014, the City established a sidewalk replacement program for the Central Business District and older residential subdivisions.

Roadway Classifications

The road classifications identify the volume and type of traffic that is appropriate for each segment of the roadway network. These classifications also have impacts on the determination of land uses along each roadway. Within the City of Howell, there are three (3) major road types: arterial, collector, and local, each of which is summarized below:

Principal Arterials (Non-Interstate) – Principal Arterials provide a connection to locations outside the city, are designated as truck routes within the city, and handle a substantial amount of non-residential traffic. These streets are built to carry heavier traffic loads and volumes for greater lengths and at higher speeds. Principal arterial roads within the city include Grand River Avenue and Highland Road/M-59.

Minor Arterials – Minor Arterials tend to accommodate slightly shorter trips than major arterials. These streets are also intended to carry intra-urban traffic loads at a moderate speed. The minor arterial roads within the city include Michigan Avenue, Mason Road, McPherson Park Drive, and Highlander Way.

Major Collectors – These streets provide access and mobility within residential, commercial, or industrial areas. They also provide a connection between minor collectors and arterials, and sometimes permit on-street parking. The streets provide access between varying land uses. On-street parking may be permitted but depend on the function of the street. Examples of collector streets include Byron Road and National Street.

Local Streets – These streets are meant for the residents that live on that street and/or within the neighborhood, and often permit on-street parking. Local streets are designed for low volumes and are linked by collector roadways to other land uses or arterials. The majority of the streets within Howell fall within this classification.

Traffic Volume

The averaged daily traffic (AADT) volume in Howell is greatest on the following streets (see AADT Map in Figure 35):

20,001 – 40,000 daily trips

- I-96 both directions
- Michigan Avenue, between I-96 and Mason Road
- Grand River Avenue, east of National Street

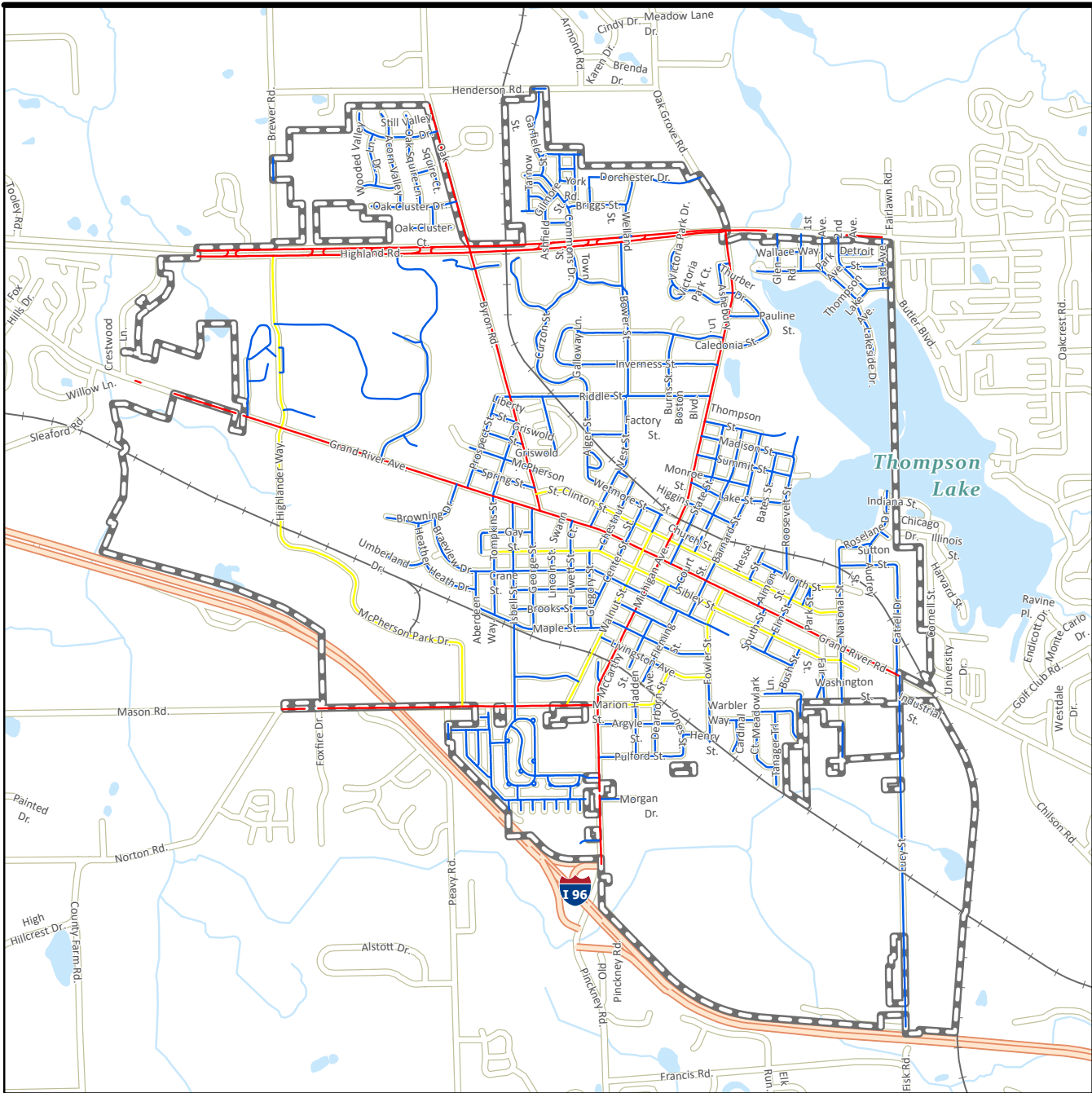
10,001 – 20,000 daily trips

- Grand River Avenue, west of National Street
- Michigan Avenue, between Mason Road and Sibley Street
- Michigan Avenue, north of Madison Street
- Highland Road, east of Byron Road
- Marion Road, between Michigan Avenue and Walnut Street

5,001 – 10,000 daily trips

- McPherson Park Drive
- Michigan Avenue, between Grand River Avenue and Madison Street
- Highland Road, west of Byron Road
- Marion Road, west of Walnut Street

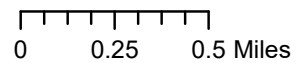
Map 5. 2023 Road Classification Map



Howell Roadway Classification

City of Howell
Livingston, Michigan

- Local Streets
- Minor Arterials and Major Collectors
- Principal Arterials
- City of Howell Boundary
- Railroads
- Highways
- Creeks and Steams
- Lakes



This map is for reference only. Data layers that appear on this map may not be accurate. The information is provided with the understanding that the conclusions drawn from such information are solely the responsibility of the user. Any assumption of legal status of this data is hereby disclaimed.

Prepared by: Carlisle/Wortman Associates, Inc.



High-Priority Zones

Howell hosts four areas with a disproportionately high number of vehicle crashes, as identified by SEMCOG data from 2017 to 2021. These are (1) Highland Road East between Michigan Avenue North and Eager Road North, (2) the intersection of Highland Road East and Michigan Avenue North, (3) the segment of Michigan Avenue South from the West I-96 ramp to Mason Road, and (4) the segment of Michigan Avenue South between Sibley Street East and Mason Road (see Figure 30).

Figure 30. High-Priority traffic zones, 2016-2020, SEMCOG



The two road segments together experience an average of 67.57 crashes per year; the two intersections together experience an average of 31.6 crashes per year.

SEMCOG identified ten reported vehicle accidents involving bicyclists from 2017 to 2021. These accidents occurred at or near to the following intersections:

1. East Livingston Street and East Michigan Avenue
2. Mason Road and Michigan Avenue
3. Oak Grove Road and Highland Road (2 accidents)
4. West Grand River Avenue and West Highlander Way
5. West Street and West Grand River Avenue
6. East Sibley Street and East Fowler Street
7. Mason Road and Peavy Road
8. East Sibley Street and East National Street
9. Byron Road and Highland Road

Vehicles are the primary means of transportation in the City of Howell. The Collector streets are designed to connect local streets with major thoroughfares, and street parking is often available city-wide. The most heavily trafficked roads are Michigan Avenue and Grand River Avenue.

Howell is a more walkable and bikeable community than much of greater Livingston County, yet currently, pedestrian and cyclist connections in Howell are limited. Along with the Michigan Department of Transportation, Howell has made concerted efforts to make the City more pedestrian and cyclist friendly and continues to pursue opportunities to improve the street level experience for non-motorized users. The City's 2015 Master Plan outlined goals to create pedestrian and cyclist connections in several private developments; design roundabouts to accommodate pedestrians and cyclists; and enhance the pedestrian environment through high-quality design.

In addition to residents' desire to have a walkable and bikeable community for recreation purposes, a well-designed pedestrian network can serve residents who chose alternative modes of transportation because of preference or necessity.

Public Transit

Bus service through Howell is limited. Limited routes to and from neighboring townships and counties are available from Livingston Essential Transportation Services (LETS) and Mass Transportation Authority (MTA), which offers service to/from Flint. Neither transit service offers fixed routes within the Howell city limits. The 2019 Livingston County Transit Master Plan has goals to improve public transit in Livingston County through improved efficiency; new service development; regional connections; and collaborations between communities, agencies, and sectors. A fixed bus route between the City of Brighton and the City of Howell is planned.

LETS' dial-to-ride service is typically overbooked, and in 2019, seventy-two (72%) percent of LETS trips were recurring. Between October 2018 and September 2019, LETS passenger counts totaled 297,058, a three (3%) percent increase from two years prior (see Figure 31).

According to the 2020 American Community Survey, 1,209 residents, or 13.3% of Howell's population, have some form of physical disability. Most residents with a disability are 65 years or older. This may indicate a need for a more robust public transportation network in the City of Howell.

LETS' trip mapping indicates that nearly thirty (30%) percent of all LETS passenger trips both start and end along the Grand River Avenue corridor, the majority of which were in Howell or the neighboring Genoa and Howell Townships. Indeed, about eighteen (18%) of LETS rides in 2019 occurred within Howell (see Figure 32).

Figure 31. 2017-2019, LETS total passenger rides, Livingston Essential Transportation Service.

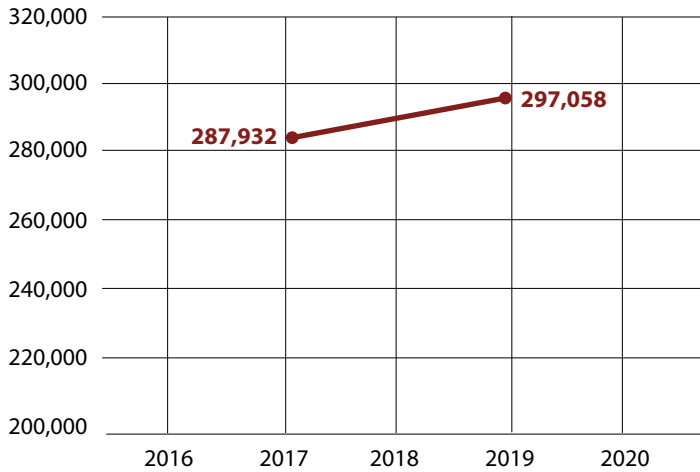
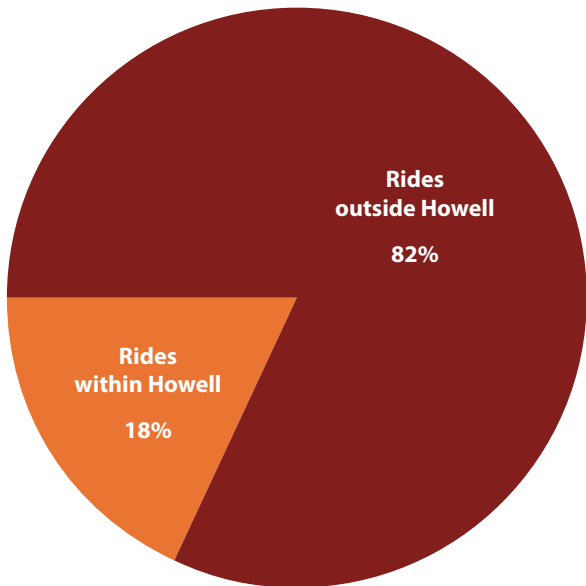


Figure 32. Location of LETS rides, by passenger count, Oct 2018-Sept 2019, Livingston Essential Transportation Service.



Development of a fixed route along Grand River Corridor between Howell Township and Green Oak Township was discussed prior to the COVID-19 pandemic, but industry-wide ridership declines have tampered further development of this plan. A commuter service route to Ann Arbor was proposed in 2019, with public support. However, pandemic-induced changes to commuter patterns may have influenced the demand for such a service. Industry-wide ridership declines place current ridership volume at about sixty (60%) percent of pre-pandemic levels.

NATURAL FEATURES

Prior to development, the primary vegetation of the area was hardwood swamp and bogs, being within the large, prehistoric lake plain of the Detroit area. The glacially deposited clay, sand, and gravel mixture of Howell soils make it challenging to distinguish soil types. Like much of the region, Howell experiences flooding problems.

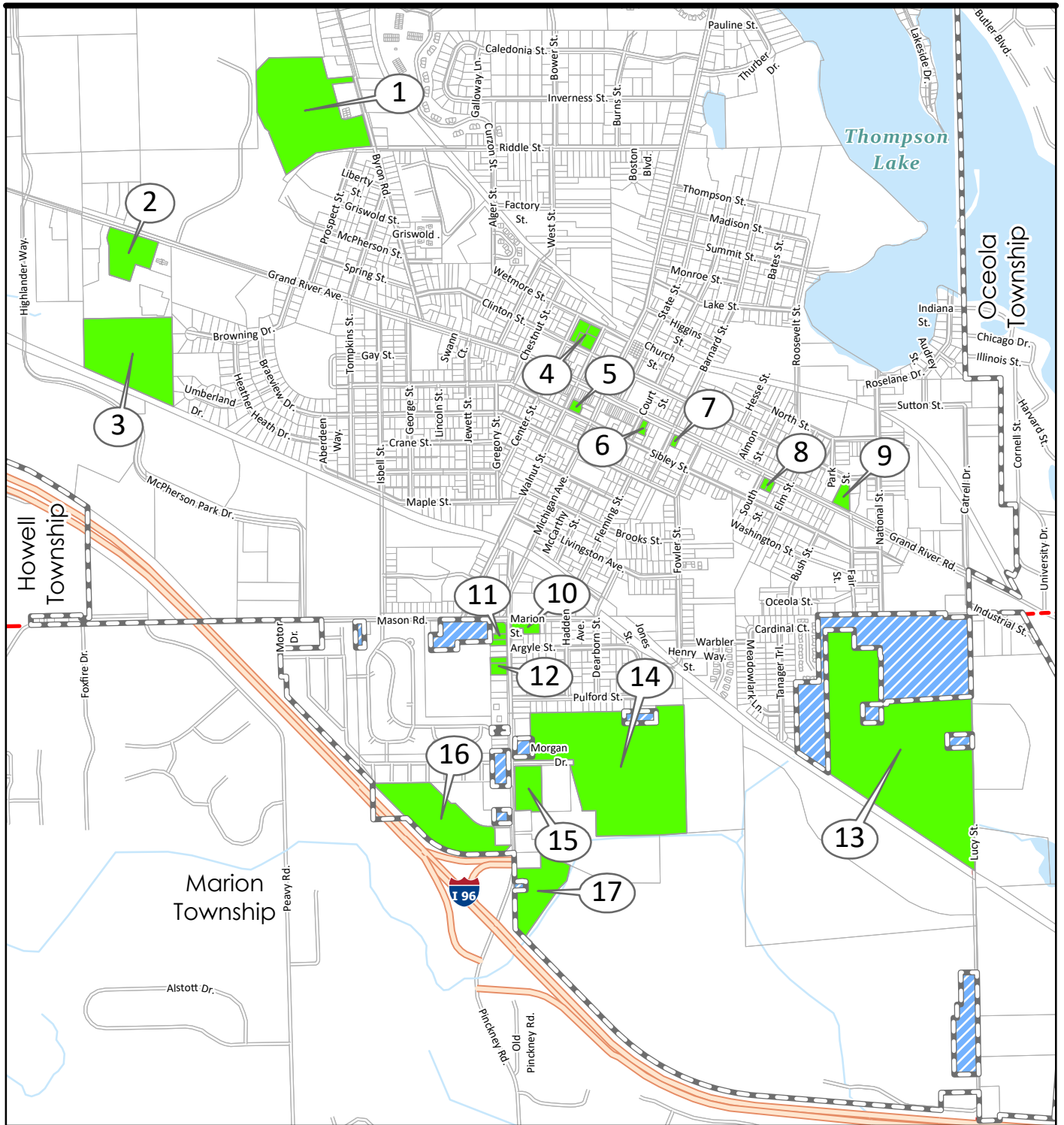
Howell’s topography is essentially flat at about 900 feet above sea level. A U.S. Geographic Survey indicates that the City’s topography only varies about 40 feet with the highest point on the western portions of the City. Pockets of vacant, low-lying wetlands and woodlands provide habitats for native wildlife.

Wildlife within Howell is typical of urban areas with large, mature trees lining many of the City’s streets, and includes deer, squirrels, chipmunks, raccoons, opossums, skunks, birds, and other small urban wildlife. SEMCOG estimates that in 2022, 36.7% of Howell’s area was covered by tree canopy. This tree canopy offers benefits ranging from improved health to increased property values.

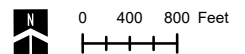
Wooded areas within the city are limited to parks and undeveloped wetland areas on private property. There are some substantial woodlands on the south side of the city within the undeveloped area between Lucy Road and D-19. Much of the city’s neighborhoods include mature trees in yards and along roadways. In addition to beautification, the presence of trees within Howell provide many important benefits such as shade to reduce the urban heat island effect and stormwater sequestration.

Three water resources lie within the city’s boundaries, including Thompson Lake. The Shiawassee River runs along the western city perimeter, and the Marion and Genoa Drains run through the south of Howell. The following impacts from stormwater runoff pose harm to rivers and lakes: pesticides and fertilizers from lawns; oil and grease from roads and parking lots; and sediment from construction sites and other land disturbances.

Map 1. The opportunity sites map identifies land within the city that may be prime for development or redevelopment.

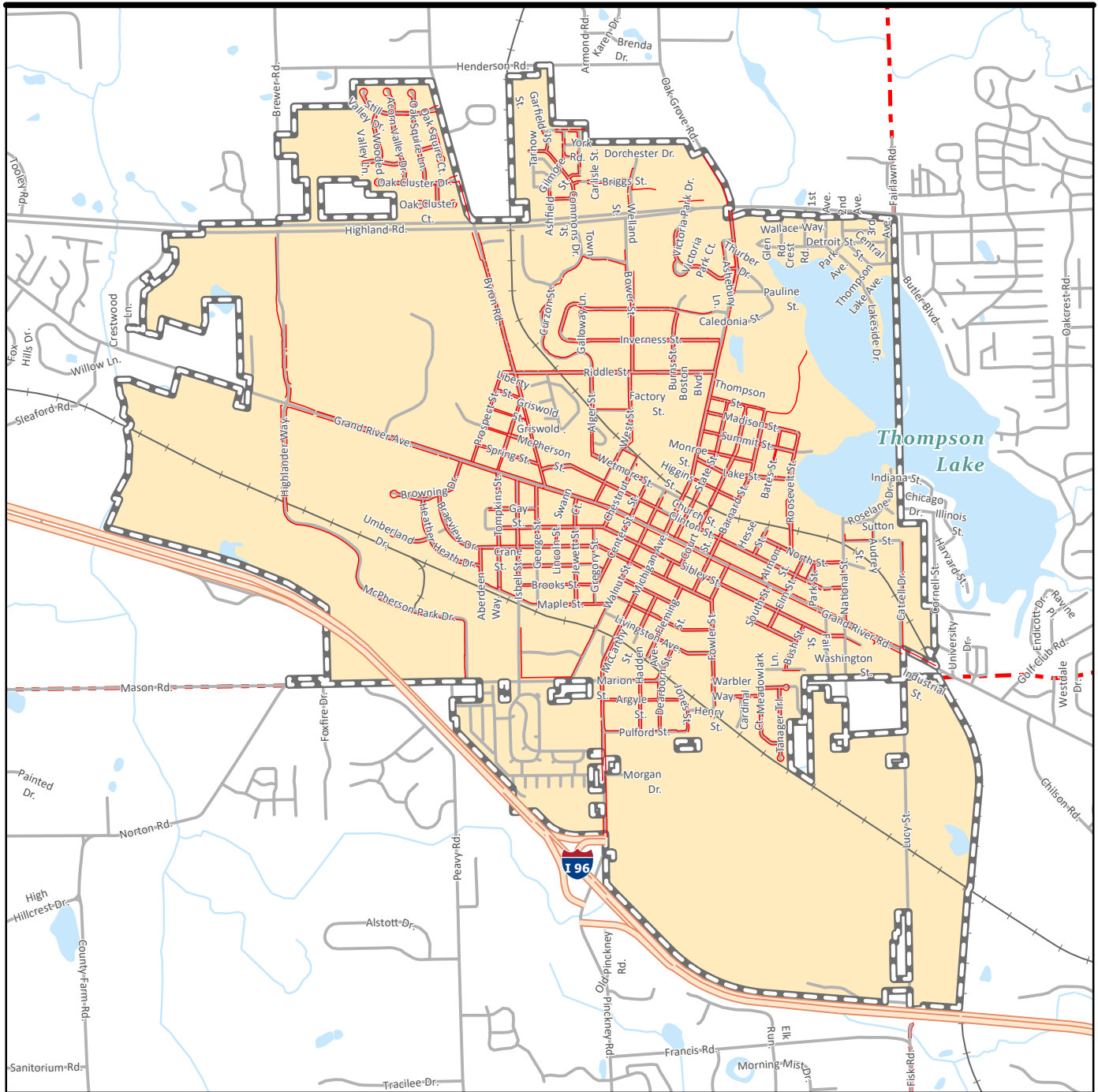


- Opportunity Sites
- Township Islands
- Parcels
- City of Howell Boundary
- Highways
- Roads
- Waterbodies




Opportunity Sites
City of Howell
Livingston County, Michigan

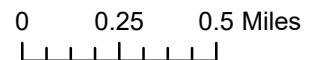
Map 2. Sidewalk Locations, City of Howell



Sidewalk Locations

- Sidewalks
- Roads
- Highways
- Railroads
-  City of Howell Boundary
- Creeks and Steams
- Lakes

City of Howell
Livingston County, Michigan

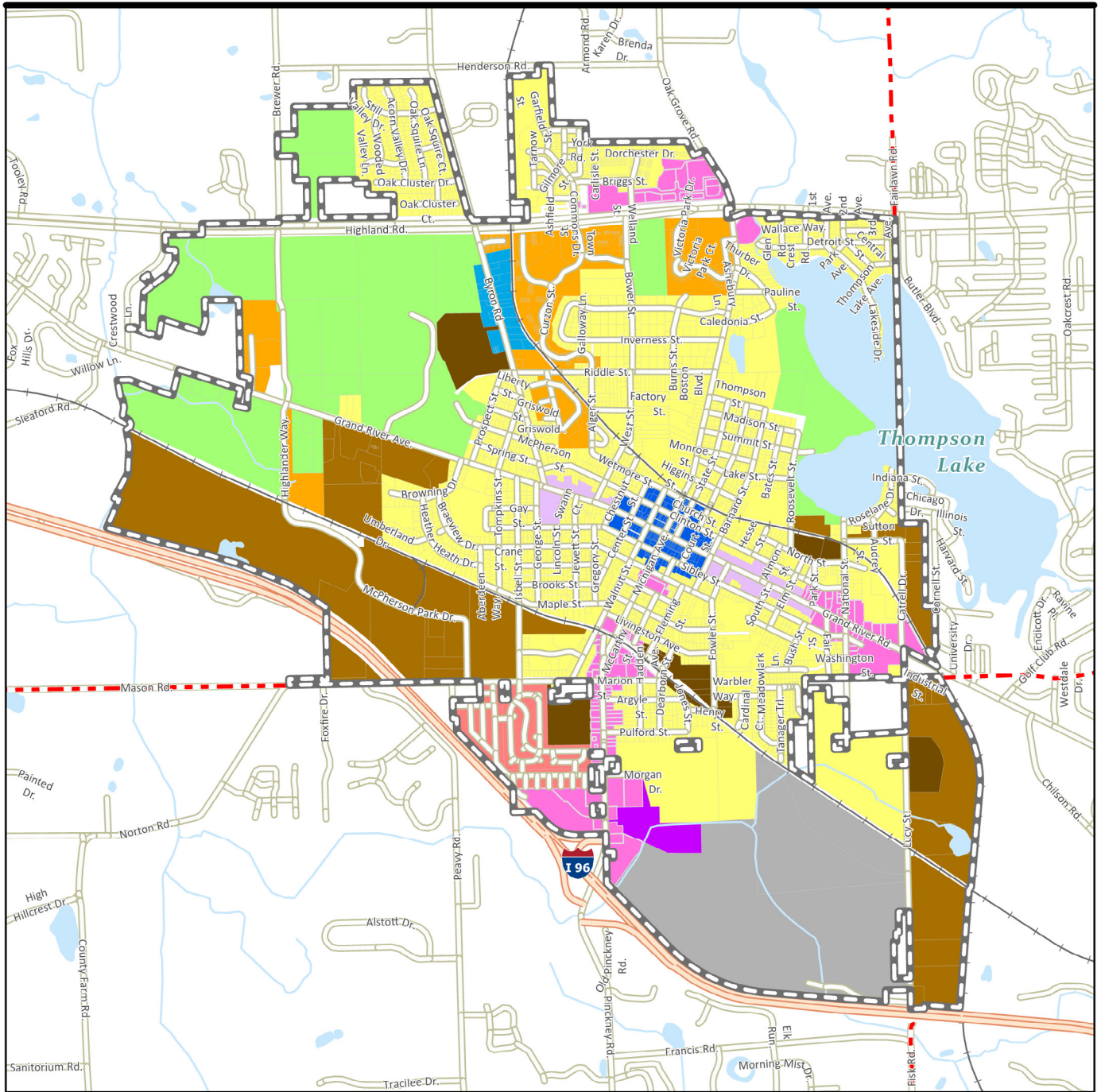


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Prepared by: Carlisle/Wortman Associates, Inc.



Map 3. Future Land Use Map , City of Howell

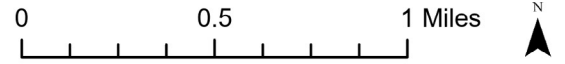


Future Land Use Categories

- Destination District
- Downtown
- Employment District
- Mixed Use
- Historic Corridor
- Medical Corridor
- Mobile Home Park
- Multi-Family Neighborhood
- Southern Development District
- Transition District
- Neighborhood
- Public Facility/Infrastructure

Other Features

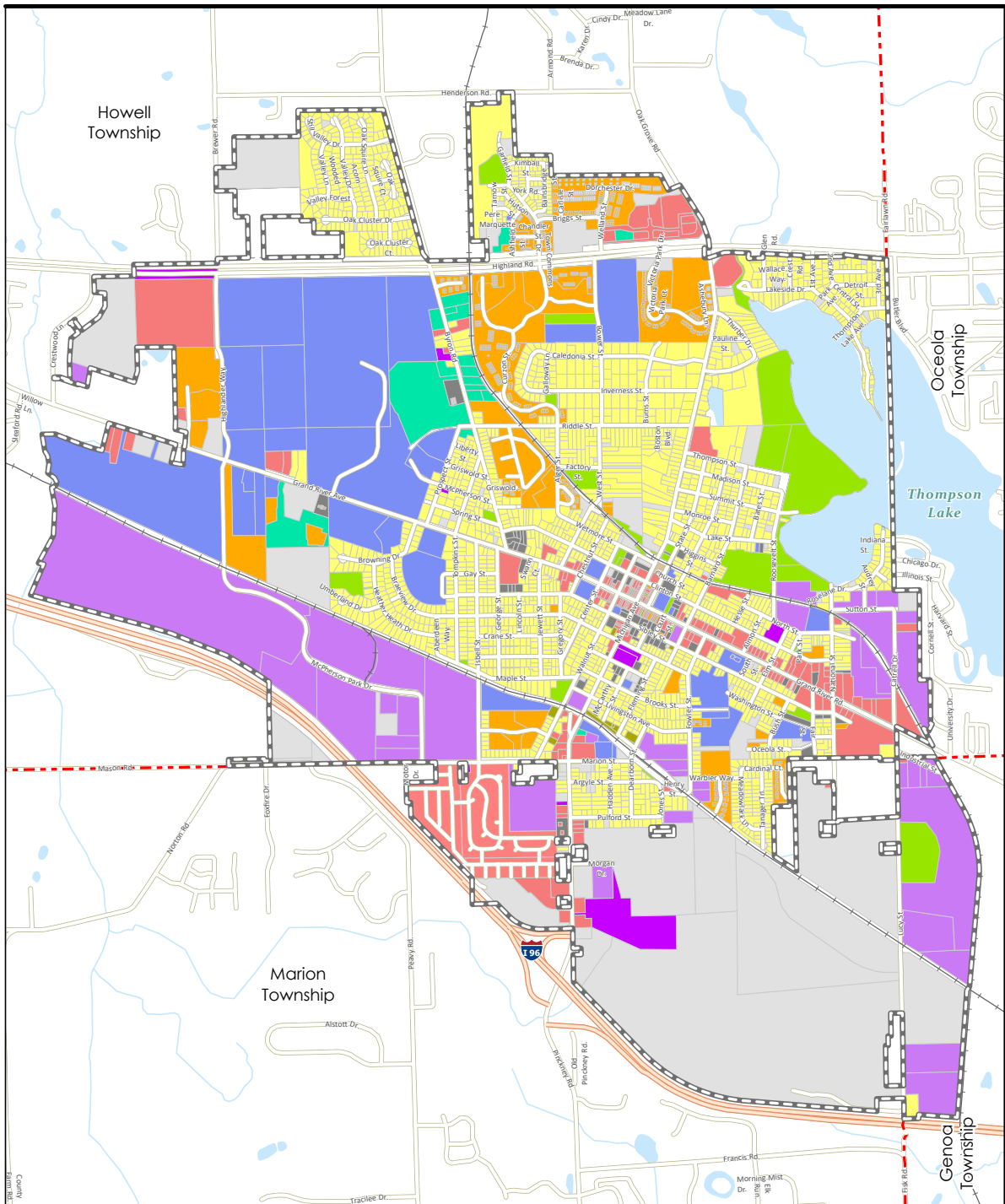
- City of Howell Boundary
- Highways
- Railroads
- Waterbodies
- Adjacent Community Boundaries
- Roads



Future Land Use
City of Howell
Livingston County, Michigan



Map 4. City of Howell Existing Land Use Map

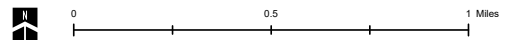


Existing Land Use Categories

- Agricultural/Rural Residential
- Commercial & Office
- Industrial
- Institutional
- Medical
- Mixed Use
- Mobile Home
- Multi-Family Housing
- Parking
- Public Facility/Infrastructure
- Recreation/Open Space
- Single-family Housing
- Vacant/Undeveloped

Other Features

- City of Howell Boundary
- Adjacent Community Boundaries
- Parcels
- Highways
- Roads
- Railroads
- Waterbodies

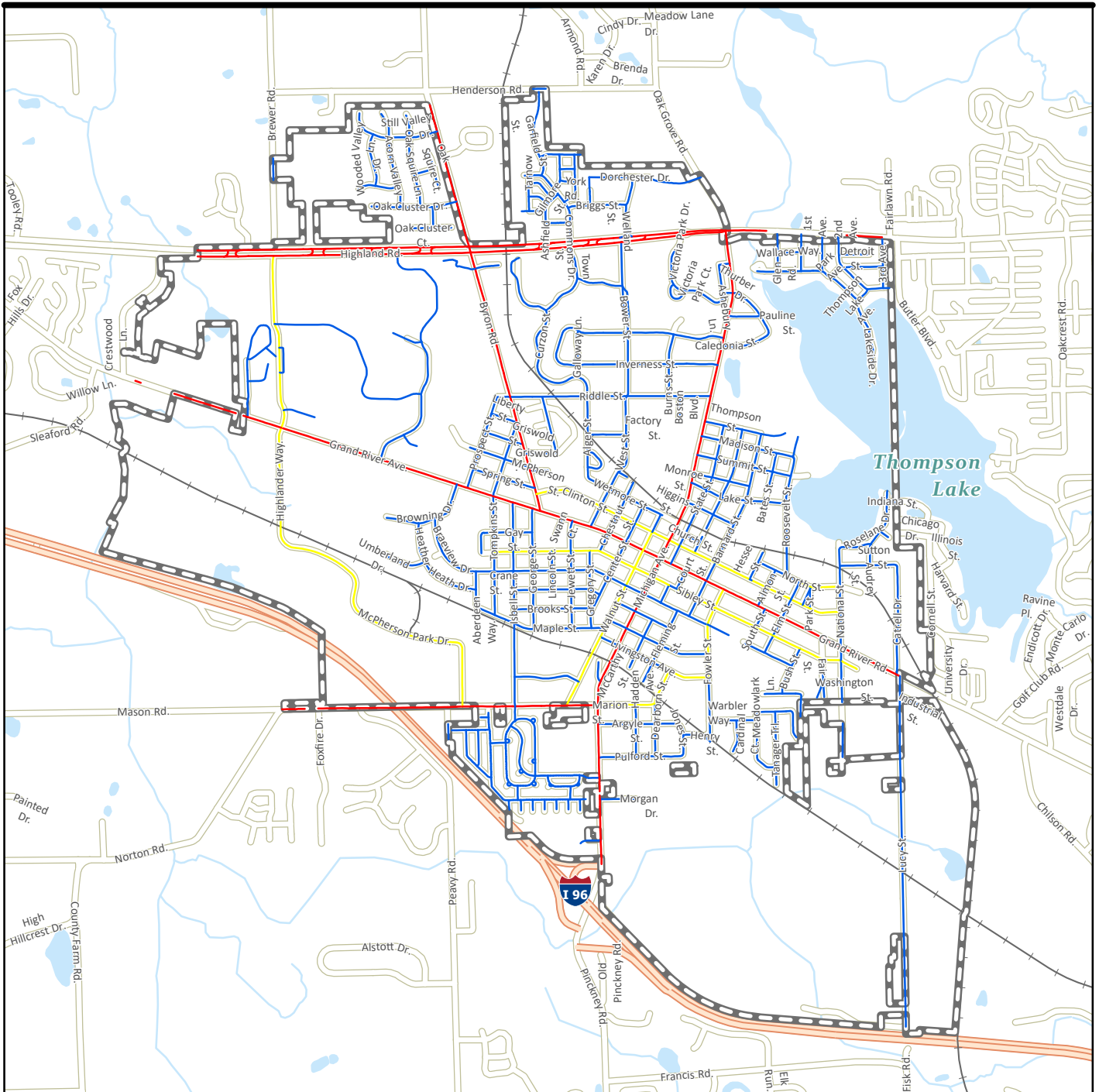


Existing Land Use

City of Howell
Livingston County, Michigan



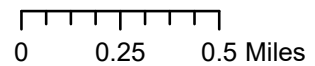
Map 5. 2023 Road Classification Map



Howell Roadway Classification

City of Howell
Livingston, Michigan

- Local Streets
- Minor Arterials and Major Collectors
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Data:
Prepared by: Carlisle/Wortman Associates, Inc.





2023 - 2028 Master Plan

Drafted September 11, 2023