



**PLANNING COMMISSION MEETING AGENDA**  
 City Council Chambers, Lower Level – 7:00 P.M.  
 611 E. Grand River, Howell, MI 48843



Visit the City of Howell website at [www.CityofHowell.org](http://www.CityofHowell.org)  
 or download the My Howell MI app

**Wednesday, May 17, 2023**

**COUNCIL - MANAGER  
 GOVERNMENT**

Commission members  
 and other officials normally  
 in attendance:

1. Robert Ellis  
*Mayor*
2. Paul Streng  
*Chairperson*
3. Maryanne Vukonich  
*Vice Chairperson*
4. Jan Lobur  
*Commission Member/  
Council Liaison*
5. Kathleen Kline-Hudson  
*Commission Member*
6. Robert Spaulding  
*Commission Member*
7. Jon Hougaboom  
*Commission Member*

Kristi Troy  
*Planning and Zoning  
 Administrator*

Paul Montagno  
*CWA Planning  
 Consultant*

1. Call to Order
2. Approval of Minutes
  - a. Minutes of April 19, 2023
3. Public Comments
4. Public Hearing(s)
5. New Business
6. Old Business
  - A. 23-05 227 Barnard – PUD update/discussion
7. Master Plan Final draft presentation
  - A. Feedback discussion
8. Correspondence
9. Planning and Zoning Administrators Comments
10. Commissioner Comments
11. Adjournment

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

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

**Regular Meeting of the Howell Planning Commission**  
**Wednesday, April 19, 2023**  
**Howell City Council Chambers – Lower Level**  
**611 E. Grand River Ave.**  
**Howell, Michigan 48843**

---

**1. CALL TO ORDER**

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

COMMISSIONERS PRESENT: Mayor Robert Ellis, Mayor Pro Tem Jan Lobur, Vice Chair Maryanne Vukonich, Chairman Paul Streng, Jon Hougaboom and Robert Spaulding

Also Present: Planning & Zoning Administrator Kristi Troy

Others in Attendance: Kevin Clarke, Jacob Schlittler, Alex Clos, Matt Meyer, Tina Meyer, Andy Douglas, Jennifer Douglas and Jim Glenn

**2. APPROVAL OF MINUTES, MARCH 15, 2023, REGULAR MEETING**

Motion to approve the March 15, 2023, regular Planning Commission meeting minutes as presented.

MOTION by Streng, SUPPORT by Vukonich, MOTION CARRIED (6-0).

**3. CALL TO THE PUBLIC**

A call was made with no response.

**4. PUBLIC HEARING: 23-06 323 ROOSEVELT SPECIAL LAND USE, 23-07 110 N CHESTNUT SPECIAL LAND USE AND 23-08 425 N NATIONAL SPECIAL LAND USE**

Chairman Streng opened the public hearing at 7:02 p.m.

Chairman Streng closed the public hearing at 7:03 p.m.

Motion to approve the Special Land Use application (#23-06) for Matt's RV Roofing located at 323 Roosevelt with ID # number 17-36-400-014, to allow for RV repair as described in the application subject to the following conditions:

1. All work shall be conducted inside the building.
2. Hours of operation shall be: 8a-6p
3. No RVs will be stored outside the building.

4. Waste generated from the use will be stored indoors until hauled away from the site.
5. Replace the wall pack light on the side of the subject building with a fixture that complies with the standards in the zoning ordinance.

MOTION by Lobur, SUPPORT by Spaulding, MOTION CARRIED (6-0).

Chairman Streng opened the public hearing at 7:08 p.m.

Chairman Streng closed the public hearing at 7:10 p.m.

Motion to approve the Special Land Use application (#23-07) for 110 N Chestnut on a parcel with ID # 17-36-102-032, to allow for a massage therapy office to open in the accessory structure. Subject to the following conditions:

1. The owner of the site must maintain their parking agreement with the church across the street

MOTION by Vukonich, SUPPORT by Spaulding, MOTION CARRIED (6-0).

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

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

Motion to approve the Special Land Use application (#23-08) for 425 N National on a parcel with ID # 17-36-402-074, to allow for an additional driveway on a single-family residential lot based on the findings in this report.

MOTION by Lobur, SUPPORT by Hougaboom, MOTION CARRIED (6-0).

Member Kline-Hudson arrived at 7:17 pm.

**5. NEW BUSINESS:**

None.

**6. OLD BUSINESS:**

Old Clark Station - there have been no new inquiries regarding the property.

**7. MASTER PLAN UPDATE**

There is a deadline of Monday April 24, 2023, for any questions or comments regarding the newest chapter. A suggestion that Tree City USA should be included in the plan was made. Descriptions of the numbers labeling the diagram on page #5 need to be added.

**8. CORRESPONDENCE**

None.

**9. PLANNING AND ZONING ADMINISTRATOR'S COMMENTS**

May Planning Commission meeting date will be Wednesday, May 17, 2023.

**10. COMMISSIONER COMMENTS**

None.

**11. ADJOURN**

Motion made to adjourn the meeting at 7:20 p.m.

MOTION by Ellis, SUPPORT by Vukonich, MOTION CARRIED (7-0).

---

Crystal Simmons, Recording Secretary



**Carlisle | Wortman**  
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

---

**TO:** City of Howell Planning Commission  
**FROM:** Paul Montagno, AICP, City Planner  
**DATE:** 5/8/2023  
**RE:** Barnard Station Condos PUD Application

Proposal

The applicant is requesting the rezoning of a parcel of land located at 227 N Barnard Street, with parcel ID number 4717-36-308-080, from I-1, Light Industrial, to PUD, Planned Unit Development. The applicant proposes to remove the existing structures on the site and redevelop the property with five (5) residential duplex buildings with ten (10) total condominium units. The property currently hosts light industrial structures. The parcel is approximately 1.61 net acres in size with approximately 240 feet of frontage along a southerly line of Michigan DOT railroad. Access for eight (8) of the units is proposed through a shared drive with access on Barnard Street, and two (2) units would be accessed from Hesse Street.

Process

There are multiple steps in the PUD rezoning application process. The first step was to hold a pre-application meeting with the Zoning Administrator along with any City staff and consultants the Administrator deems appropriate. This was done. Secondly, the applicant must submit a preliminary site plan for the proposed PUD. The Planning Commission shall review the preliminary site plan and shall provide the applicant with written comments, which shall be part of the official minutes of the Planning Commission. Review and comment upon a preliminary plan by the Planning Commission shall not bind the City to approval of a final PUD plan. This was done at the Planning Commission's regular meeting of March 15, 2013, along with a public hearing on the project. The final step is for the Planning Commission to review the final PUD site plan and make a recommendation to City Council to approve or deny the proposed PUD based on the criteria in Article 9 of the Zoning Ordinance.

Site plan review

The applicant has submitted a Final PUD site plan dated 4/18/23, along with a letter of response to the City Planning and Engineering reports on the preliminary site plan. We have reviewed this plan to see how the applicant has addressed the comments on our previous report dated March 7, 2023, (attached) as well as the additional requirements for the Final PUD Plan.

The following is a list of comments from our previous report and a description of how the applicant has or has not addressed the item:

1. Provide cover letter showing how this project meets the PUD requirements, per Section 9.02(c) of the Zoning Ordinance.

The applicant provided a letter dated March 13<sup>th</sup> that addresses the requirements in Section 9.02(c) of the Zoning Ordinance. As noted in our previous review, we feel the project generally meets the criteria. Further, we believe that the reasoning provided in the applicant's letter demonstrates that the requirements are met. The Planning Commission should evaluate the applicant's letter and decide if they agree.

2. Provide building height details.

In the applicant's response letter, they indicate the maximum height of the proposed buildings to be 35 feet. This is also noted in the Site Data table provided on sheet 4 of the PUD plan. This is consistent with the maximum building height in the R-T zoning district.

3. The applicant must demonstrate how their project achieves the outcomes identified in Section 9.04(3) of the Zoning Ordinance.

Previously we reviewed the project densities proposed in the development against the R-2 (One-Family Residential) Zoning, which would permit a maximum of 3.6 dwelling units per acre through the use of the PUD density table identified in section 9.04. Based on the size of the parcel the applicant would be asking for greater density than that allowed. However, the applicant has indicated that their development is more consistent with the R-T (Two-Family Residential) Zoning District and that these density standards should apply. We concur that this project is more consistent with the R-T Zoning. Using the PUD density table, the maximum permitted density would be 12.88, therefore, the proposed 10 dwelling units would comply.

4. Consider a reconfiguration of the site per the suggestion in this report.

In our previous report we suggested that units 1 through 8 should be "flipped", so that the driveways are facing north. This would accomplish a number of benefits to the development, the neighboring homes, and the community as a whole. The reconfigured layout we propose would allow for the following:

1. Rear yards of the new units would abut rear yards of the homes in the existing neighborhood.
2. Driveways and, therefore, headlights, garage lights and traffic from the development would not be facing existing neighboring residents.
3. The proposed flip would allow for the pedestrian connection through the development to run along the railroad, straight through the site, without meandering through the drive /parking area. The currently proposed pathway configuration would not feel inviting as a public connection.
4. If the drive was flipped and the pathway ran parallel to it across the north side of the site, it could be designed to feel and function more like a sidewalk lined, neighborhood street with street trees and pedestrian scale lighting.

5. Moving the building to the south would allow for a view of the park for people on Barnard as well as people utilizing the pathway connection. In the currently proposed configuration, the proposed building creates a visual barrier.

The applicant has indicated that the proposed configuration is to address the safety concern of having the drive location too close to the railroad crossing. We asked DPW and the City Engineer to research and provide any standards related to this issue. Their efforts resulted in feedback that there are no standards that would preclude the recommendation to reconfigure. In fact, we argue that having the building in the current location would actually do more harm by narrowing the site lines for those driving down Barnard. Those leaving the proposed development will be stopped before turning right out of the development and should be aware of the train crossing and should be able to see oncoming trains.

5. Provide an emergency turnaround for the drive within the site.

This has been done.

6. The sidewalk within the site should provide a pedestrian connection from one end to the other.

The applicant has provided a sidewalk from Hess to Barnard. However, as noted above, the sidewalk appears to function more as an internal sidewalk rather than the intended connection between neighborhoods.

7. Maintain as many healthy mature trees as possible.

The applicant has acknowledged this, and the plans appear to indicate that the mature trees along the perimeter of the site are being preserved.

8. Address all comments from the City Engineer's report.

Please refer to the City Engineer's report April 28, 2023.

In addition to our previous comments, there are additional requirements for the final PUD plan from Section 9.02(c) for the Zoning Ordinance. These are listed below with an indication of how the applicant has or has not addressed the items:

1. A site plan meeting all requirements of Section 3.04;

This has been done. However, we defer to the City Engineer for any items in their review.

2. A separate narrative that provides specific details regarding all deviations from this Zoning Ordinance that would otherwise be applicable in the absence of the PUD;

The applicant has not indicated any deviations.

3. A specific schedule of the intended development and construction details, including phasing or timing;

No phasing has been indicated on the plans.

4. A specific schedule of the general improvements to constitute a part of the development, including, without limitation, lighting, signage, the mechanisms designed to reduce noise, utilities and visual screening features;
  - There is a note on the plan that indicates that site lighting will be provided by coach lighting installed on all garages.
  - No signage has been proposed.
  - No mechanisms designed to reduce noise have been proposed.
  - A utility plan has been provided.
  - A landscaping plan has been provided.
  - There is a note indicating a privacy fence near the southwest corner of the development. It is unclear if the applicant is proposing any fencing along the balance of the site. The planning commission may want to discuss the need for buffering or screening along the residential side of the development.
5. A specification of the exterior building materials and architecture with respect to the structures proposed in the project;

Building elevations have been included in the plans.

6. Signatures of all parties having an interest in the property.

The owners signature was provided on the initial application.

### **Recommendation**

The next step in the PUD process would be final approval or denial from the City Council based on a recommendation from the Planning Commission based on their review of the proposal. We believe that the plan generally meets the criteria for a PUD from a use and density standpoint, however, we continue to recommend that the Planning Commission consider and provide direction to the applicant to reconfigure the site. If the Planning Commission would like to see changes to the final PUD plan they could:

Make a motion to postpone action until such time as the applicant submits a new plan that addresses the direction provided by the Planning Commission at tonight's meeting,

Or

Make a motion to recommend that the Howell City Council approve the final PUD site plan for Barnard Station Condominiums with the conditions:

1. That the applicant reconfigure the site plan based on the Planning Commission's direction to the satisfaction of City staff prior to submitting the application to City council.
2. The applicant enters into a PUD agreement with the City.
3. The applicant addresses all outstanding items on the City Engineer's report dated April 28, 2023, on the construction plans.



**CARLISLE/WORTMAN ASSOC., INC**

Paul Montagno, AICP  
Principal

#104-2302

cc. Erv Suida, City Manager  
Kristi Troy, Planning and Zoning Administrator  
Andy Malczewski, City Engineer



**Carlisle | Wortman**  
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

Date: March 7, 2023

## Rezoning/PUD Preliminary Site Plan Application Review For City of Howell, Michigan

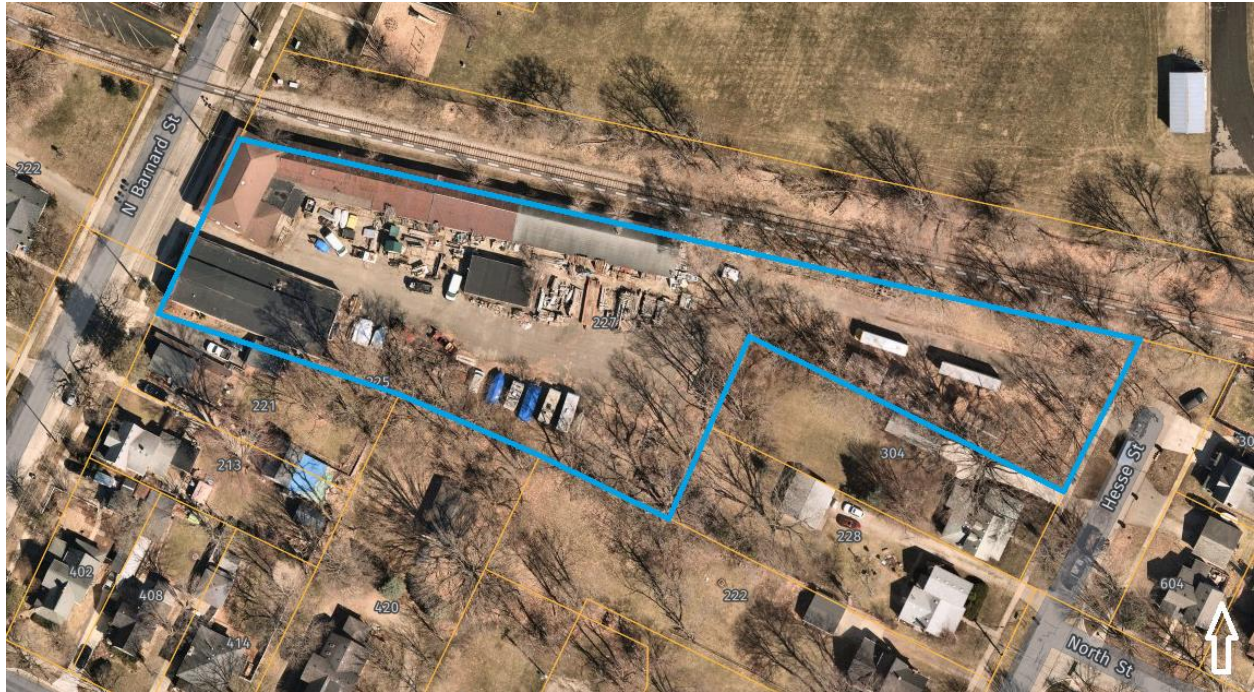
<b>Applicant:</b>	Jeff Lotz
<b>Project Name:</b>	Barnard Station Condos Rezoning and PUD Application
<b>Location:</b>	227 N Barnard Street
<b>Zoning:</b>	I-1, Light Industrial
<b>Action Requested:</b>	Rezone from I-1 to PUD, Planned Unit Development

### PROJECT AND SITE DESCRIPTION

The applicant is requesting the rezoning of a parcel of land located at 227 N Barnard Street, with parcel ID number 4717-36-308-080, from I-1, Light Industrial, to PUD, Planned Unit Development. The applicant proposes to remove the existing structures on the site and redevelop the property with five (5) residential duplex buildings with ten (10) total condominium units. The property currently hosts light industrial structures. The parcel is approximately 1.61 net acres in size with approximately 240 feet of frontage along a southerly line of Michigan DOT railroad. Access for eight (8) of the units it proposed through a shared drive with access on Barnard Street, and two (2) units would be accessed from Hesse Street.

The applicant has participated in a pre-application conference with the Zoning Administrator to discuss the rezoning of this property.

**Aerial Image of Subject Site and Vicinity**



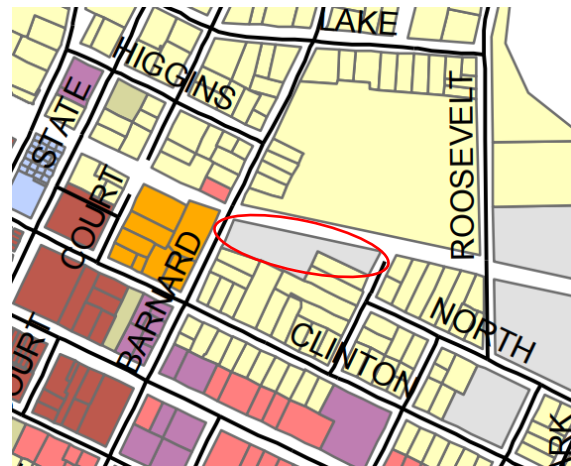
Source: Nearmap

**SURROUNDING PROPERTIES AND CURRENT ZONING**

**Table 1. Zoning, Land Use**

	<b>Zoning</b>	<b>Existing Land Use</b>
<b>Subject Site</b>	I-1, Light Industrial	Lumber Yard/ Home improvement warehouse (vacant)
<b>South, East, Northwest</b>	R-1, Single Family Residential	Residential
<b>West</b>	R-2, Two Family Residential B-1, Local Business	Residential Small plumbing business
<b>North</b>	R-1, Single Family Residential	Residential and Page Field

The subject site is located northeast of the Central Business District. The properties to the south, east, and northwest are zoned R-1, single family residential. The properties to the west are zoned R-2, two family residential. The railroad runs along the northern parcel line, and Page Field lies to the north of the railroad. No I-1, light industrial parcels lie adjacent to the subject site. Conversion of this site into a residential development will make the site more consistent with surrounding uses. The subject site is indicated by the red circle on the zoning map.



Zoning Map

### MASTER PLAN CONSIDERATION

The subject site is part of the 'Centers' framework in the City's overall framework map in the 2015 Master Plan. The area is described on pages 19 and 20 of the Plan. Zoning in the Centers designation includes the districts that allow a mixture of uses. Per the language in the master plan, "the mix of uses, places where people live, work and shop, brings an exceptional vibrancy to these parts of the City. Recommended applicable future zoning in the centers includes the districts includes CBD, MXD, PUD.

### REVIEW PROCEDURES

#### Existing Zoning: I-1, Light Industrial

The Light Industrial Districts are designed to primarily accommodate wholesale activities, warehouses and industrial operations whose external physical effects are restricted to the area of the district and in no manner affect in a detrimental way any of the surrounding districts. The I-1 District is so structured as to permit, along with any specified use, the manufacturing, compounding, processing, packaging, assembly and/or treatment of finished or semi-finished products from previously prepared material. It is further intended that the processing of raw material for shipment in bulk form, to be used in an industrial operation at another location, not be permitted in the district.

#### Proposed Zoning: PUD, Planned Unit Development

The requirements for PUDs are established in Section 9.02 of the City's Zoning Ordinance. PUDs may be applied for in any zoning district. Granting a PUD application requires a rezoning by way of an amendment to this Zoning Ordinance upon the recommendation of the Planning Commission and approval of the City Council. Therefore, the procedures set forth in Article 13, including a public hearing to be held by the Planning Commission, shall apply.

Any land use authorized in the Zoning Ordinance may be included in a PUD, subject to adequate protection of the public health, safety and welfare and the compatibility of various land uses both within

and outside the development. Applicants for a PUD must demonstrate all of the following as a condition to being entitled to PUD treatment:

1. Granting of the PUD will result in one (1) of the following:
  - A. A recognizable and material benefit to the ultimate users of the project and to the community, where such benefit would otherwise be unfeasible or unlikely to be achieved without application of the PUD regulations; or
  - B. Long-term protection and preservation of natural resources and natural features of a significant quantity and/or quality, where such benefit would otherwise be unfeasible or unlikely to be achieved without application of the PUD regulations; or
  - C. A nonconforming use shall, to a material extent, be rendered more conforming, or less offensive, to the zoning district in which it is situated.
2. The proposed type and density of use shall not result in an unreasonable increase in the need for or burden upon public services, facilities, roads and utilities.
3. The proposed development shall be consistent with the public health, safety and welfare of the City.
4. The proposed development shall not result in an unreasonable negative environmental impact on the subject site or surrounding land.
5. The proposed development shall not result in an unreasonable negative economic impact upon surrounding properties.

**CWA Comments:** *The redevelopment of the site as proposed would likely be unfeasible without PUD regulations. The dimensional constraints of the property pose limitations to the lot sizes and building configuration, impacting the setback locations.*

*The project stands to convert an industrial property that is surrounded by residential uses into residential use. Though the project is higher-density the proposed structures and use fits the character of the neighborhood better than the existing development and offers housing types that the Howell Master Plan has identified as a higher priority.*

*The proposed project does not involve substantial land clearing or grading that might conflict with the City's preservation goals.*

*Despite this, the applicant has not offered distinct justification for the conversion of this property to a PUD per the requirements of the Zoning Ordinance.*

**Items to be Addressed:** *Provide cover letter showing how this project meets the PUD requirements, per Section 9.02(c) of the Zoning Ordinance.*

**AREA, WIDTH, HEIGHT, SETBACKS**

As required by Section 9.03(b)(5), the applicant has provided dimensions of the proposed project. The project shall have dimensional requirements that mirror the regulations for the R2 – Two Family Residential zoning district according to Section 9.04(c)(1) with the PUD residential density bonus indicated in Section 9.04 (a)(1). The following table provides the dimensional standards from the Zoning Ordinance and the those proposed by the applicant.

**Table 2. Area, Width, Height, and Setback Requirements**

	<b>Standard</b>	<b>Proposed</b>	<b>Compliance</b>
<b>Lot Size</b>	2.86 Acres (12,446 sq ft per unit)	1.61	<i>Does not comply</i>
<b>Front Yard Build-To Line</b>	25 feet	25 feet	Complies
<b>Rear Yard Setback</b>	35 feet	N/A, side yard setbacks	Complies
<b>Side Yard Setback</b>	8 feet least, 20 feet total	8 feet on south side, 12 feet on north side, 20 feet total	Complies
<b>Maximum Height</b>	2.5 stories 35 feet	Not determined	<i>Could not determine</i>
<b>Density permitted</b>	16 lots	10 units	Complies

Dimensional requirements are determined at the Final PUD Plan review phase and are determined according to the proposed land uses. Per Section 9.04(c)(1), “all regulations applicable to setbacks, parking and loading, general provisions and other requirements shall be met in relation to each respective land use in the development based upon the zoning district in which the use is listed as a permitted or specially permitted use. In all cases, the strictest provisions shall apply...deviations with respect to such regulations may be granted as part of the overall approval of the PUD, provided there are features or elements designed into the project plan for the purpose of achieving the objectives of this article.”

The development is permitted a maximum density of 3.5 dwelling units per acre based on section 9.04 (a)(1). The lot size is 1.61 acres. This would allow for 5.6 dwelling units. The applicant is proposing 10.

According to Section 9.04(3), additional density greater than that specified in (a) (1) hereof for residential uses may be allowed in the discretion of the City Council, upon the recommendation of the Planning Commission and based upon a demonstration by the applicant of planning and design excellence resulting in a material benefit to the City, adjacent land uses and/or the ultimate users of the project, including, without limitation, innovative design producing significant energy efficiency, pedestrian or vehicular safety, long-term aesthetic beauty, and protection and preservation of natural resources and features.

**Items to be Addressed:** 1) Provide building height details. 2) The applicant must demonstrate how their project achieves the outcomes identified in Section 9.04(3) of the Zoning Ordinance.

## BUILDING LOCATION AND SITE ARRANGEMENT

Eight of the ten proposed units are proposed to sit in a row parallel with the northern lot line that lies adjacent to the railroad. Access for units 1 to 8 is proposed through a shared driveway on Barnard Street. The western property line along Barnard Street is proposed as the front yard. The configuration of units 1 to 8 is such that the rear of the individual units which abut the northern property edge is counted as a side yard. The railroad is the only use that lies adjacent to any of these side yards, so this configuration poses little issue to neighboring properties. A proposed stormwater pretreatment system lies to the south side of the shared driveway, on the eastern most edge. No trail or buffer is proposed between these units 1 to 8 and the railroad use.

The remaining two units – units 9 and 10 – will be positioned on the eastern side of the property, with direct access from Hesse Street. A proposed stormwater management system is proposed to the rear of these two units.

A wooden privacy fence is proposed around the property perimeter, and a concrete sidewalk is proposed to connect the shared driveway for units 1-8 to the sidewalk in front of units 9 and 10 on the eastern property edge. Each of the ten units will have an individual driveway.

The layout of the site could be reconfigured to better utilize the space and make a better relationship between the proposed residences and the surrounding uses. The applicant should consider flipping the orientation of the units 1-8 so the rear yards of the new housing would abut the rear or side yards of existing housing to the south. The drive for the eight units would then run parallel to the northern lot line rather than the southern lot line. This configuration will create a greater buffer between units 1 to 8 and the railroad as well as a greater buffer between existing residence and the drive/parking area for the new development. This configuration would also allow for a sidewalk/pathway along the drive which would connect with the proposed pathway to the east side of the site and mimic more of a neighborhood sidewalk lined street. This would provide a pedestrian connection through the site which could act as a public benefit. Under this new configuration, the stormwater pretreatment system can be moved to a space behind unit 8, closer to the proposed stormwater management system that sits behind units 9 and 10.

**Items to be Addressed:** Consider a reconfiguration of the site per the suggestion in this report.

## SITE ACCESS AND CIRCULATION

The applicant is proposing two site access points. Access for units 1 to 8 will be from a single shared drive from Barnard Street. There is no turn around for emergency vehicles at the end of this drive. Access for units 9 and 10 will be from individual driveways. There is a proposed sidewalk that connects two Hesse Street but dead ends into the drive in the middle of the site. This sidewalk should provide a connection from one side of the site to the other.

**Items to be Addressed:** 1) Provide an emergency turn around for the drive within the site. 2) The sidewalk within the site should provide a pedestrian connection from one end to the other.

**NATURAL RESOURCES**

The site is currently heavily developed with asphalt and structures covering much of the site. The site is generally flat and hosts no protected wetlands, woodlands, or floodplains. There are mature trees around the perimeter of the site. The site plan indicates that 29 mature trees ranging in size from 12 to 36 inches will be preserved.

**Items to be Addressed:** *Maintain as many healthy mature trees as possible.*

**LANDSCAPE PLAN**

The R-2 Residential District requires a greenbelt containing one (1) tree for every thirty (30) feet of project perimeter. There are currently twenty-nine (29) mature trees on site and roughly an additional thirty (30) smaller trees which offer additional screening. The applicant is proposing to plant new conifer and deciduous trees among the existing trees to create screening behind units 1 through 8 along the railroad, in front of and at the rear of units 9 and 10, and to the south and east of the shared driveway of units 1 through 8. Table 3 below shows the greenbelt requirements for the subject site.

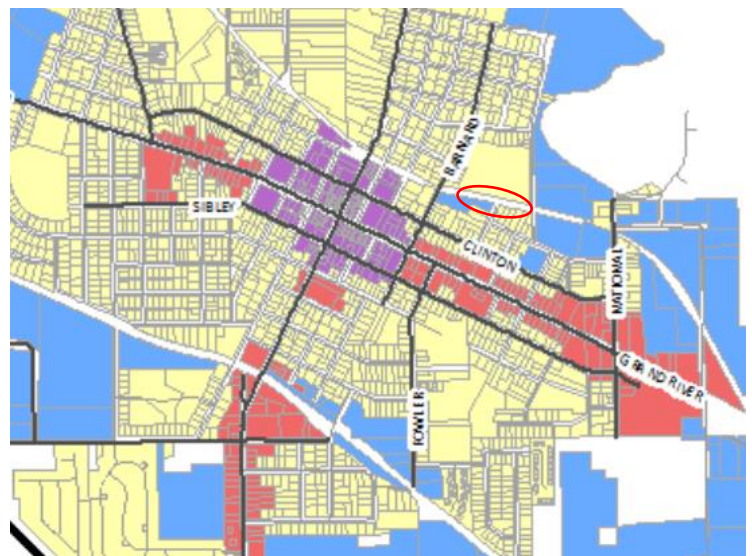
	<b>Standard</b>	<b>Proposed</b>	<b>Compliance</b>
<b>Number of trees</b>	1 tree / 30 ft perimeter  1,575 ft / 30 = 52.5  53 trees	29 existing trees + 29 new trees =  58 trees	Complies

The applicant has included a landscape plan with a plant list key and approximate planting locations. In addition to the proposed trees, the applicant has proposed coniferous and deciduous shrubs and perennials.

**Items to be Addressed:** *None*

**EVALUATION**

Although currently identified as a “district” site, the subject site is located within the area designated in the Master Plan’s framework as a Core neighborhood which includes both the oldest and newest residential neighborhoods in Howell. The subject site is indicated by the red circle on the Overall Framework Map from the Howell Master Plan. The Core neighborhood hosts a range of housing types intermixed with community businesses. The rezoning would redesignate this site as a Core neighborhood, consistent with the surrounding properties. A rezoning would be consistent with City’s policies and goals for PUDs that allow for a mix of uses and would be consistent with the trends of zoning and



**Overall Framework Map**

land use on the same block. The new use of the property will be required to go through the final PUD site plan process to ensure compliance with city standards for development to ensure safety and compatibility for the neighborhood.

#### UTILITIES AND STORMWATER MANAGEMENT

We defer to the city engineer to review all utilities, grading, and stormwater management facilities based on the City standards.

**Items to be Addressed:** Address all comments from the City Engineer's report.

#### RECOMMENDATIONS

We encourage the Planning Commission to review all aspects of this proposal with specific attention to the PUD requirements in Section 9.02 of the Zoning Ordinance. No action is needed for a preliminary PUD except that the Planning Commission must provide written comments to the applicant.

We recommend that the Planning Commission motion to utilize the following items from our report, as well as any additional comments discussed by the Planning Commission as their written comments on the preliminary PUD for the applicant to address in their final PUD site plan for the Barnard Station Development located at 227 N Barnard Street with parcel ID number 4717-36-308-080:

1. Provide cover letter showing how this project meets the PUD requirements, per Section 9.02(c) of the Zoning Ordinance.
2. Provide building height details.
3. The applicant must demonstrate how their project achieves the outcomes identified in Section 9.04(3) of the Zoning Ordinance.
4. Consider a reconfiguration of the site per the suggestion in this report.
5. Provide an emergency turn around for the drive within the site.
6. The sidewalk within the site should provide a pedestrian connection from one end to the other.
7. Maintain as many healthy mature trees as possible.
8. Address all comments from the City Engineer's report dated.



CARLISLE/WORTMAN ASSOC., INC

Paul Montagno, AICP

Principal

#104-2302

cc. Erv Suida, City Manager  
Kristi Troy, Planning and Zoning Administrator  
Andy Malczewski, City Engineer



# Howell Area Fire Department Fire Marshal Division

1211 W Grand River Ave Howell, MI 48843  
office: 517-546-0560 fax: 517-546-6011  
[firemarshal@howellfire.net](mailto:firemarshal@howellfire.net)

**DATE:** April 26, 2023

**TO:** Kristi Troy  
Planning and Zoning Administrator  
City of Howell  
Howell, MI 48843

**FROM:** Jamil Czubenko, Fire Marshal

**PROJECT:** PPUD23-0001 227 N Barnard, Revision 1, Howell City

I have reviewed the above listed site plan and find that it is *satisfactory* as presented as long as the following conditions are met utilizing the 2018 IFC:

1. Where the road is 20' wide to 26' wide then I would require that no parking be allowed on both side of the street and be posted with "No Parking-Fire Lane" signs. Where the road is more than 26' wide to 32' wide then I would require that no parking be allowed on the hydrant side of the street and be posted with "No Parking this side of street" signs.
2. All roads in this development shall not exceed 10 percent in grade.
3. Building(s) shall have approved building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall be at least 6" high and shall contrast with their background.

Any changes in this site plan shall be submitted to the Howell Fire Department for additional approval. If there is anything further that you need, please feel free to give me a call. Thank you for the opportunity to review this site plan.



April 28, 2023

City of Howell  
611 E Grand River Ave  
Howell, MI 48843

Attn: Ms. Kristi Troy, Planning & Zoning Administrator

Re: Site Plan Review #2  
Barnard Station Condominiums  
Section 36, City of Howell  
Parcel No. 4717-36-300-012

HRC Job No. 20230190.02

Dear Ms. Troy:

As requested, this office has reviewed the proposed Site Plan for the above-mentioned project, as prepared by Boss Engineering, (dated April 18, 2023) and has the following comments:

#### General

1. Please provide an engineer's opinion of probable construction cost with the construction plan submittal.
2. A soil erosion control permit will be required for this project, the plans should be submitted to the Livingston County Drain Commissioner's Office for their review and approval.
3. Per the City of Howell Engineering Design Standards, an itemized quantity list will need to be shown on the plans. Please include with the construction plan submittal.
4. Provide finished grades of all water main and sanitary structures in both the plan and profiles on the construction plan submittal.
5. Per the City of Howell Engineering Design Standards, please provide existing and proposed contours for the development.
6. Contact MDOT railroad representatives to determine if a Diagnostic Study Team Review (DTSR) is required.

#### Water Main

1. All water main improvements shall be designed and constructed in accordance with the City of Howell Engineering Design Standards.
2. Per EGLE requirements, all water mains must be profiled regardless of size. Please provide a proposed water main profile with the construction plan submittal.
3. The proposed fire hydrant layout and coverage will require the review and approval of the Howell Area Fire Department.

#### Sanitary Sewer

1. All sanitary sewer improvements shall be designed and constructed in accordance with the City of Howell Engineering Design Standards.

2. With the construction plan submittal, all sanitary sewer profiles will need to be shown on the plans.

#### Storm Water Management

1. All stormwater management shall be designed and constructed in accordance with the City of Howell Engineering Design Standards.
2. Storm sewer profiles will need to be shown on the plans. Pipe size, length, material, and inverts will need to be labeled on the storm profile.

#### Paving & Grading

1. All paving and grading improvements shall be designed and constructed in accordance with the City of Howell Engineering Design Standards.

#### Summary

Subject to the above comments being addressed in the construction plan submittal, this office does not object to the proposed site plan.

If you have any questions or require any additional information, please contact the undersigned.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.



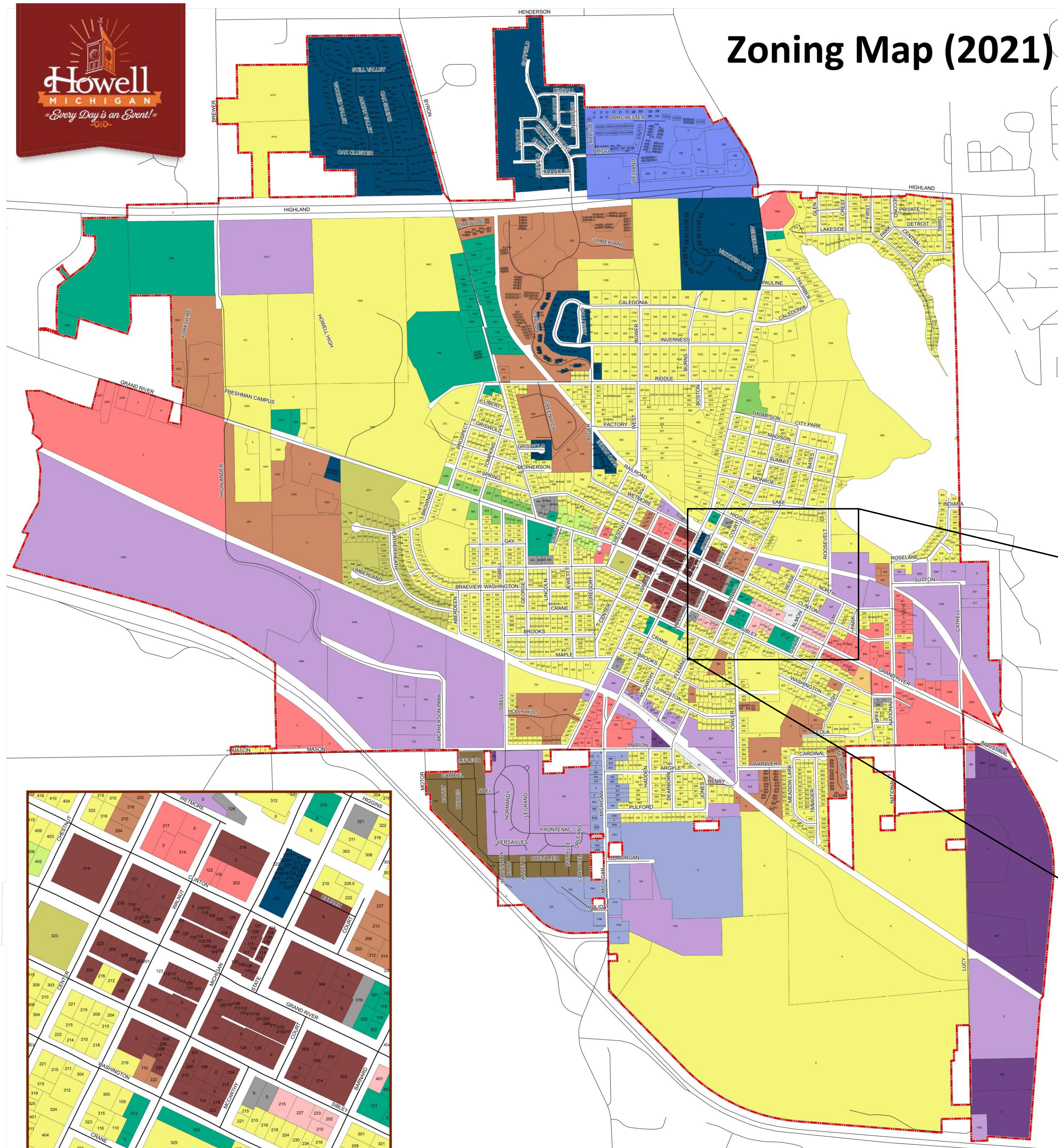
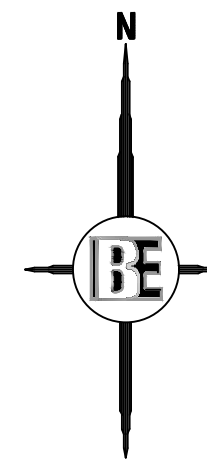
Travis J. Pietila

TJP/tjp

pc: City of Howell; E. Suida, M. Davis, M. Spittler  
HRC; N. Faught, A. Malczewski, File



# ZONING MAP

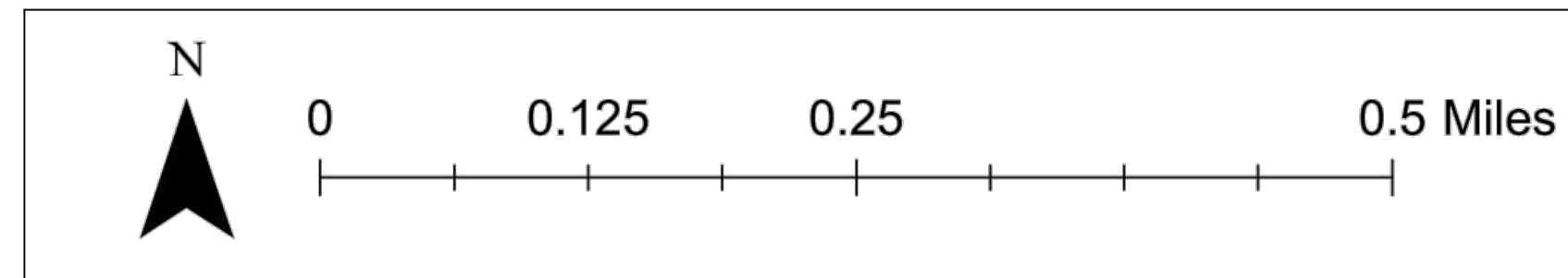
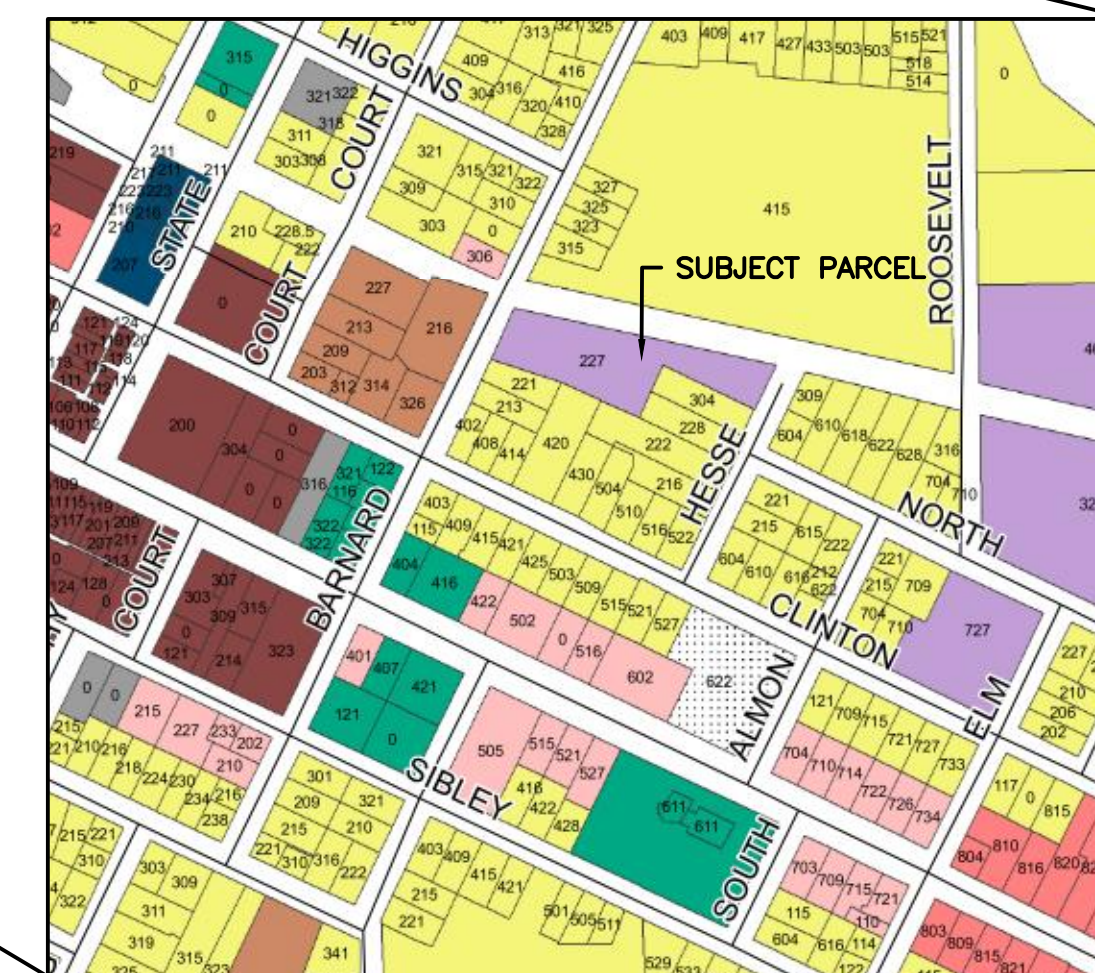


## Zoning Map (2021)

### REZONING

THE CURRENT ZONING OF THE PARCEL IS LIGHT INDUSTRIAL (I-1). TO THE SOUTH ARE A CLUSTER OF PARCELS ZONED SINGLE FAMILY RESIDENTIAL (R-1). TO THE WEST ARE A CLUSTER OF PARCELS ZONED MULTI FAMILY RESIDENTIAL (R-M). TO THE NORTH ARE A CLUSTER OF R-1 ZONED PARCELS. TO THE EAST ARE ANOTHER CLUMP OF SINGLE FAMILY RESIDENTIAL (R-1) ZONED PARCELS. SURROUNDING PARCELS ARE ZONED AS A MIX OF SINGLE FAMILY RESIDENTIAL (R-1) AND TWO FAMILY RESIDENTIAL (R-T). GIVEN ALL SURROUNDING PARCELS ARE ALL RESIDENTIAL ZONING IT IS APPROPRIATE FOR THIS CURRENTLY ZONED INDUSTRIAL PARCEL TO BE REZONED TO A RESIDENTIAL USE. THE PARCEL IS PROPOSED TO BE REZONED TO RT-PUD. THIS WILL MAKE THE PARCEL MORE CONSISTENT WITH SURROUNDING USES.

DWELLING UNIT DENSITY:  
10 UNITS / 1.61 ACRES = 6.21 UNITS PER ACRES



- |                                    |                                |                                |
|------------------------------------|--------------------------------|--------------------------------|
| B-1, Local Business                | I-2, General Industrial        | R-2, Single Family Residential |
| B-2, General Business              | MXD, Mixed Use                 | R-T, Two Family Residential    |
| CBD, Central Business              | O-1, Office                    | R-M, Multi Family Residential  |
| HL-1, Historic Limited             | P-1, Parking                   | MHP, Mobile Home Park          |
| HL-2, Historic Limited Residential | PUD, Planned Unit Development  | SMich, South Michigan Avenue   |
| I-1, Light Industrial              | R-1, Single Family Residential | No Zoning Indicated            |

City of Howell  
Livingston County  
Data from Livingston County  
and City of Howell  
November 17, 2021  
Carlisle/Wortman Associates, Inc.  
Ann Arbor, Michigan

THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS ARE ONLY APPROXIMATE. NO GUARANTEE IS MADE AS TO THE ACCURACY OF THESE UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS BETWEEN THE LOCATION OR DEPTH UTILITIES SHOWN ON THESE DRAWINGS AND THE PLANS.

BEFORE ANY WORK BEGINS, CALL MISS DIG AT 1-800-487-7171.

**BEBOSS**  
Engineering  
Engineers Surveyors Planners Landscape Architects  
3121 E. GRAND RIVER AVE.  
HOWELL, MI. 48843  
517.546.4836 FAX 517.548.1670

PROJECT: BARNARD STATION CONDOMINIUM  
PREPARED FOR: BARNARD STATION, LLC  
5130 EXOGAME DRIVE  
PINKNEY, MI 48169  
734-666-1100  
TITLE: ZONING MAP

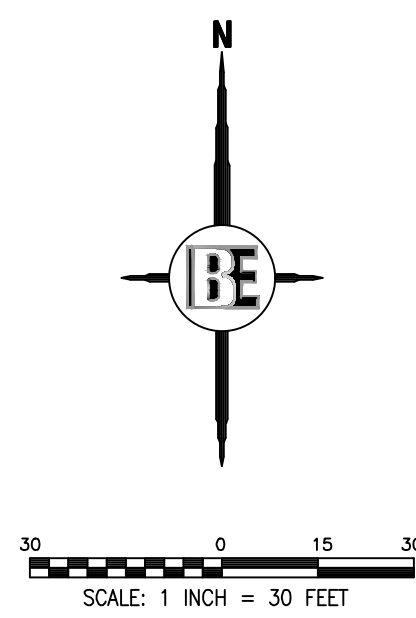
PER CITY REVIEW	4/18/23
PARCEL ID	2/15/23
REVISION PER	NO BY
DESIGNED BY:	ST
DRAWN BY:	MJD
CHECKED BY:	
SCALE:	NO SCALE
JOB NO:	22-353
DATE:	2/3/23
SHEET NO.	2

FOR SITE PLAN APPROVAL ONLY!  
NOT FOR CONSTRUCTION



# EXISTING CONDITIONS

- GENERAL SURVEY NOTES:**
- BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE.
  - SUBSURFACE UTILITIES NOT LOCATED FOR THIS SURVEY MAY EXIST. IT IS THE RESPONSIBILITY OF THE OWNER OF THE RESPECTIVE UTILITY TO ACCURATELY LOCATE SUCH UTILITIES.
  - EASEMENTS OR RESTRICTIONS OF RECORD NOT DEPICTED ON THIS DRAWING MAY EXIST.
  - ELEVATIONS WERE ESTABLISHED WITH GPS USING OPUS GPS POST-PROCESSING. (NAVD88 DATUM)
  - CONTOURS ARE SHOWN AT 1 FOOT INTERVALS.
  - ALL WORK SHALL BE IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY, THE COUNTY, AND THE STATE OF MICHIGAN.
  - ALLOW THREE WORKING DAYS BEFORE YOU DIG, CALL MISS DIG TOLL FREE 1-800-482-7171.



PROPOSED (PR)	EXISTING (EX)	LEGEND
900 T/C XXXXXX	+922.08	CONTOUR
FF	FF	SPOT ELEVATION
FG	FG	FINISHED FLOOR ELEVATION
T/A	T/A	TOP OF ASPHALT
T/C	T/C	TOP OF CURB / CONCRETE
T/W	T/W	TOP OF WALK
F/L	F/L	FLOW LINE
T/P	T/P	TOP OF PIPE
B/P	B/P	BOTTOM OF PIPE
RM	RM	RIM ELEVATION
INV	INV	INVERT ELEVATION
MH	MH	MANHOLE STRUCTURE
IN	IN	INLET STRUCTURE
CB	CB	CATCHBASIN STRUCTURE
RY	RY	REARYARD STRUCTURE
ES	ES	END-SECTION
OV	OV	GATEVALVE STRUCTURE
HY	HY	HYDRANT
UP	UP	UTILITY POLE
SN	SN	SANITARY SEWER
SL	SL	SANITARY LEAD
FM	FM	FORCE MAIN
PS	PS	PRESSURE SEWER
ST	ST	STORM SEWER
WM	WM	WATER MAIN
WL	WL	WATER LEAD
FO	FO	FIBER OPTIC
OH	OH	OVERHEAD WIRE
C	C	CABLE
E	E	ELECTRIC
G	G	GAS
T	T	TELEPHONE
L	L	FENCE
W	W	WETLAND BOUNDARY
U	U	LIMITS OF GRADING/CLEARING
MANHOLE	MANHOLE	MANHOLE
INLET / CATCHBASIN	INLET / CATCHBASIN	INLET / CATCHBASIN
FLARED END-SECTION	FLARED END-SECTION	FLARED END-SECTION
GATE VALVE	GATE VALVE	GATE VALVE
HYDRANT	HYDRANT	HYDRANT
UTILITY POLE	UTILITY POLE	UTILITY POLE
SIGN	SIGN	SIGN
NOT FIELD VERIFIED	NOT FIELD VERIFIED	NOT FIELD VERIFIED TO BE REMOVED
SANITARY SEWER LABEL	SANITARY SEWER LABEL	SANITARY SEWER LABEL
STORM SEWER LABEL	STORM SEWER LABEL	STORM SEWER LABEL
WATER MAIN LABEL	WATER MAIN LABEL	WATER MAIN LABEL
SOIL EROSION CONTROL MEASURE	SOIL EROSION CONTROL MEASURE	(P=PERMANENT, T=TEMPORARY)
CONCRETE	CONCRETE	CONCRETE
ASPHALT	ASPHALT	ASPHALT
MODIFIED CURB	MODIFIED CURB	MODIFIED CURB

**EXISTING SOILS:**

AN ONLINE SOIL INVESTIGATION USING THE UNITED STATES WEB SOIL SURVEY REVEALS THAT SITE IS HOST TO TWO SOIL TYPES, (BIA, AND WeA), AS INDICATED ON THIS SHEET.

BIA - BOYER-OSHEM LOAMY SANDS, 0-2% SLOPES. HYDRIC RATING: NO

WeA - WASEPI SANDY LOAM, 0-2% SLOPES. HYDRIC RATING: NO

**SITE BENCHMARKS (NAVD88 DATUM):**

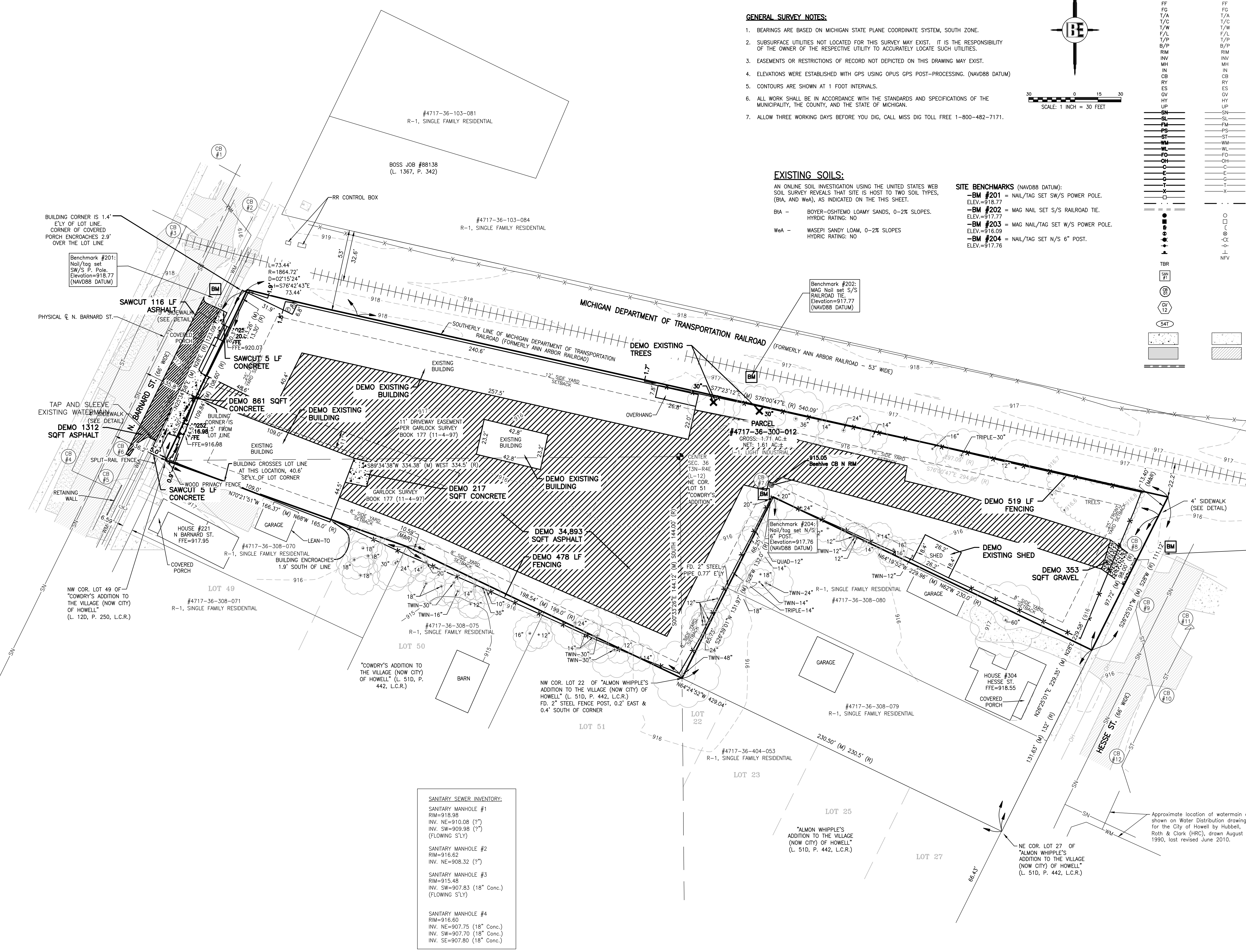
- BM #201 = NAIL/TAG SET SW/S POWER POLE. ELEV.=918.77
- BM #202 = MAG NAIL SET S/S RAILROAD TIE. ELEV.=917.77
- BM #203 = MAG NAIL/TAG SET W/S POWER POLE. ELEV.=916.09
- BM #204 = NAIL/TAG SET N/S 6" POST. ELEV.=917.76

**STORM SEWER INVENTORY:**

STORM CB #1 RIM=918.26 INV. SE=915.36 (8" CPP) COULD NOT FIELD LOCATE S'ELY END OF PIPEI
STORM CB #2 RIM=917.83 INV. SW=912.43 (8" CLAY) COULD NOT FIELD LOCATE SW'LY END OF PIPEI
STORM CB #3 RIM=917.94 INV. NW=?? (12" CMP) INV. SW=?? (8" CLAY) INV. SE=914.79 (8" CLAY)
STORM CB #4 RIM=916.05 INV. NE=913.66 (8" PVC) INV. SE=913.56 (8" PVC)
STORM CB #5 RIM=916.10 INV. NW=911.70 (8" PVC) INV. SW=911.10 (8" PVC) INV. NE=912.20 (8" PVC)
STORM CB #6 RIM=916.01 INV. SW=913.51 (8" PVC)
STORM CB #7 RIM=915.05 INV. NE=912.43 (8" CLAY) COULD NOT FIELD LOCATE E'LY END OF PIPEI
STORM CB #8 RIM=915.04 INV. S=912.39 (8" CPP) INV. SW=912.24 (8" PVC) INV. SE=912.04 (8" CPP)
STORM CB #9 RIM=915.04 INV. N=912.24 (8" CPP) INV. SE=912.04 (8" CPP)
STORM CB #10 RIM=915.42 INV. NW=912.12 (8" CPP) INV. NE=911.87 (8" CPP) INV. SW=911.97 (8" CPP)
STORM CB #11 RIM=914.93 INV. SW=912.13 (8" CPP)
STORM CB #12 RIM=915.99 INV. NE=911.24 (8" CPP) INV. SE=911.49 (8" CPP)

**SANITARY SEWER INVENTORY:**

SANITARY MANHOLE #1 RIM=918.98 INV. NE=910.08 (?) INV. SW=909.98 (?) (FLOWING S'LY)
SANITARY MANHOLE #2 RIM=916.82 INV. NE=908.32 (?)
SANITARY MANHOLE #3 RIM=915.48 INV. SW=907.83 (18" Conc.) (FLOWING S'LY)
SANITARY MANHOLE #4 RIM=916.60 INV. NE=907.75 (18" Conc.) INV. SW=907.70 (18" Conc.) INV. SE=907.80 (18" Conc.)



**BEBOSS**  
Engineering  
Engineers Surveyors Planners Landscape Architects  
3121 E. GRAND RIVER AVE.  
HOWELL, MI. 48843  
517.546.4836 FAX 517.548.1670

PROJECT: BARNARD STATION CONDOMINIUM  
PREPARED FOR: BARNARD STATION, LLC  
5130 EXCHANGE DRIVE  
PINKNEY, MI 48159  
734-666-1100

NO	BY	DATE	REVISION PER
1	ST	4/18/23	PER CITY REVIEW
2	ST	2/15/23	PARCEL ID
3	ST	2/3/23	REVISION PER

DESIGNED BY: ST  
DRAWN BY: MJD  
CHECKED BY:  
SCALE: 1" = 30'  
JOB NO: 22-353  
DATE: 2/3/23  
SHEET NO. 3

FOR SITE PLAN APPROVAL ONLY!  
NOT FOR CONSTRUCTION

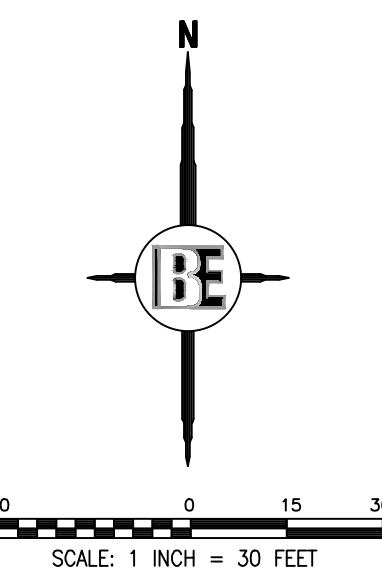


# SITE PLAN

**SITE DATA**  
 ZONED: I-1 - LIGHT INDUSTRIAL  
 PROPOSED ZONING: R-T - TWO-FAMILY RESIDENTIAL  
 PARCEL GROSS SIZE: 1.71 ACRES  
 PARCEL NET SIZE: 1.61 ACRES  
 PROPOSED DENSITY: 10 UNITS/1.61 AC = 6.2 UNITS/AC

**SITE DATA: PROPOSED RPUD**

	REQUIRED	PROVIDED
DENSITY PERMITTED	4,200 SF LOTS PER UNIT: =MAX 16 LOTS	10 UNITS
LOT WIDTH	35 FT. (PER UNIT)	TBD
FRONT	25 FT.	25 FT.
SIDE EAST	8 FT.	8 FT.
SIDE WEST	8 FT.	8 FT.
SIDE TOTAL	20 FT.	20 FT.
REAR	35 FT.	N/A
MAXIMUM HEIGHT STORIES	2 1/2	TBD
MAXIMUM HEIGHT	35 FT.	< 35'



**LEGEND**

PROPOSED (PR)	EXISTING (EX)	CONTOUR
000	+900.08	SPOT ELEVATION
T/C		FINISHED FLOOR ELEVATION
FF		FINISHED GRADE ELEVATION
T/A		TOP OF ASPHALT
T/C		TOP OF CURB / CONCRETE
T/W		TOP OF WALK
F/L		FLOW LINE
T/P		TOP OF PIPE
B/P		BOTTOM OF PIPE
RM		RIM ELEVATION
INV		INVERT ELEVATION
MH		MANHOLE STRUCTURE
IN		INLET STRUCTURE
CB		CATCHBASIN STRUCTURE
RY		REARYARD STRUCTURE
ES		END-SECTION
OV		GATEVALVE STRUCTURE
HY		HYDRANT
UP		UTILITY POLE
SN		SANITARY SEWER
SL		SANITARY LEAD
FM		FORCE MAIN
PS		PRESSURE SEWER
ST		STORM SEWER
WM		WATER MAIN
WL		WATER LEAD
FO		FIBER OPTIC
OH		OVERHEAD WIRE
C		CABLE
E		ELECTRIC
G		GAS
T		TELEPHONE
F		FENCE
X		SILT FENCE
W		WETLAND BOUNDARY
L		LIMITS OF GRADING/CLEARING
M		MANHOLE
I		INLET / CATCHBASIN
F		FLARED END-SECTION
G		GATE VALVE
H		HYDRANT
U		UTILITY POLE
N		NOT FIELD VERIFIED
SB		SANITARY SEWER LABEL
SS		STORM SEWER LABEL
WM		WATER MAIN LABEL
SE		SOIL EROSION CONTROL MEASURE (P=PERMANENT, T=TEMPORARY)
C		CONCRETE
A		ASPHALT
M		MODIFIED CURB

**BEBOSS Engineering**  
 Engineers Surveyors Planners Landscape Architects  
 3121 E. GRAND RIVER AVE.  
 HOWELL, MI. 48843  
 517.546.4836 FAX 517.548.1670

**BARNARD STATION CONDOMINIUM**

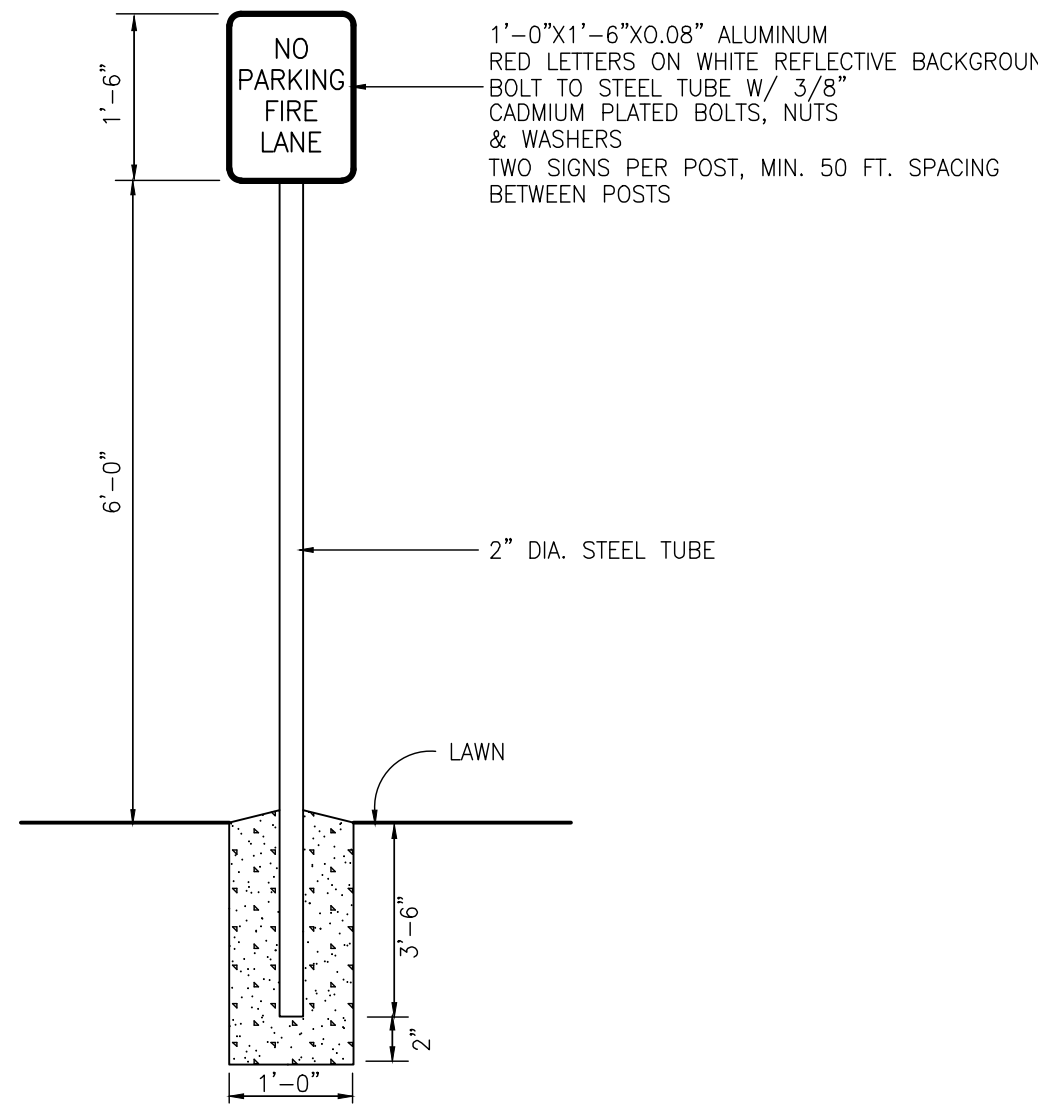
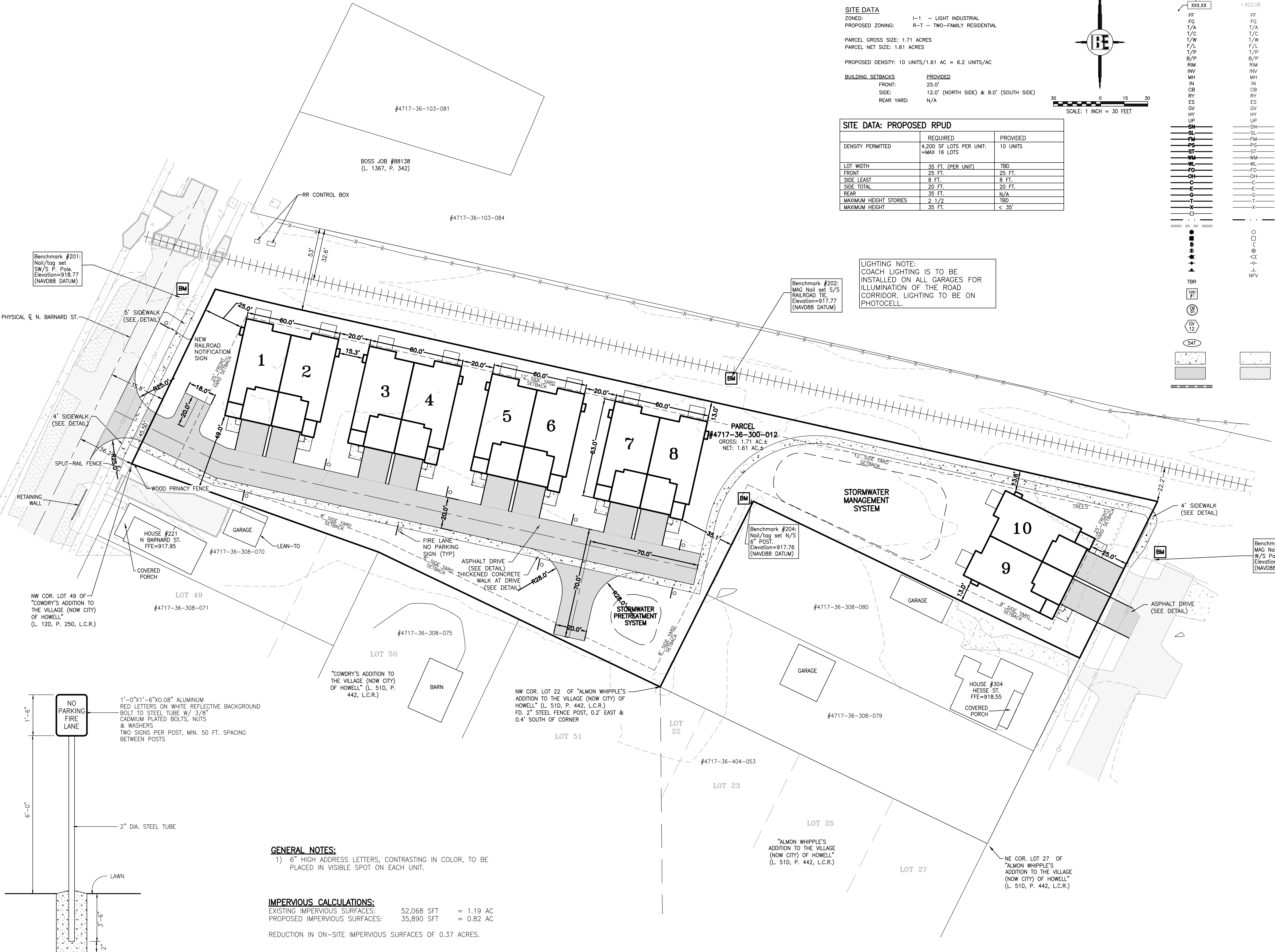
PROJECT: BARNARD STATION, LLC  
 PREPARED FOR: 5130 EXCHANGE DRIVE, PINKNEY, MI 48169, 734-666-1100

TITLE: SITE PLAN

NO	BY	DATE	REVISION PER
2	ST	4/18/23	PER CITY REVIEW
1	ST	2/15/23	PARCEL ID
NO	BY	DATE	REVISION PER

DESIGNED BY: ST  
 DRAWN BY: MJD  
 CHECKED BY:  
 SCALE: 1" = 30'  
 JOB NO: 22-353  
 DATE: 2/3/23  
 SHEET NO. 4

**LIGHTING NOTE:**  
 COACH LIGHTING IS TO BE INSTALLED ON ALL GARAGES FOR ILLUMINATION OF THE ROAD CORRIDOR. LIGHTING TO BE ON PHOTOCELL.

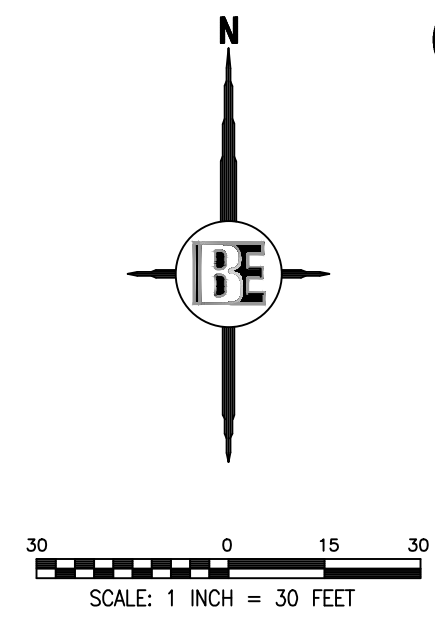


**GENERAL NOTES:**  
 1) 6" HIGH ADDRESS LETTERS, CONTRASTING IN COLOR, TO BE PLACED IN VISIBLE SPOT ON EACH UNIT.

**IMPERVIOUS CALCULATIONS:**  
 EXISTING IMPERVIOUS SURFACES: 52,068 SFT = 1.19 AC  
 PROPOSED IMPERVIOUS SURFACES: 35,890 SFT = 0.82 AC  
 REDUCTION IN ON-SITE IMPERVIOUS SURFACES OF 0.37 ACRES.

FOR SITE PLAN APPROVAL ONLY!  
 NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DETAIL
6	CONCRETE EROSION CONTROL MEASURES FOR GRADING AREAS WITH LOW SLOPES. THIS SHALL BE APPLIED TO ALL GRADING AREAS WITH SLOPES LESS THAN 3%.	
13	CONCRETE EROSION CONTROL MEASURES FOR GRADING AREAS WITH SLOPES GREATER THAN 3% AND LESS THAN 5%.	
14	CONCRETE EROSION CONTROL MEASURES FOR GRADING AREAS WITH SLOPES GREATER THAN 5% AND LESS THAN 10%.	
15	CONCRETE EROSION CONTROL MEASURES FOR GRADING AREAS WITH SLOPES GREATER THAN 10% AND LESS THAN 15%.	
34	CONCRETE EROSION CONTROL MEASURES FOR GRADING AREAS WITH SLOPES GREATER THAN 15% AND LESS THAN 20%.	
35	CONCRETE EROSION CONTROL MEASURES FOR GRADING AREAS WITH SLOPES GREATER THAN 20% AND LESS THAN 25%.	
36	CONCRETE EROSION CONTROL MEASURES FOR GRADING AREAS WITH SLOPES GREATER THAN 25% AND LESS THAN 30%.	
40	CONCRETE EROSION CONTROL MEASURES FOR GRADING AREAS WITH SLOPES GREATER THAN 30% AND LESS THAN 35%.	
54	CONCRETE EROSION CONTROL MEASURES FOR GRADING AREAS WITH SLOPES GREATER THAN 35% AND LESS THAN 40%.	



# GRADING, DRAINAGE & SESC PLAN

## LIVINGSTON COUNTY SOIL EROSION CONTROL TEMPORARY CONTROLS AND SEQUENCE

- NOTIFY LIVINGSTON COUNTY DRAIN COMMISSIONER'S OFFICE 24 HOURS PRIOR TO START OF GRADE WORK.
- IN ACCORDANCE WITH PUBLIC ACT NO. 53, OF 1974 THE PERMIT HOLDER SHALL CALL MISS DIG FOR STAKING AND LOCATING OF UTILITIES, AT LEAST 72 HOURS IN ADVANCE OF THE START OF ANY WORK.

### PERMITTING STANDARDS

- RETENTION/DETENTION/SEDIMENTATION BASINS SHALL BE EXCAVATED, TOPSOILED, SEEDED, MULCHED AND TACKED PRIOR TO THE START OF MASS EARTH DISRUPTION. INGRESS/EGRESS MUST HAVE LARGE CRUSHED ROCK TO REDUCE THE TRACKING OF SOIL ONTO THE PUBLIC TRAFFIC AREAS. SEE DETAIL ITEMS BELOW.
- 36" M.D.O.T SPECIFICATION TYPE SILT FABRIC FENCE AS SHOWN ON PLANS SHALL BE INSTALLED PRIOR TO THE START OF MASSIVE EARTH DISTRIBUTION.
- ALL TEMPORARY EROSION CONTROL DEVICES AS NOTED ON PLANS SHALL BE PLACED AND MAINTAINED ALONG PERIMETER ON ALL LOW LYING AREAS OF CONSTRUCTION SITE TO FILTER RUNOFF BEFORE LEAVING PROJECT SITE.
- PLAN DOES DENOTE A DETAILED EROSION CONTROL DEVICE TO RESTRICT TRACKING OF MATERIAL ONTO THE HIGHWAY. STONE DIAPERS SHALL BE INSTALLED AT ALL INGRESS/EGRESS AREAS OF THE SITE PRIOR TO THE START OF MASSIVE EARTH DISRUPTION. DIAPERS SHALL BE OF CRUSHED STONE AND SHALL HAVE A MINIMUM LENGTH OF 10' LINEAL FEET.
- DETENTION BASIN OUTLETS SHALL BE OF THE STANDPIPE AND STONE FILTER SYSTEM WITH TRASH SCREEN. OUTLET FLOW SHALL NOT EXCEED 0.20 CUBIC FEET OF WATER PER SECOND/PER ACRE. POND DIKES SHALL HAVE A MINIMUM OF ONE (1) FOOT OF FREEBOARD. AN EMERGENCY SPILLWAY SHALL BE CONSTRUCTED WITHIN THE FREEBOARD LEVEL.
- DIKES AND BERMS SHALL BE FREE OF ALL ORGANIC MATTER.
- ALL UNIMPROVED DISTURBED AREAS SHALL BE STRIPPED OF TOPSOIL WHICH WILL BE STORED ONSITE DURING THE EXCAVATING STAGE. TOPSOIL PILES SHALL BE SEEDED AND MULCHED, OR MATTED WITH STRAW IN THE NON-GROWING SEASON, IMMEDIATELY AFTER THE STRIPPING PROCESS IS COMPLETED, TO PREVENT WIND AND WATER EROSION.
- SOIL EROSION CONTROLS SHALL BE MONITORED DAILY BY THE ON-SITE ENGINEER, OR CONTRACTOR, WHICHEVER CASE APPLIES.

### SLOPES AND DITCHES

- ON SITE DITCHES SHALL BE OF THE FLAT BOTTOM TYPE MINIMUM WIDTH OF 2' WITH A MINIMUM OF 3 HORIZONTAL TO 1 VERTICAL SIDE SLOPES, 3:1.
- DITCHES WITH STEEP SLOPES WILL NEED FLOW CHECKS TO PREVENT SCOURING OF THE DITCH BOTTOM. THESE SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER OR INSPECTOR.
- SLOPES IN EXCESS OF 3 HORIZONTAL TO 1 VERTICAL SHALL NOT BE USED EXCEPT WITH A MECHANICAL DEVICE SUCH AS A RETAINING WALL, TERRACING, OR OTHER PROPER APPROVED DEVICE.

### STORM DRAINS

- ALL STORM WATER STRUCTURES, CATCH BASINS AND/OR MANHOLES, IF BLOCK, SHALL BE PLASTERED ON BOTH THE INSIDE AND OUTSIDE OF THE STRUCTURES. GROUTING AND POINTING WILL BE NECESSARY AT THE CASTING AND STRUCTURE JOINT TO PREVENT LEAKAGE AND THE RESULTING SOIL MOVEMENT, AROUND THE STRUCTURE.
- STORM WATER INLETS SHALL HAVE AS A TEMPORARY CONTROL A STRAW BALE BARRIER AND STONE FILTER INSTALLED ALONG THE INLET DURING CONSTRUCTION. AS AN ALTERNATIVE TO THE STRAW BALE BARRIER, A BURLAP AND PEA STONE FILTER MAY BE USED. THREE LAYERS OF BURLAP FIBER AND A FILTER OF PEA STONE MINIMUM 1 FT. IN DEPTH CAN BE USED. DUE TO THE POROSITY OF THE BURLAP FILTER THE MINIMUM OF 1 FT. OF STONE IS VERY IMPORTANT. THE CONTROL SHALL BE INSTALLED AS SOON AS THE STRUCTURE IS BUILT AND INSPECTED DAILY.
- BURLAP AND PEA STONE FILTERS WILL NEED TO BE CHANGED AFTER EACH RAINFALL.
- COUNTY CODE REQUIRES A MINIMUM PIPE SIZE OF 12" IN DIAMETER. IF SMALLER PIPE IS NEEDED FOR OUTLET PURPOSES THE 12" CAN BE BAFLED TO THE CORRECT SIZE. ALL PIPE SHALL MEET THE 12" DIAMETER CODE SIZE.
- ALL STORM DRAIN OUTLETS 15" IN DIAMETER OR LARGER SHALL HAVE ANIMAL GUARDS INSTALLED TO PREVENT ENTRANCE TO THE SYSTEM.
- ALL STORM DRAINAGE PIPE 30" IN DIAMETER OR LARGER SHALL BE POINTED, AT THE JOINTS ON THE INSIDE WITH MORTAR, AFTER BACKFILLING.
- ALL STORM DRAIN OUTLETS THAT DO NOT EMPTY INTO THE RETENTION/DETENTION BASIN SHALL HAVE A TEMPORARY 5'X10'X3' SUMP INSTALLED AT THE TERMINATION OF THE STORM SEWER. UPON COMPLETION OF THE STABILIZATION WORK THE SUMP AREA SHALL BE FILLED AND RIP RAPPED WITH COBBLE STONE. SILT TRAPS SHALL BE INSPECTED AFTER EACH STORM.
- STORM WATER OUTLETS DO DENOTE RIP RAP. ALL OUTLETS SHALL BE RIP RAPPED OVER KEYED FILTER FABRIC WITH A MINIMUM OF 15 SQ. YARDS OF 6" OR LARGER COBBLE STONE.
- RIP RAP AS NOTED ON THE PLAN SHALL BE OF A FUNNEL SHAPE CONSTRUCTION, WIDTH SHALL INCREASE AS DISTANCE FROM THE OUTLET POINT INCREASES AT A 3:1 RATIO.

- RIP RAP SHALL BE OF STONE, 6" IN DIAMETER OR LARGER. GROUT AS NECESSARY. GROUT SHALL BE A MINIMUM OF 6" IN DEPTH WITH THE STONE SET IN THE CEMENT SLURRY.
- STORM WATER SPLASH BLOCK MAY OR MAY NOT BE NOTED ON PLANS. INSTALL SPLASH BLOCK AT STORM WATER OUTLET IF SLOPE OF THE PIPE IS 4% OR GREATER.
- STORM DRAINAGE LINES SHALL BE CLEANED PRIOR TO FINAL INSPECTION. INSPECTION SHALL BE COMPLETED BY THE COUNTY DRAIN COMMISSION OFFICE. WORK SHALL BE COMPLETED BY A PROFESSIONAL SEWER CLEANING FIRM AND CERTIFIED IN WRITING BY THE PROJECT ENGINEER. ALL SLUMPS AND TEMPORARY SILT TRAPS SHALL ALSO BE CLEANED AT THIS TIME.

- ### STABILIZATION
- ALL UNIMPROVED DISTURBED AREAS SHALL BE RE-TOP SOILED, WITH A MINIMUM OF 4" OF MATERIAL, SEEDED, MULCHED AND TACKED WITHIN 15 DAYS OF THE COMPLETION OF THE MASS EARTH DISRUPTION. IN THE NON-GROWING SEASON STRAW MATTING WILL SUFFICE. HYDROSEEDING WILL BE AN ACCEPTABLE ALTERNATE FOR MULCHING. EXTREME CARE SHOULD BE EXERCISED IN SPRING AND FALL PERIODS AS A FROST WILL BREAK THE BIND OF THE HYDROSEEDING, WHICH WILL AFFECT THE EFFECTIVENESS OF THIS PROCEDURE.
  - IN THE NON-GROWING SEASON, TEMPORARY STABILIZATION OF MASS EXPOSED AREAS FOR WINTER STABILIZATION SHALL BE COMPLETED WITH STRAW MATTING.
  - PERIODIC INSPECTIONS WILL BE MADE THROUGHOUT THE COURSE OF THE PROJECT. IT WILL BE THE RESPONSIBILITY OF THE MANAGERS OF THE PROJECT TO CONTACT THE COUNTY OFFICE FOR FINAL INSPECTION AT THE END OF THE PROJECT.
  - THE ISSUING BUILDING DEPARTMENT SHALL NOT ISSUE THE CERTIFICATE OF OCCUPANCY UNTIL THE FINAL INSPECTION LETTER FROM THE LIVINGSTON COUNTY DRAIN COMMISSIONER'S OFFICE HAS BEEN OBTAINED.
  - PER THE LIVINGSTON COUNTY DRAIN COMMISSIONER THE SEEDING, FERTILIZER AND MULCH MINIMUM QUANTITIES SHALL BE AS FOLLOWS:
 

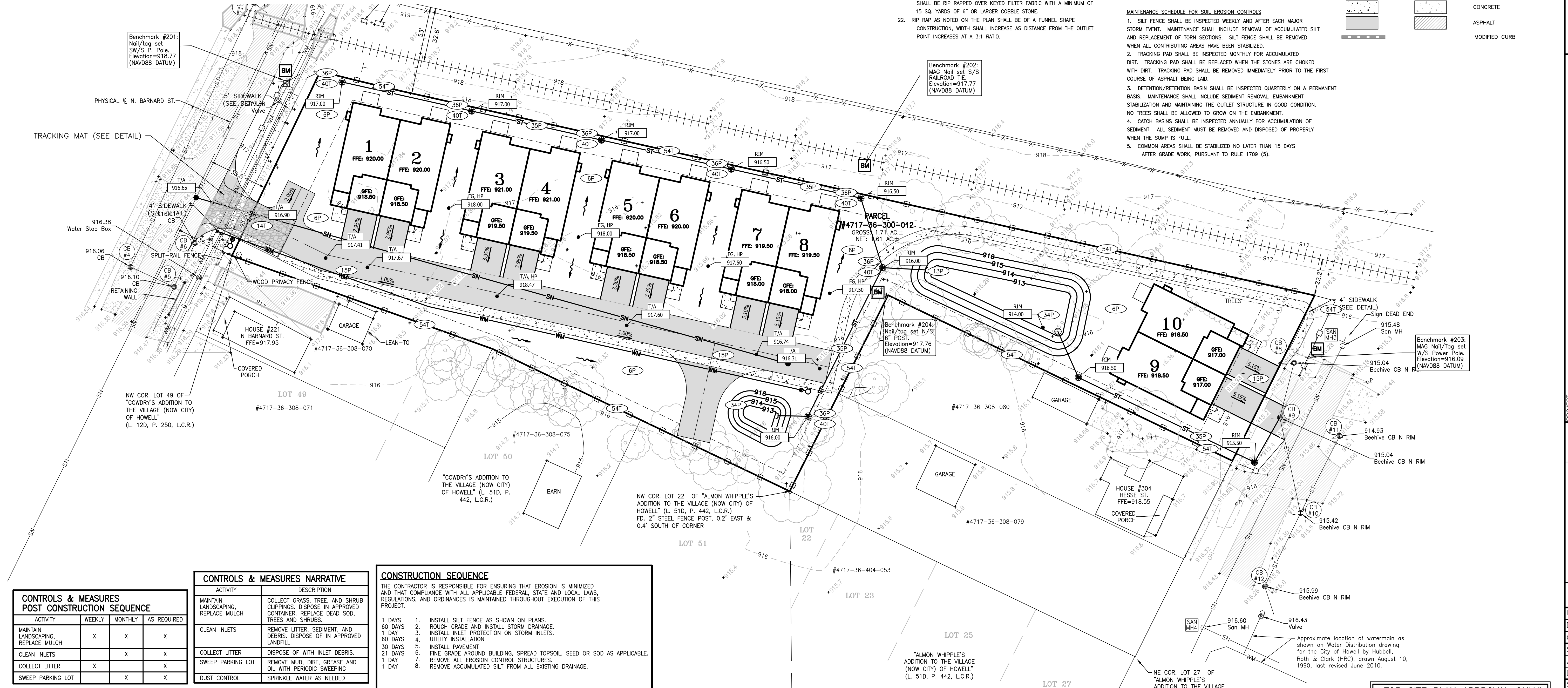
TOP-SOIL	3" IN DEPTH
GRASS SEED	218 LBS. PER ACRE
FERTILIZER	150 LBS. PER ACRE
STRAW MULCH	3" IN DEPTH 1.5 TO 2 TONS PER ACRE (ALL MULCHING MUST HAVE A TIE DOWN, SUCH AS TACKIFIER, NET BINDING, ETC.)
  - HYDRO-SEEDING  
HYDRO-SEEDING IS NOT ACCEPTABLE FOR SLOPES EXCEEDING 1%, IN SUCH CASES STABILIZATION SHALL BE DONE WITH SEED AND STRAW MULCH WITH A TACKIFIER.

- ### MAINTENANCE SCHEDULE FOR SOIL EROSION CONTROLS
- SILT FENCE SHALL BE INSPECTED WEEKLY AND AFTER EACH MAJOR STORM EVENT. MAINTENANCE SHALL INCLUDE REMOVAL OF ACCUMULATED SILT AND REPLACEMENT OF TORN SECTIONS. SILT FENCE SHALL BE REMOVED WHEN ALL CONTRIBUTING AREAS HAVE BEEN STABILIZED.
  - TRACKING PAD SHALL BE INSPECTED MONTHLY FOR ACCUMULATED DIRT. TRACKING PAD SHALL BE REPLACED WHEN THE STONES ARE CHOKED WITH DIRT. TRACKING PAD SHALL BE REMOVED IMMEDIATELY PRIOR TO THE FIRST COURSE OF ASPHALT BEING LAID.
  - DETENTION/RETENTION BASIN SHALL BE INSPECTED QUARTERLY ON A PERMANENT BASIS. MAINTENANCE SHALL INCLUDE SEDIMENT REMOVAL, EMBANKMENT STABILIZATION AND MAINTAINING THE OUTLET STRUCTURE IN GOOD CONDITION. NO TREES SHALL BE ALLOWED TO GROW ON THE EMBANKMENT.
  - CATCH BASINS SHALL BE INSPECTED ANNUALLY FOR ACCUMULATION OF SEDIMENT. ALL SEDIMENT MUST BE REMOVED AND DISPOSED OF PROPERLY WHEN THE SUMP IS FULL.
  - COMMON AREAS SHALL BE STABILIZED NO LATER THAN 15 DAYS AFTER GRADE WORK, PURSUANT TO RULE 1709 (5).

LEGEND	
PROPOSED (PR)	EXISTING (EX)
900 T/C XXXXXX	900.08 CONTOUR
FF	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE ELEVATION
T/A	TOP OF ASPHALT
T/C	TOP OF CURB / CONCRETE
T/W	TOP OF WALK
F/L	FLOW LINE
T/P	TOP OF PIPE
B/P	BOTTOM OF PIPE
RM	RIM ELEVATION
INV	INVERT ELEVATION
MH	MANHOLE STRUCTURE
IN	INLET STRUCTURE
CB	CATCHBASIN STRUCTURE
RY	REAR YARD STRUCTURE
ES	END-SECTION
OV	GATE VALVE STRUCTURE
HY	HYDRANT
UP	UTILITY POLE
SN	SANITARY SEWER
SL	SANITARY LEAD
FM	FORCE MAIN
PS	PRESSURE SEWER
ST	STORM SEWER
WM	WATER MAIN
WL	WATER LEAD
FO	FIBER OPTIC
OH	OVERHEAD WIRE
C	CABLE
E	ELECTRIC
G	GAS
T	TELEPHONE
X	FENCE
---	SILT FENCE
---	WETLAND BOUNDARY
---	LIMITS OF GRADING/CLEARING
---	INLET / CATCH-BASIN
---	FLARED END-SECTION
---	GATE VALVE
---	HYDRANT
---	UTILITY POLE
---	SON
---	NOT FIELD VERIFIED TO BE REMOVED
---	SANITARY SEWER LABEL
---	STORM SEWER LABEL
---	WATER MAIN LABEL
---	SOIL EROSION CONTROL MEASURE (P=PERMANENT, T=TEMPORARY)
---	CONCRETE
---	ASPHALT
---	MODIFIED CURB

TOTAL DISTURBED AREA = 1.8 AC  
T = TEMPORARY P = PERMANENT

**SURFACE WATER & COUNTY DRAINS**  
**WETLAND** - APPROXIMATELY 1,320 FT NW TO N MICHIGAN AVE AND RIDGLE ST  
**LAKES** - APPROXIMATELY 930 FT NE TO THOMPSON LAKE  
**STREAMS** - APPROXIMATELY 4,700 FT N TO STREAM DRAINING TO THOMPSON LAKE  
**BASINS** - APPROXIMATELY 2,820 FT N TO N MICHIGAN AVE AND E CALEDONIA ST  
**DRAINS** - APPROXIMATELY 3,830 FT N TO HOWELL OCEOLA DRAIN  
**PONDS** - APPROXIMATELY 2,820 FT N TO N MICHIGAN AVE AND E CALEDONIA ST



CONTROLS & MEASURES POST CONSTRUCTION SEQUENCE			
ACTIVITY	WEEKLY	MONTHLY	AS REQUIRED
MAINTAIN LANDSCAPING, REPLACE MULCH	X	X	X
CLEAN INLETS		X	X
COLLECT LITTER	X		X
SWEEP PARKING LOT		X	X

CONTROLS & MEASURES NARRATIVE	
ACTIVITY	DESCRIPTION
MAINTAIN LANDSCAPING, REPLACE MULCH	COLLECT GRASS, TREE, AND SHRUB CLIPPINGS. DISPOSE IN APPROVED CONTAINER. REPLACE DEAD SOD, TREES AND SHRUBS.
CLEAN INLETS	REMOVE LITTER, SEDIMENT, AND DEBRIS. DISPOSE OF IN APPROVED LANDFILL.
COLLECT LITTER	DISPOSE OF WITH INLET DEBRIS.
SWEEP PARKING LOT	REMOVE MUD, DIRT, GREASE, AND OIL WITH PERIODIC SWEEPING.
DUST CONTROL	SPRINKLE WATER AS NEEDED.

CONSTRUCTION SEQUENCE	
THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT EROSION IS MINIMIZED AND THAT COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND ORDINANCES IS MAINTAINED THROUGHOUT EXECUTION OF THIS PROJECT.	
1 DAYS	1. INSTALL SILT FENCE AS SHOWN ON PLANS.
60 DAYS	2. ROUGH GRADE AND INSTALL STORM DRAINAGE.
1 DAY	3. INSTALL INLET PROTECTION ON STORM INLETS.
60 DAYS	4. UTILITY INSTALLATION.
30 DAYS	5. INSTALL PAVEMENT.
21 DAYS	6. FINE GRADE AROUND BUILDING, SPREAD TOPSOIL, SEED OR SOD AS APPLICABLE.
1 DAY	7. REMOVE ALL EROSION CONTROL STRUCTURES.
1 DAY	8. REMOVE ACCUMULATED SILT FROM ALL EXISTING DRAINAGE.

THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS ARE ONLY APPROXIMATE. NO GUARANTEE IS MADE AS TO THE ACCURACY OF THESE UTILITIES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THE EXACT LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONTACTS WITH UTILITIES PRIOR TO THE LOCATION OR DEPTH DIFFERS SIGNIFICANTLY FROM THE PLANS.

**BEBOSS Engineering**  
 Engineers Surveyors Planners Landscape Architects  
 3121 E. GRAND RIVER AVE.  
 HOWELL, MI. 48843  
 517.546.4836 FAX 517.548.1670

**BARNARD STATION CONDOMINIUM**  
 PREPARED FOR: BARNARD STATION, LLC  
 5330 EXCHANGE DRIVE  
 PINKNEY, MI 48169  
 734-666-1100

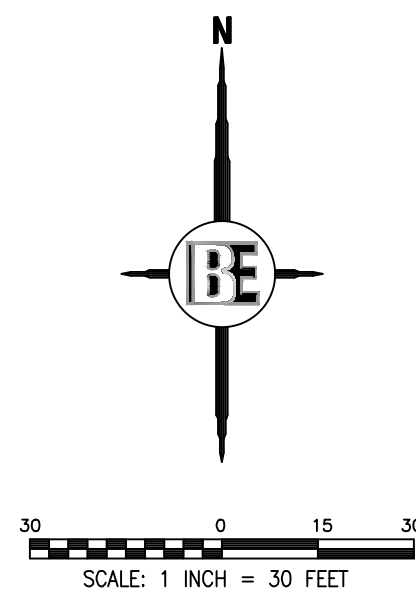
**GRADING, DRAINAGE, & SESC PLAN**

NO.	BY	DATE	REVISION PER
1	ST	4/18/23	
2	ST	2/15/23	

DESIGNED BY: ST  
 DRAWN BY: MJD  
 CHECKED BY:  
 SCALE: 1" = 30'  
 JOB NO: 22-353  
 DATE: 2/3/23  
 SHEET NO. 5

FOR SITE PLAN APPROVAL ONLY!  
NOT FOR CONSTRUCTION

# UTILITY PLAN

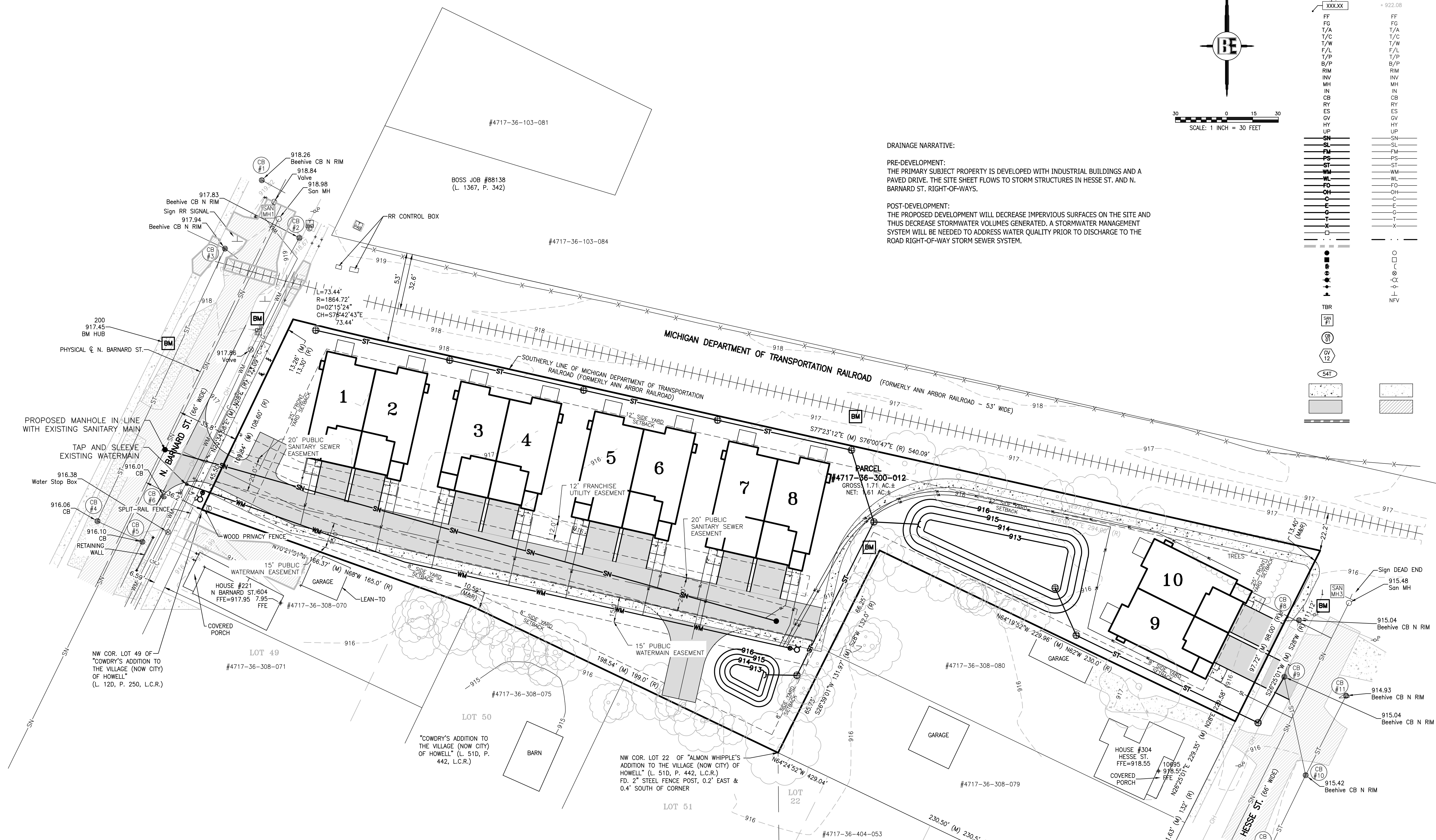


LEGEND		
PROPOSED (PR)	EXISTING (EX)	
900 T/C XXXXXX	+922.08	CONTOUR
FF	FF	SPOT ELEVATION
FG	FG	FINISHED FLOOR ELEVATION
T/A	T/A	FINISHED GRADE ELEVATION
T/C	T/C	TOP OF ASPHALT
T/W	T/W	TOP OF CURB / CONCRETE
F/L	F/L	TOP OF WALK
T/P	T/P	FLOW LINE
B/P	B/P	TOP OF PIPE
RM	RM	BOTTOM OF PIPE
INV	INV	RIM ELEVATION
MH	MH	INVERT ELEVATION
IN	IN	MANHOLE STRUCTURE
CB	CB	INLET STRUCTURE
RY	RY	CATCHBASIN STRUCTURE
ES	ES	REARYARD STRUCTURE
OV	OV	END-SECTION
HY	HY	GATEVALVE STRUCTURE
UP	UP	HYDRANT
SN	SN	UTILITY POLE
SL	SL	SANITARY SEWER
FM	FM	SANITARY LEAD
PS	PS	FORCE MAIN
ST	ST	PRESSURE SEWER
WM	WM	STORM SEWER
WL	WL	WATER MAIN
FO	FO	FIBER OPTIC
OH	OH	OVERHEAD WIRE
C	C	CABLE
E	E	ELECTRIC
G	G	GAS
T	T	TELEPHONE
F	F	FENCE
S	S	SILT FENCE
W	W	WETLAND BOUNDARY
L	L	LIMITS OF GRADING/CLEARING
INLET / CATCHBASIN	INLET / CATCHBASIN	MANHOLE
FLARED END-SECTION	FLARED END-SECTION	MANHOLE
GATE VALVE	GATE VALVE	MANHOLE
HYDRANT	HYDRANT	MANHOLE
UTILITY POLE	UTILITY POLE	MANHOLE
SON	SON	MANHOLE
NOT FIELD VERIFIED	NOT FIELD VERIFIED	MANHOLE
TO BE REMOVED	TO BE REMOVED	MANHOLE
SANITARY SEWER LABEL	SANITARY SEWER LABEL	MANHOLE
STORM SEWER LABEL	STORM SEWER LABEL	MANHOLE
WATER MAIN LABEL	WATER MAIN LABEL	MANHOLE
SOIL EROSION CONTROL MEASURE	SOIL EROSION CONTROL MEASURE	MANHOLE
(P=PERMANENT, T=TEMPORARY)	(P=PERMANENT, T=TEMPORARY)	MANHOLE
CONCRETE	CONCRETE	MANHOLE
ASPHALT	ASPHALT	MANHOLE
MODIFIED CURB	MODIFIED CURB	MANHOLE

**DRAINAGE NARRATIVE:**

**PRE-DEVELOPMENT:**  
THE PRIMARY SUBJECT PROPERTY IS DEVELOPED WITH INDUSTRIAL BUILDINGS AND A PAVED DRIVE. THE SITE SHEET FLOWS TO STORM STRUCTURES IN HESSE ST. AND N. BARNARD ST. RIGHT-OF-WAYS.

**POST-DEVELOPMENT:**  
THE PROPOSED DEVELOPMENT WILL DECREASE IMPERVIOUS SURFACES ON THE SITE AND THUS DECREASE STORMWATER VOLUMES GENERATED. A STORMWATER MANAGEMENT SYSTEM WILL BE NEEDED TO ADDRESS WATER QUALITY PRIOR TO DISCHARGE TO THE ROAD RIGHT-OF-WAY STORM SEWER SYSTEM.



- UTILITY MATERIAL NOTES:**
- 1) SANITARY MAIN TO BE 8" PVC SDR 26.
  - 2) SANITARY LATERALS TO BE 6" PVC SDR 23.5.
  - 3) WATER MAIN TO BE 8" DUCTILE IRON PIPE CL 52.
  - 4) WATER LATERALS TO BE 1" HDPE SDR 9 WITH TRACER WIRE.

**SANITARY SEWER INVENTORY:**

<b>SANITARY MANHOLE #1</b> RIM=918.98 INV. NE=910.08 (?) INV. SW=909.98 (?) (FLOWING S'LY)
<b>SANITARY MANHOLE #2</b> RIM=916.62 INV. NE=908.32 (?)
<b>SANITARY MANHOLE #3</b> RIM=915.48 INV. SW=907.83 (18" Conc.) (FLOWING S'LY)
<b>SANITARY MANHOLE #4</b> RIM=916.60 INV. NE=907.75 (18" Conc.) INV. SW=907.70 (18" Conc.) INV. SE=907.80 (18" Conc.)

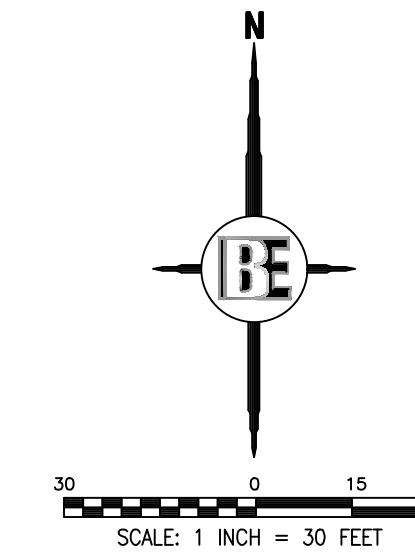
FOR SITE PLAN APPROVAL ONLY!  
NOT FOR CONSTRUCTION

**BEBOSS**  
Engineering  
Engineers Surveyors Planners Landscape Architects  
3121 E. GRAND RIVER AVE.  
HOWELL, MI. 48843  
517.546.4836 FAX 517.548.1670

PROJECT	PREPARED FOR	TITLE	DATE
BARNARD STATION CONDOMINIUM	BARNARD STATION, LLC 5308 EXETER DRIVE PINKNEY, MI 48169 734-966-1100	UTILITY PLAN	2/3/23
DESIGNED BY:	ST	PER CITY REVIEW	4/18/23
DRAWN BY:	MJD	PARCEL ID	2/15/23
CHECKED BY:		REVISION PER	NO BY
SCALE:	1" = 30'		
JOB NO:	22-353		
DATE:	2/3/23		
SHEET NO.	6		

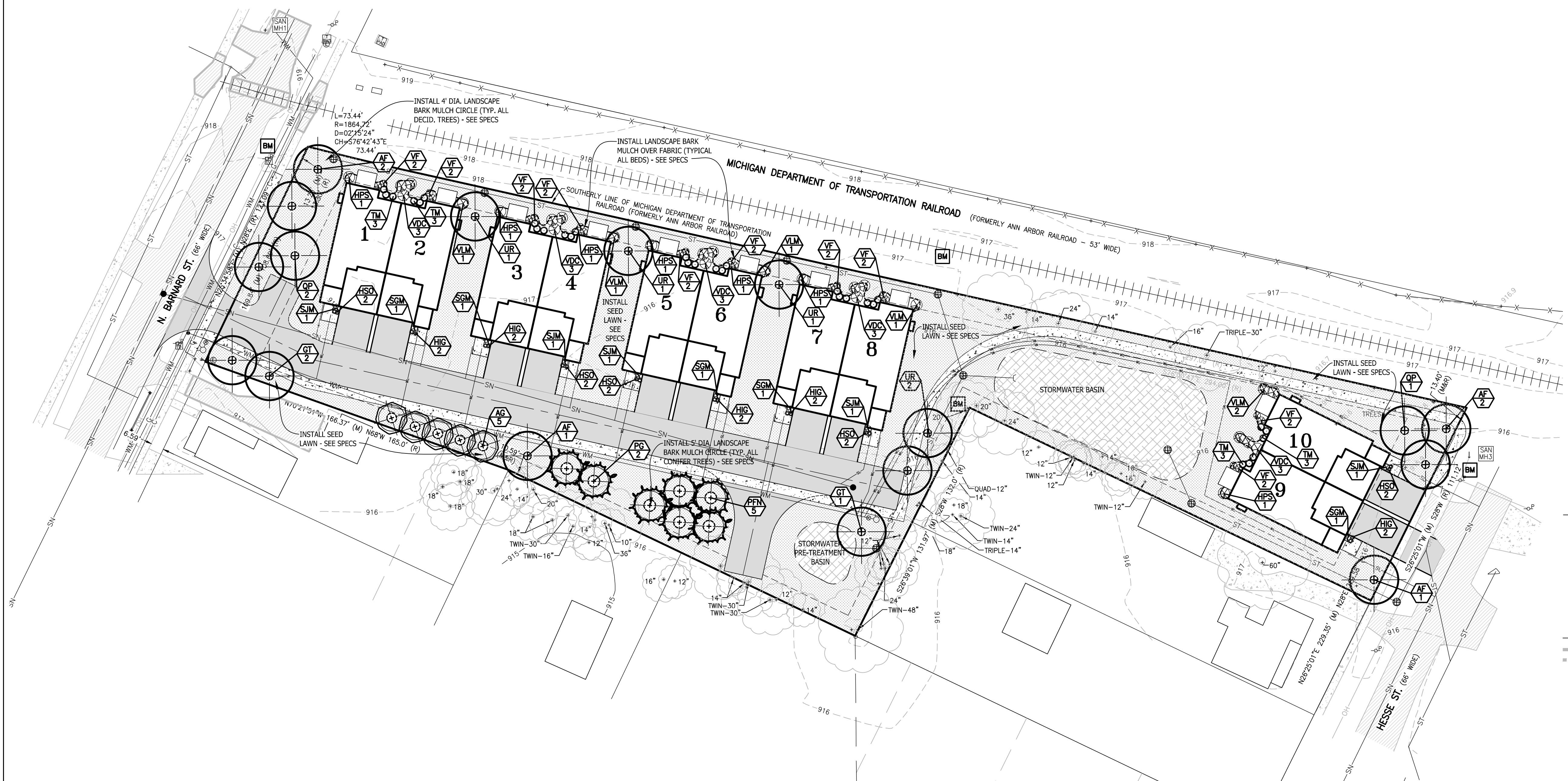


# LANDSCAPE PLAN



THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS ARE ONLY APPROXIMATE. NO GUARANTEE IS MADE AS TO THE EXACT LOCATION AND ELEVATION OF EXISTING UTILITIES. DETERMINING THE EXACT LOCATION AND ELEVATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS BETWEEN THE LOCATION OR DEPTH OF UTILITIES SHOWN ON THESE DRAWINGS AND THE LOCATION OR DEPTH OF UTILITIES SHOWN ON THE PLANS.

BEFORE ANY WORK BEGINS, THE CONTRACTOR SHALL CALL MISS DIG AT 1-800-487-7171 TO LOCATE ANY UTILITIES THAT MAY NOT BE SHOWN ON THESE DRAWINGS.

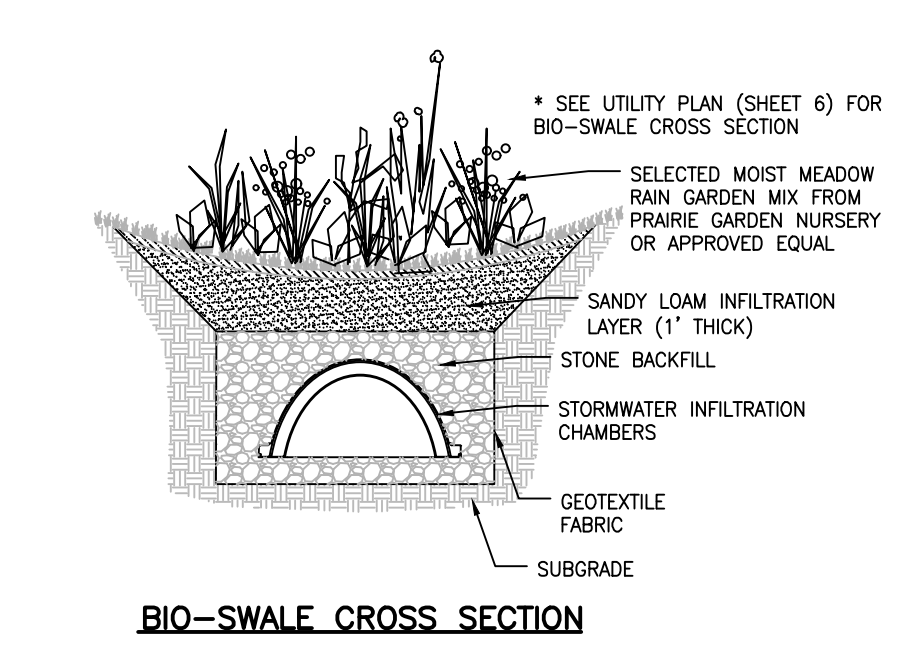


### LEGEND

PROPOSED (PR)	EXISTING (EX)	DESCRIPTION
900	900	CONTOUR
T/C	+922.08	STORM DRAINAGE FLOW
XXX.XX		SPOT ELEVATION
FFE	FFE	FINISHED FLOOR ELEVATION
FG	FG	FINISHED GRADE ELEVATION
T/A	T/A	TOP OF ASPHALT
T/C	T/C	TOP OF CURB / CONCRETE
T/W	T/W	TOP OF WALK
F/L	F/L	FLOW LINE
T/P	T/P	TOP OF PIPE
B/P	B/P	BOTTOM OF PIPE
RIM	RIM	RIM ELEVATION
INV	INV	INVERT ELEVATION
MH	MH	MANHOLE STRUCTURE
IN	IN	INLET STRUCTURE
CB	CB	CATCHBASIN STRUCTURE
GV	GV	GATEVALVE STRUCTURE
HYD	HYD	HYDRANT
UP	UP	UTILITY POLE
INSTALL	INSTALL	PROVIDE AND INSTALL
SN	SN	SANITARY SEWER
SL	SL	SANITARY LEAD
ST	ST	STORM SEWER
WM	WM	WATER MAIN
WL	WL	WATER LEAD
FO	FO	FIBER OPTIC
OH	OH	OVERHEAD WIRE
C	C	CABLE
E	E	ELECTRIC
G	G	GAS
T	T	TELEPHONE
MH	MH	MANHOLE
INLET	INLET	INLET / CATCHBASIN
FLARED END-SECTION	FLARED END-SECTION	FLARED END-SECTION
GATE VALVE	GATE VALVE	GATE VALVE
HYDRANT	HYDRANT	HYDRANT
UTILITY POLE	UTILITY POLE	UTILITY POLE
FENCE	FENCE	FENCE
NOT FIELD VERIFIED TO BE REMOVED	NOT FIELD VERIFIED TO BE REMOVED	NOT FIELD VERIFIED TO BE REMOVED
		SANITARY SEWER LABEL
		STORM SEWER LABEL
		WATER MAIN LABEL
		SOIL EROSION CONTROL MEASURE (P=PERMANENT, T=TEMPORARY)
		SIGN
		SILT FENCE
		DRAINAGE LIMITS
		GRADING LIMITS
		CONCRETE (THICKNESS AS NOTED)
		ASPHALT
		CURB AND GUTTER
		MODIFIED CURB & GUTTER
		SPECIAL CURB & GUTTER - AS NOTED

### LANDSCAPE LEGEND

	EXISTING DECIDUOUS TREE		PROPOSED ORNAMENTAL TREE
	PROPOSED DECIDUOUS TREE		PROPOSED CONIFER SHRUB
	PROPOSED CONIFER TREE		PROPOSED DECIDUOUS SHRUB
	PROPOSED CONIFER TREE		PROPOSED PERENNIAL FORB
	PROPOSED TREE PROTECTION SEE DETAIL SHEET C14		PROPOSED ORNAMENTAL GRASS
			PROPOSED LANDSCAPE BOULDER



FOR SITE PLAN APPROVAL ONLY!  
NOT FOR CONSTRUCTION

**LANDSCAPE NARRATIVE / CALCULATIONS**  
HOWELL ZONING ORDINANCE TITLE 6, APPENDIX A, SECTION 5.10

PROPOSED R-T TWO-FAMILY RESIDENTIAL ZONING DISTRICT AND RESIDENTIAL DUPLEX USE

ADJACENT PROPERTY / ZONING:  
SOUTH - R-1 SINGLE-FAMILY RESIDENTIAL  
NORTH RAILROAD TRACKS (THEN R-1)  
EAST - HESSE STREET (AND R-1)  
WEST - BARNARD STREET (R-M MULTI-FAMILY & B-1 LOCAL BUSINESS ON WEST SIDE OF STREET)

SCREENING BETWEEN LAND USES: EXEMPT - RESIDENTIAL DUPLEX  
PARKING - OFF STREET: N/A - PARKING IN EACH DRIVEWAY; 4 SPACE SUPPLEMENTAL PARKING BELOW 8 SPACE THRESHOLD  
GREENBELT: 1 TREE / 30 LF OF LOT FRONTAGE WITHIN BUILDING SETBACK AREAS  
SITE LANDSCAPE OVERALL: 10% OF SITE AREA

REQUIRED:  
GREENBELT: PROJECT PERIMETER = 1,575 LFT / 30 = 53, 2-1/2" CAL. AND/OR 12-FT HGT TREES.  
SITE LANDSCAPE: 74,488 SQFT SITE \* 10% = 7,449 SQFT LANDSCAPE AREA

PROVIDED:  
GREENBELT SCREENING: UTILIZATION / PRESERVATION OF 29 EX. MATURE TREES ON-SITE (SIZES 12" - 36" CALIPER) FOR NORTH AND PORTIONS OF SOUTH AND EAST SIDES + 29 NEW TREES - COMBINATION OF DECIDUOUS & CONIFEROUS - NOTE APPROXIMATELY ANOTHER 30 TREES ON THE PROPERTY LINES, PRACTICALLY PROVIDING SCREENING TO THE SITE

OVERALL SITE: 1,460 SQFT OF FOUNDATION PLANTINGS AND 32,225 SQFT OF LAWN  
(NOTE: DOES NOT INCLUDE STORMWATER BASINS AS SLOPES WILL BE STEEPER THAN 1:6)

**LANDSCAPE - PLAN COMMISSION WAIVER**  
REQUEST PER LANDSCAPE ORDINANCE SECTION 5.10 (f):

GREENBELT TREE QUANTITY: 53 REQUIRED BY CALCULATION PER LANDSCAPE ORDINANCE. REQUEST UTILIZATION / PRESERVATION OF EXISTING MATURE TREES ALONG SIDE & REAR YARDS WITH CORRESPONDING REDUCTION OF NEW TREES TO 29.

**NRCS EXISTING SOILS DATA:**  
B1A BOYER-OSHTEMO LOAMY SANDS, 0-2% SLOPES

**SUPPLEMENTAL LANDSCAPE NOTES**

1. REFER TO CONSTRUCTION DETAIL SHEET FOR PLANTING DETAILS AND LANDSCAPE NOTES AND SPECIFICATIONS.
2. ANY SUBSTITUTIONS OF PLANT MATERIAL FROM THE APPROVED SITE PLAN WILL BE APPROVED BY THE PLANNING DEPARTMENT PRIOR TO INSTALLATION.
3. SEE LANDSCAPE SPECIFICATIONS ON SHEET FOR INFORMATION TYPICAL LAWN SEED MIX & SOD INSTALLATION

**SPECIAL STORMWATER BASIN SEED MIXES**  
PROVIDE THE FOLLOWING SEED MIXES FROM JFNEW/CARDNO, INC., WWW.CARDNONATIVEPLANTNURSERY.COM, 574-586-2412, WALKERTON, INDIANA:

1. SEED 1.5-FT BELOW DESIGN HIGHWATER ELEVATION (+15-18-FT DOWN FROM TOP OF BANK) TO BOTTOM OF BASINS WITH 'STORMWATER' SEED MIX INCL. ANNUAL RYE COVER CROP & AT RATE OF 33 PLS POUNDS / ACRE.
2. SEED BETWEEN BASIN SEED MIX AND FREEBOARD ELEVATION (+5-FT FROM TOP OF BANK) WITH 'ECONOMY PRAIRIE MIX' INCL. ANNUAL RYE COVER CROP & AT RATE OF 38 PLS POUNDS/ACRE.

**PLANT LIST**

KEY	QUAN.	BOTANICAL NAME	COMMON NAME	SIZE	REMARK
<b>DECIDUOUS TREES</b>					
AF	6	Acer x fremanii 'Autumn Blaze'	Autumn Blaze hybrid Maple	2-1/2" cal.	B-B
AG	5	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	2" cal.	B-B
GT	3	Gleditsia triacanthos var inermis 'Skycole'	Skyline Honeylocust	2-1/2" cal.	B-B
QP	3	Quercus palustris	Pin Oak	2-1/2" cal.	B-B
UR	5	Ulmus x 'Regal'	Regal Hybrid Elm	2-1/2" cal.	B-B
<b>CONIFER TREES</b>					
PC	2	Picea glauca	White Spruce	6-ft hgt.	B-B
PN	5	Pinus flexilis 'Northern Blue'	Northern Blue Limber Pine	6-ft hgt.	B-B
<b>CONIFER SHRUBS</b>					
TM	30	Taxus x media 'Densiformis'	Densiform Spreading Yew	30" ht./#3	Cont.
<b>DECIDUOUS SHRUBS</b>					
HPL	5	Hydrangea paniculata 'LimeLight'	LimeLight PeeGee Hydrangea	36" ht./#5	Cont.
SGM	5	Spiraea x 'Goldmound'	Goldmound Spirea	24" ht./#3	Cont.
SJM	5	Spiraea japonica 'Magic Carpet'	Magic Carpet Spirea	24" ht./#3	Cont.
VDC	15	Viburnum dentatum 'Christom'	Blue Muffin Arrowwood Viburnum	24" ht./#3	Cont.
VF	20	Viburnum farreri nigrum	Fragrant Dwarf Viburnum	24" ht./#3	Cont.
VLM	6	Viburnum lantana 'Mohican'	Mohican Viburnum	36" ht./#5	Cont.
<b>PERENNIALS</b>					
HBF	8	Hemerocallis 'Indian Giver'	Indian Giver Daylily	2 gal./#2	Cont.
HGS	8	Hemerocallis 'Stella D'Oro'	Stella D'Oro Daylily	2 gal./#2	Cont.

**BEBOSS**  
Engineering  
Engineers Surveyors Planners Landscape Architects

3121 E. GRAND RIVER AVE.  
HOWELL, MI. 48843

517.546.4836 FAX 517.548.1670

**BARNARD STATION CONDOMINIUM**

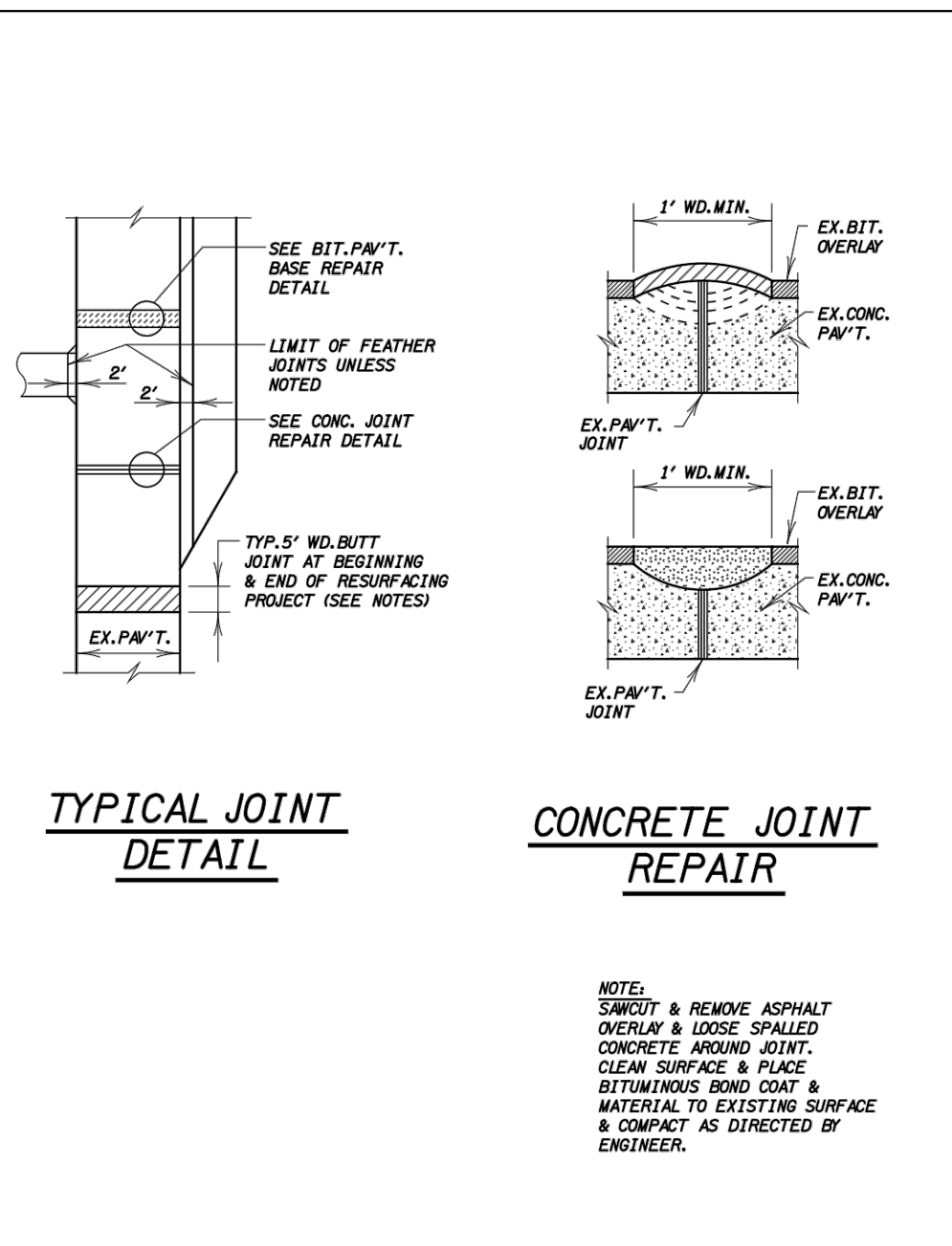
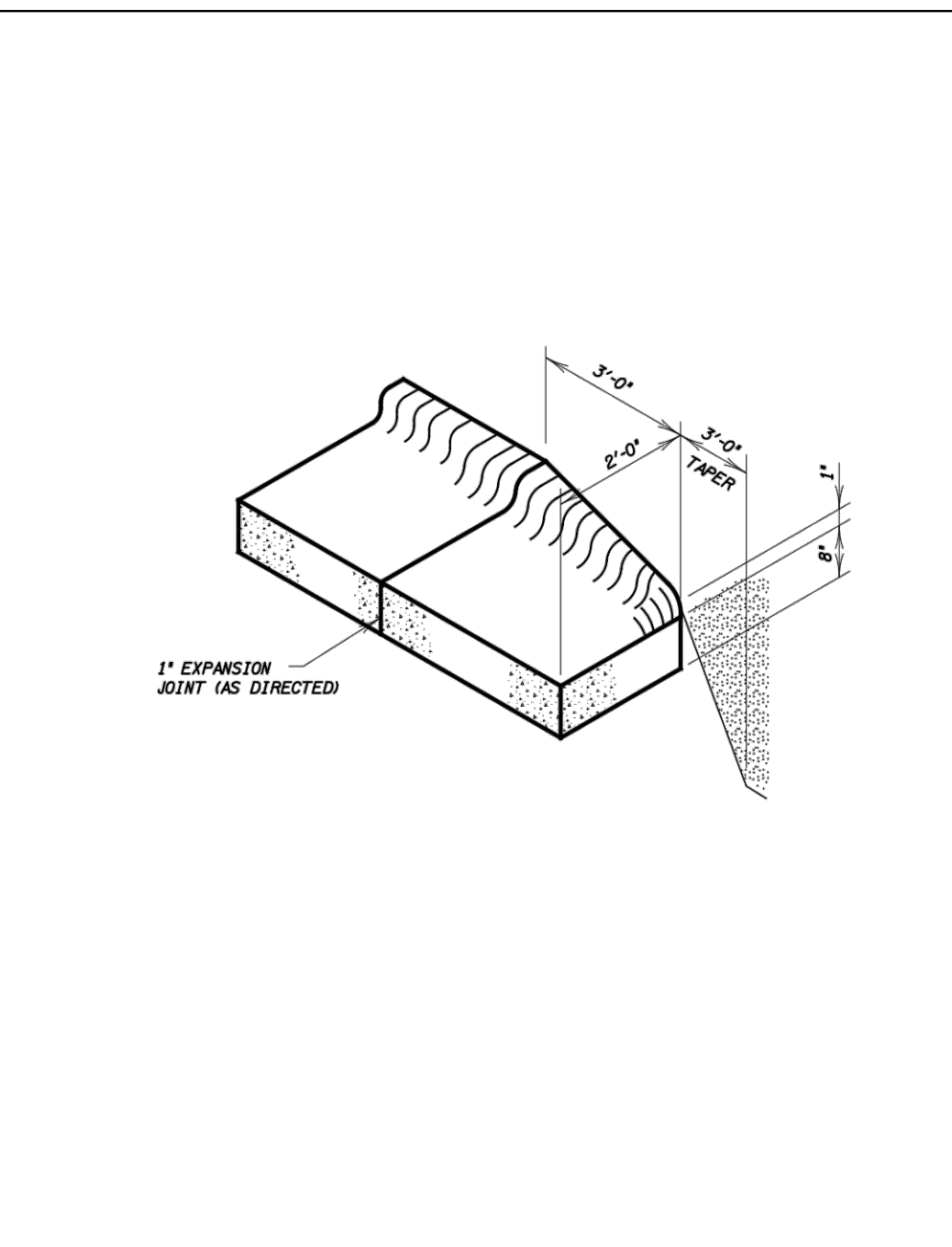
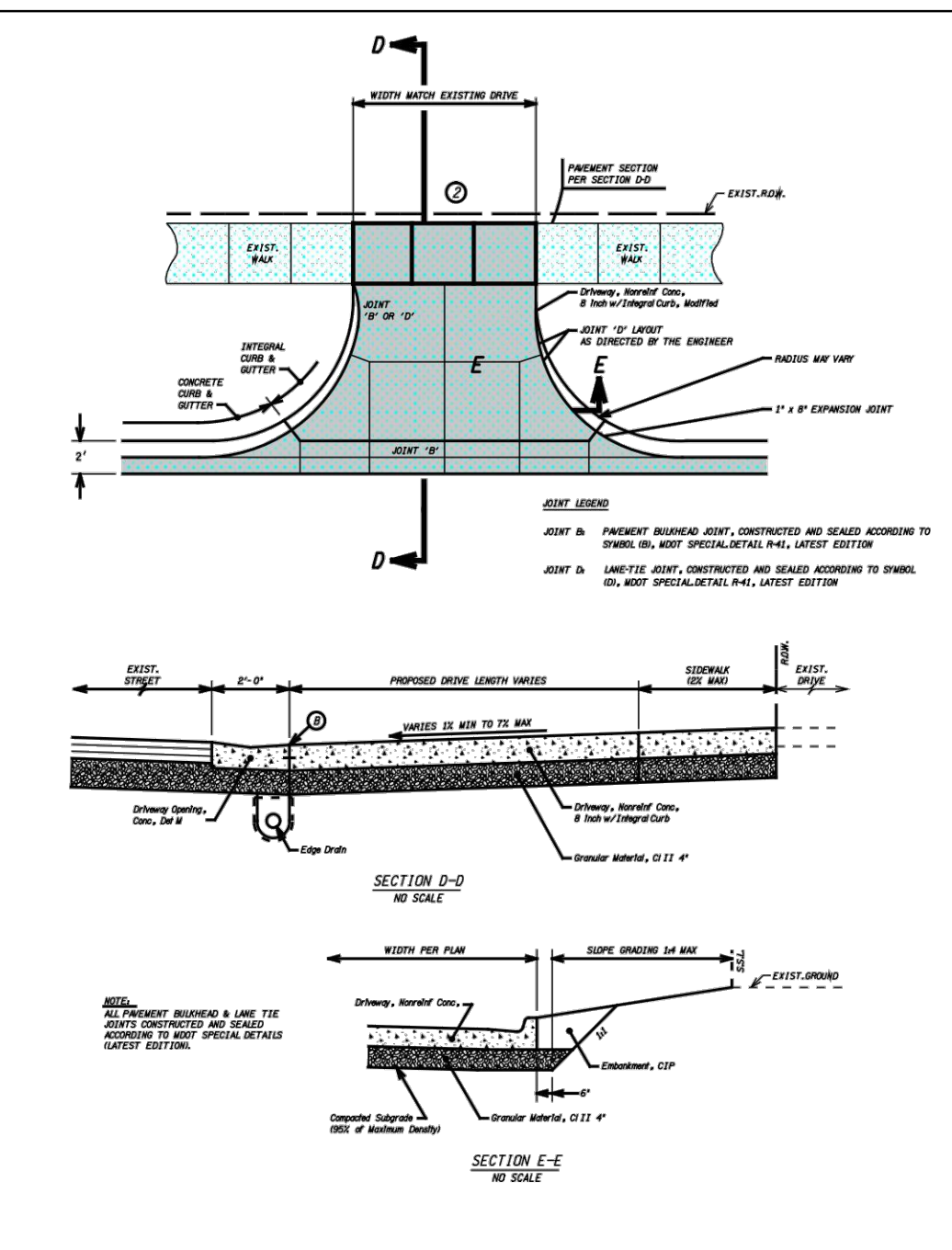
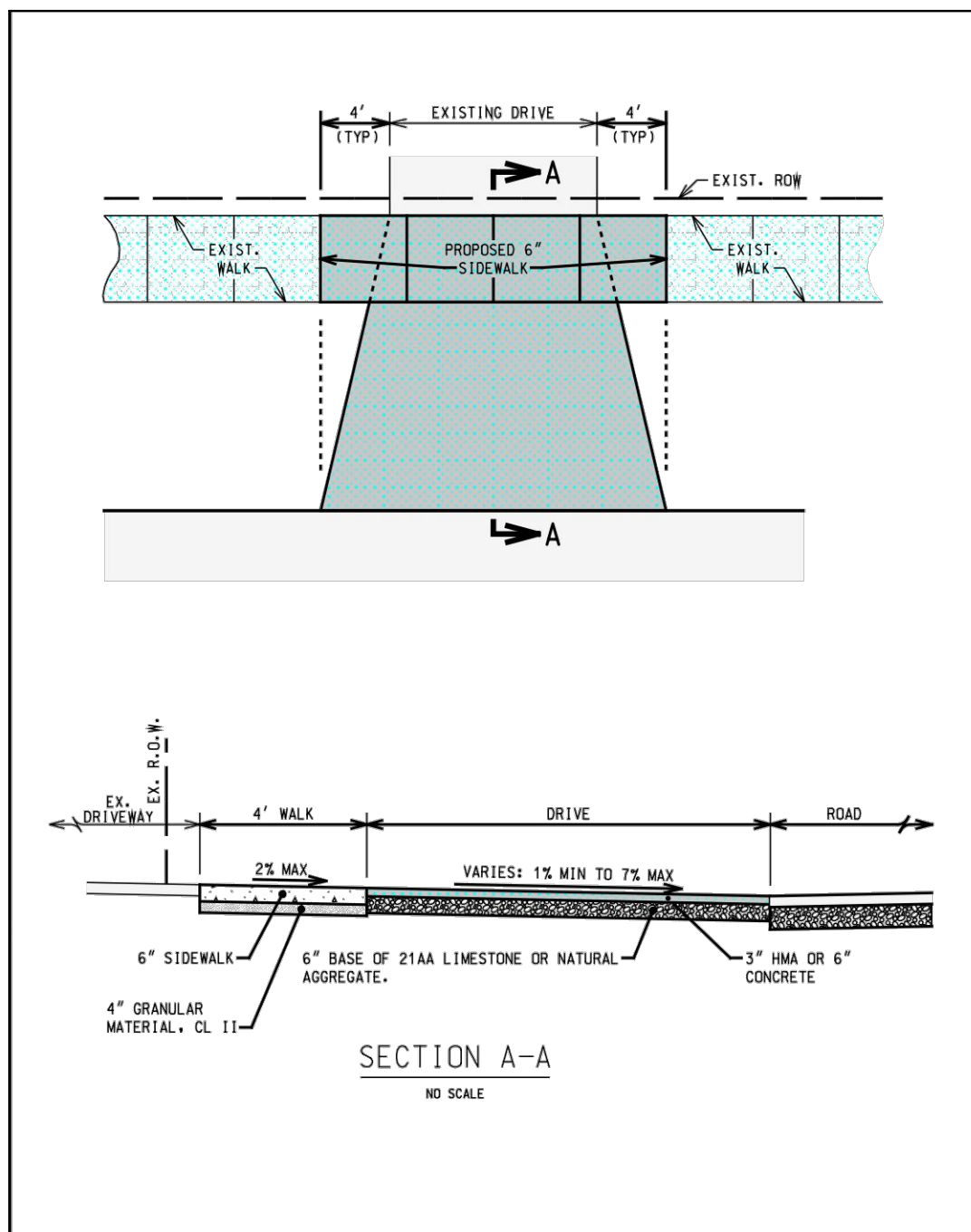
BARNARD STATION, LLC  
5130 EDGEBAKE DRIVE  
PINKNEY, MI 48169  
734-666-1100

PROJECT: BARNARD STATION CONDOMINIUM  
PREPARED FOR: BARNARD STATION, LLC

DATE	BY	REVISION
4/18/23 <td>PC <td>PER CITY REVIEW</td> </td>	PC <td>PER CITY REVIEW</td>	PER CITY REVIEW
2/15/23 <td>PC <td>PARCEL ID</td> </td>	PC <td>PARCEL ID</td>	PARCEL ID
		NO BY

DESIGNED BY: PC  
DRAWN BY: PC  
CHECKED BY:  
SCALE: 1" = 30'  
JOB NO: 22-353  
DATE: 2/3/23  
SHEET NO. 7



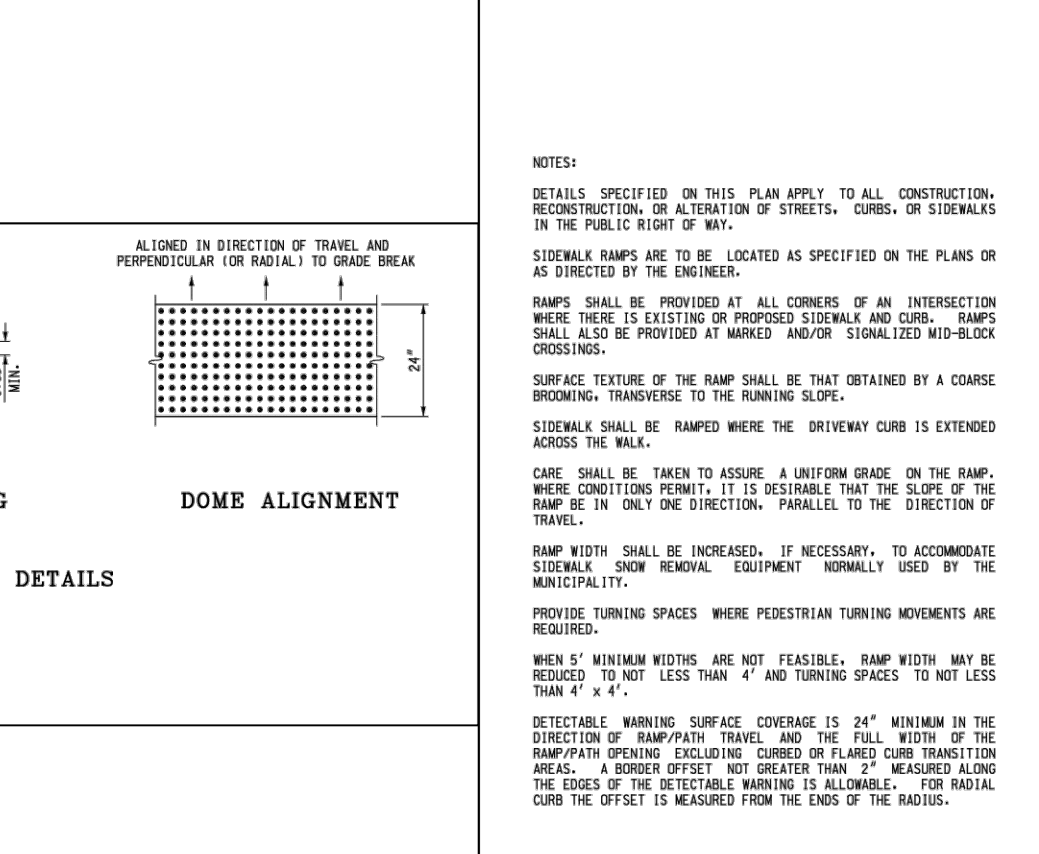
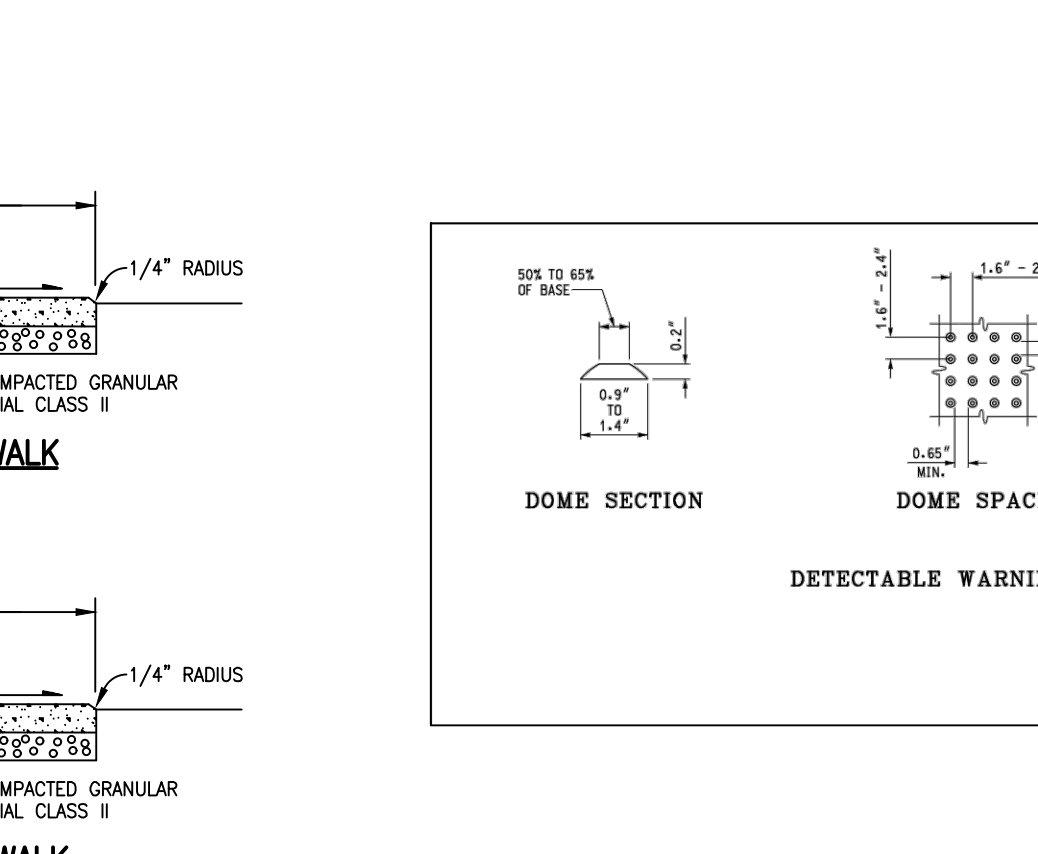
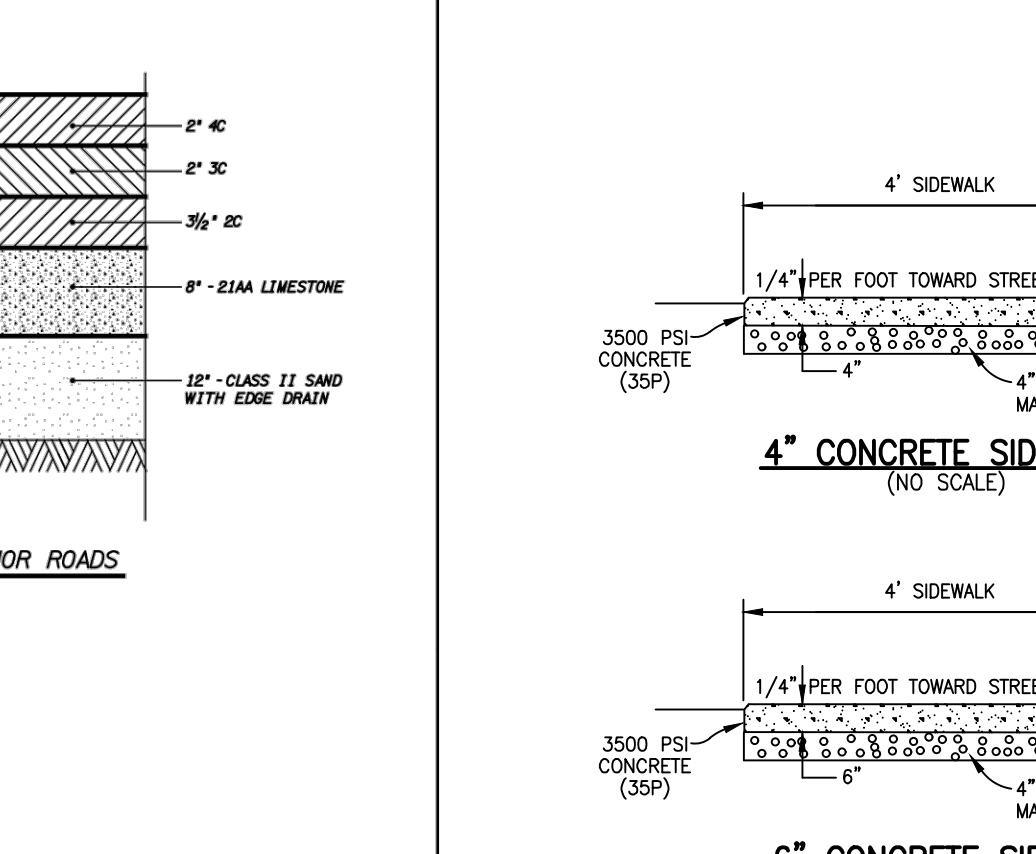
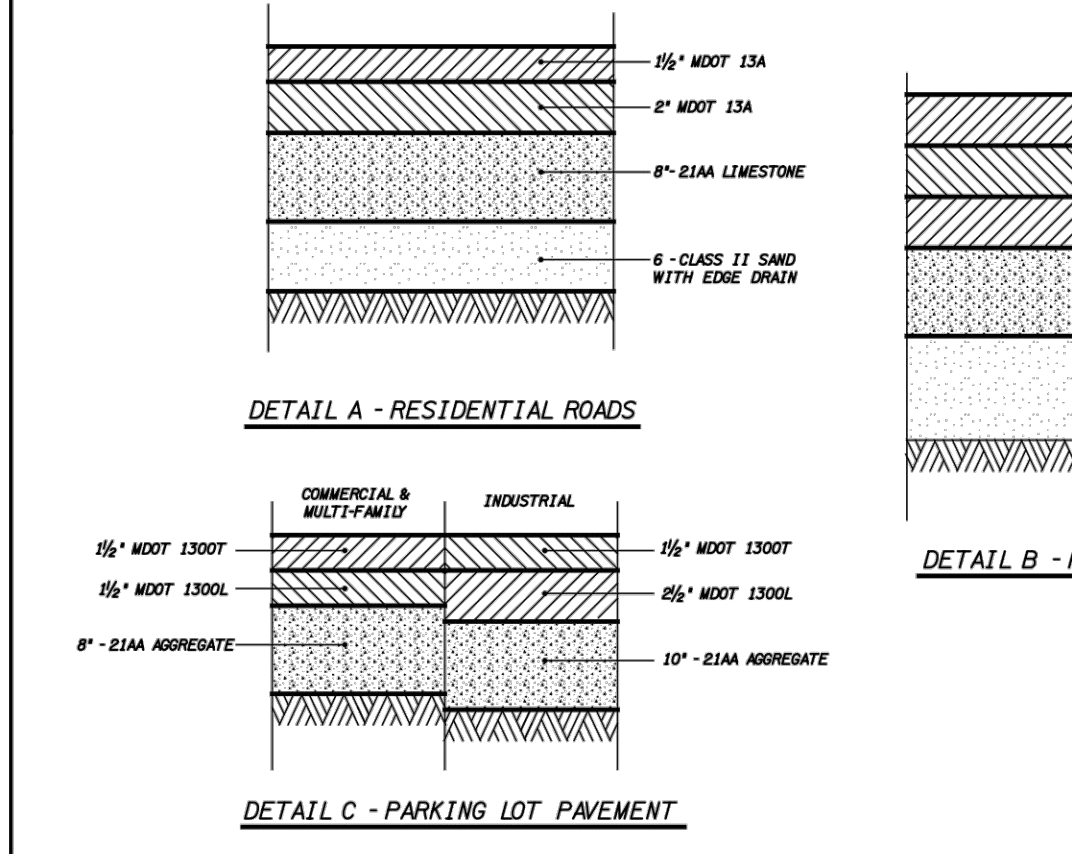


**RESIDENTIAL DRIVEWAY APPROACH**  
 SHEET NO. P1  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

**CONCRETE COMMERCIAL DRIVE**  
 SHEET NO. P2  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

**CONCRETE CURB END SECTION**  
 SHEET NO. P10  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

**CONCRETE JOINT DETAIL**  
 SHEET NO. P11  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

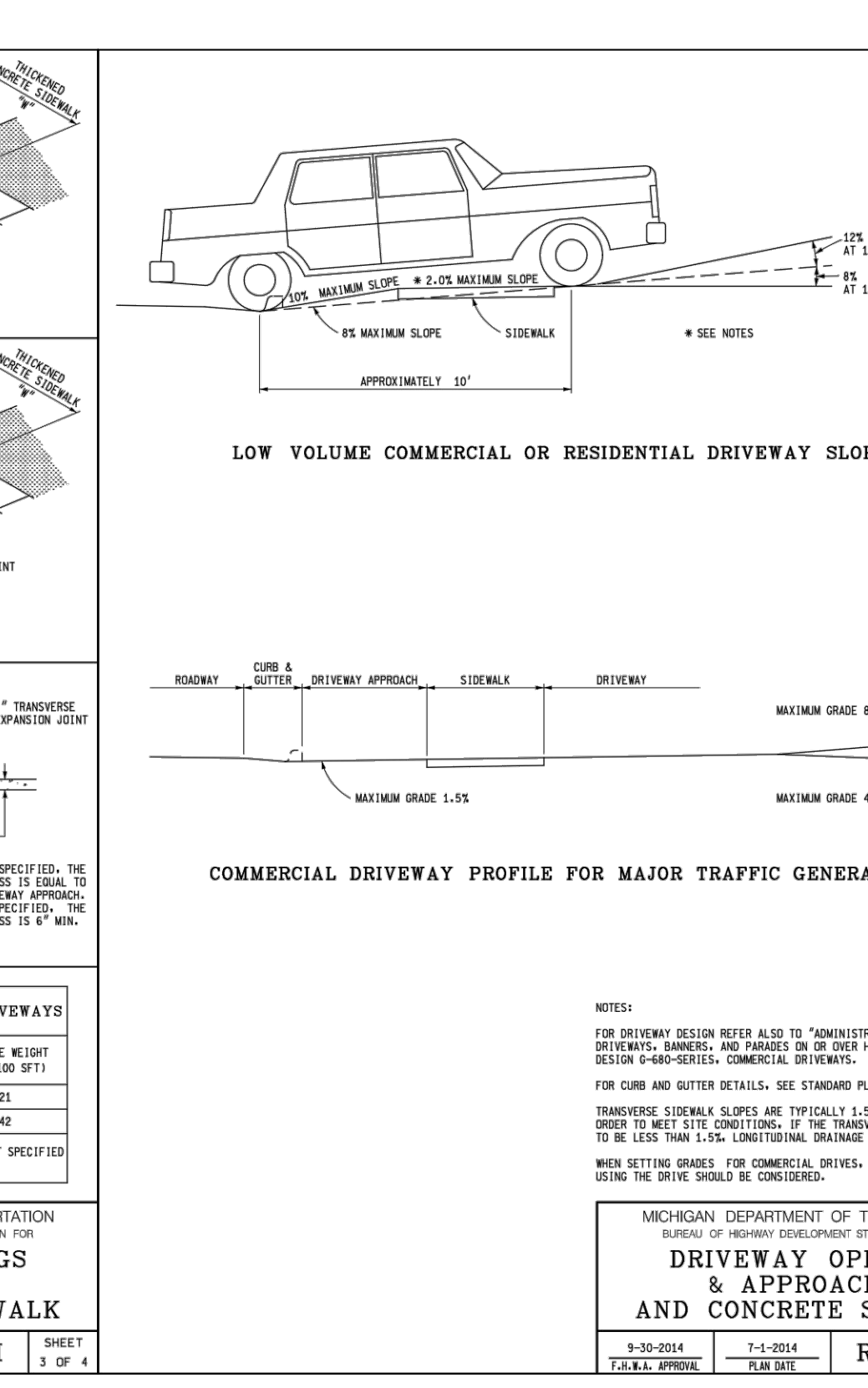
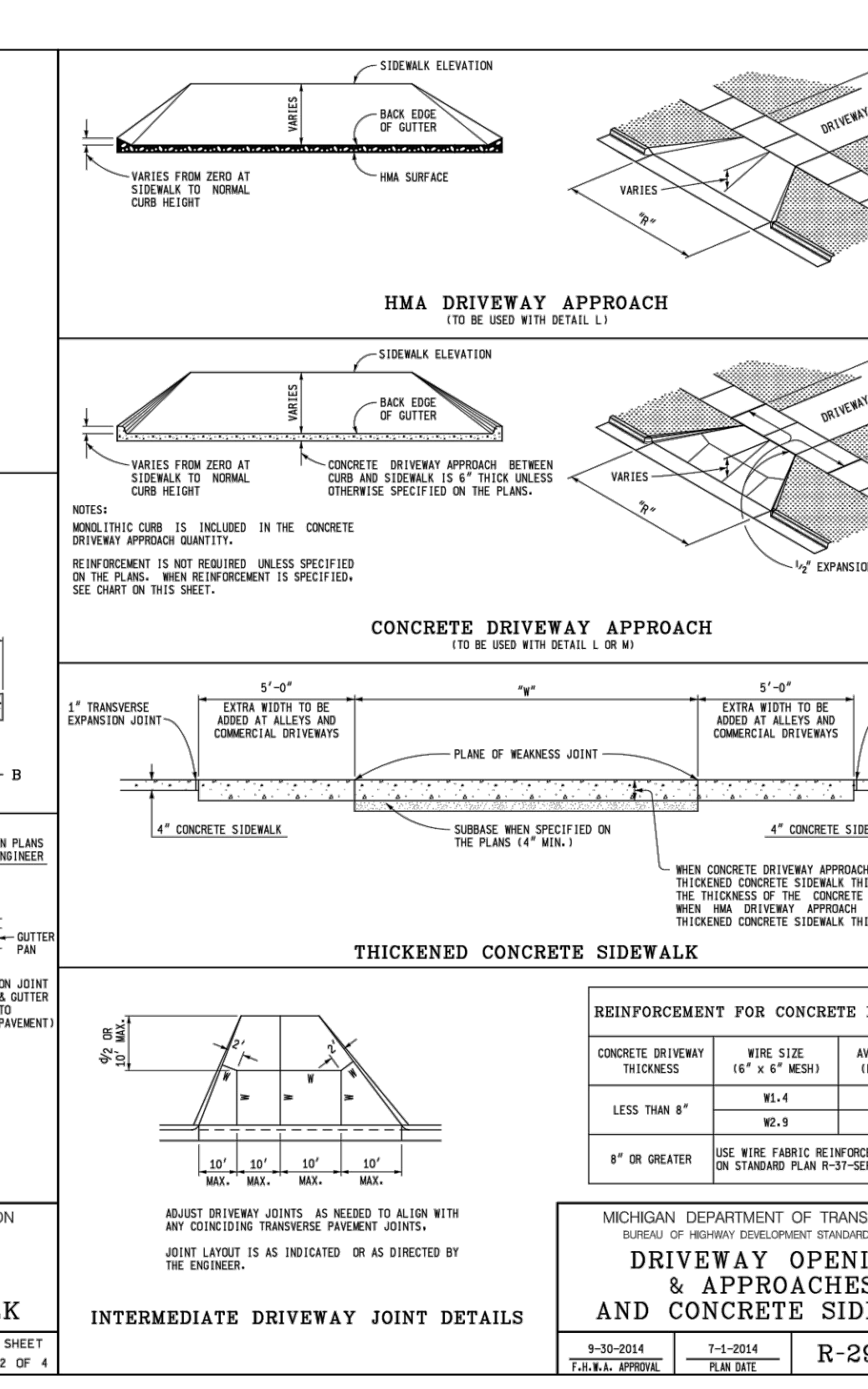
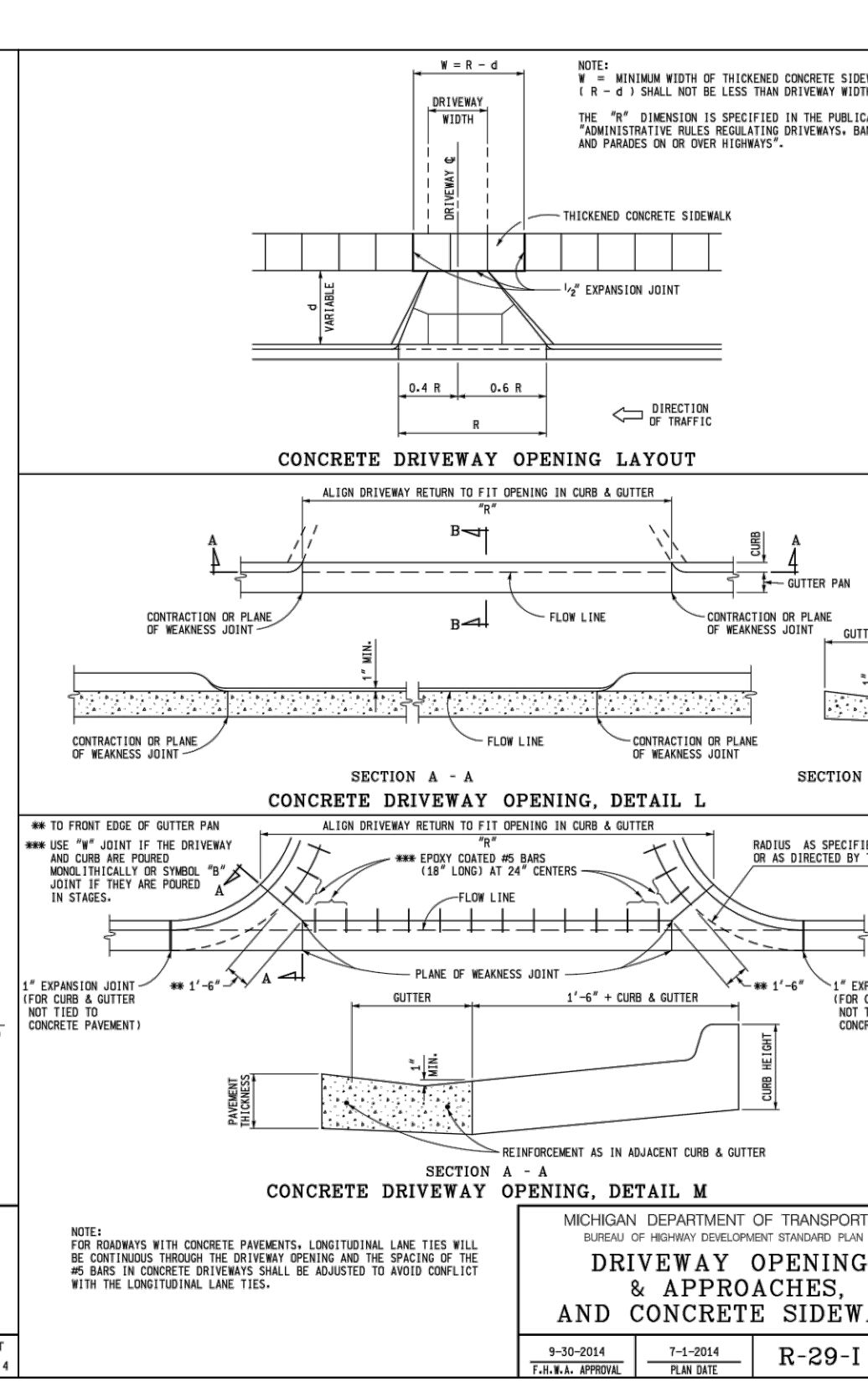
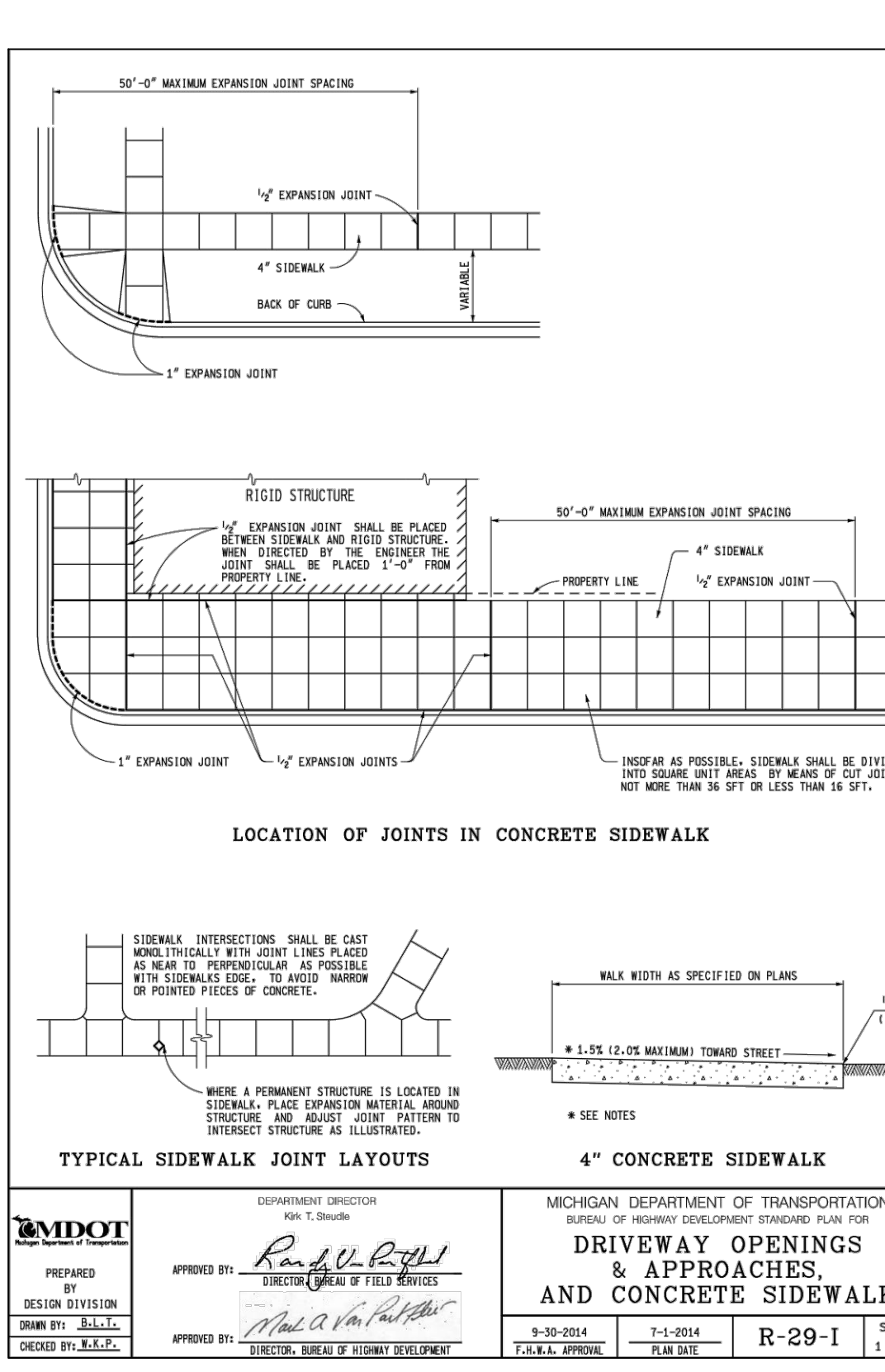


**TYPICAL BITUMINOUS SECTIONS**  
 SHEET NO. P9  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

**CONCRETE JOINT DETAIL**  
 SHEET NO. P11  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

**CONCRETE JOINT DETAIL**  
 SHEET NO. P11  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

**CONCRETE JOINT DETAIL**  
 SHEET NO. P11  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915



**DRIVEWAY OPENINGS AND APPROACHES, AND CONCRETE SIDEWALK**  
 SHEET NO. R-29-I  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

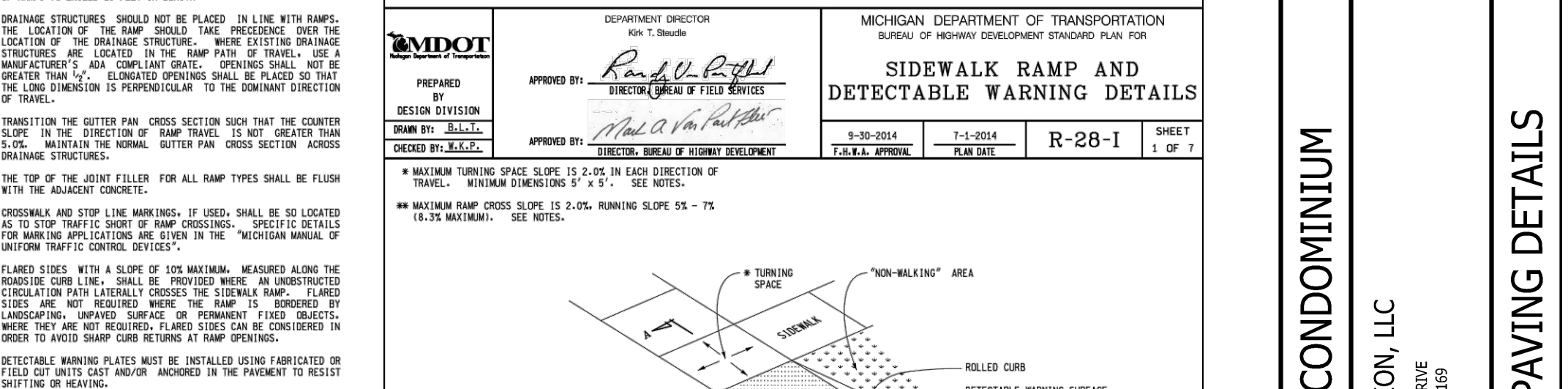
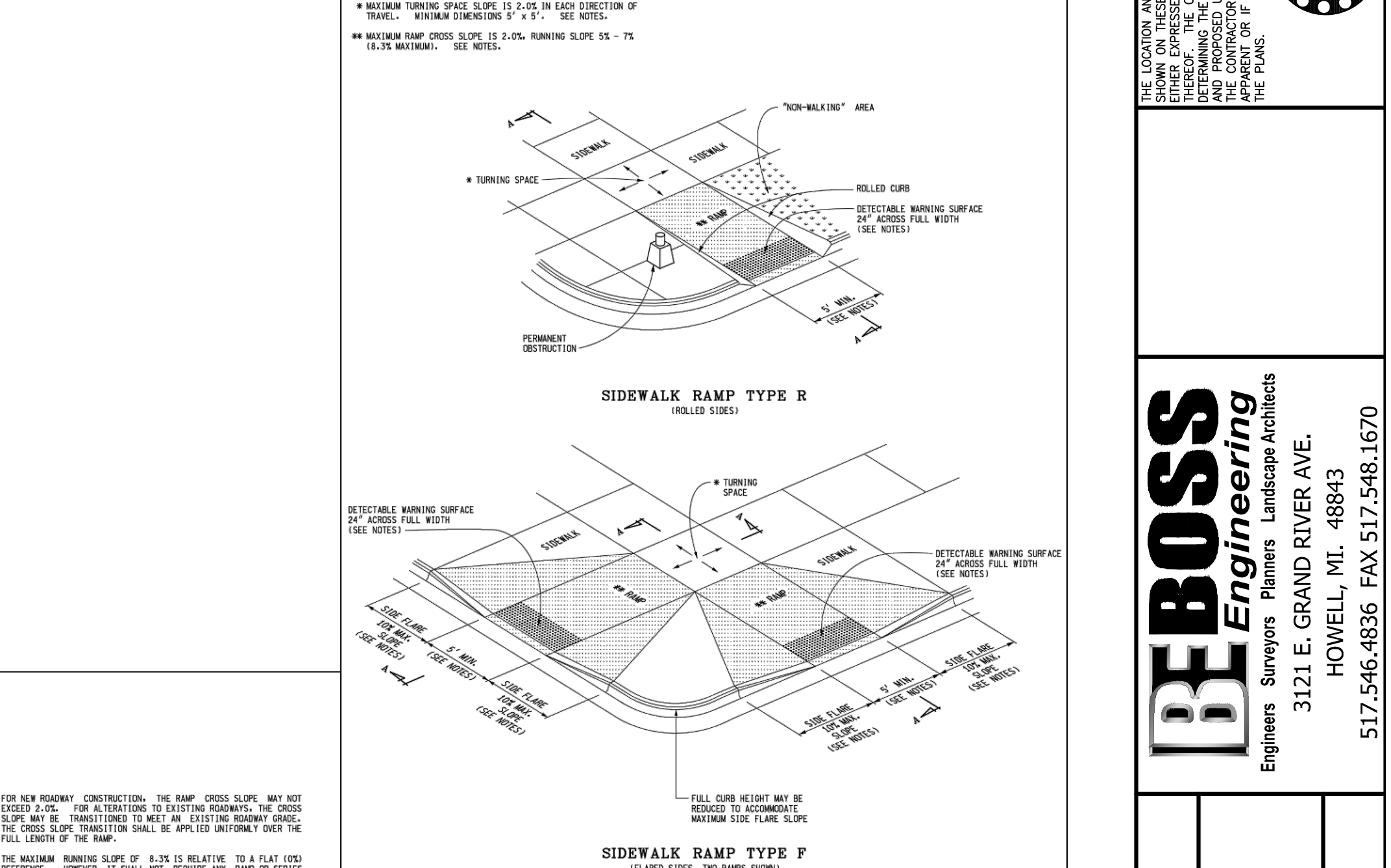
**DRIVEWAY OPENINGS AND APPROACHES, AND CONCRETE SIDEWALK**  
 SHEET NO. R-29-I  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

**DRIVEWAY OPENINGS AND APPROACHES, AND CONCRETE SIDEWALK**  
 SHEET NO. R-29-I  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

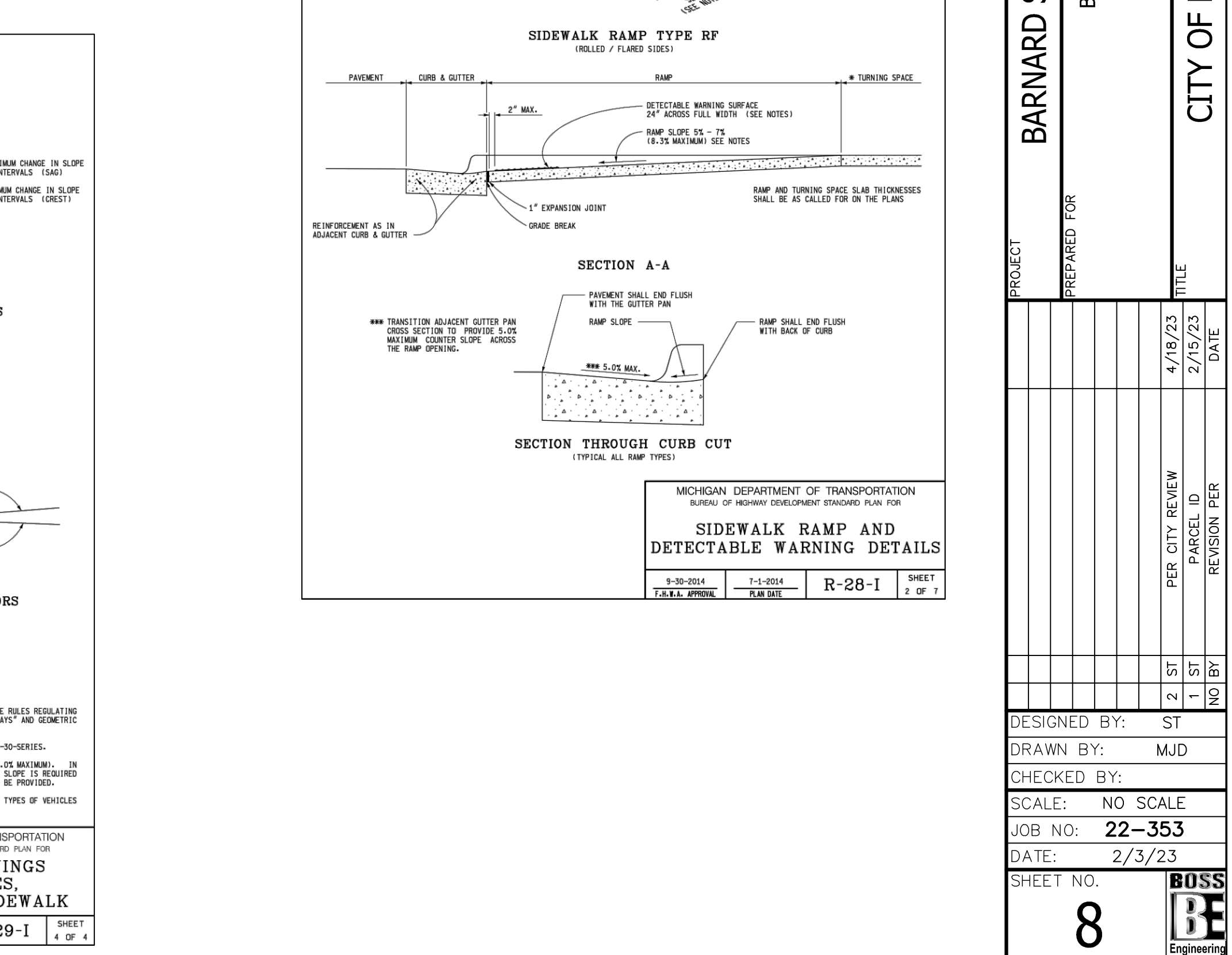
**DRIVEWAY OPENINGS AND APPROACHES, AND CONCRETE SIDEWALK**  
 SHEET NO. R-29-I  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS ARE ONLY APPROXIMATE. NO GUARANTEE IS MADE FOR THE EXACT LOCATION AND ELEVATION OF EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXACT LOCATION AND ELEVATION OF EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF ANY CONFLICTS BEFORE THE LOCATION OR DEPTH OF ANY UTILITIES IS CHANGED FROM THE PLANS.

BEFORE ANY WORK BEGINS, THE CONTRACTOR SHALL CALL MICHIGAN DIG (1-800-487-7171) TO LOCATE ALL UTILITIES.



**SIDEWALK RAMP AND DETECTABLE WARNING DETAILS**  
 SHEET NO. R-28-I  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915



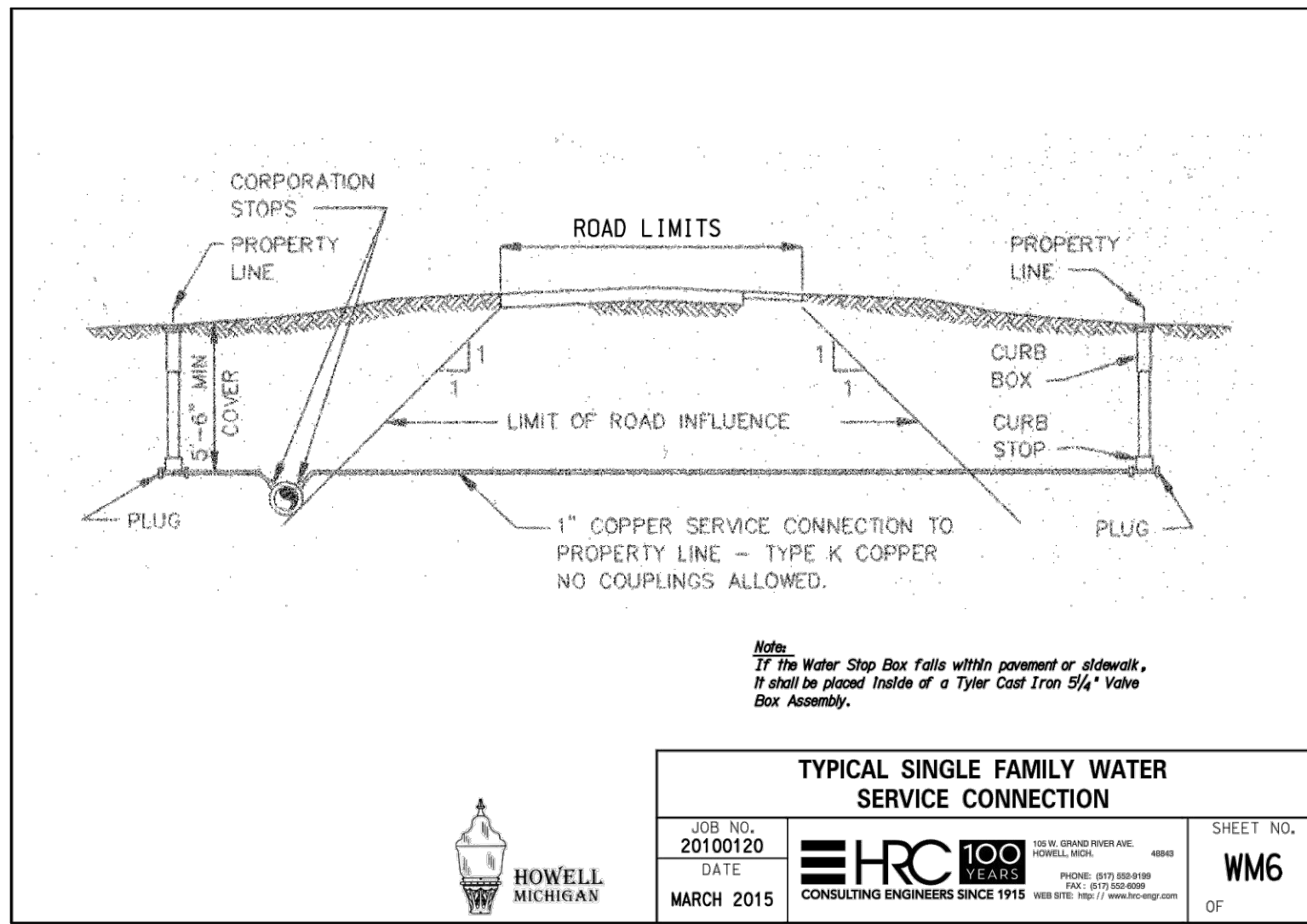
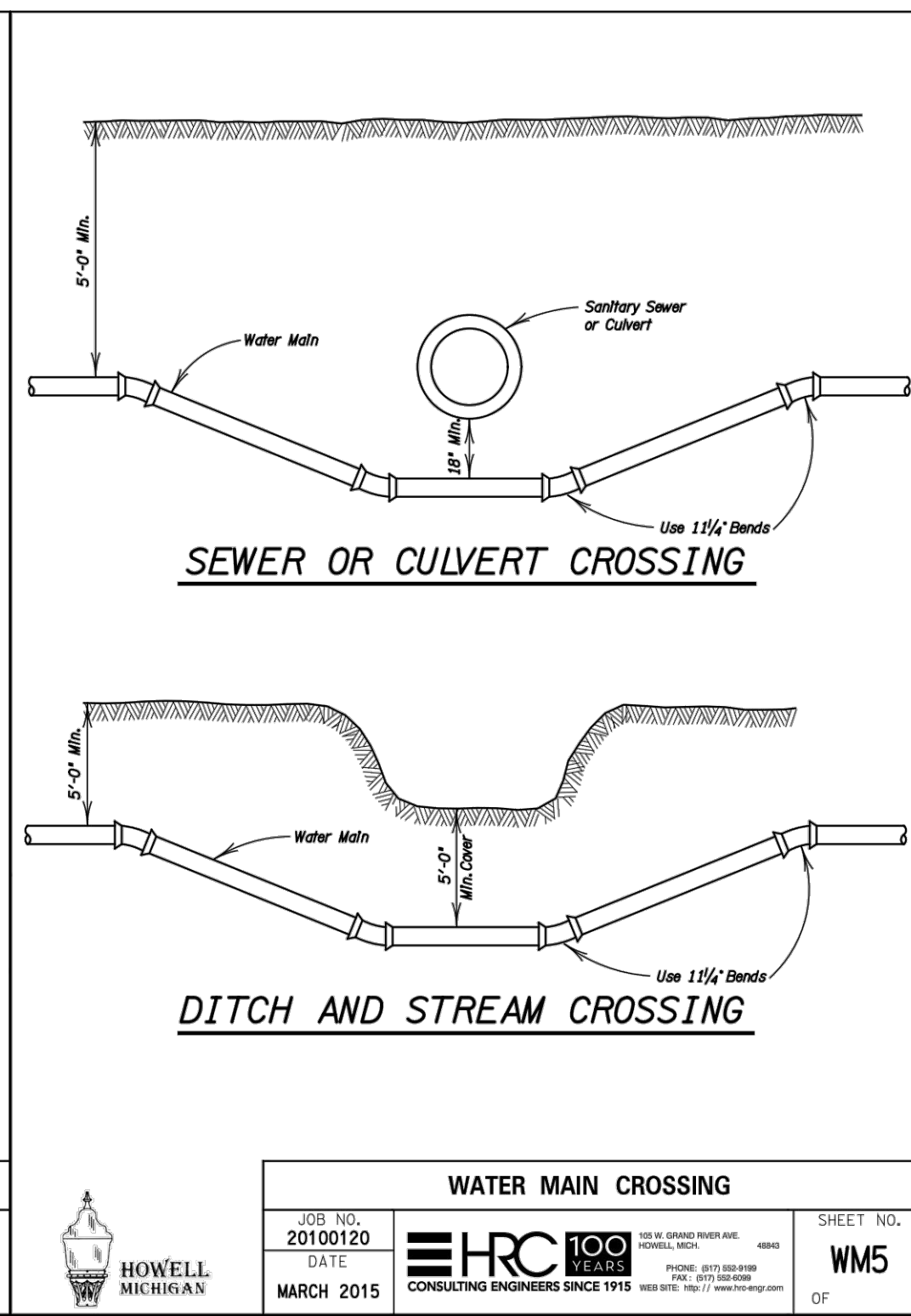
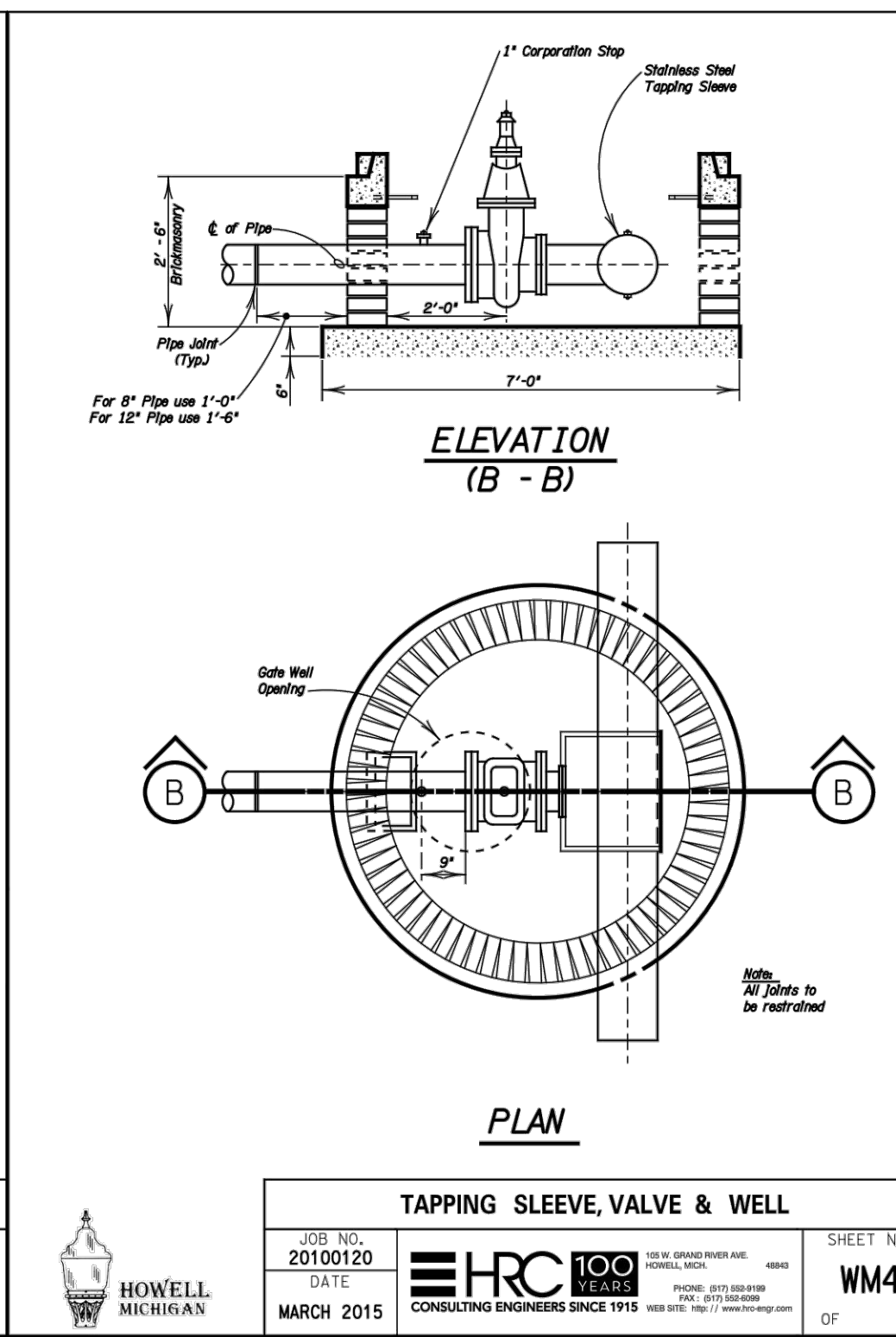
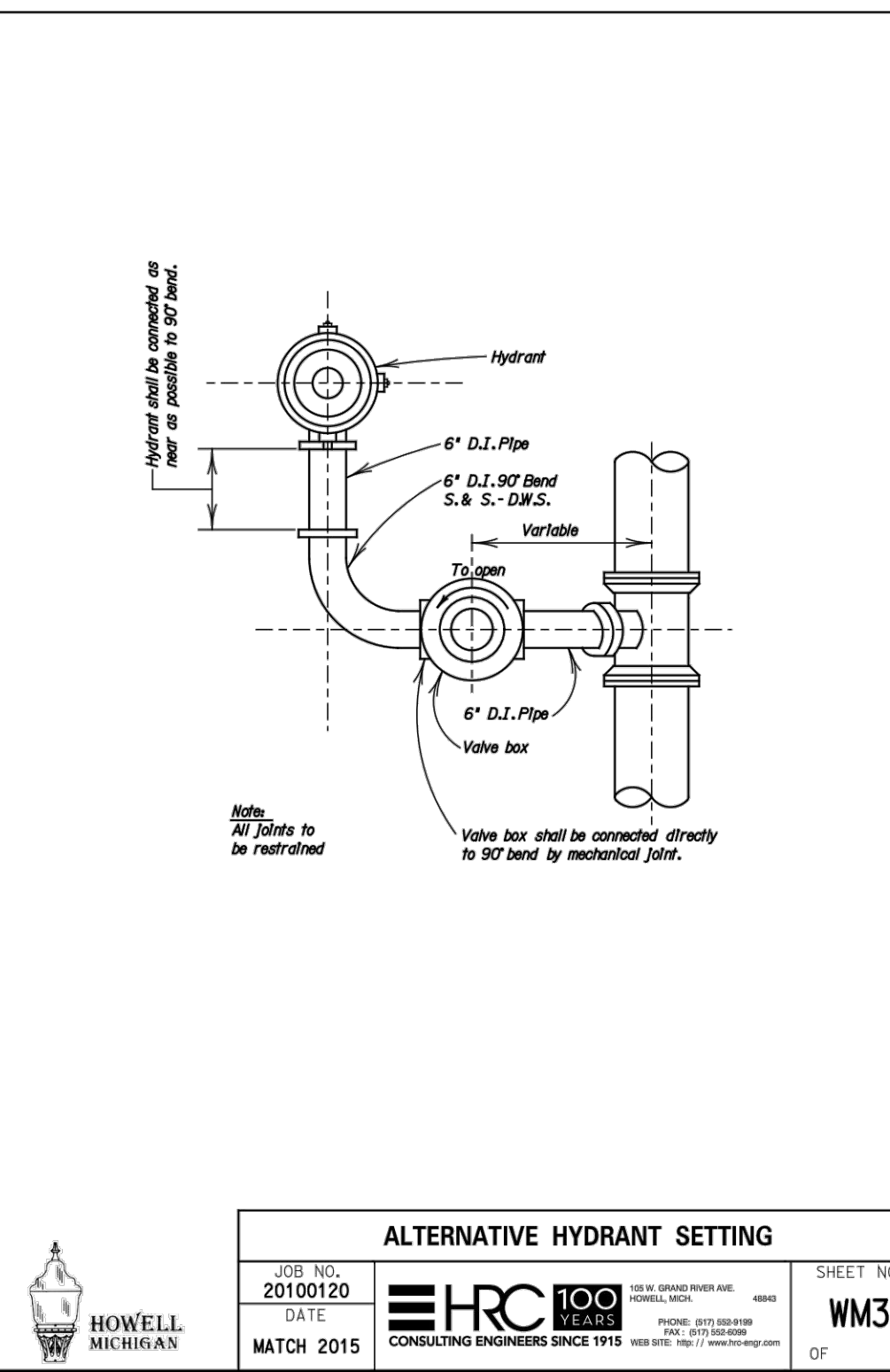
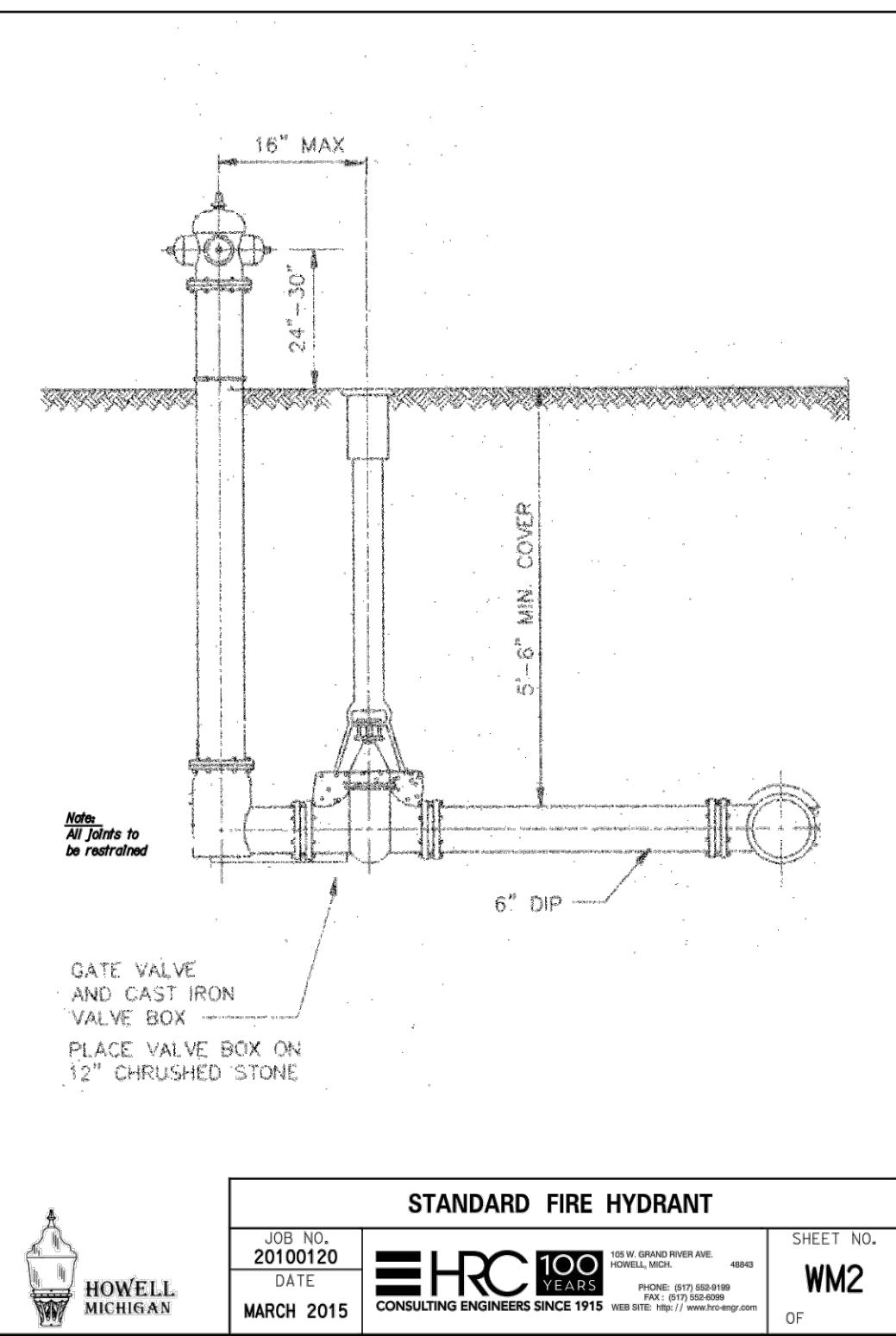
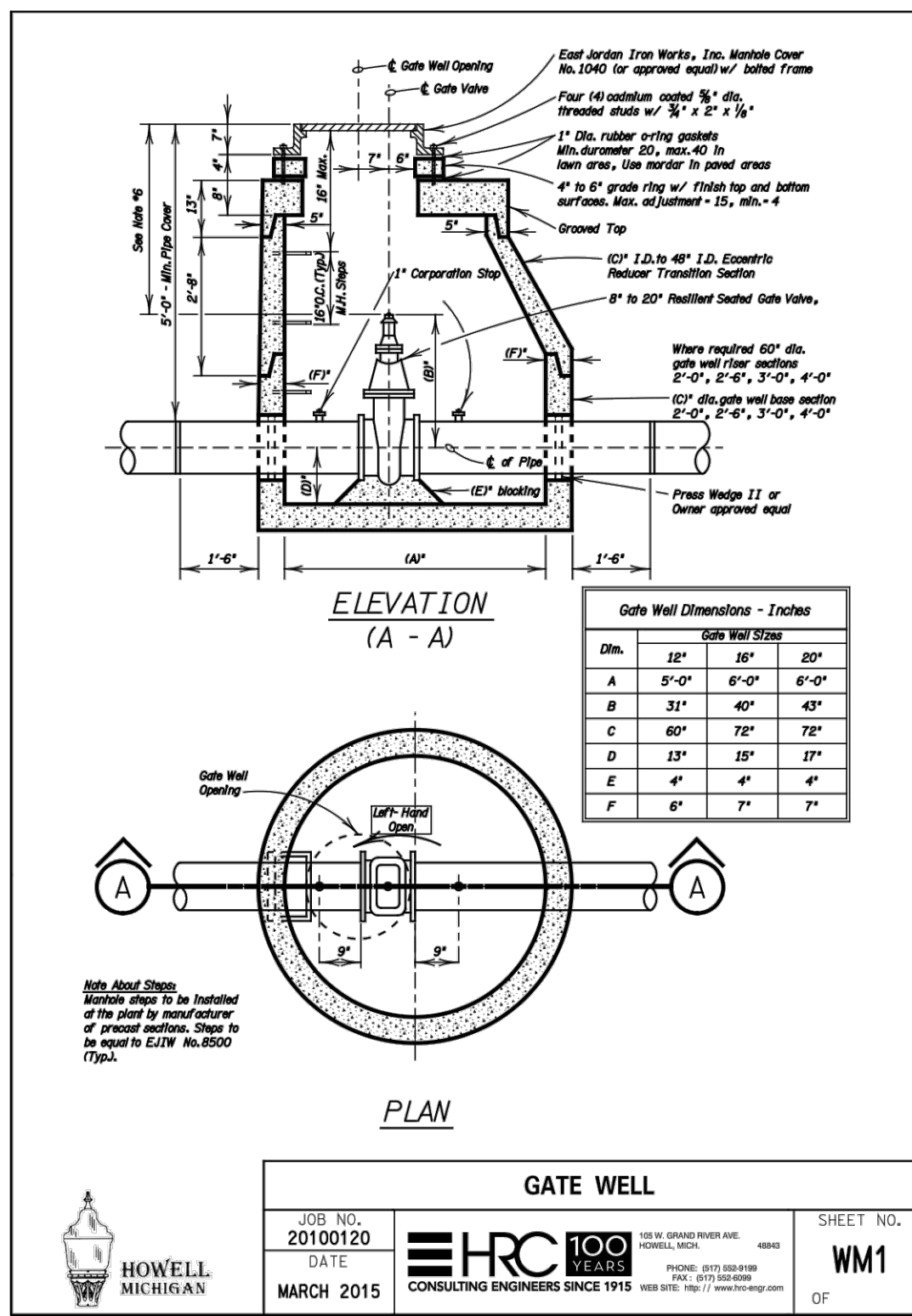
**SIDEWALK RAMP AND DETECTABLE WARNING DETAILS**  
 SHEET NO. R-28-I  
 JOB NO. 20100120  
 DATE MARCH 2015  
 HOWELL MICHIGAN CONSULTING ENGINEERS SINCE 1915

**BEBOSS**  
 Engineers Surveyors Planners Landscape Architects  
 3121 E. GRAND RIVER AVE.  
 HOWELL, MI. 48843  
 517.546.4836 FAX 517.548.1670

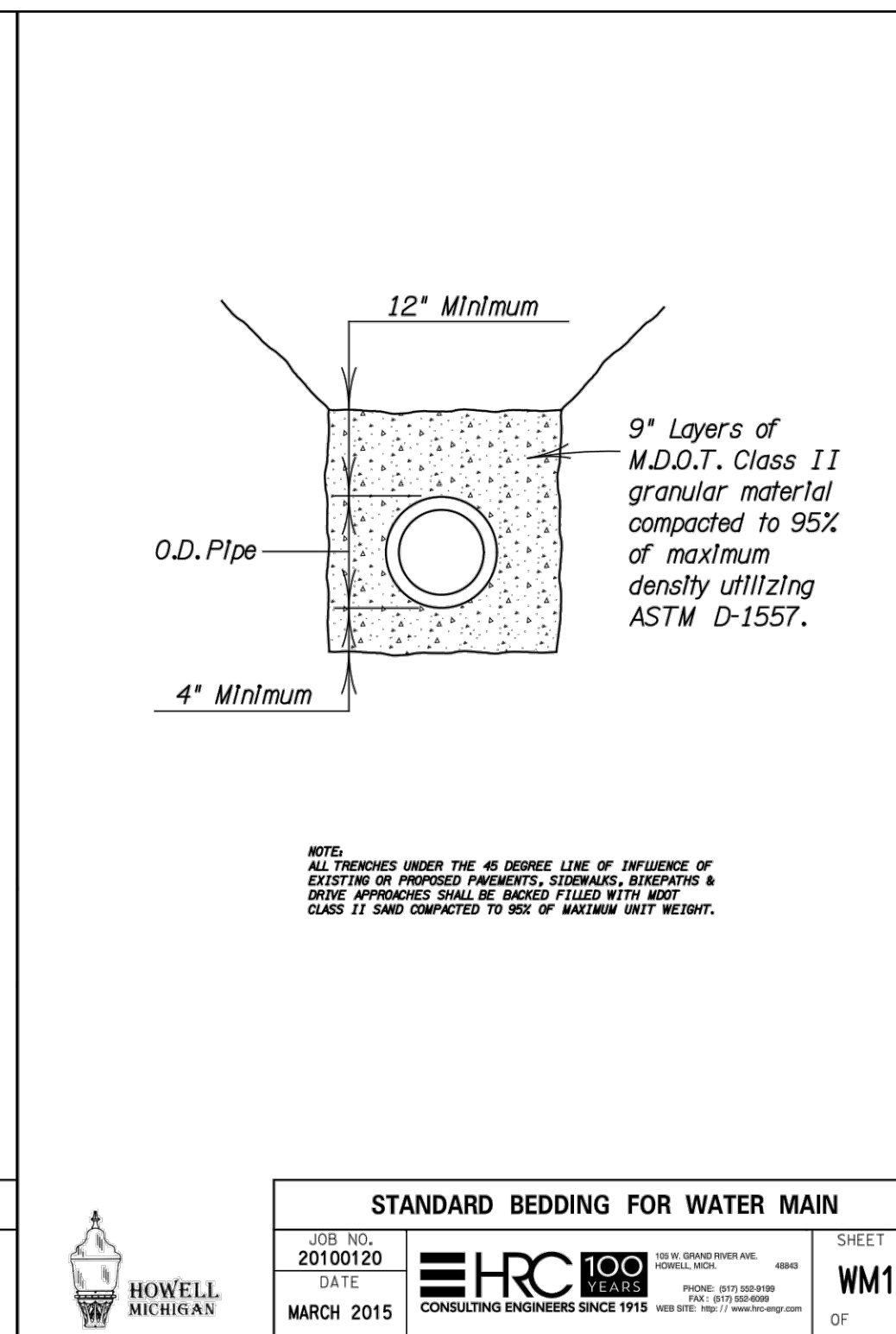
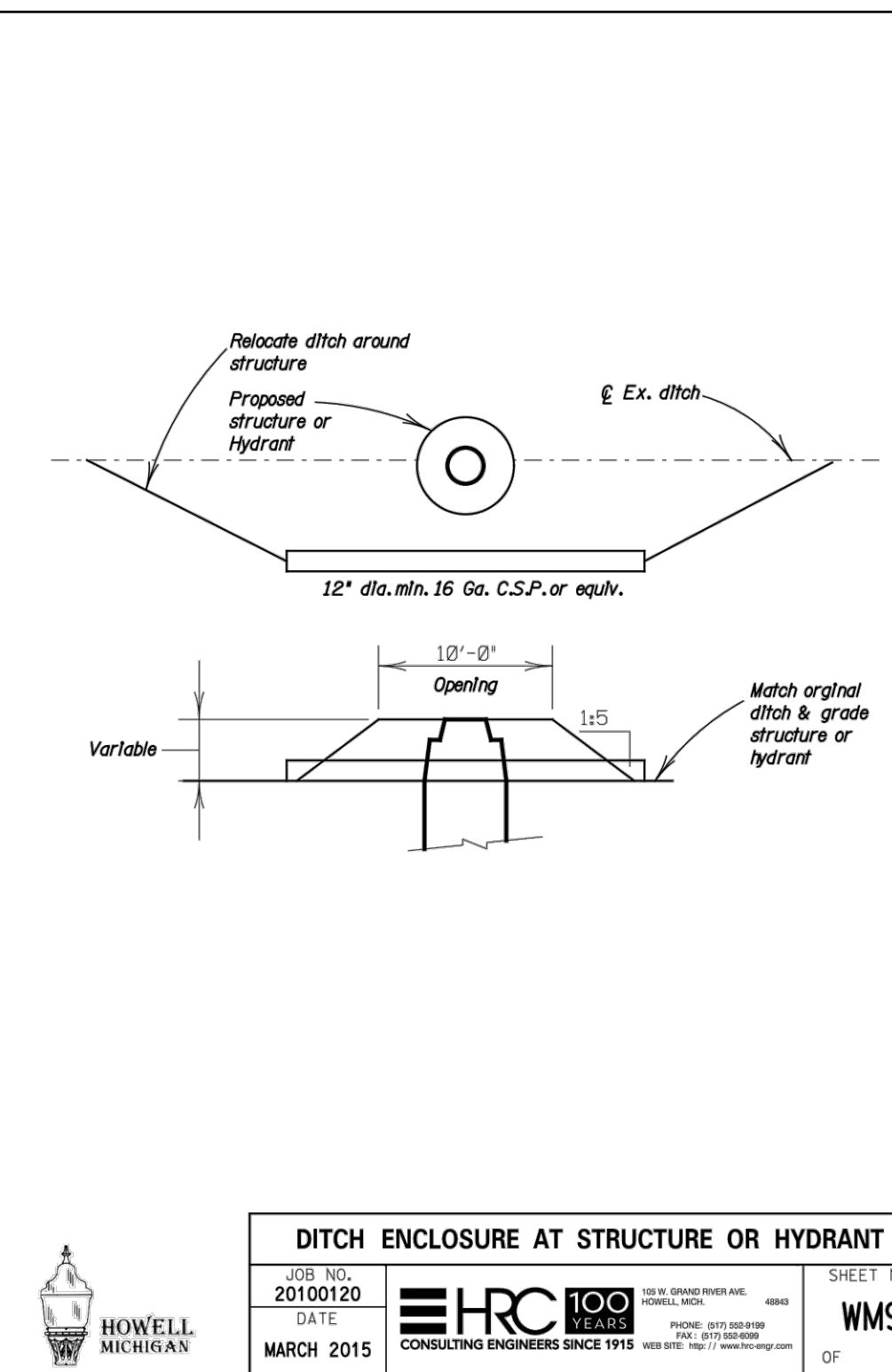
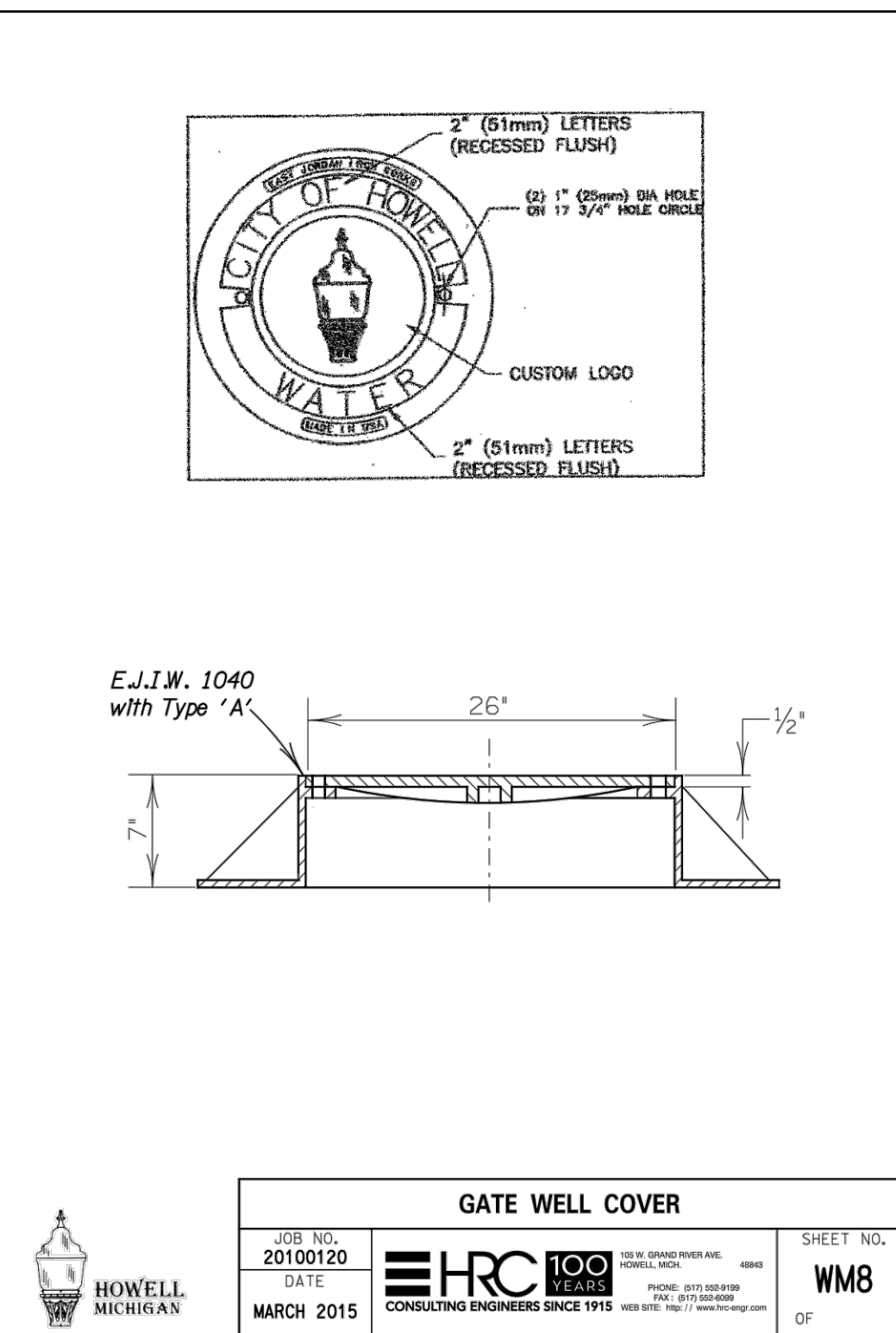
**BARNARD STATION CONDOMINIUM**  
 PREPARED FOR  
 BARNARD STATION, LLC  
 5300 EDGEBAKE DRIVE  
 PLYMOUTH, MI 48159  
 734-946-1100

PROJECT	BARNARD STATION CONDOMINIUM
PREPARED FOR	BARNARD STATION, LLC
TITLE	CITY OF HOWELL PAVING DETAILS
DATE	4/18/23
PER CITY REVIEW	2
PARCEL ID	1
REVISION PER	NO BY
DESIGNED BY:	ST
DRAWN BY:	MJD
CHECKED BY:	
SCALE:	NO SCALE
JOB NO:	22-353
DATE:	2/3/23
SHEET NO.	8

**BEBOSS**  
 Engineering



WALL THICKNESS (IN)	STEEL CASING OUTSIDE DIAMETER (IN)											
FRACT.	DEC.	12	14	16	18	20	24	28	30	36	42	
3/8	.875	39	30	24	21	19	17	16				
1/2	1.250	50	50	39	31	27	21	19	18	16		
5/8	1.625	50	48	39	28	23	21	18	17			
3/4	1.875	50	50	39	29	27	22	19				
7/8	2.125	50	50	39	34	26	21					
1 1/8	2.625	50	50	44	31	25						
1 1/4	3.000	50	50	50	39	30						
1 3/8	3.375	50	50	48	35							



- GENERAL NOTES**
- ALL CONSTRUCTION PROCEDURES AND MATERIALS USED SHALL CONFORM TO THE CITY OF HOWELL CURRENT STANDARDS AND SPECIFICATIONS.
  - ALL HYDRANTS SHALL BE, E.I. 9" TRAFFIC MODEL WITH 1" 5" STROKE CONNECTION 2" 1/2" HOSE FITTINGS, AND CHAIN. SELF-GRINDING HYDRANTS SHALL NOT BE USED.
  - ALL HYDRANTS SHALL BE PAINTED RED ABOVE GROUND AND BLACK BELOW, WITH A FINISH COAT OF GUMROCK 501 CHAMEL OVER THE VENEER, OR APPROVED EQUAL.
  - ALL GATE VALVES WITH OPERATING HANDS AT A DISTANCE GREATER THAN 5' FROM GROUND SURFACE SHALL BE PROVIDED WITH AN EXTENSION STEM THE LENGTH OF THE STEM SHALL BE SUCH THAT IT WILL BE WITHIN 5' OF THE GROUND SURFACE WHEN AN EXTENSION STEM IS USED. IT SHALL BE NEAR IN PLACE BY AN EXTENSION STEM GUIDE SUITABLY FASTENED TO THE WALL OF THE GATE WELL. THE EXTENSION STEM SHALL BE MECHANICALLY ATTACHED TO THE OPERATING MECHANISM OF THE EXTENSION STEM AND METHOD OF INSTALLATION SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
  - FOR PIPE DIAMETERS 30" OR SMALLER BOTTLED DRINK PIPE SHALL BE USED SO DOUBLE GASKET LINED WITH TWO BRASS WEDGES PER JOINT, MINIMUM DEPTH OF COVER IS 3'-0" BELOW FINISHED GRADE.
  - ALL PRECAST CONCRETE GATEWELL SECTIONS SHALL BE MANUFACTURED TO CONFORM WITH A.S.T.M. SPEC. STANDARD SPECIFICATION FOR PRECAST REINFORCED CONCRETE MANHOLE SECTIONS, EXCEPT, WALL THICKNESS SHALL BE SHOWN ON THESE DETAILS. ALL JOINTS FOR PRECAST CONCRETE GATEWELL SECTIONS SHALL BE "MODIFIED GROUND THROTTLE" WITH GASKETS MANUFACTURED TO CONFORM WITH A.S.T.M. SPEC. STANDARD SPECIFICATIONS FOR JOINTS FOR CONCRETE SEWER AND CULVERT PIPE USING RUBBER GASKETS.
  - THE CONTRACTOR SHALL NOTIFY THE CITY OF HOWELL FOR TAP INSPECTION TO THE EXISTING WATER MAIN, PRESSURE TEST WITNESS, WATERLOGGING, SAMPLING, AND FOR FINAL INSPECTION/REVIEW 24 HOURS PRIOR. NOTICE IS REQUIRED.
  - ALL NECESSARY EASEMENTS SHALL BE PROVIDED IN THE NAME OF THE CITY OF HOWELL AND/OR ITS AGENT FOR THE INSTALLATION, OPERATION, AND MAINTENANCE OF THE PROVIDED WATER MAINS BEFORE ACCEPTANCE OF THE WATER DISTRIBUTION SYSTEM.
  - THE DESIGN ENGINEER SHALL FURNISH THE CITY OF HOWELL WITH "AS BUILT" WATER MAIN PLANS PER THE CITY STANDARDS, FROM JOB COMPLETION. PLANS SHALL LOCATE ALL WATER MAINS, HYDRANTS, AND GATE VALVES AND WELLS PER CITY "AS BUILT" STANDARDS.
  - ALL REQUIRED CROSS CONNECTION AND CONTROL DEVICES SHALL BE INSTALLED AS REQUIRED BY THE CITY OF HOWELL AND IN ACCORDANCE WITH THE STANDARDS OF THE MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY.
  - TAPPING SLEEVES SHALL BE STAINLESS STEEL MECHANICAL JOINT.
  - ALL TRENCHES UNDER THE 45 DEGREE LINE OF INFLUENCE OF EXISTING OR PROPOSED PAVEMENTS, SIDEWALKS, BIKEPATHS & DRIVE APPROACHES SHALL BE BACKED FILLED WITH MOST GRADE 11 SAND COMPACTED TO 95% OF MAXIMUM UNIT WEIGHT.
  - ALL WATER MAIN JOINTS REQUIRING RESTRAINT SHALL USE MECHANICAL FITTINGS OR FIELD-OR GASKETS, FOLLOWING MANUFACTURER'S GUIDELINES. THE USE FOR CONCRETE THROTTLE BLOCKS WILL NOT BE ALLOWED.
  - TRACER WIRE IS REQUIRED ON ALL HOSE LEADS (SD-8, MWA C-901, ASTM D2973) IT SHALL BE A MINIMUM OF 18 GAUGE COPPER, COLORED BLACK OR WHITE, AND RUN THE ENTIRE LENGTH OF THE PIPE WITH THE GUY ACCESSIBLE FOR LINE LOCATION PURPOSES.

HOWELL MICHIGAN  
JOB NO. 20100120  
DATE MARCH 2015  
SHEET NO. WM7

HOWELL MICHIGAN  
JOB NO. 20100120  
DATE MARCH 2015  
SHEET NO. WM8

HOWELL MICHIGAN  
JOB NO. 20100120  
DATE MARCH 2015  
SHEET NO. WM9

HOWELL MICHIGAN  
JOB NO. 20100120  
DATE MARCH 2015  
SHEET NO. WM10

HOWELL MICHIGAN  
JOB NO. 20100120  
DATE MARCH 2015  
SHEET NO. WM11

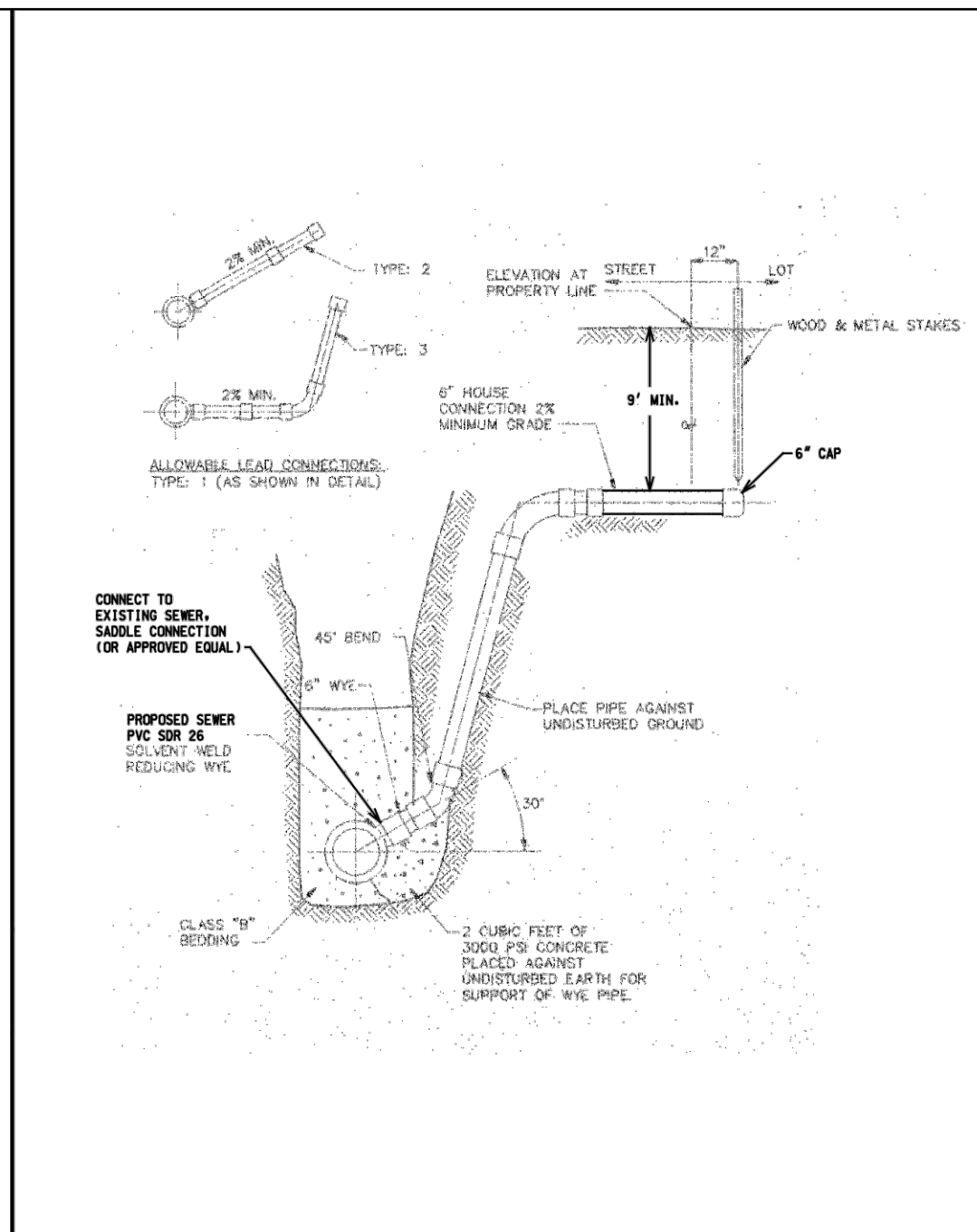
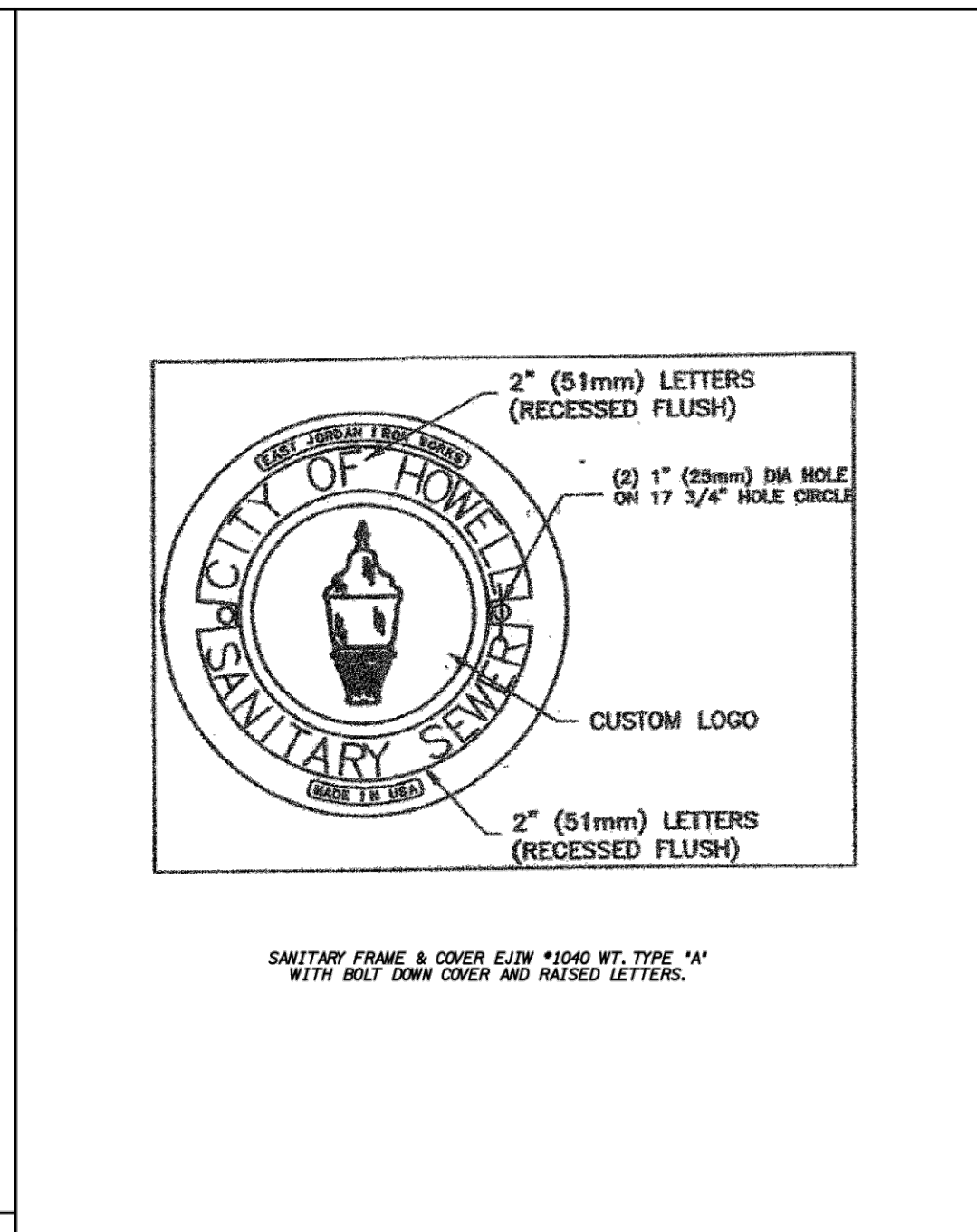
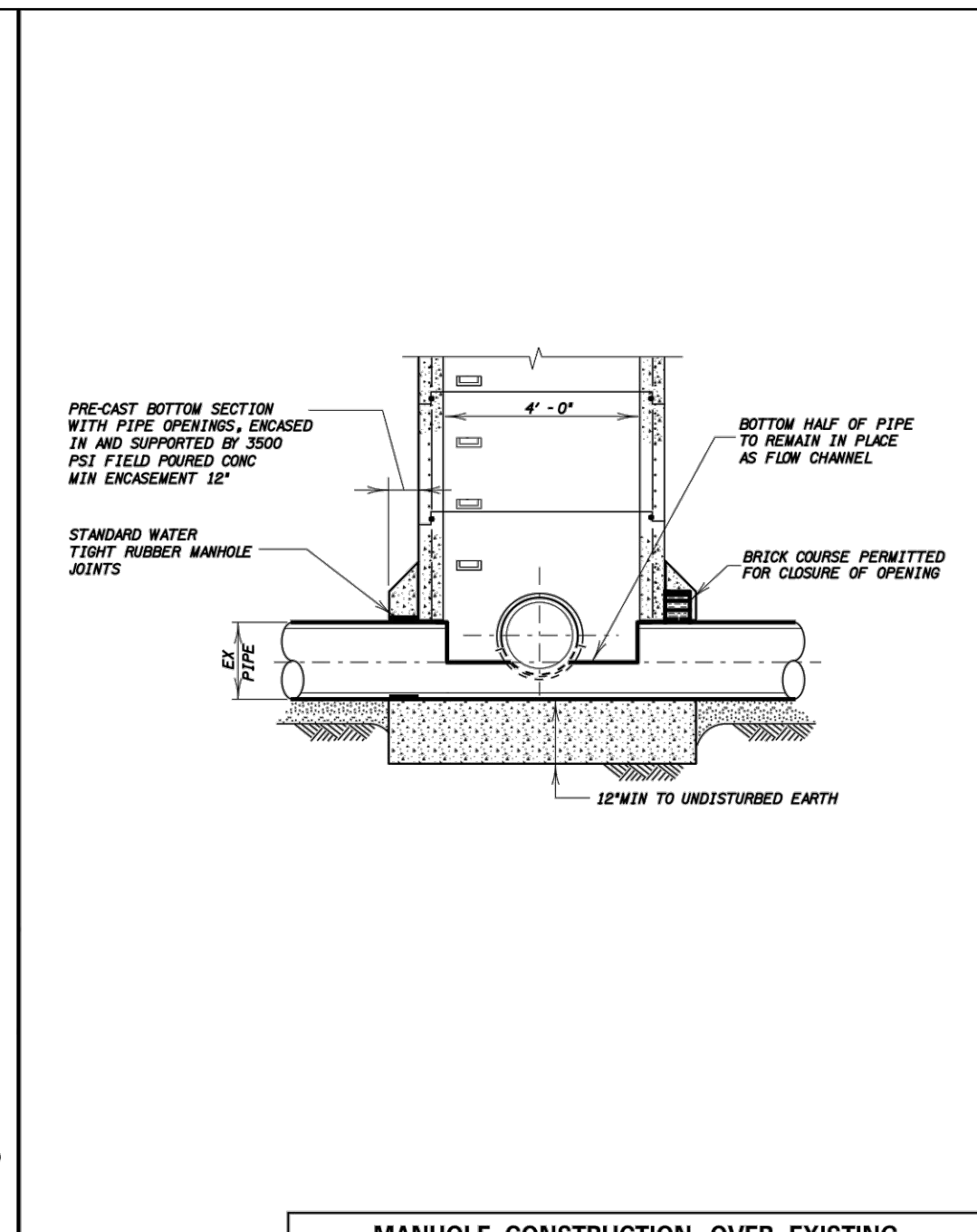
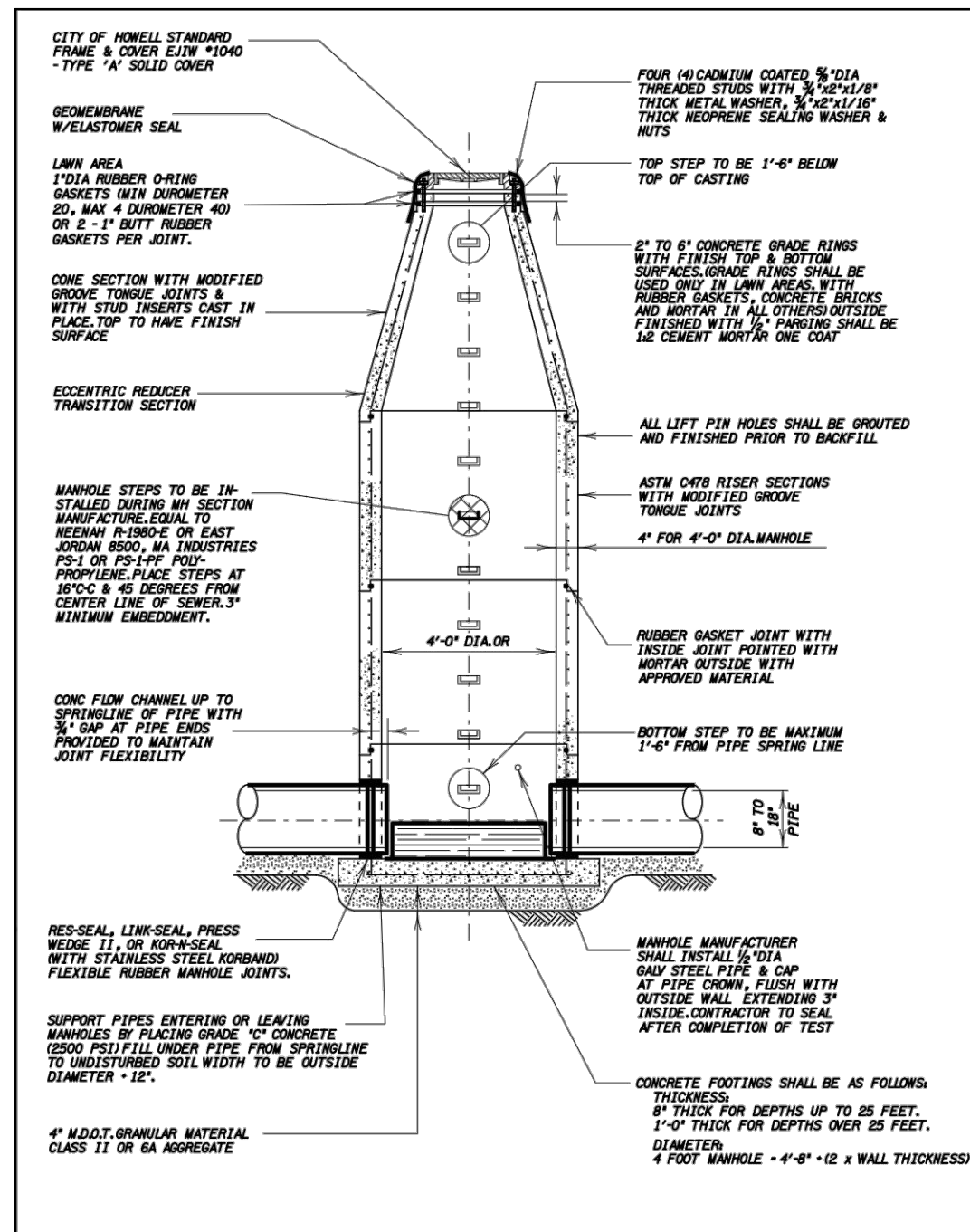
**BEBOSS Engineering**  
Engineers Surveyors Planners Landscape Architects  
3121 E. GRAND RIVER AVE.  
HOWELL, MI. 48843  
517.546.4836 FAX 517.548.1670

**BARNARD STATION CONDOMINIUM**  
PREPARED FOR: BARNARD STATION, LLC  
5338 EDGEWATER DRIVE  
PINKNEY, MI 48169  
734-946-1100

**CITY OF HOWELL WATERMAIN DETAILS**

NO.	DATE	REVISION	PER
1	4/18/23	1	ST
2	7/15/23	1	ST

DESIGNED BY: ST  
DRAWN BY: MJD  
CHECKED BY:  
SCALE: NO SCALE  
JOB NO: 22-353  
DATE: 2/3/23  
SHEET NO. 9



<b>SANITARY MANHOLE</b>		SHEET NO. <b>S1</b>
JOB NO. 20100120	DATE MARCH 2015	OF

<b>MANHOLE CONSTRUCTION OVER EXISTING SANITARY SEWER</b>		SHEET NO. <b>S3</b>
JOB NO. 20100120	DATE MARCH 2015	OF

<b>SANITARY MANHOLE COVER</b>		SHEET NO. <b>S7</b>
JOB NO. 20100120	DATE MARCH 2015	OF

<b>6" HOUSE LEAD</b>		SHEET NO. <b>S9</b>
JOB NO. 20100120	DATE MARCH 2015	OF

**GENERAL NOTES:**

- ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARDS & SPECIFICATIONS OF THE CITY OF HOWELL. THE CONTRACTOR SHALL HAVE FULL TIME SUPERVISION PROVIDED BY A LICENSED PROFESSIONAL ENGINEER PROVIDED BY OR CHARGED TO BY THE CITY OF HOWELL.
- BEFORE THE START OF CONSTRUCTION, THE CONTRACTOR MUST NOTIFY AND MAKE IN THEIR POSSESSION AN APPROVED CONSTRUCTION PERMIT ISSUED BY THE CITY OF HOWELL. THE CONTRACTOR SHALL NOTIFY THE CITY OF HOWELL CIVIL ENGINEER IN WRITING PRIOR TO THE BEGINNING OF ANY CONSTRUCTION.
- NO EXISTING INFILTRATION SHALL EXCEED 100 GALLONS PER INCH DIA PER FEET OF PIPE FOR IN-HOUSE PIPES AND 50 GALLONS PER INCH DIA PER FEET OF PIPE FOR EXISTING INFILTRATION LIMITS ARE MORE CONSERVATIVE. THIS TEST SHALL APPLICABLE TO ALL INFILTRATION TESTS THAT ARE ALLOWED SUBJECT TO APPROVAL OF THE CITY OF HOWELL.
4. REPAIRS TO EXISTING MANHOLE RINGS SHALL BE MADE WITH APPROVED REPAIR MATERIALS. ALL REPAIRS SHALL BE MADE WITH APPROVED REPAIR MATERIALS. ALL REPAIRS SHALL BE MADE WITH APPROVED REPAIR MATERIALS.
5. A WATER TIGHT MANHOLE WITH A COVERED LID AND A PIPE TO PERMIT MAXIMUM INFILTRATION SHALL BE PROVIDED. THE COVER SHALL BE PROVIDED IN THE FIRST MANHOLE FROM THE CONSTRUCTION POINT. THE COVER SHALL BE PROVIDED IN THE FIRST MANHOLE FROM THE CONSTRUCTION POINT. THE COVER SHALL BE PROVIDED IN THE FIRST MANHOLE FROM THE CONSTRUCTION POINT.
6. BEDDING SANDS AND BEDDING SHALL BE 1/4" TO 1/2" ANGULAR GRADED STONE. BEDDING SANDS AND BEDDING SHALL BE 1/4" TO 1/2" ANGULAR GRADED STONE. BEDDING SANDS AND BEDDING SHALL BE 1/4" TO 1/2" ANGULAR GRADED STONE.
7. SEWER PIPE SHALL BE INSTALLED IN STANDARD BEDDING OR BETTER.
8. MANHOLES SHALL HAVE APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
9. JOINTS SHALL BE MADE WITH APPROVED JOINT COMPOUND. JOINTS SHALL BE MADE WITH APPROVED JOINT COMPOUND. JOINTS SHALL BE MADE WITH APPROVED JOINT COMPOUND.
10. MANHOLES SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
11. NEW MANHOLES SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
12. NO OPENING WATER, STORM WATER OR PLASTIC WATER, DOWNSPOUT DRAINAGE SHALL BE ALLOWED TO ENTER AN EXISTING SEWER.
13. MANHOLES SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
14. MANHOLES SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
15. IT SHALL BE THE OWNER'S RESPONSIBILITY TO VERIFY THE LOCATION OF EXISTING UTILITIES AND PROVIDE INFORMATION NECESSARY TO THE PROTECTION OF EXISTING UTILITIES WHICH MAY AFFECT THE INSTALLATION OF THE UTILITY.
16. THE SEWER MANHOLE SIZE OF A NEW SANITARY SEWER IS 18" DIA. THE LAST UPSTREAM RUN OF SEWER MUST BE AT A GRADE OF 1.00% OR GREATER.
17. AN SEWER LEAD PER UNIT MUST BE PROVIDED. UNITS SERVICED FROM A SINGLE LEAD WILL NOT BE PERMITTED.
18. SEWER LEADS OF LONGER THAN 500 FT. IN LENGTH WILL REQUIRE THE CONSTRUCTION OF A SINKER CATCHER.
19. ALL NECESSARY EASEMENTS SHALL BE PROVIDED IN THE NAME OF THE CITY OF HOWELL AND/OR ITS AGENT FOR THE INSTALLATION, OPERATION, AND MAINTENANCE OF THE PROVIDED WATER MAINS BEFORE ACCEPTANCE OF THE WATER DISTRIBUTION SYSTEM.
20. THE DESIGN ENGINEER SHALL FURNISH THE CITY OF HOWELL WITH "AS BUILT" WATER MAIN PLANS FOR THE CITY ENGINEER. FOR ALL CONSTRUCTION SHALL BE MADE IN ALL WORKS, HIGHWAYS, AND STATE STAGES AND WELLS PER CITY "AS BUILT" STANDARDS.

**GENERAL NOTES:**

- ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARDS & SPECIFICATIONS OF THE CITY OF HOWELL. THE CONTRACTOR SHALL HAVE FULL TIME SUPERVISION PROVIDED BY A LICENSED PROFESSIONAL ENGINEER PROVIDED BY OR CHARGED TO BY THE CITY OF HOWELL.
- BEFORE THE START OF CONSTRUCTION, THE CONTRACTOR MUST NOTIFY AND MAKE IN THEIR POSSESSION AN APPROVED CONSTRUCTION PERMIT ISSUED BY THE CITY OF HOWELL. THE CONTRACTOR SHALL NOTIFY THE CITY OF HOWELL CIVIL ENGINEER IN WRITING PRIOR TO THE BEGINNING OF ANY CONSTRUCTION.
- NO EXISTING INFILTRATION SHALL EXCEED 100 GALLONS PER INCH DIA PER FEET OF PIPE FOR IN-HOUSE PIPES AND 50 GALLONS PER INCH DIA PER FEET OF PIPE FOR EXISTING INFILTRATION LIMITS ARE MORE CONSERVATIVE. THIS TEST SHALL APPLICABLE TO ALL INFILTRATION TESTS THAT ARE ALLOWED SUBJECT TO APPROVAL OF THE CITY OF HOWELL.
- REPAIRS TO EXISTING MANHOLE RINGS SHALL BE MADE WITH APPROVED REPAIR MATERIALS. ALL REPAIRS SHALL BE MADE WITH APPROVED REPAIR MATERIALS. ALL REPAIRS SHALL BE MADE WITH APPROVED REPAIR MATERIALS.
- A WATER TIGHT MANHOLE WITH A COVERED LID AND A PIPE TO PERMIT MAXIMUM INFILTRATION SHALL BE PROVIDED. THE COVER SHALL BE PROVIDED IN THE FIRST MANHOLE FROM THE CONSTRUCTION POINT. THE COVER SHALL BE PROVIDED IN THE FIRST MANHOLE FROM THE CONSTRUCTION POINT. THE COVER SHALL BE PROVIDED IN THE FIRST MANHOLE FROM THE CONSTRUCTION POINT.
- BEDDING SANDS AND BEDDING SHALL BE 1/4" TO 1/2" ANGULAR GRADED STONE. BEDDING SANDS AND BEDDING SHALL BE 1/4" TO 1/2" ANGULAR GRADED STONE. BEDDING SANDS AND BEDDING SHALL BE 1/4" TO 1/2" ANGULAR GRADED STONE.
- SEWER PIPE SHALL BE INSTALLED IN STANDARD BEDDING OR BETTER.
- MANHOLES SHALL HAVE APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
- JOINTS SHALL BE MADE WITH APPROVED JOINT COMPOUND. JOINTS SHALL BE MADE WITH APPROVED JOINT COMPOUND. JOINTS SHALL BE MADE WITH APPROVED JOINT COMPOUND.
- MANHOLES SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
- NEW MANHOLES SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
- NO OPENING WATER, STORM WATER OR PLASTIC WATER, DOWNSPOUT DRAINAGE SHALL BE ALLOWED TO ENTER AN EXISTING SEWER.
- MANHOLES SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
- MANHOLES SHALL BE PROVIDED WITH APPROVED FLEETING. WATER-TIGHT SEALS WHERE PIPES CROSS THROUGH MANHOLE WALLS SHALL BE PROVIDED WITH APPROVED FLEETING.
- IT SHALL BE THE OWNER'S RESPONSIBILITY TO VERIFY THE LOCATION OF EXISTING UTILITIES AND PROVIDE INFORMATION NECESSARY TO THE PROTECTION OF EXISTING UTILITIES WHICH MAY AFFECT THE INSTALLATION OF THE UTILITY.
- THE SEWER MANHOLE SIZE OF A NEW SANITARY SEWER IS 18" DIA. THE LAST UPSTREAM RUN OF SEWER MUST BE AT A GRADE OF 1.00% OR GREATER.
- AN SEWER LEAD PER UNIT MUST BE PROVIDED. UNITS SERVICED FROM A SINGLE LEAD WILL NOT BE PERMITTED.
- SEWER LEADS OF LONGER THAN 500 FT. IN LENGTH WILL REQUIRE THE CONSTRUCTION OF A SINKER CATCHER.
- ALL NECESSARY EASEMENTS SHALL BE PROVIDED IN THE NAME OF THE CITY OF HOWELL AND/OR ITS AGENT FOR THE INSTALLATION, OPERATION, AND MAINTENANCE OF THE PROVIDED WATER MAINS BEFORE ACCEPTANCE OF THE WATER DISTRIBUTION SYSTEM.
- THE DESIGN ENGINEER SHALL FURNISH THE CITY OF HOWELL WITH "AS BUILT" WATER MAIN PLANS FOR THE CITY ENGINEER. FOR ALL CONSTRUCTION SHALL BE MADE IN ALL WORKS, HIGHWAYS, AND STATE STAGES AND WELLS PER CITY "AS BUILT" STANDARDS.

**SPECIFICATIONS FOR TRUSS PIPE SANITARY SEWER**

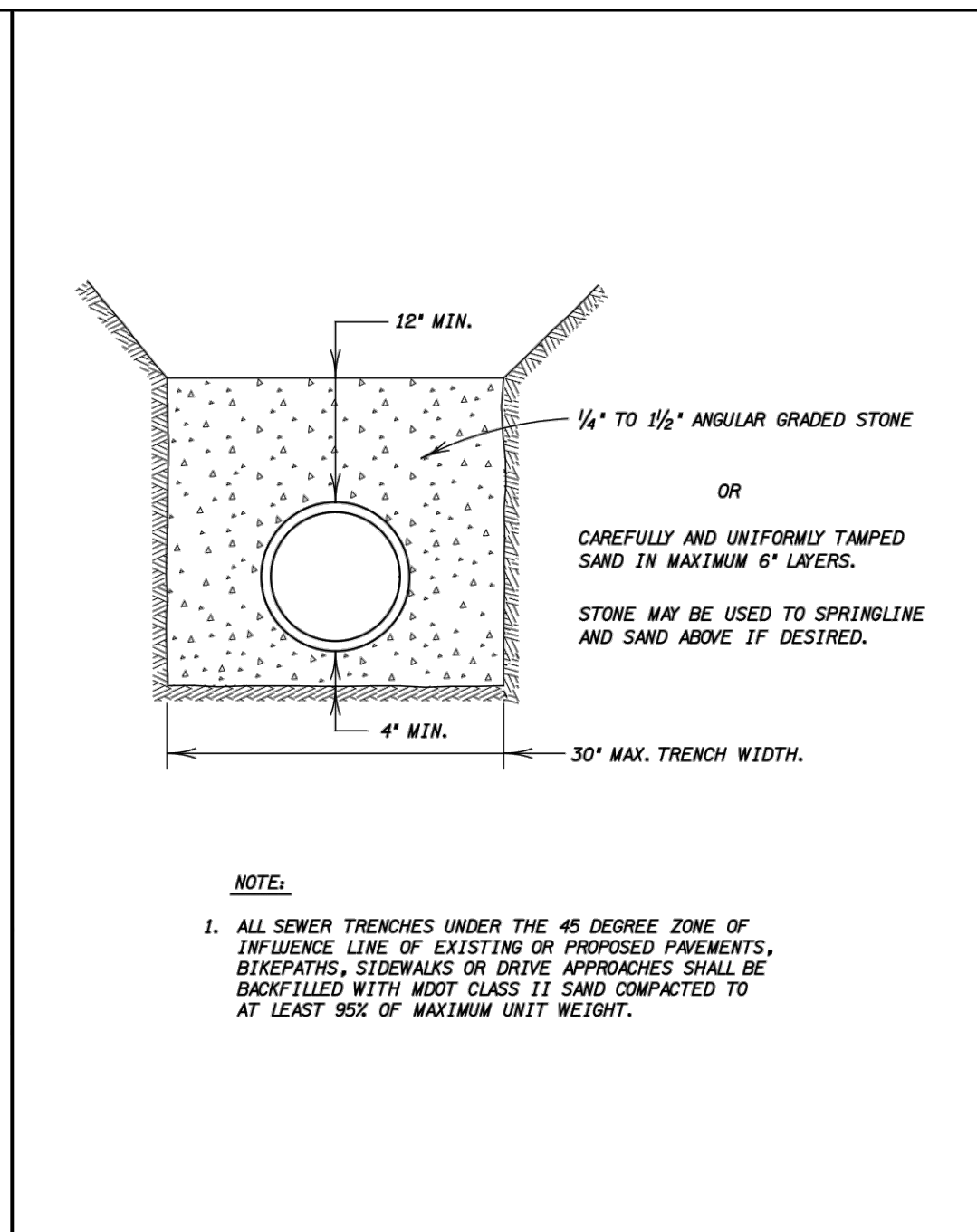
**MATERIALS AND CERTIFICATIONS:**

ARMO TRUSS PIPE AND FITTINGS SHALL BE A DESCRIBED UNDER ASTM DESIGNATION D880-05A. STANDARD SPECIFICATION FOR FOOTING CHAIRS (PVC) COMPOSITE SEWER PIPING, APPENDIX A1 OF SAID SPECIFICATION SHALL BE MODIFIED BY THE BEDDING REQUIREMENTS OUTLINED BELOW.

SOLID WALL PVC PIPE FOR 6" HOUSE CONNECTION SEWERS SHALL BE SCH-40 OR SDR 23.5 CONFORMING TO ASTM DESIGNATION D2711-03A. SOLID WALL PIPE SHALL BE INSTALLED IN ACCORDANCE WITH BEDDING REQUIREMENTS OUTLINED BELOW.

ALL PIPE SHALL BE CERTIFIED BY THE MANUFACTURER TO MEET THE APPLICABLE ASTM SPECIFICATION REQUIREMENTS. CERTIFICATION FORMS, TOGETHER WITH A REPORT OF THE TEST RESULTS, SHALL BE PROVIDED TO THE INSPECTOR WITH PIPE DELIVERIES AND COPIES SHALL BE FORWARDED TO THE ENGINEER OR THE OWNER. CERTIFICATION FORMS SHALL INCLUDE: PRODUCT NAME, LOCATION, CONTRACTOR, AND TEST LOT NUMBER. LOT SIZES SHALL BE ACCEPTABLE TO THE ENGINEER.

ALL PIPE AND FITTINGS SHALL BE SUTILELY MARKED TO PROVIDE MANUFACTURER'S NAME, LOT OR PRODUCTION NUMBER, ASTM DESIGNATION, PVC, NOMINAL DIAMETER, AND SDR NUMBER, WHERE APPLICABLE. FITTINGS, HOWEVER, USED NOT CONTAIN LOT OR PRODUCTION NUMBER. PIPE SHALL HAVE A "HOME" MARK. TRUSS PIPE WITH AN ABSENCE OF FILLER MATERIAL AT THE ENDS GREATER THAN 1/4" DEEP SHALL BE SUBJECT TO REJECTION OR ACCEPTABLE REPAIR.



<b>SANITARY GENERAL NOTES</b>		SHEET NO. <b>S10</b>
JOB NO. 20100120	DATE MARCH 2015	OF

<b>SANITARY CONSTRUCTION NOTES</b>		SHEET NO. <b>S11</b>
JOB NO. 20100120	DATE MARCH 2015	OF

<b>TRUSS PIPE SANITARY NOTES</b>		SHEET NO. <b>S12</b>
JOB NO. 20100120	DATE MARCH 2015	OF

<b>TRUSS &amp; SOLID WALL PIPE BEDDING DETAIL</b>		SHEET NO. <b>S13</b>
JOB NO. 20100120	DATE MARCH 2015	OF

**BEBOSS Engineering**  
 Engineers Surveyors Planners Landscape Architects  
 3121 E. GRAND RIVER AVE.  
 HOWELL, MI. 48843  
 517.546.4836 FAX 517.548.1670

BEFORE USING, DATE CALL M.S.S. DIG 1-800-482-4827

**BARNARD STATION CONDOMINIUM**

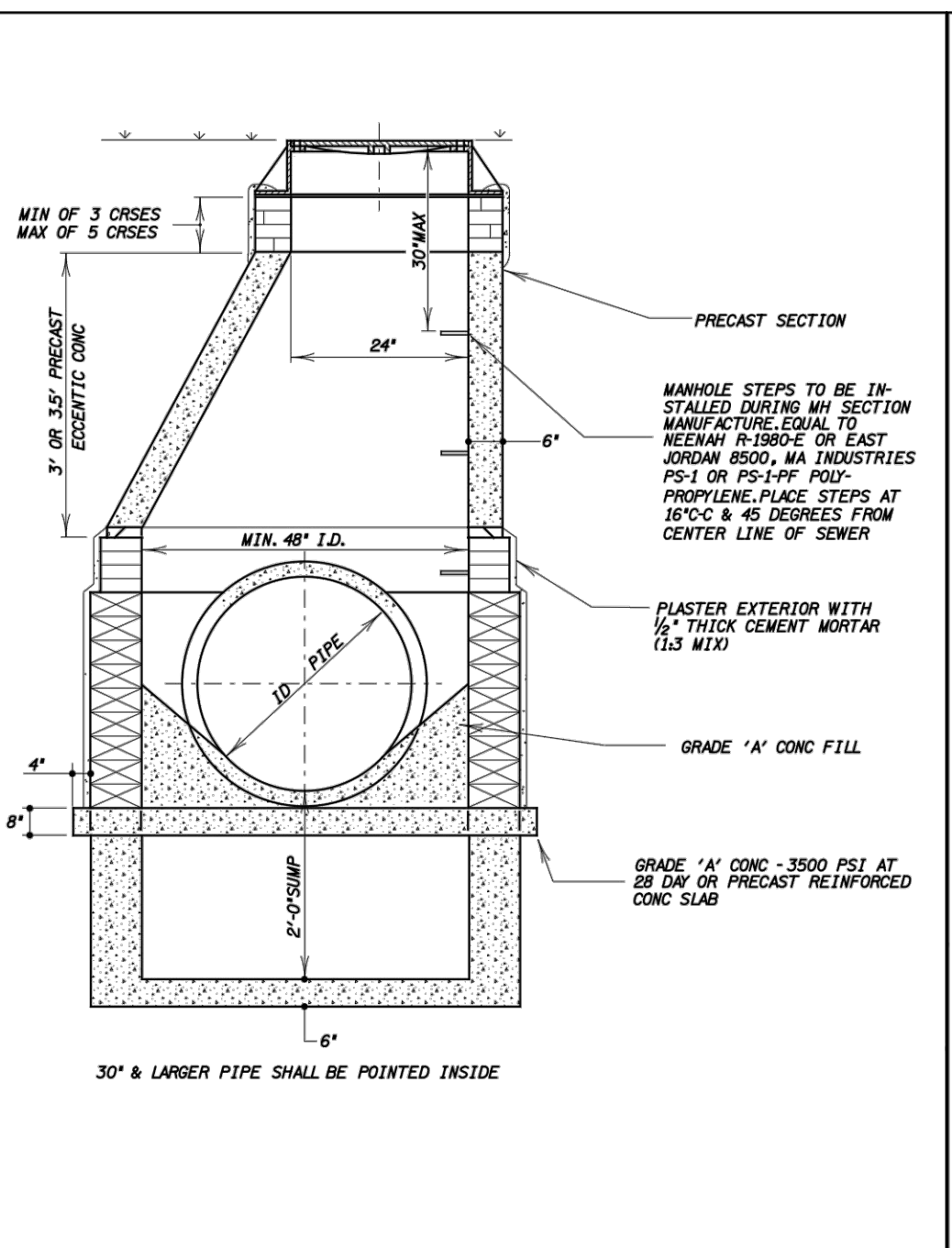
PREPARED FOR: BARNARD STATION, LLC  
 5330 EDGEWATER DRIVE  
 PLYMOUTH, MI 48150  
 734-946-1100

TITLE: CITY OF HOWELL SANITARY SEWER DETAILS

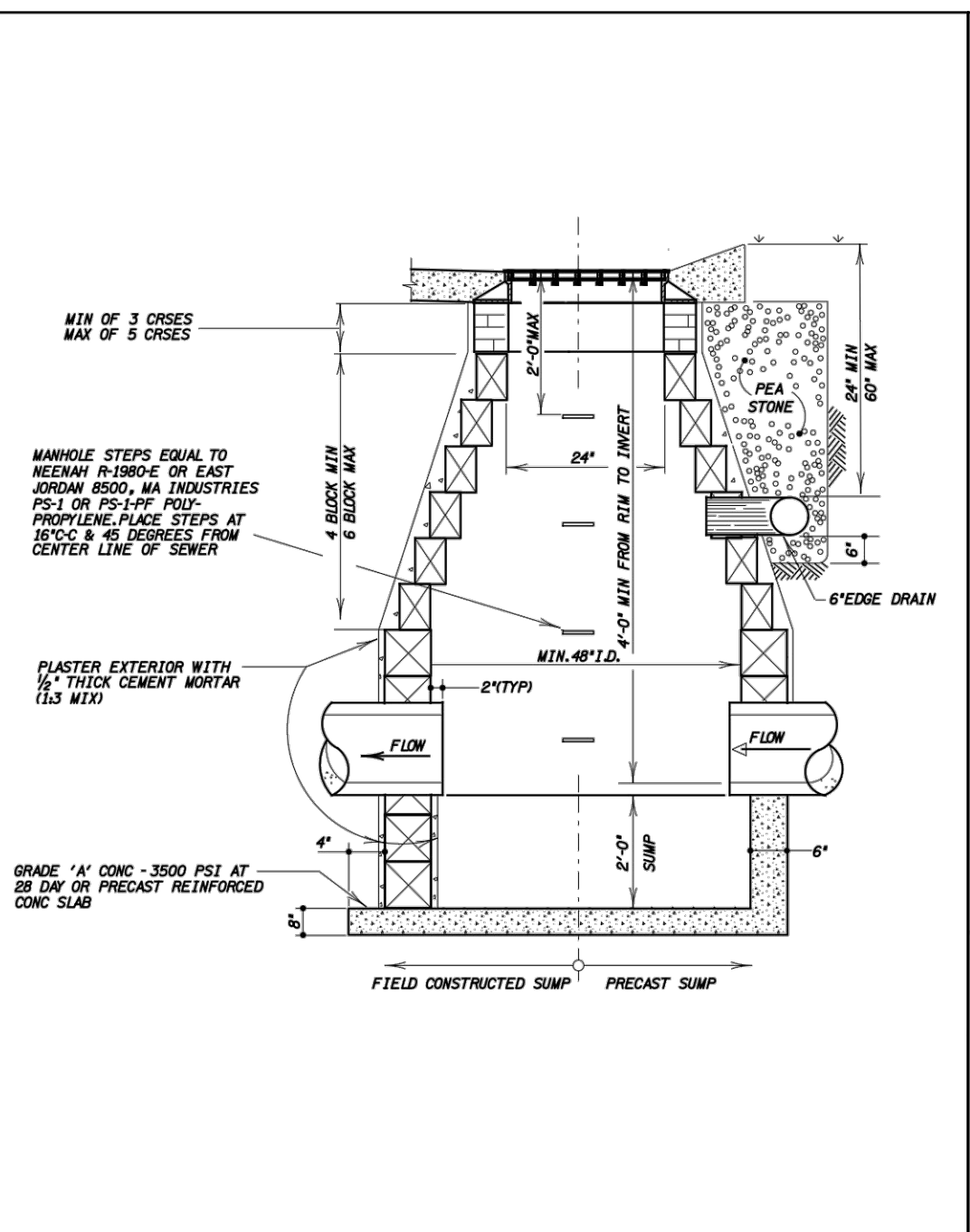
PER CITY REVIEW	4/18/23
PARCEL ID	2/15/23
DATE	
NO BY	

DESIGNED BY: ST  
 DRAWN BY: MJD  
 CHECKED BY:  
 SCALE: NO SCALE  
 JOB NO: 22-353  
 DATE: 2/3/23  
 SHEET NO. 10

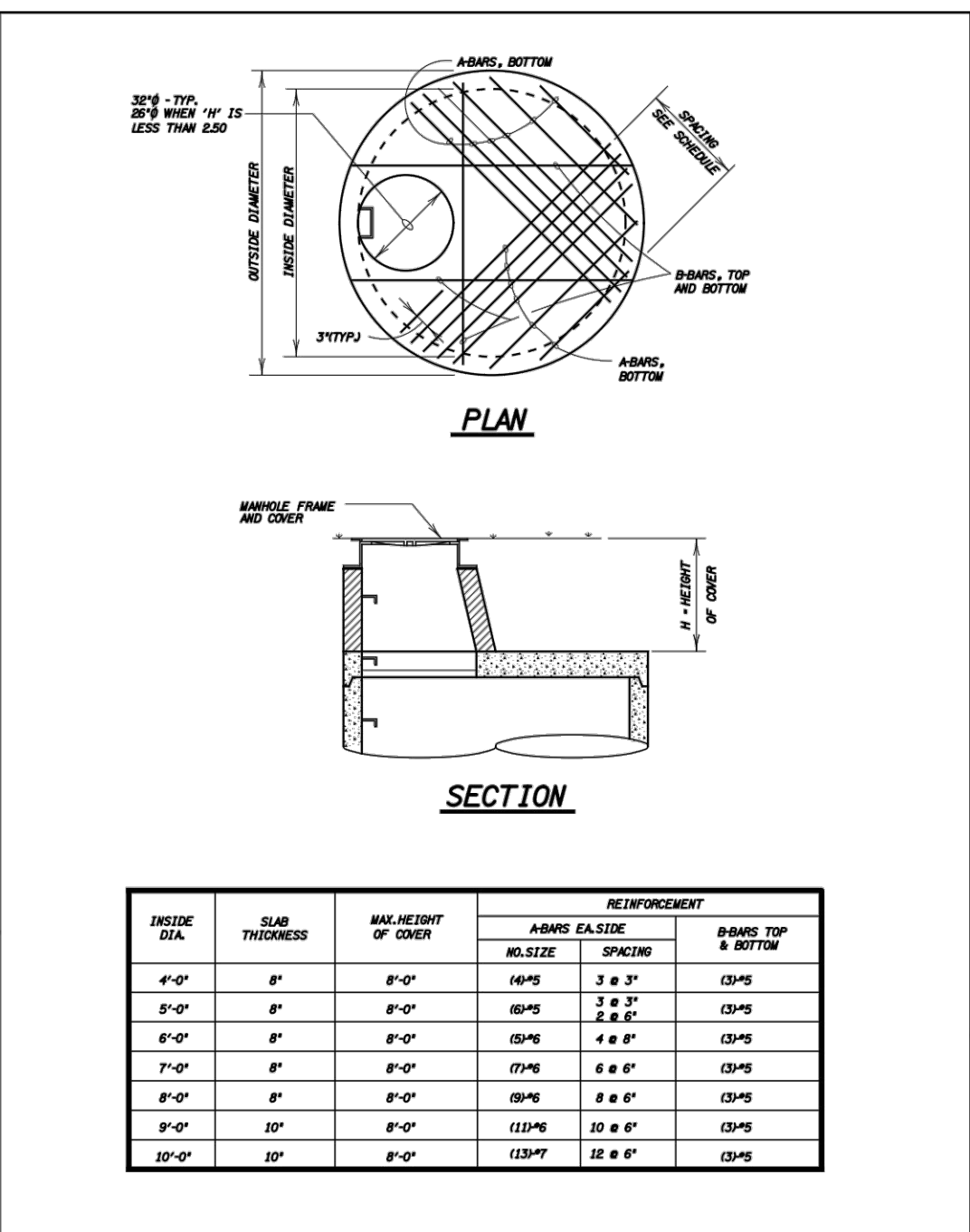
**BEBOSS Engineering**



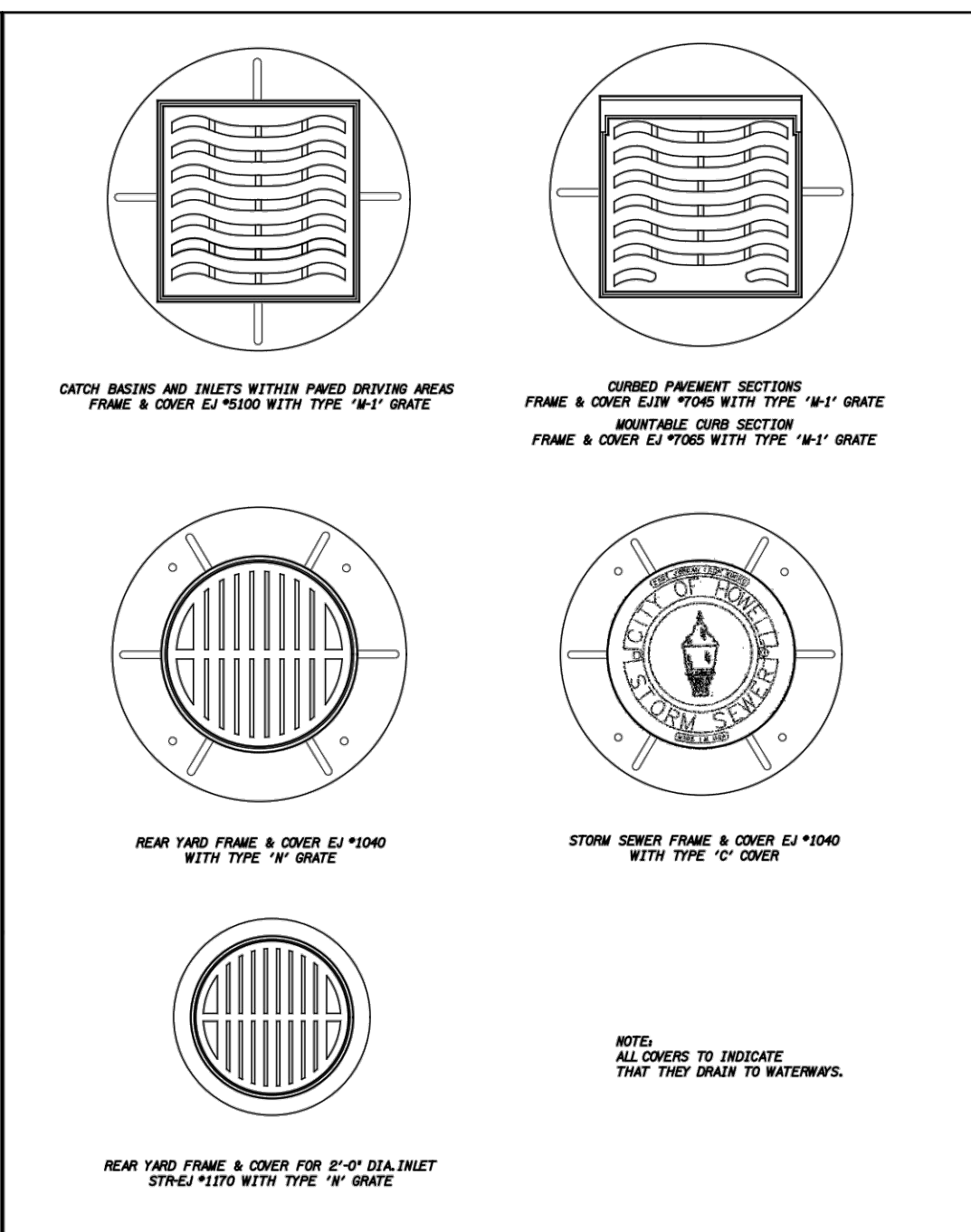
**STORM MANHOLE FOR 42" PIPE AND SMALLER**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST1



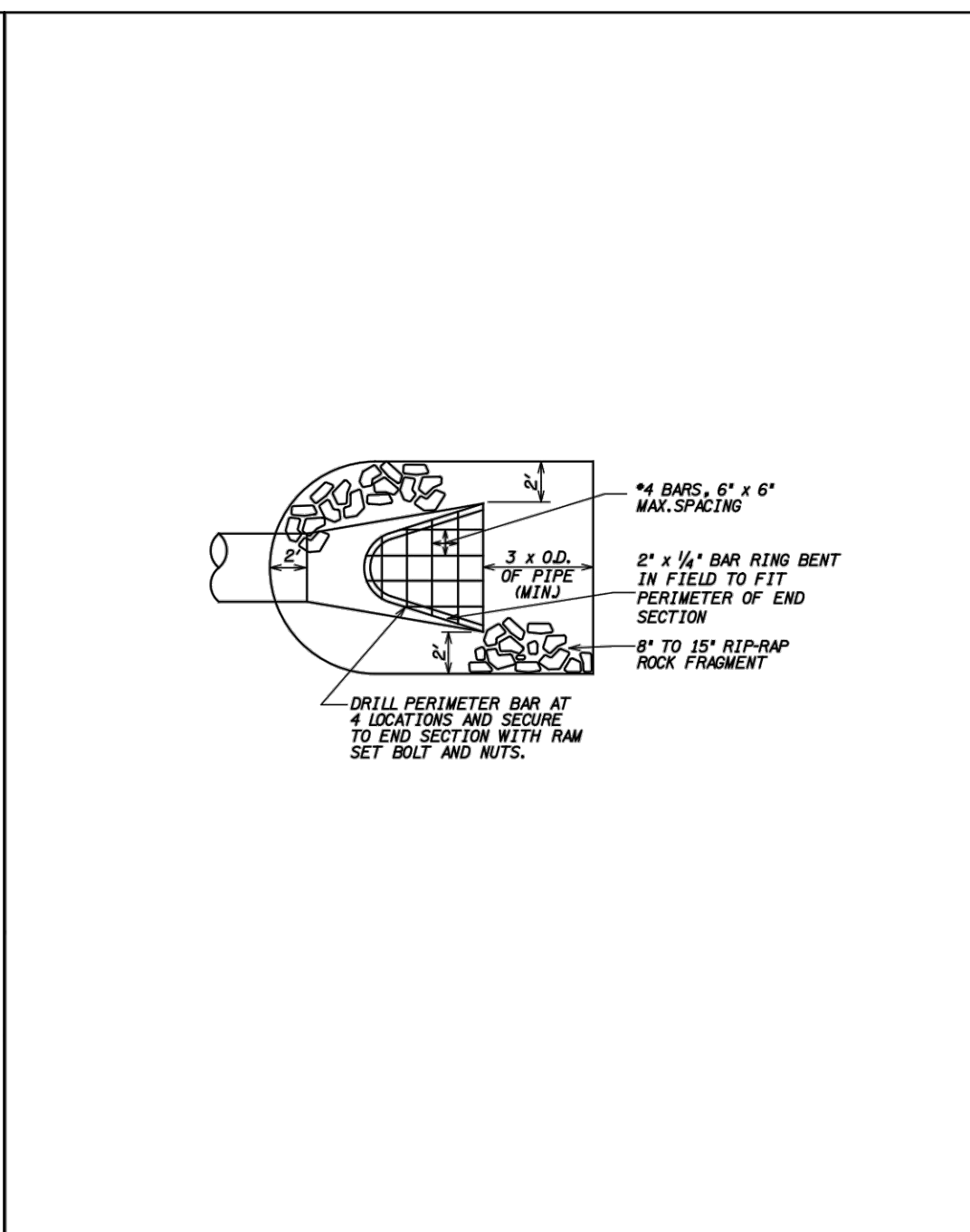
**CATCH BASIN**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST3



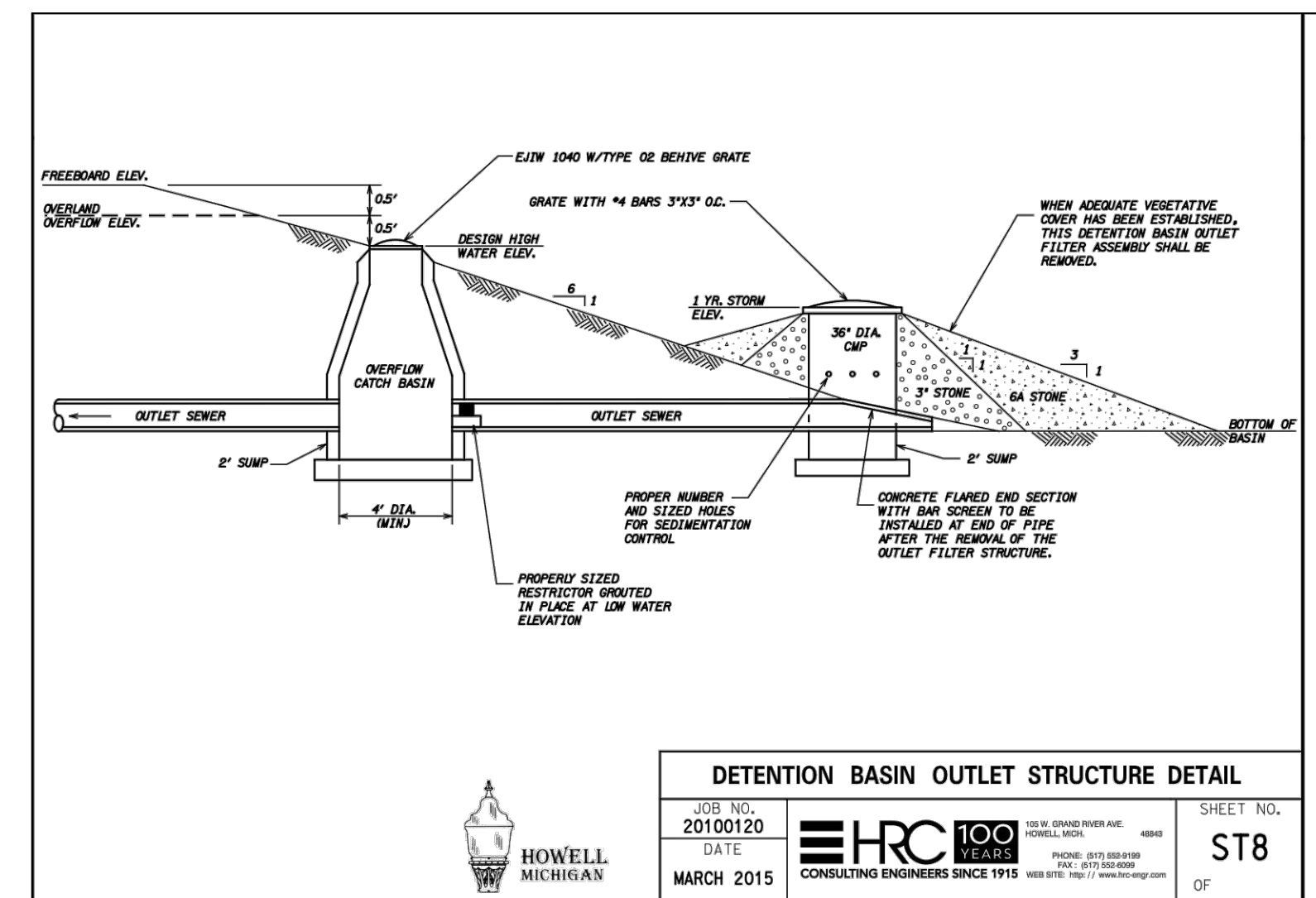
**MANHOLE REINFORCEMENT DETAIL**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST6



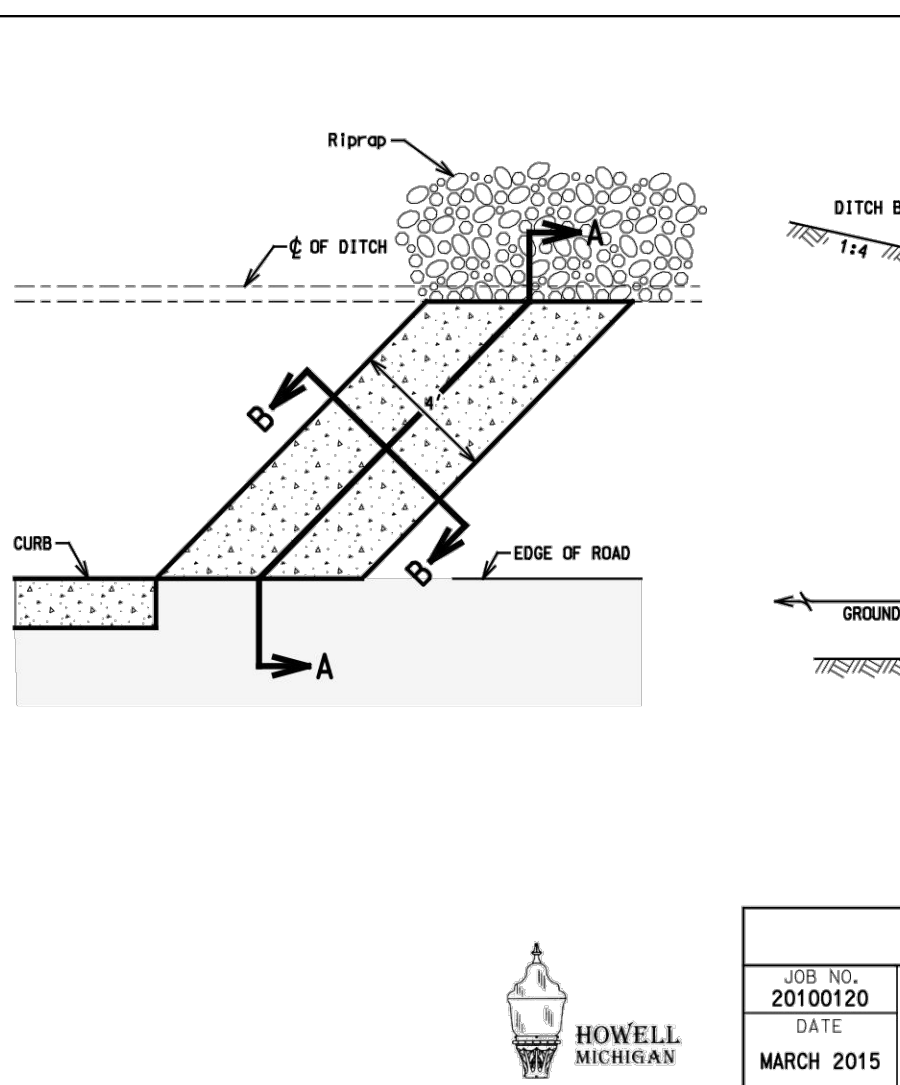
**FRAME AND COVER**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST7



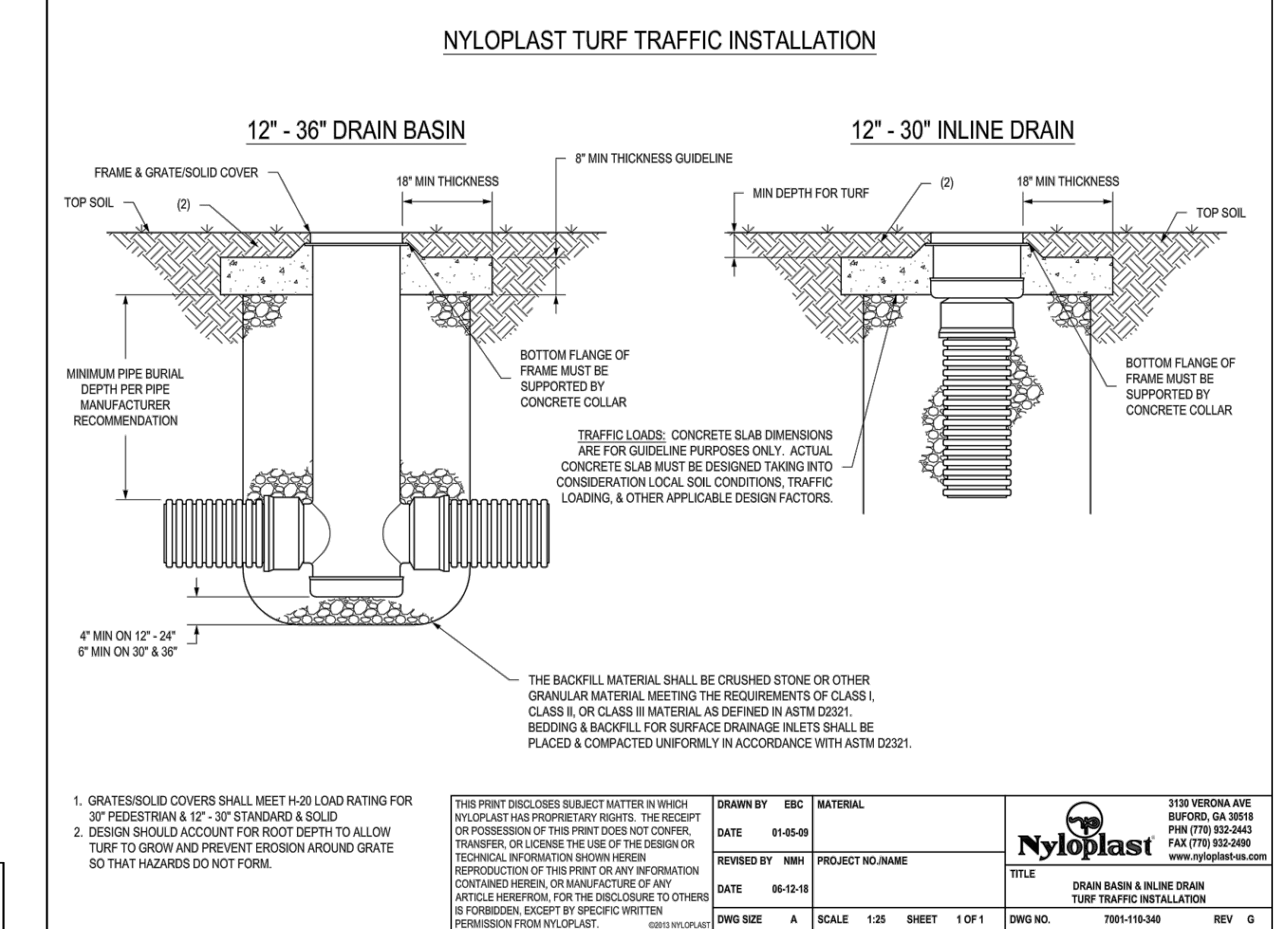
**END SECTION AND BAR SCREEN DETAIL**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST10



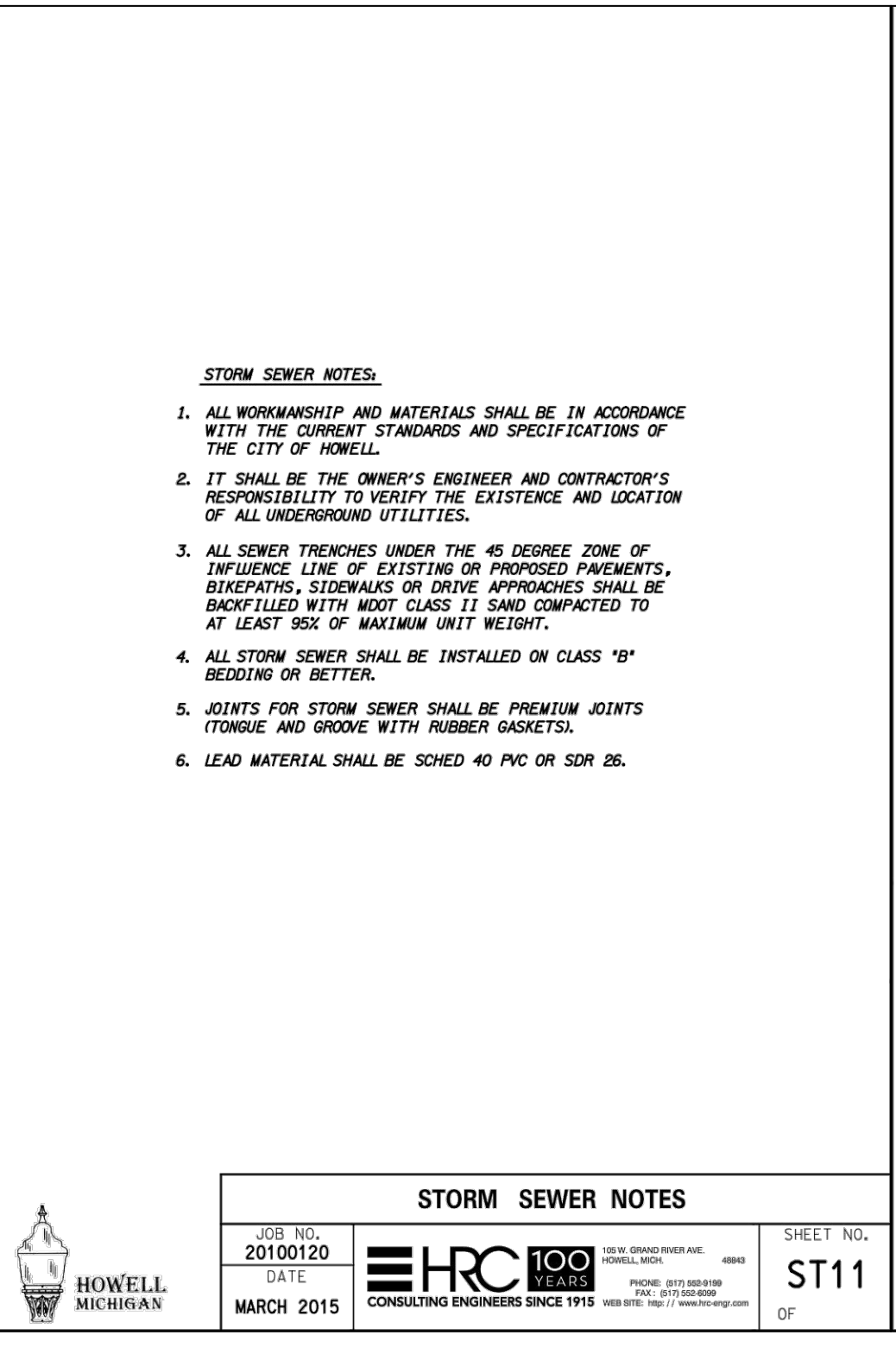
**DETENTION BASIN OUTLET STRUCTURE DETAIL**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST8



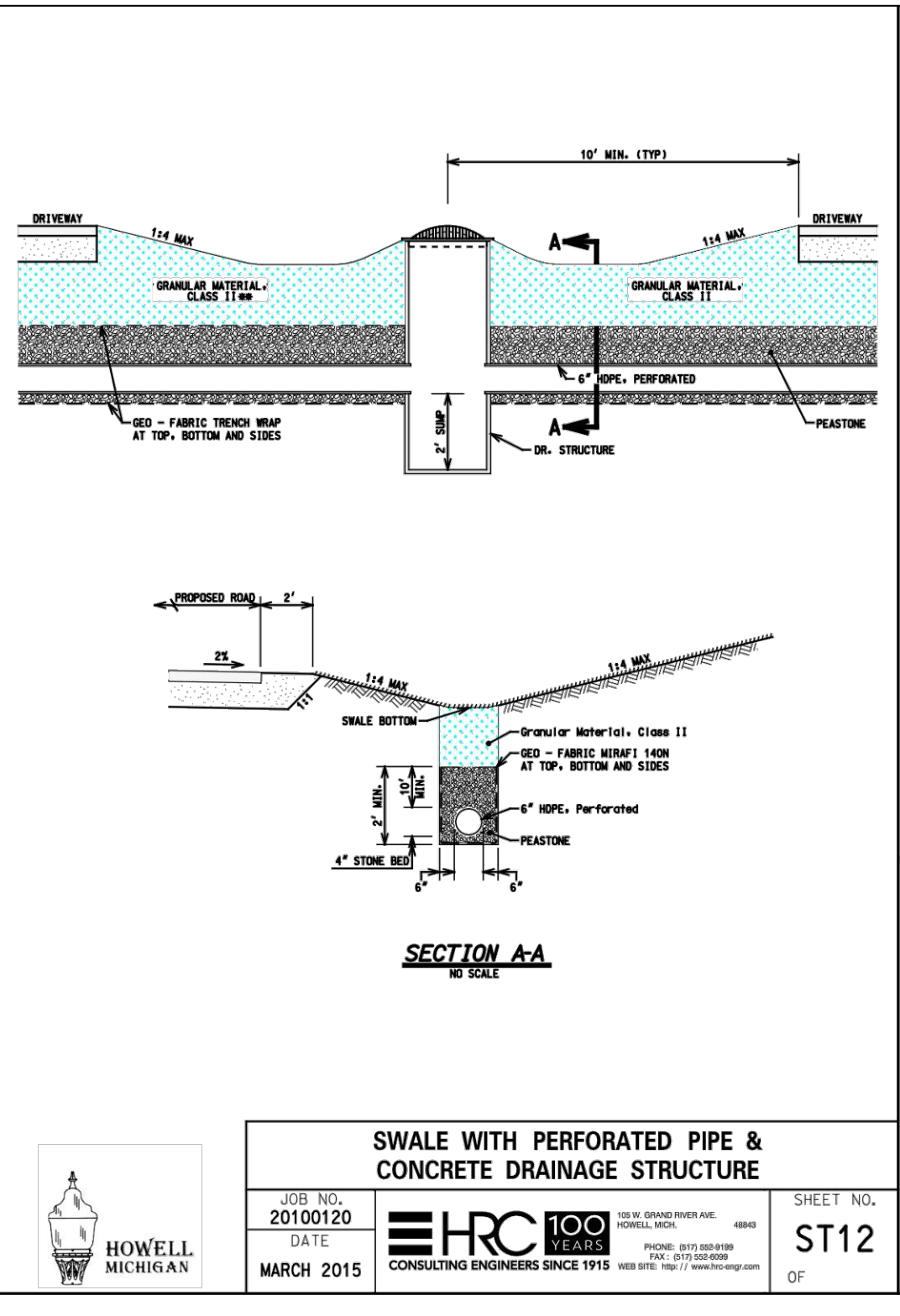
**SPILLWAY**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST13



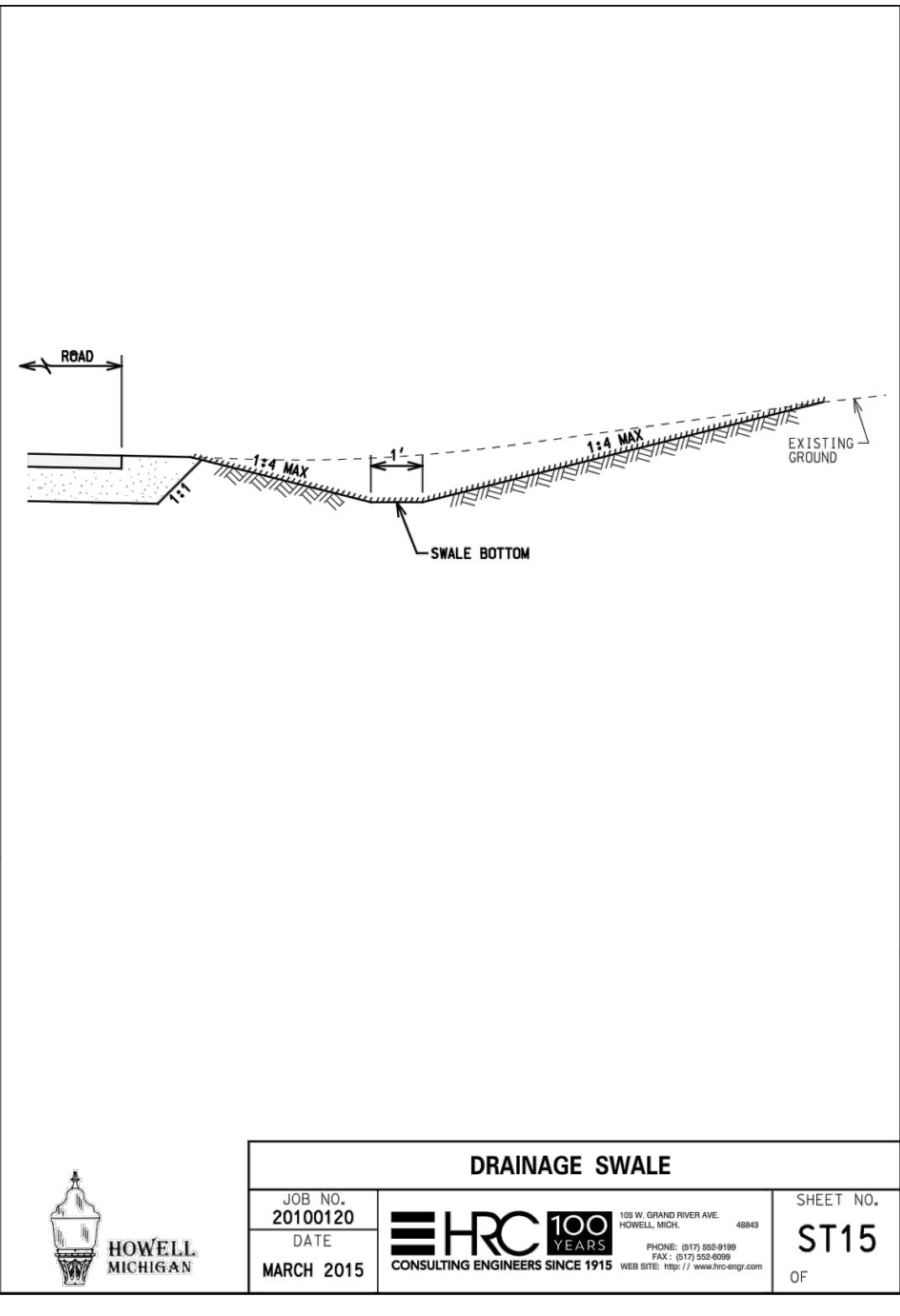
**NYLOPLAST TURF TRAFFIC INSTALLATION**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST10



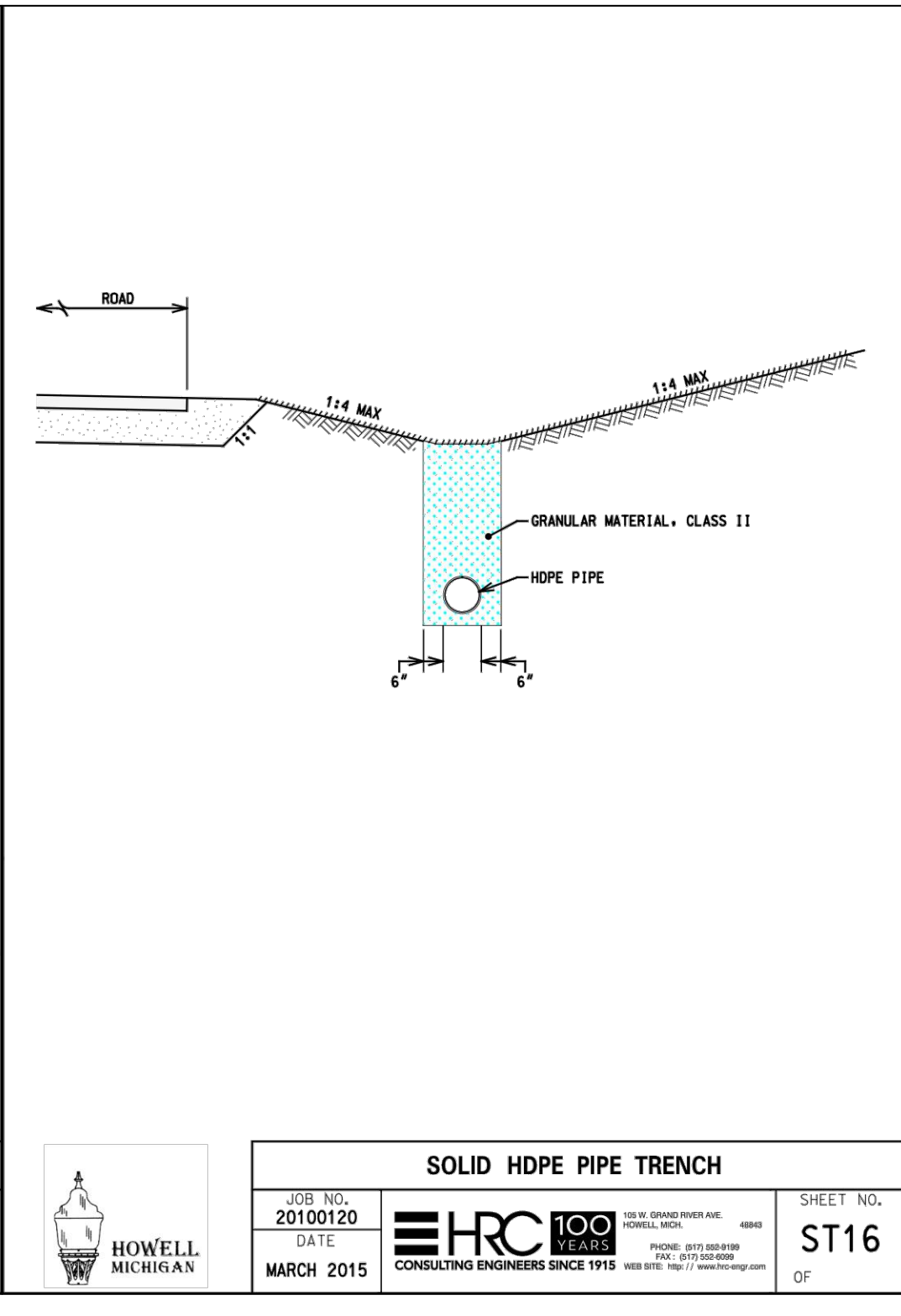
**STORM SEWER NOTES**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST11



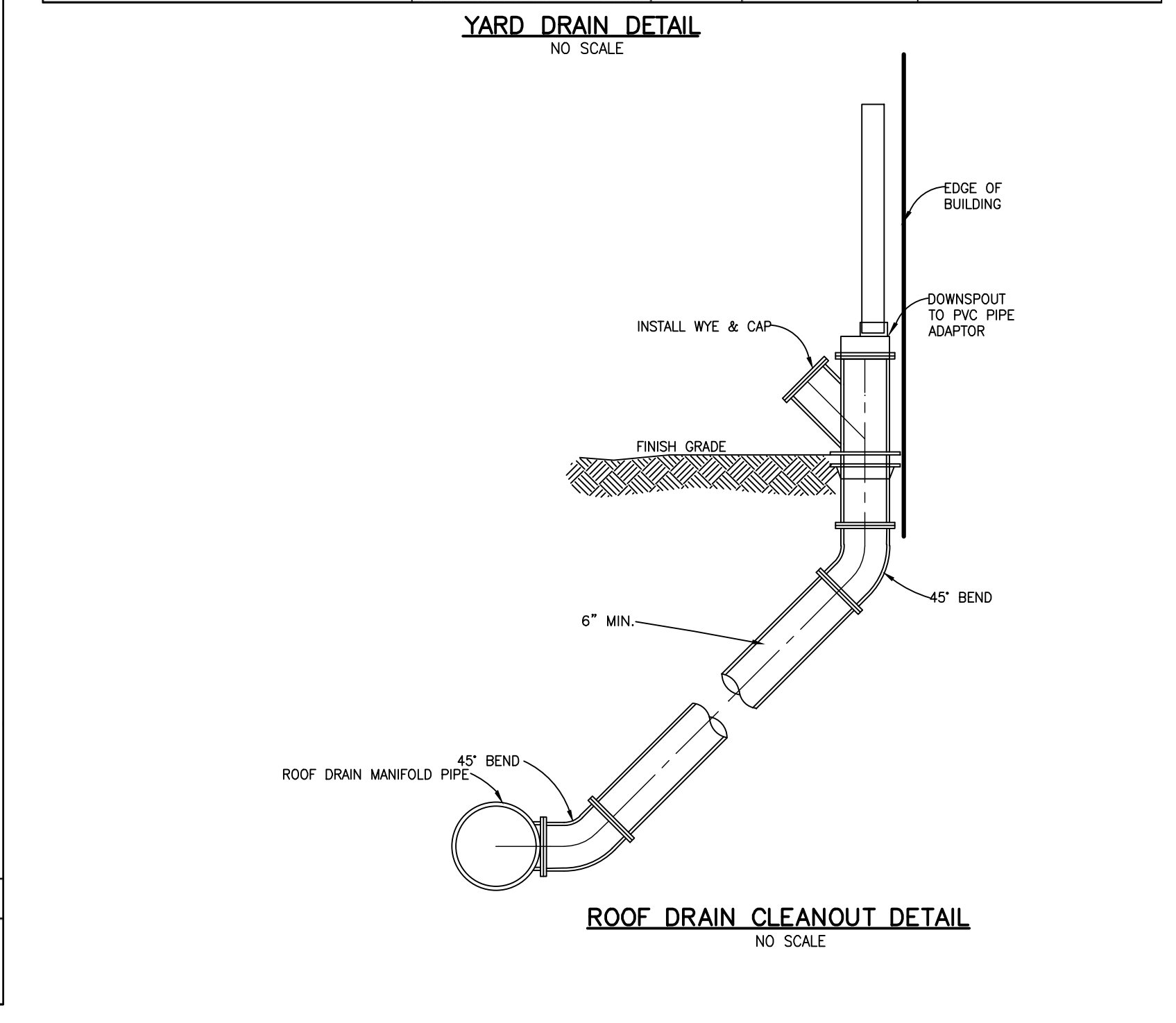
**SWALE WITH PERFORATED PIPE & CONCRETE DRAINAGE STRUCTURE**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST12



**DRAINAGE SWALE**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST15



**SOLID HDPE PIPE TRENCH**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST16



**ROOF DRAIN CLEANOUT DETAIL**  
 JOB NO. 20100120  
 DATE MARCH 2015  
 SHEET NO. ST16

BEBOSS Engineering  
 Engineers Surveyors Planners Landscape Architects  
 3121 E. GRAND RIVER AVE.  
 HOWELL, MI. 48843  
 517.546.4836 FAX 517.548.1670

**BARNARD STATION CONDOMINIUM**  
 PREPARED FOR: BARNARD STATION, LLC  
 5330 EDGEWAVE DRIVE  
 PINKNEY, MI 48169  
 734-966-1100

**CITY OF HOWELL STORM SEWER DETAILS**

PROJECT	DATE	4/18/23
PREPARED FOR	DATE	2/15/23
TITLE	DATE	
PER CITY REVIEW	DATE	
PARCEL ID	DATE	
REVISION PER	DATE	
NO BY	DATE	

DESIGNED BY: ST  
 DRAWN BY: MJD  
 CHECKED BY:  
 SCALE: NO SCALE  
 JOB NO: 22-353  
 DATE: 2/3/23  
 SHEET NO. 11





**Carlisle | Wortman**  
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

---

**TO:** City of Howell Planning Commission  
**FROM:** Paul Montagno, AICP, and Megan A. Masson-Minock, AICP,  
**DATE:** 5/11/2023  
**RE:** Master Plan Draft Chapters

---

In your packets, you will find the following updated draft Master Plan Chapters:

- Chapter 1 – Introduction (new)
- Chapter 2 – Community Identity (updated per Planning Commission edits)
- Chapter 3 – Vision, Values, Policy Statements (updated per Planning Commission edits)
- Chapter 4 – Development (updated per Planning Commission edits)
- Chapter 5 – Housing (updated per Planning Commission edits)
- Chapter 6 – Transportation (updated per Planning Commission edits)
- Chapter 7 – City Framework (updated per Planning Commission edits)
- Chapter 8 – Implementation (new)
- Appendix - Community Profile (updated per Planning Commission edits)

Please review these chapters to confirm that your suggestions were included and come to the Planning Commission meeting ready to discuss any final changes needed. Also, we would appreciate your input on the order of the chapters and any other suggestions. Our graphic design consultant is in the process of laying out the attached text with maps and graphics. We hope to bring hard copies for your review at your upcoming meeting. At your next meeting we can discuss how you would like to approach the final review of the plan and next steps.

Thank you for all of your work on this Master Plan update! We look forward to further discussing the draft with you at your next meeting.

---

CARLISLE/WORTMAN ASSOC., INC  
Paul Montagno, AICP  
Principal

---

CARLISLE/WORTMAN ASSOC., INC  
Megan Masson-Minock, AICP  
Principal

## 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 provides a brief history of the city.

2. 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's vision, this chapter is critical when evaluating proposals for future development within the City.

3. Community Identity

This chapter delves into the 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.

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 for the future.

## 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 Framework Map applies a land use designation that gives guidance to guide 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 time frame by framework element and policy alignment. 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
- Stakeholder 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 and 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 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 the 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 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 economy 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 (Frame Work)*

- 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.
- Show possibilities, not guaranteed changes
- Changed as a Master Plan Update, which has extensive community

### *ZONING MAP*

- Is the law
- Applies now
- Has zoning districts, which state what land uses, building types can be built 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 multistep approval process that

## **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, however, 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 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 effort on a regular basis to reflect on 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 road map for implementation.

The Master Plan process was based on community engagement and current data. **The process diagram outlines the Master Plan process.** 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 that 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 in 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 culminated in a multi-day community input workshop.

# 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 all events within the city must be approved by the city, many events are facilitated through other entities, such as the Chamber of Commerce 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 Balloonfest, Howell Melon Festival, 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 the 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. In recent years the city has established some unique public spaces including Howell Summit Gardens which incorporates play equipment and public art at the northern gateway to downtown which was developed in 2020. 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 community wide 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 standalone 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, City 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 the City. 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 addition projects have been constructed in the City 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

Generally, 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 brings a variety of selection and opportunity. 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.

While those who visit or live in Howell have a very positive perception of the community, perceptions are often opinion based and these opinions can differ throughout the region or state. Howell is keenly aware of this and has worked very hard to project outward the welcoming community that it is. Howell recognizes that there are other perceptions that do not highlight the progressive and diverse history of Howell, such as; Howell High School graduating the first two female and black valedictorians in Michigan, or that the first black high school football coach in Michigan was in Howell, as was recently celebrated at the University of Michigan.

### *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.
  - Pursue funding for rental rehabilitation grants for downtown buildings.
  - Seek out necessary ordinance changes to preserve the architecture in the Downtown and require the same high standards of new development.
  - Provide staff assistance to neighborhoods or group of property owners wishing to pursue historic district designation.
  - 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.
  - Continue pursuing rental rehabilitation funding from the State to encourage building owners to create more lofts and apartments downtown.
  - 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.
  - Provide design assistance to historic building owners to help bring rental rehabilitation and other reuse projects to fruition.
  - Continue to partner with the Michigan Main Street and the Michigan Historic Preservation Office for property owners to receive design assistance for exterior architecture.
  - Create design standards for the downtown.
- Continue to promote diversity and equity within the city.
  - Provide city staff and elected and appointed officials opportunities to participate in various trainings.
  - Focus on historical advancements and positive achievements to highlight the community's history of inclusivity and tolerance and promote the existing narrative for Howell as a welcoming and inclusive community.

- Support the Livingston County Diversity Council.
  - 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.
  - Maintain an urban design that supports community events including maintaining a walkable pedestrian friendly road infrastructure.
  - Maintain existing and create new community gathering spaces.
  - Utilize the 2023-2027 Recreation Master Plan as a guide for parks and recreation strategies.

## **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 the City. 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.**

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

### **Howell is the center of activity and culture.**

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

- Our unique events bring visitors to Howell.
- Our special events are part of our core identity and bring the community together.

**The City thrives when we all work together**

- 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.
- The City is committed to linking government, residents, and businesses through consistent, quality, easily accessible communication.
- We take a pragmatic approach to collaborating with public, private, and non-profit agencies serving the Howell community with the goal of enhancing our quality of life.

**Howell has a rich history and promising future.**

- Our City is rich in history, particularly in our historic downtown buildings and neighborhoods. The City looks to preserve the historic character of the City while fostering vibrant places, neighborhoods and businesses.
- 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.
- The City is committed to building a reputation of tolerance.
- While we grow and adapt to our changing environment, we stay true to what is authentically Howell.

**The City is a safe place.**

- We are a City of neighborhoods where people look out for each other.
- We take holistic approach to safety, making it a priority in our decisions regarding development, transportation, recreation, public health, infrastructure, housing and our codes.
- We strive to create a clean, safe, and inviting physical environment.
- 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.**

- 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 the City; they set us apart in the region.
- We constantly strive to maintain and enhance these services within our fiscal means.
- Our departments are efficient and responsive, with a deep commitment to public health and safety.
- The City recognizes that effective communication is critical.

## 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 needed resources and services to the community.

As the city 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 the city of 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. The city 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 annexed. 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/undeveloped 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 X.** Development concept rendering for underdeveloped downtown parcels.

The image to the left is a concept developed for 303 E 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.



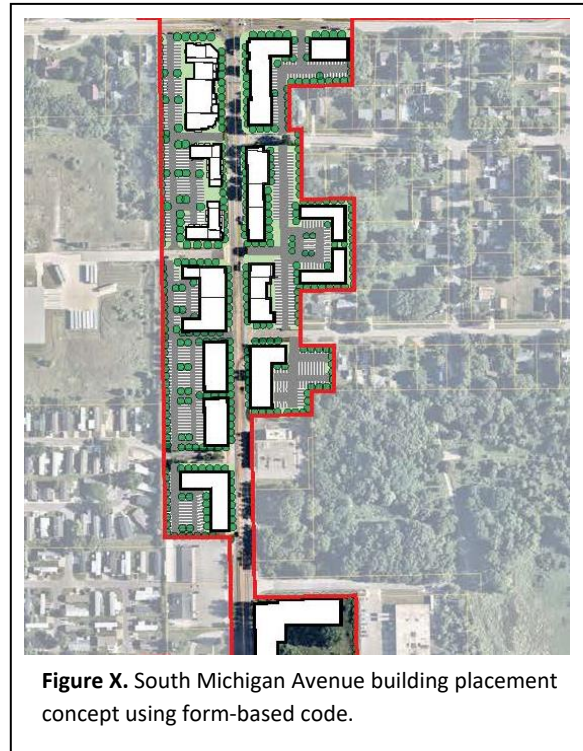
**Figure X.** Development concept rendering for the old Holkins Lumber Lots. View looking northeast from the corner of W Clinton Street and N Center Street.

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 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.



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



**Figure X.** Development concept using form-based code.  
Intersection of South Michigan Avenue and Marion, looking south.

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 the city 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. 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.

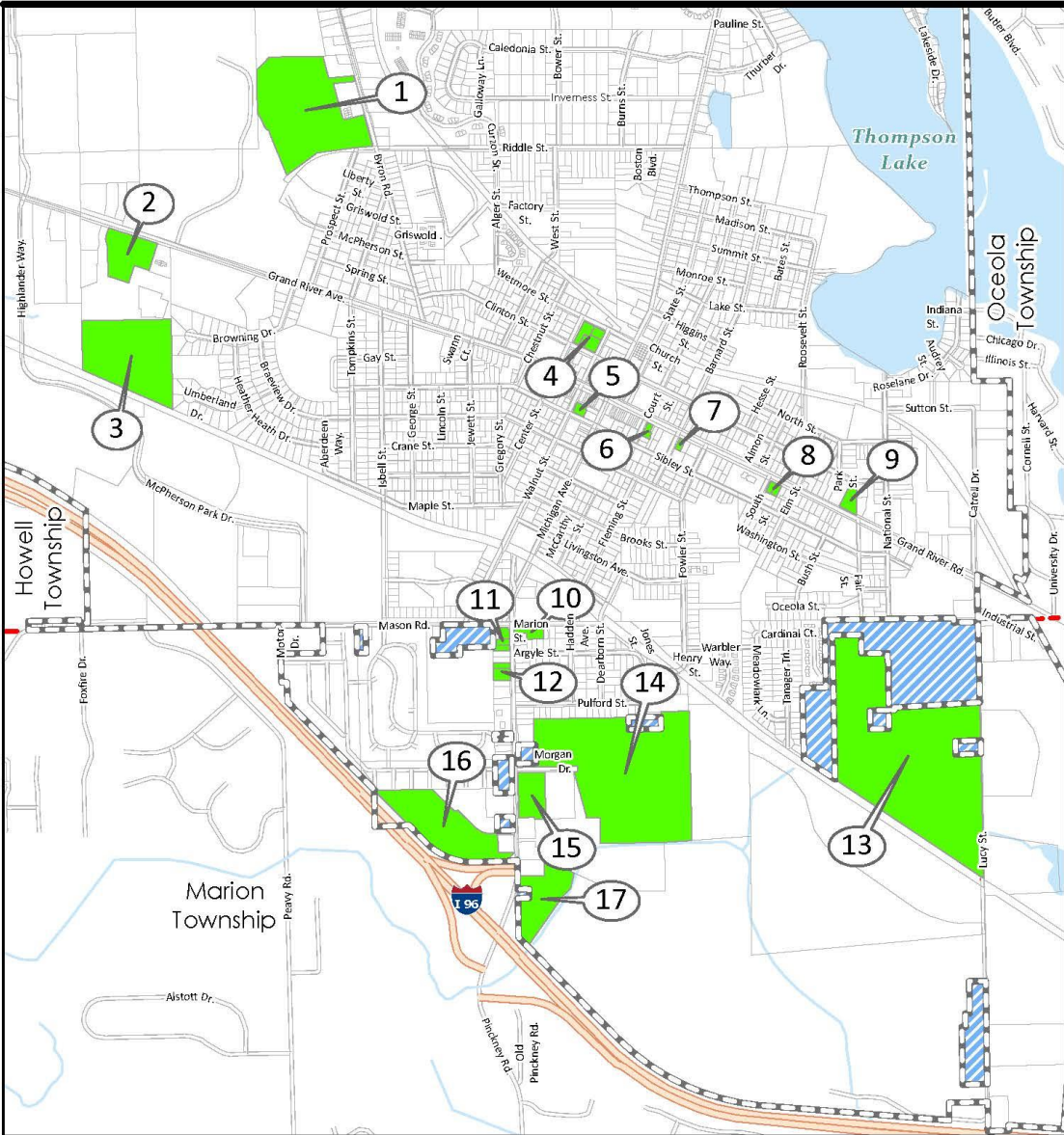
## Marketing

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.

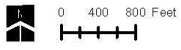
The City should also continue to maintain good relationships with economic development partners such as the Chamber of Commerce, the Economic Development Council of Livingston County, SPARK, and other similar organizations to ensure Howell is recognized by those traditional economic development organizations. Just as important, the city should continue to work closely with the City's 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 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 opportunities map and spreadsheet provided in this 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.



- 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

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

Reference #	Site Name	Address/Parcel ID	Zoning	Lot Size	Sewer/Water	Lot coverage	Building Hight	Link to additional site specific info
1	Trinity Health Livingston Hospital	620 Byron						
2	17-35-100-101	0 W Grand River						
3	17-35-100-048	0 W Grand River						
4	Holkins Lot	214 N Walnut St/217 N Center St						
5	Old Post Office	121 S Walnut						
6	Howell Gas & More	401 E Grand River						
7	Family Video	846 E Grand River						
8	Holiday Lane	125 Holiday Lane						
9	303 E Grand River	303 E Grand River						
10	S Michigan Ave & Marion St Lot - East	17-01-102-102						
11	S Michigan Ave & Marion St Lots - West	17-01-101-005, 17-01-101-003, 17-01-101-020						
12	910 S Michigan Ave	910 S Michigan Ave, 17-01-101-009						

Place holder

13	Lucy Rd Site	17-01-200-004						
14	<Null>	17-01-100-124						
15	S Michigan Ave & Morgan Drive Lot	17-01-100-116						
16	Vacant Lot	17-36-307-047						
17	Corner Stone	0 S MICHIGAN AV						

### 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. In addition, 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 below.

### 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, midblock 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 has a commitment to supporting a safe and walkable community which can be attractive to both residence and employers.

A conceptual non-motorized plan is in 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 character 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 in both residents and guests. The city 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 exponentially. 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<sup>1</sup>. It is in a city's best interest to invest, grow, and protect the urban forest. 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<sup>2</sup>. 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 the worth of a property. 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<sup>3</sup>. 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<sup>4</sup>. A hospital study has even shown 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.<sup>5</sup> Broadly speaking, urban trees are linked to lower rates of crime.<sup>6</sup> Finally, trees promote a sense of community.

The City 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 the City.

---

<sup>1</sup> <https://www.americanforests.org/our-programs/tree-equity/>

<sup>2</sup> United States Environmental Protection Agency. "Stormwater Trees: Technical Memorandum"

<sup>3</sup> American Forests, "The important relationship between forests and water"; American Planning Association, "Environmental Benefits of Trees in Urban Areas."

<sup>4</sup> American Planning Association, "Tree Preservation and the Urban Forest"

<sup>5</sup> Clemson Cooperative Extension, "Benefits of Urban Forests and Determining their Value"

<sup>6</sup> McPherson & Simpson, "A comparison of municipal forest benefits and costs"

## 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 the city 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 South Michigan Avenue form-based code to ensure that regulations that 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 annexed into the city the appropriate future uses are already identified.
- Initiate annexation of township islands.

- Maintain and opportunities sites map that provides development potential information for each site.
- Take an active role in marketing the city.
- 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 this consistency in branding and messaging is continued and use in everything from the 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.

# 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, 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 the City 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.

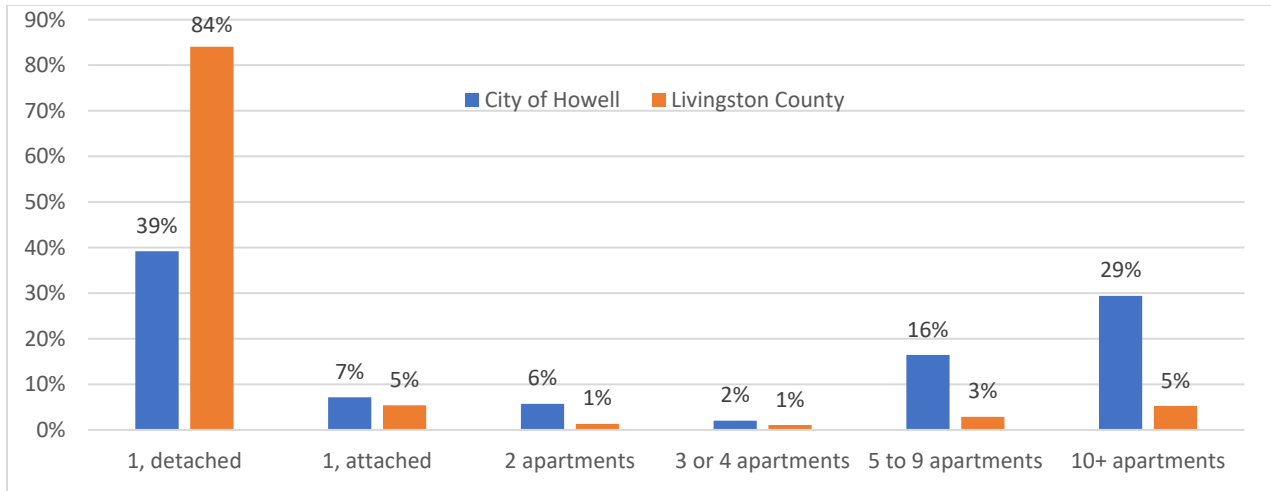
## Existing Conditions

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 1 shows the City has a higher proportion of apartment buildings with five or more units. 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.

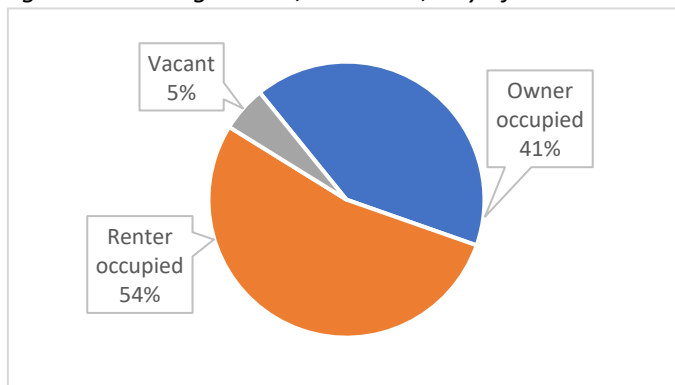
*Figure 1. Percent of Housing Units by Type, 2020 ACS, City of Howell and Livingston County*



*Rental Units Increased in the City*

Along with the increase in apartment units, the number of renter-occupied units increased (+40.5%) from 2010 to 2020. As shown in Figure 2, renter-occupied units comprise 54% of housing units while owner-occupied units comprise 41% of units. 5% of housing units were vacant in 2020.

*Figure 2. Housing Tenure, 2020 ACS, City of Howell*



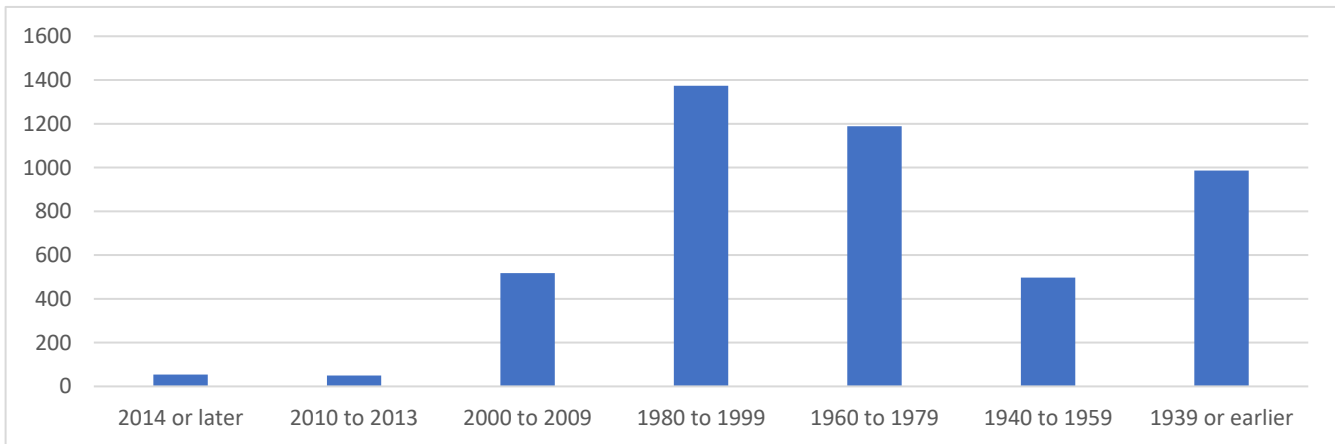
*Housing Affordability and Attainability*

In 2020, the 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, City residents may be encountering housing affordability and attainability challenges.

*Age of Housing*

Fifty-seven percent of housing units in Howell were built before 1980, and nearly 87% of housing units were built before the 21<sup>st</sup> century (see Figure 3).

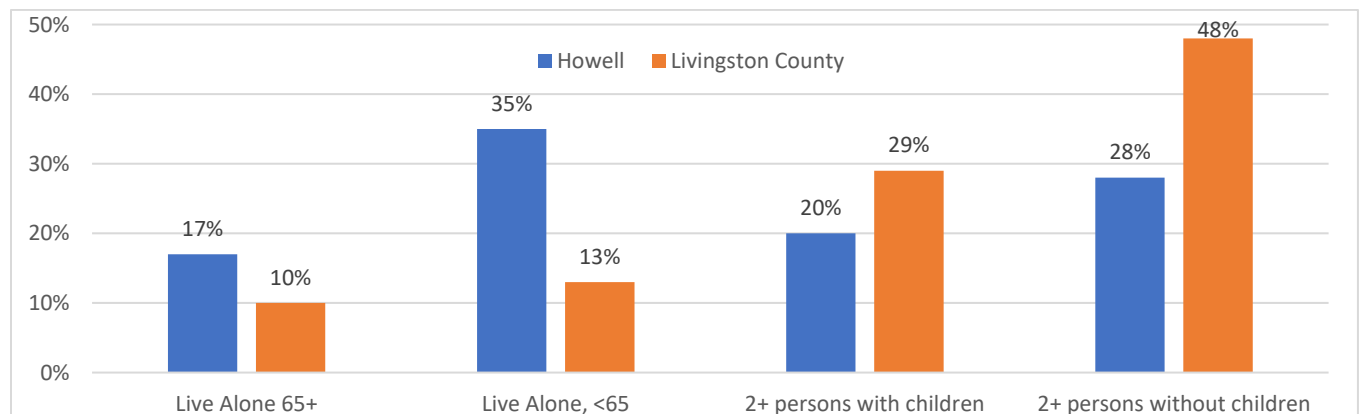
Figure 3. Housing Unit Age, 2020 ACS, City of Howell



### 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 the City, household types are expected to shift, with the number of people under 65 living alone increasing significantly. Figure 4 illustrates how 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 4. Changes in Howell and Livingston County Household Type, ACS 2020 5-year estimates



### 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 units 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:

Type of Housing	Zoning Districts	Regulations	Strategies
One-family detached	Permitted use in: <ul style="list-style-type: none"> <li>• R-1 (8,400 square foot lots)</li> <li>• R-2 (9,600 square foot lots)</li> <li>• RT</li> <li>• R-M</li> <li>• B-1</li> <li>• MXD</li> <li>• HL-1 (owner-occupied)</li> <li>• HL-2 (owner-occupied)</li> </ul> Special land use in: <ul style="list-style-type: none"> <li>• O-1</li> <li>• HL-1 (rental)</li> <li>• HL-2 (rental)</li> </ul>	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 residents	Special land use in: <ul style="list-style-type: none"> <li>• R-1 (8,400 square foot lots)</li> </ul>	Section 5.14 – Residential occupancy, including parking requirements.	6

Type of Housing	Zoning Districts	Regulations	Strategies
Accessory dwelling units	Detached accessory dwelling units are a special land use in: <ul style="list-style-type: none"> <li>• R-1 (8,400 square foot lots)</li> <li>• R-2 (9,600 square foot lots)</li> <li>• RT</li> <li>• R-M</li> </ul> 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: <ul style="list-style-type: none"> <li>• RT</li> <li>• R-M</li> <li>• MXD</li> </ul>	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: <ul style="list-style-type: none"> <li>• MXD</li> </ul> Special land use in: <ul style="list-style-type: none"> <li>• O-1</li> <li>• B-1</li> <li>• B-2</li> </ul>	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: <ul style="list-style-type: none"> <li>• CBD (upper floors only)</li> </ul> Special land use in: <ul style="list-style-type: none"> <li>• O-1</li> <li>• B-1</li> <li>• B-2</li> <li>• MXD</li> </ul>	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	2, 5, 6, 11

Type of Housing	Zoning Districts	Regulations	Strategies
		Section 10.04- Off-Street Parking Requirements, 2 spaces per dwelling unit	
Multiple family or apartments	Permitted use in: <ul style="list-style-type: none"> <li>R-M</li> </ul> Special land use in: <ul style="list-style-type: none"> <li>MXD</li> </ul>	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: <ul style="list-style-type: none"> <li>R-M</li> </ul>	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 amend the zoning to allow or make it easier for the following housing types to be built in Howell:

- Accessory Dwelling Units (ADU’s): Allowing for accessory dwelling units (ADU’s) as accessory uses approved by staff is a growing trend in communities. ADU’s 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 one 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 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. 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 and E. 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 ADU's, as follows
  - a. Allow both detached and attached ADUs as administrative approvals.
  - b. Remove 1<sup>st</sup> floor requirement for ADU's
  - c. Minimum floor area for ADU's is no more than 450 square feet (current requirement for a 1-bedroom multiple family dwelling unit).
  - d. Develop pre-approved plans for ADU's 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 a 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, when first floor heights to 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 the Chamber.
15. Conduct a housing market study and then amend the Zoning Ordinance, if needed.

## **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 the City'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 the city, 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 city'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 the city. 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 1 below, 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.

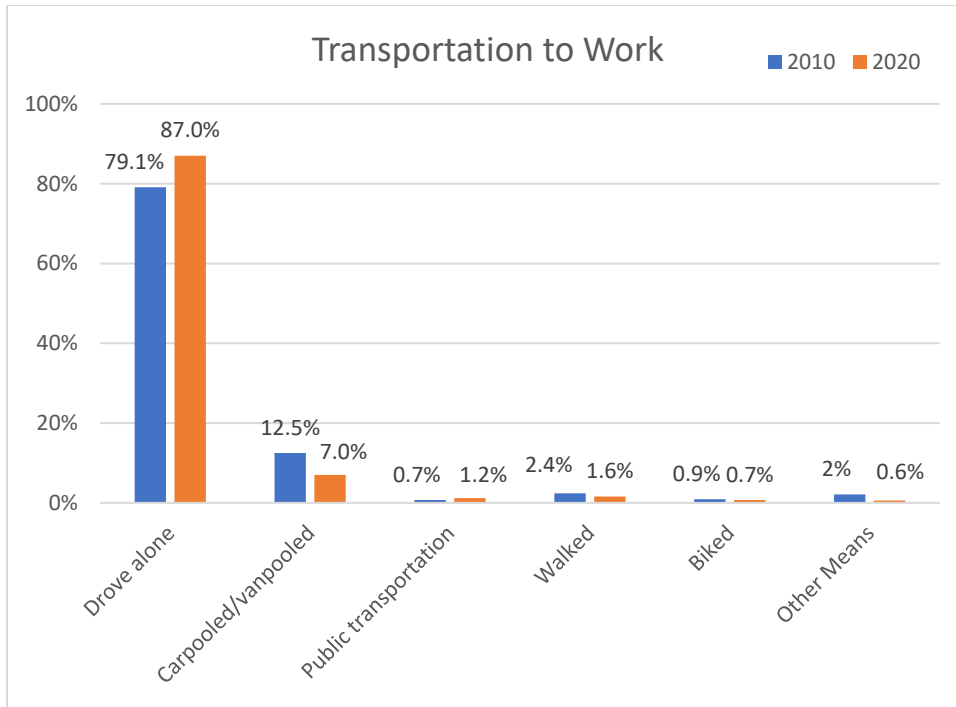


Figure 1 Transportation to Work, 2010-2020 SEMCOG, City of Howell

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 (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.

The city’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 and nearby municipalities to identify designated pull in/out areas.

Non-motorized Facilities

Non-motorized facilities include any component of the city’s transportation network that support walking or biking. 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 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 the city more pedestrian and cyclist friendly, through sidewalk improvements, and pedestrian crossings.

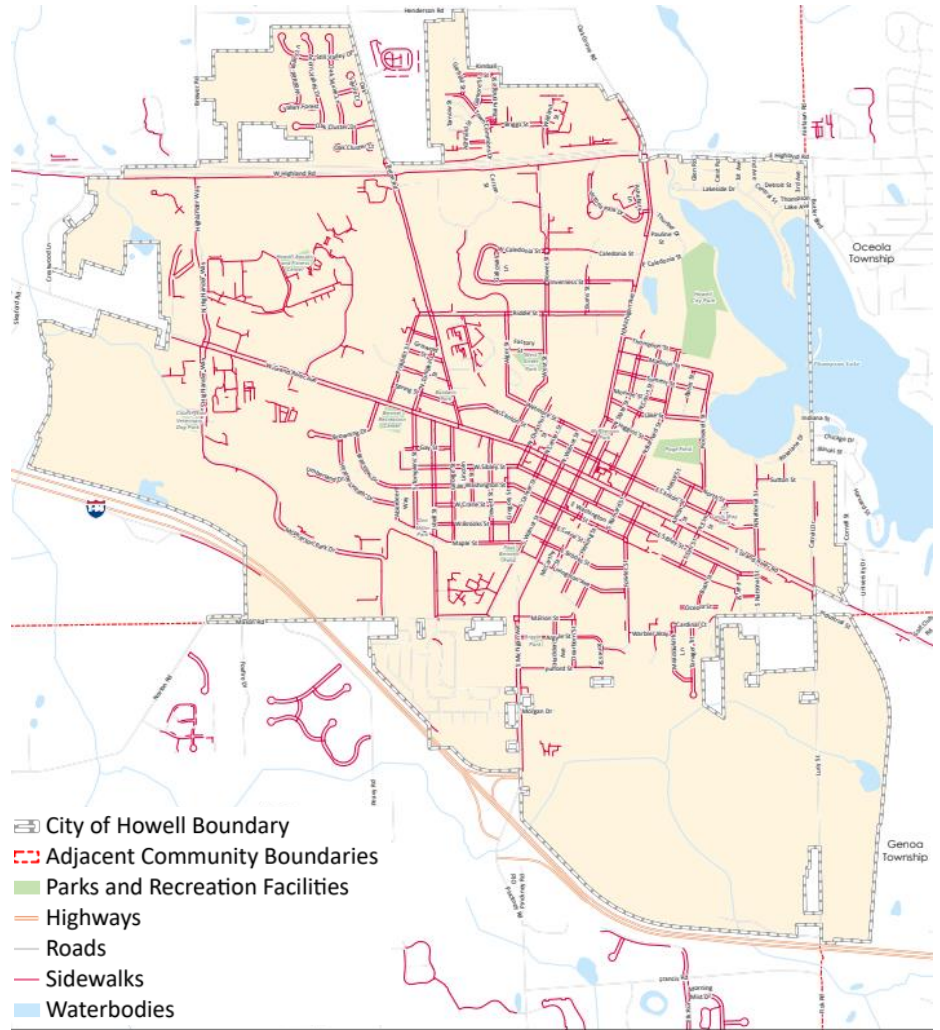


Figure 2 Sidewalk locations, City of Howell

In 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.

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, or 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 gives 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 the city. 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 midblock crossing. Additionally, at intersection pedestrian crossing signals can be timed to prioritize pedestrian safety while maintaining an effective level of services 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 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.

### 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 2000's 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 the City of 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 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 the city, 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 S. Michigan Avenue to Lucy Road, is a priority for the City.

#### 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 and 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 an enhanced buffering, larger walking area, more space for outdoor eating, reduce number of lanes and lane widths, and provide 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.
- 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 midblock crossings. Add RRFB to existing midblock 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.
- Redevelop the area and 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.

## 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.

### Framework Map

The Master Plan views the City as an urban system with interconnected elements. The Framework Map, which takes the place of a future land use map in a traditional master plan, shows those elements 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 Framework Map is intended to guide development and design of built environment.

#### Figure 1: City Framework Map

The Framework elements depict the types of places in the City, 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 decades where the newer development were constructed within a span of years. Streets are narrower and straighter than in other parts of the City. 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 buildings 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, the City has found many duplexes and accessory dwelling units in these neighborhoods. Those neighborhoods near to the Downtown also can 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 21st centuries. 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 the City. 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 multifamily 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 the City 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 the City. They are home to most of the commercial areas in the City, outside of the Downtown. Three types of corridors exist in Howell:

*Historic Corridors* connect the center of the City 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 the City to neighboring municipalities and the centers. The general corridors are home to the bulk of the City's commercial land, and the predominant uses are retail and restaurants.

Many of the corridors – East Grand River Ave., far western Grand River, 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 use 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 the City and the region, as well as influence traffic and development patterns on 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 site 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 Ave., 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 the City. 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 in 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.

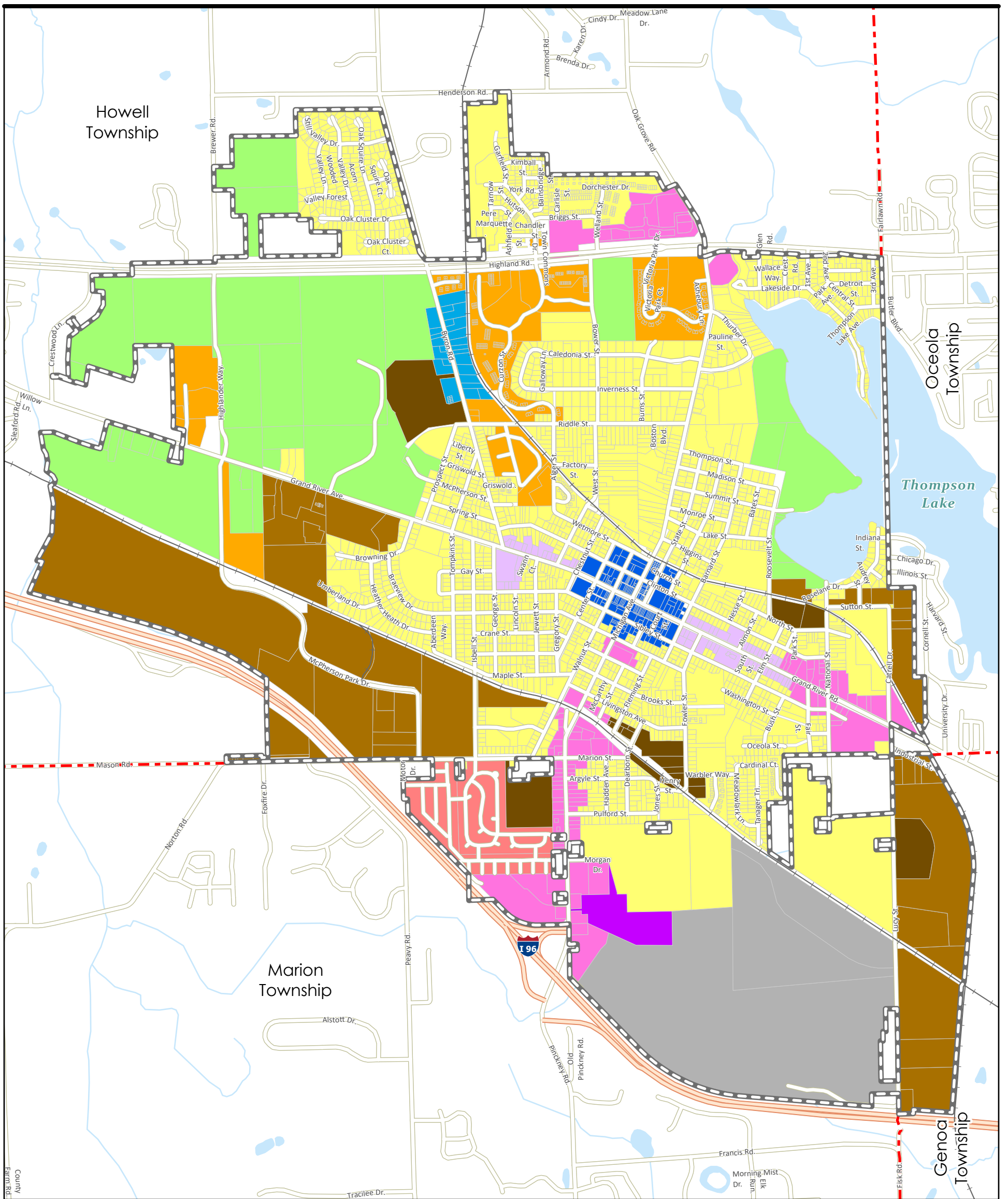
#### For the Future

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: MR, 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 and 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

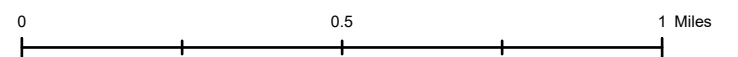


**Future Land Use Categories**

- Destination District
- Downtown
- Employment District
- General Corridor
- 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
- Adjacent Community Boundaries
- Roads
- Waterbodies
- Railroads
- Highways



# Future Land Use

City of Howell  
Livingston County, Michigan



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 success will be essential for the City 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 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 the City.

## EXISTING AND POTENTIAL PARTNERS

- Local Government: Livingstons County Road Commission, Livingston County Drain Commissioner, Livingston County Planning Development, Howell Area Parks & Recreation.
- 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; Cleary University.
- Neighborhood Organizations: Neighborhood Watch Groups, Homeowners' Associations.
- Community Partners: Carnegie Library; Places of Worship; Chamber of Commerce; SPARK.
- Major Employers: St. Joseph Health System; Thai Summit
- 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

Action	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.	<b>X</b>	<b>X</b>		<b>X</b>
Update south Michigan Avenue form-based code to ensure that regulations will achieve the design	<b>X</b>	<b>X</b>		<b>X</b>

elements that are consistent with the area plans for that district and that they allow for the desired uses.				
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.	X			X
Encourage the redevelopment of transitional districts or underdeveloped sites.	X		X	X
Include the City islands in the future land use plan.	X			
Initiate annexation of City islands.	X			
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.	X	X		
Maintain an opportunities site map that provides development potential information for each site.	X			
Take an active role in marketing the City.	X			X
Continue to provide information to citizens and the business community using the City’s website and notification app.				
Ensure consistency in branding and messaging in the City’s online presence, in printed material, city decorations or signs, and any City correspondence.	X			X
<b>Action</b>	<b>Development</b>	<b>Housing</b>	<b>Transportation</b>	<b>Community Identity</b>
Focus on retention and growth of existing businesses.	X			X

Continue to invest in visible public infrastructure, including streetscape design and public spaces.	<b>X</b>		<b>X</b>	
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.	<b>X</b>		<b>X</b>	<b>X</b>
Review the nonmotorized plan during annual capital improvement planning.			<b>X</b>	
Identify funding sources in the form of grant opportunities for public spaces and pedestrian facilities.			<b>X</b>	
Create a tree inventory to quantify the numbers and monitor the health of trees in public spaces.				<b>X</b>
Permit first floor residential use and/or remove the restriction on floor area.	<b>X</b>	<b>X</b>		
Make general and historic corridors mixed use with residential uses allowed as permitted and possibly Special Land Uses.		<b>X</b>		
Expand list of housing types in residential zoning districts: ADU's as a permitted accessory use for any one-family detached dwelling with standard regulations; allow small apartment houses as permitted or special land use in RT; and expand area of RT.		<b>X</b>		
Eliminate or reduce minimum dwelling unit size requirement.		<b>X</b>		

Action	Development	Housing	Transportation	Community Identity
Reduce parking per dwelling unit to 1 or 1.25 spaces per dwelling unit or link the parking requirements to the number of bedrooms.		X	X	X
Allow density or height bonuses when workforce or attainable housing is included.		X		
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.		X		X
Allow co-living and co-housing. Reconsider whether non-related individuals of three or more in a household always need Special Land Use approval.		X		
Expand the permitted uses in the MXD district to include multiple-family, retail, and office uses.	X	X		
Make general and historic corridors mixed use with residential uses allowed as permitted and possibly special land uses.		X		X
Use a form based code for the Downtown, with allowances for first-floor residential on side streets.		X		
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.		X		
Include triplex, fourplex, courtyard apartments, bungalow courts and live-work as defined housing types		X		

and allow them in the appropriate zones.				
Amend the zoning ordinance with design guidelines for Elder Cottage Housing Opportunity (ECHO) Village as a permitted use or special use.	<b>X</b>	<b>X</b>		
<b>Action</b>	<b>Development</b>	<b>Housing</b>	<b>Transportation</b>	<b>Community Identity</b>
Allow both detached and attached ADUs as administrative approvals.		<b>X</b>		
Do not require a minimum floor area for ADU's or require a smaller minimum floor area, such as 400 square feet.		<b>X</b>		
Add the provisions of affordable or accessible housing as on the requirements to receive PUD and/or a density bonus.		<b>X</b>		
Build partnerships with attainable housing developers, employers, and the Chamber of Commerce.		<b>X</b>		
Use form-based code to allow first floor residential in the Downtown on appropriate streets.		<b>X</b>		<b>X</b>
Conduct a housing market study and then amend the Zoning Ordinance based on findings.		<b>X</b>		
Amend zoning to allow independent senior housing and convalescent care as separate uses. Consider expanding the districts where allowed.	<b>X</b>	<b>X</b>		
Explore re-designating Grand River Avenue as a city street to make it more pedestrian friendly and include additional human scale amenities such as an enhanced buffering, larger walking area, more space for outdoor eating, reduced number of			<b>X</b>	<b>X</b>

lanes and lane widths, and bike lanes.				
Coordinate with Livingston County to establish fixed bus route to connect through Howell and beyond to neighboring communities along Grand River Avenue.	X		X	
Explore funding opportunities and coordinate with regional efforts to ensure at least one dial-a-ride vehicle is dedicated for trips within Howell.	X		X	
<b>Action</b>	<b>Development</b>	<b>Housing</b>	<b>Transportation</b>	<b>Community Identity</b>
Consult with LETS and amend the zoning ordinance to require or incentivize the provision of accessible transit stops along Grand River.			X	
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.			X	
Build additional midblock crossings. Add RRFB to existing midblock crossings along busy roads.			X	
Adjust pedestrian signal timing to prioritize pedestrian safety at busy intersections.			X	
Orient design of all roadways to accommodate pedestrian and bicycle traffic, including crosswalks and bicycle lanes through roundabouts with clear safety lighting as needed.			X	
Follow Action Plan in Recreation Plan 2023 for pursuing funding to improve or add trails and paths.			X	X

Follow Action Plan in Recreation Plan 2023 for pursuing funding for <i>Safe Routes to Schools</i> project.			X	
Consider reimplementaion of the 2017 Road Diet Plan along Grand River Avenue to reduce crosswalk distance.			X	
Coordinate Complete Streets efforts and cooperate with transportation authorities and neighboring governments to encourage comprehensive roadway access for vehicles, bicyclists, pedestrians, and public transport riders.	X		X	X
<b>Action</b>	<b>Development</b>	<b>Housing</b>	<b>Transportation</b>	<b>Community Identity</b>
Redevelop the area and develop a roadway to connect Lucy Road and South Michigan Avenue.			X	
Establish a relationship between the city administration and LETS with the goal of facilitating public outreach. Repost LETS posts to city social media accounts.			X	
Employ a third-party administrator and pursue funding for rental rehabilitation grants for downtown buildings.	X			X
Seek out necessary ordinance changes to preserve the architecture in Centers and require the same high standards of new development.				X
Provide staff assistance to any neighborhood or group of property owners wishing to pursue historic district designation.				X
Work with the Michigan Main Street as well as local architects to provide a				X

pool of design expertise for building owners looking at options for rehabilitating and/or reusing historic structures.				
Continue pursuing rental rehabilitation funding from the State to encourage building owners to create more lofts and apartments downtown.				X
Continue to ensure that the City's building official has expertise with assisting building owners with appropriate rehabilitation of historic buildings, including the Michigan Rehabilitation Code for Existing Buildings.				X
Provide design assistance to historic building owners to help bring rental rehabilitation and other reuse projects to fruition.				X
<b>Action</b>	<b>Development</b>	<b>Housing</b>	<b>Transportation</b>	<b>Community Identity</b>
Continue to partner with the Michigan Main Street and the Michigan Historic Preservation Office for property owners to receive design assistance for exterior architecture.				X
Create design standards for the downtown.				X
Provide city staff and elected and appointed officials opportunities to participate in various trainings.				X
Highlight historical advancements and positive achievements to highlight the community's history of inclusivity and tolerance and promote the existing narrative for Howell as a welcoming and inclusive community.				X

Support the Livingston County Diversity Council.				<b>X</b>
Utilize the City’s information outlets such as the city website to share information and promote diversity and equity initiatives.				<b>X</b>
Maintain an urban design that supports community events including maintaining a walkable pedestrian-friendly road infrastructure.			<b>X</b>	<b>X</b>
Maintain existing and create new community gathering spaces.				<b>X</b>
Utilize the 2023-2027 Recreation Master Plan as a guide for parks and recreation strategies.				<b>X</b>

# Appendix 1 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. The City 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 1 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 1. Regional Map, Livingston County, Michigan



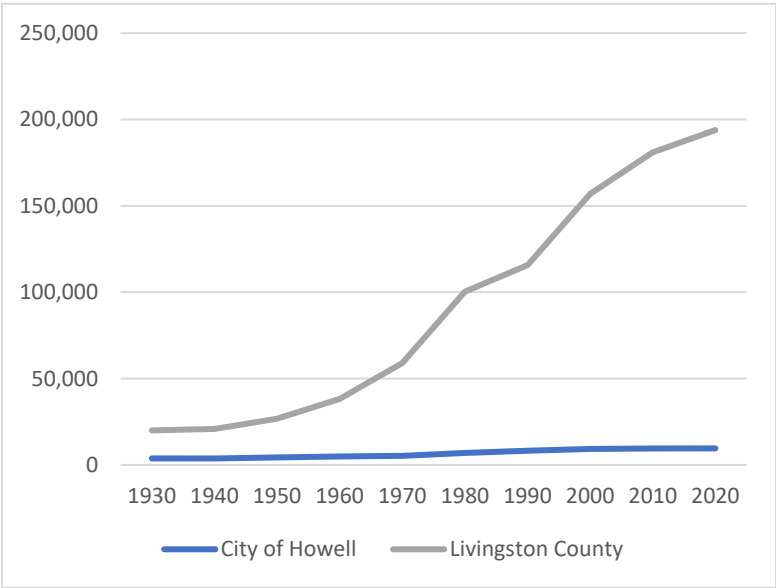
Livingston County is the tenth largest county in population in the State of Michigan. It is located in the west area of the Southeast Michigan Council of Governments (SEMCOG) region. SEMCOG is the regional planning agency for the following seven counties: St. Clair, Macomb, Oakland, Livingston, Washtenaw,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

## 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 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 2 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 2. Population growth in Howell and Livingston County



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.

Table 1 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.

Table 2 shows population trends in relation to the total number of persons per census year along with average annual growth rates and the percentage change over time 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.

Table 1 Population Trends, 1980-2020, 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
<b>Cities and Villages</b>	<b>14,923</b>	<b>18,121</b>	<b>21,046</b>	<b>22,246</b>	<b>22,880</b>	<b>2.14</b>	<b>1.61</b>	<b>0.57</b>	<b>2.85</b>	<b>53.32</b>
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
<b>Townships</b>	<b>85,366</b>	<b>97,561</b>	<b>135,905</b>	<b>158,711</b>	<b>170,986</b>	<b>14.29</b>	<b>39.30</b>	<b>16.78</b>	<b>7.73</b>	<b>100.3</b>
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
<b>Livingston County</b>	<b>100,289</b>	<b>115,682</b>	<b>156,951</b>	<b>180,967</b>	<b>193,866</b>	<b>15.35</b>	<b>35.67</b>	<b>15.30</b>	<b>7.13</b>	<b>93.31</b>

Table 2. 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.

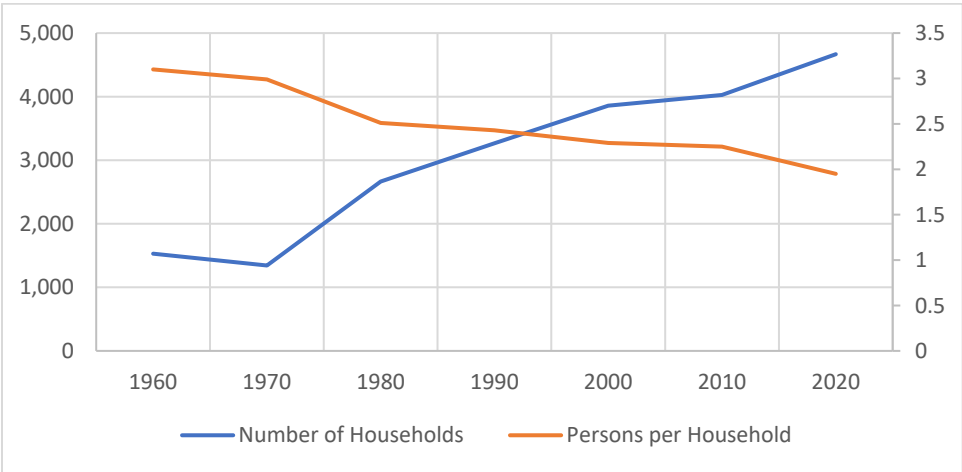
	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
City of Howell	3,751	3,747	4,354	4,859	5,224	6,976	8,184	9,232	9,489	10,068
Growth rate		-0.1%	7.8%	5.6%	3.7%	15.6%	17.3%	12.8%	2.8%	6.1%
Livingston County	19,994	20,863	26,725	38,233	58,967	100,289	115,645	156,951	180,967	193,866
Growth rate		4.3%	28.1%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

## 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.

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 3). However, SEMCOG forecasts that this trend of decline 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 3. Howell household size and total, 1960-2020



## 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 Table 3). Approximately 60% of households in Howell are non-family, and over half of the households in Howell consist of individuals living alone (see Table 4).

Table 3. Household Characteristics Comparison, 2020 ACS, Livingston County Sample Communities

	Number of Households		
	Total	Family	Nonfamily
<b>Cities / Villages</b>			
Howell	4,668	1,890	2,778
Brighton	3,621	1,794	1,827
Fowlerville	1,243	749	494
<b>Townships</b>			
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
<b>Livingston County</b>	<b>67,380</b>	<b>53,804</b>	<b>13,576</b>

Table 4. Household Characteristics, 2020 ACS, Howell

	No.	Percent of Total Households (%)
<b>Total Households</b>	<b>4,668</b>	
<b>Family Households (families)</b>	<b>1,890</b>	<b>40%</b>
Family Household, No Children	1,012	22%
Family Household, With Children Under 18 years	878	19%
<b>Married-couple family</b>	1,288	28%
With own children under 18 years	493	11%
<b>Male Householder, no spouse present, family</b>	207	4%
With own children under 18 years	157	3%
<b>Female Householder, no spouse present, family</b>	395	8%
With own children under 18 years	228	5%
<b>Nonfamily Households</b>	<b>2,778</b>	<b>60%</b>
Nonfamily Household, Other	336	7%
Nonfamily Household, Living Alone, Under 65 years	1653	35%
Nonfamily Household, Living Alone, 65 years and Over	789	17%

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.

Table 5. 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 and Over	
			No.	%	No.	%	No.	%
<i>Cities/Villages</i>								
Howell, City of	10,068	38.2	1,733	18%	6,280	65%	1,597	17%
Brighton, City of	7,446	43.9	1,127	15%	4,773	62%	1,749	23%
Fowlerville, Village of	2,951	41.3	674	23%	1,713	59%	501	17%
<i>Townships</i>								
Genoa Township	20,692	45.7	4,025	20%	12,187	60%	4,258	21%
Howell Township	7,893	39.4	1,598	22%	4,298	60%	1,271	18%
Marion Township	11,245	43.3	2,506	23%	6,984	63%	1,578	14%
Oceola Township	14,623	39.3	3,662	25%	8,930	61%	2,003	14%
<b>Livingston County</b>	<b>193,866</b>	<b>43.7</b>	<b>40,632</b>	<b>21%</b>	<b>117,397</b>	<b>62%</b>	<b>32,803</b>	<b>17%</b>

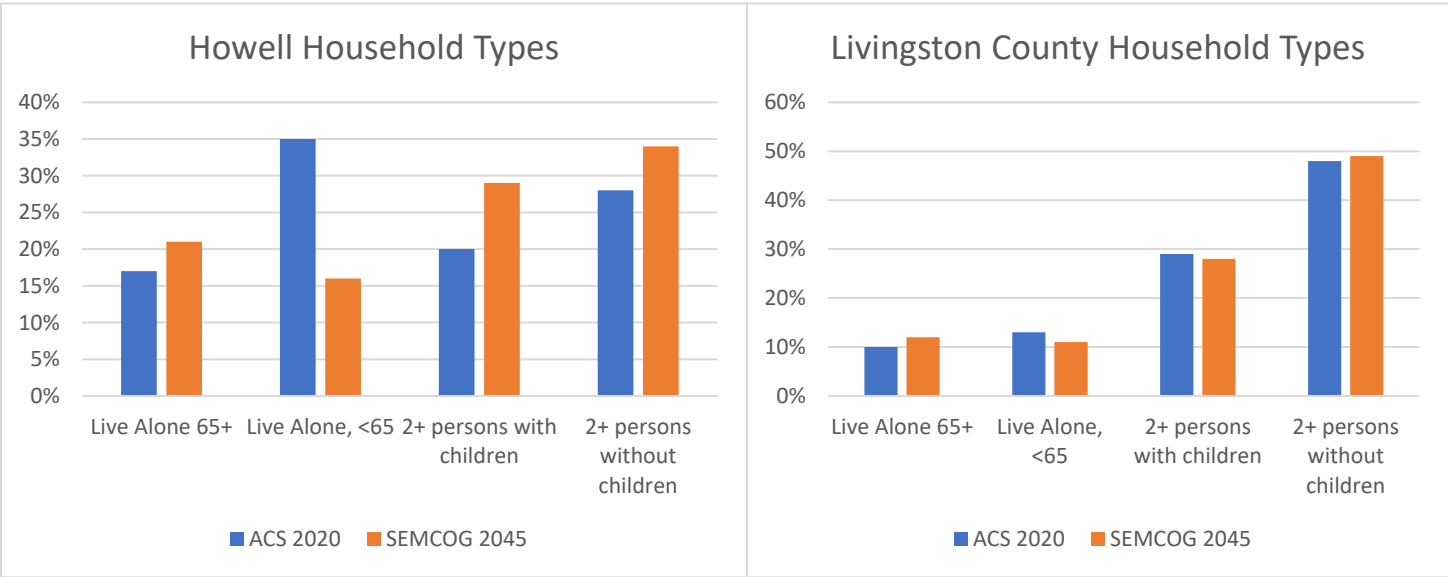
Table 6 illustrates that SEMCOG forecasts that the age groups in Howell will shift from 2020 to 2045 to include more adults aged 65 years and over as well as more children under 18 years.

Table 6. Population by Age Group, SEMCOG 2045 Forecast, Howell

	Total Population	Median Age	Population by Age Group					
			Under 18 Years		18-64 Years		65 Years and Over	
			No.	%	No.	%	No.	%
<i>Cities</i>								
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 4 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.

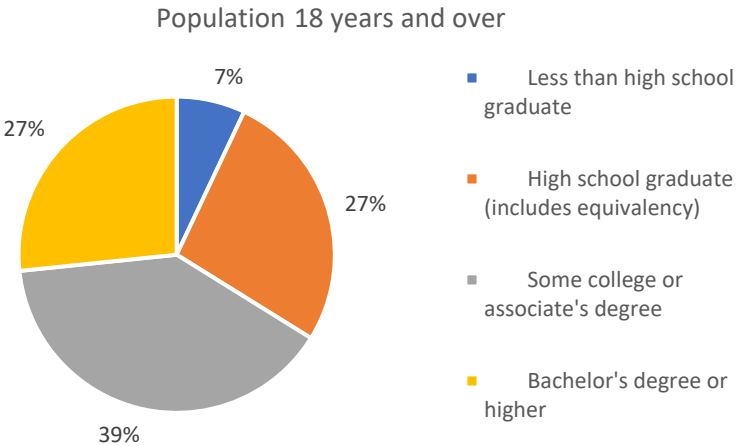
Figure 4. Changes in Howell and Livingston County Household Type, SEMCOG 2045 Forecast



### EDUCATION DATA

Most Howell residents 18 years and over have earned at least a high school diploma. As shown in Figure 5, two-thirds of residents have attended some college. Thirty-nine (39%) 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 (36.5%) and the southeast Michigan region (33.9%), including communities in Livingston, Oakland, Washtenaw, Monroe, Wayne, Macomb, and St. Clair counties.

Figure 5. Educational Attainment in Howell, 2020 American Community Survey data



## 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 Table 7). This projection, however, may be subject to change when the hospital relocates.

*Table 7. Forecasted Jobs by Industry Sector, 2020 SEMCOG, Howell*

	<b>2020</b>	<b>2045</b>	<b>Percent Change</b>
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 Table 9).

Table 8. 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	4.6%
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%

Table 9. Where Howell workers live, ACS 2020, Howell

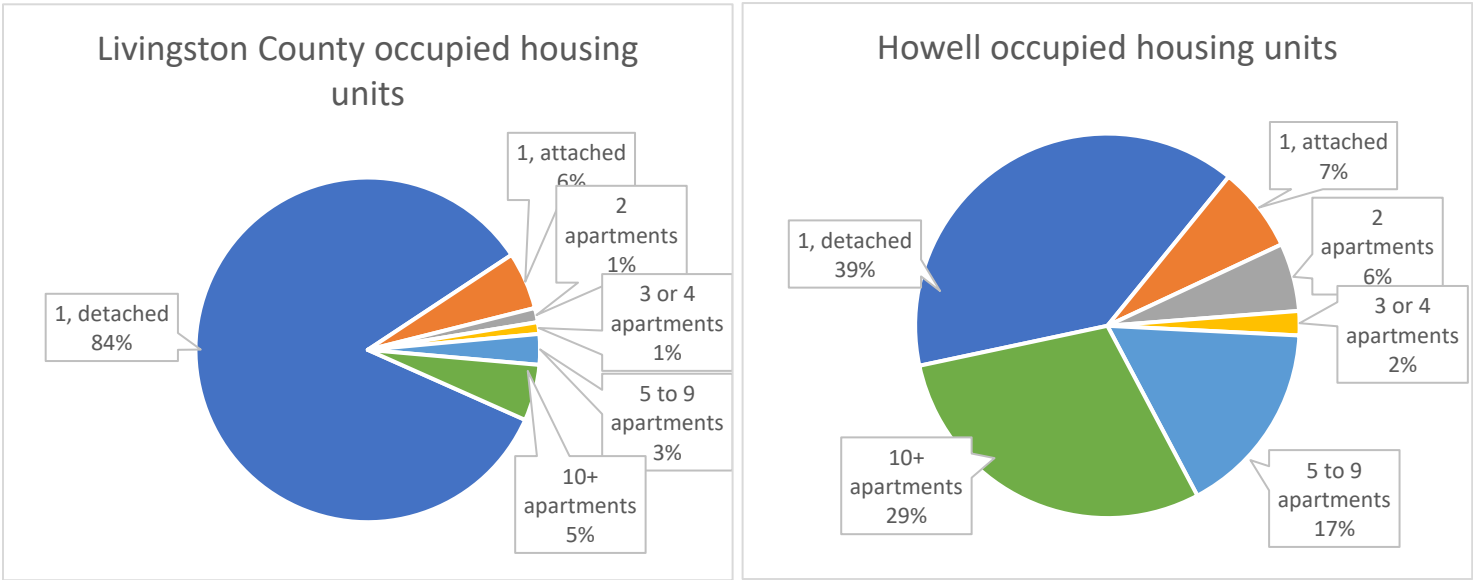
Where Workers Commute From *	Workers	Percent
Out of the Region, Instate	1,783	24.30%
Howell	752	10.20%
Genoa Twp	570	7.80%
Marion Twp	534	7.30%
Oceola Twp	466	6.30%
Howell Twp	431	5.90%
Hartland Twp	291	4%
Cohoctah Twp	245	3.30%

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 (see Figure 6), Howell’s housing stock consists of a greater proportion of multi-family units. 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 6. Occupied Housing Units, 2020 ACS, Livingston County and Howell



According to the American Community Survey data (see Table 10), 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.

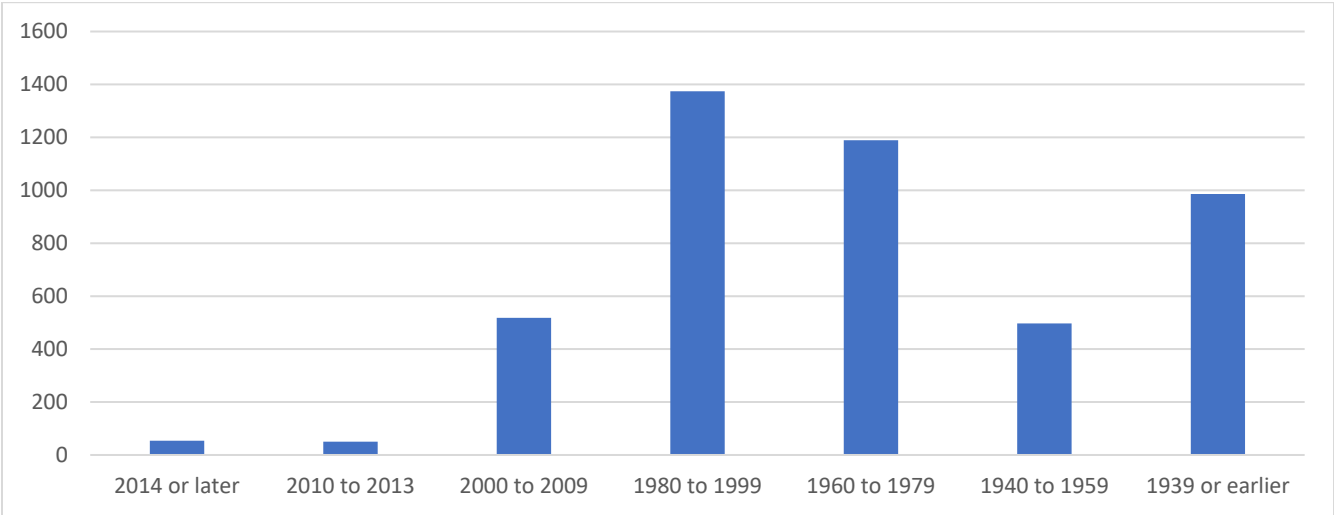
Table 10. Housing Type 2010-2020 ACS, City of Howell

Housing Type	2010	2020
Single family structures	53.5%	44.8%
Two or more-unit structures	38.5%	51.8%

<b>Mobile home / manufactured housing</b>	8.0%	3.4%
---	------	------

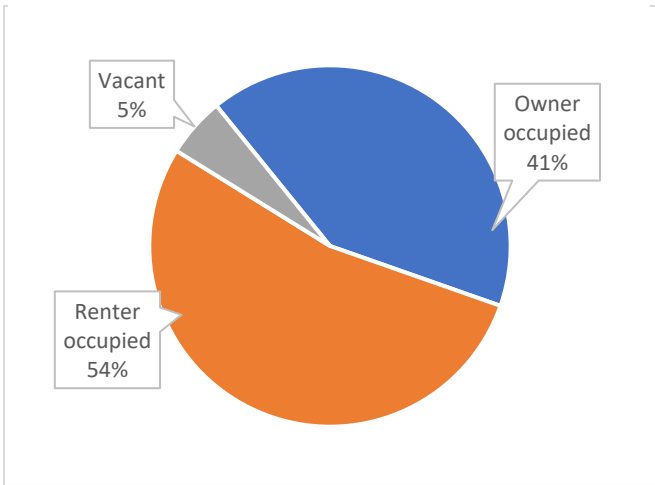
According to ACS 2020 data, the majority (57%) of housing units in Howell were built before 1980, and nearly 87% of housing units were built before the 21<sup>st</sup> century (see Figure 7). Fewer housing units have been built in the last twenty (20) years than were built in the prior two twenty (20) year periods: 1980 to 1999 and 1960 to 1979.

Figure 7. 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 8, renter-occupied units comprise 54% of housing units while owner-occupied units comprise 41% of units. 5% of housing units were vacant in 2020.

Figure 8. Housing Tenure, 2020 ACS, City of Howell



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.

## 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 Ave, 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 10). 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 9. City of Howell Existing Land Use Map

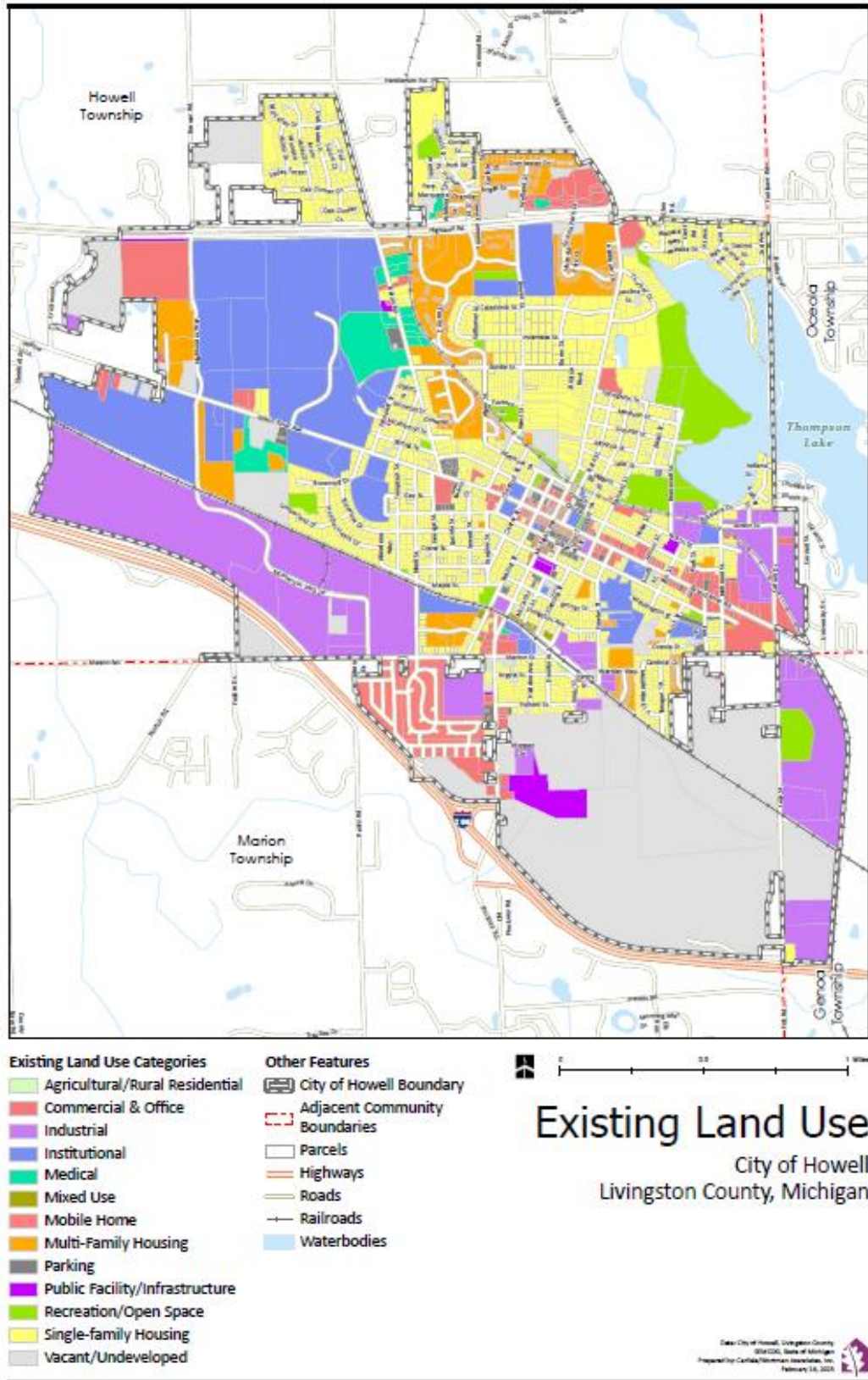
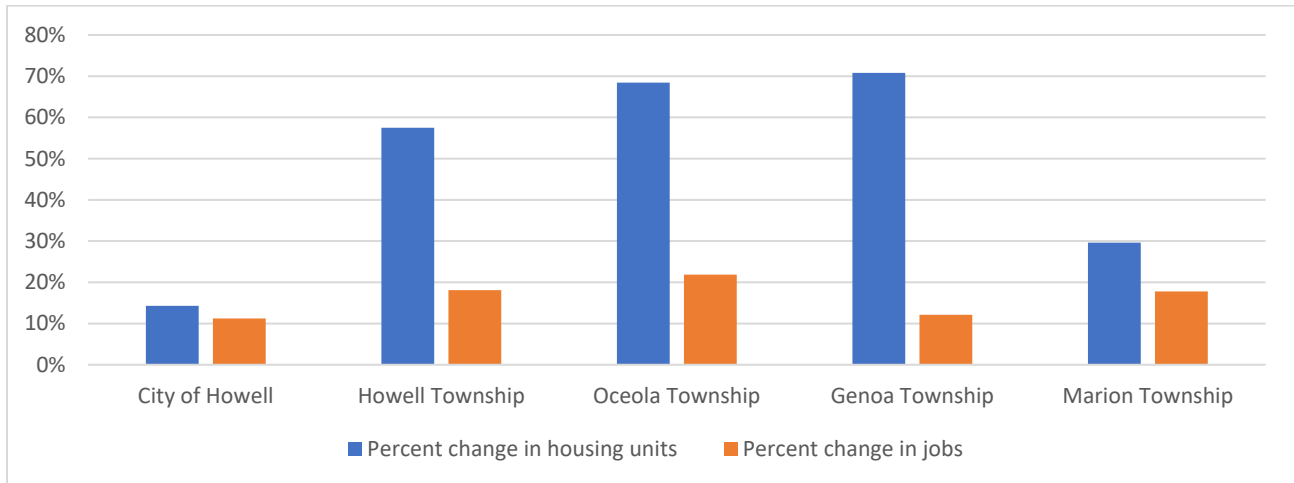


Figure 10. Change in total households and jobs, 2020 ACS, Howell and select Livingston County communities



## TRANSPORTATION

### Circulation Network

The City of Howell is centered on the intersection of Grand River 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, 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:

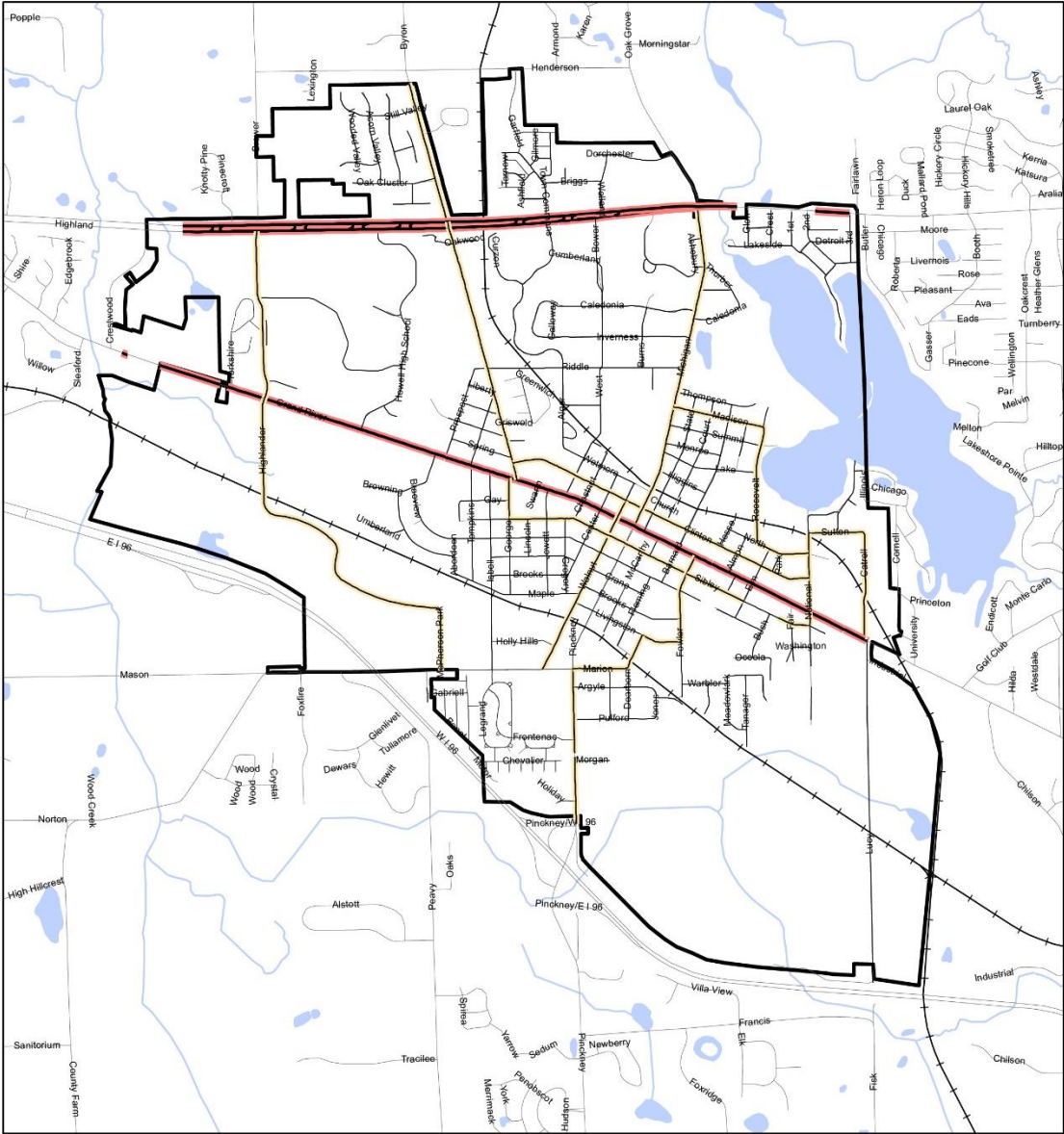
Principal Arterials (Non-Interstate) – Principal Arterials provide a connection to locations outside the City, are designated as truck routes within the City, and handle a substantial amount of non-residential traffic. These streets are built to carry heavier traffic loads and volumes for greater lengths, 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 depends 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 the City fall within this classification.

Figure 11. Arterials, collectors, and streets in Howell.



**ROADWAY CLASSIFICATION**

- Principal Arterials
- Minor Arterials and Major Collectors
- Local Streets

**Traffic Volume**

The averaged daily traffic (AADT) volume in Howell is greatest on the following streets (see AADT Map in Figure 12):

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

Figure 11. SEMCOG Traffic Volume, City of Howell



## 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 13).

Figure 13. 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.

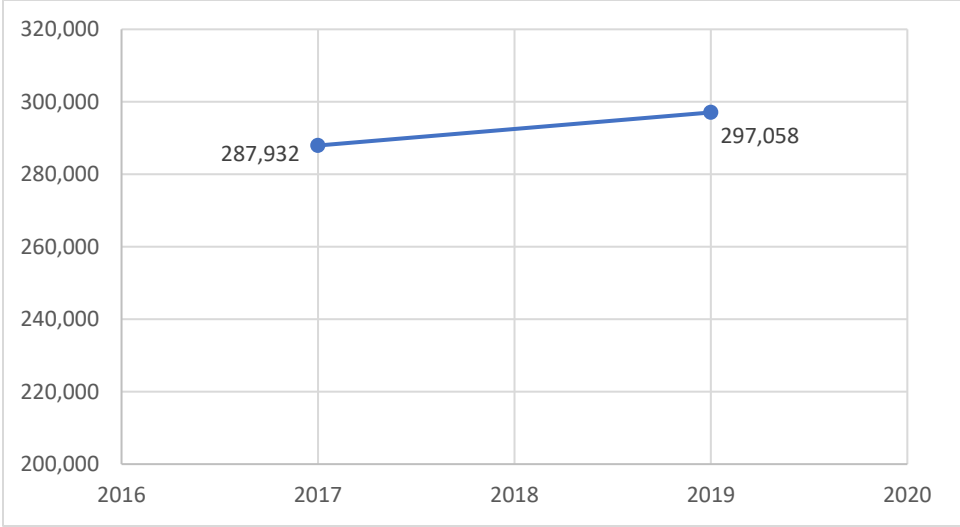
In addition to residents' desire to have a walkable and bikeable community for recreation purposes, a well-designed pedestrian network can serve residents who chose alternative modes of transportation because of preference or necessity. According to the 2020 American Community Survey, 1,209 residents, or 13.3% of Howell's population, have some form of physical disability. Most residents with a disability are 65 years or older. This indicates a strong need for a robust non-motorized network in the city of Howell.

### **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.

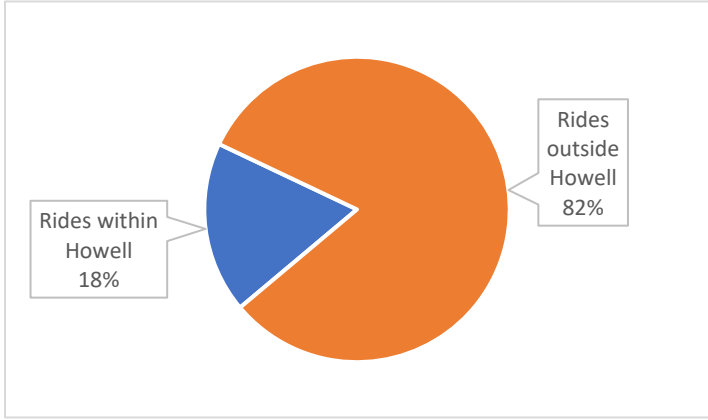
LETS' dial-to-ride service is typically overbooked, and in 2019, seventy-two (72%) percent of LETS trips were recurring. Between October 2018 and September 2019, LETS passenger counts totaled 297,058, a three (3%) percent increase from two years prior (see Figure 14).

*Figure 14. 2017-2019, LETS total passenger rides, Livingston Essential Transportation Service.*



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 15).

Figure 15. 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 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 the city 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 Shiawasse 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.