

CITY OF HOWELL MASTER PLAN

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INTRODUCTION

The Master Plan as a whole, serves as a policy manual to provide direction in making land use decisions. The Master Plan illustrates, "where the City is going." It serves in this capacity in several distinct ways. First, it provides supporting language which both reflects public input and supports land use decisions. Second, it provides a list of goals and objectives which can be used to shape the community in a planned manner. The Future Land Use Plan, which is included within this document serves as a framework for the physical land use distribution within the City and its respective planning area. The plan is the result of studies and work sessions by the City of Howell Planning Commission, input from local citizens and the recommendations of planning consultants.

PURPOSE

The purpose of the City of Howell Master Plan is to set forth a general plan that will serve to guide the long-range development of land in a defined area. A prime objective of the Plan is to achieve a balance of land uses that economically, physically, and socially benefit those persons residing in and about that defined area. Some community-wide goals that have been utilized to shape this plan include the following:

1. To improve the physical environment of the City as a setting for human activities to promote the health, safety, and general welfare by making the City a more functional, efficient, healthful, interesting and beautiful.
2. To promote the public interest, the interest of the community-at-large, rather than the interests of individuals or special groups within the community.
3. To provide an instrument that will serve as a guide for decisions by the Planning Commission and the City Council.
4. To inject long-range considerations into the determination of short-range actions.
5. To incorporate professional and technical knowledge in the decision-making process concerning the physical development of the community.
6. To preserve the natural and historic features of the City wherever possible.
7. To protect the natural resources and guide growth with full consideration of environmental health.
8. To preserve the community's historic and small town character.
9. To safeguard a most valuable commodity, living space, with the proper ecological allocation of land.

SCOPE

The City of Howell's Master Plan is a policy manual which provides the framework for the City of Howell Zoning Map. Additionally, as required by the State zoning enabling legislation, this Plan also provides the basis for the City's Zoning Ordinance.

PLANNING AREA

Master Plans are frequently devised for the area within the immediate community boundaries. Such an approach ignores the potential that surrounding lands in the future may have need for City services. In addition to studying the area within the City limits, adjacent portions of Genoa, Marion, Oceola and Howell Townships were evaluated as part of the future growth area (see Map 1). The current zoning districts and plans of the surrounding townships were considered in the preparation of the Master Plan for the City of Howell.

METHODOLOGY

During the latter portion of the year 2000 the City Council authorized the Planning Commission to begin updating the 1991 Master Land Use Plan. As part of that process, a kickoff workshop was held with the Planning Commission to determine the significant planning issues/concerns facing the City and evaluate how they relate to the existing Master Plan goals, objectives and policies. Although thoughts may vary on the variety and magnitude of the problems facing the City, the following significant issues stand out:

Land Use Conflicts – There are a number of industrial properties which directly abut residentially zoned and/or used parcels which need to be rectified by additional buffering, screening and/or modifications to the zoning patterns. Additionally, the residential neighborhoods along East Sibley and East Clinton Streets need to be buffered from the land use conversions along East Grand River Ave.

Redevelopment – Vacant, transitional, underutilized and misused parcels need to be identified in order to ensure that they can be converted to their highest and best use either through the recently established Brownfield Redevelopment Authority or other financial means. Additionally, the dilapidated residential homes along East Grand River Ave. should be converted to compatible non-residential use, and alternative development patterns should be encouraged for East Sibley and East Clinton Streets.

MAP 1 – HOWELL GROWTH AREA

Downtown – The City needs to continue the revitalization of existing downtown buildings through coordination with the DDA and evaluate means to provide additional parking in the Central Business District.

Historic Preservation – Continue encouraging the preservation of the City’s historic neighborhoods and landmarks through the Historic Preservation Overlay District.

Commercial Land Uses – The City needs additional commercial developments that are compatible in nature to their surroundings and are appropriately located to serve the intended target market. Therefore, the areas of need will have to be identified and the types of desired uses evaluated, but in either case they shall be within a walkable distance from the intended target market.

Transportation – Alternative forms of transportation should be evaluated which includes rail, bicycle paths and additional pedestrian friendly environments. The long range transportation needs of the community also need to be evaluated, and will include a loop or bypass road through the southern portion of the City.

Parks and Recreation – The current level of service (i.e. amount of existing park land available per resident of the community) needs to be maintained while evaluating opportunities to expand the existing recreational opportunities and identifying potential sites to purchase for City parkland. Additionally, developers should be required to provide public parks within their projects.

Utilities and Infrastructure – The future development patterns in the City, including portions of the adjacent Townships should be based upon the availability of utilities and infrastructure. Therefore, the current capacity of these amenities needs to be evaluated to determine whether future growth is feasible.

Intergovernmental Coordination – All planning efforts should be coordinated with the adjacent Townships in an effort to resolve inconsistent land use patterns at the City’s perimeter.

An additional element of the kickoff workshop was the presentation of the updated demographic analysis based upon the available 2000 U.S. Census data as well as data from other sources such as SEMCOG and Livingston County. Based upon the noted changes since 1991, the validity of the existing goals and policies were analyzed, and the need to expand their scope was determined.

As the process continued, various elements were analyzed and discussed by the Planning Commission with input from local citizens. Goals and policies for each element were discussed and reworked. Upon completion of the goals and policies and the analysis of the individual elements, they were then condensed, compiled and coordinated to form the Master Plan document. Finally, with the increased availability of 2000 U.S. Census data, additionally demographic data was added to the text.

BACKGROUND STUDIES SUMMARY

A number of studies were conducted to determine existing and predict future conditions in the City of Howell. The preparation of background information serves as the technical basis for the Master Plan. Population and housing was evaluated as to numbers, trends, characteristics and projections. The local economy was analyzed in terms of types of activities and tax base. Community facilities and services, including utilities, community facilities, parks and recreation as well as the existing road network were inventoried and their adequacy assessed. Finally, information regarding the various existing land use categories, including the various natural resources were collected, mapped and evaluated.

The following section provides a summary of the background studies noted above, while the complete text is found in Appendix A.

PREVIOUS LAND USE PLANS/STUDIES

The City of Howell adopted its first Master Land Use Plan in 1966; the Plan was extensively revised in 1987, and revised again in 1991. During this time, a number of studies concerning the City of Howell have been conducted. In 1981, the University of Michigan prepared a report entitled Strategies for the Future. A Regional/Urban Design Assistance Team (R/UDAT) of the American Institute of Architects conducted another study entitled Change with Continuity in 1984. Recently, the City expanded the area covered by the Downtown Development Authority to include the entire Grand River Avenue and Michigan Avenue/Pinckney Road corridors. All reports have provided useful information and insights that contributed to the development of the Master Land Use Plan for the City of Howell.

GROWTH AND DEVELOPMENT TRENDS

The City of Howell is located in the central portion of Livingston County. The City is comprised of approximately 4.9 square miles. It is bounded on the north and west by Howell Township, on the east by Oceola and Genoa Townships, and on the south by Marion Township.

The City is centered in an actively expanding and prosperous market region, and is accessible from all major Michigan market areas such as Detroit, Lansing, Pontiac, Flint, Ann Arbor, and Lansing.

According to the publication, Howell, Michigan, A Plan for Preservation, completed by the College of Architecture and Design, at Lawrence Technological University, the first explorers came to the area in 1835. Some of the initial settlers included names like Pinckney, Warren, Sage, Thompson, Coe, Palmer, Trobridge and Eaman. A Village began to emerge with the construction of the Pinckney cabin and the Eagle Tavern (located on the site of today's Howell Opera House), in which such transactions as court proceedings and postal duties transpired. Other settlers came to what is now known as the City of Howell based upon inherent curiosity as well as the railroad. The City grew to include several mills, a cloth factory, foundries for plows and other instruments, carriage shops, tailor shops and a movie theater prior to 1912. Some of

the founding businesses included Howell Manufacturing Company (originators of the Howell Hand-Car), the Condensed Milk industry, Gould Electric, and the Garland Tailoring Company.

While the City continued to grow, the most dramatic changes resulted from the construction of I-96 that connected the City to places both to the northwest and southeast, and the future construction of U.S. 23 and later M-59 provided the City with access to all major commercial centers. These centers, along with the continued presence of the railroad, have provided the City with accelerated growth potential which until recently has been slow but steady. However, in recent years the City has become the center of a County that continues to grow at a rate that outpaces any other area in the State. Livingston County, with the City of Howell as its County seat, has become one of the most desirable places to live, work and raise a family, while still being able to enjoy the agrarian areas which exist in the peripheral communities.

POPULATION AND HOUSING

The U.S. Census documents were consulted to compare both population and housing figures from the 1960s to the present. Data was collected for all municipalities within Livingston County as a means to compare the population and housing changes within the City to that of the surrounding townships. Overall, the City of Howell's population has steadily become a smaller proportion of the total Livingston County population, despite a population increase of over 155% since 1930. Housing calculations have exhibited a similar fluctuation between the City and its surrounding townships. A summary of the Census data is provided below.

Population

Between 1970 and 2000 the City of Howell experienced substantial growth, ranging from a population of 5,224 in 1970 to 9,232 by 2000. This represents a 43% increase for the four (4) decades. In comparison, Livingston County as a whole experienced a 62% increase during the same period. The majority of the growth within the County can be attributed to the Townships adjacent to the City, including Genoa, Howell, Marion and Oceola which experienced a 70%, 57%, 61% and 70% increases respectively.

Additional characteristics noted in the 2000 Census include the following: a very low median age; the second lowest percentage of residents under the age of eighteen (18); one of the highest percentages of population over the age of sixty-five (65); and the largest number of non-family households within the County (14% of the County's total). Additionally, the number of persons per household has reached an all-time low of 2.29 persons.

The Southeast Michigan Council of Governments (SEMCOG) prepares a Regional Development Forecast for the entire southeastern Michigan region. According to the SEMCOG report, the City's population is projected to continue to rise, and will reach 10,078 persons by the year 2020, while the rate will decrease from that experienced between 1990 and 2000. The projected rate of growth between 2000 and 2020 will be just over twenty (20%) percent. The total number of households is also projected to increase, and will reach 4,699 by the year 2020.

Housing

Between 1970 and 2000 the City of Howell has had the fifth highest number of housing units of all municipalities in Livingston County. The City of Howell percentage housing unit growth was 53%, which is 10% higher than the County's average. Additional characteristics noted in the 2000 Census includes the following as it relates to the County as a whole: the greatest number of rental units and the lowest vacancy rate. The following table provides a summary of the housing characteristics.

Table 1
Housing Characteristics, 1960-2000
City of Howell

	1960	1970	1980	1990	2000
No. of Housing Units	1,654	1,812	2,859	3,426	4,088
% Owner Occupied	67.0%	66.8%	55.3%	52.6%	56.9%
% Renter Occupied	25.4%	29.0%	37.9%	42.7%	43.1%
% Vacant	7.6%	4.2%	6.8%	4.7%	5.7%
Median Value	\$11,500	N/A	\$48,190	\$75,400	\$145,200
Median Rent	\$84	\$135	\$236	\$457	\$673

N/A – not available
Source: U.S. Census

No formal projections have been completed for the number of housing units, but the upward trend is anticipated to continue as long as land remains available within the City. Beyond the complete buildout of the City, only the annexation of additional land will result in an increased number of housing units.

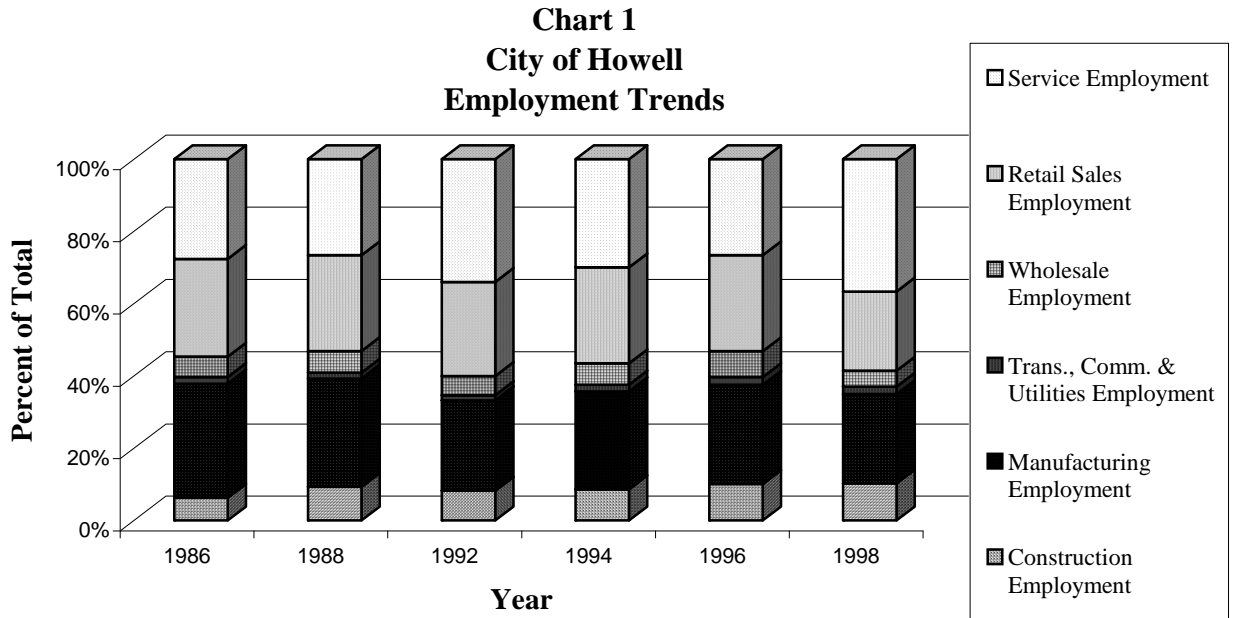
ECONOMIC BASE/SOCIO-ECONOMIC ASSESSMENT

While population and housing trends are important indicators of future demand for housing and public facilities, employment trends and sales activity analysis indicate future demand for retail space, offices and industrial sites.

Employment

While data is not available exclusively for the City of Howell, the data provided by the County Business Patterns for Michigan (1986 to 1998) very closely approximate that of the City due to its presence as a central employment and shopping destination within the County. According to the data for Livingston County, employment grew from 21,461 to 42,785 (just over a 50% increase), and the number of businesses increased by 1,725 (just over a 52% increase). The 2000 Economic Report by the Governor stated that in 1999 Livingston County had a labor force of

79,599 persons with an unemployment rate of only 2.2%. The same report provides the breakdown of employment by sector for the City that, similar to the County, indicates a broad base of employment with no sector predominating. The breakout for the City is provided in the chart below.



The Livingston County Planning Department also tracks the major employers within the County, their products/services and the number of employees. Within the City limits are four (4) of the largest employers within the County, the majority of which have expanded their employment base since the completion of the 1991 Master Plan. The City's largest employers include the following corporations: Citizens Insurance, Howell Public Schools, St. Joseph Mercy Livingston Hospital in Howell, Ogihara America Inc., Livingston County Government, Pepsi-Cola Metro Bottling Co., Key Plastics, Livingston County Intermediate Schools and Medilodge of Howell.

Tax Base

State Equalized Valuation (SEV) is an additional source of information that illustrates economic trends. SEV is broken into the following three (3) categories: residential, commercial and industrial. Residential and industrial SEV has nearly tripled between 1990 and 2000, while commercial SEV has doubled during the same period. Between 1990 and 2000 just under 57% of the total real property (land and the structures on the land) value is attributed to residential property, approximately 32% to commercial property, and about 10.5% to industrial property. By 2000, the City's total real property value was \$247,812,200, up from \$98,564,100 in 1990.

COMMUNITY FACILITIES AND SERVICES

The responsibility of providing public services to residents of the City of Howell is shared by several public entities, including the City, various Livingston County departments, various State offices, the Howell School District, and others. Within the confines of the City, the adequacy of the public facilities has a direct influence on the City's ability to attract and/or retain residents, businesses, and industries. Often the impression created by a particular community is directly related to its schools, parks, libraries, public buildings, public utilities and police and fire facilities. The following summary focuses on City owned and maintained facilities, but recognizes that these facilities are supplemented by private facilities.

Utilities, Services and Capabilities

The City owns and operates the water supply, sanitary and storm systems that serves its residents, and in some cases the adjacent Township residents as well. Each of these systems is summarized as follows:

Water Supply System – The water supply system serving the City of Howell consists of five (5) major elements: supply wells, raw water transmission main, water treatment plant (WTP), storage tanks and distribution mains. The wells and transmission line associated with the system have been determined to be insufficient to meet the current needs of the City's residents. Therefore, over the next several years, the City will need to continue upgrading the existing water supply system as outlined in the Howell Capital Planning Report dated September 15, 2001.

Sanitary Systems – The sanitary system serving the City of Howell consists of three (3) major elements: collection sewers, pumping stations, and the wastewater treatment plant (WWTP). There is a total of 160,000 linear feet of sanitary sewer within the City. The entire system is adequate for the current population, but as additional developments come on line, developers will have to construct future pumping stations as the need arises. The life expectancy of the recently expanded WWTP is over twenty (20) years, while the second expansion is scheduled to begin on an as needed basis. The expansion is intended to primarily cover the needs of Marion Township.

Storm System – The storm sewer system serving the City of Howell consists of four (4) major elements: inlets, transport sewers, storage and outlet sewers. This system is critically important

to the City due to stormwater flooding being a widespread problem. In addition, the recent growth within the City has resulted in increased runoff from the areas tributary to existing sewers which, as a result, has exceeded the actual storm capacity of the system.

A stormwater study was completed in 1972 that outlined several recommendations for improving the system, however, none have been implemented. While improvements have been made as a part of several recent roadway projects, the majority of the system will still need to be modified in the future.

Community Facilities

The City owns and operates various types of facilities that are scattered throughout its confines (see Map 2). Each of these facilities is summarized below, while additional details are provided in Appendix A.

City Hall – The City Hall is located at 611 E. Grand River Ave. and houses the majority of the City departments. However, a portion of the first floor is leased to the Republic Bank. The Council chambers, meeting spaces and a kitchen are located in the basement.

Police Headquarters/Crime Prevention Unit – The police department is located on the first floor of City Hall and is a full service department. The type of services offered exclusively to City residents includes street patrol, detective, D.A.R.E., school resource, crossing guard, traffic control and bike patrol.

Howell Area Fire Authority – The Authority is responsible for the City as well as the five (5) surrounding townships of Cohoctah, Deerfield, Genoa, Howell, Marion and Oceola. The main station is located at 1211 W. Grand River Ave., with four (4) substations throughout the 170 square mile coverage area.

Department of Public Works Garage – The Department headquarters are located on the same site as the Water Treatment Plant, which is located at 150 Marion Street. All of the necessary equipment to maintain the City's 34 miles of local and major streets are stored and maintained at this site, along with fourteen (14) employees for the Public Works and Public Services Departments combined.

Water Treatment Plant (WTP) – The Plant is located at 150 Marion Street at the south end of the City limits. The facility has sufficient capacity to accommodate the current City and Township populations, but as new treatment requirements come on line in the near future, higher amounts of treated water with higher quality characteristics will be required.

Water Supply Wells – Two (2) of the five (5) active City wells are located within the City limits. These wells are located at the Water Treatment Plant and at 610 Henry Street, approximately ½ mile from the Plant. However, additional well sites are needed to accommodate the growing population.

Map 2 – Community Facilities

Storage Tanks – The treated water from the Water Treatment Plant is maintained in two (2) large storage tanks as a means to balance the pressure throughout the distribution network and provide backup water for fire demands. An elevated tank is located at Thompson Lake Park and a ground storage tank is located at the Water Treatment Plant.

Wastewater Treatment Plant (WWTP) – The Treatment Plant that is located at 1191 Pinckney Road was recently expanded to serve portions of Marion Township and the build out of the City of Howell. The recent expansion should provide the plant with a useful life of more than twenty (20) years; however, a Phase II expansion is proposed to accommodate the growth anticipated in Marion Township.

Pumping Stations – A total of twelve (12) pumping stations are located within the City as a means to transport sewage to the Wastewater Treatment Plant. There are an additional eight (8) stations in Marion Township as part of the Phase I Treatment Plant expansion, while other stations will need to be added to the system as new developments come on line.

Barnard Community Center/Page Field – The Center is located at 415 N. Barnard St. and includes the surrounding 10 acres known as Page Field. The Parks and Recreation staff and the Livingston County branch of the American Red Cross occupy the building. The facility and its grounds provide year round activities and meeting space for various local groups.

Paul Bennett Recreation Center – The Center was constructed at 925 W. Grand River Ave. in 1965, and currently serves as the headquarters for the Howell Area Parks and Recreation Department. A weekday preschool and community education classes are held at the center, while the facility also houses a weekday senior center, and provides a place for craft shows, meetings, dances and parties.

Lakeview City Cemetery – On April 28, 1915 Howell Township sold the cemetery, located at 920 Roosevelt Street, to the City of Howell. At the time the cemetery was called Oakgrove Cemetery, but upon purchasing the property, the City renamed the cemetery Lakeview Cemetery. The parcel contains thirty-two (32) acres, and at the present time has 9,300 burials, and is near capacity. Due to the limited available land within the existing cemetery, a second cemetery is under construction on a 36.4 acre parcel at the western end of M-59.

Parks and Recreation

A Howell Area Recreation Master Plan was adopted in 1995, which is intended to provide the City with guidelines for recreational needs and improvements to be completed within the next five (5) years. Recreation is an integral part of the Master Plan for the City. Therefore, in order to evaluate the needs of the community, the Howell Area Parks and Recreation Commission inventoried the existing parks and recreational facilities within the Howell area. The facilities noted in the Plan are summaries below and in Appendix A. In addition to City owned and operated facilities, the City of Howell Public School System provides nine (9) school facilities that are utilized by the Howell Recreation Department along with one (1) private school facility.

**Table 2
Existing Parks and Recreation Facilities**

Facility	Acreege	Amenities
Argyle Street Park	0.2	Picnic table, grills, playground
Baldwin Park (previously known as Spring/Byron Park)	0.8	Picnic tables, grills, picnic shelters, playground, benches, tennis courts
Barnard Community Center	12.0	Picnic tables, playground, benches, open fields with lights, restrooms, concessions, path
Central Thompson Lake Park	0.2	Undeveloped
City Boat Launch Site	1.6	Picnic tables, grills, open field
Howell City Park	22.8	Picnic tables, grills, picnic shelters, playground, benches, ball/open fields, restrooms, concessions (seasonal: sledding, ice skating, beach, volleyball)
Lakeside Drive Park	0.3	Grills, playground, benches
Lucy Road Park	50.0	Presently closed
Maple Street Park	0.2	Picnic tables, grills, playground, benches
Jenny McPherson Park	0.3	Picnic tables, grills, benches
Paul Bennett Recreation Center	3.8	Picnic tables, benches, tennis courts, playscape, Senior Center, Preschool Program, staff offices, multipurpose rooms
Paul Bennett Field	1.8	Ball fields, concessions
Park Street Park	0.2	Picnic tables, grills, playground, benches
West Street Park	2.0	Picnic tables/shelters, grills, playgrounds, benches, open field (seasonal: volleyball)
TOTALS	96.2	

Source: Howell Area Recreation Master Plan, 1995-2000

An action plan was drafted based upon an analysis of the existing facilities (both public and private) in order to determine the City's needs. The Recreation Master Plan denoted that based upon the anticipated growth patterns for the City, the following deficiencies would exist by the year 2000: 1 lighted ballfield, 9 outdoor basketball courts, 9 playgrounds, 3 soccer fields, 7

outdoor tennis courts, and 9 volleyball courts. These numbers were based upon a projected population of 43,354 people for the Howell area (Cohoctah, Genoa, Howell, Marion, and Oceola Townships along with the City of Howell), which according to the 2000 U.S. Census has already been surpassed, and is now at 49,325 persons.

TRANSPORTATION AND TRAFFIC ANALYSIS

The relationship between land use and roads is a critical element of land use planning. The streets provide the access necessary for land use and are important in setting the character of an area. Adequate transportation facilities are, therefore, a major consideration in a community's development.

Roadway Classifications

The classification of roads is necessary in order to identify the type and amount of traffic that is appropriate for each portion of the local road network. 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 classifications (arterial, collector and local). The classifications are based upon the National Functional Classification (NFC) that is a planning tool that federal, state and local transportation agencies have used since the late 1960's. The Federal Highway Administration (FHWA) developed this system of classifying all streets, roads, and highways according to their function. The following is a description of each of the classifications and Map 3 depicts their locations within the City.

Principal Arterials (Non-Interstate) – These streets 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. The only principal arterial road within the City is M-59.

Minor Arterials – These streets 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 Grand River Avenue, Michigan Avenue south of Grand River Avenue and Pinckney Road.

Major Collectors – These streets provide access and mobility within residential, commercial, or industrial areas. The streets also provide a connection between minor collectors and arterials, and sometimes permit on-street parking. An example of a major collector street is Michigan Avenue north of Grand River Avenue, but includes eleven other road segments.

Map 3 – Road Classifications

Minor Collectors – These streets tend to accommodate fewer trips than a major collector, but still provide the connection between local streets and major collectors. The streets also provide access amongst varying land uses. On-street parking is frequently permitted, but depends on the function of the street. The only minor collector road within the City is Byron Road north of M-59.

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, but one example is Fowler Street.

Characteristics of the Most Heavily Traveled Roads in the City

North Michigan Avenue – This street is considered a major collector, but is considered a primary connection to places north of the City. As a result of the amount of traffic on the road (estimated at 16,763 cars per day in 2001, up from 14,894 in 1997), there are several intersections that have become prone to accidents. These numbers are typical for a road that provides access to primarily commercial uses, but not one that contains predominantly residential uses as is the case for North Michigan Avenue.

South Michigan Avenue/Pinckney Road – This street is considered a minor arterial road that is used by a significant number of people as their primary connection to places south of the City. As a result of the amount of traffic on the road (estimated at 24,389 cars per day in 2001, up from 21,669 in 1997), Pinckney Road at Mason Road has seen an increase in the number of accidents between 1991 and 2001. However, as a result of the growth in the surrounding Townships, along with the potential for the conversion of residential to commercial uses, these numbers may continue to increase.

East Grand River Avenue – This street is considered a minor arterial road that is used by an average of 43,203 cars per day in 2001 (as per Livingston County Road Commission), up from 30,668 in 1997. As a result of the number of cars passing through the City on this road, the number of accidents is higher than the majority of the other streets. The intersections that had the highest number of accidents in 2001 include National Street and Catrell Street respectively. Based upon the types of uses located along the eastern end of Grand River Avenue, the traffic and accident numbers are high, but as per the Road Commission, not unreasonable. However, as a result of the growth in the surrounding Townships along with the potential for the conversion of residential to commercial uses, these numbers could continue to increase.

West Grand River Avenue – This street is considered a minor arterial road just like the eastern end, but is used by fewer cars per day. An estimate of 21,106 cars per day passed through this portion of Grand River in 2001, up from 18,752 in 1997. Despite the fewer number of cars on this portion of Grand River, there are still several intersections that have become prone to accidents. In 2001, the intersection of Michigan Avenue and Highlander Way, respectively, had the highest accident rates. For a road that provides access to primarily residential and institutional uses, as per the Road Commission, these numbers are very high. However, due to

the high volume of cars entering, or passing-through the City, from the west, the numbers may continue to remain high.

M-59 – This street is the only principal arterial (major street) within the City, but is not used by as many cars as Grand River Avenue. An estimate of 14,205 cars used this portion of M-59 in 2001, up from 12,621 in 1997. Because the amount of cars on these roads is less than other roads, the accident rates are also less. However, as a result of recently approved developments to the north and south of M-59, these volumes will most likely increase over the next few years.

Systems Adequacy and Needs Assessment

While many of the City's streets have been reconstructed or rehabilitated within the past ten (10) years, there are still several streets that require upgrading. Therefore, the City has developed and maintained a pavement management system to provide direction for the repair, maintenance and improvements to its road system. As part of the pavement management system, each street was classified using the previously described road classifications, as well as receiving a ranking based upon their importance within the overall network. The pavement management system report includes up to a three (3) year plan for reconstruction and rehabilitation of City streets. This report is updated at the beginning of each year. However, an additional list was created which prioritizes road improvements based upon their ranking as well as their relative importance in the network, the availability of grant funds and other factors including storm drainage improvements (see Appendix A).

The Federal Urban Aid Transportation System (FUATS) provides a 50% match for construction costs on eligible street projects up to a maximum of \$375,000. A total of thirteen (13) projects have previously been completed using these funds, with several more scheduled for commencement within the next few months. The City has been very successful in receiving grant money to offset the costs of repaving the City's streets.

ENVIRONMENTAL RESOURCES

The lakes, low lying wet areas, woodlands and open spaces within the City of Howell are significant because of their strong appeal to residents. While there are many opportunities for enjoyment and utilization of the natural resource base, particular features of the natural environment are incapable of supporting development or are of sufficient significance to be preserved. It is helpful to examine the various natural resource factors in detail to determine the opportunities and constraints for development, as well as to weigh the value of preservation. Sound land use depends on a keen awareness of the City's natural features. Accordingly, key natural features are summarized in the following sections and depicted in Map 4.

Map 4 – Natural Resources

Topographic Features

For the most part the City of Howell is flat. According to the U.S. Geographic Survey (USGS), the topography of the City only varies from a low of 900 feet above sea level around the various wetlands and water resources, to a high of 940 feet above sea level within the western portions of the City. Pockets of higher ground can also be found west of Pinckney Road between I-96 and Grand River, and at the intersection of M-59 and Byron Road.

Soils

An understanding of soil characteristics is essential to the development of a community in a manner that minimizes construction costs, risks to public health, and environmental damage. Soil types within the City are identified in the Livingston County Soil Survey prepared by the U.S. Soil Conservation Service. Detailed soils maps are available through County Planning or the Soil Conservation Service. The soils found within the City are typical of an area previously disturbed by development, and having glacially deposited mixtures of clay, sand and gravel, which result in soil types that are hard to distinguish.

Water

There are a total of three (3) water resources located within the City of Howell, the largest being that of Thompson Lake. The two (2) other water resources serve as part of the City's overall storm water system. In addition, the south branch of the Shiawassee River runs along the western perimeter of the City, and the Marion and Genoa Drain runs through the southern portions of the City.

Low Lying Wet Areas

There are some pockets of low-lying wet areas scattered throughout the City, with predominance north of Grand River Avenue and around the perimeter of Thompson Lake. These areas are primarily vacant and unused properties that provide a habitat for native plants and animals, while also helping to clean the rainwater before it seeps into the ground.

Woodlands

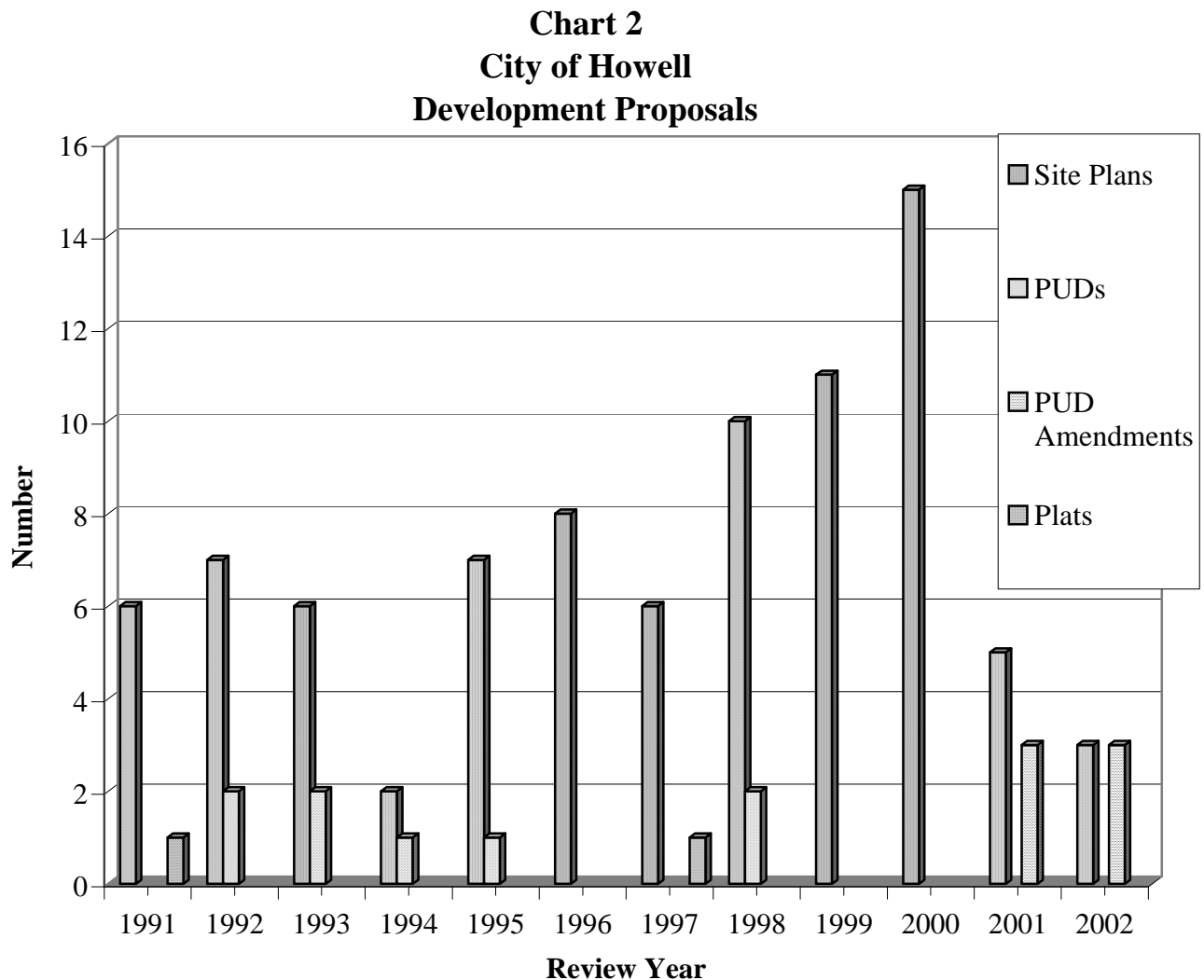
There are some pockets of woodlands located within the City. While some of these areas have been impacted by development within the past 10 years, they are primarily located within low-lying undeveloped areas of the City. These areas do not include the numerous mature trees scattered throughout the City and lining many of the City's streets.

EXISTING LAND USE

A basic element in planning the future of the City of Howell is the consideration of existing land use types and patterns. Previous existing land use data was compiled in 1987, however, due to the abundance of development proposals since the 1991 update, the inventory has been updated to reflect the land use changes within the City and perimeter Townships. The result of this inventory is presented in Map 5, while a description of the recent development proposal trends are noted below.

Recent Development Proposals

Since the adoption of the 1987 Master Plan, and subsequent amendment in 1991, there have been a significant number of development proposals that have been reviewed and/or approved by the City. The following is a summary of the total number of site plans, Planned Unit Developments (PUD) and plats considered by the Planning Commission and/or City Council since 1991:



Map 5 – Generalized Existing Land Use Map

While 2000 was the busiest year for development reviews, beginning in 1998 the City began considering several large and unique mixed use projects, including Town Commons PUD, Victoria Park/Oakhaven Manor PUD, Gallery Park Site Plan, Bankers Square Site Plan, and Crossroads Town Center. Additionally, one of the first recent redevelopment projects in the South Pinckney Road corridor was recently approved, that of the Pellegrino Speculative Office Building. All of the above noted projects have received final approval by the Planning Commission with the exception of Crossroads Town Center that has only received final site plan and special land use approval for phase one of the project.

Classifications

The following generalized land use classifications were used in updating the City's existing land use map (see Map 5). Generalized land use classifications were utilized because the City is still awaiting a digital base map from Livingston County. A more detailed map may be generated upon receipt of the requested base map.

Single and Two Family Residential. Areas in which single-family residential dwellings, either attached or detached, is located.

Multiple Family Residential. Areas in which greater than two (2) dwellings are located within one building.

Central Business District. The central business core of the City contains retail, office, and governmental functions.

Commercial. All areas used for commercial purposes including the retail sale of goods and services.

Office. All areas used for office purposes including professional and medical office complexes.

Public/Quasi-Public. Land areas and facilities such as schools, hospitals, and government buildings, which are available to or used by the public. Also included in this classification are areas and buildings that are used by a limited number of persons with particular interests such as churches, church-related facilities, and cemeteries.

Parks. Lands owned by public agencies or private organizations for the purposes of recreation.

Industrial. Where raw or semi-finished material is processed, fabricated, and/or manufactured. Warehousing and storage applies to land areas that are used for the storage of materials, whether enclosed in a building or not.

Vacant. Vacant land not used for any purpose and areas occupied by streams, lakes, and other bodies of water are assigned to this broad classification.

Patterns

The following land use patterns and trends have been observed since the adoption of the 1987 Master Plan and subsequent 1991 amendment:

Single and Two Family Residential

The single family residential land uses identified in 1991, which includes attached and detached dwellings, have been maintained in the majority of the City, with the exception of pockets along East Grand River and Clinton that have been rehabilitated into office or commercial uses. Additionally, the vacant land located northwest of M-59 and Oak Grove has been annexed into the City, the western portion of which is approved for single-family residential use. While two family residential land uses are not intermingled throughout the City with the single family residential land uses, they do have a predominance to the northeast of downtown.

Multiple Family Residential

Since the 1991 existing land use inventory, all previously identified multiple family residential uses (greater than two (2) dwelling units per building) have been maintained, with the greatest concentration located within the northwestern portion of the City. However, a previously identified single family residential development along West Bower and the railroad tracks as well as a few parcels off of Griswold have been converted into multiple family developments.

Commercial

A few existing parcels along East Grand River and Barnard have been converted into commercial uses, while all other commercial uses identified in the 1987 land use inventory remain. The largest clustering of commercial uses is along East Grand River, Pinckney Road, and at the City's periphery, while the greatest concentration is within the downtown core.

Office

Office uses are primarily located adjacent to commercial uses within the City's main corridors. As noted in the 1987 Master Plan, the greatest concentration of office uses is within the East Grand River corridor, where additional office uses have been added since the 1987 existing land use inventory.

Public/Quasi-Public

The largest institutional use in the City is the City of Howell school system, while the Livingston County complex is a close second. Several City owned public uses are scattered throughout town, but no new public/quasi-public uses have been added since the 1987 land use inventory.

Parks

Since the 1987 land use inventory, three (3) additional park facilities have been added to the City's parks and recreation system. All together, parkland accounts for in excess of 96.3 acres of City land, and includes a total of fifteen (15) facilities.

Industrial

Industrial uses have increased significantly since 1987 with the expansion of the industrial park off of McPherson Park Drive. There are also large pockets of industrial land off of Catrell as well as adjacent to Pinckney Road and the railroad tracks.

Vacant

The majority of the vacant land identified in the 1987 existing land use inventory has been developed, with the exception of land along Pinckney Road and I-96. While additional vacant land has been annexed into the City, the majority of it is under consideration or was recently approved for construction by the City.

COMMUNITY GOALS

The adoption of community goals and policies is a vital step in the planning process. The desires and needs of the people must be properly interpreted so that workable solutions can be achieved. It therefore requires careful analysis of the various factors that characterize the City of Howell and the specific problems to be faced.

CITIZEN INPUT

Citizen input is the core of any planning effort. In order for the goals of the plan to be achievable, general consensus regarding the vital issues to the community must be reached. There are a number of techniques to gather citizen input, and the City of Howell has had the opportunity to utilize two (2) different methods in this master planning effort as described below.

WORKSHOPS

The first workshop method included fact finding as well as information gathering and dissemination with the Planning Commission. On approximately a monthly basis, the Planning Commission met in a work session to evaluate the existing conditions within the City and determine the necessary milestones. These sessions were also used to provide focus to the public participation plan, disseminate responsibilities and provide closure to already completed tasks. While these meetings were open to the public, comments from the public were infrequent.

The second workshop method included inviting the public to a Visioning Workshop. The goal of conducting a Visioning Workshop is to attempt to gather citizen input on a variety of topics and to create conceptual images of the desired future for the community. The visioning process provides a vehicle for people of diverse viewpoints to identify and agree upon the common dreams they have for their community, and encourages people to express with words a desired future.

The City held a workshop on March 26, 2002, and was formatted to be informational and open to all City and non-City residents. Approximately 55 people attended the workshop, including City Council members, Planning Commissioners, and others interested in future planning for the City and the Howell area. The workshop started with a brief overview of the evening's agenda, an explanation of the current Master Planning efforts, and a presentation of the role of Visioning in the Master Planning process. After this introduction, participants viewed the informational stations and then broke into five (5) small discussion groups, each of which discussed the same five (5) topics. The topics of discussion included the following:

- Neighborhoods
- Business and Industry
- Recreation: Arts and Parks
- Downtown
- Traffic

The Planning Commissioners responsibilities as facilitators for the small group discussions were to guide the discussion while recording the participants' comments. The types of activities completed during this portion of the workshop included the following:

- Round robin listing of ideas and brainstorming.
- Discussion and clarification of ideas.
- Voting/prioritization.

After each group had voted, the larger group reconvened and each group facilitator presented the "Priority Vision Statements" from their group. All visions statements generated that evening are included as Appendix B to the Master Plan.

Overall, participants in the Visioning Workshop expressed vision statements that reflected a desire to preserve the existing character of the City while assisting in the redevelopment of various portions of the community. The statements that received the greatest number votes are as follows:

- Adopt architectural standards/controls to protect the City's 19th Century building facades.
- Create an historic district.
- Provide incentives and/or ordinance requirements to ensure that people maintain their homes.
- Create a multi-functional trail/path that links the neighborhoods with parks and schools.
- Work with adjacent communities to create a Recreation Authority for the Howell Area.
- Provide more park/recreation spaces within the downtown.
- Provide a better variety of recreation activities, including programs for ice-skating and sledding.
- Provide skate parks within various City parks.
- Provide more parking in the downtown through the construction of parking structures.
- Evaluate the potential conversion of Clinton and Sibley to one-way streets with one-sided parking.
- Provide incentives or require that businesses within the downtown have standardized hours.
- Provide a more pedestrian friendly downtown with marked pedestrian crossings.
- Evaluate the potential of a train, in-town shuttle, downtown trolley or bus for Grand River Avenue.

FOCUS GROUPS

The second public participation technique utilized within the Master Plan update process was that of a focus group session. In this case the focus group attendees were derived from inviting those who attended the Vision Workshop, as well as key stakeholders within the City and adjacent Townships. The intention of the meeting was to focus on the desires presented at the Workshop through small focus group discussions. This session was held at June 12 of 2002 at the Howell Recreation Center.

Each group was assigned a primary topic, while as time permitted; they were able to discuss each of the remaining topic areas. All participants received a draft copy of the background studies, a summary of the Visioning Fair Workshop and a worksheet outlining the draft goals (proposed and existing). The nearly twenty-five (25) attendees broke into five (5) discussion groups, with each given 1.5 hours to discuss the draft and existing goals for their primary topic and others of their choosing. Overall, participants in the Focus Group Workshop expressed similar desires as those of the Visioning Workshop, but with added detail. While the greatest emphasis was placed on evaluating the draft goals and policies for the downtown and parks and recreation, the attendees were able to provide the Planning Commission with sufficient information in order to evaluate the validity of the adopted Master Plan goals and policies while identifying areas which required additional attention.

GOALS AND POLICIES

Through the information gathered at each of the public participation workshops, the Planning Commission arrived at the following goals and policies. Each of the goals and policies gives the Master Plan its philosophical guidance as a means to address the present issues while deriving a guided path for the future. The goals and policies found in this section of the Master Plan are defined as follows:

Goals are overall broad statements that provide a focus for future discussions.

Policies are very specific, action-oriented statements that would help achieve the goals. Policy statements provide justification to revise or draft new ordinances or regulations or finance specific capital improvements.

NEIGHBORHOODS

GOAL 1.0: Preserve, protect and enhance the architectural style of the existing neighborhoods.

ARCHITECTURAL STYLE POLICIES

1. Create development guidelines appropriate to the neighborhood to preserve the existing character.
2. Encourage a mix of residential housing styles and sizes within the context of the existing neighborhood.
3. Encourage the conversion of inappropriately zoned land within a neighborhood to a complementary zoning classification.
4. Prevent intrusion of incompatible land uses.
5. Strengthen deteriorating neighborhoods through the investment in public facilities.

GOAL 2.0: Preserve the historic character of the City’s existing neighborhoods.

HISTORIC CHARACTER POLICIES

1. Encourage the use of historic elements in new construction.
2. Utilize the Secretary of Interior Standards for Rehabilitation of historic structures.
3. Create awareness of the incentive for historic preservation
4. Work with individual neighborhoods to establish historic districts.

GOAL 3.0: Encourage the maintenance of existing homes.

MAINTENANCE POLICIES

1. Establish a rental inspection program.
2. Pursue a property maintenance ordinance.
3. Provide incentives for the conversion of subdivided homes back into single unit homes.
4. Encourage the conversion of two-family zoned lots back to single family zoned lots.
5. Create awareness of the incentives to restore and preserve homes.

GOAL 4.0: Provide a sufficient quantity of affordable housing options so that our children can remain within the community.

AFFORDABLE HOUSING POLICIES

1. Coordinate land use planning efforts with the surrounding townships.
2. Coordinate local economic development with County, Regional and State programs.
3. Provide incentives for affordable housing projects.

GOAL 5.0: Provide multi-functional paths within and between neighborhoods as well as to the neighborhood parks and the local schools.

MULTI-FUNCTIONAL PATH POLICIES

1. Continue implementing the sidewalk construction program.
2. Establish a path system linking residential areas to downtown, local parks and schools.
3. Acquire land and/or easements to provide paths internal to neighborhoods.
4. Coordinate the City’s path system with the proposed regional Crosstown Trail.

GOAL 6.0: Provide for planned residential growth that maintains the core of the City.

PLANNED RESIDENTIAL GROWTH POLICIES

1. Infill vacant land in the City's core before expanding into the periphery.
2. Coordinate utility extensions to accommodate future growth.
3. Provide new housing opportunities close to downtown.

GOAL 7.0: Develop stormwater management plan and policies.

STORMWATER MANAGEMENT POLICIES

1. Decrease the amount of impervious surface.
2. Enhance water quality.
3. Encourage the use of Best Management Practices (BMPs).
4. Educate the public regarding stormwater pollution sources, impacts and remedies.

BUSINESS AND INDUSTRY

GOAL 1.0: Attract new businesses and industry to the City.

NEW BUSINESS AND INDUSTRY POLICIES

1. Provide incentives for new businesses within the City.
2. Increase the marketing efforts of the City.
3. Utilize proximity to railroads and freeway to encourage new development.
4. Partner with existing agencies for economic development efforts.

GOAL 2.0: Create a south side Loop Road for future industrial growth.

LOOP ROAD POLICIES

1. Work with Livingston County Road Commission and the Michigan Department of Transportations towards the construction of the Loop Road.
2. Create an appropriate zoning district to encourage hi-tech/research and development uses.
3. Work with the surrounding Townships to extend the Loop Road and new zoning district to the east.

GOAL 3.0: Encourage redevelopment in the East Grand River Avenue corridor.

EAST GRAND RIVER REDEVELOPMENT POLICIES

1. Provide incentives to encourage redevelopment.
2. Create an overlay zone to ensure a compatible development pattern.
3. Prevent the intrusion of incompatible land uses.

4. Encourage redevelopment with a mix of uses that are compatible with the existing structures.

GOAL 4.0: Provide sufficient transitions between the office, commercial and industrial developments and the adjacent residential neighborhoods.

TRANSITION OF USE POLICIES

1. Provide appropriate land use classification transitions.
2. Require landscaping and open space to buffer incompatible uses.

GOAL 5.0: Redevelop the vacant and/or obsolete industrial buildings within the City.

REDEVELOPMENT POLICIES

1. Brownfield Redevelopment Authority will provide financial incentives for redevelopment.
2. Encourage the conversion of obsolete industrial buildings into alternative uses that are compatible with the area.

GOAL 6.0: Provide for planned commercial and industrial growth that maintains the core of the City.

PLANNED COMMERCIAL AND INDUSTRIAL GROWTH POLICIES

1. Infill vacant land in the City's core before expanding into the periphery.
2. Provide incentives for the redevelopment of property within the City's core.
3. Coordinate land acquisitions and contractual agreements with surrounding townships.
4. Develop cooperative land use planning effort with surrounding townships.
5. Coordinate local economic development with County, Regional and State programs.

GOAL 7.0: Control strip commercial development.

STRIP COMMERCIAL POLICIES

1. Require streetscaping as continuation of downtown program.
2. Minimize new curb cuts and consolidate existing cuts.
3. Establish design guidelines for architectural compatibility of new construction or major renovations.

GOAL 8.0: Develop stormwater management plan and policies.

STORMWATER MANAGEMENT POLICIES

1. Decrease the amount of impervious surfaces.
2. Enhance water quality.
3. Encourage the use of Best Management Practices (BMPs).
4. Educate the public regarding stormwater pollution sources, impacts and remedies.

DOWNTOWN

GOAL 1.0: Preserve the historic character of the existing building facades and require that all new projects are architecturally and historically compatible with the historic character of downtown.

HISTORIC CHARACTER POLICIES

1. Preserve historic character of the downtown.
2. Preserve and maintain historic building façades.
3. Recognize property owners who further the historic character of the City.
4. Encourage the use of historically and architecturally compatible features in new construction.

GOAL 2.0: Align the City with the Federal Main Street Program.

MAIN STREET PROGRAM POLICIES

1. Enhance the physical appearance of the downtown by rehabilitating historic buildings, encouraging supportive new construction, developing sensitive design management systems, and long-term planning.
2. Work with the Downtown Development Authority to build consensus and cooperation among the many groups and individuals who have a role in the revitalization process.
3. Market the assets of the downtown to customers, potential investors, new businesses, local citizens and visitors.
4. Strengthen and expand the existing economic base.

GOAL 3.0: Attract new businesses to the downtown.

NEW BUSINESS POLICIES

1. Provide incentives through the Downtown Development Authority.
2. Enhance the recruiting efforts of the Downtown Development Authority.
3. Encourage the location of compatible specialty retail businesses in downtown.
4. Encourage the creation of a principle-shopping district in downtown.

GOAL 4.0: Provide a clean and inviting atmosphere in downtown.

MAINTENANCE POLICIES

1. Establish a property maintenance ordinance.
2. Provide a comfortable and pleasing environment.
3. Integrate bike racks, benches and trashcans into the streetscape plan.
4. Establish a sidewalk maintenance inspection program.
5. Encourage programs directed at the youth to bring them back in downtown.
6. Encourage the development of “destination points” in downtown.

GOAL 5.0: Provide a pedestrian friendly environment in downtown.

ACCESS POLICIES

1. Provide sufficient lighting within all pedestrian alleys and streets of downtown.
2. Provide bump-outs at the intersection of Grand River and Michigan Avenues or a boulevard along Grand River Avenue in downtown.
3. Provide additional means to calm traffic in downtown.
4. Provide safe and attractive environment for walking and shopping.
5. Provide additional signed crosswalks in downtown.
6. Encourage the installation of a snowmelt system on the public sidewalks.
7. Provide public restrooms in downtown.

GOAL 6.0: Provide sufficient parking within all quadrants of downtown.

PARKING POLICIES

1. Improve the existing surface lots in downtown.
2. Create a public/private partnership to construct parking structures in downtown.
3. Encourage perimeter storefronts, upper floor residential dwellings or offices in all new parking structures.

GOAL 7.0: Provide civic and recreational activities in downtown.

CIVIC AND RECREATIONAL POLICIES

1. Provide an outdoor stage for concerts and local theater performances.
2. Add historic markers to all applicable sites.
3. Encourage developers to include pocket parks within their developments.
4. Evaluate purchasing property within the downtown for pocket parks.
5. Encourage the location of information kiosks in downtown.

GOAL 8.0: Maintain and encourage a diversity of housing.

HOUSING POLICIES

1. Maintain higher densities in downtown with a gradual decrease out into the adjacent neighborhoods.
2. Provide incentives for the restoration of the upper floors of downtown buildings.
3. Provide incentives for affordable housing projects.

GOAL 9.0: Develop stormwater management plan and policies.

STORMWATER MANAGEMENT POLICIES

1. Decrease the amount of impervious surfaces.
2. Enhance water quality.
3. Encourage the use of Best Management Practices (BMPs).
4. Educate the public regarding stormwater pollution sources, impacts and remedies.

RECREATION: ARTS AND PARKS

GOAL 1.0: Redevelop Lucy Road Park.

LUCY ROAD PARK POLICIES

1. Re-open the park and develop the site as adopted.
2. Incorporate additional bike paths that extend to the west within the future Loop Road.
3. Provide a skate park.

GOAL 2.0: Develop the open space north of the Depot and extending through to West Street Park.

NEW PUBLIC PARK POLICIES

1. Acquire the easements necessary to build a raised boardwalk to make the low/wetland areas usable.
2. Provide sufficient lighting to ensure safe passage.

GOAL 3.0: Provide recreation space in all new residential developments.

NEW PRIVATE RECREATION SPACE POLICIES

1. Provide incentives to include private recreational space within all new residential developments.
2. Evaluate the potential for including these spaces into the Howell Area Recreation Plan as the need arises.

GOAL 4.0: Work with the adjacent Townships, the County and the School District to establish a Recreation Authority.

RECREATION AUTHORITY POLICIES

1. Provide community park and recreation facilities that offer a variety of activities and meet the needs of various use groups.
2. Make optimum use of existing resources and focus upon the improvement of currently undeveloped parkland.
3. Better coordinate all recreational facilities and programs within the City, surrounding Townships, School District and private associations.
4. Acquire new property to meet future parkland needs.

GOAL 5.0: Provide a Bike Route Plan.

BIKE ROUTE PLAN POLICIES

1. Complete the missing links within the existing citywide sidewalk system.
2. Prioritize bike routes based upon the proximity to the Crosstown Trail and any other proposed State network (i.e. Rails to Trails).

TRAFFIC

GOAL 1.0: Implement traffic calming techniques to make the streets of the City more pedestrian friendly.

TRAFFIC CALMING POLICIES

1. Minimize new curb cuts and work to consolidate existing cuts.
2. Add bump-outs on Grand River at Michigan Avenue or a boulevard on Grand River Avenue in the downtown.
3. Provide crosswalk stripping on Grand River, Michigan Ave. and near any school facility.
4. Permit parking lots to be constructed to the rear of East Grand River Avenue frontage properties when shared access is provided.
5. Provide boulevards, traffic circles and/or narrower streets where feasible.

GOAL 2.0: Implement the Latson Road interchange.

LATSON ROAD INTERCHANGE POLICIES

1. Pursue funding sources to construct the interchange as originally proposed.
2. Work with the MDOT, USDOT, State representatives and the adjacent townships.

GOAL 3.0: Implement phase one of the Loop Road from Lucy Road to Pinckney Road.

LOOP ROAD POLICIES

1. Work with the adjacent townships to extend the Loop Road to the east.
2. Work with the Road Commission to address remaining design and financing issues.
3. Provide a multi-functional path along the road corridor.

GOAL 4.0: Pursue alternative forms of transportation where appropriate.

TRANSPORTATION POLICIES

1. Encourage expanded bus service.
2. Explore the possibility for a trolley service along Grand River Avenue.
3. Continue to work with the State to implement the passenger train service between Howell, Lansing and Detroit.
4. Encourage expanded transportation services for seniors.
5. Promote pedestrian safety in downtown through increased pedestrian awareness and strict enforcement of speed limits.
6. Establish a citywide transportation master plan for all modes of transportation

GOAL 5.0: Provide pedestrian crossings at M-59.

M-59 ACCESS POLICIES

1. Connect the M-59 sidewalks into the Crosstown Trail.
2. Encourage the construction of an underpass at the grade separation for the railroad.
3. Encourage the construction of pedestrian crossings in conjunction with the M-59 improvements.

GOAL 6.0: Provide incentives for adjoining property owners to incorporate shared access drives and parking lots into all new redevelopment projects.

ACCESS MANAGEMENT POLICIES

1. Create an access management ordinance.
2. Permit parking lots to be constructed to the rear of East Grand River Avenue frontage properties when shared access is provided.

FUTURE LAND USE PLAN

The Land Use Plan presented on the following page illustrates the proposed physical arrangements of land use for the City of Howell. The Land Use Plan serves to translate community goals into a narrative and graphic illustration. The Land Use Plan is based on consideration of a number of factors. These factors include:

<p><i>Previous land use studies</i></p> <p><i>Growth and development trends</i></p> <p><i>Population and housing</i></p> <p><i>Economic base/socio-economic assessment</i></p> <p><i>Community facilities and services</i></p> <p><i>Transportation and traffic analysis</i></p> <p><i>Environmental resources</i></p> <p><i>Existing land use</i></p> <p><i>Citizen input</i></p> <p><i>Community goals and policies</i></p>

The Plan is prepared to serve as a policy guide for the City regarding current issues, land use decisions, investments in public improvements, and future zoning decisions. The Plan is intended to be a working document which will provide for the orderly development of the City, and assist the community in its effort to maintain and enhance a pleasant living environment while fostering economic development and redevelopment where needed.

Special emphasis in the Land Use Plan is given to the comments and opinions gathered during the planning process in conjunction with community input. To this extent, it reflects general policy toward development within the City.

LAND USE DESIGNATIONS

The following land use designations were used to create the future land use map for the City (see Map 6). The land use designations were developed in an effort to create a long-term plan for the systematic, efficient, and appropriate development of the City of Howell. These classifications are described on the following pages.

MAP 6
FUTURE LAND USE MAP

Residential Land Use

The predominant developed land use in the City is residential. In keeping with the Community Goals, the Land Use Plan permits a range of housing types and development concepts which take into consideration the capability of roads, services, natural features, and the needs of the City's population. The following categories of residential land uses are planned in order to achieve these goals:

Single-Family Residential

This designation is intended for single-family dwelling units located primarily between the Chesapeake & Ohio Railroad and M-59. Within these boundaries, the highest concentration of neighborhoods are planned to remain adjacent to the central business district, the Michigan Avenue corridor and Thompson Lake.

Multiple Family Residential

This designation is the most dense residential development permitted by the City. Multiple-family residential includes areas with two (2) or more dwelling units within a structure, and includes apartments, condominiums, and townhouses. The predominant area planned for multiple-family residential use is located between Byron and Bower Streets, south of M-59. There are four (4) other planned multiple family pockets scattered throughout the City.

Mobile Home Park

This designation is exclusively intended for the mobile home park located within the southwestern portion of the City. The use is intended to remain single family in nature, but at a density more comparable to a multiple family residential use.

Office Land Use

While only a small component of the Land Use Plan, office land uses are intended to provide a buffer between the residential neighborhoods and the commercial centers. Other key elements associated with the land use classification include the ability to accommodate business and personal service uses on small sites with direct access to major thoroughfares. These uses are predominantly planned for the southwest corner of Highlander Way and M-59, and the Byron Road corridor frontage between Riddle and M-59 with two (2) small pockets planned for the eastern and western ends of town.

Commercial Land Use

In keeping with the Community Goals, the Land Use Plan requires that commercial land uses be appropriately buffered from all residential land uses and logically located based upon use type. The following categories of commercial land uses are planned in order to achieve these goals:

Local Commercial

This designation is intended to serve the convenience retail and service needs of neighboring residential areas. Local commercial is the primary commercial development planned for five (5) transitional zones within the City. A portion of the National Street, South Michigan/Pinckney Road, East Grand River Avenue and Mason Road corridors are planned for local commercial uses, along with the southeast corner of M-59 and Michigan Avenue.

General Commercial

This designation is intended to accommodate larger commercial uses for convenience and comparison shopping needs. Significant areas of general commercial are planned for three (3) pockets of the City, two (2) of which provide a transition from the local commercial uses into industrial uses. These pockets are planned for south Pinckney Road, East Grand River at National Street and west of Highlander Way on Grand River Avenue.

Planned Mixed Use

The Land Use Plan recognizes that there are portions of the City for which a single land use is not appropriate. Two (2) target plan areas have been identified within this land use designation. Within these areas a combination of uses are permitted in a setting which is designed to preserve natural features, increase traffic circulation efficiency, and have a cohesive design. Areas of planned mixed use include the M-59/Northeast Area (study completed in 1999) and the Loop Road (study completed in 2002). The target plans for each of these areas is provided as Appendix C and are summarized on the next page. The following categories of planned mixed use are intended to achieve the goals of each of the target plans:

Mixed Density Residential

This designation is intended to provide opportunities for a variety of residential development types ranging from single family detached to multiple-family residential. All structures shall be no less than 2 stories and in some development areas may extend up to 3 stories. The significant quantity of natural features within the area limits the buildable land area, but all such areas shall be interconnected for both vehicular and non-vehicular circulation. Walkability is a key element within the area and shall include wide and well lit sidewalks with mature abutting landscaping. The preservation and incorporation of natural features into all development plans is also integral to this designation.

Residential/Commercial Mixed Use

This designation is intended to provide opportunities for residential-scale convenience and personal uses combined with residential uses of varying densities. Clustered and attached residences are intended to serve as a transition between the non-residential and residential uses within the planned area.

Office / Research Park Land Use

This designation is intended to provide opportunities for a variety of research fields, but all with the characteristic of having little or no impact on nearby residential areas. Where feasible, structures shall be no less than 2 stories and located at the edge of the internal or loop road right-of-way. The setback requirements shall be consistent with the office zoning district provisions; however, zero lot line developments are encouraged whenever feasible. Walkability is a key element within the area and shall include wide and well lit sidewalks with mature abutting landscaping. The preservation and incorporation of natural features into all development plans is also integral to this designation.

Mixed Use Commercial

This designation is intended to provide opportunities for residential-scale convenience retail, office and personal service uses which complement and serve the adjacent residential neighborhoods. Where feasible, structures shall be no less than 2 stories and located at the edge of the internal or loop road right-of-way. The setback requirements shall be consistent with the applicant zoning district provisions; however, zero lot line developments are encouraged whenever feasible. All such areas shall be interconnected with the adjacent development areas for both vehicular and non-vehicular circulation. Walkability is a key element within the area and shall include wide and well lit sidewalks with mature abutting landscaping. The preservation and incorporation of natural features into all development plans is also integral to this designation.

Research and Development Mixed Use

This designation is intended to accommodate a mix of research and development, office and high-tech uses within a campus setting as part of the future Loop Road and eventual extension into the communities to the east. The proximity to the railroad also provides opportunities for alternative means of transport for the products developed on-site.

Central Business District

The Central Business District is recognized as the focal point of the City. Within this land use designation are a mix of uses inclusive of all land use types with the exception of industrial. These uses are also intended to be located very close to each other and the street at a scale that maintains a pedestrian friendly environment.

This designation is designed to provide for pedestrian accessible mixed use consisting of a variety of retail, office, residential and service uses in the Downtown. Other uses are prohibited

because they tend to interfere with the continuity of retail frontage and hinder pedestrian circulation.

Industrial Land Use

The Land Use Plan places a great deal of emphasis on providing sufficient land for industrial growth. Such emphasis is a result of the near buildout of the existing industrial lands and the continuing pressures from outside businesses to locate within the confines of the City. Based upon the Community Goals, the following categories of industrial land uses are planned:

Limited Industrial

This designation provides areas for small scale industrial uses located outside of an industrial park setting, and inclusive of research and laboratory type facilities. The only area planned for such uses is on Catrell Street adjacent to the Ann Arbor Railroad.

General Industrial

This designation provides areas for more expansive industry and broader categories of industrial uses which are located within the campus setting of an industrial park. The areas designated for general industrial use are clustered away from impacts to residential uses and significant environmental resources due to the potential for negative external impacts. The only area planned for such uses is between I-96 and the Chesapeake & Ohio Railroad, which is inclusive of the McPherson Industrial Park.

Public, Quasi-Public Land Use

The Land Use plan designates existing areas set aside for institutional uses such as schools, cemeteries, and other public and quasi-public activities. These sites are scattered throughout the City; however, most are planned for the west end of town and include the school campus, St. Joseph Hospital, various Livingston County department buildings and a few State agencies.

Recreational Land Use

The designation of recreational land provides areas for both active and passive recreational facilities. This land use can be either publicly or privately owned. The predominant areas designated as recreational are within proximity to areas planned for single-family land use and adjacent to Thompson Lake. Maintenance of these areas is essential to the preservation of woodlands, water quality, wetlands, scenic amenities, and outdoor recreational opportunities. Other significant areas are designated throughout the City and include public parks and lands owned and operated by the City of Howell Parks and Recreation Department.

TARGET AREA PLANS

Various public and private entities have identified the need for the City to evaluate parcels of land that had bordered on the outskirts of the community. The City adopted a Master Plan addendum for each of these “target areas” which addresses the specific strengths and opportunities of each area. The description of the two Target Area Plans follows and are provided as part of Appendix C.

Northeast Area/M-59 Target Area Plan provides for a variety of uses with a mix of residential densities, as well as office and commercial uses. This area, once part of Howell Township, has remained vacant due to the lack of sufficient utility extensions. As one of the major entry points into the City of Howell and Howell Township, the intent of the target area plan is to provide a complementing “city center.” Within the “city center” all developments will have unified landscape, streetscape and architectural characteristics while providing sufficient screening of parking lots and traffic circulation patterns which include limited boulevards and distinct pedestrian crossings. The adopted MXD zoning district addresses each of these issues, along with setbacks, and architectural limitations associated with "big box" commercial retail.

Loop Road Target Area Plan concentrates on the vast potential within the southern portions of the City for a pocket of commercial development at either end of the Loop Road, and between would be a combination of residential and office/research uses. The abundance of trucks passing through the downtown has become a concern of the City and as a result the Loop Road concept was created along with the Road Commission, MDOT and adjoining townships. The Loop Road would provide a southern link between Pinckney Road and East Grand River Ave. via the vacant land behind the Goodyear Retread Plant, the City’s Wastewater Treatment Plant, I-96 and extending to Lucy Road. This land, which straddles the City and Marion Township has remained vacant in part due to the abundance of natural features and a maze of high-pressure gas lines. Its proximity to I-96 and presence on one of the gateways into the City of Howell closely correlates with the intended uses. As an implementation tool of the Target Plan, the recommendation was to formulate a zoning district that permits the types of uses noted above, while ensuring a uniform character through architectural and aesthetic controls.

IMPLEMENTATION

The Master Plan is essentially a statement of goals and policies designed to accommodate future growth and redevelopment. The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions and programs which will be useful if the plan is to be followed.

A variety of programs or administrative tools are available to allow the Plan to succeed. These include:

ZONING REQUIREMENTS

Zoning is the development control that has been most closely associated with planning. Originally zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes which include:

1. To promote orderly growth in a manner consistent with land use policies and the Master Plan.
2. To promote attractiveness in the City's physical environment by providing variation in lot sizes, architectural features and appropriate land uses.
3. To accommodate special, complex or unique uses through such mechanisms such as planned unit developments, overlay districts, or special land use permits.
4. To guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas).
5. To preserve and protect existing land uses until such time as they may change in accordance with the Master Plan.
6. To promote the positive redevelopment of underutilized areas of the City.

The Zoning Ordinance and Master Plan Map in themselves should not be considered as the major long range planning policy of the City. Rather, the Master Plan should be regarded as a statement of planning policy, and zoning should be used to assist in implementing that policy.

ZONING ADJUSTMENTS

Certain areas of the City have been designated for a land use classification in the Master Plan which conflicts with either existing zoning or existing land uses. These designations were developed in order to guide the desired development of these areas. Certain areas may benefit

from a City-initiated rezoning in order to provide more consistency. Additionally, other areas may continue with an existing zoning designation which, although currently conflicting with the Master Plan Map designation, may be rezoned in the future once the existing use terminates or conditions change. It is at this future time that the land use recommendations will provide guidance as to the proper zoning. The City Planning Commission should further study and make decisions in regards to which areas warrant City-initiated rezoning. The following are specified areas of the City which should be considered for City-initiated rezoning:

1. Loop Road - create a new zoning classification for this area and work with the surrounding Townships to extend the new zoning district to the east.
2. Historic Districts – work with individual neighborhoods to create a district where desired by the majority of its residents.
3. East Grand River Ave. – create an overlay zone from Barnard Street to the City limits to ensure the compatibility of future development or redevelopment and to permit parking lots to be constructed to the rear of East Grand River Avenue frontage properties when shared access is provided.

Additionally, the following Zoning Ordinance text amendments should be considered to further implement the goals and policies of the Master Plan:

1. Create development and use standards for the Loop Road zoning district.
2. Create development and use standards for the East Grand River Avenue corridor overlay zone.
3. Create a vehicular access management ordinance.
4. Modify the CBD zoning district to allow perimeter storefronts, upper floor residential dwellings or offices in all new parking structures.

Adopt land development regulations that provide standards and regulations specific to various elements within the City:

1. Incorporate the Secretary of the Interior standards for historic rehabilitation for the historic structures in the City.
2. Develop Stormwater Management Regulations that comply with Phase II and encourage use of Best Management Practices (BMP's).

Adopt the following plans and programs specific to various elements within the City:

1. Create development guidelines appropriate to each neighborhood as a means of preserving the existing architectural character. The emphasis for the guidelines shall be placed upon major renovation projects and new construction.
2. Establish a rental inspection program.
3. Pursue a property maintenance ordinance, a component of which would recognize property owners who further the historic character of the City and historic markers could be provided where applicable.
4. Establish a Citywide path system that requires developers to construct a pathway and/or contribute to the system which links new residential developments to downtown, local parks and/or schools.
5. Establish a citywide transportation master plan for all modes of transportation.
6. Actively encourage the following: affordable housing; the conversion of subdivided homes back into single unit homes; the restoration of the upper floors of downtown buildings; and the inclusion of park areas within development projects

CAPITAL IMPROVEMENTS PLAN (CIP)

Capital improvements programs consider the funding and timing of all municipally related capital needs including such items as roadways, utilities, parks and recreation, etc. Yearly ongoing review provides the opportunity to keep the CIP up to date and add new projects. The Master Plan should be used as key reference document in the adoption of a CIP to ensure public dollars are spend where the most benefit will be received.

PLAN EDUCATION

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures that make citizens more aware of the planning and zoning process and the day-to-day decision making which affects implementation of the Plan. A continuous program of discussion, education, and participation will be extremely important as the City moves toward realization of the goals and objectives contained within the Master Plan.

PLAN UPDATES

The Plan should not become a static document. The City Planning Commission should attempt to re-evaluate and update portions of it on a periodic basis. In accordance with Public Act 265, which amended the City or Village Planning Act, the City is required to review the Plan every five (5) years to determine whether to commence the procedure to amend or adopt a new Plan. However, the Planning Commission should set goals for the review of various sections of this Plan on a yearly basis. The Master Plan should also be coordinated with the Howell Area Parks and Recreation Master Plan in order to provide proper long-range planning for recreation improvements.

COORDINATION WITH ADJACENT COMMUNITIES

Beginning January 9, 2003, all municipalities must notify neighboring jurisdictions, the county, the region, and any registered public utility company, railroad, or other governmental entities of the intent to amend, revise or create a totally new plan. Subsequent to the notification and eventual completion of the draft, the noticed entities are asked to review and make comments on the proposed plan. The comments are compiled by the City of Howell and Livingston County. The County then provides their comments to the City, including an analysis of the proposed plan as it relates to those of the adjacent communities and the County's plan. Upon receipt of the requisite comments, a public hearing may be held and the plan eventually approved by the Planning Commission, or if asserted by the City Council, the Plan may be approved by Council. Each of these requirements as outlined in PA 265 of 2001, and from henceforth shall be adhered to by the City of Howell.

APPENDIX A
BACKGROUND STUDY

POPULATION AND HOUSING

The cornerstone of any community planning effort is the basic understanding of population and housing trends. Past trends, current growth rates, and future projects are key ingredients in the determination of future land use and community facility needs. An analysis of population and housing will provide a useful guide to the level of future land use and development demands within the City of Howell.

Population

Trends – U.S. Census documents were consulted to compare absolute population levels, percentage increase, and comparative levels of growth since the 1960s. Table 1 displays population trends in relation to the total numbers of persons per census year along with the percentage changes over time for all municipalities within the County, while Chart 1 focuses exclusively on the City of Howell in relation to the overall Livingston County population.

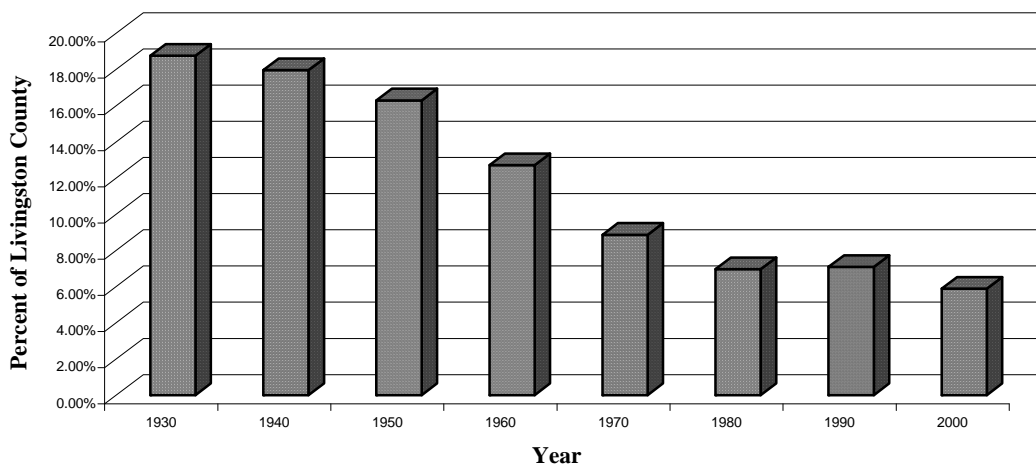
Table 1
Population Trends, 1970-2000
Livingston County

Community	1970	1980	1990	% Change 1970-1990	2000	% Change 1990-2000	% Change 1970-2000
Townships							
Brighton	5,882	11,222	14,815	60.3	17,673	16.2	66.7
Cohoctah	1,454	2,436	2,693	46.0	3,394	20.6	57.2
Conway	1,160	1,722	1,818	36.2	2,732	33.5	57.5
Deerfield	1,734	2,611	3,000	42.2	4,087	26.6	57.6
Genoa	4,800	9,261	10,820	55.6	15,901	32.0	69.8
Green Oak	7,598	10,802	11,604	34.5	15,618	25.7	51.4
Hamburg	5,481	11,318	13,083	58.1	20,627	36.6	73.4
Handy	1,578	2,392	2,840	44.4	4,032	29.6	60.9
Hartland	2,630	6,034	6,860	61.7	10,996	37.6	76.1
Howell	2,426	3,999	4,298	43.6	5,679	24.3	57.3
Iosco	817	1,436	1,567	47.9	3,039	48.4	73.1
Marion	2,668	4,754	4,918	45.8	6,757	27.2	60.5
Oceola	2,496	4,175	4,825	48.3	8,362	42.3	70.0
Putnam	2,433	4,253	4,580	46.9	5,359	14.5	54.6
Tyrone	3,437	6,077	6,854	49.9	8,459	19.0	59.4
Unadilla	1,793	2,874	2,949	39.2	3,190	7.6	43.8
Cities and Villages							
City of Brighton	2,457	4,268	5,686	56.8	6,701	15.2	63.3
Village Fowlerville	1,978	2,289	2,648	25.3	2,972	10.9	33.5
City of Howell	5,224	6,976	8,184	36.2	9,232	11.4	43.4
Village of	921	1,390	1,603	42.6	2,141	25.1	57.0
Livingston County	58,967	100,289	115,645	49.0	156,95	26.3	62.4

Source: U.S. Bureau of Census

Between 1970 and 2000 the City of Howell experienced substantial growth as noted in Table 1, ranging from a population of 5,224 in 1970 to 9,232 by 2000. This represents a 43.4% increase for the four (4) decades. In comparison, Livingston County as a whole experienced a 62.4% increase during the same period. The majority of the growth within the County can be attributed to the Township's adjacent to the City, including Genoa, Howell, Marion and Oceola which experienced a 69.8%, 57.3%, 60.5% and 70.0% increases respectively. However, the greatest population growth has been exhibited within Hartland Township at a total of 76.1% growth rate. During the last decade the highest growth rates were exhibited in Iosco, Oceola, Hamburg and Hartland Townships at a range of 26.6% to 48.4%. The City of Howell only grew at a rate of 11.4% that is less than half of the County for the same period.

Chart 1
Growth Rates
City of Howell Versus Livingston County



While Table 1 indicates that the City of Howell has continued to grow, Chart 1 indicates that the City's percentage of Livingston County's total population has become a smaller portion of the total, from its peak of 18.8% in the 1930 Census to a low of 5.9% in the 2000 Census. These changes have resulted from the increased growth levels within the surrounding Township's along with the fact that the City is nearly built out. Without the annexation of additional land, the City of Howell will continue to decrease as a percent of the County's total population, however, it may still continue to grow in total population.

Characteristics – An overview of the population growth in Livingston County since 1970 is helpful to establish the environment in which the City has served as county seat and central place (see Table 1 above); however, it is the current characteristics upon which the future can be derived. Table 2 provides an overview of Livingston County general population characteristics by community from the 2000 U.S. Census. The following observations highlight characteristics of the City of Howell that distinguish that community from others in the County. The median age of a City of Howell resident is lower than the countywide median age, but only higher than four of the County's municipalities (Handy and Iosco Townships, Fowlerville and Pinckney Villages). Because of the City's low median age it might be expected that the City would have a

larger percentage of persons under the age of eighteen (18); however, the City has the second lowest percentage of residents under the age of eighteen (18) within the County. The total number of persons under the age of 18 is 24.1% of the total population. Surprisingly the City also has one of the highest percentages of persons over the age of sixty-five (65). A total of 12.5% of the population is over the age of 65.

**Table 2
General Population Characteristics
Livingston County**

Community	Total Population	Median Age	% >18	% 18-64 yrs.	% <65	No. of Households	Family Households	Non-family Households
Townships								
Brighton	17,673	37.6	30.0	63.3	6.7	5,950	5,013	937
Cohoctah	3,394	35.5	29.0	64.1	6.9	1,124	939	185
Conway	2,732	34.8	31.3	61.3	7.4	887	749	138
Deerfield	4,087	36.4	29.9	63.6	6.5	1,386	1,119	267
Genoa	15,901	37.5	27.2	63.7	9.1	5,839	4,560	1,279
Green Oak	15,618	36.9	29.2	62.0	8.8	5,438	4,310	1,128
Hamburg	20,627	35.8	29.6	64.1	6.3	7,086	5,798	1,288
Handy	4,032	32.9	30.9*	59.2*	9.9*	1,348	1,083	265
Hartland	10,996	35.8	30.4	62.3	7.3	3,696	3,110	586
Howell	5,679	35.8	28.0	61.8	10.2	1,902	1,566	336
Iosco	3,039	33.2	32.6	62.4	5.0	921	797	124
Marion	6,757	37.0	29.3	62.9	7.8	2,271	1,926	345
Oceola	8,362	33.8	32.1	62.2	5.7	2,756	2,356	400
Putnam	5,359	35.8	27.7**	65.2**	7.1**	1,895	1,514	381
Tyrone	8,459	38.8	28.8	63.4	7.8	2,882	2,466	416
Unadilla	3,190	37.8	26.0	63.3	10.7	1,156	877	279
Cities and Villages								
City of Brighton	6,701	37.4	21.7	31.7	16.6	3,103	1,748	1,355
Village of Fowlerville	2,972	31.6	29.7	57.7	12.6	1,156	755	401
City of Howell	9,232	33.3	24.1	63.4	12.5	3,857	2,247	1,610
Village of Pinckney	2,141	31.2	32.7	61.3	6.0	731	573	158
Livingston County	156,951	36.2	28.8	62.9	8.3	55,384	43,506	11,878

*Includes the Village of Fowlerville

** Includes the Village of Pinckney

Source: U.S. Bureau of Census

The high number of non-family households in the City is a unique characteristic. The City is home to the largest number of non-family households which account for 13.6% of the County's non-family households. Table 3 on the next page provides additional housing characteristics for the City of Howell from 1960 to 2000. During that time frame the number of persons per household has continued to decline beginning with 3.10 persons in 1960 to 2.29 persons in the year 2000. The medium household income has also increased steadily over the same period. This inverse relationship indicates that salaries are increasing exponentially to cover the decreased number of persons contributing to the overall household income.

Table 3
Household Characteristics, 1960-2000
City of Howell

	1960	1970	1980	1990	2000
Persons/Household	3.10 persons	2.99 persons	2.51 persons	2.43 persons	2.29 persons
Median Household Income	\$6,198	\$11,405	\$18,389	\$31,674	\$43,958
No. of Households	1,529	1,344	2,664	3,266	3,857

N/A – not available

Source: U.S. Bureau of Census

Projections – The Southeast Michigan Council of Governments (SEMCOG) Regional Development Forecast provides demographic projections for the entire southeastern Michigan region. According to the SEMCOG report, the City’s population is projected to continue to rise, and will reach 10,078 persons by the year 2020 (see Table 4), while the rate will decrease from that experienced between 1990 and 2000. Additionally, the County as a whole is anticipated to grow by nearly ninety (90%) percent between 1990 and 2020, with seven (7) Township experiencing triple digit growth rates. The City is projected to increase by over twenty (20%) percent during the same time period.

Table 4
Population Growth Trends and Projections, 1990-2020
Livingston County

Communities	1990	2000	2020	% Change 1990-2000	% Change 2000-2020	% Change 1990-2020
Townships						
Brighton	14,815	17,673	20,983	19.29%	18.73%	41.63%
Cohoctah	2,693	3,394	5,061	26.03%	49.12%	87.93%
Conway	1,818	2,732	4,323	50.28%	58.24%	137.79%
Deerfield	3,000	4,087	5,370	36.23%	31.39%	79.00%
Genoa	10,820	15,901	21,549	46.96%	35.52%	99.16%
Green Oak	11,604	15,618	25,586	34.59%	63.82%	120.49%
Hamburg	13,083	20,627	30,677	57.66%	48.72%	134.48%
Handy	2,840	4,032	7,813	41.97%	93.77%	175.11%
Hartland	6,860	10,996	12,700	60.29%	15.50%	85.13%
Howell	4,298	5,679	10,761	32.13%	89.49%	150.37%
Iosco	1,567	3,039	5,203	93.94%	71.21%	232.04%
Marion	4,918	6,757	14,432	37.39%	113.59%	193.45%
Oceola	4,825	8,362	8,017	73.31%	-4.13%	66.16%
Putnam	4,580	5,359	6,998	17.01%	30.58%	52.79%
Tyrone	6,854	8,459	12,960	23.42%	53.21%	89.09%

Unadilla	2,949	3,190	4,713	8.17%	47.74%	59.82%
Cities and Villages						
City of Brighton	5,686	6,701	7,365	17.85%	9.91%	29.53%
Village of Fowlerville	2,648	2,972	3,134	12.24%	5.45%	18.35%
City of Howell	8,184	9,232	10,078	12.81%	9.16%	23.14%
Village of Pinckney	1,603	2,141	1,951	33.56%	-8.87%	21.71%
Livingston County	115,645	156,951	219,674	35.72%	39.96%	89.96%

Source: U.S. Bureau of Census and SEMCOG 2020 Regional Development Forecast

Table 5 illustrates the distribution of population growth for each Livingston County community. According to the SEMCOG figures, the Townships of Green Oak and Hamburg will have the largest population in Livingston County through 2020. Over that same time period it may be expected that the City of Howell will have a declining proportion of the County's population, though Howell should remain the largest City in the County.

Table 5
Percentage of County Population

	1990	2000	2020
Townships			
Brighton	12.8%	11.3%	9.6%
Cohoctah	2.3%	2.2%	2.3%
Conway	1.6%	1.7%	2.0%
Deerfield	2.6%	2.6%	2.4%
Genoa	9.4%	10.1%	9.8%
Green Oak	10.0%	10.0%	11.6%
Hamburg	11.3%	13.1%	14.0%
Handy	2.5%	2.6%	3.6%
Hartland	5.9%	7.0%	5.8%
Howell	3.7%	3.6%	4.9%
Iosco	1.4%	1.9%	2.4%
Marion	4.3%	4.3%	6.6%
Oceola	4.2%	5.3%	3.6%
Putnam	4.0%	3.4%	3.2%
Tyrone	5.9%	5.4%	5.9%
Unadilla	2.6%	2.0%	2.1%
Cities and Villages			
City of Brighton	4.9%	4.3%	3.4%
Village of Fowlerville	2.3%	1.9%	1.4%
City of Howell	7.1%	5.9%	4.6%
Village of Pinckney	1.4%	1.4%	0.9%
Livingston County	100.0%	100.0%	100.0%

According to the SEMCOG report, the City’s total number of households is projected to continue to increase, and will reach 4,699 by the year 2020 (see Table 6), while the rate is project to be slightly higher than that experienced between 1990 and 2000. Additionally, the County as a whole is anticipated to experience a 104% growth in the number of total households between 1990 and 2020, with ten (10) Township experiencing triple digit growth rates.

Table 6
Projected Household Growth, 1990-2020
Livingston County

Communities	1990	2000	2020	% Change 1990-2000	% Change 2000-2020	% Change 1990-2020
Townships						
Brighton	4,575	5,950	7,720	21.1	22.9	68.7
Cohoctah	842	1,124	1,661	25.4	32.3	97.3
Conway	559	887	1,379	36.8	35.7	146.7
Deerfield	963	1,386	1,856	29.3	34.1	92.7
Genoa	3,692	5,839	8,087	35.9	27.8	119.0
Green Oak	3,893	5,438	8,879	26.3	38.8	128.1
Hamburg	4,438	7,086	10,571	32.7	33.0	138.2
Handy	907	1,348	2,447	32.1	44.9	169.8
Hartland	2,211	3,696	4,685	39.6	15.3	111.9
Howell	1,336	1,902	3,660	31.8	48.0	174.0
Iosco	495	921	1,637	47.2	43.7	230.7
Marion	1,526	2,271	4,980	31.6	54.4	226.3
Oceola	1,500	2,756	2,891	46.4	4.7	92.7
Putnam	1,506	1,895	2,465	18.6	22.8	63.7
Tyrone	2,215	2,882	4,777	22.1	39.7	115.7
Unadilla	978	1,156	1,620	14.4	28.6	65.6
Cities and Villages						
City of Brighton	2,472	3,103	3,433	22.9	9.6	38.9
Village of Fowlerville	973	1,156	1,234	15.9	6.3	26.8
City of Howell	3,298	3,857	4,699	16.2	17.9	42.5
Village of Pinckney	514	731	697	30.3	-4.9	35.6
Livingston County	38,893	55,384	79,378	29.0	30.2	104.1

Source: U.S. Bureau of Census and SEMCOG 2020 Regional Development Forecast

Table 7 illustrates the distribution of the growth rates for households for each Livingston County community. According to the SEMCOG figures the Townships of Hamburg, Genoa and Brighton will have the greatest number of households in Livingston County through 2020. Over that same time period it may be expected that the City of Howell will have a declining proportion of the County’s total number of households.

Table 7
Percentage of Total County Households
1990-2020

	1990	2000	2020
Townships			
Brighton	11.8%	10.7%	9.7%
Cohoctah	2.2%	2.0%	2.1%
Conway	1.4%	1.6%	1.7%
Deerfield	2.5%	2.5%	2.3%
Genoa	9.5%	10.5%	10.2%
Green Oak	10.0%	9.8%	11.2%
Hamburg	11.4%	12.8%	13.3%
Handy	2.3%	2.4%	3.1%
Hartland	5.7%	6.7%	5.9%
Howell	3.4%	3.4%	4.6%
Iosco	1.3%	1.7%	2.1%
Marion	3.9%	4.1%	6.3%
Oceola	3.9%	5.0%	3.6%
Putnam	3.9%	3.4%	3.1%
Tyrone	5.7%	5.2%	6.0%
Unadilla	2.5%	2.1%	2.0%
Cities and Villages			
City of Brighton	6.4%	5.6%	4.3%
Village of Fowlerville	2.5%	2.1%	1.6%
City of Howell	8.5%	7.0%	5.9%
Village of Pinckney	1.3%	1.3%	0.7%
Livingston County	100.0%	100.0%	100.0%

Source: U.S. Bureau of Census and SEMCOG 2020 Regional Development Forecast

Housing

Trends – U.S. Census documents were consulted to compare the number of housing units between the 1960’s and the present. Table 8 displays housing unit per census year along with the percentage changes over time for all municipalities within the County. The City of Howell has had the fifth highest number of housing units of all municipalities in the County during the period spanning from 1970 to 2000. However, the percentage as compared to other communities within the County has been much lower. Between 1970 and 1990 the greatest housing unit growth was exhibited within the City and Township of Brighton, while the City of Howell lagged slightly behind the County with 46.7%. During the 1990s, the growth moved to several of the outlining Townships with a visible trail extending along the I-96 corridor into Genoa, Marion and Oceola Townships. The City of Howell during this time period grew at nearly half of that of the County that was as 29%. Therefore, during the span of thirty (30) years, the

number of new housing units within the vicinity of the City of Howell has grown an average of 70% and has begun to outpace that of the County as a whole.

Table 8
Housing Unit Trends, 1970-2000
Livingston County

Community	1970	1980	1990	% Change 1970-1990	2000	% Change 1990-2000	% Change 1970-2000
Townships							
Brighton	1,930	3,649	4,874	60.4	6,177	21.1	68.8
Cohoctah	452	760	900	49.8	1,206	25.4	64.8
Conway	323	507	581	44.4	919	36.8	64.9
Deerfield	680	922	1,057	35.7	1,495	29.3	54.5
Genoa	1,846	3,359	4,065	54.6	6,346	35.9	70.9
Green Oak	2,400	3,508	4,256	43.6	5,772	26.3	58.4
Hamburg	2,706	4,496	5,090	46.8	7,678	32.7	64.8
Handy	459	760	939	51.1	1,383	32.1	66.8
Hartland	995	1,985	2,360	57.8	3,908	39.6	74.5
Howell	676	1,202	1,360	50.3	1,993	31.8	66.1
Iosco	226	422	509	55.6	964	47.2	76.6
Marion	762	1,410	1,629	53.2	2,388	31.6	68.1
Oceola	771	1,322	1,578	51.1	2,944	46.4	73.8
Putnam	1,005	1,629	1,722	41.6	2,116	18.6	52.5
Tyrone	1,115	1,960	2,352	52.6	3,020	22.1	63.1
Unadilla	654	998	1,096	40.3	1,292	14.4	49.4
Cities and Villages							
City of Brighton	835	1,875	2,509	66.7	3,241	22.9	74.2
Village Fowlerville	647	873	1,018	36.4	1,211	15.9	46.6
City of Howell	1,825	2,859	3,426	46.7	4,088	16.2	53.4
Village of	284	455	542	47.6	778	30.3	63.5
Livingston County	20,591	34,951	41,863	50.8	58,919	29.0	65.1

Source: U.S. Bureau of Census

Characteristics – An overview of the housing unit growth in Livingston County since 1970 is helpful to establish the environment in which the City has served as county seat and central place (see Table 8 above); however, it is the current characteristics upon which the future can be derived. Table 9 provides an overview of Livingston County general housing unit characteristics by community from the 2000 U.S. Census. Characteristics which distinguish the City of Howell from other communities in the County includes the fact that the City has the second lowest number of persons per either owner or renter occupied units in Livingston County. In addition, the City has the greatest number of rental units of any community in the County, while also having one of the lowest vacancy rates.

Table 9
General Housing Unit Characteristics
Livingston County

Community	Total Housing Units	Total Occupied Units	Number of Owner Occupied Units	Vacancy Rate - Owner	Number of Renter Occupied Units	Vacancy Rate - Renter
Townships						
Brighton	6,177	5,950	5,602	1.1%	348	7.0%
Cohoctah	1,206	1,124	1,063	0.7%	61	20.8%
Conway	919	887	841	0.5%	46	2.1%
Deerfield	1,495	1,386	1,305	0.8%	81	5.8%
Genoa	6,346	5,839	5,183	2.2%	656	4.7%
Green Oak	5,772	5,438	4,955	1.1%	483	7.6%
Hamburg	7,678	7,086	6,635	1.3%	451	5.5%
Handy	1,383	1,348	1,198	0.9%*	150	3.2%*
Hartland	3,908	3,696	3,504	2.1%	192	7.7%
Howell	1,993	1,902	1,793	2.1%	109	7.6%
Iosco	964	921	879	0.5%	42	2.3%
Marion	2,388	2,271	2,182	1.3%	89	3.3%
Oceola	2,944	2,756	2,615	3.7%	141	3.4%
Putnam	2,116	1,895	1,696	1.8%**	199	4.8%**
Tyrone	3,020	2,882	2,751	0.7%	131	7.1%
Unadilla	1,292	1,156	1,051	1.3%	105	3.7%
Cities and Villages						
City of Brighton	3,241	3,103	1,944	2.2%	1,159	4.0%
Village of Fowlerville	1,211	1,156	770	1.2%	386	3.7%
City of Howell	4,088	3,857	2,194	1.1%	1,663	5.6%
Village of Pinckney	778	731	596	2.6%	135	2.2%
Livingston County	58,919	55,384	48,757	1.5%	6,627	5.4%

* Includes the Village of Fowlerville

** Includes the Village of Pinckney

Source: U.S. Bureau of Census

Table 10 on the next page provides the housing unit characteristics for the City of Howell from 1960 to 2000 that indicates that the number of housing units has steadily increased during that time period along with a similar increase in the percentage of renter occupied housing units. The inverse is therefore true for the percentage of owner occupied housing units. However, there has been a steady increase in housing unit values as well as rents, each of which are commensurate with the increasing cost of living since 1960.

Table 10
Housing Unit Characteristics, 1960-2000
City of Howell

	1960	1970	1980	1990	2000
No. of Housing Units	1,654	1,812	2,859	3,426	4,088
% Owner Occupied	67.0%	66.8%	55.3%	52.6%	56.9%
% Renter Occupied	25.4%	29.0%	37.9%	42.7%	43.1%
% Vacant	7.6%	4.2%	6.8%	4.7%	5.7%
Median Value	\$11,500	N/A	\$48,190	\$75,400	\$145,200
Median Rent	\$84	\$135	\$236	\$457	\$673

N/A – not available

Source: U.S. Bureau of Census

Projections – No formal projections have been completed for the number of housing units, but the upward trend is anticipated to continue as long as land remains available within the City. However, beyond the complete buildout of the City, only the annexation of additional land will result in an increased number of housing units.

Conclusions

The City of Howell has experienced significant growth within the past decade both in the relation to population and housing. The following conclusions can be derived from the earlier analyses:

- Population growth between 1990 and 2000 was 11.4% or 1,048 total persons.
- The City of Howell is only 5.9% of the County’s population, while in 1930 it was 18.8% of the total.
- Median age of 33.3 is lower than the County.
- Second lowest percentage of persons under the age of 18 (24.1%) and highest percentage of persons over the age of 65 (12.5%).
- Largest number of non-family households (13.2% of County).
- The number of households has grown 16.2% to 4,088 between 1990 and 2000.
- Second lowest number of persons per owner and/or renter occupied units in the County.
- Greatest number of rental units as well as the lowest vacancy rate of all municipalities in the County.

- Population is projected to reach 10,078 by 2020 (9.16% increase over 2000), but will be a lesser percentage of the County's overall population (only 4.6%).
- The number of households is projected to reach 4,699 by the year 2020 (17.9% increase over 2000), but will be a lesser percentage of the County's overall number of households (only 5.9%).

While the County is anticipated to continue growing at an unprecedented rate, the City's growth will likewise continue, but at a slower pace. Therefore, the growth factors within the County will continue to greatly influence the City's population and housing trends and characteristics.

ECONOMIC BASE/SOCIO-ECONOMIC ASSESSMENT

While population and housing trends are important indicators of future demand for housing and public facilities, employment trends and sales activities indicate future demand for retail space, offices and industrial sites.

Employment

The County Business Patterns for Michigan (1986 to 1998) reports that Livingston County employment grew from 21,461 to 42,785 (just over a 50% increase), and the number of businesses increased by 1,725 (just over a 52% increase). Table 11 provides a more detailed description of County employment trends, while Charts 2 and 3 details the number of employees versus establishments and the change in the types of employment respectively.

Table 11
Employment Trends, 1986-1998
Livingston County

	1986	1988	1992	1994	1996	1998
No. of Employees	21,461	24,855	25,656	31,979	37,410	42,785
No. of Establishments	1,901	2,121	2,134	2,795	3,368	3,626
Construction Employment	1,219	2,079	2,290	2,514	3,513	4,371
% of Total	(5.7)	(8.4)	(8.2)	(7.9)	(9.4)	(10.2)
Manufacturing Employment	3,166	6,734	6,970	7,925	9,522	10,516
% of Total	(28.6)	(27.1)	(25.0)	(24.8)	(25.5)	(24.6)
Trans., Comm. & Utilities Employment	367	364	386	546	757	850
% of Total	(1.7)	(1.5)	(1.4)	(1.7)	(2.0)	(2.0)
Wholesale Employment	1,100	1,331	1,470	1,718	2,509	1,901
% of Total	(5.1)	(5.4)	(5.3)	(5.4)	(6.7)	(4.4)
Retail Sales Employment	5,262	5,963	7,300	7,784	9,251	9,310
% of Total	(24.5)	(24.0)	(26.0)	(24.3)	(24.7)	(21.8)
Service Employment	5,369	5,962	7,240	8,768	9,243	15,577
% of Total	(25.0)	(24.0)	(33.9)	(27.4)	(24.7)	(36.4)

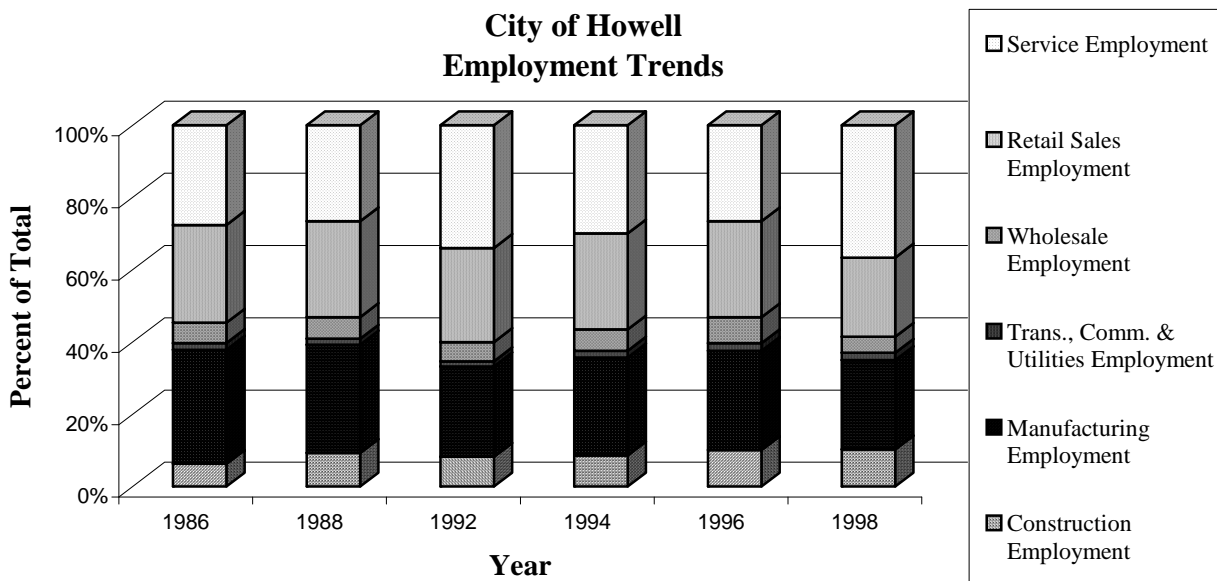
* 1990 data is not available because it was a U.S. Census year

Source: County Business Patterns for Michigan

Chart 2
City of Howell
Employee and Employment Trends



Chart 3
City of Howell
Employment Trends



The 2000 Economic Report by the Governor stated that in 1999 Livingston County had a labor force of 79,599 persons with an unemployment rate of only 2.2%. Table 12 lists a cross-section of the local employers who employ the majority of the County's labor force. The table also provides the products or services provided by these companies, and the estimated number of full-time employees. As with the County's employment distribution, the employment base within the City is very broad with no predominant sector.

Table 12
Major Employers in the City of Howell

Company	Products/Services	No. of Employees (1990)	No. of Employees (2000)
Alpha Technology	Lock sets and door handles	125	215
Citizens Insurance	Insurance	1,100	1,600
Chem-Trend, Inc.	Oil, grease, lubricating	170	222
City of Howell	Local government	54	70
D & N Bank	Banking	58	N/A
Diamond Chrome Plating Inc.	Plating and polishing	55	55
Electric Apparatus Company	Motors and generators	75	N/A
Family Independence Agency	State agency	N/A	40
First National Bank	Banking	67	90
Hometown Newspapers	Newspapers	N/A	151
Howell Post Office	Mail collection and distribution	57	88
Howell Carnegie District Library	Public library	N/A	43
Howell Public Schools	Education	572	826
International Paper Co.	Boxes and corrugated/solid fiber	100	155
Key Plastics	Plastic injection molding		305
Livingston Care Center	Convalescent home	250	N/A
Livingston County Government	Government offices	377	355
Livingston County Press, Inc.	Printing, newspapers	66	N/A
Livingston County Road Commission	Road building and maintenance	60	N/A
Livingston Intermediate Schools	Education	117	300

**Table 12 Cont.
Major Employers in the City of Howell**

Company	Products/Services	No. of Employees (1990)	No. of Employees (2000)
May & Scofield Inc.	Stamping, automotive	145	N/A
McPherson Health Center	Health services	500	750
Medilodge of Howell	Convalescent home	N/A	230
Morelco Power Systems, Inc.	Power correction for mach. Tool	N/A	64
Mr. B's Rustic Tavern	Restaurant	N/A	60
Ogihara America Inc.	Stamping, automotive	N/A	563
Park Inn	Restaurant and motel	85	N/A
Pepsi-Cola Metro Bottling co.	Bottling	207	316
Toyota	Machinery, metalworking	145	N/A
Tri-State Hospital Supply	Wholesale hospital supplies	212	225
VCF Films Div. Of PMC Inc.	Packaging film	65	55
44 th Judicial Circuit Court Probation	State court	N/A	11

Source: Livingston County

Tax Base

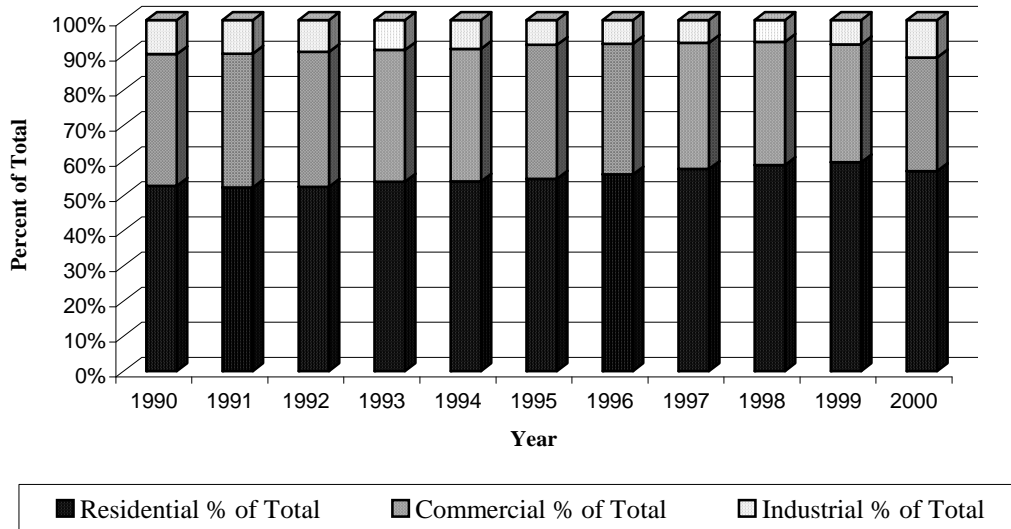
State Equalized Valuation (SEV) is an additional source of information that illustrates economic trends. Table 13 lists the total SEV within the City since 1990 by category (residential, commercial and industrial), while Chart 4 depicts the percent total of each category by year. Residential and industrial valuations have nearly tripled since 1990, while commercial property valuations doubled during the same period. However, the relationship between the three (3) categories varied very little over the past decade. Just under 57% of the total real property valuation is attributed to residential property, approximately 32% to commercial real property, and about 10.5% to industrial real property. Shifts in any one category, from year to year, only resulted in less than a 2% loss or gain.

Table 13
State Equalized Valuation by Category, 1990-2000
(real property only)
City of Howell

Year	Residential	% of Total	Commercial	% of Total	Industrial	% of Total	Total
1990	\$52,006,100	52.8	\$36,990,400	37.5	\$9,567,600	9.71	\$98,564,100
1991	\$58,438,100	52.3	\$42,631,000	38.1	\$10,686,100	9.56	\$111,755,200
1992	\$59,137,500	52.5	\$43,219,500	38.4	\$10,249,700	9.10	\$112,606,700
1993	\$69,206,100	54.0	\$48,086,400	37.5	\$10,932,700	8.53	\$128,225,200
1994	\$76,849,100	54.0	\$53,817,600	37.8	\$11,679,800	8.21	\$142,346,500
1995	\$86,817,600	54.8	\$60,467,300	38.1	\$11,240,400	7.09	\$158,525,300
1996	\$94,969,900	56.0	\$63,067,900	37.2	\$11,450,300	6.76	\$169,488,100
1997	\$104,647,500	57.5	\$65,360,100	35.9	\$11,832,900	6.51	\$181,840,500
1998	\$113,703,700	58.7	\$67,969,300	35.1	\$12,052,300	6.22	\$193,725,300
1999	\$126,959,300	59.5	\$71,570,900	33.6	\$14,783,700	6.93	\$213,313,900
2000	\$141,179,500	57.0	\$80,192,700	32.4	\$26,440,000	10.67	\$247,812,200

Source: City of Howell Assessor's Office

Chart 4
City of Howell
State Equalized Valuation by Category



Conclusions

Livingston County has experienced a strong growth trend in all sectors of its economy. The following conclusions can be derived from the earlier analyses:

- Local employment grew 50% between 1988 and 1998.
- The number of local establishments grew 71% between 1988 and 1998.
- The greatest increases during this same period were in the service sector.

The conclusions drawn from the Livingston County data apply equally to the City of Howell because of its central location and general growth patterns. The area should continue to experience higher income levels through white-collar employment growth. However, the local labor force will continue to be greatly influenced by economic conditions in the surrounding counties.

COMMUNITY FACILITIES AND SERVICES

The responsibility of providing public services to residents of the City of Howell is shared by several public entities, including the City, various Livingston County departments, various State offices, the Howell School District, and others. Within the total development area of the City, the adequacy of the public facilities has a direct influence on the City's ability to attract and/or retain residents, businesses, and industries. Often the impression created by a particular community is directly related to its schools, parks, libraries, public buildings, public utilities and police and fire facilities. The following summary focuses on City owned and maintained facilities, but recognizes that these facilities are supplemented by private facilities.

Utilities, Services and Capabilities

The City owns and operates the water supply, sanitary and storm systems that serves its residents, and in some cases the adjacent Township residents as well. Each of these systems is summarized as follows:

Water Supply System – The water supply system serving the City of Howell consists of five (5) major elements: supply wells, raw water transmission main, water treatment plant (WTP), storage tanks and distribution mains. There are a total of five (5) active wells, which in total have been determined to be insufficient to meet the current needs of the City's residents. The transmission line that connects three (3) of the five wells to the City WTP has also been determined to be inadequate due to its age and potential for failure. However, the WTP has sufficient capacity to meet the current demand with the amount of flow per day expected to be increased from 2.6 to 3.1 million gallons per day (MGD) within the near future, with the ultimate capacity projected at 4.0 MGD. Since the WTP needs to produce enough drinking water for peak demand, storage tanks are used to accommodate the excess water during low flow times. These tanks are also used to balance the pressure in the network and provide backup water for fire demand, but as expansion of the system occurs, additional storage capacity will be required

along with booster pumps for development north of M-59. Therefore, over the next several years, the City will need to continue upgrading the existing water supply system as outline in the Howell Capital Planning Report dated September 15, 2001, in order to accommodate the future growth levels as well as upgrade the outdated or inadequate portions of the system. Several improvements have already been completed as part of the various road construction projects scattered throughout the City.

Sanitary Systems – The sanitary system serving the City of Howell consists of three (3) major elements: collection sewers, pumping stations, and the wastewater treatment plant (WWTP). The system consists of a maze of gravity pipes either located under the City streets or through a cross lot easement. These pipes begin at a building through a small individual sewer line and connect into a larger interceptor sewer that transports the flow of several small sewers to the pumping stations that direct the flow toward the WWTP. The 160,000 linear feet of sanitary sewer within the City are regularly cleaned and inspected in order to ensure they can meet their life expectancy.

In order to ensure that the flow reaches the WWTP, force mains have been used to create additional pressure, however, the use of pumping stations is a more common form of conveyance. There are a total of thirteen (13) pumping stations located within the City, with an additional eight (8) stations located in Marion Township which are intended to accommodate the initial WWTP expansion. Developers will construct future stations as the need arises. The stations actually lift the flow through a force main to a higher elevation sewer downstream as a means to reach the WWTP. While maintenance of these stations is critical to the systems function, proper planning can ensure that future expansion costs are minimized.

The entire system flows into the WWTP for treatment, which includes the wastewater from Marion Township. The life expectancy of the recently expanded plant is over twenty (20) years, while minor equipment replacements will be required on an on-going basis. The second expansion is scheduled to begin as the need is determined and is intended to primarily cover the needs of Marion Township. While future expansion is inevitable, the role of the treatment plant remains the same, that being the treatment of the wastewater to a water quality level regulated by the MDEQ (Michigan Department of Environmental Quality). The treated water is then discharged into an open stream and the cycle begins again.

Storm System – The storm sewer system serving the City of Howell consists of four (4) major elements: inlets, transport sewers, storage and outlet sewers. This system is critically important to the City due to the stormwater flooding being a widespread problem that has existed for a number of years. Because the City has experienced more than one 10-year storm in the same season, the original design standards cannot handle such an occurrence. As a result of recent growth levels within the City, the increased runoff from the areas tributary to these existing sewers has effectively reduced the actual storm capacity of these sewers. Therefore, the storm sewer capacity is estimated to be closer to a 1 to 2 year storm resulting in some surface flooding throughout areas of the City every year or two. The Stormwater Study completed in 1972 outlined the recommendations for improvement to the system, however, none have been implemented.

The inlet capacity of the storm systems consists of various types of basins, culverts and open drainage ways that are then directed into the underground storm sewers. The underground system consists of transport sewers which are intended to transport the stormwater toward the outlet sewers or storage; however, large areas of the City do not have such a system and therefore these areas often experience flooding of streets and yards. The remaining portions of the City that do have such a system still experience flooding because the sewers are small low-capacity pipes and the addition of new inlets only exacerbates the problem. As a part of several recent roadway projects the transport sewers have been upgraded, but many other sewers will still need to be modified in the future. Eventually the outlet sewers transport runoff into storage basins which are typically located on-site in a detention basin or within a natural depression or wetland, but due to the lack of outlet sufficiency, these storage basins end up having to hold runoff for a longer than anticipated period of time. Therefore, a rain event larger than the 10-year design storm will cause some storage flooding, as a result, improvements to inlet and transport sewer capacities are essential to the storage systems function. The outlet sewers also do not have sufficient capacity for a 10-year design storm for the developed tributary areas resulting in the need to extensive improvements. While improvements to the inlet and transport systems have improved the overall system, additional improvements to the Howell City, Pulford Storm and Alger Storm Drains are needed along with replacing the MI Wetland Outlet, none of which are scheduled for the near future due to their costs. While improvements are being made to the system as part of major roadway projects, upgrading the entire system will take many years.

Community Facilities

The City owns and operates the water supply, sanitary and storm systems that serves its residents, and in some cases the adjacent Township residents as well. Each of these facilities is described below and mapped in the body of the report.

City Hall – The City Hall is located at 611 E. Grand River Ave. within which are the following offices: City Clerk/Treasurer, Mayor, City Manager, Building, Assessing and Engineering Departments. The City leases a portion of the first floor to the Republic Bank, while the Police Department and Clerk/Treasurers offices occupy the rest of the first floor. The remaining departments are located on the second and third floors of the building, with Council chambers, meeting spaces and a kitchen located in the basement. The City has occupied the current City Hall building since 1992 when it relocated from its previous Michigan Avenue address.

Police Headquarters/Crime Prevention Unit – The police department is located on the first floor of City Hall and is a full service department with 21 full time officers, 2 dispatchers and approximately 15 part time employees. The department services only the City and therefore is contained exclusively within the headquarters. The type of services offered includes street patrol, detective, D.A.R.E., school resource, crossing guard, traffic control and bike patrol.

Howell Area Fire Authority – The Authority is responsible for the City as well as the five (5) surrounding townships of Cohoctah, Deerfield, Genoa, Howell, Marion and Oceola. While the main station is located in the City at 1211 W. Grand River Ave., there are a total of four (4)

substations throughout the 170 square mile coverage area, one (1) of which is located in the DPW complex at 150 Marion Street.

Department of Public Works Garage – The Department headquarters are located on the same site as the Water Treatment Plant, which is located at 150 Marion Street. All of the necessary equipment to maintain the City’s 34 miles of local and major streets are stored and maintained at this site, along with fourteen (14) employees for the Public Works and Public Services Departments combined.

Wastewater Treatment Plant – The Treatment Plant that is located at 1191 Pinckney Rd. was recently expanded to serve portions of Marion Township and the build out capacity of the City of Howell. The resulting capacity is 2.45 million gallons per day that includes 0.65 million gallons per day capacity allocated to Marion Township. The recent expansion should provide the plant with a useful life of more than twenty (20) years. A Phase II expansion is anticipated as needed in the future to increase the capacity from 2.45 to 3.64 million gallons per day, the cost of which will be carried primarily by Marion Township (81%). As part of the future expansion additional improvements to the Plant will be required, with the ultimate capacity anticipated to reach 5.0 million gallons per day.

Pumping Stations – A total of twelve (12) pumping stations are located within the City as a means to transport sewage to the Wastewater Treatment Plant. These stations are located as follows: Highlander Way, Citizens, Rolling Oaks, Dam Site, Peninsula, Rose Lane, Bush Street, West Street, Marubeni, Fowler, Browning and Town Commons, while Ogihara has their own pumping station. There are an additional eight (8) stations in Marion Township as part of the Phase I Treatment Plant expansion. Future pumping stations will need to be constructed by developers as part of their development projects. Maintenance of the existing stations is essential to their function, while costs for general maintenance has continued to steadily increase and changes in the tributary flow to the pumping stations often require modifications to the pump. Proper planning can diminish the costs of expansion.

Water Treatment Plant – The Plant is located at 150 Marion St. at the south end of the City limits. The facility is currently rated at a capacity of 3.1 million gallons per day with ultimate capacity projected at 4.0 million gallons per day. While the current capacity has been sufficient to accommodate both the City and Township population demands through blending filtered and raw water, new MDEQ standards will soon require an expansion of the facility. The needed expansion will result in higher amounts of treated water with higher quality characteristics. The current blended water was acceptable under the old provisions because the City is not required to filter its drinking water. However, this type of water is higher in iron content that is less beneficial to the area residents. The expansion could also eliminate lawn sprinkling bans and decrease the labor required to operate the Plant.

Water Supply Wells – Two (2) of the five (5) active City wells are located within the City limits, while the remaining well are located at the Norton Road well field approximately 2.5 miles west of the City. The well field was first developed in the 1960’s with the most recent expansion completed in 1986. The two (2) wells located within the City are contained within Water Treatment Plant and at 610 Henry Street, approximately ½ mile from the Plant. The latter well is

the newest in the system, but is a low production well, while capacity is available on site for a second well head. The capacity provided via the five (5) wells is insufficient, despite the excellent aquifer available at the Norton Road well field and the potential for the development of other well sites. In addition, each of the wells needs a major refurbishing at a rate of one per each 3 - 5 years.

Storage Tanks – The storage tanks provide a reservoir to store the water volume needed to provide the peak water demands. The tanks are filled during lower flow times and water is drawn out to supplement the output of the Water Treatment Plant. The two (2) large storage tanks also help to balance the pressure throughout the distribution network and provide backup water for fire demands. A 300,000 gallon elevated tank is located at Thompson Lake Park and a 630,000 gallon ground storage tank is located at the Water Treatment Plant. While other portions of the system need immediate expansion due to the demands on the system, providing water supply capacity is increased and other means of boosting the pressures north of M-59 are implemented, the current storage tank capacity is sufficient to accommodate future growth.

Barnard Community Center – The Center, located at 415 N. Barnard St., was purchased by the City in 1995, which includes the surrounding 10 acres known as Page Field. The Parks and Recreation staff currently occupies the building, while the Livingston County branch of the American Red Cross leases a portion. The facility and its grounds provide year round activities and meeting space for the following programs: Scouts, 4H, Association meetings, Community Mental Health programs, Home School Groups, etc. The Recreation Department also houses many of the enrichment programs at the Center. A full size lighted soccer field, 2 multipurpose fields, a concession stand, press box, basketball hoop and a locker room, currently occupies the adjacent park land. While several improvements are required, the Center is a facility that is used to meet the every growing needs of the community.

Paul Bennett Recreation Center – The Center was constructed in 1965 at 925 W. Grand River Ave. and was initially intended to be used as a youth center, but currently serves as the headquarters for the offices of the Howell Area Parks and Recreation Department. Subsequent additions have resulted in the ability to provide a September to May weekday preschool, weekday senior center with a nutritionist, recreation and community education classes, craft shows, and a place for meetings, dances and parties. Future facility additions are anticipated to include a year round Senior Center and a Teen Center, both of which have shown a growing need in the community.

Lakeview City Cemetery – On April 28, 1915 Howell Township sold the cemetery, located at 920 Roosevelt Street, to the City of Howell. At the time the cemetery was called Oakgrove Cemetery, but upon purchasing the property, the City renamed the cemetery Lakeview Cemetery. The parcel contains thirty-two (32) acres, and at the present time has 9,300 burials, and is near capacity. Due to the limited available land within the existing cemetery, a second cemetery is under construction on a 36.4 acre parcel at the western end of M-59.

Parks and Recreation

In 1995 the City of Howell adopted the Howell Area Recreation Master Plan. The Plan was intended to provide guidance for the recreational improvements needed between 1995 and 2000. Since that time, various name changes have occurred and/or additional land purchased. The inventory of the facilities owned and operated by the City through various taxing authorities include the following:

Argyle Street Park – This small neighborhood park located on Argyle Street, east of Michigan Avenue, offers the community 0.2 acres of open space. Picnic tables and grills, as well as swings, slides, and spring animals are available to provide recreation opportunities for people of all ages to enjoy.

Baldwin Park – The 0.8 acres that make up Baldwin Park offer a few more amenities than some of the other small parks in Howell. Swing-sets, slides, and spring animals are popular among the park's younger neighbors. In addition to benches, picnic tables, and grills, a picnic shelter and tennis courts are also available to area residents. Baldwin Park is located at Byron Road and Spring Street, and was previously known as Spring/Byron Park.

Barnard Community Center/Page Field – The Barnard Community Center, 415 North Barnard Street, located on 12 acres is an integral part of the Howell Area Parks and Recreation Department. The building itself, retains Recreation Department Offices; has 5 large and small rooms available for rental; hosts many different department special events; and will soon be the new home of the Howell Area Teen Center. Open after-school, it will offer middle-school age children with a drop-in teen lounge, weekly organized activities, and a quiet study room equipped with volunteers there to help students with homework if they need it. Stepping outside of the building, the community center boasts plenty of open space, including Page Field and a quarter-mile walking path encircling a regulation lighted soccer field. A large open space area used for multipurpose use is located behind the building. A slide, swing-sets, and spring animals have also recently been added to the area. Benches and restrooms, and concession sales open during certain sporting events are also elements of the Barnard Community Center's various amenities.

Central Thompson Lake Park – A small neighborhood park containing 0.2 acres that are currently undeveloped with no additional amenities.

City Boat Launch Site – The 1.6 acres that make up City Boat Launch is located inside of the City Park's borders, at Lake Street and Roosevelt. This launch lets boaters access Central Thompson Lake. Non-residents, (boaters without resident stickers,) will be charged \$15 for a daily boat launch permit.

Howell City Park – 22.8 beautiful acres, set on the scenic shores of Central Thompson Lake, make up Howell City Park. A few blocks north of historic downtown Howell, the City Park offers a multitude of year-round recreational opportunities to park-goers of all ages. Ball fields, open fields, and volleyball courts are available to interested park-users. Spring animals, swing-sets, and slides are on-hand for our younger park-enthusiasts. Grills, benches, and picnic tables

are also accessible. Three picnic shelters/pavilions in the park are available for rental, including two large pavilions, (the May & Scofield and the Rotary--which accommodate 75-100 persons,) and one small pavilion, (which accommodates 25-40 persons.) Drinking fountains, restrooms and seasonal concession sales are also available. Other seasonal recreation opportunities in the City Park include a public beach and swim area, sledding hills, and ice-skating. The park's entrance is located at the corner of Barnard and Thompson.

Lakeside Drive Park – A small neighborhood park with grills, benches, and swings for the kids, Lakeside provides 0.3 acres of welcome open space to its neighboring community. The park is located at Lakeside Street, on the north side of Thompson Lake.

Lucy Road Park – This 50.0 acre parcel of land was once occupied by a park, but has since remained vacant. The site is located to the southeast of the City limits and is currently being considered for redevelopment.

Maple Street Park – The 0.2 acres that make up Maple Street Park, located at Maple and Thompkins, is a great place to bring the kids for an afternoon picnic. Picnic tables, benches, grills, and playground equipment makes this small neighborhood park a big asset to the community.

Jenny McPherson Park – The 0.3 acres that make up Jenny McPherson Park is located between Michigan and State, north of the railroad tracks. Benches, picnic tables and grills are the assets of this park located one block north of the main four in downtown Howell.

Paul Bennett Recreation Center – The Paul Bennett Recreation Center, located at 925 West Grand River, currently serves as the headquarters for the offices of the Howell Area Parks and Recreation Department. This building additionally functions as the Howell Senior Citizens Center, and houses the Recreation Department's Preschool Program. Large and small rooms in the Recreation Center are available for rental. Tennis Courts, a gazebo, picnic tables, and a playscape are also on-hand on the 3.8 acre Recreation Center site.

Paul Bennett Field – Paul Bennett Field is a 1.8 acre Baseball/Softball field located on the corner of Maple and Walnut, in downtown Howell. A concession building is also open during games.

Park Street Park – The 0.2 acres that make up the small neighborhood park, located at Park Street and Clinton, with grills, picnic tables, and playground equipment for the kids; Park Street Park, provides a terrific place relax and enjoy with the whole family.

West Street Park – A 2.0 acre neighborhood park, one of Howell's largest neighborhood parks, West Street Park offers benches, tables, and grills for afternoon picnics. Some of the park's other recreational amenities include a walking path, and a children's accessible playscape. West Street offers plenty of open space, picnic shelters as well as an array of playground equipment for the kids. A volleyball court is also readily available for interested park-goers. The park is located at West Street and Factory.

Conclusions

Due to local population growth within the past ten (10) years, the community facilities and services are near their capacity. The following conclusions can be derived from the earlier analyses:

- Continued improvements to the water, sanitary and storm sewer systems are imperative, with an emphasis on the storm sewer system.
- Many of the community facilities have been upgraded recently, but the wastewater and water treatment plants need additional improvements, additional water supply wells are needed, and expansion of Barnard Community Center as well as Paul Bennett Recreation Center are required to meet the needs of the current population.
- The acreage contained within the current parks is sufficient to accommodate the City of Howell, but not the metropolitan area that also places demands on the system. Therefore, additional acreage is needed, such as opening Lucy Road Park and providing additional amenities at the other existing park facilities.

The area should continue to experience high growth levels both within and adjacent to the City core. Therefore, as perimeter demands on the system escalate, additional means of expanding all municipal systems will need to be evaluated.

TRANSPORTATION AND TRAFFIC ANALYSIS

The relationship between land use and roads is a critical element of land use planning. The streets provide the access necessary for land use and are important in setting the character of an area. Adequate transportation facilities are, therefore, a major consideration in a community's development.

Roadway Classifications

The classification of roads is necessary in order to identify the type and amount of traffic that is appropriate for each portion of the local road network. 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) – These streets 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. The only principal arterial road within the City is M-59.

Minor Arterials – These streets 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 Grand River Avenue, Michigan Avenue south of Grand River Avenue and Pinckney Road.

Major Collectors – These streets provide access and mobility within residential, commercial, or industrial areas. The streets also provide a connection between minor collectors and arterials, and sometimes permit on-street parking. An example of a major collector street is Michigan Avenue north of Grand River Avenue, but includes eleven other road segments.

Minor Collectors – These streets tend to accommodate fewer trips than a major collector, but still provide the connection between local streets and major collectors. The streets also provide access amongst varying land uses. On-street parking is frequently permitted, but depends on the function of the street. The only minor collector road within the City is Byron Road north of M-59.

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, but one example is Fowler Street.

Characteristics of Major Arteries

North Michigan Avenue – This street is considered a major collector, but is considered a primary connection to places north of the City. As a result of the amount of traffic on the road (estimated at 16,763 cars per day in 2001, up from 14,894 in 1997), there are several intersections that have become prone to accidents. These numbers are typical for a road that provides access to primarily commercial uses, but not one that contains predominantly residential uses, as is the case for North Michigan Avenue.

South Michigan Avenue/Pinckney Road – This street is considered a minor arterial road that is used by a significant number of people as their primary connection to places south of the City. As a result of the amount of traffic on the road (estimated at 24,389 cars per day in 2001, up from 21,669 in 1997), Pinckney Road at Mason Road has seen an increase in the number of accidents between 1991 and 2001. However, as a result of the growth in the surrounding Townships, along with the potential for the conversion of residential to commercial uses, these numbers may continue to increase.

East Grand River Avenue – This street is considered a minor arterial road that is used by an average of 43,203 cars per day in 2001 (as per Livingston County Road Commission), up from 30,668 in 1997. As a result of the number of cars passing through the City on this road, the number of accidents is higher than the majority of the other streets. The intersections that had the highest number of accidents in 2001 include National Street and Catrell Street respectively. Based upon the types of uses located along the eastern end of Grand River Avenue, the traffic and accident numbers are high, but as per the Road Commission, not unreasonable. However, as a result of the growth in the surrounding Townships along with the potential for the conversion of residential to commercial uses, these numbers could continue to increase.

West Grand River Avenue – This street is considered a minor arterial road just like the eastern end, but is used by fewer cars per day. An estimate of 21,106 cars per day passed through this portion of Grand River in 2001, up from 18,752 in 1997. Despite the fewer number of cars on this portion of Grand River, there are still several intersections that have become prone to accidents. In 2001, the intersection of Michigan Avenue and Highlander Way, respectively, had the highest accident rates. For a road that provides access to primarily residential and institutional uses, as per the Road Commission, these numbers are very high. However, due to the high volume of cars entering, or passing-through the City, from the west, the numbers may continue to remain high.

M-59 – This street is the only principal arterial (major street) within the City, but is not used by as many cars as Grand River Avenue. An estimate of 14,205 cars used this portion of M-59 in 2001, up from 12,621 in 1997. Because the amount of cars on these roads is less than other roads, the accident rates are also less. However, as a result of recently approved developments to the north and south of M-59, these volumes will most likely increase over the next few years.

Systems Adequacy and Needs Assessment

While many of the City's streets have been reconstructed or rehabilitated within the past ten (10) years, there are still several streets that require attention. Therefore, the City has developed and maintained a pavement management system to provide direction for the repair, maintenance and improvements to its road system. The first step in determining the priority of any street to receive pavement management efforts is to determine the relative importance of each street or segment within the City. Each of the City streets were therefore classified using the above noted classification system, as well as receiving a relative ranking within each category based upon their importance to the Howell road network. The ranking system is based on a 1 to 100 scale with 100 being a newly reconstructed or rehabilitated street. As part of the ranking are policy considerations regarding drainage improvements, other utility improvements and streetlights, curb and gutter construction, roadway shoulders, etc. A detailed discussion of each of these policy considerations can be found in the Howell pavement management report. The ranking provided within the report includes up to a three (3) year plan for reconstruction and rehabilitation of City streets. The January 2000 report (still being used without modifications) identified a total of four (4) major streets, seven (7) collector streets, and twelve (12) local streets with a ranking of 50 or lower. While many of the streets (Tables 14 - 16) within the City have already be improved, the street segments identified in the following tables are in greater need of repair based upon their relative importance in the network, the availability of grant funds and other factors including storm drainage improvements.

**Table 14
Major Streets – Recommended Rehabilitation**

Street	From	Recommendation
Riddle Street	Michigan to Byron	Reconstruct
Sibley Street *	Michigan to Walnut	Mill and resurface
<u>Clinton Street</u> *	Byron to Walnut	Reconstruct with curb and gutter
<u>Byron Street</u> *	Grand River to Riddle	Reconstruct with curb and gutter
Sibley Street *	Walnut to Jewett	Replace pavement
Catrell Street	Sutton to Grand River	Mill and resurface
Sutton Street	Catrell to National	Mill and resurface
Sibley Street *	Tompkins to Jewett	Mill and resurface
Sibley Street *	Michigan to Court	Replace pavement
Clinton Street *	Court to National	Mill and resurface
Sibley Street *	Court to National	Mill and resurface

**Table 15
Collector Streets – Recommended Rehabilitation**

Street	From	Recommendation
<u>Madison Street</u> *	Michigan to Roosevelt	Reconstruct with C&G
<u>Roosevelt Street</u> *	Madison to Lake	Reconstruct with C&G
<u>Roosevelt Street</u> *	Lake to North Street	Reconstruct with C&G
<u>Bower Street</u> *	Riddle to M-59	Mill and resurface
<u>North Street</u> *	National to Roosevelt	Reconstruct with C&G
Isbell Street	Grand River to Maple	Reconstruct
West Street	Grand River to RR	Reconstruct with C&G
<u>Washington Street</u>	McCarthy to Fowler	Reconstruct with C&G
Barnard Street	Monroe to Madison	Mill and resurface
Walnut Street	Livingston to Mason	Mill and resurface
Livingston Street	Michigan to Dearborn	Mill and resurface
Livingston Street	Walnut to Michigan	Mill and resurface
Marion Street	Pinckney to Dearborn	Reconstruct with bit. curb
<u>Prospect Street</u>	Riddle to Grand River	Reconstruct with bit. curb
Isbell Street	Mason to Maple	Reconstruct with bit. curb

* Grant eligible

Underline indicates significant storm improvements needed

**Table 16
Local Streets – Recommended Rehabilitation**

Street	From	Recommendation
Washington Street *	Jewett to Tompkins	Mill and resurface
McCarthy Street	Livingston to Crane	Mill and resurface
<u>Caledonia Street</u>	Bower to Galloway	Reconstruct
State Street	Higgins to Madison	Mill and resurface
Gay Street	W. Isbell to George	Mill and resurface
George Street	Sibley to Washington	Mill and resurface
Spring Street	Prospect to Byron	Mill and resurface
<u>Brooks Street</u>	Michigan to Fowler	Mill and resurface
Bates Street	Madison to S. Summit	Mill and resurface
<u>Barnard Street</u>	Madison to Thompson	Reconstruct
Fleming Street	Livingston to Washington	Mill and resurface
<u>Lake Street</u>	Barnard to State	Mill and resurface
<u>Dearborn Street</u>	Marion to Pulford	Mill and resurface
Chestnut Street	Grand River to N. Wetmore	Mill and resurface
Court Street	Clinton to N. Church	Mill and resurface
Fair Street	Sibley to S. Washington	Mill and resurface

* Washington Street could be upgraded to a Collector Street connecting Braeview to Michigan Avenue if reconstructed with C&G for additional use.
Underline indicates significant storm improvements needed

The Federal Urban Aid Transportation System (FUATS) provides a 50% match for construction costs on eligible street projects up to a maximum of \$375,000. A total of thirteen (13) projects have previously been completed using these funds, with several more scheduled for commencement within the next few months. The City has been very successful in receiving grant money to offset the costs of repaving the City's streets.

Conclusions

The City's goal has been to provide the best possible road system for its citizens at the lowest effective costs. To this end, the City administration has historically sought the following:

- Grant applications have been submitted for all applicable road projects, and some roads have been reclassified in the process.
- The pavement management system is continually updated while maintaining a project ranking system for major, collector and local streets for the future three (3) years.

- Storm sewer improvements have been incorporated into all applicable roadway projects.

A significant number of City streets have been improved over the past ten (10) years, while many more require attention. Therefore, there is no intention to falter in the City's original goal of providing a roadway and utility system that meets the needs of the residents, while minimizing future tax burdens.

ENVIRONMENTAL RESOURCES

Many residents have settled in the City of Howell because its natural features, such as lakes, wetlands, woodlands, and open spaces, have attracted them. These features are significant because of their strong appeal to residents. While there are many opportunities for enjoyment and utilization of the natural resource base, particular features of the natural environment are incapable of supporting development or are of sufficient significance to be preserved. It is helpful to examine the various natural resource factors in detail to determine the opportunities and constraints for development, as well as weigh the value of preservation. Wise use depends on a keen awareness of the City's natural features. Accordingly, key natural features are documented in the text and maps which are included within this document.

Topographic Features

The bedrock geology of Howell includes sandstone and shale beneath the central area of the City and shale around the perimeter areas. The glacial geology of Howell is a layer of medium-textured till which includes a glacially deposited unsorted mixture of clay, sand and gravel (heavy on the sand) that exists between the topsoil and the bedrock. The topography of the City is gently sloping, with shallow grades and some depressions, a few of which are quite extensive and contain wetlands.

For the most part the City of Howell is flat within minimal topographic relief. According to the USGS topographic maps, the topography of the City varies from a low of 900 feet above sea level around the various wetlands and open water, to a high of 940 feet above sea level within the western confines of the City. The highest areas within the City are located west of Pinckney Road between I-96 and Grand River, along with a pocket at the intersection of M-59 and Byron Road.

Soils

An understanding of soil characteristics is essential to the development of a community in a manner that minimizes construction costs, risks to public health, and environmental damage. Soil types within the City are identified in the Livingston County Soil Survey prepared by the U.S. Soil Conservation Service. Detailed soils maps are available through County Planning or the Soil Conservation Service. The glacial geology of Howell is a layer of medium-textured till which includes a glacially deposited unsorted mixture of clay, sand and gravel (heavy on the sand) that exists between the topsoil and the bedrock. A soil characteristic that is most important to City of Howell is susceptibility to wetness and flooding. This characteristic is typically

associated with low-lying wetland and floodplain areas and is discussed in a subsequent subsection.

Water Resources

Over the years, several of the prime residential developments in the City have been built around Thompson Lake or one of the other three (3) water resources. Most residents appreciate the recreational or scenic value of the lake. The lake is only one (1) component, though, in an inter-connected water resources system that also includes streams, wetlands, and groundwater. This water resources system serves multiple functions that should be preserved for the benefit of present and future residents of the City. While private lands that have been developed for residential use surround the lake, there are several public access points by which the general public can use the lake for recreational purposes.

Rivers and drains are another link in the water resources system. There is the south branch of the Shiawassee River that runs along the western perimeter of the City as well as the Marion and Genoa Drain that runs through the southern portions of the City. These water resources connect the lakes and wetlands with each other, and then conveying storm water runoff from wetlands and upland areas to downstream lakes and eventually to branches of the Shiawassee River. Wetlands are a third component in the water resources system.

Low Lying Wet Areas

The term "low lying wet areas" encompasses a variety of wet environments, inland marshes, wet meadows, mudflats, ponds, bogs, bottomland hardwood forests and wooded swamps. The City contains several acres of "low lying wet areas". Such areas play an important role in stormwater management and control of water quality. Low lying wet areas help to moderate the flow of stormwater to lakes. During wet periods, these areas absorb water, thereby reducing shoreline flooding around lakes. During dry periods, these areas release water to the lakes to help maintain lake levels. Low lying wet areas also help to maintain water quality by absorbing sediment and pollutants before they reach the lakes and streams, and provide critical wildlife habitat.

There are numerous small pockets of low lying wet areas scattered throughout the City, with a predominance of such features located north of Grand River Avenue and around the perimeter of Thompson Lake. While there are two large areas associated with the water resources noted above, including a ribbon along Thompson Lake, they are also contained within the soil depressions that may have resulted in their creation. The City has attempted to preserve the larger areas (west of Michigan Avenue and north of the railroad tracks, within the Howell City Park, southwest of Michigan Avenue and M-59, and pockets within the northwest and southeast) to the greatest extent possible by creating a park around its confines and/or working with developers to enhance the features as part of their development.

Woodlands

Tree stands and woodlands are another important component in the City's natural resource inventory. The tree stands in the City are found in conjunction with other natural resource features, including wetlands. The pockets of woodlands located within the City, while acknowledged not to be inclusive of all small wooded areas, have been in part impacted in recent years by various development projects. However, the City has actively preserved the remaining areas. The largest woodland area within the City is contained within the Howell City Park and is intended to be preserved into perpetuity.

The following are among the values secured or enhanced by woodland protection.

Energy Conservation – The contribution made by trees to cooling of homes and other buildings and parking areas, roads and walkways in summer, while protecting against harsh winds, snow and ice in winter has become increasingly recognized. This is especially true in climates of temperature extremes. According to the American Forestry Association, for example, air-conditioning costs can be cut by 20-25%, with the proper positioning of shade trees near a dwelling.

Improvement in Air Quality – In addition to the indirect effects on air quality achieved by reduction in emissions resulting from lessened use of heating and cooling, trees use carbon dioxide and emit oxygen in their own growth process. It has been estimated that public and private woodlands could compensate for very large amounts, perhaps as much as 25%, of carbon dioxide released annually in the United States.

Anti-Erosion Benefits – Preserving (or planting) trees and shrubs stabilizes soils, especially when slopes and steep grades are involved, thus preventing erosion. Curtailing erosion helps to prevent the degradation of lakes and streams.

Wildlife Habitat – Trees and shrubs provide homes of birds and other forms of wildlife; many provide food for these creatures as well. Trees offer protection against predators. Birds make a significant contribution to insect control.

Aesthetic Values – The growing appreciation of natural beauty has heightened citizen awareness of tree buds, fruits and foliage. The public has become increasingly appreciative of the shape, bark, spread and sheer size of trees in all seasons. Specimen trees become the object of neighborhood pride, while the public has come to understand that common so-called "weedy" trees are often essential for the growth and development of the more dramatic hardwoods. This beauty is translated into increased value of property. Home-buyers will pay additional thousands of dollars if there are trees on a home-site. The value of trees and shrubs, especially those of the evergreen type, in screening, is inestimable. Properly designed greenbelts also protect against noise.

The importance of local ordinances in protecting existing trees and woodlands, and stipulating their replacement or addition when this is necessary, is well-established and increasingly accepted by all segments of the community.

Conclusions

Recent growth levels have had an impact on the City's environmental resources. The following conclusions can be derived from the earlier analyses:

- The low permeability of the soils within the City have caused storm water runoff problems in many areas of the City, and the various natural depressions have not been sufficient to accommodate more than a 1 to 2 year rain event.
- The water resources, wetlands and floodplains are essential to the City's storm sewer system, as well as its attraction for its residents.
- The few remaining large woodland areas are needed as a means of improving air quality, aesthetics, erosion control and energy conservation.

Therefore, the maintenance of the City as an historic community that has well established roots requires that active preservation methods be adopted. Recent growth pressures have had an effect on their viability, but several large pockets of environmental resources have been preserved through the location of parkland around its confines. However, additional means of preservation may need to be evaluated.

EXISTING LAND USE

A basic element in planning the future of the City of Howell is the consideration of existing land use types and patterns. Previous existing land use data was compiled in 1987, however, due to the abundance of development proposals since the 1991 update, the inventory has been updated to reflect the land use transitions within the City and perimeter Townships. The result of this mapping is presented in Map 5, while a description of the recent development proposal trends are noted below.

Recent Development Proposals

Since the adoption of the 1987 Master Plan, and subsequent amendment in 1991, there have been a significant number of development proposals that have been approved and/or are being considered by the City. The following is a summary of the key site plans, Planned Unit Developments and plats considered by the Planning Commission and/or City Council since 1991:

1991: Catron Industrial Garage, Chemical Mixing and Packaging Addition, Citizens Insurance (Phases I & II), Heather Heath Subdivision #2, Marcy's Laundry Addition, May & Scofield Addition, Promenade Shopping Center Site Plan Revision

1992: Classic Carpet Addition, Cushman Car Wash, Diamond Chrome Plating Phase I, Diponio Residential PUD, Rolling Oaks PUD (aka Howell Estates North Subdivision), Libralter Plastics Addition, McDonald Funeral Home Addition, Metro Title Parking Lot Addition, Town Pillar Real Estate Office

1993: Bay Gas Station (reopen), Chem Trend Addition, Dr. Kellogg Amended Site Plan, Ingratta Office PUD, Morelco Power Systems Addition, May & Scofield Addition, McPherson PUD Amendment, Spartan Tire Reconstruction

1994: Arbor Drugs Addition, Chamber of Commerce, Gould Residential PUD (aka Arbor Pointe)

1995: Detroit Edison Substation Expansion, Hatfield Use Change (aka Stitch in Time), Lamb PUD (mini-storage), Livingston County Jail Expansion, May & Scofield Engineering Center, McDonald's Restaurant, Multi-Container Recycling Addition, United Methodist Church Addition

1996: Alpha Technology Building Addition, Howell Elementary School Addition, John Molnar Shoe Repair, National Office Center, National Street Apartments, Ogihara Building Addition, SKS Industries Addition, VCF Films Addition

1997: Franklin Auto Body, Ogihara Blanking Plant, Ogihara Warehouse, P&M Auto Service Site Plan Amendment, Rite Aid Pharmacy, Rolling Oaks Subdivision No. 2, Unified Industries Addition

1998: A & L Parts Amended Site Plan, Citizens Insurance Highlander Generator Building, Emerson Conceptual Plan, Citizens Insurance Grand River Generator Building, Howell Nazarene Church Addition, Leklander Gas Station Improvements, Livingston County Judicial Center Addition, May & Scofield Addition, Omnipoint Cellular Tower, St. Joseph Parish School Addition, Town Commons PUD (mixed use), Victoria Park PUD (mixed use)

1999: 911 Central Dispatch Tower, A-1 Rent All Building Addition, Brown Use Cars Addition, Citizens Insurance ADA Renovations, Key Plastics Site Plan Amendment, L.E.S.A. Complex Addition, Livingston County Animal Shelter Building Addition, McPherson Hospital Addition, Mulberry Lane Office and Residence, Neville Law Offices, Ogihara Rail Transfer Facility

2000: Bankers Square Mixed Use, CAAZ Speculative Industrial Building, Chem-Trend Industrial Building, First National Bank Parking Lot, Gallery Park (mixed use), Gatesman & Spikard Law Offices, Kuderko Commercial Building, Mid-Lakes Recycling Site Plan Amendment, Ogihara Scrap Iron Transfer Station, Piro Office Building, Promenade Shopping Center Site Plan Amendment, Runyan Office Building, Schroeder's Body Shop Expansion, Town Center Veterinary Clinic, Tri-State Office Addition

2001: Marshall's Express Oil Change, Spectrasite Cell Tower Collocation (aka Ameritech), St. Joseph Church Rectory, Indian Oaks Revised PUD, Howell Soft Cloth Addition, Oakhaven Manor (aka amendment to Victoria Park PUD), Town Commons PUD Amendments

2002: Pellegrino Office Building, Crossroads Town Center Mixed Use Phase One

While 2000 was the busiest year for development reviews, beginning in 1998 the City began considering several large and unique mixed use projects, including Town Commons PUD, Victoria Park/Oakhaven Manor PUD, Gallery Park Site Plan, Bankers Square Site Plan, and

Crossroads Town Center. Additionally, one of the first recent redevelopment projects in the South Pinckney Road corridor was recently approved, that of the Pellegrino Speculative Office Building. All of the above noted projects have received final approval by the Planning Commission with the exception of Crossroads Town Center that has only received final site plan and special land use approval for phase one of the project.

Classifications

The following generalized land use classifications were used in updating the City's existing land use map (see Map 5). Generalized land use classifications were utilized because the City is still awaiting a digital base map from Livingston County. A more detailed map may be generated upon receipt of the requested base map.

Single Family Residential. Areas in which single family residential dwellings are located.

Multiple Family Residential. Areas in which two (2) family or multiple family dwellings are located.

Central Business District. The central business core of the City contains retail, office, and governmental functions.

Commercial. All areas used for commercial purposes including the retail sale of goods and services.

Office. All areas used for office purposes including professional and medical office complexes.

Public/Quasi-Public. Land areas and facilities such as schools, hospitals, and government buildings, which are available to or used by the public. Also included in this classification are areas and buildings that are used by a limited number of persons with particular interests such as churches, church-related facilities, and cemeteries.

Parks. Lands owned by public agencies or private organizations for the purposes of recreation.

Industrial. Where raw or semi-finished material is processed, fabricated, and/or manufactured. Warehousing and storage applies to land areas that are used for the storage of materials, whether enclosed in a building or not.

Vacant. Vacant land not used for any purpose and areas occupied by streams, lakes, and other bodies of water are assigned to this broad classification.

Patterns

The following land use patterns and trends have been observed since the adoption of the 1987 Master Plan and subsequent 1991 amendment:

Single Family Residential

The single family residential land uses identified in 1991 have been maintained in the majority of the City, with the exception of pockets along East Grand River and Clinton that have been rehabilitated into office or commercial uses. The Heather Heath subdivision has been expanded into what was previously identified as vacant land and Victoria Park as been constructed at the southwest corner of Michigan and M-59. Additionally, the vacant land located northwest of M-59 and Oak Grove has been annexed into the City, the western portion of which is approved for single family residential use. Therefore, while these areas are currently vacant, with the exception of Town Commons that is currently under construction, the parcel to the east will be under construction in the near future (Gallery Park and Crossroads Town Center Phase One).

Multiple Family Residential

Since the 1991 existing land use inventory, all previously identified multiple family residential uses have been maintained, with the greatest concentration located within the northwestern portion of the City. However, a previously identified single family residential development along West Bower and the railroad tracks as well as a few parcels off of Griswold have been converted into multiple family developments.

Commercial

A few existing parcels along East Grand River and Barnard have been converted into commercial uses, while all other commercial uses identified in the 1987 land use inventory remain. The largest clustering of commercial uses is along East Grand River, Pinckney Road, and at the City's periphery, while the greatest concentration is within the downtown core. As part of the Victoria Park, Town Commons, Gallery Park and Crossroads Town Center Phase One developments, commercial uses will be added, while only Town Commons is currently under construction.

Office

Office uses are primarily located adjacent to commercial uses within the City's main corridors. As noted in the 1987 Master Plan, the greatest concentration of office uses is within the East Grand River corridor, along Byron Road and west of Highlander Way with other small pockets scattered throughout the City. While additional office uses have been added along East Grand River, the previously noted office uses remain as per the 1987 existing land use inventory.

Public/Quasi-Public

The largest institutional use in the City is the City of Howell school system, while the Livingston County complex is a close second. The remainder of public uses includes City Hall and the associated Police Headquarters, Lakeview City Cemetery, Fire Stations (Fire Authority and substation), Water Treatment Plant/Department of Public Works Building, Wastewater Treatment Plant, 13 Pumping Stations, 2 Water Supply Wells, and 2 Storage Tanks. Several churches are also located in the City. No new public/quasi-public uses have been added since the 1987 land use inventory.

Parks

Since the 1987 land use inventory, a few new park facilities have been added and/or renamed. All together, parkland accounts for 96.2 acres of City land, and includes a total of fourteen (14) facilities.

Industrial

Industrial uses have increased significantly since 1987 with the expansion of the industrial park off of McPherson Park Drive. What was previously identified as vacant land is now industrial with limited remaining land available for development within the park. There are also large pockets of industrial land off of Catrell as well as adjacent to Pinckney Road and the railroad tracks.

Vacant

The majority of the vacant land identified in the 1987 existing land use inventory has been developed, with the exception of land along Pinckney Road and I-96. However, additional vacant land has been annexed into the City within the past few years, while the majority of it is under consideration or was recently approved for construction by the City. The largest areas of annexed lands are located along the northern perimeter of I-96 between D-19 and Lucy Road. A few small parcels of land within the Pinckney Road corridor have also been annexed into the City, but they remain vacant.

Conclusions

Recent growth levels have had an impact on the City's land use patterns. The following conclusions can be derived from the earlier analyses:

- As a result of recent annexation agreements, a mix of uses have been added to the City, while the potential remains for this trend to continue within the City's growth area.
- Areas of dilapidated homes along East Grand River have been demolished or converted into office uses that are a trend that was predicted in the 1987 Master Plan, but just recently has come to fruition.

- Over 10 acres of additional park land has been added to the City, which based upon the recent growth patterns within the area, will need to continue.
- The attractiveness of locating within the City of Howell has resulted in the near buildout of the McPherson Industrial Park, which includes such occupants as Ogihara, Pepsi and Chem-Trend.
- Limited land is available for development, unless additional land is acquired from the adjacent communities.

Therefore, while the mix of land uses has remained constant since the 1987 existing land use inventory, the City has growth through annexation and buildout of the existing developments. While a large pocket of land remains vacant on the east side of South Pinckney Road, the above noted development patterns are anticipated to continue in the same fashion as exhibited over the past 15 years.

APPENDIX B
VISIONING WORKSHOP SUMMARIES

March 26, 2002 Workshop

GROUP 1 (RED)

Neighborhoods

- Upkeep of homes is a concern
- Need more rental housing, but location is a concern
- Loosen restrictions on out-buildings to allow for home occupations 2
- Skate parks are needed 5
- Preserve more green space 2
- Need affordable housing
- Non-owner occupied multiple family housing is not being maintained
- Insufficient housing for senior citizens 3
- Consider creating an historic districts 1
- Preserve areas west of Citizens Insurance on Grand River Ave. 2
- Consider special crossings for isolated neighborhoods 1
- Housing too expansive for working class 1
- Encourage residential on Pinckney Rd. from I-94 to railroad tracks
- Try to keep residential uses by Rite-Aid

Business and Industry

- Missing a D & C, hardware, and drug store 1
- Lack of shopping for daily needs 2
- Encourage development of more retail
- Keep Sefas
- New developments should have greater setbacks
- Need more industrial developments
- Need to expand the tax base
- Loop Road would stimulate industry 2

Downtown

- Need reason to come downtown for other than eating, Farmer's Market
Library, Sefa's, Dairy Queen and future movie theater
- Should expand IBO from Court to Sibley Streets along Michigan Ave.
- Sidewalks are not clean and lighting needs to be improved
- Sibley needs more lighting 1
- Expand historic lighting
- Need more trees and bigger planter boxes
- Protect scenic nature of the downtown
- Protect 19th Century building facades 4
- Provide more incentive for landlord to preserve building
- East entrance to City needs flowers, plants, etc. 1
- Need stronger regulations for owners of downtown properties
- Need of bakery
- Provide an outreach program to help fill empty storefronts
- Seek out assistance from the Chamber
- Signs and clean-up for City lots 1

March 26, 2002 Workshop

Parks

- Need bike trails/paths 5
- More bike racks
- Pocket parks are vital
- Not much use of parks by teenagers
- Lucy Road Park should be re-opened and redesigned with paths 2
- New swimming pool is needed
- Recreation Authority should be established
- Skate park is needed
- Need greater regulation to protect natural resources, including greenways and wetlands
- Do not allow industrial dumping in the lakes 1

Traffic

- Want traffic circles, but not at Miller
- Want more bumper-outs 1
- Narrower streets would be desirable
- More curbs are needed
- Need better way to cross Grand River Ave. 1
- Traffic calming is needed in the neighborhoods
- More police patrols on side streets
- Consider boulevard with median for Grand River Ave.
- Need bump-outs 1
- Prevent trucks from making left hand turns at four corners
- City should work to promote a light-rail system

March 26, 2002 Workshop

GROUP 2 (BLUE)

Neighborhoods

- Need more single-family homes
- Limit the conversion of older homes into apartments 3
- Should maintain the current housing stock
- Need an exterior maintenance ordinance 1
- Safety of school children is a concern
- Pockets of poorly maintained houses need assistance 1
- Need a better wage base
- Affordable housing is needed
- Need sidewalks/bike paths

Downtown

- Provide financial incentives to attract businesses to Downtown
- Holkins property should be developed for residential use 1
- Need more people living downtown or in close proximity
- Parking should also be provided on the Holkins property
- Acquire Detroit Edison property and turn into a parking lot 1
- Citizen's parking lot at Clinton and Byron should become residential again

- Buildings downtown should be required to have compatible styles
- Need be more retail drives
- Need book stores
- Need hardware store 1
- No big box stores 1
- Commercial should stay downtown
- Concerned about number of vacant stores
- Need more parking 5
- Should require old buildings to be brought up to code
- Needs help
- Need to provide loans for historic preservation (business and housing) 3
- An office should be established for historic preservation guidelines 1
- Improve downtown transportation and services 1

Parks & Recreation

- Need more pocket parks
- Expand activities at Page Field
- Need more recreation property
- Provide location for cross-country skiing
- Need more baseball fields
- Plow West Street for a walking path during the winter
- Need more inside recreation areas
- Promote Recreation Authority 4
- Community Center activities should be expanded
- Need more lighting of ball fields

March 26, 2002 Workshop

- Community theater would be nice 3
- Promote more community events at City parks and at the lakes
- Location for skateboarding is necessary
- Wall climbing should be considered
- Frisbee golf should be added to the Recreation programs
- Teen center should be expanded
- Preserve the wetlands
- Keep up the tree program
- Re-open Lucy Road Park 1

Business and Industry

- Consider a parking structure in downtown with store fronts 2
- Preserve old homes on East Grand River/Pinckney and use as offices or commercial
- Too many empty storefronts in downtown 1
- Construct Loop Road as an industrial corridor 2
- Preserve West Grand River homes 1
- Preserve North Michigan as residential 1
- M-59 / Oak Grove development will impact the City
- No big box stores
- Commercial uses should stay downtown
- Seek ways to keep the stores occupied

Traffic

- Some like traffic circles, others do not
- Like one-way streets 4
- Remove stop sign off Clinton at Barnard
- Work with manufactures to identify the best truck traffic
- No bumpouts
- Replace wooden bridge
- Overpass/underpass for pedestrians is needed at M-59 1
- Overpass/underpass at South Michigan and railroad is needed 3
- Add a light on East Grand River at Court or Barnard 1
- Underpass for Grand River 2

March 26, 2002 Workshop

GROUP 3 (GREEN)

Neighborhood

- Traffic is a problem
- Problem with maintenance of existing housing 4
- Problems w/rentals which tend to bring down the neighborhoods
- Financial institutions need to offer restoration incentives 1
- Lack of affordable senior housing 1
- Need an Ordinance to ensure the neighborhoods are maintained
- Need a Neighborhood Beautification Program
- Need affordable housing for 1st time home owners 1
- Neo-traditional development style is more desirable than subdivisions
- Maintain historical character thru architectural standards 4

Business & Industry

- Need a dime store, hardware store and “niche” businesses in downtown
- Should standardize store hours 5
- Need to do something with Peanut Alley
- Need more “clean” industrial businesses in the City 1
- Should reuse vacant industrial buildings on Catrell Street 1
- Concern with conversion of homes into offices in 700 - 800 block of East Grand River 1

Downtown

- Need more benches
- Make more pedestrian friendly through the use of “knuckles” 2
- Paint center line on Grand River between Michigan and Court (prevent early use of left turn lane)
- Need more parking in Downtown 5
- Consider additional traffic enforcement & re-timing of signals 2
- Need more park/recreational spaces 4

Parks & Recreation

- Need better variety in recreational activities 6
- Need to expand hours of operation
- Need to focus Recreation Center activities on more of the community 2
- Need more park space, consider vacant industrial land for park space
- Organize programs for ice-skating and sledding 6

Traffic

- Biggest problems are Grand River and the volume of traffic
- Convert Clinton & Sibley into one-way streets with parking on one side 4
- Continue working towards the Latson Road interchange 3
- Loop Road concept is a good idea to alleviate downtown traffic problems
- Widen Pinckney Road

March 26, 2002 Workshop

GROUP 4 (GOLD)

Neighborhood

- Mix of housing types is fine
- Traffic and parking is a problem
- Inadequate signage
- Problem w/rentals (RT zoned parcels) not being kept up/lack of pride 2
- Old houses being knocked down may indicate a “big foot” problem 3
- “Modern” architecture is being added into historical areas
- Need wider sidewalks 1
- Need wider streets with curbs and on-street parking
- Problem with overflow of cars being parked in the neighborhoods

Business & Industry

- Homes on Grand River near City Hall should be rehabbed but used for commercial business 1
- Old homes should be maintained & not demolished for new commercial buildings 1
- New parking structure should have businesses, office and condos in front, parking behind or under, but look like rest of downtown 1
- Keep industrial in McPherson Park or in Loop Road area 1
- Downtown businesses should be more handicapped accessible 1
- Need everyday type businesses in downtown 1
- Need a bookstore in downtown 1
- Provide financial assistance for downtown merchants
- Need to assess the type of businesses lacking in the City

Traffic

- Need more attractive and hidden parking areas
- Heavy traffic on Grand River is a problem
- Traffic loop around downtown would help downtown
- Need local public transportation 1
- Need entrance to West Bound I-96 from Grand River 2
- Need more marked pedestrian crossings in downtown 6
- Problem with traffic migrating off main streets through neighborhoods 1
- Need crosswalk from Town Commons across M-59
- Traffic and parking are problems in downtown
- Alleys need to be better maintained 1

Downtown

- Incentives/tax breaks should be considered for business owners 1
- Need to preserve downtown buildings 3
- Need to improve quality of businesses, more user friendly
- DDA needs to help businesses to become ADA compliant 3
- Need movie theater and opera house to open soon

March 26, 2002 Workshop

- Maintain Victorian architecture, including street lights, benches, etc. 1
- Should be able to ride bikes in downtown
- Improve downtown through: improved maintenance, more flowers, more parking and improved store fronts

Parks & Natural Resources

- Need better utilization of Parks
- City should purchase land behind funeral home and make wildlife preserve
- Like and use pocket parks
- Need bike and walking paths 2
- Need better walkways around Thompson Lake and City cemetery 2
- Need networked bike/walking path that links parks and schools 4
- Need more permanent soccer fields
- Need more, and better balance of sports activities for kids
- Finish and re-open Lucy Road Park

March 26, 2002 Workshop

GROUP 5 (WHITE)

Neighborhood Problems:

- Traffic, amount and speed
- Houses not being maintained 2
- Erosion of the historic character 5
- No Historic District 5
- Security
- Lack of sufficient green space
- Lack of sufficient pocket parks
- Demolition of numerous historical homes
- Homes are not being remodeled to maintain their original style
- Multi-family historic buildings are not maintained
- Not enough density in historic areas
- Neighborhoods residents don't walk downtown
- Not a fully walkable community 1
- Affordable housing is not provided in all neighborhoods 1
- Limited value in maintaining homes on Pinckney Rd. and Grand River

Business & Industry

- Need more commercial and businesses developments
- Concentrate effort to keep all major employers downtown 2
- Parking must be provided to keep businesses downtown 1
- Downtown must be unique to compete with the mall
- Need to be more pedestrian friendly
- Identify a unifying theme to make downtown more fun, friendly, unique
- Loop road is needed to help downtown 1
- Need more unique retail shops in downtown 3
- Need hardware store, pharmacy, etc. within walking distance 1
- Should provide high tech office use in downtown
- Loop Road area should be for Research & Development type uses
- Need outdoor cafe's in downtown, could even locate in alley 2
- Standardizes hours for businesses in downtown, and stay open later
- Amend ordinance to encourage growth downtown 2
- Need financial assistance for businesses in downtown

Downtown

- Need more of the following: entertainment, restaurant options (ethnic)
- Use downtown for Dairy Queen and concerts on Court House lawn
- West bound Grand River signage has improved, should extend further west
- Need a better, and closer, street crossing from Vic's Deli to Court House
- Consider diagonal parking in downtown
- Improve physical appearance through more benches and flowers
- Need a parking structures downtown 6
- Decrease road width from 5 lanes to 3 and widen sidewalks 1

March 26, 2002 Workshop

- Need some on-street parking as a buffer and/or or use plantings, benches
- Michigan Ave. north of RR should not change 2

Parks & Recreation

- Consider adding a park at the Court House 1
- Need paths for biking, walking & jogging 4
- Need a place in downtown for older kids
- Relocate the teen center from Barnard to Recreation Center
- Thompson Lake Park is underutilized due to poor signage
- Need downtown ice skating
- Need large recreational areas
- Need bike lanes on Sibley and Clinton

Industry

- Future research and development should be in Loop Road area, but first use up existing vacant or underutilized areas (i.e. industrial park, Scofield properties and land on Catrell)

Traffic

- Consider trains, in-town shuttle, downtown trolley, bus for Grand River 4
- Make downtown more pedestrian friendly
- No deliveries between 11:00 am – 1:00 pm in downtown, peak traffic
- 7:00 am and 2:30 pm are BIG problems in downtown (peak hours).

June 12, 2002 Workshop

GROUP 1 – BUSINESS AND INDUSTRY

Do we have room for buses?

Limit type of uses on East Grand River

Add an economic development department in the City

More hi-tech office – less blue collar

5. *Provide sufficient transitions between the office, commercial and industrial developments and the adjacent residential neighborhoods –*

Not only zoning, landscaping & green space for Grand River from National to City Hall and Clinton to Sibley. Same applies for South Michigan/Pinckney corridor.

6. *Provide incentives to redevelop the existing industrial buildings within the northeastern portions of the City*

Consider conversion of use of property on North Street into non-industrial mixed use, and affordable housing.

Current Master Plan

Goal 1.0 Provide for planned growth which maintains the core of the City while allowing for appropriate growth at and beyond its perimeters.

1.1 Infill vacant land in core before opening new areas for expansion.

Need financial incentives.

June 12, 2002 Workshop

GROUP 2 – DOWNTOWN

1. *Preserve the historic character of the existing building facades and require that all new projects are architecturally and historically compatible with the existing structures.*

- Preserve historic character resulting from the age of existing buildings
- New buildings should be compatible
- Is an historic district possible?
- Publicize the history of the downtown
- Align City with the national Main Street program
- Maintain historic façades even if the rest of the building is changed
- Could growth in townships negatively affect the salability of new housing units?

2. *Attract new businesses to the downtown to increase the occupancy rate.*

- Recruit new businesses by gathering data about the downtown (i.e. size of buildings, available space) and then market it - help DDA focus energy
- Buddy system – a mentor for new or potential business owners
- Use web site for marketing purposes

3. *Provide a clean and inviting atmosphere within the downtown.*

- Provide comfortable and pleasing environment
- Beautification efforts - clean sidewalks, fresh paint on buildings
- Street furniture - bike racks, benches
- Form volunteer groups to help beautify downtown
- Focus on areas around existing parks
- Make community aware of these needs
- Invite youth downtown – give them something to do downtown
- Create a theme for downtown (i.e. Lucy/Charlie Brown, cows for Chicago, elves for Rochester)
- Add map to web page denoting the significant points within the downtown

4. *Provide a pedestrian friendly environment within the downtown.*

- Library to court house – alley should be lit and signed as a walkway
- Add lighting on Sibley & Clinton – encourage walking
- Add bump-outs to make it easier to cross Grand River
- Can Grand River be narrowed if Loop Road completed?
- Make streets one-way, if possible

5. *Work with storeowners to provide a uniform operating schedule.*

- Open late at night – especially during summer (Thursday, Friday and Saturday?)
- Sat. and Sun. 2:00 pm highest crossing hours

June 12, 2002 Workshop

6. *Attract a mix of specialty retail stores into the downtown.*

Need specialty retail stores and a book store
Who is Downtown for??? Tourists? Locals?
What about combining uses (i.e. hardware – hobby shop)
Need specialty grocery stores – fruit, meats, bakery, and deli
Offices on upper levels, retail at ground level

7. *Provide sufficient parking within all quadrants of the downtown.*

Structure - combine businesses on lower level and parking above
Nice facades
Parking violations need to be raised – multiple increases (\$500, \$1,000, \$1,500)
Does peer pressure work?
Compare length of walk from our parking lots to main four and distance walked from mall to store
Potential areas for parking – Holkins, parcels adjacent to downtown, north of depot for park, property north of Wetmore, south of railroad
If Holkins sells, can we come to agreement on shared parking?

8. *Provide civic and recreational activities within the downtown as a means of attracting and keeping residents in the downtown.*

Provide amphitheatre on County property
Master gardener classes on Sat. or Sun.
Provide other classes at County property
Add historic markers
Art displays – use store windows, library lawn, court house
Outdoor theater
Provide places to sit (i.e. benches) with plantings

Current Master Plan

- Goal 1.0 Provide for planned growth which maintains the core of the City while allowing for appropriate growth at and beyond its perimeters.*

1.1 Infill vacant land in core before opening new areas for expansion.

1.3 Provide new housing opportunities by redeveloping areas closed to downtown.

Infill vacant areas before mining outside downtown areas
Housing in Downtown / town important

June 12, 2002 Workshop

Goal 4.0 *Maintain and encourage a diversity of housing.*

4.2 *Develop higher density housing close to CBD.*

Change words “close to” to “in”

Goal 8.0 *Protect historic resources and encourage their revitalization.*

8.2.1 *Revitalize historic structures in CBD.*

Recognize owners who do so

Parks, Recreation and Natural Resources

Need a skate park

- equipment was previously offered to the City, but nixed due to budget
- consider a mobile unit
- needs to be supervised, gated and lit
- consider using a vacant tennis court
- involve the youth in the decision

Neighborhoods

Encourage single family in apartments in old houses

Need rules, recommendations and enforcement measures for landlords regarding maintenance

Provide tax breaks for rehabilitation

Policy 8.1 should be throughout City, not just West Grand River

- need to enforce ordinances
- white Italianate by library and blue house by post office are extremely neglected
- need a group which restores one house a year – repaint, lawn work, roof repair, etc.

Some neighborhoods have been identified, but need to address all, including Riddle Street area

Police neighborhoods

Historic markers

Business and Industry

Directional kiosks with joint advertising for the local businesses

Accessory structures/carriage houses could be a place for a homegrown business

Transportation

Widen sidewalks on Clinton and Sibley streets

Sidewalks need to be repaired on East Clinton

June 12, 2002 Workshop

GROUP 3 – PARKS, RECREATION AND NATURAL RESOURCES

(Rename to Recreation: Arts and Parks)

1. *Develop Lucy Road Park.*

Rename like loop road – ex.: Annpiere Park / Crossing, Ann Arbor & Piere
Marquette Railroad Park
Incorporate bike path with Lucy Road Park and loop road
Provide ball parks and soccer fields

2. *Develop Rolling Oaks Park. – Not a high priority*

3. *Develop the open space north of the Depot and extending through to West Street as a park.*

Boardwalk from Depot to West Street Park is a good idea
Concern for safety, lighting and easements

4. *Work with the adjacent Townships and the County to establish a Recreation Authority.*

Connect schools, community sports facilities and municipalities
What is the vision for the Authority?
Look at age groups in order to determine most appropriate type activities

5. *Provide multi-functional trails/paths throughout the City – No additional comments*

6. *Provide a Bike Path Plan, and implement where feasible.*

Paths are a good idea
Locate close to rail for rails to trails
Keep rail, but add paths adjacent – Ann Arbor Rail, Howell to Durand, MDOT
Add Howell commuter rail – connect will pedestrian paths
Sidewalk from Michigan Ave. to Thompson Lake Park

7. *Provide multiple skate parks within the City.*

Good locations: Page Field and Lucy Road Park
Need to be age appropriate
Locate near Fire Department
Provide indoors in an old factory

8. *Provide recreation space within all new residential developments – Not a high priority*

9. *Implement the portion of the Crosstown Trail located within the City - Being built*

June 12, 2002 Workshop

10. *Provide entertainment/theater within various City parks.*

- Build amphitheatre at court house
- Concerts in the Park
- Talk to Township citizens to educate about parks & recreation opportunities
- Fill out questionnaire
- Take results to politicians for possible milage

Others:

- Euchre tournaments
- Arts central to town identity
- Connect with school facilities
- Need full time theater manager

Current Master Plan

Goal 7.0 Control strip commercial development and minimize negative impacts of existing strip development.

7.2 Encourage streetscaping to provide continuity with downtown program.

How do we do it???

June 12, 2002 Workshop

GROUP 4 – NEIGHBORHOODS

1. *Preserve, protect and enhance existing housing, residential areas and neighborhood character – No comments*
2. *Preserve the historic character of the existing housing stock and require that all new housing projects are architecturally and historically compatible with the existing homes.*

Need guidelines (design standards and advice) for new construction, restoration or rehabilitation of historic buildings

Need to be pro-active rather than re-active (example is Charleston)

Guidelines would be presented to residents when requesting building permit

Educate the public so they know what is needed

Old buildings attract people to the City

Need different architectural standards for different neighborhoods

Need property maintenance ordinance (i.e. house painting, no parking on lawns)

Provide mix of home sizes and prices to integrate financial status

Rezone property where needed (ex. change dilapidated industrial into residential)

Convert inappropriate industrially zoned land into residential

Awards program – incentives, pat on back, for exemplary restoration projects

Provide tax incentive for historic preservation

Issue is preservation, not just maintenance

3. *Encourage the maintenance of existing single-family homes in order to decrease the potential for conversion into subdivided rental housing units – No comments.*

4. *Provide incentives for homeowners to maintain their properties.*

Financial incentive to restore and preserve homes, i.e. free permits, low interest revolving loans, block grants, etc.

Create historic districts (several) for the neighborhood

5. *Encourage a mix of owner occupied housing types.*

Distinction between ordinance and master plan

6. *Provide a sufficient quantity of affordable housing options so that our children can remain within the community.*

Great goal, but hard to achieve

Density is main issue

Require developers to have build some affordable units, but not mobile homes

\$6,000 sewer and water tap fees for building single homes makes it difficult to provide affordable housing

June 12, 2002 Workshop

7. *Provide a sufficient quantity of senior housing.*

Already being addressed in 3 new developments
Question of affordability

8. *Provide multi-functional paths within and between neighborhoods as well as to the neighborhood parks and the local schools.*

Good idea – walking path with distance markers
Provide bike path to parks
Make community bicycle friendly
Diversity of transportation
Want more stop signs

Other:

Investigate historic preservation options
Support renovation/restoration over demolition
Bike paths on neighborhood streets going from City park to City park
Encourage development of affordable housing
Support TND housing with affordable options
Need neighborhood district liaison to staff to help locate pot holes, sidewalk cracks, inappropriate porch furniture (i.e. couches) and unmaintained lawns

Current Master Plan:

Need to be more specific rather than generic
#1 and #8 – not specific to W. Grand River but whole City
Put #2 from draft goals into #8 from current goals
Should we prioritize the goals so that maybe some get met??
Continue to work towards Historic Districts

Business & Industry

Lower assessments for first year of operation (i.e. temporary tax abatement) – to encourage the development of the use
Be proactive
Rezone properties before developers submits plans so the City gets what they want (see #3)
Get rid of dilapidated industrial buildings
Make Loop Road hi-tech industrial
Need architectural standards with historical references
Need exterior façade maintenance ordinance
Do not encourage the demolition of housing on the east side of the City for new office buildings
Develop design guidelines for new construction
Be pro-active when planning for future developments

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Downtown

Encourage redevelopment of second stories

Need more public parking to ensure the redevelopment of second stories

Be pro-active for redevelopment

Need green spaces downtown

- Possible location – Michigan towing property

- Owned by the City

- Make it nice, not just grassy

- Outdoor sculptures, fountains

- Model after other towns we like

Example of a good downtown to emulate – Frankenmuth (clean, no junk on curbs)

We are not pedestrian friendly

Grand River is too wide in downtown only

Add bump outs

Need pedestrian crossings

After construction of Loop Road, decrease width of Grand River in downtown

Consider a boulevard on Grand River

Wider sidewalks

Need canopies --- trees, awnings, low cornices, architectural details

Want historic district (investigate the possibilities)

ADA problems (i.e. bathrooms)

Need façade and sign restoration grant program

Need support of DDA and City administration to assist in “change of use” issue

Transportation

Provide pedestrian crossings on Grand River

Need more traffic calming measures, i.e. boulevards, circles, narrower streets

Parks, Recreation and Natural Resources

Provide a skate park at Lucy Road Park

Provide pocket parks in downtown

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GROUP 5 - TRANSPORTATION

1. *Implement phase one of the Loop Road from Lucy Road to Pinckney Road.*

Third most important issue
Concern about extension

2. *Work with the Michigan Department of Transportation to implement the Latson Road interchange.*

Second most important issue
Sooner the better
Enlist politicians
SEMCOG

3. *Implement traffic calming techniques where feasible to make the streets of the City more pedestrian friendly.*

Most important issue
Grand River resurfacing – time to make changes
Add knuckles on Grand River at main four (4)
Designate crosswalk stripping
Key locations: Michigan Ave. and near school facilities
Permit conversion of parcels to the rear of properties fronting E. Grand River
from City Hall to National for necessary business parking (removes cars
from Grand River and provides needed parking spaces)

4. *Pursue alternative forms of transportation where appropriate.*

Examples: trolley, train, buses
Need more bus stops

5. *Provide a pedestrian crossing at M-59.*

Build in conjunction with M-59 reconstruction

6. *Work with the adjacent townships to provide a trolley for the Grand River Ave. corridor
– YES*

- Other: Traffic light sequencing
Consider development of a City wide transportation master plan for all modes

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Current Master Plan

Goal 6.0 *Encourage clean industry clustered in industrial parks.*

6.1 *Utilize assets of railroad and freeway access to encourage new industrial development south of town.*

Goal 7.0 *Control strip commercial development and minimize negative impacts of existing strip development.*

7.2 *Encourage streetscaping to provide continuity with downtown program.*

7.3 *Minimize new curb cuts and work to consolidate existing cuts.*

Goal 9.0 *Create a balance and diversified transportation network.*

9.1 *Provide transportation services for seniors.*

9.2 *Initiate program linking residential areas with downtown and community parks.*

Revisit all of the above goals and policies

Downtown

Mixed use on upper floors i.e. residents and offices

Need incentives for restoration

Coordinate DDA plans / objectives with Master Plan

Need to encourage higher density population in CBD / not neighborhoods

Maintaining historic character is very important

Provide parking behind businesses off of Grand River between City Hall and National (back to Sibley and Clinton)

Business and Industry

3. *Redevelop the East Grand River Corridor with a mix of commercial and office uses at a compatible scale with the adjacent residential neighborhoods.*

E. Grand River corridor should be E. Grand River and should not include Sibley or Clinton Streets

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6. *Provide incentives to redevelop the existing industrial buildings within the northeastern portions of the City.*

Redevelop North Street and drop the “northeastern” from #6

Neighborhoods

2. *Encourage the maintenance of existing single-family homes in order to decrease the potential for conversion into subdivided rental housing units.*

Prohibit any new conversions of existing single family homes to multi-families

Add new goal #9 which encourages higher density population in the CBD

Parks, Recreation and Natural Resources

6. *Provide a Bike Path Plan, and implement where feasible.*

Change bike “path” to bike “route”

APPENDIX C
TARGET AREA PLANS

Northeast Area / M-59 Target Area Plan

Prepared by:
Carlisle/Wortman Associates, Inc.
September, 1999

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Two recent development projects within the City of Howell have identified the need to prepare a specific plan for the Northeast Area / M-59 Corridor. There are also several properties which currently lie outside of the City which have the potential for being annexed into the community, such as the recent annexation of the Brady property. Due to these recent developments, and the apparent change in the long standing land use pattern, that has led to the identified need for a cohesive development plan for the area. The underdevelopment of the area provides a unique opportunity for the City of Howell, in conjunction with Howell Township to weave a pattern of new development which maintains and respects the vestige of an agrarian era while creating a unique mixed-use enclave community.

To that end, Carlisle / Wortman Associates, Inc. was directed to prepare a Concept Plan for the subject area which addressed the following issues of significance:

- ✓ Consider the concept of traditional neighborhoods.
- ✓ Establish a coordinated land use pattern within the context of a mixed use environment.
- ✓ Coordinate between adjacent property owners regarding infrastructure, and traffic and pedestrian circulation patterns within and between properties to the south.
- ✓ Consider impact of M-59 widening on any potential developments.
- ✓ Establish basis for creating a set of standard design features.
- ✓ Complement the existing natural features and ensure that their integrity is not compromised.

STUDY AREA / LOCATION

The Study Area was derived through the coordination of City and Township representatives as a result of the annexation agreement between the two parties. The Study Area is also inclusive of the proposed Planned Unit Developments within the City of Howell, as well as adjacent properties which could potentially be annexed into the City at a future date (see Figure 1).

EXISTING LAND USE / DEVELOPMENT PATTERNS

The Study Area is devoted primarily to agricultural and rural residential uses. While the Zoning Ordinances call for additional development to occur, the lack of sewer and water has discouraged development proposals until recently.

Except for the commercial / service area within the southeastern corner of the Study Area, along with the elementary school located to the south of M-59 and its adjacent multiple family residential development, land has remained divided into extremely large parcels which are representative of a typical farming community. A number of large undeveloped parcels exist within the Study Area.

Figure 1 - Study Area

Of significance is the fact that the Study Area is located at the extreme northeastern boundary of the City of Howell and is inclusive of land within the City of Howell and both Howell and Oceola Townships. Although the existing land use pattern is consistent within each of the communities, the zoning classifications depict a conflicting pattern.

ZONING

The current Zoning Districts are shown on Figure 2. A significant amount of the Study Area located within Howell Township is zoned Residential A and B (single family residential), while much of the M-59 corridor is zoned NCS, Neighborhood Service Commercial, along with large tracks of City zoned MFR (Multiple family Residential) and RM (Residential Multiple Family) land. There is also a pocket of Township zoned OS, Office Service, within the northeast corner of the Study Area, and two PUDs, Planned Unit Developments within the City of Howell.

NATURAL FEATURES / CHARACTER

The area is characteristic of a farming community with open fields and vegetation confined to woodlots, road corridors, and fence rows. Although not rampant with significant natural features, the more noteworthy natural element of the Study Area are the pocket woodlands located predominantly within the extreme portions of the site. There are also a few pockets of wetlands.

Topography in the Study Area is fairly flat to gently rolling, except in proximity to the existing road network, where there are several stretches of berms and swales. Several small lakes and a wetland pocket are scattered within the eastern portions of the Study Area.

ROAD PATTERNS

Most of Study Area roads, like the majority of southeastern Michigan, are laid out in a grid pattern following sections lines. However, Oak Grove diverges from this pattern by traversing this portion of the Howell Township in a diagonal fashion. Furthermore, there is only one existing road within the Study Area which intersects with M-59. On the north side of M-59, and extending into Howell Township the road is called Oak Grove, while on the south side of M-59, and extending into the City of Howell, the road is called Michigan Avenue. Michigan Avenue to the south is also an identified signature entrance into the City.

Only one signalized intersection exists within the Study Area, which may upon build-out cause difficulties in turning movements and congestion. The Michigan Department of Transportation (MDOT) has identified this corridor for potential widening, although the exact typical road cross section has not currently been identified. The future development potential of the area is dependent upon extending the existing road network into adjoining properties along with upgrading M-59, while maintaining a pedestrian and bicycle connection to the downtown.

Figure 2 - Existing Zoning Districts

GOALS, OBJECTIVES AND STRATEGIES

The following Goals, Objectives and Strategies are proposed to guide the future development of the Study Area:

GOAL 1 - Establish a Coordinated Mixed-Use Land Use Pattern

Promote a high quality mixed-use development which will create a unique and identifiable community in the Northeast / M-59 area.

Objective Provide opportunities for a variety of residential building types utilizing cohesive design concepts.

Strategy - Define areas for single-family, cluster, and attached forms of residential development, including townhouses and apartments.

Objective Provide opportunities for local (non-regional) retail, service and office uses which will assist the community in becoming a local destination.

Strategy - Utilize the existing traffic corridors for more intensive commercial and office uses.

Objective Provide internal recreational spaces, with links to the existing amenities within the community.

Strategy - Utilize the City-owned properties to create opportunities for social interaction.

Strategy - Provide new parkland areas in ways which will promote activity within the area.

Strategy - Create pedestrian and bicycle links between the local amenities and larger adjacent facilities.

GOAL 2 - Encourage the Provision of Public Water and Sewer

Promote a coordinated effort for the provision of public water and sewer within the Northeast / M-59 area, including properties outside of the City of Howell.

Objective Provide incentives for several property owners to jointly extend public water and sewer into their sites.

Strategy - Streamline the review process for joint efforts.

GOAL 3 - Ensure Adequate Provision for Traffic and Pedestrian Circulation

Ensure that adequate traffic and pedestrian patterns are created and acceptable traffic conditions are maintained.

Objective Encourage and promote a planned roadway network within the study area.

Strategy - Improve the intersection of Henderson Road and Oak Grove.

Strategy - Require development of an integrated system of streets at the time of development. These coordinated connections shall promote interconnectivity between individual neighborhood clusters and fringe commercial developments within the Study Area.

Objective Provide pedestrian and bicycle amenities to create active links between residential, shopping, and park and special event areas.

Strategy - Identify critical links between specific locations for these amenities and develop an implementation plan for development of these amenities.

Strategy - Adopt policies and standards for expansion of these amenities through proposed developments within the Study Area.

Strategy - Require sidewalks on at least one side of the street within all developments.

GOAL 4 - Coordinate M-59 Improvements with the MDOT

All proposed M-59 improvements are to be coordinated with representatives from the City of Howell.

Objective Ensure that all improvements proposed by the Michigan Department of Transportation for M-59 are coordinated with the intended development pattern for the area.

Strategy - Add right-turn lanes at the intersection of M-59 at Michigan Avenue.

Strategy - Extend Bower Street to the north with a light at M-59.

Objective Ensure that the communities concerns are addressed.

Strategy - Provide pedestrian and bicycle access across M-59.

Strategy - Provide sufficient numbers of median turning cuts.

GOAL 5 - Create a Set of Standard Design Features

Create a sense of place through a set of standard design and building location guidelines.

Objective Prevent disjointed strip center developments.

Strategy - Require commercial buildings to meet certain size and architectural style guidelines.

Objective Encourage a complemented mix of architecturally compatible land uses.

Strategy - Require adjoining uses to be compatible architecturally and at a compatible scale.

GOAL 6 - Ensure that Existing Natural Features are Protected

All significant natural features, including woodlands, wetlands and lakes, are to be preserved as feasible, within all proposed developments.

Objective Ensure compatibility between proposed developments and the existing natural features.

Strategy - Require that less intensive uses be located adjacent to the natural features, with more intensive commercial uses located at the fringes.

Objective Ensure that the integrity of the significant natural features are not compromised.

Strategy - Require sufficient buffering of the significant natural features.

Strategy - Require replacement of all negatively impacted features.

PLANNING CONCEPTS AND DESIGN PRINCIPLES

In order to advance the goals and strategies established by the City, an interrelated approach to planning will be incorporated. The concepts of design and use cannot be separated. Therefore, a set of design guidelines are needed to guide new development within the area. Although detailed guidelines would be needed for regulatory purposes, the following principles should be followed in the planning of the Study Area:

- ✓ **Maintain / Enhance a Sense of Community** – Although currently advanced by the "new urbanism" movement as the cornerstone of proper planning, the concept of establishing a "sense of place" is not new at all. While some current planners and designers believe that a "sense of place" can be created solely by physical design, planning must go beyond physical design and foster a spirit of belonging.

Randall Arendt in *Rural By Design* places the missing elements of most of today's planning thought into a much clearer perspective. Arendt speaks of building a sense of community in the following manner:

...most residents live within walking distance of typical town amenities, such as schools, shops, churches, and playgrounds. They often feel a real attachment to their neighborhood and a definite sense of place about their street, where they know many of their neighbors. When queried about what they like about living in a traditional town, the same items surface time and again: they enjoy the variety, convenience, and neighborliness that comes with living in such places.

After numerous forays and conversations with small-town residents, I am convinced that these people like the mixture that results from having smaller houses next to large ones; families and individuals of all ages, from young couples to elderly widows; houselots of varying widths and sizes; and streets that link together, connecting homes with other neighborhoods, shops, and public facilities.

- ✓ **A Mixture of Uses** – The appeal of a small town atmosphere is the mixture of uses. Such a mix brings about an interest in and spontaneity of activity that is not often found in a homogenous environment.

A mixed use concept for the study area does not imply a "carte blanche" style of development. In fact, a mixture of uses may well require a more organized, formalized approach. The selection of uses in the appropriate mix requires more complexity. A determination of scale and design are inseparable from a determination of uses. More specific uses are described in the concept land use plan portion of this document.

- ✓ **Design to Human Scale** – A key element which has been lost in much of the current community planning is consideration of the ultimate user. While streets, parking and buildings may be designed for easy automobile access, the human element is lost to functionality. A sense of community is enhanced when design is reduced to its most intimate scale.

The relationship of design to human scale should be a primary concern in every aspect of development, including the color, texture and design of buildings, the type and density of landscape plantings, the location and connectivity of walkways, and the width of street design.

- ✓ **Creation of a Useful Pedestrian Network** – All too often, pedestrian walkways are confined to parallel locations along the street. When provided elsewhere, they are usually added as an afterthought rather than an integral consideration of a good design plan.

Walkways paralleling streets are certainly an essential component of traditional design, but are limited in the completion of an integrated pedestrian network. Connections to and through commercial areas, parks and greenway corridors will provide a pleasant walking experience for those who both reside within and visit the Study Area.

As important as the completion of a pedestrian network is the design of the surface. Rather than straight ribbons of concrete or asphalt, variation in width, location and surface material (i.e. textured or patterned concrete and / or pavers) will add interest for both the visual and walking experience.

- ✓ **Downscaling the Street Network** – Most public road standards, including those of Livingston County, are intended to promote only automobile function. As stated by noted land planner Kevin Lynch:

"The traditional street served many functions beyond that of passage. It was market, workroom, and meeting hall. We have shouldered these functions out of the right-of-way, to the advantage of traffic and to society's loss. Now we improve streets still further by widening the auto lanes at the expense of pedestrians, trees, and other marginal nuisances...pathways should be designed with an eye to supporting other functions."

There are several important principles associated with street design as it relates to the Study Area:

- The street is an important component of traditional planning and design. A street network which is properly scaled and design will create a more attractive community and promote the "sense of community" referred to earlier.
- As they did in a bygone era, streets serve as more than conduits for traffic. The street and street corridor serves many social functions as a meeting and gathering place and a focus of activity.
- In traditional development patterns, streets are laid out in a grid pattern. However, the diagonal pattern of Oak Grove Road, and irregular parcels call for a more curvilinear pattern.
- Interconnections between developments are essential to create sense of community. Street connections should respect the development potential of neighboring properties and avoid creating long throughways where excessive speeds are disruptive to neighbors.
- Overdesign of streets should be avoided. Excessive width encourages greater vehicle speeds, require more pavement, and the result is greater stormwater runoff, and increased future maintenance.

- ✓ **Creation of Open Spaces / Gathering Places** – A frequent element of New England villages, as well as many Midwestern villages that were patterned after New England towns, is the village green. The green was typically located at the intersection of a grid formed by two major roads. The green served as a focal point for community activity and a gathering place for social interaction.

While no public open spaces exist within the Study Area, formal gathering places could be incorporated into new developments. Although the Study Area is not very large, there are many opportunities for creating gathering places. It may involve widening a walkway to provide for benches and plantings. A building entryway can serve as a good location for public seating. A widened island between parking bays can be viewed as more than a device to separate cars. Providing greater walkway space, adding seating, providing shade trees, can enhance such walkway space as linkages between uses can provide opportunities for social interaction.

Private open spaces should also be incorporated into new residential developments. Such open spaces can take on a more informal approach, utilizing the existing natural features, and providing a pathway system linking various developments.

- ✓ **Building Architecture** – While a detailed set of design guidelines may need to be developed in conjunction with Zoning Ordinance provisions, design of building architecture strongly influences whether the Study Area develops any differently than the balance of the City. While the focus should be on promoting "traditional" architectural styles, such terminology can mean vastly different things to different people. Furthermore, consumer lifestyles and desires dictate internal space geared to today's family, not the farmhouse family of the 1870's.

A single style of architecture imposed throughout the Study Area would contradict the eclectic nature of styles that are found in most, if not all, traditional settlements. It is the varied styles that add interest and diversity. The driving force behind architectural style should be consistency rather than conformity.

The architectural elements that define a traditional pattern include the following:

- **Siting** – The consistent orientation of buildings to the street are essential in a traditional pattern of development. Buildings built at or in close proximity to the front setback are common. Residences face neighborhood access streets and there is a consistent location within blocks.
- **Roof Forms** – Whether gable, hip, gambrel, or mansard, the simpler the form the better. It is also better if a given style predominates within street blocks. If possible, the ridge should be oriented to the street.
- **Building Width and Spacing** – Building width and spacing between buildings should be consistent within street blocks.

- Architectural Elements – Repetition of common elements, such as front porches, will define the architectural language of a traditional development.
- Building Shapes – As with roof forms, building shapes are also more simple. The basic form is rectangular with attachments such as dormers and porches to add interest.
- Building Height – Building height should also be consistent within street blocks.
- Garage Locations – Removal of garage doors as a dominant architectural feature is key. Side or rear locations, set back significantly from the front setback, should be predominant.
- Building Materials and Colors – The use of more natural materials should be encouraged. However, this must be tempered with current building technology and owner concerns for maintenance. A consistent color palette, either white or more muted color schemes, should be followed.

LAND USE

As previously indicated, a mixed use approach is called for in the Study Area. The uses described below are not intended to be all inclusive, but simply illustrative of the types of uses which would be appropriate. The Land Use Concept Plan is depicted in Figure 3 and is described as follows:

- ✓ **Commercial / Office / Service** – A limited amount of commercial / office / retail is proposed within the Study Area, all of which is intended to abut M-59. The intent of these areas would be to provide "residential-scale convenience and personal uses." Furthermore, the proposed designation of these areas would "utilize residential design features and building materials and ...orient the buildings in a non-linear manner to prevent common strip commercial development."
- ✓ **Residential** – Various forms of housing are planned with densities highest along M-59 and decreasing towards the north. Two designations of residential land use are planned:
 - Cluster / Attached Residences – Surrounding the commercial areas along M-59 are areas designated for cluster residential developments and/or attached residences which includes townhouses and apartment buildings of no more than three stories. This area is intended to serve as a transition between the commercial uses and the northern area of single family areas planned for lower densities. A gradation of densities is intended, ranging from apartment buildings adjacent to the commercial uses, and extending into cluster or townhouse developments to the north. Apartments/condominiums may also be incorporated into the second and third stories of the commercial uses.

- Single Family Lots – The largest amount of area is devoted to single family residences. This area may also include smaller lot sizes adjacent to the cluster/attached residences and extending into larger lots to the north, and promoting traditional architecture, street layouts and development patterns.
- ✓ **Public Land** – Adjacent to the existing Northwest Elementary School, located southeast of the Study Area, are several ball fields which are a popular place for little league and other social sporting activities. Use of the school is anticipated to continue in this vein, while access to the site from the Study Area is of concern.

RECOMMENDED APPROACHES

Based upon the results of the Area Plan, the following actions are recommended:

- Adopt the goal, objective and strategy statements of the M-59 / Northeast Area Plan as an addendum to the Master Plan. The design principles could also be adopted as well.
- Amend the Master Plan to include the annexed portion of the Study Area.
- Consider the proposed Land Use Concept Plan as the potential Future Land Use designation for the Study Area. These designations would become a guide for future development within the area.
- Coordinate with MDOT to ensure that the goals of the Plan are considered during the proposed widening of M-59. Of particular concern is maintaining a connection between the Study Area and places further south.
- Formulate an Overlay Zoning District for the recently annexed portion of the Study Area so that the property owners may commence their development plans in accordance with the concepts set forth in this document.
- As traffic levels increase due to new developments within the Study Area, coordinate with MDOT to consider extending Armond Road into Bower Street at M-59. A light could also be added at the intersection to provide alternate access through and within the area, as well as a means for pedestrians and cyclists to cross M-59.

Figure 3 - Land Use Concept Plan

Loop Road Target Area Plan

Prepared by:
Carlisle/Wortman Associates, Inc.
January, 2002
Revised: December, 2006

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INTRODUCTION

Due to the desire on the part of the City and the Livingston County Road Commission to consider an alternative truck route through central Livingston County, the City of Howell has identified the need to prepare a specific plan for the area south of the CSX Railroad between Pinckney Road and the Lucy Road extension.

Due to the intended loop road construction and the development implications of constructing the road, the City identified the need for a cohesive development plan for the area. The underdevelopment of the area provides a unique opportunity for the City of Howell to weave a pattern of new development that maintains and respects the existing natural features, maze of underground wells and adjacent developments.

To that end, Carlisle / Wortman Associates, Inc. was directed to prepare a Master Plan for the subject area that addressed the following issues of significance:

- The presence of significant natural features, including wetlands and woodlands.
- The existing zoning pattern as it relates to the existing land use pattern.
- The land use designations within the Master Plan.
- The feasibility of developing the area as currently zoned / planned.
- The viability of the using the existing road network.
- Other land use categories that may be more applicable to the Study Area.

STUDY AREA / LOCATION

The Study Area was derived through the coordination of the City and the Livingston County Road Commission, along with input from the property owners. The area in question is bounded to the west by Pinckney Road (D-19), to the east by Lucy Road, to the north by the CSX Railroad and the rear property lines of the parcels on Pulford Street, and to the south by I-96 (see Figure 1). The City's wastewater treatment plan and the properties that front on D-19 north of the interchange have also been excluded. The former will be evaluated as part of a future land use study.

A total of forty (40) properties (460 acres of land) are located within the study area. One (1) of these properties is owned by the City while the rest of privately held. Until recently the property abutting the I-96 right-of-way (226 acres) and extending north along Lucy Road was under the jurisdiction of Marion Township. Through a P.A. 425 Agreement all of the land has since been brought into the City.

Figure 1 – Study Area/Location

EXISTING LAND USE / DEVELOPMENT PATTERNS

The Study Area is predominantly vacant with the exception of the Goodyear plant off Morgan Drive, a pocket of commercial development (including the Promenade Mall) at the intersection of National and Grand River Avenue along with single family homes scattered along National Drive. Two-track paths also exist where the Southwest Gas Storage Co. (CMS Energy) has traversed the site to access their gas storage wellheads. The City has also created similar paths to their wellheads located along the railroad. While the Zoning Ordinances call for additional development to occur, the lack of sewer and water has discouraged development proposals until recently. The inability to construct permanent foundations on top of the gas storage lines and within the wellhead protection zones has also resulted in a decreased desire to develop within the Study Area. The quantity of wetlands has also had a significant impact on development.

The adjacent development pattern, which ranges from residential to industrial, has had a limited influence on the Study Area (see Figure 2). Northwest of the Study Area is a well-established residential neighborhood, while the City's Department of Public Works operates a warehouse at the southeastern corner of the neighborhood. There is also a residential neighborhood and school across the CSX Railroad and west of the Study Area, formally known as Fowler Heights, along with a pocket of single-family homes to the south along Lucy Road. There is a pocket of commercial development along Pinckney Road including the Soft Cloth Car Wash, Shell Gas Station, Holiday Mobil and Victory Lane Oil Change. On Grand River Avenue is a variety of existing commercial uses similar to those within the Study Area. The rest of the abutting uses are industrial in nature.

The Study Area is located at the extreme southeastern boundary of the City of Howell. The Area is also located along the major north-south corridor within the City. The Michigan Avenue / Pinckney Road corridor provides direct access to the I-96 corridor and places both east and west.

Figure 2 – Existing Land Use

EXISTING ZONING

The current Zoning Districts are shown on Figure 3. Nearly the entire Study Area is zoned R-1, One Family Residential with a pocket of I-1, Light Industrial zoned land located within the west-central portion of the Study Area. Pockets of B-2, General Business zoned land are also located at either end of the Tentative loop road alignment. The adjacent parcels are zoned as follows:

North:	R-1, One Family Residential B-2, General Business I-1, Industrial
East:	Marion Township (Industrial, Suburban Residential) Genoa Township (Public/Recreation Facilities, Industrial)
South:	Marion Township (Highway Service, Suburban Residential)
West:	B-2, General Business I-1, Light Industrial Marion Township (Highway Service)

Therefore, the Study Area, along with the surrounding areas is zoned primarily for residential uses, with pockets of land zoned for commercial and industrial uses. However, the residential and industrially zoned land within the Study Area is currently vacant.

Figure 3 - Existing Zoning Districts

NATURAL FEATURES / CHARACTER

The Study Area contains significant natural features that could potentially impact any development within the area. The predominant natural feature is the wetlands that cover nearly 46% of the area. While each of these features is part of a larger system, they are of extreme importance in the Master Plan analysis for the Study Area. The features are summarized as follows:

Topography – The Study Area is predominantly flat with shallow grades and some depressions that are primarily associated with the existing wetlands and drains (see Figure 4). Therefore, other than the significant topographic relief found within the northern portions of the Study Area, topography would have a minimal impact on the development potential of the Area.

Soils – The soils within the Study Area consist primarily of muck, loam, sandy loam, loamy sand and fine sand, each of which has significant limitations for any type of development due to the potential for erosion and ponding.

Wetlands – The Study Area contains an extensive wetland ecosystem that is associated with the Marion and Genoa Drains located to the south. A wetlands evaluation was completed by ENTEL Services and Technology LLC in September of 2002 for the original tentative loop road alignment that determined these wetlands to have several benefits, including the following:

Flood and storm control by the absorption and storage of water

Wildlife habitat for many forms of wildlife.

Protection and replenishment of underground water resources.

Removal of pollution from water by biological and chemical action.

While the quality of these wetlands has been somewhat degraded by the construction and operation of the natural gas pipe lines, storage wells and associated access road over the past 50 years, portions of the wetland system are still worthy of preservation (see Figure 4).

Woodlands – The woodlands located in the Study Area are primarily associated with the wetland ecosystem and mainly consist of swamp species that can tolerate living within an area that can be saturated for months at a time (see Figure 4).

Drains – The Marion and Genoa Drain traverses the land south of the railroad tracks from southwest of I-96 and Pinckney Road, north along the southern boundary of the wastewater treatment plant and then south to the intersection of Lucy Road and I-96. Due to the importance of the Drain in carrying runoff to the south branch of the Shiawassee River, its presence needs to be evaluated for any future development within the Study Area.

Figure 4 – Natural Features

ROAD PATTERNS

Most of the Study Area roads, like the majority of those in southeastern Michigan, are laid out in a grid pattern following sections lines. However, the I-96 corridor that is located just south of the Study Area diverges from this pattern by traversing this portion of the County in a diagonal fashion. Furthermore, the roads within the Study Area are located at its periphery with Pinckney Road (D-19) and National Street being the only paved roadways. In addition, no signalized intersections exist within the Study Area while one exists at each end of the tentative loop road alignment. Therefore, in the event that this area is built-out, additional internal roads will be necessary along with improvements at Pinckney Road as well as Lucy Road and National Street due to the additional traffic volumes.

The City of Howell in conjunction with the Livingston County Road Commission has designed a new road through the Study Area that would interconnect Pinckney Road with Grand River via Lucy Road and National Street. The road is tentatively scheduled to be constructed beginning in 2006 while the reconstruction of the I-96 interchange is tentatively scheduled for 2007. Due to high truck traffic volumes through downtown Howell, a new road would loop around the City's core to create an alternative truck route. The development potential of the Study Area is dependent upon creating the loop road extension along with road improvements at Pinckney Road and National Street as the northern connector to Grand River Avenue (see Figure 5). While the Road Commission's traffic study indicates that between 5,000 and 6,000 average daily trips (ADT) could be expected on Lucy Road in the event that the loop road is constructed, additional consideration needs to be given to the additional trips associated with the development of the Study Area. The Michigan Department of Transportation has also indicated that improvements will be needed within the Grand River Avenue corridor in order to enable the construction of the new facility.

Figure 5 – Tentative Loop Road Alignment

MASTER PLAN FUTURE LAND USE DESIGNATIONS

A large portion of the Study Area is master planned for industrial, and research/development mixed use, while several of the perimeter properties are planned for commercial use (see Figure 6). A small pocket of land on the west side of National Street is planned for single family residential use. The P.A. 425 parcels were previously planned for High Density Residential and Manufactured Housing by Marion Township, but since being brought into the City are lacking a future land use designation.

The majority of the Study Area is vacant, but the developed properties are master planned to be consistent with the existing uses. The only exception is the Goodyear plant on Morgan Drive which is planned for research and development mixed use.

The areas surrounding the Study Area are planned for a variety of uses in a total of three (3) jurisdictions. The surrounding planned uses are as follows:

- North:** Local Commercial
Single Family Residential
Multiple Family Residential
- East:** Marion Township (Single Family Residential)
Genoa Township (Industrial, Recreation)
- South:** Marion Township (Commercial, Residential)
- West:** Commercial
Public/Quasi-Public
Marion Township (Commercial)

Due to annexation of several large parcels of land, the relocation of the loop road alignment and the change in the market, the Township and City Master Plan designations have been determined to no longer comply with the development intent for the area. Therefore, in order to ensure compliance with the goals and policies of the 2002 Master Plan, the subsequent section summarizes the alternative Master Plan designations that are being considered.

Figure 6 – Composite Future Land Use Designations

ALTERNATIVE MASTER PLAN DESIGNATIONS

Based upon the previously identified site constraints, the following alternatives are being considered:

Alternative 1 – This alternative proposes to maintain a mixed use commercial frontage on South Pinckney Road, extending east to the western limits of the largest wetlands, between the southern boundary of the City’s wastewater treatment plant and I-96. The Goodyear plant is included within the commercial area, but as an exclusively commercial use which would most likely be incorporated into future redevelopment initiatives north of the wastewater treatment plant. A second mixed use commercial pocket is planned within the existing commercial area along East Grand River Avenue at National Street. The potential improvements to the intersection of Grand River and National could result in redevelopment opportunities within the vicinity of the Study Area. However, without a new mixed commercial land use category, it would be impossible to ensure a mix of uses including retail, office, personal service, etc.

The interior portions of the Study Area are planned for a combination of single family residential north of the CSX railroad and mixed density residential south of the railroad, none of which would be feasible without a new internal road network and perimeter roadway improvements. The planned single family area north of the tracks is intended to complement the existing development pattern to the west and north and ensure a buffer for the existing elementary school. A continuation of the existing grid pattern could exist within this area assuming access off of the loop road. However, development flexibility is essential for the land south of the CSX railroad. A mixed density residential land use category would permit a variety of residential use types which would be dictated by the market and the existing on-site development constraints. The limited quantity of upland areas results in the need for a more fluid development pattern with access off of the loop road (see Figure 7).

This land use alternative addresses the following 2002 Master Plan goals:

Residential Goals:

- Provide a sufficient quantity of affordable housing options so that our children can remain within the community.
- Provide for planned residential growth that maintains the core of the City.

Business and Industry Goals:

- Attract new business and industry to the City.
- Encourage redevelopment in the East Grand River Avenue corridor.
- Provide sufficient transitions between the office, commercial and industrial developments and the adjacent residential neighborhoods.
- Provide for planned commercial and industrial growth that maintains the core of the City.

Figure 7 – Alternative 1

Transportation Goals:

Implement phase one of the Loop Road from Lucy Road to Pinckney Road.

Alternative 2 – This alternative proposes to maintain a service oriented mixed use commercial frontage on South Pinckney Road, extending east to a point due east of the City’s wastewater treatment plant and extending south to I-96. The commercial uses would be contained within multiple story structures (up to 3 stories) and would be located near or at the road right-of-way. The Goodyear plant is included within the commercial area, but as an exclusively commercial use which would most likely be incorporated into future redevelopment initiatives north of the wastewater treatment plan. A second mixed use commercial pocket is planned within the existing commercial area along East Grand River Avenue at National Street (see Figure 8). The potential improvements to the intersection of Grand River and National could result in redevelopment opportunities within the vicinity of the Study Area. However, without a new mixed commercial land use category, it would be impossible to ensure a mix of uses including retail, office, personal service, etc.

The interior portions of the Study Area are planned for a combination of office/research park and mixed density residential. A pocket of multiple story offices/research park is planned for the area perpendicular to I-96 between the mixed commercial pocket and mixed density residential. The office/research park designation provides a transition between the two land uses. North of the loop road would be small pocket of mixed commercial use. None of these land uses would be feasible without a new internal road network and perimeter roadway improvements. The viability of residential and office within close proximity to I-96 is also diminished without increased STC (sound) ratings for all of the buildings.

Due to the proximity to an existing single family neighborhood the land area located at the eastern end of Morgan Drive is planned for an extension of the single family land use designation. The same can be said for the area north of the tracks. Extending the single family neighborhood in both areas will ensure a continuation of the existing development pattern along with a buffer for the elementary school located on Fair Street. A continuation of the existing grid pattern could exist within the northern area assuming access off of the loop road while extensions to Morgan Drive and Jones Street could create a partial grid pattern within the northwestern portion of the study area.

Figure 8 – Alternative 2

This land use alternative addresses the following 2002 Master Plan goals:

Residential Goals:

- Provide a sufficient quantity of affordable housing options so that our children can remain within the community.
- Provide for planned residential growth that maintains the core of the City.

Business and Industry Goals:

- Attract new business and industry to the City.
- Create a south side Loop Road for future industrial growth.
- Encourage redevelopment in the East Grand River Avenue corridor.
- Provide sufficient transitions between the office, commercial and industrial developments and the adjacent residential neighborhoods.
- Provide for planned commercial and industrial growth that maintains the core of the City.

Transportation Goals:

- Implement phase one of the Loop Road from Lucy Road to Pinckney Road.

Alternative 3 – This alternative proposes to maintain a small scale service oriented mixed use commercial frontage on South Pinckney Road, extending east to the Marion and Genoa Drain between the southern boundary of the City’s wastewater treatment plant and I-96. The commercial uses would be contained within multiple story structures (up to 3 stories) with a small ground floor area, and would be located near or at the road right-of-way. The Goodyear plant is included within the commercial area, but as an exclusively commercial use which would most likely be incorporated into future redevelopment initiatives north of the wastewater treatment plant. A second mixed use commercial pocket is planned within the existing commercial area along East Grand River Avenue at National Street (see Figure 9). The potential improvements to the intersection of Grand River and National could result in redevelopment opportunities within the vicinity of the Study Area. However, without a new mixed commercial land use category, it would be impossible to ensure a mix of uses including residential scale convenience retail, office, personal service, etc.

The interior portions of the Study Area are planned for office research park along the I-96 frontage as well as a pocket located along the southern boundary of the railroad. These areas would include opportunities for a variety of research fields which have limited or no impact on nearby residential areas. The land area abutting the loop road and extending to the Lucy Road railroad crossing, including the upland area east of Morgan Drive, are planned for mixed density residential. Without the new internal road and perimeter roadway improvements, none of these land use would be feasible. The viability of residential and office research within close proximity to I-96 is also diminished without increased STC (sound) ratings for all of the buildings.

Figure 9 – Alternative 3

Due to the proximity to an existing single family neighborhood and elementary school, the area north of the tracks is planned for single family use. An extension of the single family neighborhood will ensure a continuation of the existing development pattern along with a buffer for the school. A continuation of the existing grid pattern could exist within this area assuming access off of the loop road.

This land use alternative addresses the following 2002 Master Plan goals:

Residential Goals:

- Provide a sufficient quantity of affordable housing options so that our children can remain within the community.
- Provide for planned residential growth that maintains the core of the City.

Business and Industry Goals:

- Attract new business and industry to the City.
- Create a south side Loop Road for future industrial growth.
- Encourage redevelopment in the East Grand River Avenue corridor.
- Provide sufficient transitions between the office, commercial and industrial developments and the adjacent residential neighborhoods.
- Provide for planned commercial and industrial growth that maintains the core of the City.

Transportation Goals:

- Implement phase one of the Loop Road from Lucy Road to Pinckney Road.

Preferred Land Use Alternative

Careful review of a variety of land use alternatives has resulted in a preferred land use pattern. Based upon the existing development constraints (wetlands, gas mains, City wellhead, etc.) coupled with the desired development pattern along the City's principal streets, the preferred pattern limits the quantity of commercial land area to small nodes at either end of the loop road alignment. These areas are intended to accommodate residential scale convenience, office and service oriented developments. The Grand River Avenue node encompasses the Promenade Mall and the land fronting on Grand River west of National Street. The potential improvements to the intersection of Grand River and National could result in redevelopment opportunities within this area. The second and potentially more prominent commercial node is located at the I-96 interchange and extends east to the Marion and Genoa Drain (see Figure 8). The commercial uses within these areas would be contained within multiple story structures (up to 3 stories) with a small ground floor area, and would be located near or at the road right-of-way. However, without a new mixed commercial land use category, it would be impossible to ensure a mix of uses including retail, office, personal service, etc. The Goodyear plant is included within the commercial area, but as an exclusively commercial use which would most likely be incorporated into future redevelopment initiatives north of the wastewater treatment plan.

Figure 10 – Preferred Land Use Alternative

The interior portions of the Study Area are planned for a combination of office/research park and mixed density residential. A pocket of multiple story offices/research park is planned for the area perpendicular to I-96 between the D-19 mixed commercial node and mixed density residential to the east. The office/research park designation provides a transition between the two land uses. None of these land uses would be feasible without a new internal road network and perimeter roadway improvements. The viability of residential and office within close proximity to I-96 is also diminished without increased STC (sound) ratings for all of the buildings.

Due to the proximity to an existing single family neighborhood the land area located at the eastern end of Morgan Drive is planned for an extension of the land use designation. The same can be said for the area north of the tracks. Extending the single family neighborhood in both areas will ensure a continuation of the existing development pattern along with a buffer for the elementary school located on Fair Street. A continuation of the existing grid pattern could exist within the northern area assuming access off of the loop road while extensions to Morgan Drive and Jones Street could create a partial grid pattern within the northwestern portion of the study area.

While not mentioned in the land use alternatives discussion above, without the following key elements, any development within the Study Area was determined to be less desirable and less compatible with the City's goals.

- Multi-functional well lit paths within and between neighborhoods as well as to the commercial nodes ensures walkability.
- Zero lot line setbacks and multiple story structures help to control strip commercial development.
- Incorporating recreational space/amenities within all residential development areas will provide much needed open space for the future occupants which are partially cut off from the rest of the City.
- Minimizing the quantity of curb cuts along the loop road ensures that it serves as the desired truck by-pass route. Curb cuts along internal roads should also be minimized through the use of shared drives and parking lots.
- Decorative lighting and mature trees should be incorporated into all developments to ensure greater compatibility with the historic character of the City.
- Maintaining the existing topography adds to the interest and appeal of the area and should be preserved by limiting the quantity of cut and fill. Preserving the existing topography will also protect the natural resources.

MASTER PLAN AMENDMENTS

As a result of the analysis completed within this document, the 2002 Master Land Use Plan needs to be amended to include the modifications to the Land Use Plan, a definition for the Mixed Density Residential, Office Research Park and Mixed Commercial land use classifications as well as the inclusion of additional goal statements associated with each classification. The following goal, objective and strategy statements are proposed to guide the future development of the Study Area:

GOAL 1 - Establish a Coordinated Land Use Pattern

Promote a high quality mixed-use development which will create a unique and identifiable land use pattern within the loop road alignment corridor.

Objective – Provide opportunities for a variety of residential building types, low impact office/research park and residential scale convenience retail, office and personal service uses while taking into account the existing natural resources and adjacent residential neighborhoods.

Strategy – Require extensive setbacks from the wetlands.

Strategy – Prohibit outside storage of equipment and uses that generate extensive amounts of peak hour truck traffic.

Objective – Provide a cohesive development pattern through restrictive design guidelines.

Strategy – Create a new zoning district and / or overlay district requirements for the loop road corridor.

Strategy – Create architectural guidelines for all developments within the loop road corridor.

Strategy – Create specific shared parking, decorative lighting, mature landscaping and minimized signage requirements.

Strategy – Require a minimum Sound Transmission Coefficient (STC) rating of fifty-five (55) for all buildings within four hundred (400) feet of I-96.

GOAL 2 - Ensure Adequate Provision for Circulation

Ensure that adequate circulation patterns are created for all modes of transportation and acceptable conditions are maintained.

Objective – Encourage and promote a planned roadway network within the Study Area.

Strategy – All applicants shall be required to coordinate with their neighbors to ensure that the internal road network is cohesive and interconnected with the loop road alignment and/or adjacent roadways.

Strategy – Provide a means for vehicular interconnectivity between parcels/uses which prevents having to use the loop road.

Strategy – Require shared access and parking where feasible.

Strategy – All new roads shall be interconnected with the existing neighborhood street networks.

Objective – Encourage and promote a planned non-motorized circulation network within the Study Area.

Strategy - All applicants shall be required to coordinate with their neighbors to ensure that the internal non-motorized network is cohesive and interconnected.

Strategy – Require that all non-motorized paths be well lit and landscaped.

GOAL 3 - Coordinate Road Improvements with the Livingston County Road Commission and the Michigan Department of Transportation

All proposed improvements are to be coordinated with representatives from the City of Howell.

Objective – Ensure that all improvements proposed by the Michigan Department of Transportation for the Grand River Avenue corridor are coordinated with the intended development pattern for the Study Area.

Strategy – Maintain close contact with the representatives from the Michigan Department of Transportation.

Objective – Ensure that all improvements proposed on Pinckney Road, Lucy Road and National Street are coordinated with the intended development pattern for the Study Area.

Strategy – Maintain close contact with the representatives from the Livingston County Road Commission.

Objective – Ensure that the final loop road alignment meets the criteria for the development pattern for the corridor.

Strategy – Create guidelines for the Road Commission which are based upon the goals of this Master Plan as a means to aid them in their evaluation of the preferred loop road alignment.

GOAL 4 - Create a Set of Standard Design Features

Create a sense of place through a set of standard design and building location guidelines.

Objective – Prevent disjointed strip center developments.

Strategy – Require non-residential buildings to be no less than 2 stories.

Strategy – Require non-residential buildings to comply with a maximum 30% lot coverage.

Strategy – Encourage zero lot line setbacks for non-residential uses.

Objective – Create an aesthetically pleasing mixed-use project in a park-like setting.

Strategy – Establish a set of design guidelines which requires building breaks, and establishes material usage criteria.

Strategy – Establish landscaping and screening requirements for loading zones, dumpsters and the like.

Strategy – Establish internal and interconnected open space/park and recreation requirements for all development within the Study Area.

GOAL 5 - Ensure that Existing Natural Features are Protected

All significant natural features, including but not limited to wetlands and woodlands, are to be preserved to the greatest extent possible, within all proposed developments.

Objective – Ensure compatibility between proposed developments and the existing natural features.

Strategy – Require significant setbacks from the regulated wetlands to ensure their role in the ecosystem is maintained.

Objective – Ensure that the integrity of the significant natural features is not compromised.

Strategy – Require that all development proposals incorporate the existing natural features into their projects instead of simply mitigating the impacts in other portions of the corridor.

Strategy – Minimize impacts to the topography by developing within its confines instead of proposing extensive land balancing.

PLANNING CONCEPTS AND DESIGN PRINCIPLES

In order to advance the goals, objectives and strategies established by the City, an interrelated approach to planning will be incorporated. The concepts of design and use cannot be separated. Therefore, a set of design guidelines are needed to guide new development within the area. Although detailed guidelines would be needed for regulatory purposes, the following principles should be followed in the planning of the Study Area:

Maintain / Enhance a Sense of Community – Creating a sense of place requires physical design but also the ability to foster a spirit of belonging.

A Mixture of Uses – The appeal of a small town atmosphere is the mixture of uses. A mixed use concept does not however imply a "carte blanche" style of development. In fact, a mixture of uses may well require a more organized, formalized approach.

Design to Human Scale – A key element which has been lost in many communities and developments is consideration of the ultimate user. While streets, parking and buildings may be designed for easy automobile access, the human element is lost to functionality. The relationship of design to human scale should be a primary concern in every aspect of development.

Creation of a Useful Pedestrian Network – Pedestrian walkways are too often confined to parallel locations along the street. While such walkways are an essential component of traditional design, connections to and through commercial areas/neighborhoods, parks and greenway corridors provide an enhanced experience for those who reside and/or work within the area.

Creation of Open Spaces / Gathering Places – A frequent element in smaller established communities is the village green. The green was typically located at the intersection of a grid formed by two major roads and served as a focal point for community activity/social interaction. Such spaces should be incorporated into new residential development areas to ensure a sense of place. These spaces can be as simple as providing a public seating area to community/recreational centers with active and/or passive recreation spaces.

Building Architecture – While a detailed set of design guidelines may need to be developed in conjunction with Zoning Ordinance provisions, design of building architecture strongly influences whether the Study Area develops any differently than the balance of the City. The focus should be on promoting "traditional" architectural styles. The architectural elements that define a traditional pattern include the following:

- **Siting** – The consistent orientation of buildings to the street are essential in a traditional pattern of development. Buildings built at or in close proximity to the front setback are common.
- **Roof Forms** – Whether gable, hip, gabled, or mansard, the simpler the form the better.
- **Building Width and Spacing** – Building width and spacing between buildings should be consistent within street blocks.
- **Architectural Elements** – Repetition of common elements, such as front porches, will define the architectural language of a traditional development.
- **Building Shapes** – The basic form is rectangular with attachments such as dormers and porches to add interest.
- **Building Height** – Building height should be consistent within street blocks.
- **Garage Locations** – Removal of garage doors as a dominant architectural feature is key. Side or rear locations should be predominant.
- **Building Materials and Colors** – The use of more natural materials should be encouraged.

IMPLEMENTATION

Based upon the results of the Loop Road Master Plan, the following actions are recommended:

- Adopt the modified goal, objective and strategy statements of the Loop Road Master Plan as an addendum to the 2002 Master Plan.
- Amend the Master Plan to include the annexed portion of the Study Area.
- Consider the preferred Land Use Alternative as the Future Land Use designation for the Study Area. These designations would become a guide for future development within the area.

- Continue to coordinate with Livingston County Road Commission and the Michigan Department of Transportation to ensure that the goals of the Plan are considered during the design for the loop road. Of particular concern are the secondary improvements on Grand River/National Street, Lucy Road and Pinckney Road which will ensure that the new road will function as a bypass for truck traffic.
- Formulate new Zoning Districts and / or an Overlay Zoning District for the Study Area.