



MASTER PLAN

2023 UPDATE



ORGINALLY ADOPTED SEPTEMBER 25, 2016
UPDATE ADOPTED MAY 23, 2023

RESOLUTION

TO ADOPT THE HOWELL TOWNSHIP, MICHIGAN 2023 MASTER PLAN

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

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

WHEREAS, a public survey was conducted by the Planning Commission to receive public comment; and

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

WHEREAS, the Planning Commission held a public hearing on March 28, 2023 to discuss and consider the proposed plan.

NOW THEREFORE IT BE RESOLVED, the Howell Township Planning Commission hereby adopts the 2023 Master Plan Update on May 23, 2023, including all text, descriptive material, and maps.

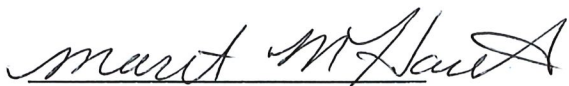
FURTHER, BE IT RESOLVED, the Howell Township Planning Commission hereby directs the distribution of the adopted plan to the Township Board and required entities in accordance with the Michigan Planning Enabling Act (P.A. 33 of 2008, as amended).

Ayes: Haglund, Counts, Manwiller, Markham, Williams, Newstead

Nays: None

Absent: Pominville

Abstentions: None



Martha Haglund, Chair, Planning Commission Chairperson



Peter Manwiller, Planning Commission Secretary



WITH THANKS

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

HOWELL TOWNSHIP PLANNING COMMISSION

- Martha Haglund, Chair
- Wayne Williams, Vice Chair
- Peter Manwiller, Secretary
- Matthew Counts, Board Representative
- Paul Pominville
- Denise Markham
- Mike Newstead

- Joe Daus, Zoning Administrator

HOWELL TOWNSHIP BOARD

- Mike Coddington, Supervisor
- Jean Graham, Clerk
- Jonathan Hohenstein, Treasurer
- Matthew Counts, Trustee
- Harold Melton, Trustee
- Jeff Smith, Trustee
- Bob Wilson, Trustee

With Assistance Provided By:







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CHAPTER 1

INTRODUCTION





HISTORY OF HOWELL TOWNSHIP

The first Howell Township Master Plan was adopted in 1982. In 1996 the 1982 Plan was amended. In 2001, 2003, 2008, and 2009 amendments were adopted. The most recent plan from 2016 incorporates goals from previous plans as well as a number of new goals. Though the overall community vision is much the same, and many of the existing goals for the community have not changed since 1982, a lot has changed since the adoption of the first plan in terms of growth in population and commercial and industrial development in certain areas of the Township. Additionally, there have been innovations in the way communities think about land use and master planning. In fact, much change has occurred even since the plan update in 2016 in terms of the economic landscape of the State, as well as the way we think about transportation and housing. This plan incorporates the latest techniques for planning related to transportation, housing, and general land use.

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

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

ABOUT THIS PLAN

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

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

PUBLIC PARTICIPATION

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

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

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

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

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



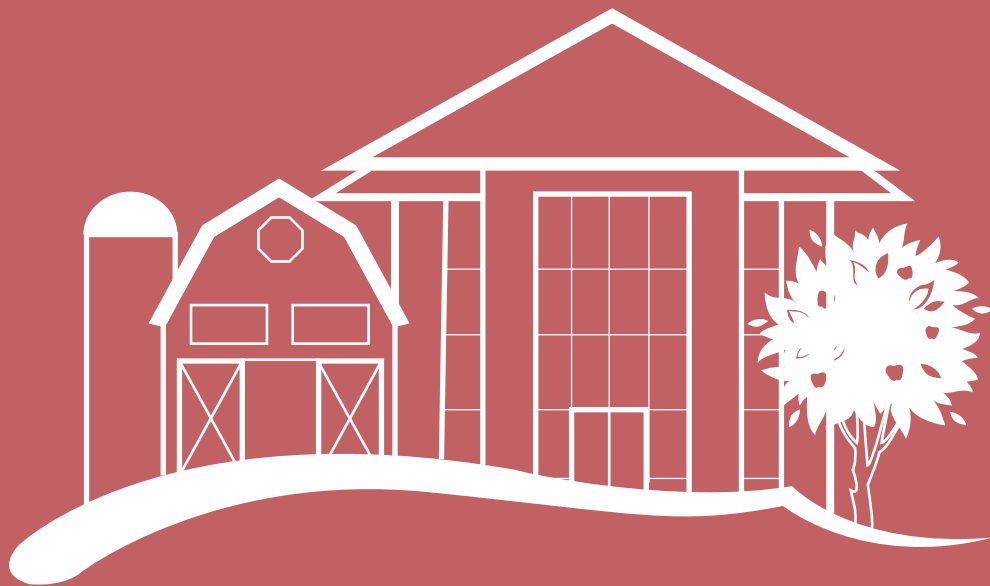
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| <p>GIVE YOUR INPUT!</p> <p>Howell Township has launched a Community Input Survey to receive input from the public regarding the 2015 Master Plan update.</p> <p>Tell Us Your Ideas On...</p> <ul style="list-style-type: none"> Road Improvements Retail Services & Growth Natural Features Environmental Quality Residential Quality Housing Types Economic Growth & Land Use Other Topics | <p>2015 MASTER PLAN</p> <p>The Howell Township Master Plan articulates a vision for the community's future growth and development. It is the guiding document for future decision-making, outlining the goals and objectives for the community's activities for the coming years.</p> |
| <p>QUESTIONS?</p> <p>Contact the Township Hall at (517) 546-2817</p> | <p>SURVEY IS AVAILABLE</p> <p>Online https://www.surveymonkey.com/et/howelltwpurvey</p> <p>Township Hall 3525 Byron Road Howell, MI 48855 (517) 546-2817 8:00 am to 5:00 pm Monday - Thursday CLOSED Fridays</p> |



| | |
|--|---|
| <p>PROVIDE YOUR FEEDBACK!</p> <p>The Howell Township Planning Commission has been working on a Master Plan update. We want to know what you think about the things that most effect the Township.</p> <p>Tell Us What you Think About:</p> <ul style="list-style-type: none"> Road Improvements Retail Services & Growth Natural Features Environmental Quality Residential Growth Housing Types Economic Growth & Land Use | <p>MASTER PLAN</p> <p>The Howell Township Master Plan articulates a vision for the community's future growth and development. It is the guiding document for future decision-making, outlining the goals and objectives for the community's activities for the coming years.</p> |
| <p>QUESTIONS?</p> <p>Contact the Township Hall at (517) 546-2817</p> | <p>OPEN HOUSE</p> <p>January 26, 2016 from 6:30 to 8:00</p> <p>Township Hall 3525 Byron Road Howell, MI 48855 (517) 546-2817</p> |

CHAPTER 2

COMMUNITY INFORMATION



HOWELL TOWNSHIP COMMUNITY FACILITIES

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

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

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

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

LOCATION & REGIONAL CONTEXT

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

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



Howell Township, Livingston County, MI

HISTORY OF HOWELL TOWNSHIP



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

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

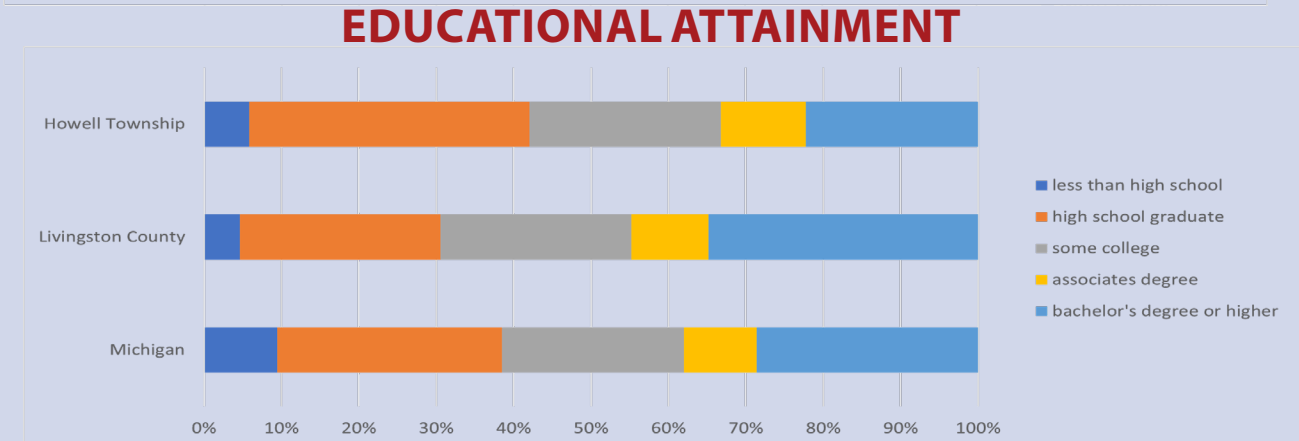
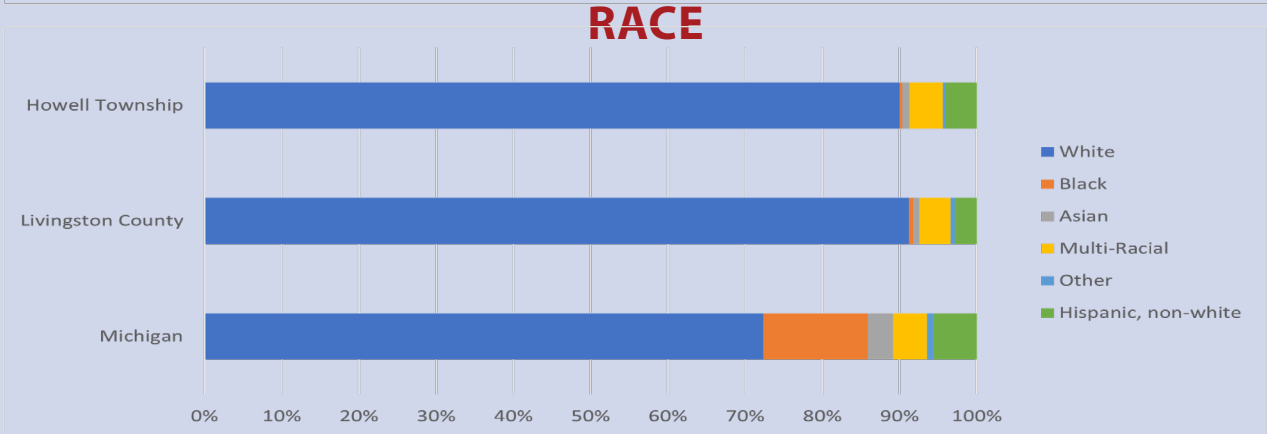
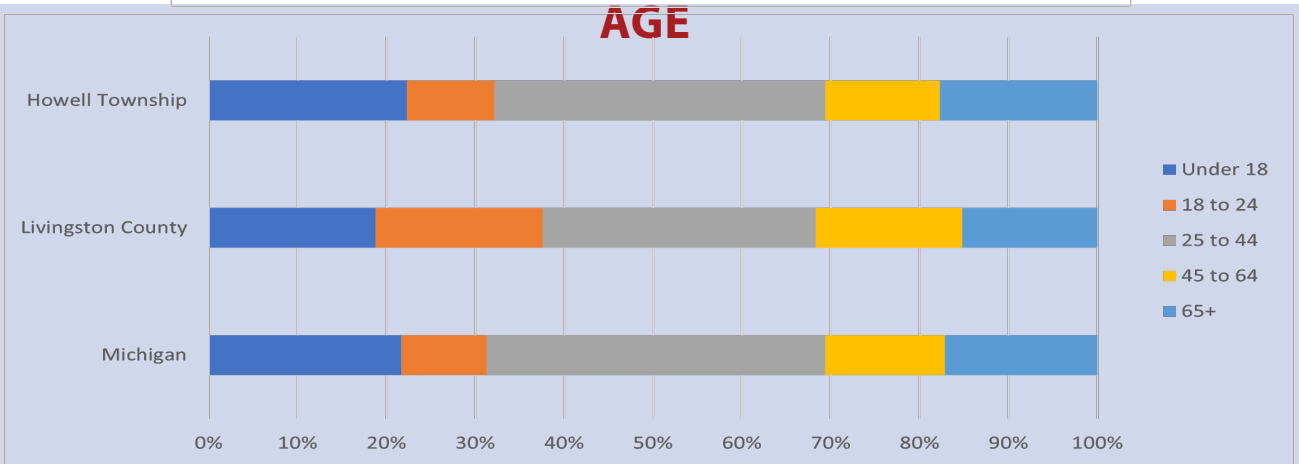
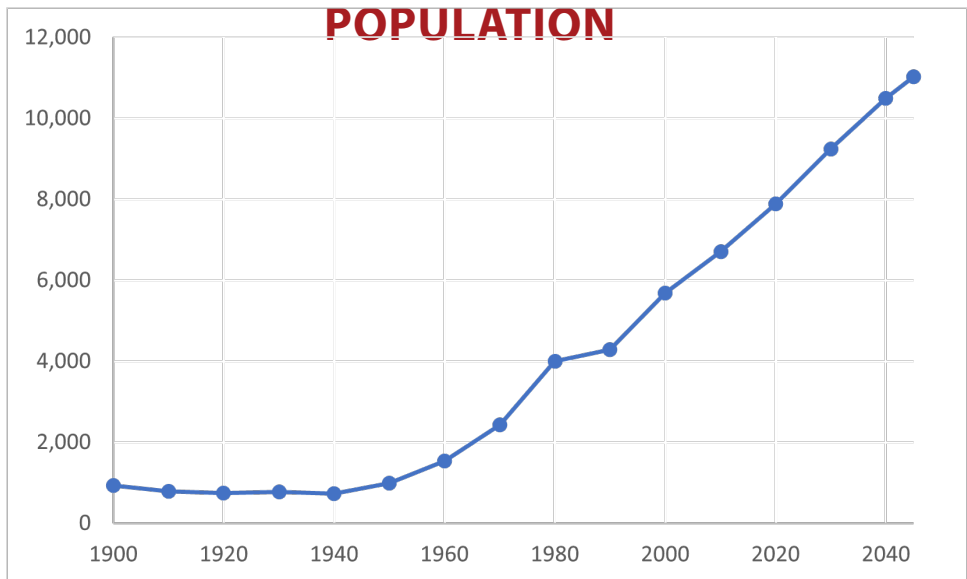
The Township was officially formed in 1836 and was made up of the territories now known as Marion Township, Oceola Township, and the City of Howell. The Township and the Village were both named after Thomas Howell, a son of Judge Howell of Canadaigua, N.Y. Many of the roads and streets in the area are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

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

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



Howell Township Hall 2016

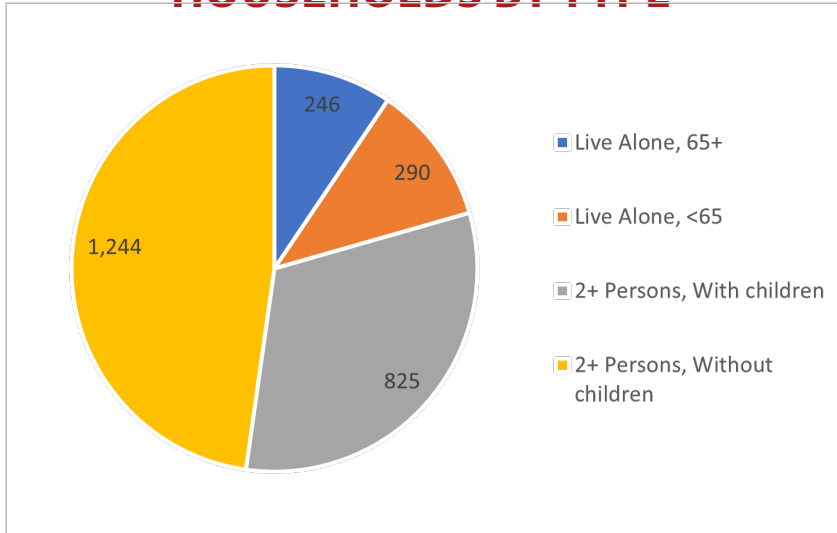


HOWELL TOWNSHIP

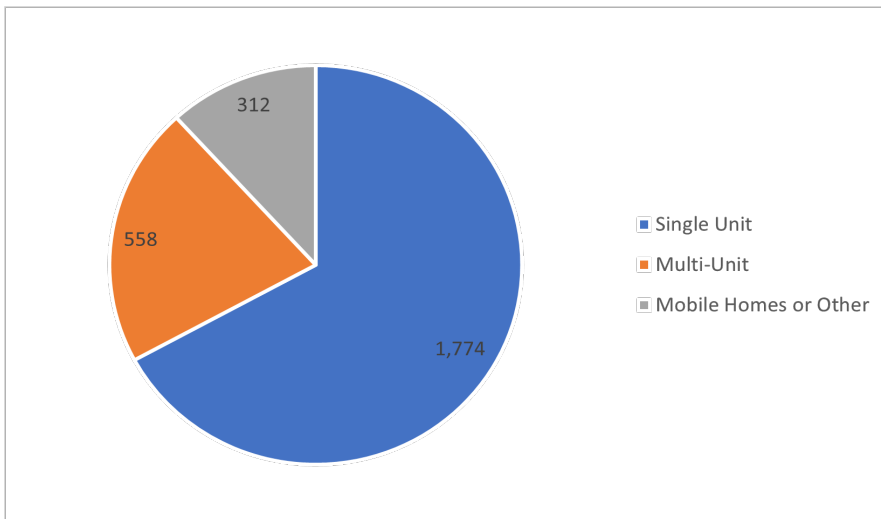
COMMUNITY SNAPSHOT

For more information on community demographics see Appendix A.

HOUSEHOLDS BY TYPE



HOUSING BY TYPE



TENURE

88.12% owner-occupied
 10.40% renter-occupied
 1.48% vacant

Sources: US Census, 5-year ACS, SEMCOG

Population

8,121 2021 Population
11,204 2045 Projected population
39.4 years Median Age
 ↑ **261.63%** 2015-2045 projected Population 65 years and over
 ↑ **137.84%** 2015-2045 projected Population under 18 years

Housing

\$72,911
 Median household income
\$203,200
 Median housing value
\$1,351
 Median gross rent

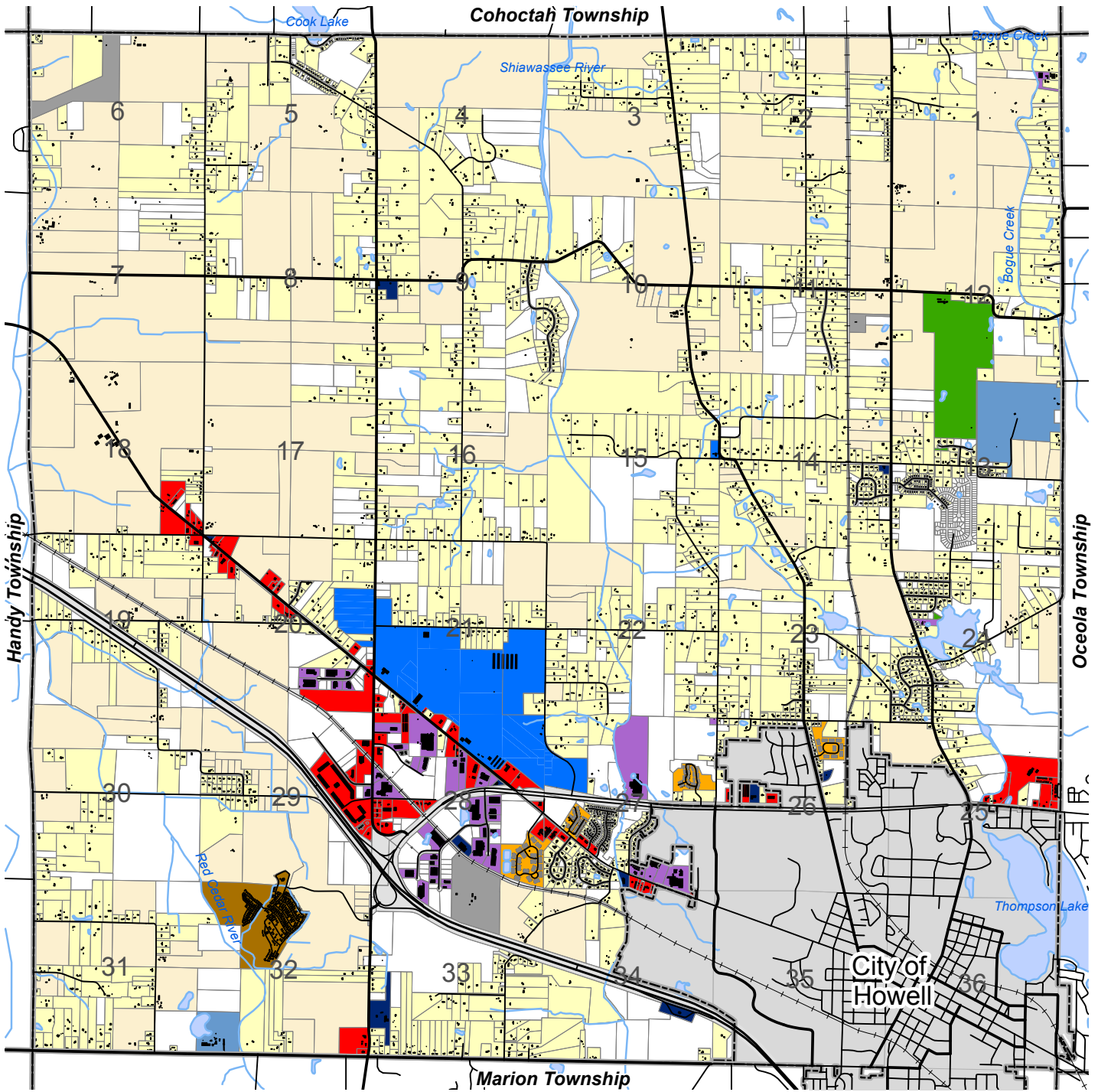
Jobs and economy

















228 current jobs
 Professional and Technical Services & Corporate HQ
 ↑ **166.50%** 2015-2045 projected
373 current jobs
 Healthcare Services
 ↑ **101.1%** 2015-2045 projected
407 current jobs
 Information & Financial Services
 ↑ **25.5%** 2015-2045 projected
1,184 current jobs
 Retail Trade
 ↑ **15.20%** 2015-2045 projected
1,100 current jobs
 Manufacturing
 ↑ **9.9%** 2015-2045 projected
276 current jobs
 Wholesale Trade
 ↓ **45%** 2015-2045 projected
344 current jobs
 Transportation, Warehousing, & Utilities
 ↓ **26.10%** 2015-2045 projected

CHAPTER 3

LAND USE

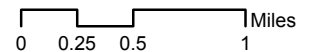




- | | |
|---|--|
|  Agricultural - Farming |  Government |
|  Single - Family Residential |  Public Uses |
|  Multiple - Family Residential |  Cemetery |
|  Mobile Home Park |  Transportation / ROW |
|  Commercial |  Utilities |
|  Industrial |  Vacant / Open Space |
|  Recreation |  Water |
|  Extractive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

EXISTING LAND USE

Howell Township, Livingston County

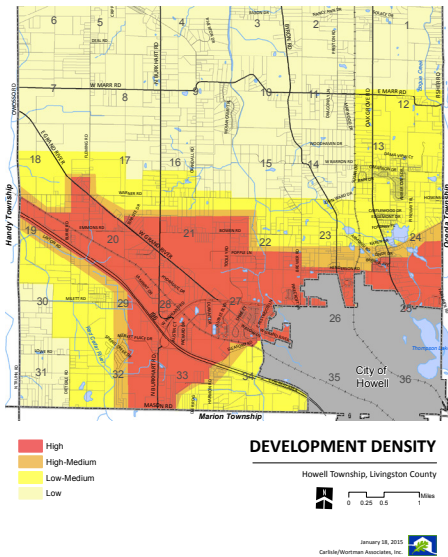


Source: Livingston County GIS

July 21, 2015

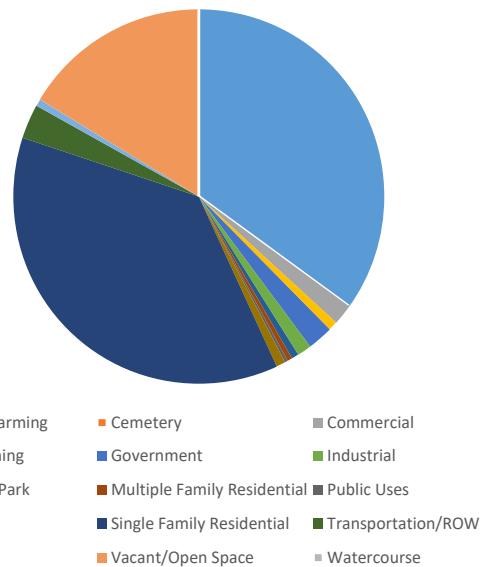
Carlisle/Wortman Associates, Inc.





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

Existing Land Use



PRESERVATION

88.17% of survey respondents indicate that the preservation of farmland and providing support for agricultural use was important or very important.

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

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

Attainable Housing is housing that is affordable to people earning around the Area Median Income (AMI). Planning of attainable housing is a critical component of any community seeking to provide opportunity for all of its members. Planning for a variety of income-levels lends itself to planning for a variety of housing types. By offering a diversity of housing types – including attached and detached, single-family and multi-family – residents are able to securely and comfortably thrive within the community. To foster this goal, the Township should develop land use plans and zoning designations that allow for the development of a variety of densities to ensure adequate, attainable housing. Specific design regulations can be developed to ensure new development will maintain the character of the community. Well-designed housing developments with suburban and higher densities can be used as a transition to the existing low density rural residential uses in agricultural areas. These developments provide land use buffers between the rural areas and commercial areas in order to prevent land use conflicts. Higher density residential development should only be planned in areas that are properly serviced with public utilities and adequate roadway networks.

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

RESIDENTIAL

74.3% of respondents to the Township survey indicated that providing more housing for young families was very important to somewhat important.

LOCAL COMMERCIAL

73.78% of respondents to the Township survey indicated that providing more housing for seniors was very important to somewhat important.

Residential Development Examples



Large Lot Rural Residential



Senior Housing Development



Single Family Suburban Residential Neighborhood



Multi-family Residential

Commercial and Industrial Development Examples



Regional Commercial



Typical Industrial Facility



Local Commercial

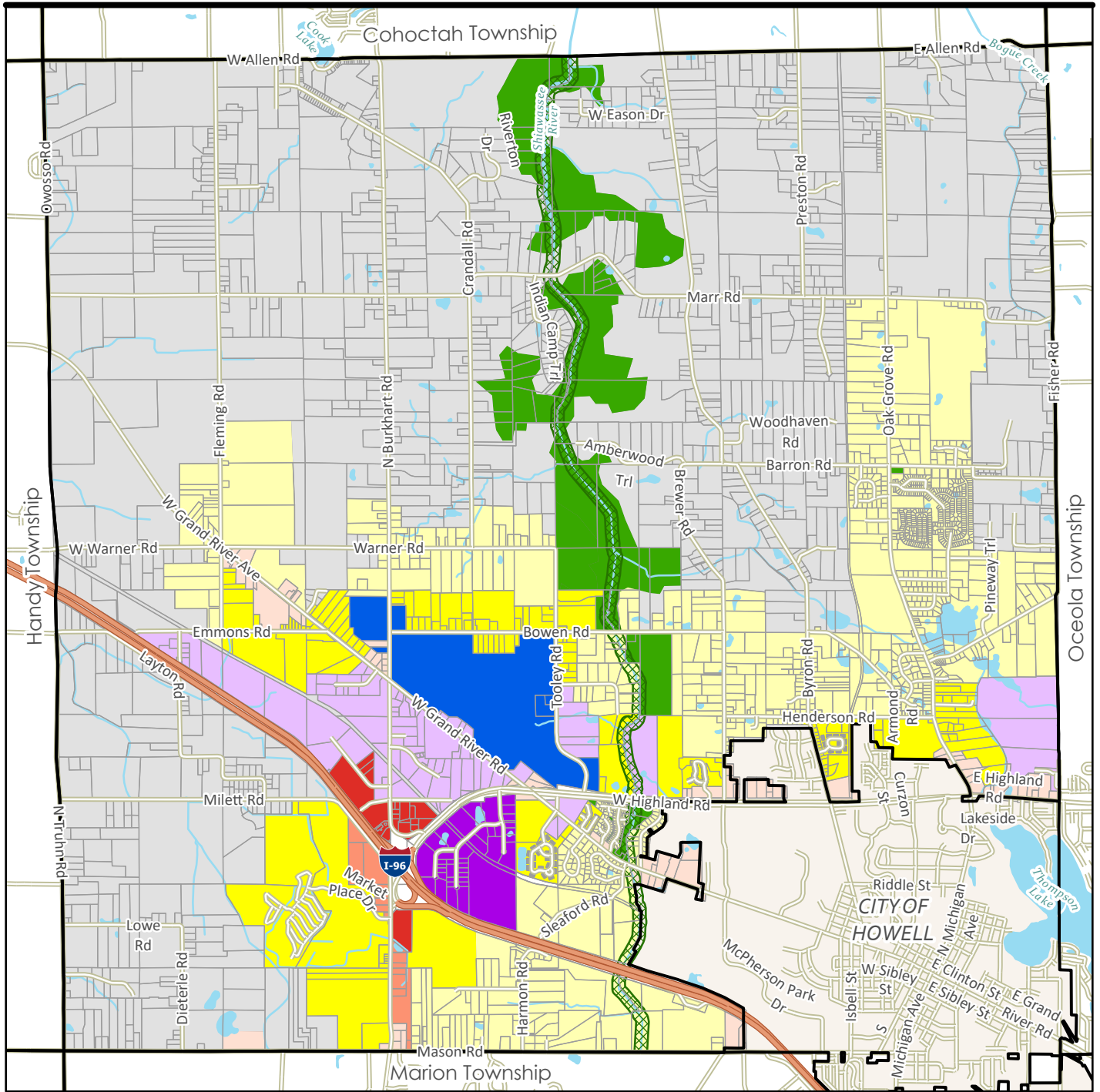


Typical Business Park

Zoning Plan

The Zoning Ordinance is the primary tool for the implementation of the land use policies in the master plan. The Zoning Plan describes the relationship between the future land use categories in the Master Plan and the comparable Zoning Ordinance districts. This plan is required by the Michigan Planning and Zoning Enabling Act (PA 33 of 2008). Not to be confused with the Zoning Ordinance, the Zoning Plan provides generalized recommendations for methods of bringing the Zoning Ordinance in closer relation with the future land use vision. The Zoning Plan compares zoning districts and future land use categories as well as the intent and basic standards that control the height, area, bulk, location, and use of buildings and premises in comparable zoning districts. These matters are regulated by specific standards in the Zoning Ordinance.

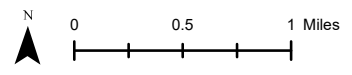
| Category | Intended Uses | Associated Zoning |
|-------------------------------------|--|---------------------------------------|
| Recreation and Preservation | Parks, open space, greenways, natural areas, golf courses, and agriculture lands preserved through conservation easements or other mechanisms. | AR - Agricultural Residential |
| Agricultural Preservation | Active agricultural lands and residential uses. | AR - Agricultural Residential |
| Residential - Low Density | Single family residential homes. | SFR - Single Family Residential |
| Residential - Medium Density | Multifamily housing including apartments, condominiums, Townhomes, or duplexes | MFR - Multiple Family Residential |
| Airport | Airport and accessory uses. | Airport Zoning |
| Commercial - Local | Retail, restaurants, personal service, office uses, and small contractors such as small contractor | NSC - Neighborhood Service Commercial |
| Commercial - General | Small- and large-scale retail, commercial business, professional services, and business offices. | RSC - Regional Service Commercial |
| Commercial - Highway Service | Retail, restaurants, and service uses that are designed for convenient access for motorists on the highway. | HSC - Highway Service Commercial |
| Industrial Flex Zone | Low intensity industrial use such as light manufacturing, assembly, processing, distribution, research and technology, larger format commercial uses, and contractor establishments. | IFZ - Industrial Flex Zone |
| Industrial | Manufacturing and assembly operations, material production and processing, research and technology, and other industrial uses. | I - Industrial |



- Agricultural Preservation
- Airport
- Commercial - Local
- Commercial - General
- Commercial - Highway
- Residential - Low Density
- Residential - Medium Density
- Industrial Flex
- Industrial
- Recreation and Preservation
- Shiawassee River 200 foot Overlay

Future Land Use

Howell Township
Livingston County, Michigan



Data: Livingston County, State of Michigan
Prepared by: Carlisle/Wortman Associates, Inc.
Date: December 7, 2022



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

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

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

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

The land use strategy identifies different future land use categories than those used in previous plans. These categories have been refined to be more consistent with existing zoning districts. However, there will be a need to update the zoning ordinance to reflect the direction of various components of this master plan specifically to make the zoning categories and zoning map more consistent with the planned future land use categories.

Future Land Use Categories

Recreation and Preservation

These areas are intended to preserve open space, undeveloped land, and natural features. They may also provide for recreation opportunities within the Township. Land use may include unprogrammed open space, preservation of land with walking trails, or planned parks. Parks may include play equipment, trails, informal play areas, sports fields, or other recreation facilities. The preservation of open space will help maintain the existing rural character in the township and protect natural features such as woodlands and wetlands. Such natural features are important, especially in the areas not served by public water and sewer as they are an important component of ground water recharge.



Agricultural Preservation

These areas are intended to remain rural. These areas are intended to maintain the existing agricultural lands in the Township. Housing in these areas should be on large lots to keep density low. The area planned for Agricultural Preservation includes the majority of the Township. In addition to preserving large swaths of active farmland that helps to support the agricultural industry in the community, these areas also help to maintain the existing character that many Township residence identify as what they feel is most important about the community.

Residential - Low Density

The characteristics of these areas are intended to be consistent with typical suburban residential areas. The land use would include suburban style residential housing and customary accessory uses in neighborhoods or individual lots. Neighborhood developments would have low volume neighborhood scale roads that are lined with sidewalks, pedestrian scale lighting and street trees. Neighborhoods should include amenities such as neighborhood scale parks or playgrounds. Individual lots may be located along rural connector road in closer proximity to the city.

Residential - Medium Density

These areas are intended to provide more dense housing in close proximity to developed areas. These areas would support attached multifamily developments that might include duplexes, single story attached condos, townhomes, or even low-density apartment complexes. All of these housing products should have design characteristics that are similar to the single-family development that exists in the surrounding areas of the Township. These developments should have similar amenities to single family neighborhoods such as sidewalks, pedestrian scale lighting and neighborhood scale parks. The intent of these areas are to have higher density development closer to more intense land uses so that residents have more direct access to retail, services and transportation.

Airport

This is a unique zoning district intended to support the airport and airport related uses. It has been designated over the areas currently used by the airport and related airport uses.

Commercial – Local

These areas are intended to have smaller scale commercial uses that serve the needs of the immediately surrounding neighborhoods. These area support small scale retail, personal service establishments, small offices, and low intensity local contractors such as plumbers, electricians, or similar service providers such that the uses would not create a nuisance for neighboring businesses or residence.

Commercial – General

These areas are intended to support large scale retail operations and service establishments that provide for the needs of the region as well as the needs for residents in the Township. The uses supported in these areas would include a variety of commercial uses including, but not limited to, restaurants, personal service providers, and small- and large-scale retailers.

Commercial - Highway Service

These areas are intended to support auto oriented developments designed to provide for the need of the travelers on the Highway. These areas are located immediately near the M-59 and I-96 interchange with direct and convenient access to the highways. Uses that may support the motorist on the highway in this area could be gas stations, fast food restaurants, or hotels.

Industrial Flex Zone

This area is intended to be flexible with regard to specific uses that might be permitted while being more prescriptive with regard to design and quality of development. It is recognized that some of the uses permitted in the industrial and commercial districts could be compatible land uses. In fact, often, such uses have the same or similar building and special requirements. The flexibility of the district is intended to foster economic development, create employment opportunities, and increase the tax base by promoting the development or redevelopment of land that is adjacent to existing industrial and commercially developed property. This area is intended to allow for mixed industrial and commercial development; eliminate blighted properties; incorporate Low Impact Design (LID) practices, as well as ensure safe and complementary vehicular and pedestrian circulation patterns; improve environmental quality and remediate degraded properties; and provide an attractive transition between residential and non-residential properties.

Industrial

These areas are intended to have larger scale buildings that house higher intensity land uses such as manufacturing of products or processing of raw materials. These areas may house large machinery and equipment. They are designed to support heavy industrial traffic. Industrial areas provide for employment opportunities in the Township and support the communities tax base. The areas planned for industrial uses are closer to the highway and intended to be separate from the majority of the lower intensity residential uses in the Township. Development in these areas should be well buffered from any neighboring incompatible use.

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

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

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

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

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

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

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

| Goal | Strategy | Tasks |
|---|---|--|
| Provide additional usable, accessible parks and recreation space and opportunities. | Reference goals and strategies outlined in the Township Recreation Master Plan. | Continue to make parks and recreation decisions based on the Township Recreation Master Plan. |
| | Identify areas fit for public recreation use. | Maintain inventory of land space suitable for public recreation. |
| | | Establish task force of residents and develop site plans for park development on identified parcels. |
| | Pursue funding opportunities for parks development. | |

CHAPTER 4

INFRASTRUCTURE



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

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

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

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

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



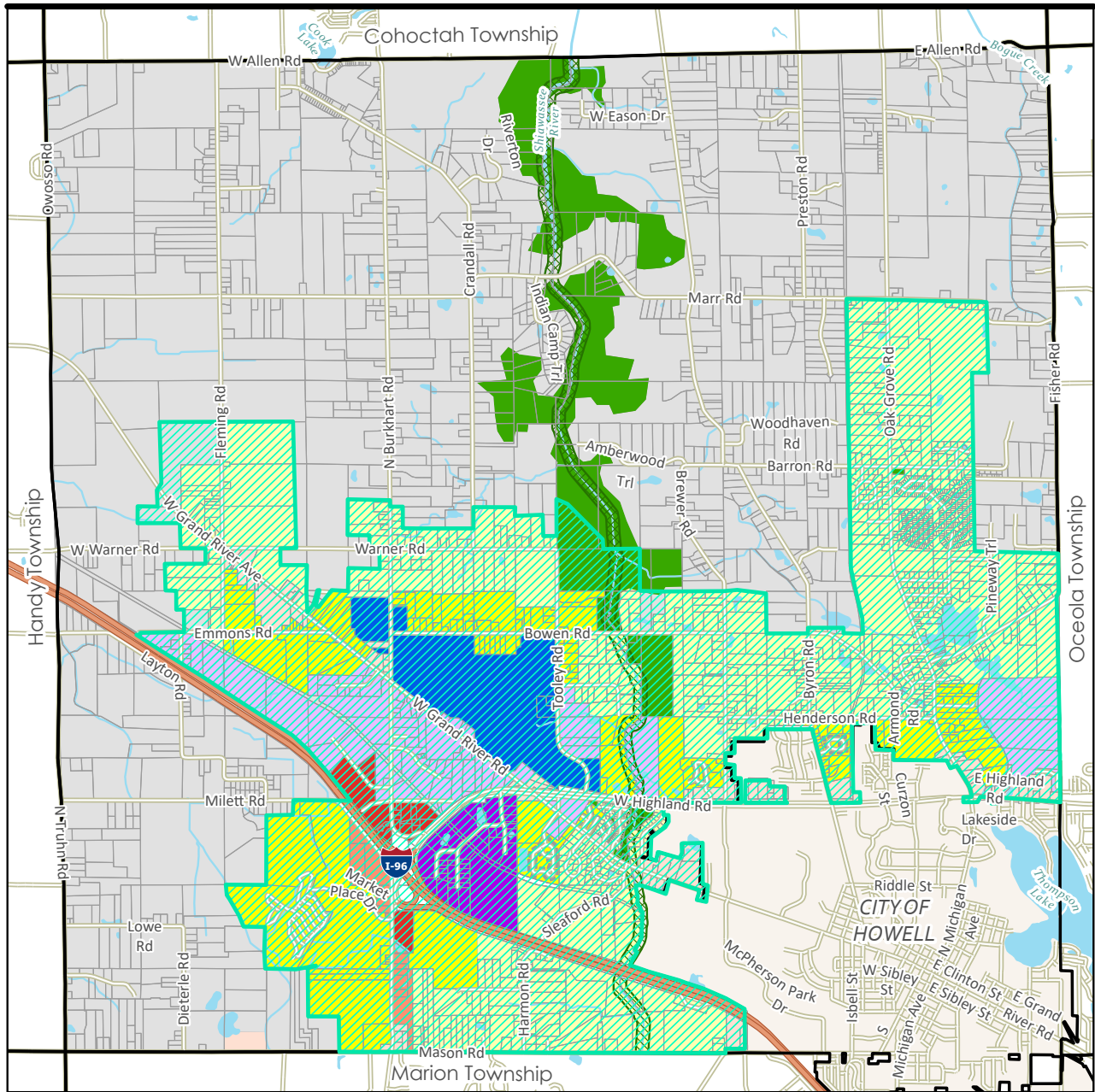
Stormwater Management is the collection, conveyance, storage, treatment and disposal of stormwater runoff to prevent accelerated channel erosion, increased flood damage, and degradation of water quality. As development increases in Howell Township, so does the amount of impermeable surfaces. Vegetation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

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

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

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

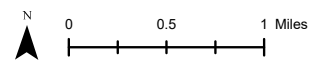
Public utilities including potable water and sanitary sewer are provided and maintained by Howell Township to certain areas in the Township. The Township has delineated the sanitary sewer and water districts based on existing and planned land use patterns, and expected design capacity needs.



- | | |
|------------------------------|-----------------------------------|
| Agricultural Preservation | Industrial Flex |
| Airport | Industrial |
| Commercial - Local | Recreation and Preservation |
| Commercial - General | Shiawassee River 200 foot Overlay |
| Commercial - Highway | Planned Water District |
| Residential - Low Density | |
| Residential - Medium Density | |

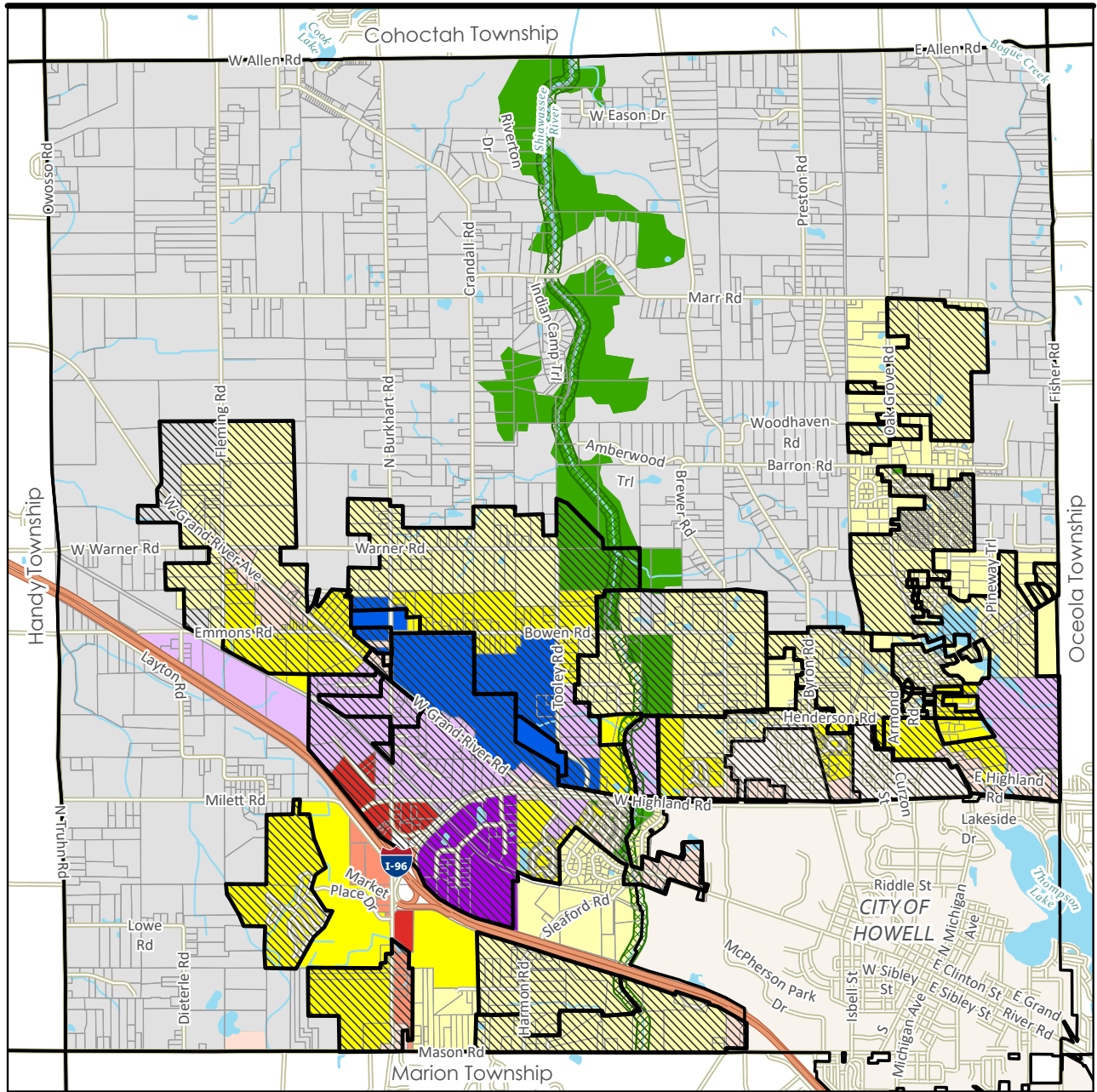
Municipal Water District

Howell Township
Livingston County, Michigan



Data: Livingston County, State of Michigan
Prepared by: Carlisle/Wortman Associates, Inc.
Date: December 7, 2022

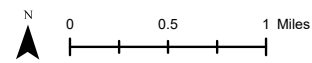




- | | |
|------------------------------|-----------------------------------|
| Agricultural Preservation | Industrial Flex |
| Airport | Industrial |
| Commercial - Local | Recreation and Preservation |
| Commercial - General | Shiawassee River 200 foot Overlay |
| Commercial - Highway | Sanitary Sewer Assessment |
| Residential - Low Density | |
| Residential - Medium Density | |

Sanitary Sewer Service District

Howell Township
Livingston County, Michigan



Data: Livingston County, State of Michigan
Prepared by: Carlisle/Wortman Associates, Inc.
Date: December 7, 2022



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

| Goal | Strategy | Tasks |
|---|---|--|
| Ensure service districts are able to provide capacity for existing and planned development areas that require public utilities. | Evaluate, coordinate, and refine the Township’s public sewer and water service areas as needed based on existing and planned land uses and densities. | Make policy decision based on the future land use map that has been developed in conjunction with the utility district maps. |
| | | Perform calculations to determine that planned densities will not exceed the capacity of the existing or plan utility system. |
| Maintain existing and plan service districts in order to maintain and preserve capacity for existing and planned development areas that require public utilities. | Evaluate, coordinate, and refine the Township’s public sewer and water service areas as needed based on existing and planned land uses and densities. | Make policy decision based on the future land use map that has been developed in conjunction with the utility district maps. |
| | | Do not extend community infrastructure into areas that would result in increased development pressure. |
| Ensuring a water supply of sufficient quantity and quality and an environmentally sound sewage and septic treatment systems. | Maintain state of the art utility systems. | Develop an asset management tool to inventory community infrastructure. |
| | | Develop a capital improvements plan that is based on the community budget. |
| | Perform timely maintenance to ensure systems are up to date. | Develop an asset management tool to inventory community infrastructure. |
| | | Develop a capital improvements plan that is based on the community budget. |
| Expand access to high-speed internet excess. | Evaluate, coordinate, and refine the Township’s broadband service areas and improve network reliability. | Promote network attributes that will increase internet reliability and affordability for residents and businesses and create local resilience. |
| | | Identify areas where internet is not available. Promote initiatives to expand the network to those areas. |

CHAPTER 5

TRANSPORTATION





CONNECTIONS

57.32% of survey respondents indicate that the installation of pedestrian and bike pathways was important or very important.

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

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

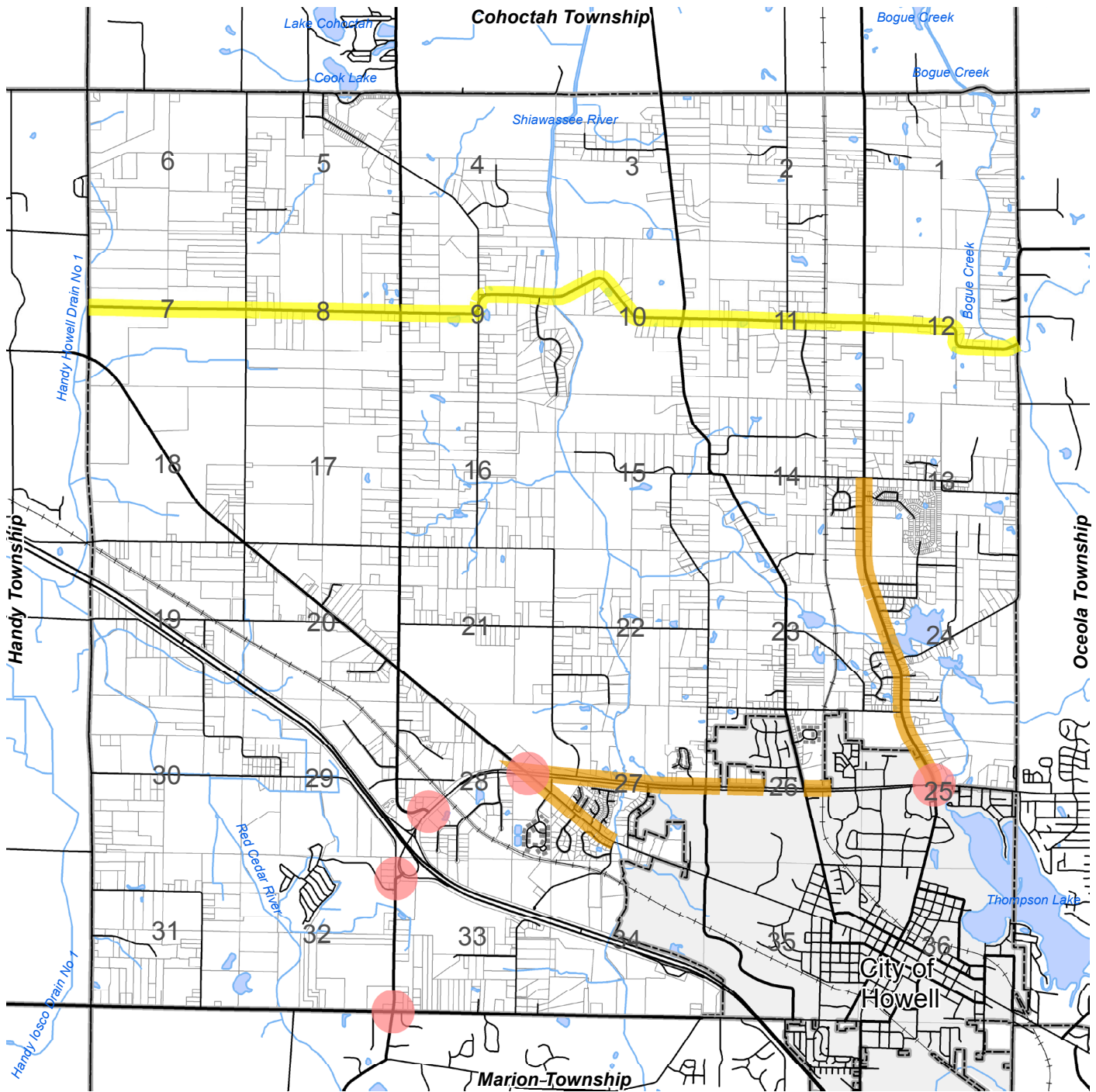
I-96 represents an important transportation connection to the Township for a variety of reasons. Relatively easy access to the interstate system is attractive to industries that have high volume shipping needs. This includes manufacturing plants, distribution facilities, as well as large commercial developments.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

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

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

ROAD MILLAGE

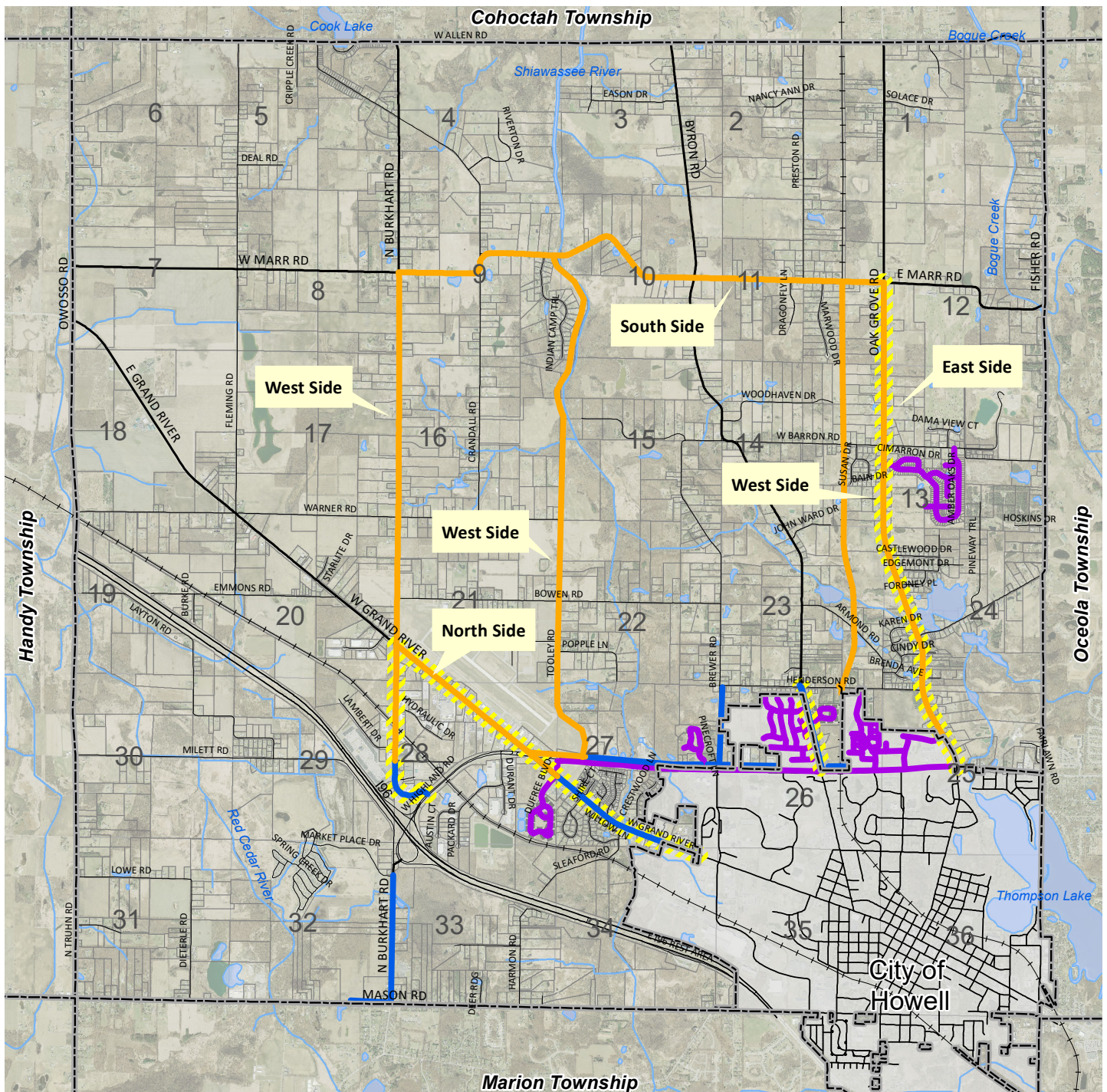
64% of survey respondents indicated that they would support an additional road millage, special assessments, bonding, or other means to improve roads and bridges within the Township.



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

TRANSPORTATION IMPROVEMENTS

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



Legend

- Planned Non-Motorized Pathway Locations
- Planned Sidewalks (Both Sides of the Road)
- Existing Non-Motorized Facilities
- Areas of High Priority

NON-MOTORIZED PLAN

Howell Township, Livingston County



0 0.25 0.5 1 Miles

October 2, 2019

Carlisle/Wortman Associates, Inc.



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



On-Road Bike Facilities



Off-Road Non-motorized Paths



Pedestrian facilities

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

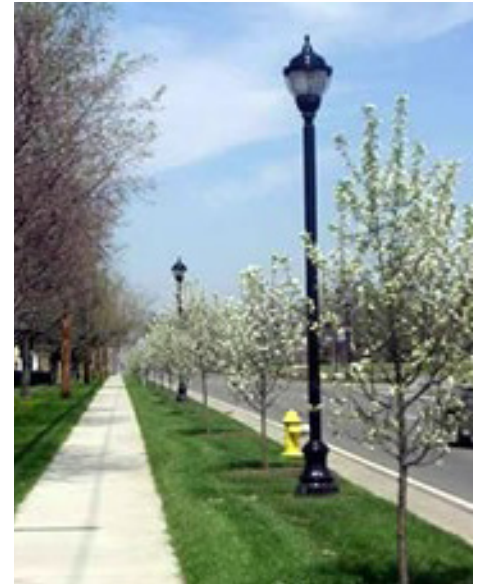
Sidewalks are typically 5 to 6 foot wide paved surfaces within neighborhoods or along the frontage of commercial developments. Sidewalks within the Township are limited. Some new housing and commercial developments have them, but they are not connected to a larger pedestrian network. As new residential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

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



Examples of Mid-block crossings

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



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



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

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

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

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

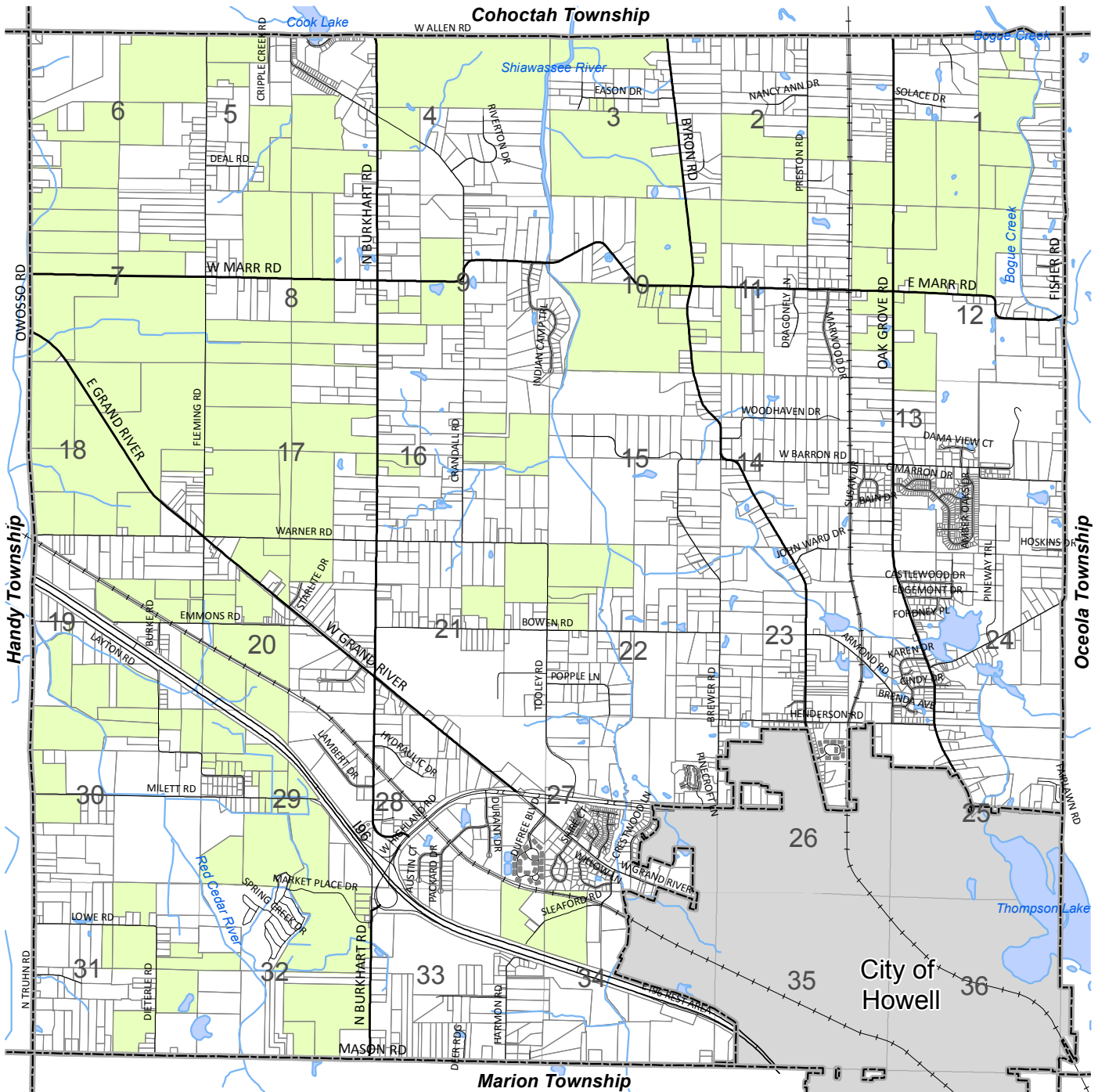
| Goal | Strategy | Tasks |
|--|---|--|
| Increase resident's opportunity to walk or bike. | Provide pedestrian facilities to connect existing neighborhoods to amenities. | Identify areas where pedestrian facilities are missing based on connections between existing or planned residential developments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

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

CHAPTER 6

AGRICULTURAL





- Agricultural
- Open Water

AGRICULTURAL PRESERVATION

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

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



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

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



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

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



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



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

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

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

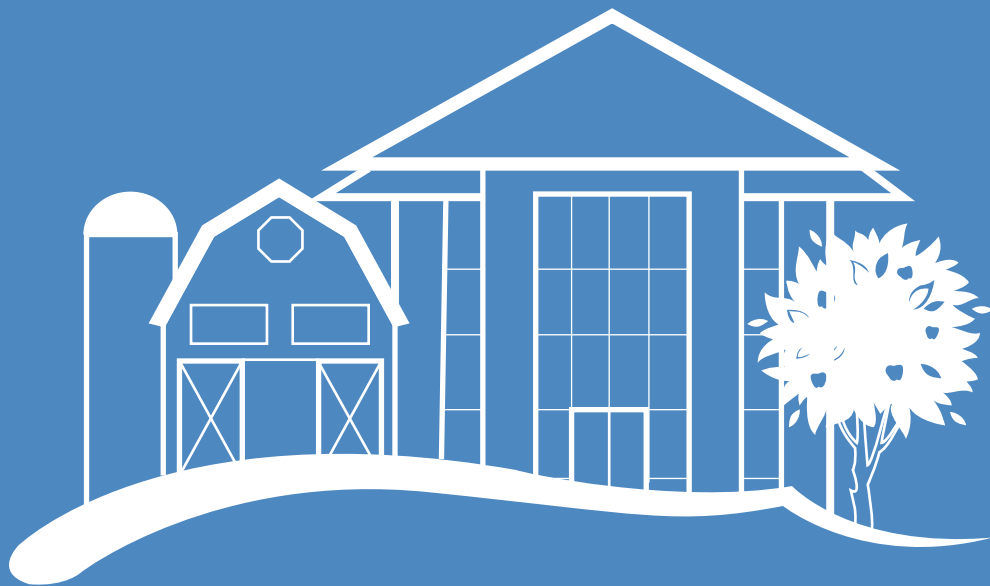
| Goal | Strategy | Tasks |
|--|---|--|
| Encourage farming to continue without the interference of urban type land uses which conflict with it. | Focus residential, commercial and industrial development in areas that will not encroach into prime agricultural lands. | Identify prime agricultural lands.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

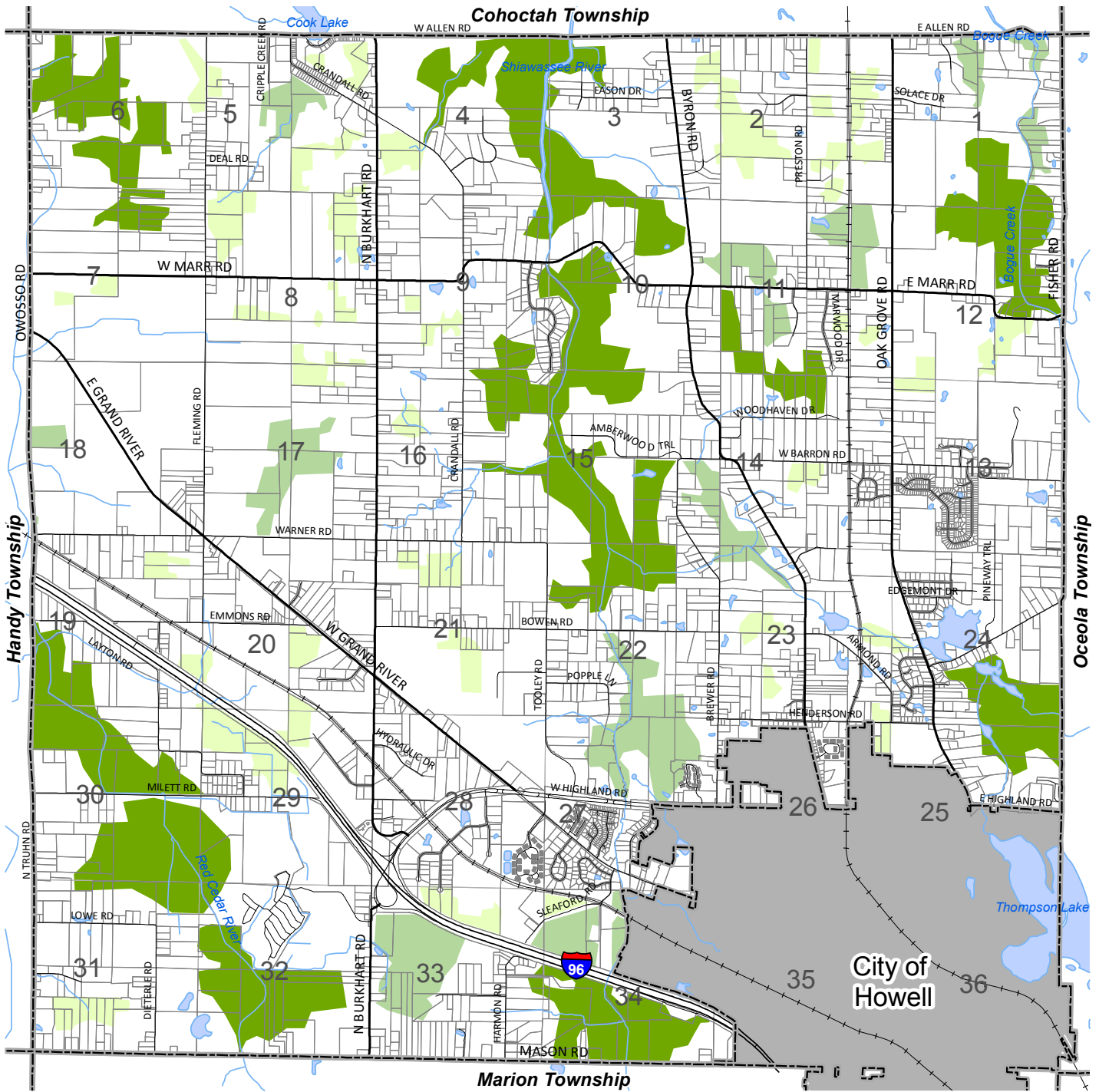
| Goal | Strategy | Tasks |
|---|---|---|
| Restricting the encroachment of residential and commercial uses into areas planned for agricultural purposes. | Limiting infrastructure development into agricultural areas. | Maintain compliance with the utility district plans in the Master Plan. |
| | | Upgrade road capacities only in areas that are planned for increased density. |
| | Discourage land divisions that break up large tracks of contiguous farm land. | Review required lot sizes in the Agricultural district and update to align with best practices. |
| | | Increase minimum lot size in agricultural areas to two (2) acres. |
| | | Review the requirements in the Township land division ordinance and update as needed. |

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

CHAPTER 7

OPEN SPACE PRESERVATION





- Priority 1
- Priority 2
- Priority 3

NATURAL FEATURES

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

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

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

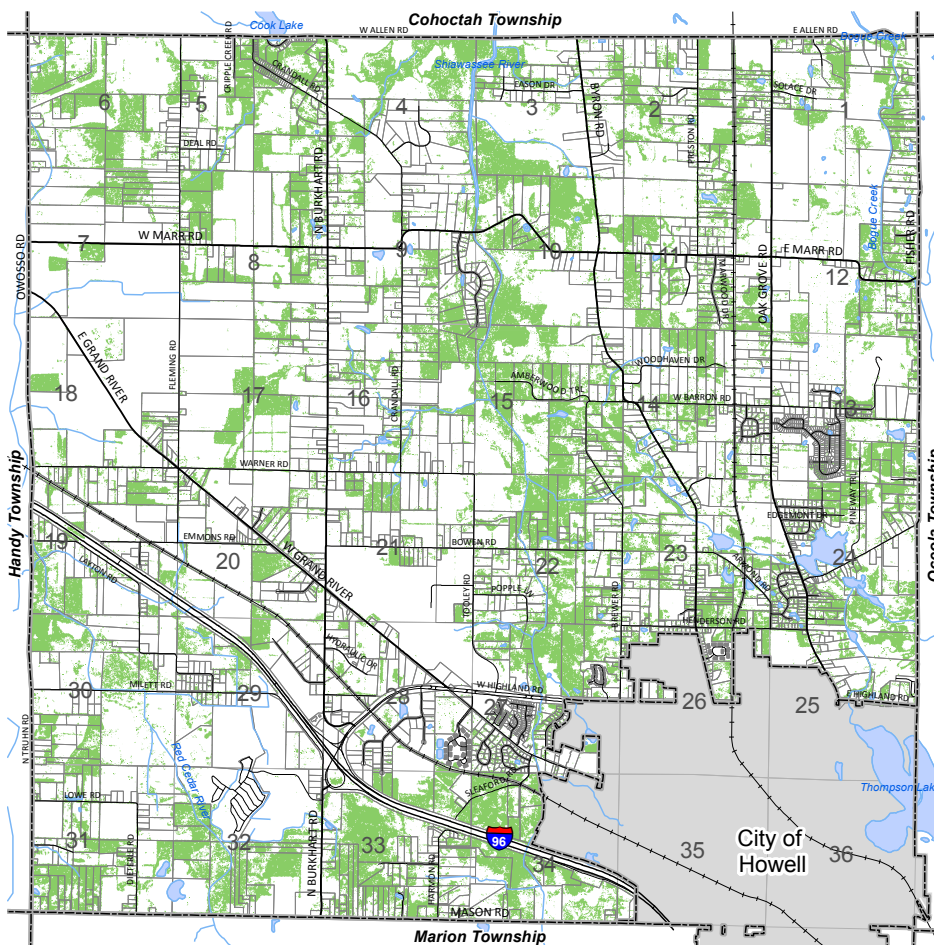


Woodlands are wildlife and plant habitats, buffers and filters against noise and dust, provide cooling and oxygen, and act to slow the fall of rain which can protect against soil erosion. Woodlands contribute to the aesthetic beauty and rural character of the Township. Existing mature trees can also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



NATURAL FEATURES

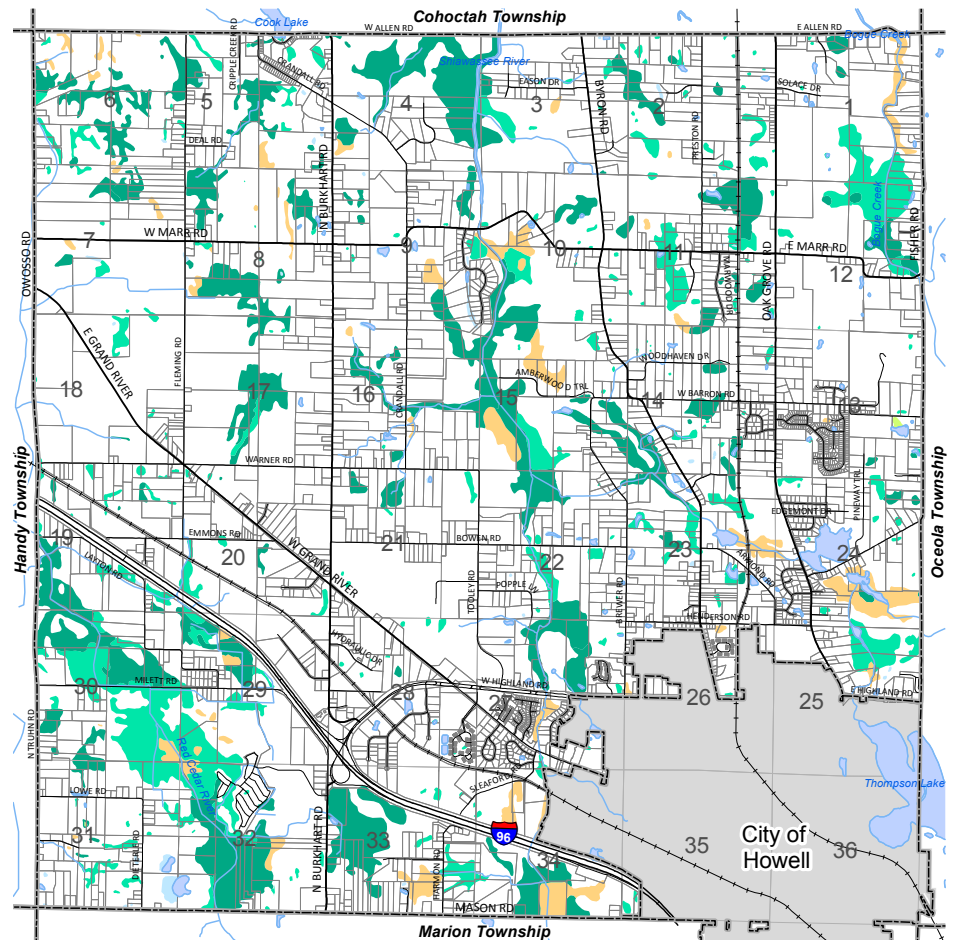
86.12% of survey respondents indicate that the preservation of open space was important or very important.



TREE CANOPY

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

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



WETLANDS

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

| Goal | Strategy | Tasks |
|---|--|---|
| Encourage the use of open space in all developments for a useful purpose and preserve or conserve natural open space, including wet lands, wood lands and flood plains. | Update regulations to explicitly require usable open space in new development. | Review the Zoning Ordinance and update to strengthen usable open space requirements for new developments. |
| | Incentivize the protection of natural features in new developments. | Review the Zoning Ordinance to ensure that it incorporates the best planning techniques and practices. |
| Preserving existing natural resources and environmentally sensitive areas. | Protect wetlands, woodlands and scenic vistas. | Revise criteria for identifying valuable natural areas. |
| | | Preparing a fragile lands inventory. |
| | | Create a woodlands protection Ordinance. |
| | Create a wetlands protection ordinance. | |
| | Get environmentally sensitive areas into permanent preservation. | Work with preservation groups to identify any prime areas for preservation. |
| | Identify state initiatives that may support the preservation of environmentally sensitive areas. | |
| Protect and preserve the quality of our water resources. | Enhance regulations to protect water resources within the Township. | Establishing a wellhead protection plan. |
| | | Create a wetlands protection ordinance. |
| | | Create a woodlands protection Ordinance. |
| | | Update stormwater standards to include best practices including low impact design techniques. |

CHAPTER 8

IMPLEMENTATION STRATEGIES



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

PUBLIC SUPPORT, COMMUNICATION, AND COMMUNITY INVOLVEMENT

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

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

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

ZONING ORDINANCE

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

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

ZONE PLAN

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

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

A. Critical Components of the Howell Township Zoning Ordinance

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

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

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

- Violation and enforcement procedures

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

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

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


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

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

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

- Off-street parking requirements,
- Access requirements for emergency vehicles,
- Landscaping and screening requirements
- Sign regulations
- Environmental safeguard provisions

The existing Howell Township zoning ordinance as written



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

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

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

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

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

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

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

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


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

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

C. Farmland and Natural Resources Preservation Tools

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

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



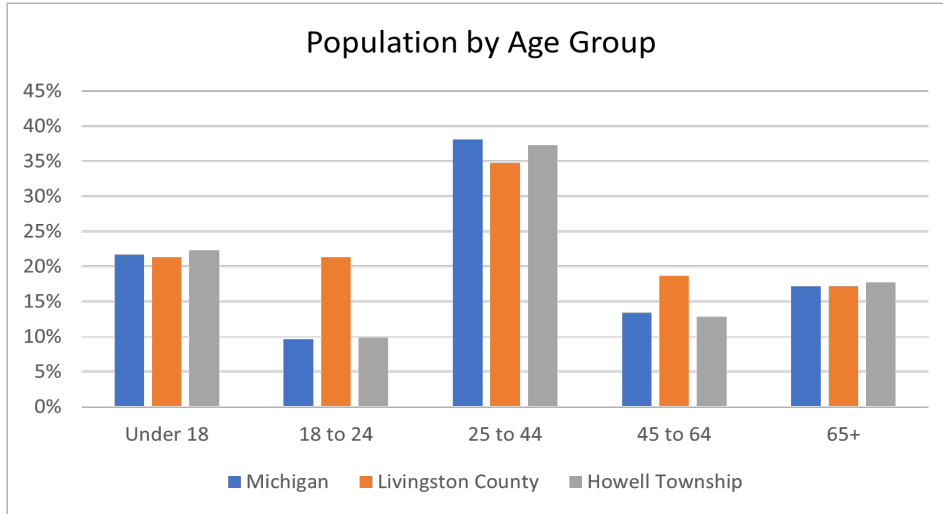
for preservation of another specified area. While TDRs are typically used for agricultural or open space protection, the preservation right can be used for protection of any important resource. When development rights are transferred from a property to another, the first property is restricted to agricultural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

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

APPENDIX A

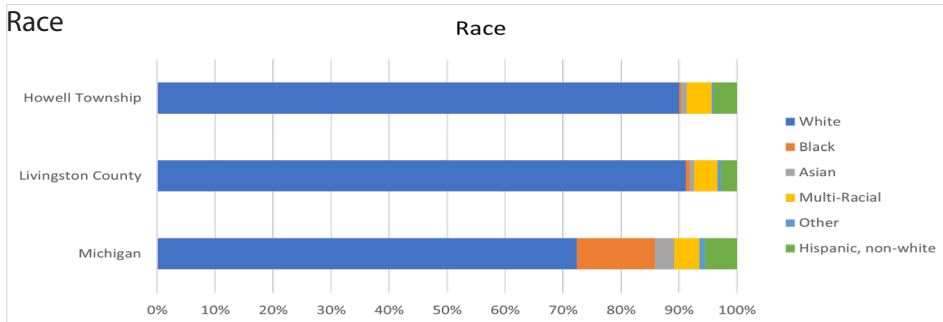
DEMOGRAPHIC INFORMATION

Population



Source: 2020 US Census, 5-year ACS

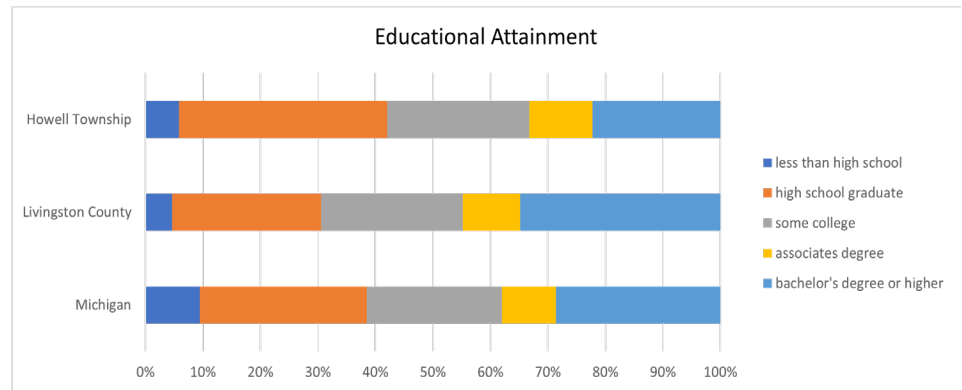
The median age in Howell Township 39.4, a decline from the 2010 Census and below the Michigan state (39.8) and Livingston County (43.7) values. Twenty-two (22%) percent of Howell Township residents are under the age of 18, ten (10%) percent are between the ages of 18 and 24, thirty-seven (37%) are between the ages of 25 and 44, thirteen (13%) are between 45 and 64, and eighteen (18%) are aged 65 years or older. This age structure aligns closely to that of both Livingston County and the State of Michigan, rarely deviating by more than one (1%) percent. The exception is the 18 to 24 age group: Howell Township has about eleven (11%) fewer young adults in this group compared to the whole of Livingston County. According to SEMCOG, the population of Howell Township is expected to grow from 7,167 in 2020 to 11,024 in 2045.



Source: 2020 US Census, 5-year ACS

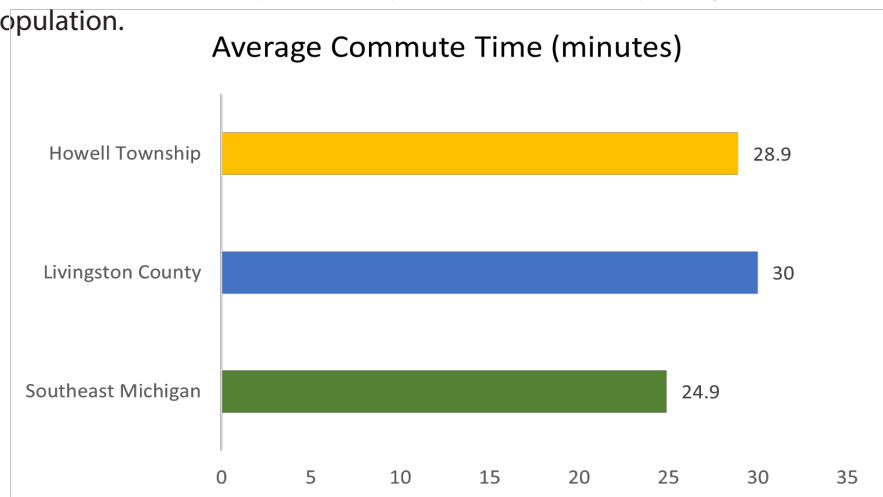
Howell Township is ninety (90%) percent white, a decline from the ninety-six (96%) percent observed in the 2010 Census. The remaining population is 0.4% black, 0.9% Asian, 4.3% multi-racial, 4% non-white Hispanic, and 0.4% other. This racial make-up is very similar to that of Livingston County but deviates from the greater diversity observed at the State-level.

Work and Education



Source: 2020 US Census, 5-year ACS

The Howell Township community's educational attainment is lower than the County but similar to the State of Michigan. Less than one-quarter of Howell Township residents over twenty-five (25) years have earned a bachelor's degree or higher. However, only six (6%) percent of residents have not earned a high school diploma or equivalent. The largest educational attainment category for the Township is high school graduate, comprising thirty-six (36%) of the population.



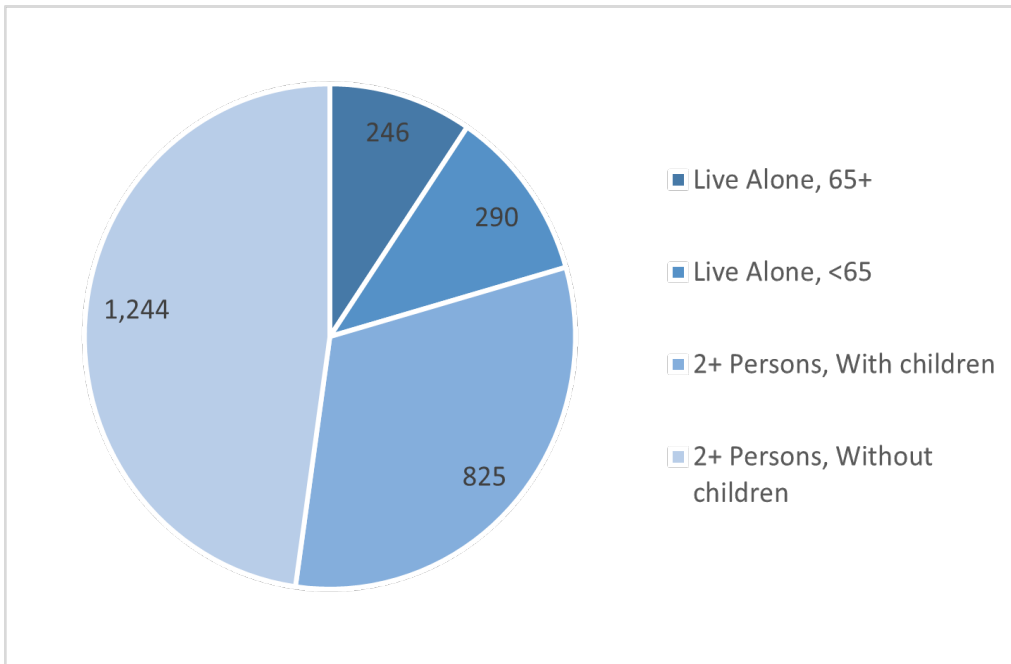
Source: SEMCOG

As Howell Township is a rural community, many residents commute to other cities for employment. This may explain the high average commute time of 28.9 minutes, a decline from 10 years ago. This average commute is slightly lower than the County average and greater than the southeast Michigan region.

The median household income is \$72,911 which is higher than the national median of \$69,717.

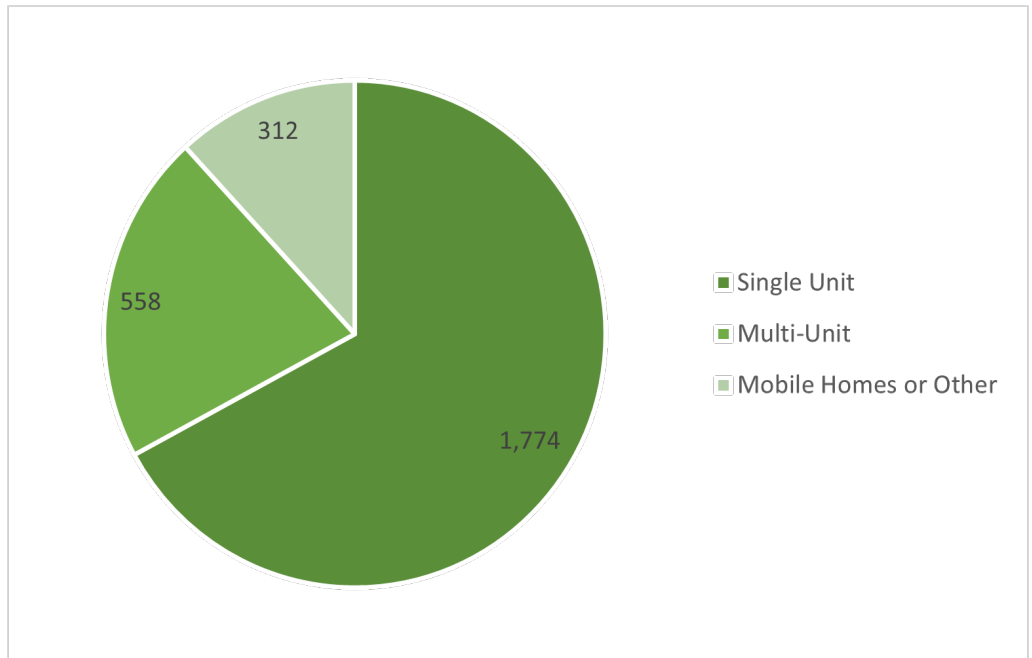
Projected results of industry growth across the 2015 to 2045 time frame indicate an overall 18% increase in employment numbers, with Professional and Technical Services & Corporate HQ, Retail Trade, Healthcare Services, Information & Financial Activities, Retail Trade, Education Services, and Leisure & Hospitality jobs all increasing. Transportation, Warehousing, & Utilities and Wholesale Trade will decrease during the 2015 to 2045 time frame.

Housing



Source: SEMCOG

Almost half of all Howell Township households include two or more persons without children. The next greatest category includes children living in the household at over a third. Residents living alone who are over the age of 65 years make up the smallest household type in Howell Township.



Source: SEMCOG

Over two-thirds of the homes within Howell Township are single-family detached. Howell Township is a rural community with an agricultural background, so having many single-family homes is typical. The median housing value is \$203,200. Townhomes and mobile homes are also popular housing types in the Township. About twenty-one (21%) percent of the Howell Township housing stock consists of multi-unit structures. Eighty-eight (88%) percent of the housing stock is owner-occupied, just over ten (10%) percent is renter-occupied, and less than two (2%) percent is vacant. Overall, all housing tenure decreased by almost three (3%) percent from 2010 to 2020.

| Housing Tenure | 2010 | 2020 | Change 2010 to 2020 |
|----------------------------|--------------|--------------|---------------------|
| Owner occupied | 2,274 | 2,330 | 56 |
| Renter occupied | 257 | 275 | 18 |
| Vacant | 185 | 39 | -146 |
| Seasonal/migrant | 16 | 13 | -3 |
| Other vacant units | 169 | 26 | -143 |
| Total Housing Units | 2,716 | 2,644 | -72 |

Source: SEMCOG

