

## Comprehensive Plan - 2007 Adopted Amendments

Planning with participation by county residents and over 30 public and private agencies and groups. Most of the Natural Corridors follow the courses of rivers and creeks, and there are additional Recreation Corridors along certain roads and cleared utility lines. These are important areas for wildlife habitat, recreation, and the protection of water quality and rural character. They should be targeted for acquisition by governmental and conservation groups, to ensure permanent protection. Natural corridors should be well-buffered from intensive land uses.

### Transportation Corridor Planning Area

There are ~~four~~ five Transportation Corridors identified as planning areas: M-59, Old US-23, M-36, the Howell Loop Road, and Grand River Avenue. All of the corridors have unique situations with a mixture of commercial, industrial, and residential uses, and several segments have single-municipality corridor plans in place. However, with the lone exception of the Howell Loop Road, these transportation Corridors each traverse several county communities. In order to effectively plan for future growth along the corridors, local governments need to work collaboratively on the corridors, with the assistance of County Planning, to insure orderly development that all of the communities can live with.

#### *Howell-Brighton Growth Corridor*

This growth area identifies a particular section of the Grand River Avenue corridor between the City of Howell and the City of Brighton. This plan recognizes the considerable growth that has occurred in this area in the last decade, and that the corridor will continue to develop over the life of this Plan. The uses are mixed: commercial uses, which include everything from mom-and-pop convenience stores to big-box retailers; office and service establishments; a variety of industrial uses; and recently, fairly dense housing developments, such as attached condominiums and apartment complexes. Established residential neighborhoods are also found along the corridor.

The Howell-Brighton Growth Corridor is a unique area of the county. While the corridor could be interpreted as a logical extension of the two cities because of the infrastructure and types of uses present, the corridor could also be considered suburban sprawl that generates congestion and competes with traditional downtowns. The reality is probably somewhere in between, which warrants this special designation on the Generalized

Future Land Use Map.

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*Future Land Use*

### Howell Loop Road

In 2006, the City of Howell added to their Master Plan a loop road to link Grand River Avenue to Pinckney Road, thus allowing trucks and other vehicles to bypass downtown Howell on their way to I-96 from westbound Grand River Avenue. The proposed route follows National Street south from Grand River Avenue, cuts southeast to join Lucy Road and cross the railroad tracks, then swings west to join Pinckney Road at the intersection with the westbound I-96 on-ramp. The area surrounding the new road is largely undeveloped, and lies within the City/Village area designated in the Livingston County Comprehensive Plan.

This route would provide substantial benefits to the City of Howell and surrounding townships, including removing large trucks from downtown Howell and opening up new areas for well-planned development.

### Additional Future Land Use Classifications

#### Airport

The Livingston County Airport is located in Sections 21 and 28 of Howell Township. It covers approximately 385 acres and is undergoing major improvements which are planned to be completed in 2007. The improvements will reconfigure and lengthen the existing runway and add twenty t-hangars to the existing 130.

Land uses in the area designated Airport should be limited to those associated with airport activities, including aviation services, air cargo, and other similar uses.

#### Airport Buffer

This area buffers the proposed Livingston County Airport improvement and easement area and is one-quarter mile deep. The depth is based upon the layout of land uses and roads surrounding the airport, and noise studies completed for the improvement project. In order to achieve the greatest community benefit from the airport, the Airport Buffer should be developed with uses that complement the airport and economic development in the township and county, while buffering outlying residential uses from airport-related noise and traffic. High-tech office, research, light manufacturing, and similar uses should be located in the Airport Buffer.

## Research & Development

These are industrial and office areas that specialize in high-tech research and development uses. The Aisin test track facility in Handy Township is an example of a 750 acre Research & Development area. Less extensive examples of uses found here may also be found in other non-residential classifications, such as industrial nodes.

## Lutz County Park

In 2004, Mr. Owen Lutz bequeathed over three hundred acres of farmland in Deerfield Township to Livingston County to become the Lutz County Park. Mr. Lutz's intent was to preserve his land for the education and enjoyment of the county's residents and visitors. His vision for the park, which the county intends to fulfill as closely as possible, includes a working farm center, space for public gatherings in the house, Christmas tree nursery, forest preserve, restored meadow with native plant species, and passive use trails for walking throughout the property.