

I would like to address the agenda item for the approval of the rezoning of the property at Tooley and Bowen Roads from Agricultural to Single Family Residential.

I attended both meetings of the Township and County Planning Commissions.

The Township PC got it right in the recommendation to deny the rezoning, the County PC did not.

The reasons cited to recommend approval by the County PC was that the property is surrounded by property zoned Single Family Residential.

For reasons that I won't go into great detail here, I believe the properties in question were improperly zoned in the first place because those properties are all over two-acre parcels and there is no intention by the homeowners to subdivide those properties.

The County PC only had a color-coded Master Plan to look at which doesn't reflect the reality of what is actually there.

The other reason the County PC recommend for the rezoning is that the property in question shows in the Future Land Use Master Plan that property is shown as Single Family Residential and therefore is an acceptable use.

The Future Land Use Master Plan is just that, future land use that is based on expected development of infrastructure that may or may not happen and could be twenty years down the line, if not abandoned completely.

The current infrastructure will not support an increase in almost eighty homes and the disruption it will bring to the roads and surrounding properties.

The existing gravel roads alone are inadequate and are already in poor condition from the relatively little traffic that is there. 800 more daily trips on those roads would completely destroy them and the Livingston County Road Commission guidelines acknowledge that.

The County PC also stated that the roads are a Road Commission issue, not the PCs. The County entities should be working in concert, not at odds.

The applicant said as much when he was questioned about the impact on the roads and he didn't offer any solutions to the PC, only to parrot what the County PC said, that is a Road Commission problem.

There is an allowance, as currently zoned, for approximately twenty homes, which would still produce more traffic than the roads can handle but that is allowable and water under the bridge.

I'm asking that you follow the Township's PC recommendation and deny the rezoning of the property and that we take a hard look at the current and future Master Plan so there is no ambiguity of what we want this Township to look like through a responsible growth Master Plan that will be aligned with what the taxpaying residents of the Township want the Township to look like.

Dan Bonello, 3531 Warner Road, Howell, Michigan 48855

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**Information Requested to be added to Public Hearing PC 2026-05 Agenda Packet**

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From Tim Boal [REDACTED]

Date Tue 5/5/2026 11:29 AM

To Howell Township Supervisor <supervisor@howelltownshipmi.org>; Howell Township Deputy Clerk <deputyclerk@howelltownshipmi.org>; Howell Township Treasurer <treasurer@howelltownshipmi.org>

 1 attachment (6 MB)

Information for Consideration Rezoning PC-2026-05.pdf;

Hello All,

Attached is some information I have collected concerning the hearing on the rezoning scheduled for Monday that I would like to share to all the Board Members/Public.

I feel it could be relevant to our decision making process and I have tried to show sources from which it came. Please do not respond to this email, I am just trying to distribute this information.

Thanks..

Tim Boal

# MICHIGAN LEGISLATURE

Michigan Compiled Laws Complete Through PA 9 of 2026

Senate adjourned until Thursday, May 7, 2026 10:00 AM

House adjourned until Tuesday, May 12, 2026 1:30 PM

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## MCL - Section 125.3833

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[Act 33 of 2008](#)

[33-2008-III.](#)

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### MICHIGAN PLANNING ENABLING ACT (EXCERPT)

#### Act 33 of 2008

**125.3833 Master plan; land use and infrastructure issues; inclusion of maps, plats, charts, and other related matter; recommendations for physical development; additional subjects; implementation of master street plan or certain elements; specifications; section subject to MCL 125.3881(1); public transportation facilities.**

Sec. 33.

(1) A master plan must address land use and infrastructure issues and may project 20 years or more into the future. A master plan must include maps, plats, charts, and descriptive, explanatory, and other related matter and must show the planning commission's recommendations for the physical development of the planning jurisdiction.

(2) A master plan must also include those of the following subjects that reasonably can be considered as pertinent to the future development of the planning jurisdiction:

(a) A land use plan that consists in part of a classification and allocation of land for agriculture, residences, commerce, industry, recreation, ways and grounds, subject to subsection (5), public transportation facilities, public buildings, schools, soil conservation, forests, woodlots, open space, wildlife refuges, and other uses and purposes. If a county has not adopted a zoning ordinance under former 1943 PA 183 or the Michigan zoning enabling act, 2006 PA 110, MCL 125.3101 to 125.3702, a land use plan and program for the county may be a general plan with a generalized future land use map.

(b) The general location, character, and extent of all of the following:

(i) All components of a transportation system and their interconnectivity, including streets and bridges, public transit including public transportation facilities and routes, bicycle facilities, pedestrian ways, freight facilities and routes, port facilities, railroad facilities, and airports, to provide for the safe and efficient movement of people and goods in a manner that is appropriate to the context of the community and, as applicable, considers all legal users of the public right-of-way.

(ii) Waterways and waterfront developments.

(iii) Sanitary sewers and water supply systems.

(iv) Facilities for flood prevention, drainage, pollution prevention, and maintenance of water levels.

(v) Public utilities and structures.

(c) Recommendations as to the general character, extent, and layout of redevelopment or rehabilitation of blighted areas, and the removal, relocation, widening, narrowing, vacating, abandonment, change of use, or extension of streets, grounds, open spaces, buildings, utilities, or other facilities.

(d) For a local unit of government that has adopted a zoning ordinance, a zoning plan for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises. The zoning plan must include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map.

(e) An assessment of the community's existing and forecasted housing demands, with strategies and policies for addressing those demands.

(f) Recommendations for implementing any of the master plan's proposals.




(3) If a master plan is or includes a master street plan or 1 or more elements described in subsection (2)(b)(i), the means for implementing the master street plan or elements in cooperation with the county road commission and the state transportation department must be specified in the master street plan in a manner consistent with the respective powers and duties of and any written agreements between these entities and the municipality.

(4) This section is subject to section 81(1).

(5) The reference to public transportation facilities in subsection (2)(a) only applies to a master plan that is adopted or substantively amended after March 17, 2011.

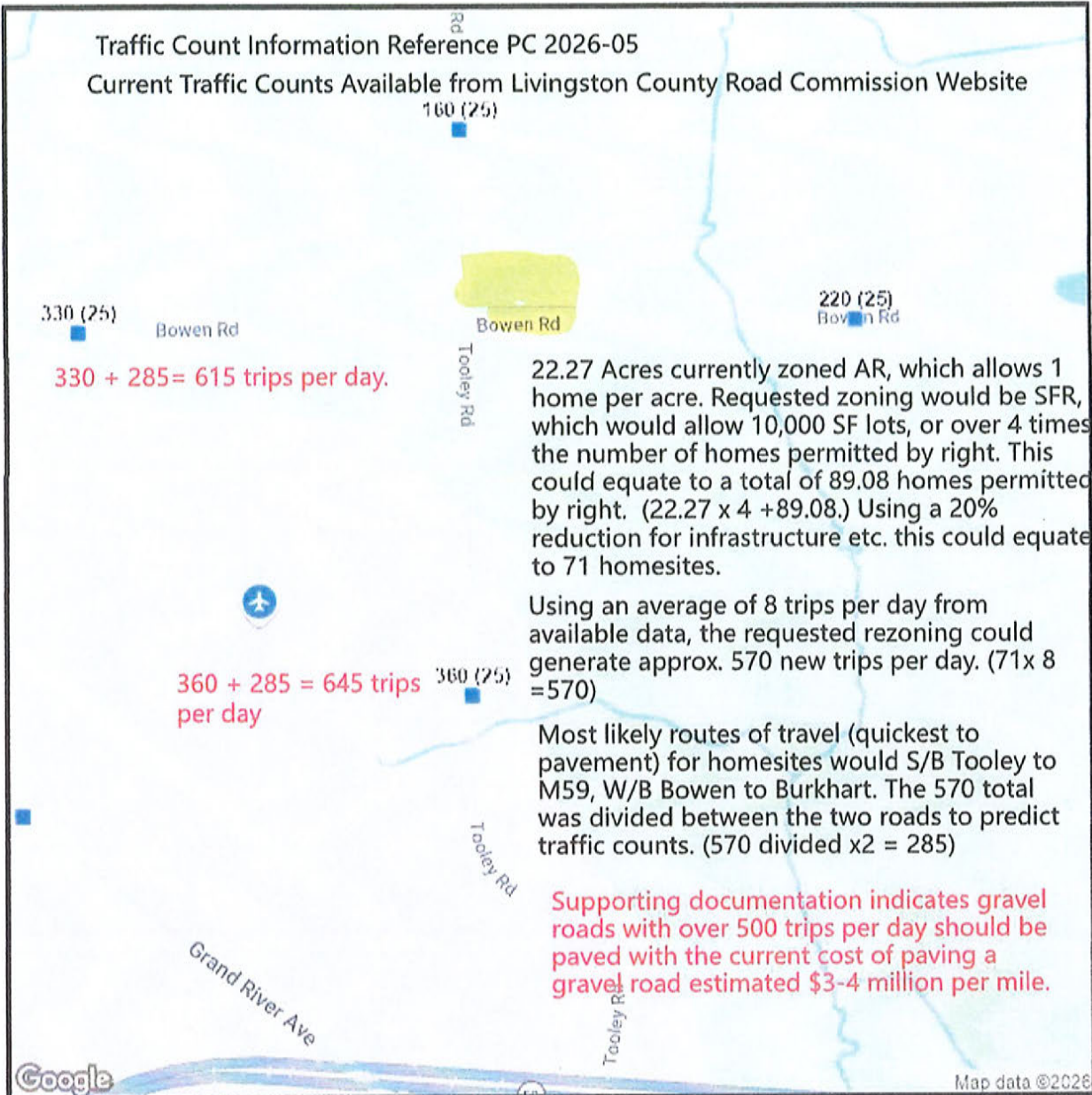
**History:** 2008, Act 33, Eff. Sept. 1, 2008 ;-- Am. 2010, Act 134, Imd. Eff. Aug. 2, 2010 ;-- Am. 2010, Act 306, Imd. Eff. Dec. 17, 2010 ;-- Am. 2024, Act 153, Eff. Apr. 2, 2025

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Traffic Count Information Reference PC 2026-05  
 Current Traffic Counts Available from Livingston County Road Commission Website



22.27 Acres currently zoned AR, which allows 1 home per acre. Requested zoning would be SFR, which would allow 10,000 SF lots, or over 4 times the number of homes permitted by right. This could equate to a total of 89.08 homes permitted by right. (22.27 x 4 + 89.08.) Using a 20% reduction for infrastructure etc. this could equate to 71 homesites.

Using an average of 8 trips per day from available data, the requested rezoning could generate approx. 570 new trips per day. (71 x 8 = 570)

Most likely routes of travel (quickest to pavement) for homesites would S/B Tooley to M59, W/B Bowen to Burkhart. The 570 total was divided between the two roads to predict traffic counts. (570 divided x2 = 285)

Supporting documentation indicates gravel roads with over 500 trips per day should be paved with the current cost of paving a gravel road estimated \$3-4 million per mile.

- TCDS Locations**
- Short
  - Continuous
  - WIM
  - Located Short
  - Located Continuous
  - Located WIM
  - Inactive Location
  - Parcel requested to be rezoned.



5/5/2026

# Findings of the Travel Behavior Survey

# 1

## 1.1 Weekday Trips and Trip Generation

Table 1-1 shows the summary of the number of households, number of people, and weekday trips by region from the survey (other tables presenting data by region are available in Appendix B). A trip is movement from one location to another, a person trip is when a person travels, and a vehicle trip is when a vehicle travels. For example, if someone walked to the store and then back home, that would be two person trips—one from home to the store and one from the store back home. Vehicle trips count the number of times a vehicle makes a movement from one location to another regardless of how many people are in the car: two people sharing a ride to work is counted as one vehicle trip. A vehicle trip is also sometimes called a vehicle-driver trip because the driver characteristics are used to describe it—a vehicle trip would count as a commute trip only if the driver was going to work. These and other definitions are included in Appendix A.

The data show that, overall, residents of the region averaged 3.8 trips per person on weekdays, and together people in households generated 10.9 trips by all means of travel and for all purposes. About 60 percent of the weekday trips were vehicle trips (6.5 of 10.9 household trips), while the rest were people riding as passengers in vehicles or people traveling by transit, walking, or other means of travel.

Table 1-1 shows another important aspect of travel in the region: on average, household and person-trip rates vary across geographic areas in the greater Detroit planning area. For example, Eastern Wayne has the highest trip rate per household (10.1) while households in Oakland average 9.4 trips, or about ten percent fewer (maps of the areas are shown in Chapter 2).

## WHAT IS RCOC?

The Road Commission for Oakland County (RCOC) oversees Michigan's largest county road system, with more than 2,700 miles of roads (including more than 750 miles of gravel roads). Only the state highway system is larger.

RCOC also maintains:

- ◆ Approximately 118 bridges,
- ◆ Approximately 1,500 traffic signals,
- ◆ Approximately 100,000 traffic signs and
- ◆ More than 230 miles of state highway.

## SAFETY FIRST

As a matter of policy, major road improvement projects are conducted by the Road Commission based on a safety ranking system. At RCOC, "Safety First" is more than a motto.



## RCOC:

- ▶ Is separate from county general government and does not receive any revenue from property taxes
- ▶ Receives the majority of its funding from the state-collected gas tax & vehicle-registration fee
- ▶ Has congested roads due to the tremendous growth in the county
- ▶ Receives no direct revenue from growth and development
- ▶ Pays \$4-6 million to pave a mile of gravel road
- ▶ Pays approximately \$8 million to widen one mile of road from two lanes to five
- ▶ Is located in a state that was for years ranked in the bottom nine states in per capita road funding

**ROAD COMMISSION**  
for OAKLAND COUNTY  
31001 Lahser Road · Beverly Hills · MI 48025

## BOARD OF ROAD COMMISSIONERS

JAMES ESSHAKI

TYLENE L. HENRY

ERIC D. MCPHERSON

Dennis G. Kolar, PE

Managing Director

Gary Piotrowicz, PE, PTOE

Deputy Managing Director

County Highway Engineer

## RCOC MISSION STATEMENT

RCOC strives to provide the public with leadership in:

- Safe and convenient roads
- Sound financial management
- Responsive and dependable service
- Respect for the environment
- Sensitivity to community concerns

## HAVE A QUESTION FOR THE ROAD COMMISSION?

### CALL OR WRITE:

DEPARTMENT OF CUSTOMER SERVICES

2420 PONTIAC LAKE ROAD

WATERFORD, MI 48328

(877) 858-4804

TDD: (248) 858-8005

OR, visit RCOC online at

[www.rcocweb.org](http://www.rcocweb.org)

**ROAD COMMISSION**  
for OAKLAND COUNTY

# GRAVEL ROADS



- ◆ Are they different?
- ◆ What about paving?
- ◆ How many miles?

## MAINTENANCE-INTENSIVE GRAVEL ROADS NEED CONSTANT ATTENTION

**FACT:** *More than 750 miles of Oakland's 2,700-plus miles of county roads are not paved, and many won't be for years.*

People call them "dirt," but unpaved roads really are gravel (plus sand and clay).

These fragile roads can cause as much trouble for motorists as they do for the Road Commission. Drainage problems are common because many gravel roads evolved from trails or farm access lanes and were not designed by engineers.



### SUMMER MAINTENANCE

Summer means applying extra gravel, mowing for clear sight distance, ditching, cleaning culverts, grading and applying chloride. It can also mean dusty gravel roads.

For less dust and a better gravel road surface, RCOC crews spray calcium chloride brine (essentially salt water) approximately every four-to-six weeks during the summer through the agency's Dust Control Program.

Low-cost brine from the Road Commission's own wells has made the Dust Control Program self-supporting. To find out if your community pays for road chloriding (many do), call the RCOC Department of Customer Services at (877) 858-4804. In non-participating areas, residents can pay to have chloriding performed.

Grading smooths gravel roads. It also breaks up the chlorided surface and creates dust, so it's generally performed just before chloriding. A safety concern may mean grading sooner.



### WINTER MAINTENANCE

Gravel roads can be troublesome in winter. Frozen gravel surfaces cannot be graded, and snow and ice removal are difficult.

More gravel can be applied for safety. Sand is spread on curves and corners for traction (sand cannot be used — it soaks in and will not stay on the surface to melt ice). Snow plowing is performed on a priority basis similar to paved roads.

### GRAVEL ROAD PAVING

Paving solves many gravel-road problems, but lack of road funding frequently prevents paving. And, paving is more costly in Oakland County than in many other places.

The county's many lakes, streams and wetlands create soil problems that add to the price of paving, while higher property values drive up the price of necessary right of way. It now costs approximately \$4-6 million or more to pave one mile of a major or "mile-road-type" gravel road in Oakland County.

Although more people are moving to rural areas with gravel roads (increasing traffic and maintenance needs), those roads still serve fewer people than most paved roads. Without more funding, pothole patching, winter maintenance and safety improvements on higher-traffic paved roads will remain the priority. This means many gravel roads will remain unpaved.

This situation frustrates some ex-city dwellers. To them, "the country" has meant dust, ruts and being last for road service. They want roads paved (or maintained as if they were).

Others, however, oppose paving because they are concerned about increases in traffic speeds and volumes or the loss of trees.

Planners say gravel roads should be paved when traffic exceeds 500 cars per day (that is the point at which maintenance becomes more costly and less effective). Today, approximately 80 miles of Oakland County gravel roads carry more than 1,000 vehicles per day and should be paved today.

However, RCOC receives enough money each year to pave one mile of gravel road at an average cost of \$4-6 million per mile.

There are no gravel roads in newer subdivisions. For more than 30 years, developers have been required to pave subdivision streets in townships in Oakland County. Some have also paid to pave the roads leading to their developments.

Residents living in older subdivisions with gravel roads can petition RCOC to pave these roads through Special Assessment District (SAD) paving projects. Real estate developers have been just about the only other source of gravel-road paving in Oakland County.



From Linda Turner  
2700 Bowen rd

4/28/26

Hello -

Once again, because I have sent previous letters about this, I am writing my opinions & grievances on the proposed petition/petitioner -

Elmhurst St. LLC, File # PC2026-05,  
Parcel # 4706-22-100-014  
vacant land - Tooley Rd -

**WE ARE STILL OPPOSED!**

I have tried sending emails to deputy clerk, as asked, cannot get link to go through - So - I am writing **AGAIN** in

We Have lived here in Howell since 1998, Forced out of our home on Tooley rd and

Fought, to no avail, against the Federal government, due to eminent domain for airport expansion project. Horrible experience — No one should have to go through that!

Found our "peace" of land on Bowen — corn field next door, then soy beans, deer, among other animals. True Peace!

Years ago when Howell Turnsto allowed a bad developer's high hopes for a sub, right next door to us, the developer pulled out, leaving sewer project behind —

Not only that, but flooding!

Trespassing on our property!  
Howell Township. Did NOTHING  
to stop this -

WE WANT NO HOUSES NEXT  
TO US!!

Among other problems will be  
POWER OUTAGES! Have them  
all the time even on a nice day!  
ROAD ACCIDENTS! People Fly  
Up our road, many accidents  
including air lift have happened  
right at the top of the hill where  
they want to put entrance -  
5 kids got hurt in a head on  
and had to be Air lifted out!

○ We have horrible roads -  
They grade - a week later  
Full of pot holes! Road  
Commission is NOT on it - IF  
You let this greedy builder  
build home after home -  
it's gonna be hundreds more  
cars - and no help with  
roads -

○ We Moved out here to get away  
from Suburbia!  
Next thing you guys will want  
is Strip Malls -

Wixom - Novi - lived in  
both places - so thankful I  
live out here away from them  
all!

I know the Township wants  
to get more tax income from these  
homes -

Honestly - In my opinion -  
Somebody's gonna get Rich  
under the table!

Enough Corruption already!  
Be prepared to be voted out  
because we're all sick and  
tired of politicians who  
don't give a crap about the  
**TAXPAYERS** who have  
been here for years!

So - No on New homes  
on Tooley -

Apologize for handwriting - have  
arthritis -

Linda Turner  
2700 Bowen rd  
Howell, MI 48855



Thank you for reading -

My name is Barbara Barker and I am a resident of 3196 Bowen Rd in Howell Township, and I am writing to express my opposition to the request by Elmhurst St LLC to rezone the property from Agricultural Residential (AR) to Single-Family Residential (SFR).

As I understand it, this request would allow for a higher-density residential development than is currently permitted under the existing AR zoning. The surrounding area is primarily characterized by larger lots, open space, and a rural or semi-rural atmosphere, which would be significantly altered by this change.

Rezoning this property to SFR would introduce a level of density that is not consistent with the established pattern of development in this part of Howell Township. This change would impact the character of the area, reducing open space, increasing housing concentration, and potentially affecting privacy and the overall quality of life for nearby residents.

I am also concerned about the impact on local infrastructure. Roads in this area, including Bowen Road and nearby routes, are not designed to accommodate significantly increased traffic volumes. Additional development could create safety concerns for residents, including those walking, biking, or waiting for school transportation. Increased density may also place added strain on drainage systems, potentially worsening existing runoff or flooding concerns.

Furthermore, this rezoning request appears inconsistent with the intent of the township's master plan, which aims to preserve Agricultural Residential areas and maintain the rural character of the community. Approving this request may set a precedent for similar rezonings, gradually eroding these areas over time.

For these reasons, I respectfully urge Howell Township to deny this rezoning request and to preserve the current AR zoning, which better reflects the character, infrastructure capacity, and long-term planning goals of the area.

Thank you for your time and consideration.

Signed : 5/5/2026

Barbara Barker