

2010 Pittsfield Master Plan



pittsfield-mi.gov/masterplan

WITH THANKS

This document is the result of the ideas, opinions, and research shared by the hundreds of residents, along with the numerous public and private sector stakeholders who volunteered to participate in our community survey, workshops, design charrettes, walking tour, open house events as well as review and comment on working drafts posted on our website and Facebook© page.¹

It is their invaluable feedback and suggestions that have shaped the 2010 Pittsfield Plan into an innovative guide for the future of our community.

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¹ A note of appreciation to Brian D. Ottum, Ph.D, McKenna Associates, and Carlisle/Wortman Associates for their assistance during the planning process.

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Master of Urban & Regional Planning Program

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Introduction





INTRODUCTION

This document is the culmination of an extensive community engagement and participation process aimed at outlining a vision for the future of Pittsfield Charter Township. This vision strikes a balance between preservation and development and respects the past while reimagining the traditional township model. The 2010 Pittsfield Master Plan builds upon previous Master Plans to highlight the interconnected relationships between transportation, land use, economic development, agriculture, natural areas, open spaces, and, for the first time, arts and culture.

It is important to note that the vision outlined in the 2010 Pittsfield Master Plan is just that – a vision outlined in participation with the community. The overall aim of the master planning process was to develop a dynamic and innovative Master Plan that can be used as a reference tool to guide future decision making processes for land use, transportation, economic development, capital improvement expenditures, and for general Township policy development and prioritization.

The 2010 Pittsfield Master Plan ultimately provides a set of implementation strategies that focus on the general policies and specific steps the Township must take in order to realize the visions and goals identified through the master planning process. The technical planning strategies, policies, and support necessary to implement the vision laid out in the following pages will be undertaken as a next step and serve as addendums to the Master Plan.

The Plan is comprised of chapters that are based on key topical areas. Each chapter is designed to be a stand-alone document while also serving to highlight the multiple links within and between each topic. These topical chapters are: Transportation and Land Use; Focus Development Areas; Great Neighborhoods; Successful Economy; Green Pittsfield; Arts & Culture; and Open Space, Agriculture & Natural Resources.

The 2010 Pittsfield Master Plan document has been co-designed for online access and for hard-copy usability. As such, the chapters use hyperlinks to identify inter-linkages between topical areas while also being stand-alone pieces that clearly identify Township policies and priorities for that particular topical area.

The 2010 Pittsfield Master Plan was developed through a transparent process led by residents and community stakeholders, committed to creating a vibrant community. It is based on the belief that Township residents can make

decisions today to create the Township of tomorrow. Tomorrow starts here. We understand that change happens; we want to define how that change occurs. The 2010 Pittsfield Master Plan outlines the policies and priorities that will guide and manage change into the 21st century.



Image from the Community Workshop held at Harvest Elementary on November 12, 2009



Top: Utilities Facility, Platt Road Greenway
Bottom Right: Legacy Trail

PITTSFIELD PROFILE

LOCATION

Pittsfield Township has a land area of 27.4 square miles. The Township is located in southeast Washtenaw County, Michigan. It is bordered on the north by the City of Ann Arbor, and by the City of Saline to the southwest. The city of Ypsilanti is less than a mile to the east. The Township also shares borders with the Townships of Lodi, Ann Arbor, Ypsilanti, and York. Pittsfield is transected by I-94 and US-23.

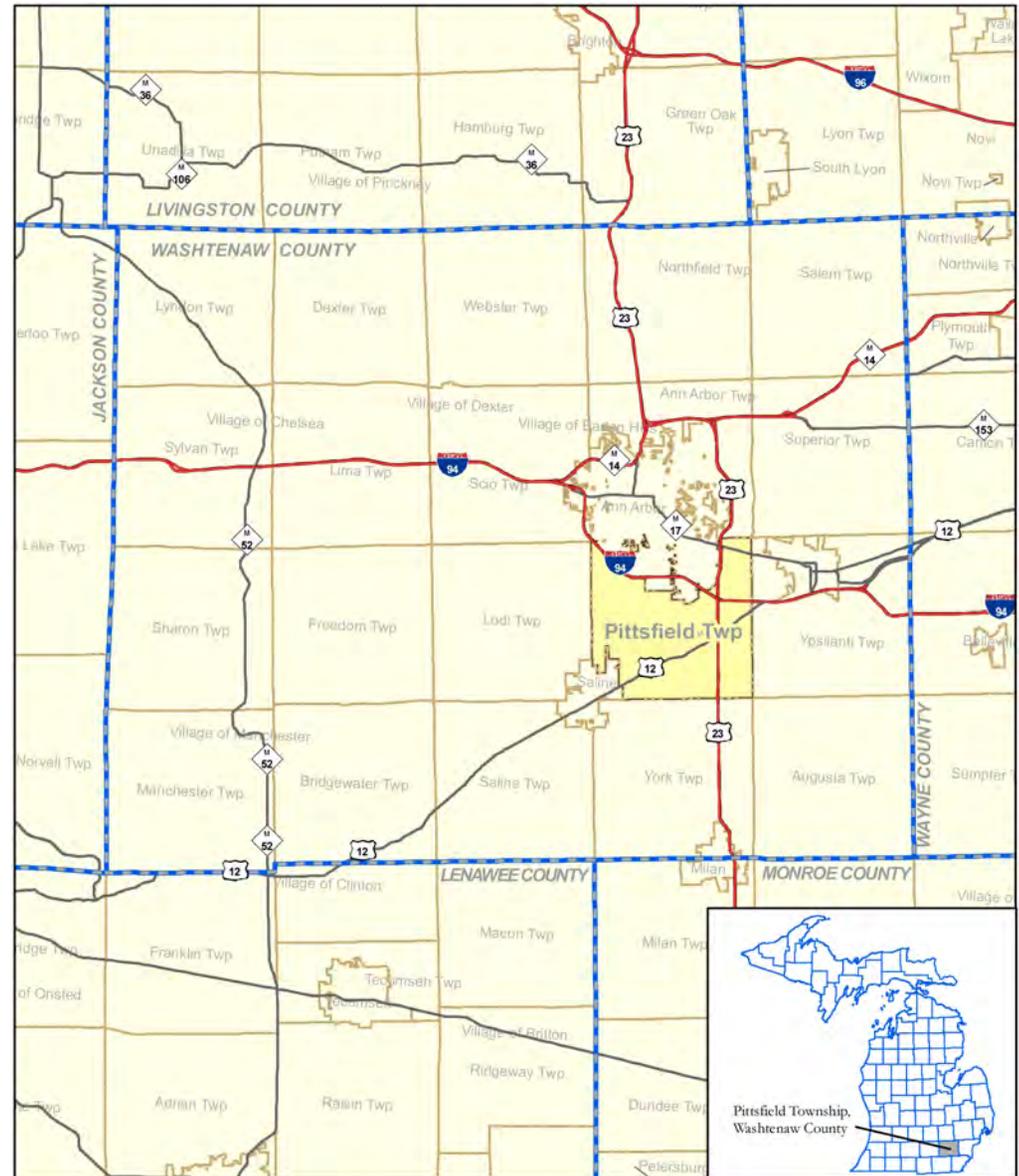
HISTORY

In 1824, Geo. W. Noyes made the first purchase of the federal land that would later become Pittsfield Township. This land is located in what is now Section 10 of the Township; section 10 is located between Platt and Stone School Roads, bordered by Packard Road on the north and Ellsworth Road on the south. Most of this area has been annexed by the City of Ann Arbor.

This area, once part of Wayne County, became Ann Arbor Township in 1827. The population consisted of mostly immigrants from eastern states such as New York and Pennsylvania. By 1830, the land had been divided between Ann Arbor, Ypsilanti, and Saline Townships.

The Township was originally named Pitt Township for William Pitt, Earl of Chatham. The Sixth Legislative Council of the Territory of Michigan passed the Act enabling the organization of the "Township of Pitt" on March 7, 1834. This name was retained until March 22, 1839 when it was changed to "Pittsfield Township" by act of the Michigan State Legislature. One hundred and thirty-three years later in 1972, the residents of Pittsfield Township voted to become a charter township, at which time, our community became known, as it is today, as "Pittsfield Charter Township."

While there has been relatively steady population growth in Pittsfield since the turn of the 19th century starting at just over 1,000 residents, there was a tremendous increase when the population more than doubled between 1980 and 2000 going from 12,986 to 30,167. Between 2000 and 2010 Pittsfield Township's population grew to 34,663.



Source: McKenna Associates



SNAPSHOT OF PITTSFIELD TOWNSHIP

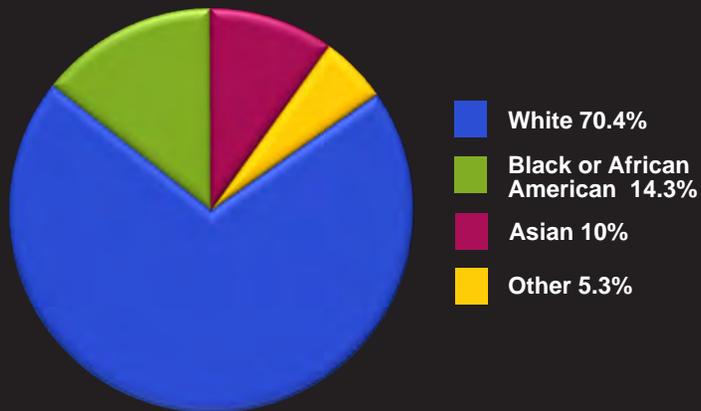
Total Population: 30,167

Median Age: 31.6

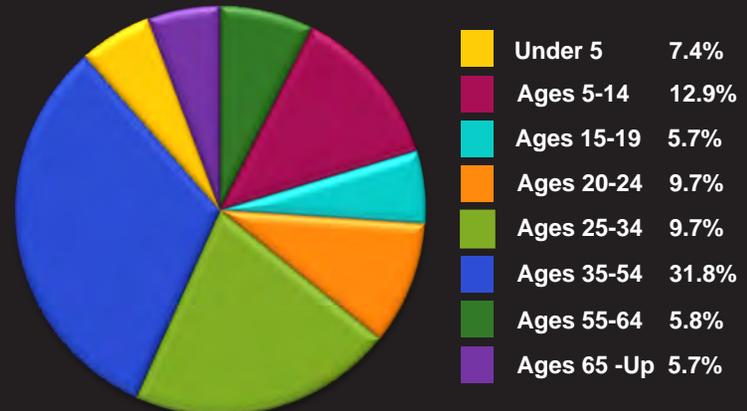
Average Household Size: 2.42

Median Household Income: \$61,262

2000 RACIAL AND ETHNIC COMPOSITION



2000 AGE COMPOSITION



52.3% of the population age 25 and older has a Bachelor's degree or higher

By 2035 20-25% of Pittsfield Township's population is projected to be over the age of 65

(SEMCOG, U.S. Census Bureau, Census 2000)

16.7% of the Township's population is foreign born

SOURCE: U.S. Census Bureau, Census 2000

The top 3 industries of employment in 2009 were:

1. Retail trade
2. Professional, scientific & administrative services
3. Education, health, and social services

These three account for 44% of employees in Township.

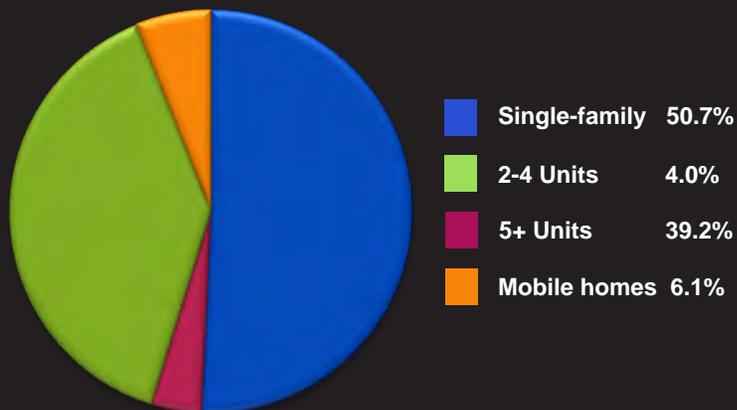
SOURCE: U.S. Census Bureau

	RANKING	EMPLOYER	NUMBER OF JOBS	DESCRIPTION
2010 Top Ten Employers *	1	CitiMortgage	800	Mortgage modification & refinancing
	2	Cayman Chemical Co.	175	Biomedical products supplier
	3	Warde Medical Laboratory	141	Reference laboratory offering esoteric testing for health care
	4	National Archive Publishing Co.	140	Microfilm, digital conversion
	5	All Media Guide	140	Online entertainment database & guides
	6	i3 Drug Safety	120	Clinical research organization
	7	Horba Instruments Inc.	115	Analytical instruments for automotive emissions monitors
	8	Fry Multimedia	125	Custom websites, intranet development
	9	Tecumseh Products Co.	100	Hermatic compressor manufacturing
	10	Audatex	100	Insurance company

*Excludes major retailers and the public schools

SOURCE: Ann Arbor, SPARK, March 2010

2000 HOUSING UNITS BY TYPE



TOTAL HOUSING UNITS: 12,338

Renter Occupied: 5,197

Vacant: 520

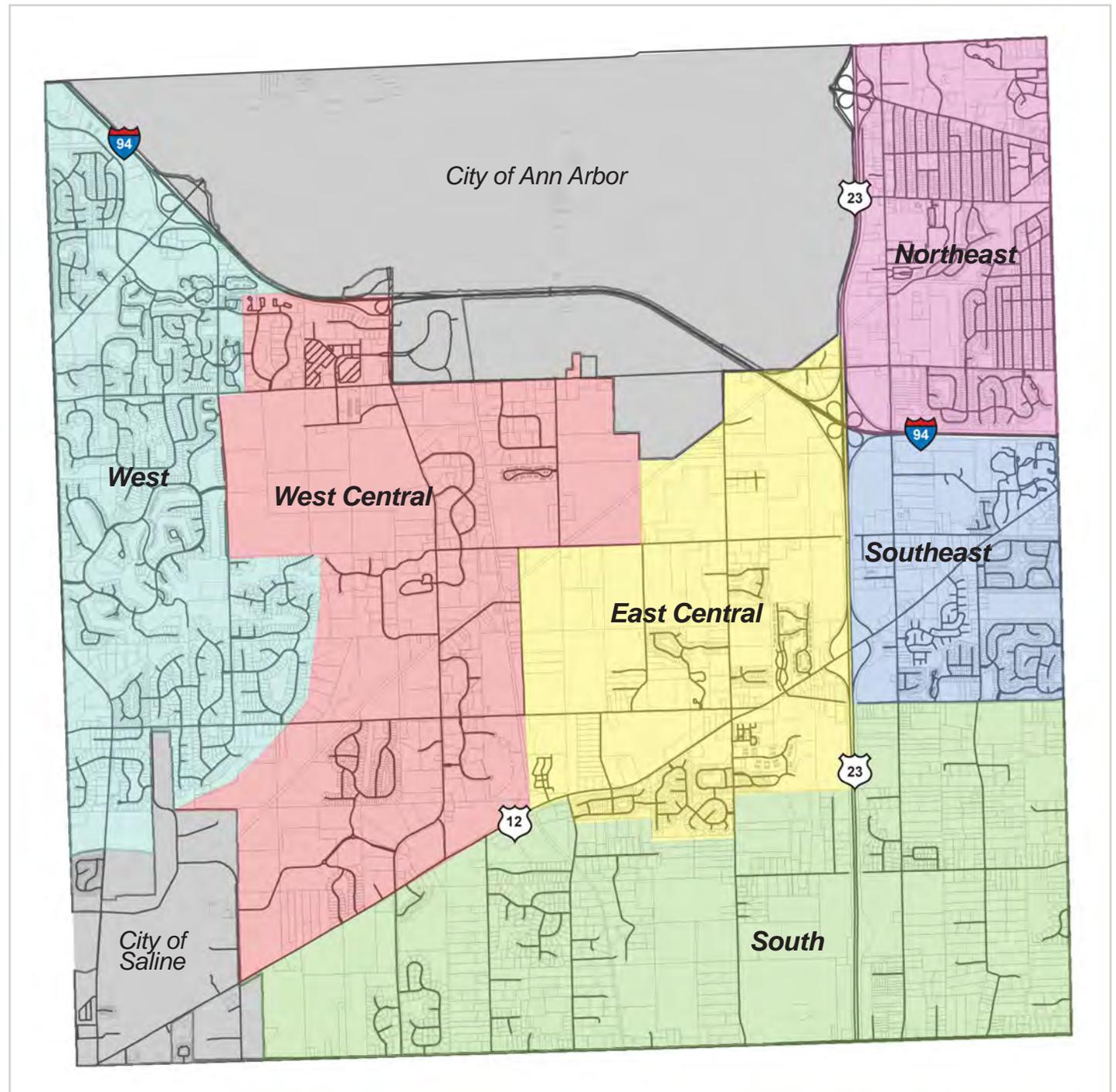
Owner Occupied: 6,620

SOURCE: U.S. Census Bureau, Census 2000

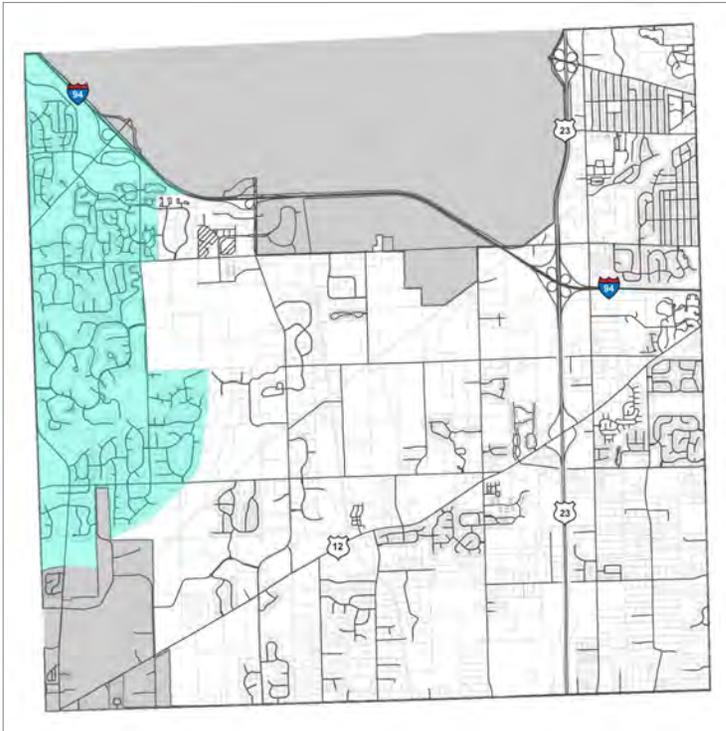
GEOGRAPHIC CHARACTERISTICS

Pittsfield Township is characterized by distinctive land use patterns that are specific to certain geographic areas. This map depicts these areas based on existing land use patterns.

In understanding and respecting the existing land use patterns of Pittsfield Township, the following six generalizations and categorizations, based on geographic location, are useful.



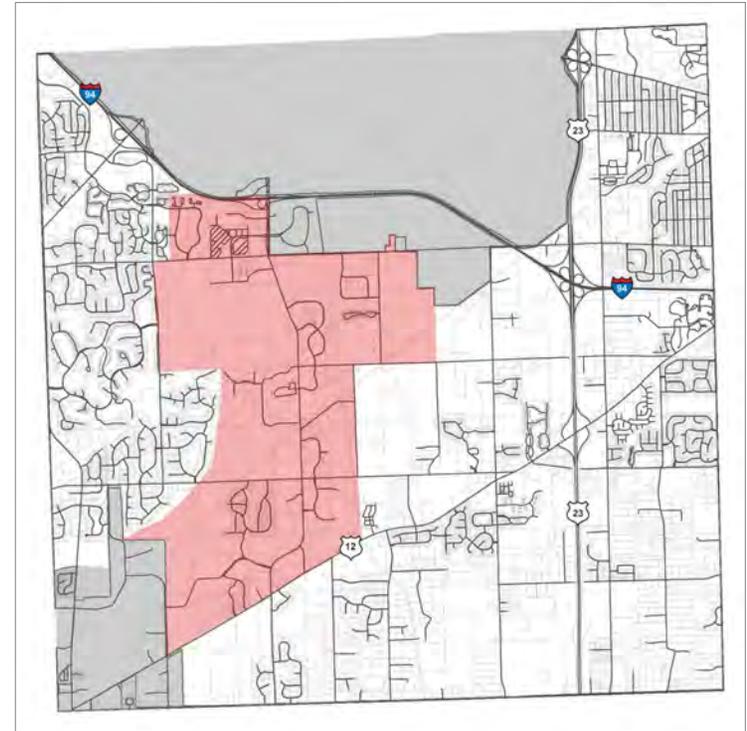
WEST



This area represents diverse residential neighborhoods, including suburban and multi-family residential, which are interspersed with two vibrant retail centers in the Ann Arbor-Saline Road vicinity. The retail centers include big boxes and chain restaurants mixed in with local retail outlets.

There is not much green space in this part of the Township other than a few private parks within subdivisions. Even though the area can benefit from better multi-modal transportation, there are sidewalks and other non-motorized facilities, including bus transit, that connect residential neighborhoods to jobs, retail, restaurants, and a public library. The installation of the Lohr-Textile Greenway will provide connectivity between residential, recreational [the Saline Recreation Center located off Textile Road], commercial, and retail spaces in this area of the Township.

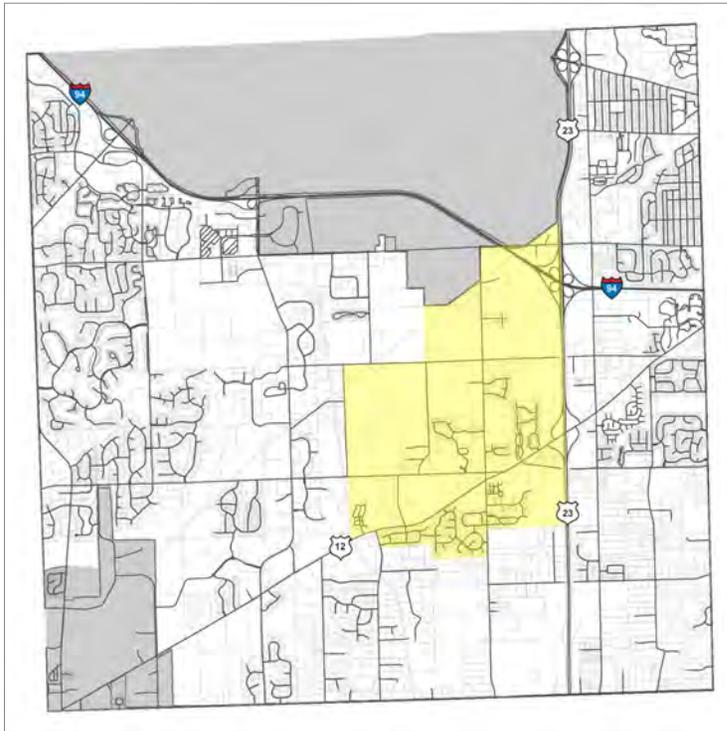
WEST CENTRAL



This area is characterized by the business districts within it, particularly along State Street. The State Street corridor, between Ellsworth and Michigan Avenue, is a vibrant center for a diverse set of employers ranging from alternative energy and technology firms, to light manufacturing, such as printing and medical equipment facilities. There is an urgent need to redesign State Street to accommodate multiple modes of transportation and incorporate greenscapes. The Oak Valley Business Park (which has some Industrial Development Districts) is off of Ellsworth Road and becoming increasingly attractive to information and other technology-based firms, especially those seeking close proximity to residential units on the west.

This area also includes the Ann Arbor airport, which is owned and operated by the City of Ann Arbor, and some commercial activity toward the southern edge of the West Central area.

EAST CENTRAL



The largest tract of preserved green space - the Pittsfield Preserve at approximately 500 acres - is located in this region along with one of the Township's most vibrant parks (Lillie Park), and a family-operated farm that incorporates agri-tourism. Public facilities, including the Township Administration campus, are located here. There are diverse residential neighborhoods within this area, including one of the largest subdivisions in the Township and several condominium complexes.

Even though the Township's first non-motorized pathway, the Platt Road Greenway is located in this area, there is a scarcity of non-motorized options. There is also a lack of public transit, particularly along Michigan Avenue. There is a need to revitalize the area along Michigan Avenue between Platt Road and the US-23 interchange not only to enhance one of the major gateways into the Township but also to leverage opportunities for infill development.

SOUTH



The area of the Township south of Michigan Avenue is defined by rural residential, open space, and agricultural land. There are large lot residential neighborhoods interspersed into the landscape, however, agricultural uses and residential homesteads on parcels that are 2.5 acres or larger dominate this area.

SOUTHEAST



This area contains a continuation of residential development from the Northeast area of the Township. It benefits from convenient access to both US-23 and I-94, along with the newest addition to the Township park system, Hickory Woods Park. The other predominant land use in this area (located along Carpenter and Morgan Roads) is industrial. Some of the few remaining industrial parcels in the entire Township are located here.

There is a scarcity of transportation choices in this part of the Township, specifically there is a lack of bus transit. The inability of the existing road network, especially Michigan Avenue, to accommodate non-motorized modes of transportation is a major hurdle to the vision of connectivity for the entire Township.

NORTHEAST



This area comprises some of the original and most mature neighborhoods in the Township. It is characterized by a compact mix of urban residential along with commercial and retail spaces. Even more than West Pittsfield, this area is home to numerous big box retailers and chain restaurants, especially along Carpenter Road. The Carpenter corridor also contains residential units, including senior and multi-family housing complexes, and some employment centers. It is serviced by AATA bus transit and has a recently completed and upgraded network of sidewalks.

There is tremendous potential for economic revitalization along the Washtenaw Avenue corridor as the Township begins prioritizing infill and denser mixed-use developments in areas with existing infrastructure and public amenities.

RESIDENT PERSONAS

To further understand and appreciate the geographic distinctions in Pittsfield, personas were developed using the community survey data so that we can better understand the lifestyles, wants, and needs of our residents. These personas were used to generate a narrative for understanding Township residents' perspectives and priorities with regard to their local government.

In analyzing the data and personas generated, three personas appear to dominate in Pittsfield: Balanced Bob, Nature Nancy, and Driver Dave.

For each of the three – Balanced Bob, Nature Nancy, and Driver Dave – two issues are of critical importance:

- 1 Maintenance of existing roads & improvement of the traffic flow
- 2 Preservation of the Township's natural features through infill development and construction of new pathways to enhance our non-motorized network

Additionally, Nature Nancy prioritizes maintenance of existing parks; Driver Dave highlights the need to expand the Township's water and sewer infrastructure; and Balanced Bob places emphasis on making our new and existing buildings energy efficient.

The 2010 Pittsfield Master Plan incorporates these priorities by: focusing preservation of green spaces south of Michigan Avenue, providing for mixed-use development nodes that maximize the use of existing infrastructure and provides for more green and recreational spaces, strongly supporting non-motorized and multi-modal transportation, and emphasizing energy efficient processes within our physical environment.

Balanced Bob

Age: 40s

Marital Status: Married

Children: 2

Housing: My wife and I own a house.

About Me: My wife and I have college degrees and both work. We moved to Pittsfield because of the reputation of the Ann Arbor schools, close proximity to work, and being able to afford a larger home for our growing family. When people ask me where I live I say, "Ann Arbor" [not Pittsfield].



EXPECTATIONS

My expectations for Pittsfield's governance center around taking care of infrastructure and resources. I think Pittsfield should have a good water supply, good stormwater drainage, good roads, protect natural resources, and offer high quality services. I feel it is critical to maintain roads, improve traffic flow, preserve natural features, and redevelop vacant properties. Pittsfield should spend its budget on a balanced set of priorities starting with the existing roads, and then on to energy efficient buildings, new pathways, expanded water/sewer, public transportation, aesthetic improvements to commercial regions and maintaining existing parks.

REPRESENTATION

Balanced Bob is the most representative of Township residents, as captured within the community survey. Balanced Bob represents between 30-40% of Pittsfield residents in the Northeast, Southeast, Western and Southern parts of the Township.

Nature Nancy



Age: 32

Marital Status: Married

Children: 1 toddler

Housing: I own a new small lot single-family house.

About Me: I have a college degree and worked up until the baby came, but now I'm a full-time stay at home mom. My husband is an engineer at a high-tech company in Ann Arbor. I am an avid walker and biker.

EXPECTATIONS

I want Pittsfield to facilitate non-motorized transportation. I think Pittsfield should spend its budget on the existing parks as well as new parks, so there are more open spaces to visit and pathways to use!

REPRESENTATION

Nature Nancy is representative of about 40% of residents in the East Central portion of the Township. In addition, she represents 30% of residents in the Northeast and 22% in the Southern portions of Pittsfield.

Driver Dave



Age: 54

Marital Status: Divorced

Children: No

Housing: I live in the Western part of the Township in a newer house on a small lot.

About Me: I am an electrical technician at a local manufacturing plant. When people ask me where I live I say, "Saline" [not Pittsfield].

EXPECTATIONS

I have one thing on my mind: roads! I am frustrated with the excessive traffic and condition of Pittsfield roads, which is not surprising, since I had to endure the construction and increased traffic from the new Wal-Mart. I have to drive Michigan Avenue everyday. I believe Pittsfield should do all it can to improve the roads. I am pro-development and unsupportive of buying land for new parks.

REPRESENTATION

Driver Dave represents about 20% of residents in the Western portion of Pittsfield Township.



A Vision for Tomorrow



A VISION FOR TOMORROW

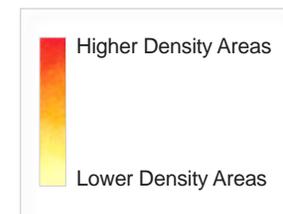
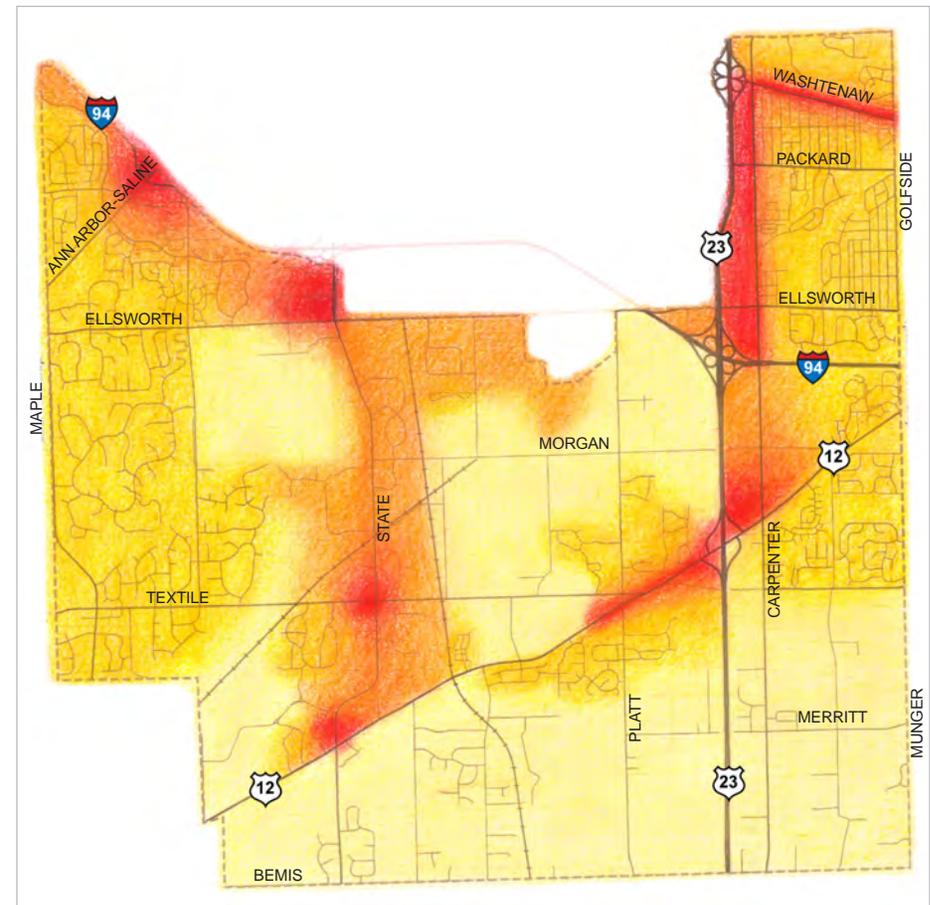
The 2010 Pittsfield Master Plan moves toward reframing the dialogue beyond the dichotomy of sprawl versus density toward one that highlights a spectrum of choices along a continuum of land use types. Neither end of the spectrum is a desirable alternative as one considers infrastructure and existing land use on the one hand, and changing demographics and the need to ensure socio-economic vitality on the other. Rather, we envision a community defined by open and green spaces that preserve our rich agricultural heritage while at the same time supporting mixed-use nodes that encourage infill and increased density within existing developed areas. Furthermore, and importantly, we envision these open, green spaces, and dense development nodes to be interconnected with each other and to commercial, retail, employment, cultural, and recreational spaces through multiple modes of transportation. The aim is to provide connections between land uses while respecting the existing diversity of land uses in Pittsfield, while also defining each one more specifically and cohesively as part of a Township-wide network.

Considering the existing mix of urban, suburban, and rural influences, along with the various mixture of land uses and its demographic diversity, Pittsfield is poised to take a leadership role in establishing a new standard for mainstreaming non-motorized transportation, dense mixed-use, and infill development within a non-urbanized and township context. Consequently, the 2010 Pittsfield Master Plan not only complies with the requirements of the Michigan Planning Enabling Act, Public Act 33 of 2008, but provides a narrative for the Township's past, present, and future potential. This narrative, encompassing the Township's policy priorities, looks to proactively define the change Pittsfield will undoubtedly be faced with because of its rich agricultural history, vibrant economic and commercial centers, diverse housing stock, abundant natural features and open space, and its close proximity to Ann Arbor, Ypsilanti, and Saline.

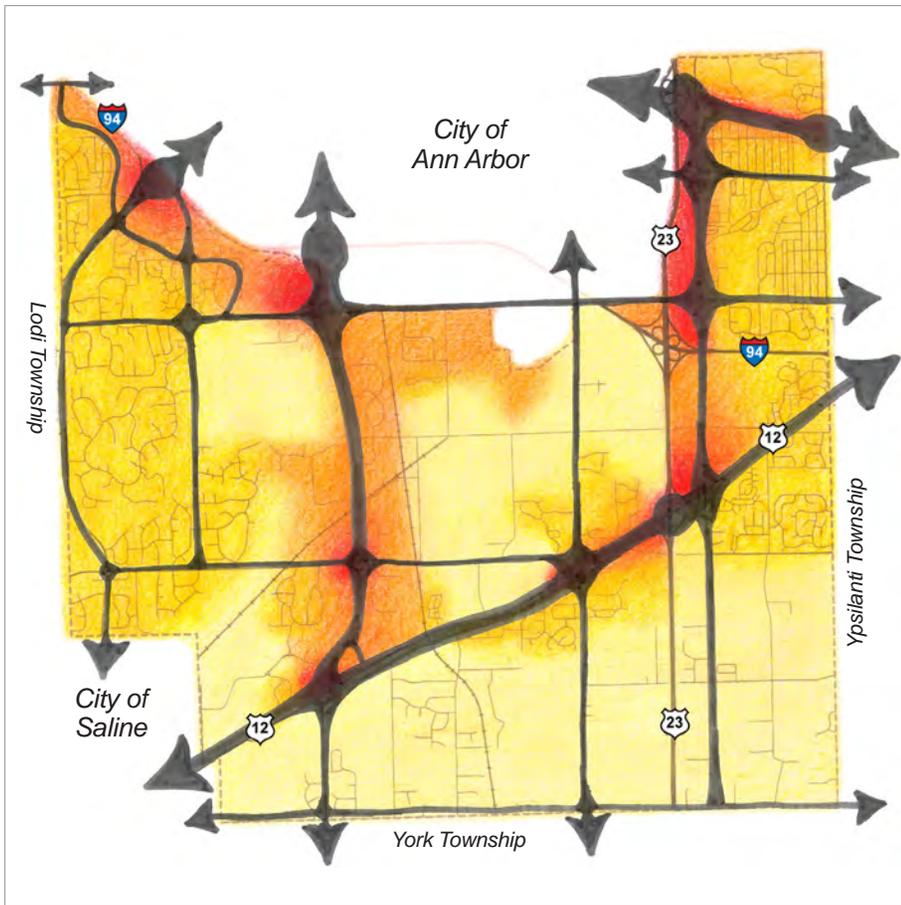
In defining the Township vision and priorities, the 2010 Pittsfield Master Plan does not limit itself to established standards but defines land use categories that explicate clear boundaries and create Township-wide patterns.

The Development Intensity Map captures this approach wherein new development is focused at the intersection of major transportation routes and along corridors with existing development. It simultaneously preserves existing strong neighborhoods and rural, agricultural, and park lands concentrated in the center and south of the Township.

DEVELOPMENT INTENSITY MAP



TRANSPORTATION CONNECTIONS CONCEPT MAP



The Transportation Connections Concept Map identifies the multi-modal transportation network needed to connect distinct geographic areas throughout the Township based on the intensity of development. Options for transportation must increase to include well-maintained roadways, sidewalks, recreational pathways, and amenities for transit depending on the volume of travelers each connection accommodates. This plan allows for treatments that would complement the existing and proposed land uses, so there are a variety of transportation modes available to choose from when navigating the Township. Offering a wider variety of transportation options will help decrease automobile congestion and make it easier for people of different abilities to maneuver around the Township and region.

“In the end, the 2010 Pittsfield Master Plan is a commitment to create a coherent and comprehensive development and preservation pattern that will result in practical, productive, and sustainable growth and conservation in Pittsfield Charter Township.”

THE VISIONING PROCESS

The development of the 2010 Pittsfield Master Plan was accomplished through meaningful and thorough research; a comprehensive public participation process; input from eight topical subcommittees; involvement from members serving on various Township boards, committees, and commissions; and outreach to numerous regional stakeholders, and residents. A website (<http://www.pittsfield-mi.gov/masterplan.html>) was developed to keep stakeholders engaged and informed of the planning process.



Website screenshot



Examples of Print Media Materials

In fact, public participation was one of the most important aspects of the 2010 Pittsfield Plan's planning process. On the website, community members could learn more about why we master plan, keep up on the latest news, see a schedule for related events, review input from the public workshops, explore subcommittees' ideas, and review documents. Community members were also encouraged to "Become a Fan" of the 2010 Pittsfield Plan on Facebook. We created the Facebook© page to generate discussion, post photographs from events, and share news and information about the planning process.

In addition to the website, a variety of print media materials, including posters, postcards, and the distribution of 2010 Pittsfield Plan business cards were used to engage residents and stakeholders in the process. As a result of this engagement, approximately 650 responses were received for the community survey. This survey was designed to gather information about the needs, desires,

and expectations of community members. It was posted online for two and a half months, and was also made available in paper form. There were two versions of the survey for individuals to take; the first version was designed for residents, the second version was geared towards non-residents and regional stakeholders.

Other processes used to gather feedback and input from the community, (between November 2009 and December 2010) included a bus tour, multiple community workshops held at various locations around the Township, public forums, design workshops and presentations, and a walking audit.

At the community workshops, residents were asked to work in groups, and brainstorm about the future of the Township through themed lenses. Themes included: the overall future vision for the Township, sustainability, housing, transportation, economic development, land use, open space, agriculture, and arts and culture. Participants recorded their ideas on large posters for review and discussion.

Students from University of Michigan Master of Urban Design program facilitated design workshops. Residents were invited to stop in and share their visions and priorities for the Township; these were folded into the concept designs. Presentations were made to the public about re-thinking suburban development patterns and focusing more attention on creating walkable mixed-use development nodes within the Township. The walking audit was hosted by the Township in conjunction with the Southeast Michigan Council of Government's (SEMCOG) transportation team and included various regional partners, including the Washtenaw County Road Commission (WCRC), Ann Arbor Transportation Authority (AATA), and Washtenaw Area Transportation Study (WATS) to assist in flushing out and refining the concept of dense development nodes. Feedback was used to develop a draft Non-Motorized Plan that was presented at a public forum in December 2010. Multiple public forums were hosted in 2010 to keep the community apprised of the planning process and its progress.

In addition to soliciting larger community input, eight topical subcommittees were formed. These were composed of residents and local and regional stakeholders. Subcommittees met numerous times between October 2009 and February 2010 to draft overarching visions, goals and objectives for their area of interest.



Examples of Community Involvement

EIGHT TOPICAL SUBCOMMITTEES

- 1 Transportation & Land Use:** They focused on connections between the varying land uses within the Township and surrounding communities and explored ways in which our transportation network can link people, locally and regionally, to jobs, commercial, retail, recreational, and open spaces.
- 2 Economic Development:** They explored the vision for the future of Pittsfield's economy and identified characteristics of the Township needed to support economic development through the retention and attraction of businesses and the workforce necessary to support them.
- 3 Housing:** They focused on housing opportunities that account for the needs of different demographic groups, future growth projections, and issues of affordability with an understanding of densities, existing and proposed land use patterns, and proximity to amenities.
- 4 Arts & Culture:** For the first time a group of individuals was brought together for the explicit purpose of identifying how to develop a rich and vibrant arts and culture environment in Pittsfield while enhancing community identity through the use of public art.
- 5 Open Space, Agriculture & Natural Features:** They focused on the protection and enhancement of strategically located undeveloped land within Pittsfield along with exploring options to make agricultural activity more economically viable.
- 6 Green:** They focused on sustainability best practices for building and development, identifying ways in which the Township can be a resource to its residents to help individuals live more sustainable lives, and connect residents with existing programs to make their homes more environmentally friendly.
- 7 Special Community Input:** This subcommittee identified various constituents' in the Township that may have specific needs (e.g. youth, seniors, people with disabilities, low-income residents, etc.) and how to better integrate their priorities into those of the Township.
- 8 Community Infrastructure:** They focused on the variety of infrastructure that supports the Township, such as utilities, roads and pathways, schools, parkland, communication facilities, and public safety along with what infrastructural capacities must be accounted for to support the community's needs in the future.

These subcommittees served as important sources of information that were used to compile the 2010 Pittsfield Master Plan. The subcommittee structure was used to determine the key concepts that have been used to develop the chapters for this document. Even though each topical area was treated as an independent unit of analysis during the community input and planning process, the links across topics/key concepts have been captured in multiple sections of the final document. These overlapping ideas demonstrate how Pittsfield Township functions as a dynamic system with interrelated components that rely on each other to create a well-functioning whole.

The topical framework provides the guidelines used to build the 2010 Pittsfield Master Plan, which intends to set the foundation to assist in implementing the key concepts and to encourage the preservation and development of lands in accordance with their character and adaptability, to ensure that uses of land are situated in appropriate locations, to ensure that new development and buildings respect the established character and support the creation of the desired character, while at the same time facilitating the general health, safety, and welfare of Pittsfield Township residents.

KEY CONCEPTS BY TOPIC

As noted, the key concepts were derived from the topical treatments used during the planning process as we were outlining a future vision for Pittsfield Township. This vision, then, is committed to the following conceptual ideas:

TRANSPORTATION & LAND USE

- A.** Building upon existing land uses to more clearly explicate a cohesive and logical pattern while providing a network of multi-modal transportation to interconnect various land uses.

- The Nodal Mixed-Use Development Model

- Increase Connectivity

- Build Upon the Public Transportation Network

- Capitalize on Community Infrastructure

GREAT NEIGHBORHOODS

- B.** Supporting and expanding upon the diversity of housing options in a manner that controls sprawl.

- Support & Enhance Existing Residential Neighborhoods

- Provide Housing & Neighborhood Diversity

- Create Increased Connectivity

SUCCESSFUL ECONOMY

- C.** Promoting economic vitality along specific corridors and commercial vibrancy within defined nodes.

- Support Asset-Based Economic Development

- Set the Gold Standard in Service Delivery

- Improve the Physical Appearance of Business Districts

- Support and Promote Agriculture as Part of the Township's Economy

GREEN

- D.** Furthering initiatives and policies designed to conserve energy and promote environmental stewardship.

- Reduce Pittsfield's Carbon Footprint

- Establish Green Building Standards

- Nurture a 'Green' Private Sector

- Protect our Water Resources

ARTS & CULTURE

- E.** Documenting our rich cultural heritage, for the first time, while defining a plan to preserve and promote arts and culture in Pittsfield.

- Historic Preservation

- Create a 'Pittsfield Profile' and promote Cultural Events & Activities

OPEN SPACE, AGRICULTURE & NATURAL RESOURCES

- F.** Protecting our heritage of vast open green spaces and promoting agricultural viability.

- Preservation of Open Spaces

- Minimize Development Pressure on Rural & Natural Environments

- Encourage the Economic Viability of Agricultural Land

- Provide Natural Area Linkages



Land Use Categories



INTRODUCTION

The pattern of development in Pittsfield Township has included a variety of different land use types. While there has been general consistency in development patterns, the 2010 Pittsfield Master Plan aims to focus development or preservation based on existing land use patterns in order to create cohesive development patterns that allow for, and provide connectivity within and between land uses. Careful attention has been devoted to clearly defining the characteristics of different geographic areas of the Township. By doing so, new development and redevelopment can be concentrated within contextually appropriate areas that support and enhance desired land uses and provide for connectivity via multiple modes of transportation.

Pittsfield Township has distinct areas, e.g. Northeast, West Central, and South, which embody different characteristics based on the type of development or lack of development in those specific areas. Most areas of the Township have grown as a single-use development type; there are areas that have primarily experienced commercial growth (especially along major corridors and at major intersections), and areas that have been dedicated to business uses via office and/or industrial park growth. Aside from these commercial and business districts the majority of the Township's developed land has been dedicated to housing, and the character of these residential areas vary (e.g., condominiums, apartments, and small lot residential). It is also important to note that certain areas of the Township have developed at a very low-density and maintain their rural history, these areas are characterized by larger lot residential parcels, active farmland, and open space.

Previous Township Master Plans have incorporated these general land use patterns; however, they have not been as focused on preserving and enhancing the character of each land use area as the 2010 Pittsfield Master Plan. This Plan aims to solidify existing development patterns by concentrating new development within mixed-use nodes and redevelopment in areas that are appropriate. This strategy of infill development and creating mixed-use nodes protects and enhances existing residential neighborhoods, and protects our open spaces and natural resources. This goal will be accomplished by making agricultural land more viable through expanded land uses, providing cohesive and contiguous open space and agricultural areas that lend themselves towards preservation, and focusing future development into contextually sensitive and connected developments

within or between areas that are already developed.

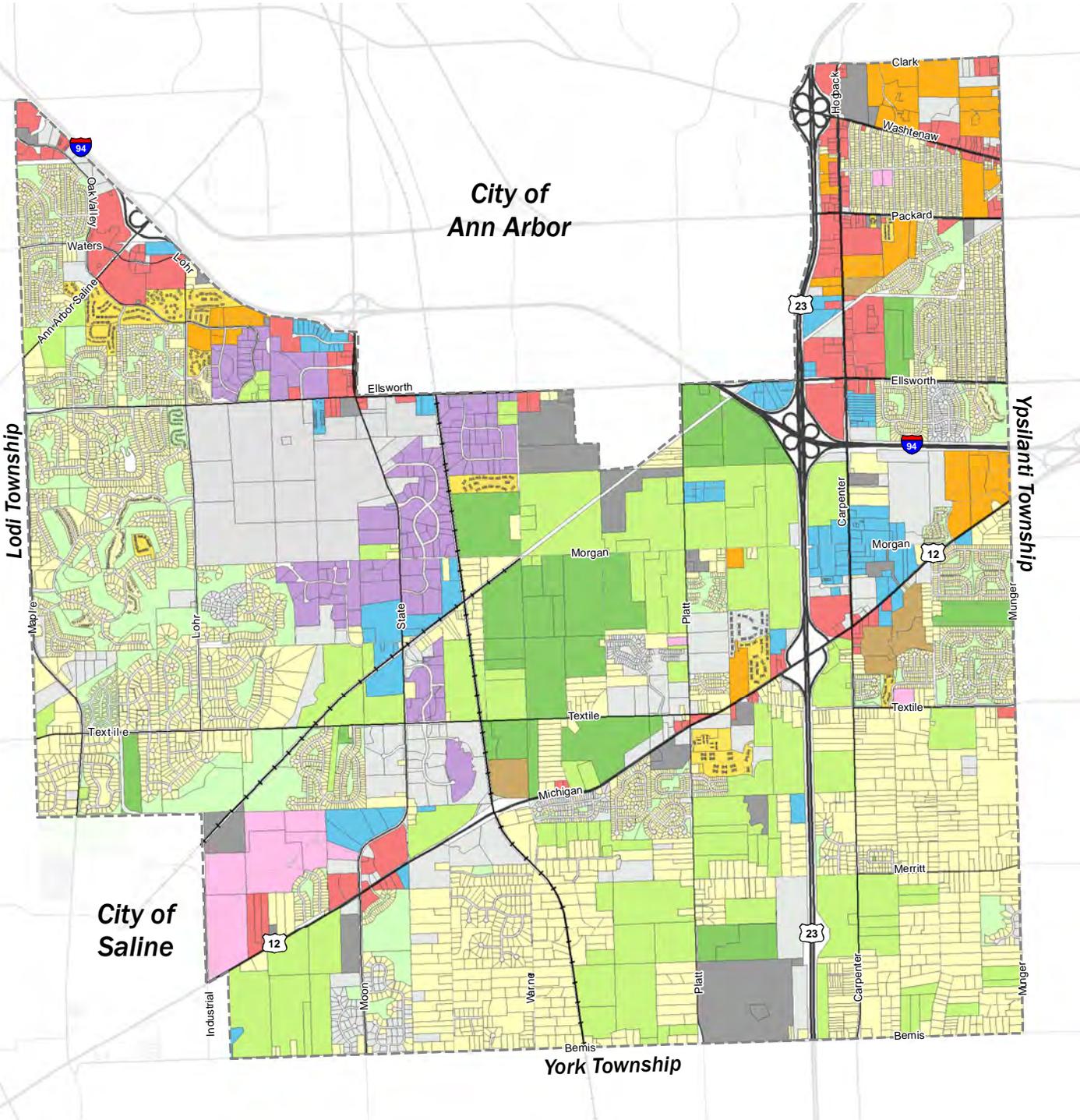
The types of land uses have been designated for specific areas of the Township and are based on: future land use needs; existing land use patterns; existing and planned neighboring uses; existing or intended community character; and existing and planned infrastructure such as: transportation facilities, utilities, public safety services, schools, and parks.

This chapter provides a narrative description of Pittsfield's main areas: rural, suburban, and urban. It goes on to define each of the land uses that comprise these areas. These land use definitions form the basis on which the 2010 Pittsfield Master Plan is built and the future land use map developed.

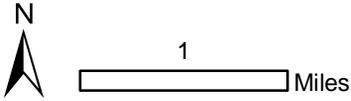
Existing Land Use Map



Pittsfield Charter Township
Washtenaw County, Michigan



- Agriculture
- Private Open Space
- Single Family Residential
- Attached Single Family Residential
- Multiple Family Residential
- Manufactured Housing Park
- Commercial
- Office/Research
- Industrial
- Ann Arbor Airport
- Public/Semi-Public
- School
- Park
- Vacant

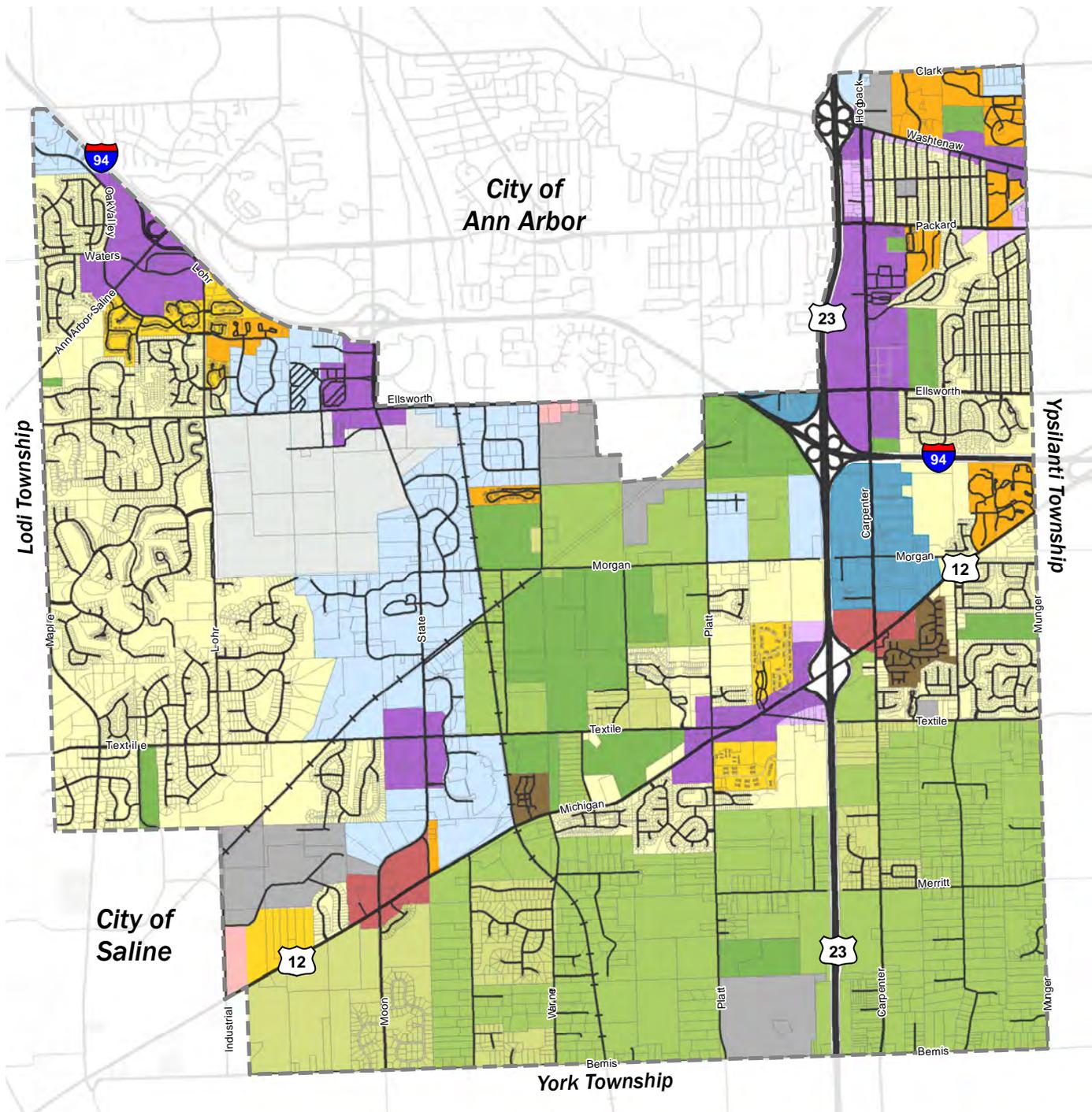
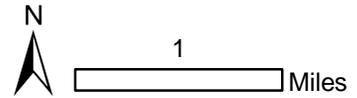


Future Land Use Plan



Pittsfield Charter Township
Washtenaw County, Michigan

- Agricultural Preservation
- Rural Residential
- Suburban Residential
- Multi-Unit I
- Multi-Unit II
- Manufactured Housing
- Neighborhood Commercial
- Regional Commercial
- Business District
- Industrial
- Mixed-Use I
- Mixed-Use II
- Park & Open Space
- Public
- Airport



GENERAL AREA DESCRIPTIONS

RURAL AREAS

Rural areas include those parts of the Township that are largely undeveloped, contain important agricultural lands, and sensitive natural features. These areas also support many rural residential developments that help define their character. While both *rural residential areas* and *agricultural areas* contain residential uses and are clearly part of the same character area, there is a distinction between them.

Rural residential developments tend to be characterized by large lots which are either developed individually or sometimes as part of a neighborhood; they are exclusively used for residential buildings and are surrounded by lands that exhibit a rural character. *Agricultural* lands are often also used primarily for residential purpose, however, they are on much larger parcels of land, and typically include additional accessory uses customary to agricultural areas or large undisturbed natural features.

Preserving existing natural features, agricultural lands, and open spaces and maintaining the rural atmosphere of these areas is a primary consideration of the 2010 Pittsfield Master Plan.



An area of the Township exemplifying a rural character

SUBURBAN AREAS

Suburban areas comprise a majority of the Township. This character area is typified by a single-purpose use area, such as: single family residential subdivisions, big box and strip mall commercial developments, and business and industrial park campuses.

Historically, suburban areas were designed to accommodate the automobile; nearly all trips and tasks of daily living in a suburban area require the use of a car. Some of the design considerations in this Plan for suburban areas are based on continuing to meet the needs of the automobile and respecting existing development patterns, while at the same time introducing pedestrian and bicycle connections from these areas to other areas in the Township.



An area of the Township exemplifying suburban areas

URBAN AREAS

Urban areas in the Township are planned to accommodate higher density, intensity, and mixed-use developments. These areas are intended to accommodate multiple modes of transportation that connect various land use types in Pittsfield together.

Urban areas are also intended to be designed at the human scale. Designing human-scaled developments will be key to the success of urban areas in Pittsfield. This will require that the size and layout of these areas be based on how far a person will walk to reach services, and that all design decisions keep the comfort and convenience of the pedestrian as a key consideration. However, it will also be necessary to consider the needs of a user relying on motorized transit because urban areas must be accessible from the rural and suburban areas of the community.



St. Louis Park, MN, mixed-use development
SOURCE: <http://www.tcbmag.com/>

LAND USE CATEGORIES & DEFINITIONS

AGRICULTURAL PRESERVATION

General Characteristics. Agricultural preservation areas are intended to protect existing agricultural areas of the Township by promoting agricultural activity and allowing for additional uses that will be consistent with the agricultural character, as well as providing for large lot residential uses that will support residential or niche farming operations. Residential dwellings should be accessory to the principal use of farming on the property or should be located on large lots that contain substantial areas of natural features. Residential subdivisions and other forms of development are considered incompatible with agricultural land uses.

Location. This use category is planned for areas that include existing farmland, existing large lot or estate residential parcels, and demonstrate continuity or connectivity between existing or potential natural features, such as restored wetlands, prairies, or woodlands, and large areas of open space or agricultural lands.

Appropriate Land Uses. The agricultural preservation designations will support the production of farm products including but not limited to vegetables, fruit, livestock, plants and specialty crops. Accessory retail uses may be permitted in conjunction with an agricultural operation. Examples of traditional uses may include farmers' markets, roadside stands, nurseries and greenhouses, wineries with sales and tasting rooms, and other similar uses. Some non-traditional uses that may be appropriate may include low intensity businesses that support arts and cultural activities such as small scale arts and craft classes located in outbuildings, or small scale venues that could house ephemeral gatherings or markets that showcase local musicians', artists', or artisans' work. Uses that provide for energy production such as wind farming and small-scale biofuel production would also be appropriate in agricultural preservation 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.

Density. A maximum density of 0.4 dwelling units per acre is permitted. Non-traditional uses should comprise no more than 10% of a parcel. Larger lots may also support a single rental unit attached to an accessory building designed to house single-family members or couples such as adult children or aging parents.

Blocks and Connectivity. Given the nature of the use and the large tracts of land associated with agricultural land uses, new roads and connectivity through transit to these areas is unlikely. However, non-motorized connections should be provided as necessary to connect the Township's agricultural land, and open and green spaces to other residential and recreational areas in the Township. This connectivity will typically occur via roadside pathways based on the vision outlined in the Non-Motorized map or on dedicated pedestrian pathways that provide access to our natural features and open space.

Building Location. Buildings should be located with yard spaces provided on all sides of the building. Buildings should be located such that they respect and do not impact natural features such as wetlands, streams, floodplains, woodlands, and viewsheds, as well as adjacent non-farm uses.

Building Design. Buildings should be agricultural or residential in character. Pitched roofs are more appropriate than flat roofs. Any new building that may be developed to support a non-traditional agricultural use should be designed to be similar in nature and in scale to other buildings traditionally found in rural areas.

Parking. The uses that are appropriate in agricultural areas typically do not require large parking lots. When a use does require an off-street parking area, such as a farmers market or roadside stand, the parking area should be designed to be consistent with the agricultural character of the area. Formal landscaping and extensive lighting should be discouraged. Parking should be designed so that it is largely hidden from view of roadways.

LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: RURAL

General Characteristics. Rural residential neighborhoods are intended to accommodate low-density residential development. Residential development will typically occur on large lots along collector roads, but can be grouped or clustered on smaller lots to preserve natural features or important vistas and viewsheds.

Location. These uses are planned for areas that have limited infrastructure. Because minimum lot sizes are large, well and septic systems can provide for water and sanitary disposal needs and therefore these areas need not have public utilities. Because densities are very low, these areas are located along low volume rural roads that may or may not be paved. These areas are surrounded by agricultural uses, natural features, and open space.

Appropriate Land Uses. This designation is intended to include detached residential dwelling units. In some instances it may be appropriate to attach single-family units by one or two building walls to preserve natural features or additional open space.

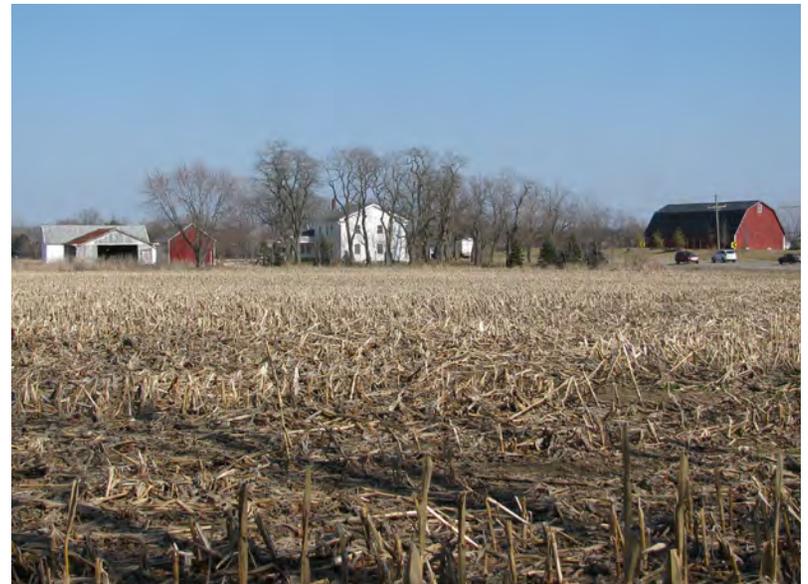
Density. A maximum density of one unit per acre is appropriate in rural residential areas.

Blocks and Connectivity. Rural residential neighborhoods will have low densities and will be designed to preserve natural features, so street connectivity will not be a high priority in these areas. Vehicular and non-motorized connections should still be provided within and between neighborhoods. Connections to other areas of the Township will be provided by the existing county road network and through non-motorized pathways based on the non-motorized plan.

Building Location. Buildings should be located in the middle of lots with yard spaces provided on all sides of the building. Smaller accessory structures may be located closer to lot lines. Buildings should be located such that they respect and do not impact natural feature areas such as wetlands, streams, floodplains, woodlands, and viewsheds.

Building Design. Buildings should be residential in character. Pitched roofs are more appropriate than flat roofs. Accessory structures could be modeled after traditional agricultural buildings.

Parking. The uses that are appropriate in rural residential areas accommodate parking through driveways and attached or detached garages.



Examples of rural residential in the Township

LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: SUBURBAN

General Characteristics. Suburban residential neighborhoods are moderate density areas that consist primarily of detached single family units. These areas tend to be designed to be aesthetically pleasing with trees, landscaping and manicured lawns. They are usually internally walkable. Other uses that tend to add to the character of a suburban residential neighborhoods include, civic and public land uses such as municipal buildings, schools, places of worship, parks, pools, etc.

Location. These uses are located throughout the Township. They must be in areas that have substantial infrastructure including public utilities, multiple transportation options, and be in close proximity to schools, parks, and public safety facilities. While suburban neighborhoods tend to be clustered in areas with other suburban neighborhoods, they should also be in relative proximity to business centers and areas that provide retail, personal, service and entertainment opportunities.

Appropriate Land Uses. This area will support uses that include detached single-family residential dwelling units, duplexes, schools, parks, places of worship, community centers, home offices, home businesses that attract limited customer activity, and compatible municipal and civic uses. A single rental unit attached to an owner-occupied building may also be appropriate in these neighborhoods.

Density. A maximum density of 2.5 dwelling units per acre is recommended in suburban neighborhoods. The minimum lot size should be 10,000 sq. ft for single family units and 20,000 sq. ft. for duplexes, with minimum lot widths of 70 ft.

Blocks and Connectivity. The recommended maximum block perimeter and block lengths in suburban neighborhoods are relatively large. The minimum lot size in existing subdivision neighborhoods make it difficult, but not impossible, to create a truly walkable environment. Future development of these neighborhoods should include principles of traditional neighborhood design. Shorter blocks that have intersections with square angles are less attractive to cut-through traffic than sweeping curvilinear local streets that increase the ability for vehicular speeding. Multiple vehicular and non-

motorized connections to each adjacent collector street and adjacent neighborhoods and districts should be provided. Single entrances to neighborhoods are discouraged as they focus all the traffic to and from a neighborhood to one or two points.

Building Location. Buildings in suburban neighborhoods should be located towards the middle of the lot with yards on all four sides of the building.

Building Design. Buildings should have a residential scale and character.

Parking. The uses that are appropriate in suburban neighborhoods typically do not require large parking lots. Parking will largely be accommodated on the street, in driveways or in attached or detached garages. When a use does require an off-street parking area, such as a school, a place of worship, or municipal facility, the parking lot should be designed such that it is largely hidden from view from roadways.

Neighborhood Parks and Open Space. The Township should strive to supplement the existing parks with small-scale parks (public or private) in each neighborhood in the Township so that every residential unit is located within ¼ mile of a park.

Lot Design Flexibility. The Township should continue to provide mechanisms to allow lot size reductions for the purpose of preserving open space or providing neighborhood park area. Lot size reductions can allow space for attractive shared open spaces for the entire neighborhood to enjoy, while also reducing initial and long-term costs of land and infrastructure. Lot size reductions should be allowed by right so long as they do not result in increased density.



LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: MULTI UNIT I

General Characteristics. Multiple Family I areas include attached and apartment-style dwelling units typically arranged in a townhouse style developments. These areas are less dense than the Multiple Family II but more dense than a suburban neighborhood. They can provide transitions between lower density neighborhoods and commercial areas. They are easily incorporated into and along the edges of local walkable mixed-use nodes.

Location. These uses are located throughout the Township. They must be in areas that have substantial infrastructure including public utilities, multiple transportation options, and should be in close proximity to mixed-use areas or local commercial areas that provide retail, personal, service and entertainment, employment opportunities.

Appropriate Land Uses. This designation is intended to include attached and apartment style dwelling units. This area should also include common open space such as small parks or plazas, and courtyards.

Density. A maximum density of 6 units per acre should be allowed. There is no minimum lot area for development in multiple family areas.

Blocks and Connectivity. The recommended maximum block perimeter and block length in Multiple Family areas are intended to create smaller blocks and a walkable pedestrian environment. The block network in many of these areas has already been established and should be continued when possible. Vehicular and pedestrian connections between adjacent developments on separate parcels should be provided so that it will be possible to meet the recommended minimum block perimeter and length for blocks on adjacent parcels. These connections should be provided to adjacent parcels, including other residential areas along with business, commercial, retail, and recreational spaces.

Building Location. Buildings in Multiple Family I areas should be located toward the street, separated from the roadway by a small landscaped buffer or furniture zone and sidewalk. Space should

be provided behind the building for small yards or patios and rear loaded garages.

Building Design. Buildings should have a moderate density residential scale and character. Townhouses or brownstones are typical for this type of development.

Parking. The uses that are appropriate in these neighborhoods typically do not require large parking lots. Parking will largely be accommodated on the street, in driveways or in attached or detached garages.

Neighborhood Parks and Open Space. The Township should strive to supplement the existing parks with small-scale parks (public or private) in each neighborhood in the Township so that every residential unit is located within ¼ mile of a park.



Townhouses in New York City
PHOTO: Kelly Koss

LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: MULTI-UNIT II

General Characteristics. Multiple family II areas include attached and apartment-style dwelling units. These areas are outside of but immediately adjacent to the mixed-use areas. The Multiple Family II residential areas are the highest density areas in the Township.

Location. These uses should be located adjacent to mixed-use developments and along or in proximity to major corridors which provide public transportation options and have capacity for larger volumes of traffic.

Appropriate Land Uses. This designation is intended to include attached and apartment-style dwelling units. This area should also include common open space such as small parks or plazas, and courtyards.

Density. A maximum density of 9 units per acre should be allowed. There is no minimum lot area for development in multiple family areas.

Blocks and Connectivity. The recommended maximum block perimeter and block length in Multiple Family areas are intended to create smaller blocks and a walkable pedestrian environment. The block network in many of these areas has already been established and should be continued when possible. Vehicular and pedestrian connections between adjacent developments on separate parcels should be provided so that it will be possible to meet the recommended minimum block perimeter and length for blocks on adjacent parcels. These connections should be provided to adjacent parcels, including other residential areas along with business, commercial, retail, and recreational spaces.

Building Location. Multiple family buildings are typically located in the center of the lot. In some circumstances, depending on the development's location and its relationship to adjacent context areas, a reduced front yard setback may be appropriate.

Building Design. Buildings should have a residential scale and character, and should present a traditionally proportioned building façade to the street. Garages should not be located on front facades, but should be located in side or rear yards. Each building or unit

should have a prominent entrance on the front façade facing a street, and garage doors should be located behind this entrance or entrances.

Parking. On-street parking should be provided in these areas, as possible. Visitor lots should be located in rear yards behind buildings, but may be provided in any location so long as they are not overly large in scale and buffered from adjacent streets with landscaping.



Example of multi-unit residential uses in the Township

LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: MANUFACTURED HOUSING

General Characteristics. The manufactured housing designation is intended to provide for residential neighborhoods that consist of prefabricated housing that are moved to the site via road or rail. The character of these areas are to be the same as any other residential district.

Location. These uses are located in areas where existing manufactured housing developments are already located. They must have substantial infrastructure including public utilities, multiple transportation options, and be in close proximity to schools, parks, and public safety facilities.

Appropriate Land Uses. Appropriate uses in the manufactured housing designation include detached single-family dwelling units, parks, places of worship, and community centers.

Density. A maximum density of 6 dwelling units per acre is appropriate in manufactured housing areas.

Blocks and Connectivity. There are no maximum block perimeter or block lengths recommendations in manufactured housing areas, although blocks should be small enough to create a walkable environment. Non-motorized connections should be provided within the development and along adjacent public streets according to the non-motorized plan. These connections should ultimately connect to other Township destinations and neighborhoods.

Building Location. Buildings should be located towards the middle of each lot.

Building Design. Buildings should have a residential character, and should incorporate design elements typically found on site-built single family housing.

Parking. Parking will be accommodated on the street or in driveways. The uses that are appropriate in manufactured housing areas typically do not require parking lots. When an use does require a parking lot, such as a community center, the parking lot should be buffered from the street with landscaping to help.

Neighborhood Parks and Open Space. Small-scale parks should be located in each neighborhood so that every residential unit is located within ¼ mile of a park.



Example of manufactured housing in the Township

LAND USE CATEGORIES & DEFINITIONS

COMMERCIAL: NEIGHBORHOOD

General Characteristics. Neighborhood commercial centers are intended to be small-scale retail and service nodes that provide goods and services primarily for surrounding neighborhoods and business districts.

Location. These uses are located at intersections of collector and arterial roads in close proximity to the neighborhoods and business districts that they serve.

Appropriate Land Uses. Office, general retail commercial, and food service uses are permitted. Automotive-oriented uses such as gas stations, auto repair, and drive-through facilities may be appropriate in certain instances if designed in keeping with the character of the general area in which they are located. No single building should have a floor area greater than 15,000 square feet in order to maintain a proper building scale in neighborhood commercial centers.

Density. Residential uses are not permitted in neighborhood commercial areas, so there is no density standard.

Blocks and Connectivity. Neighborhood commercial areas are located along major existing streets, so it is not anticipated that new streets or blocks will be developed within these areas. These areas should have access to transit facilities. Pedestrian connections to the commercial building should be provided and ultimately connect the site to other Township destinations and neighborhoods according to the non-motorized plan.

Building Location. Buildings in neighborhood commercial areas should relate to the street or streets upon which the building site has frontage.

Building Design. Buildings should be generally small in size to have a residential neighborhood scale and character in order to best interface with their surrounding context.

Parking. Parking areas in neighborhood commercial areas should be located in the side or rear yard, if possible. It is not recommended that parking be permitted in front of the building, however, if parking is located in the front yard it should only be a portion of the lot

frontage and be screened and landscaped from view of adjacent uses and streets.



Example of neighborhood commercial in the Township

LAND USE CATEGORIES & DEFINITIONS

COMMERCIAL: REGIONAL

General Characteristics. Regional commercial areas are intended to accommodate large-scale single use retail and service establishments that provide goods and services for residents of our community as well as other surrounding communities.

The intent of this plan is to permit a greater flexibility of use in regional commercial areas to allow for the existing model of larger single purpose developments, while at the same time permitting and encouraging the redevelopment and continued improvement of these centers over time so these areas do not become abandoned and blighted, as is often the case with older single-purpose commercial development. In the future as the Township grows it may be appropriate to allow for and encourage infill development similar to mixed-use areas.

Location. Regional commercial areas have been planned in the location of existing regional commercial areas. These are located at the intersections of major vehicular corridors.

Appropriate Land Uses. This category is primarily designed to support commercial uses which by their nature typically require a large sprawling footprint such as department stores or automotive dealers. These areas may also include uses such as office, general retail, and service establishments including food service. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities may be permitted in these areas.

Density. Residential uses are not permitted in regional commercial areas, so there is no density standard.

Blocks and Connectivity. Regional commercial areas are located along major existing streets, so it is not anticipated that new public streets or blocks will be developed within these areas. However, some developments will be large enough that they will need to develop an internal drive network to provide access to buildings. These internal drives should be laid out so as to mimic a block system and should be developed with a maximum block perimeter of 2,200 feet and a maximum block face of 800 feet.

Contextually appropriate complete street principals should be applied

to the surrounding public roadways as well as internal drives that provide circulation between structures and parking areas. In addition to the existing roadways that support personal vehicle traffic, these uses should be connected to other areas in the township through transit and non-motorized facilities based on the non-motorized plan.

Building Location. Buildings facing streets may be located close to the street or set back to permit front-yard landscaping. If buildings are located within close proximity to the street, they should be designed with a pedestrian entrance along that façade to help create a walkable, pedestrian-friendly environment.

Building Design. Buildings should be built using substantial material. Large building faces should be broken up with oscillation and design elements that provide variation to the façade.

Parking. Parking areas in regional commercial areas may be located in front, side, or rear of buildings. Interior streets should also feature on-street parking, if applicable.



Regional Retail in the Township

LAND USE CATEGORIES & DEFINITIONS

BUSINESS DISTRICTS

General Characteristics. The business district designation is represented by the area that encompasses the established research and development corridor along State Street. In addition to numerous businesses, this area has significant natural features and open space.

It is intended that as these areas evolve, they will become more pedestrian-friendly, have access to transit, and linkages within its open space areas. These areas are intended to evolve with a mixture of uses designed at the human scale along the major road frontages in order to accommodate pedestrians and the use of transit. Along interior roadways and drives, buildings will be designed with open spaces and larger setback areas. Much of this area is currently designed to accommodate vehicles and will therefore need to retrofit with pedestrian facilities.

Location. These uses are planned in areas that have the appropriate infrastructure to include public utilities, fiber optics, and major roadways and highways that can provide for freight and delivery traffic as well as multiple transportation options for employees.

Appropriate Land Uses. Light industrial, office, and research and development uses. Limited retail and service uses may be permitted to meet the needs of nearby residents and employees. On a case-by-case basis, multi-unit residential dwellings may also be permitted in this area to provide housing within close proximity to the Township's major employers.

Density. There are no density standards for these areas.

Blocks and Connectivity. There are no block standards for these areas. However, blocks should be designed to connect to adjacent developments to provide continuity. Non-motorized connections should run along roadways based on the non-motorized plan, and contain paths that meander through the area to connect this area to housing, other Township destinations, and transportation facilities.

Building Location. Buildings along transit corridors should be located closer to the street to permit a more pedestrian-friendly environment along the corridor. Buildings on internal streets within the area can be setback farther from the roadway and each other.

Building Design. Buildings along transit corridors should be taller with windows along the front street façade and include pedestrian entrances. Buildings should include quality materials and detailing on all facades visible to the public.

Parking. Parking should be located in parking garages or in the side or rear yards. Loading areas and docks should be screened from view from adjacent roadways and developments. Where outdoor storage areas are necessary, they shall be completely screened from adjacent roadways and developments.



Businesses in the Township

LAND USE CATEGORIES & DEFINITIONS

INDUSTRIAL

General Characteristics. Industrial areas are typified by larger warehousing or manufacturing buildings, outdoor storage, heavy equipment, and road trucks. While some industrial uses consist of office buildings or light manufacturing operations that do not cause nuisances to neighbors, industrial uses are typically consolidated to certain areas to minimize their impacts.

Location. Industrial areas are located along the southern portion of Carpenter Road (just north of Michigan Avenue), where single use industrial land uses currently exist. These areas have a relative isolation from established neighborhoods. The type of traffic associated with these uses will be concentrated on Carpenter Road.

Appropriate Land Uses. Industrial wholesale, warehouse, and production uses are appropriate for this area. Outdoor storage may be appropriate in certain limited instances where the outdoor component of the use will not generate any negative impacts on nearby residential neighborhoods or major streets. In some cases it may be appropriate to include some ancillary service uses that would support the industries or the employees of the businesses in the industrial district.

Density. There are no density standards for industrial areas.

Blocks and Connectivity. There are no block or connectivity standards for industrial areas. However, pedestrian connections should be provided to other township destinations, neighborhoods, and transportation facilities.

Building Location. Buildings should be located towards the middle of the lot, with a landscaped front yard between the building and the street.

Building Design. Buildings may be industrial in nature, but should include quality materials and detailing on the front façade and those façades visible along surrounding roadways and residential areas.

Parking. Parking and loading activities should be located in side or rear yards. Loading areas and docks should be screened from view from adjacent roadways and developments. Where outdoor storage

areas are necessary, they shall be completely screened from adjacent roadways and developments.



An example of an industrial type of building in the Township

LAND USE CATEGORIES & DEFINITIONS

MIXED-USE I

General Characteristics. This designation is intended to accommodate mixed-use buildings and land uses providing for high density residential, business centers, retail, arts and cultural centers, and services, or a mix therein, that are easily accessible through multiple modes of transportation. This area may also provide shopping and recreational destinations. These areas are to be designed at a human scale and must support accessibility. These areas will exhibit an urban feel with a mix of uses that provide opportunities for use of the area through a 24-hour day. Each area will be developed in a contextually relevant manner.

Location. This use category is planned for areas along established corridors and major intersections or nodes that are primarily already developed or could serve existing or planned residential areas. These areas have existing infrastructure necessary to support higher densities and more intense uses of land or are located where infrastructure could easily and logically be enhanced or expanded to support such land use. These areas will transition from predominately single-use sites and buildings into mixed-use areas that contain a variety of uses. There are six areas within the township that have been identified specifically as prime locations for this type of development. They include the State Road/Ellsworth Road area, the Michigan Avenue/Platt Road area, the Carpenter Road/Packard Road area, the Washtenaw Avenue area, Ann Arbor/Saline Road area, and the State Road/Textile Road area.

Appropriate Land Uses. This designation will support a mixture of many uses including business centers, arts and cultural centers, general retail commercial, restaurants, grocery stores, personal services, apartments, and condominiums, etc. This land use should be mixed in a manner conducive to providing access to each type of use that supports walkability and transit usership. Ease of access between uses within a mixed-use area shall be considered crucial to an effective development. Uses should be mixed in multi-story buildings, incorporating appropriate commercial and service uses in office and residential buildings. The commercial and service uses should support the adjacent residential and business uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not

appropriate in the mixed-use areas unless they are designed at the human scale. These uses must be contextually appropriate to the character and general use in the surrounding area. For example, the mixed-use area at State and Textile should be geared more towards the business community along the State Road corridor and residents within walking distance, while the mixed-use area on Washtenaw Avenue or Ann Arbor/Saline Road may include uses that have more of a regional draw.

Density. Maximum residential densities in these areas should be in a range from 15 to 30 dwelling units per acre. Maximum lot coverage and floor area ratios in these areas are expected to be higher to accommodate a mixed-use development. Maximum building height in this area should not exceed 6 stories and should be a minimum of 2 stories.

Blocks and Connectivity. Mixed-use areas are large enough that they will include sizeable internal street systems. The street system should create walkable blocks with a maximum perimeter of 2,000 feet and a maximum length of 700 feet. The streets in these areas should exhibit all aspects of a complete street. Mixed-use areas are highly interconnected with surrounding neighborhoods, and the complete street network in the area must continue into surrounding neighborhoods. Roads and non-motorized connections must be designed to connect to adjacent land uses.

Building Location. Buildings should be located close to the street to create a walkable, pedestrian-friendly environment. A 0 foot of setback may be appropriate for a portion of, or an entire building frontage. Buildings should be located close together, separated by alleyways, public streets, and public open spaces.

Building Design. All retail and service uses should be located on the ground floor with either internal or external access or both as these uses can serve both the primary users of the building in which they are located as well as the general public. Office uses and residential uses should be located on the second floor or higher, where appropriate, and be accessed internally as these uses require a buffer from the activity on the street. Balconies may be appropriate

LAND USE CATEGORIES & DEFINITIONS

MIXED-USE I (CONTINUED)

on upper stories for residential uses. Buildings should be made of substantial materials, incorporating contextually appropriate building design. Façades should be designed to provide a strong relationship with the sidewalk and street. Windows and doors should incorporate design features such as projecting eaves and overhangs, porches or awnings, and other architectural elements that create a human scale and break up the mass. Windows and doors should face onto the street. Seventy-five percent of a building’s ground floor frontages should be transparent. Outdoor seating areas for restaurants should also be incorporated into the design. All buildings should have a building frontage in the build-to area for at least 80% of the lot width. Garages, if provided, should be located in, and accessed from rear yards.

Parking. Parking areas in mixed-use areas may be located in parking structures, or side or rear yards. Interior streets will also feature on-street parking.



Pentagon Row, Arlington, Virginia
 SOURCE: EPA Smarth Growth

LAND USE CATEGORIES & DEFINITIONS

MIXED-USE II

General Characteristics. These areas serve as a transition along corridors between the Mixed-Use I areas where it would not be appropriate to continue the density and intensity of those developments. The area can also provide a transition between more suburban areas that may be adjacent to higher intensity development areas. However, these areas are also intended to allow for a mixture of certain appropriate uses, as well as be walkable, and support the use of transit. It is further intended that future uses could be accommodated in existing residential structures. In some cases, a structure may serve as both a residence as well as a business.

Location. These uses should be located adjacent to mixed-use developments and along or in proximity to major corridors that provide public transportation options and have capacity for larger volumes of traffic.

Appropriate Land Uses. This designation is intended to include office and service uses, live/work units, town homes, and attached and upper-story residential uses. Auto-oriented uses such as gas stations, auto repair, or drive-through facilities are not appropriate in these areas.

Density. Maximum residential densities in these areas should not exceed 6 dwelling units per acre. Maximum lot coverage and floor area ratios in these areas are expected to be higher to accommodate a mixed-use development. Buildings in these areas should not be more than 1 to 3 stories.

Blocks and Connectivity. These areas are linear in nature and do not lend themselves to creating a new internal street system. However, pedestrian connections from the building to the Township's non-motorized network must be provided.

Building Location. Buildings should be setback from the roadway at distances that are consistent with the established building line on adjacent lots. The preference would be to minimize front yards, and as areas are redeveloped, buildings should be brought toward the street with consideration for the existing adjacent uses.

Building Design. There are no specific building design

recommendations for this area, although taller buildings are recommended to provide the proper sense of height and enclosure along major roads. Garages or surface parking areas, if provided, should be located in and accessed from rear yards and sufficiently screened by decorative walls and landscaping to protect views from adjacent developments.

Parking. Parking areas in live/work areas should be located in private garages or in the side or rear yards. Parking lots should be accessed from shared access drives that serve more than one parcel to reduce the number of curb cuts to as few as possible. If possible, shared access drives should be located in the rear yard. Front yard parking shall be prohibited.



Birkdale Village, Huntersville, North Carolina is an example of this development type
SOURCE: <http://www.sunnyyates.com/>

LAND USE CATEGORIES & DEFINITIONS

PARK & OPEN SPACE

General Characteristics. Parks and open space vary drastically throughout suburban communities. Some parks consist mainly of open space and natural features with low-impact parking facilities and trails. Others have been developed with modern parking lots, play equipment, sports fields and courts, pavilions, and restroom facilities. Neighborhood parks vary from open space to areas with play equipment and picnic benches. In denser urban areas, parks may be more of an open plaza on the corner built into the urban streetscape.

Location. Parks and open space should be provided throughout the Township. Regional parks should be strategically located throughout the Township so they are in relative proximity to all residents of the community. Small neighborhood parks and plazas should be located opportunistically within or adjacent to all residential developments. Open spaces and natural feature preservation should occur in a pattern that is consistent with the existing rural character area of the Township. Areas planned for future park uses include all existing Township parks and open space preservation areas.

Appropriate Land Uses. These areas include play equipment, formal and informal playfields, paved and unpaved pathways (for walking, hiking, running or biking), preservation areas, and other similar uses. In addition, Township parks should provide space and venues to accommodate public events and social gatherings.

Scale. Areas planned for future park uses are intended to be community-wide facilities. Neighborhood parks are an important component of a community’s parks and recreation profile, but have not been identified on the future development map. Neighborhood parks should be opportunistically provided in neighborhoods according to the neighborhood park recommendations contained in the other future development areas.

Blocks and Connectivity. Parks and natural features are one of the Township’s best assets; however, they must be accessible not only by vehicle, but by foot and bike. Connections to parks from adjacent neighborhoods and within park areas should be provided. Accessibility to preservation areas should be provided contextually

so as to respect and protect natural features. If the block size of a park is not consistent with an adjacent use, pedestrian connections can be made at the location where adjacent roadways and pathways intersect a park area.



Top two rows: Township Parks, Bottom: Paley Park in New York City is an example of an urban pocket park
SOURCE: <http://michelinadocimo.com/myartobiography/2010/09/18/private-public-paley-park/>

LAND USE CATEGORIES & DEFINITIONS

AIRPORT

General Characteristics. This area is predominantly open space as most of the area needed for a small scale local airport is runway area and approach zones. While this area cannot be built upon, it can be used as farmland or preservation area. The built area of the airport consists of hangars and equipment storage buildings and a terminal facility.

Location. The airport area is planned for the area currently occupied by the City of Ann Arbor Airport on the southwest corner of State and Ellsworth. This area is planned for continued use of the airport and its accessory uses.

Appropriate Land Uses. Runways, terminal facilities, offices, storage, and similar uses associated with the airport.

Density. There are no maximum density guidelines for airport areas.

Blocks and Connectivity. Due to the nature of the airport use there are no maximum block perimeter or length guidelines. Transit connections should be made to this use. In addition, non-motorized facilities should be provided on the surrounding roadways in accordance with the non-motorized plan.

Building Location. Buildings should be located closer to the street, with parking lots located in side or rear yards.

Building Design. Buildings along State and Ellsworth should be designed to be compatible with the design character of the Mixed- Use and Business District areas in order to create a cohesive development center in the Township.



Aerial Photograph of the Ann Arbor Airport
SOURCE: <http://www.annarbor.com/>



Ground view of the Ann Arbor Airport

LAND USE CATEGORIES & DEFINITIONS

PUBLIC

General Characteristics. Public areas are planned to accommodate existing and future government and municipal buildings and services, schools, and other similar uses.

Location. These areas are planned where existing public facilities, government buildings, and schools currently exist.

Appropriate Land Uses. Offices, schools, municipal services and administration facilities, and correctional facilities.

Density. There are no maximum density guidelines for public areas.

Blocks and Connectivity. Areas planned for public uses are not large enough to create a block network. Therefore, there are no maximum block perimeter or length guidelines. However, pedestrian and other connections should be provided to these destinations in the community. Connections may be made via transit, sidewalks or pathways according to the non-motorized plan.

Building Location. Buildings used for administrative and office uses should be located closer to the street. Those buildings used for more intense uses, such as storage of materials or maintenance equipment, should be located farther from the street and adjacent residential areas. All bay doors, except as necessary for public safety, should be oriented away from adjacent roadways and screened from view, to the extent possible, from all neighboring uses.

Building Design. Public buildings should be designed to reflect the premiere image of the community.

Parking, Loading and Storage Area. For buildings used for administrative offices, parking should be located in side or rear yard lots or in parking decks shared with adjacent land uses. For buildings used for storage of materials or maintenance equipment, parking and loading activities should be located in side or rear yards. Loading areas and docks should be screened from view from adjacent roadways and developments. Where outdoor storage areas are necessary, they shall be completely screened from adjacent roadways and developments.



Top: Township Administrative Offices

Bottom: Fire Station #3 and the Parks & Recreation Building





Transportation & Land Use





Share Your Vision

How can **Transportation** (roads, pathways, transit) internally and within adjacent communities be improved?

- ENHANCE MULTI-MODAL OPTIONS
- " " CONNECTIONS
- TRAFFIC CALMING (RESIDENTIAL AREAS)
- ★ - PATHWAYS/SIDEWALKS/NON-MATERIALIZED PATHS/BIKE LINES
- ★ - UTILIZE FREEWAY FRONTSIDE/EXPOSURE/AS GATEWAY
- ★ - PRESERVE GREENWAY ASPECT OF HIGHWAYS
- ★ - BUILD UPON MULTIPLE TRANSIT SOURCES IN TOWN & SURROUNDING COMMUNITIES



INTRODUCTION

Of all the topical areas discussed in this plan, land use and transportation have the ability to most significantly impact future development and preservation patterns in Pittsfield Township. The manner in which land is used (the purpose, density, and design) determines the type of transportation network that is necessary to support these land use patterns. Conversely, the availability of certain types of transportation in a location will affect the development pattern that can occur in that location.

Improving compatibility and connectivity between land uses and our transportation network will be the primary criteria for making future transportation and land use decisions in the Township. This will require fostering and enhancing a diverse mixture of land uses, with each land use representing a specific kind of destination. The destination may be our homes, jobs, shopping, commercial centers, entertainment venues, cultural institutions, open and recreation spaces, or a mix therein. The aim is to provide all people access to these destinations by creating convenient connections between uses through multiple transportation options.

CURRENT LAND USE & TRANSPORTATION PATTERNS

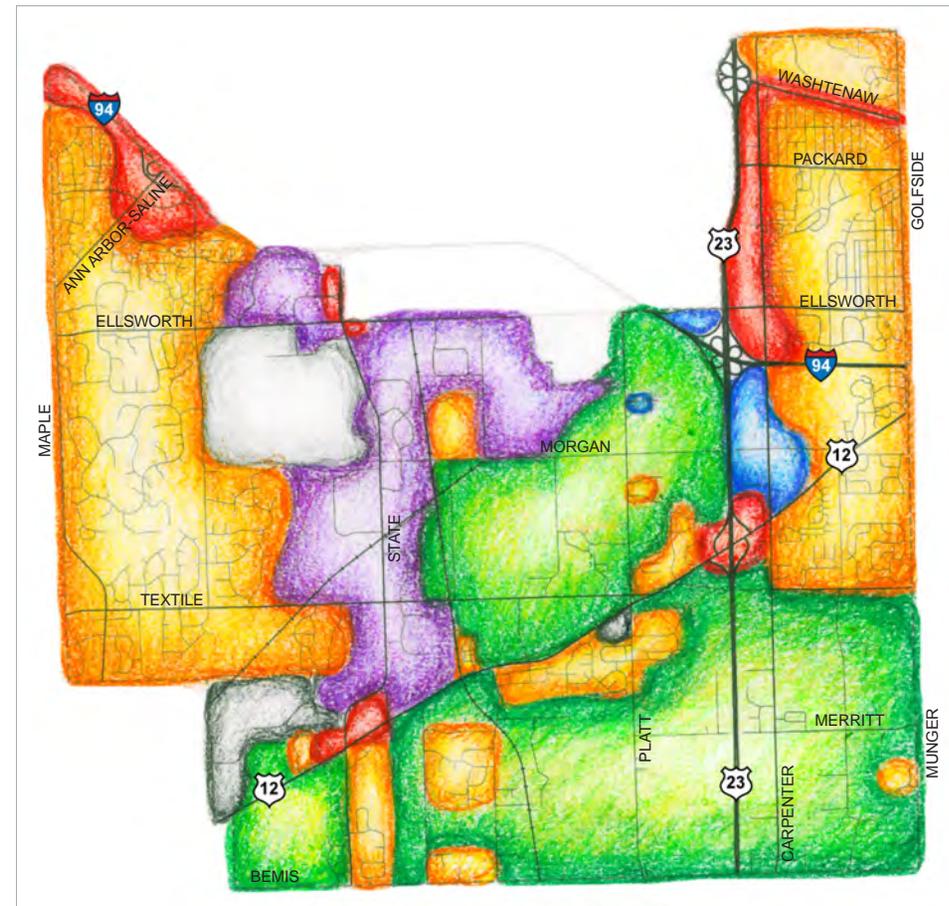
Pittsfield Township is defined by specific geographic characteristics and has a wide spectrum of land uses including commercial corridors, business parks, agricultural lands, park land, open spaces, and many strong residential areas which represent a variety housing options. However, these uses are often segregated from each other. There is an abundance of housing in the community, including many single-family neighborhoods, apartment complexes, condominium developments, large lot-single-family homes, and agricultural lands. There are commercial corridors and nodes that contain business and industrial parks that house office space, light manufacturing, research and development facilities, and warehousing space.

These land uses are currently clustered into pods of similar uses and separated from each other by single access points that are primarily designed for motor vehicles, creating an automobile dependent environment. Our road network includes relatively large collector roads, which are the primary conveyance between uses. Individual developments, such as neighborhoods and business parks, rely on internal road networks with only one or two points of access to the collector roads. Many of these developments have an internal sidewalk system. However, these sidewalks do not typically extend along the collector roads to link developments together. Due to the characteristics of this development pattern, the predominate method of transportation in the Township is the automobile. It is important, however to note that there are multiple areas in the Township that are serviced by bus, and a growing non-motorized transportation network.

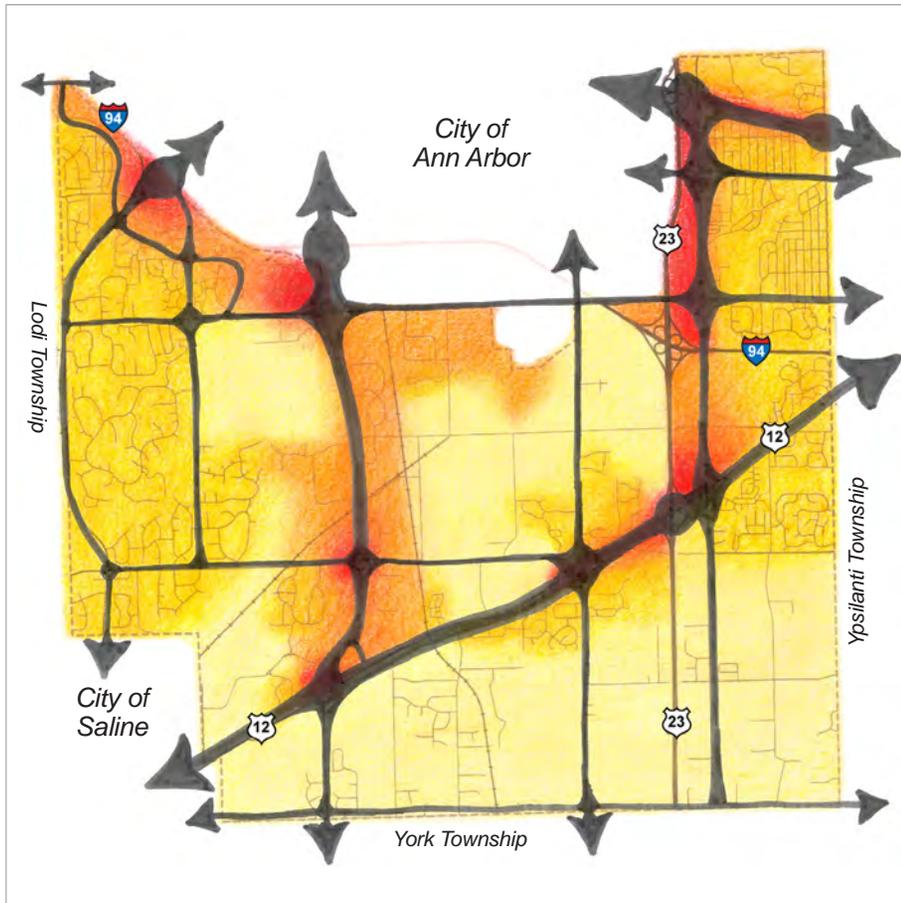
FUTURE VISION

Understanding the inherent connections between land use and transportation and their overwhelming impact on the overall direction for our community, the 2010 Pittsfield Master Plan provides an alternative model for a Township wherein development is concentrated in dense nodes that are connected to each other, as well as to open, recreational, retail, commercial, employment, and residential spaces through multiple modes of transportation. This document outlines how to balance the transportation options available in the Township's transportation network by providing stronger non-motorized connections and laying the groundwork to increase the viability of our existing public transportation system. A coherent, multi-modal transportation network is imperative to the success of our businesses and the quality of life for our residents.

EXISTING DEVELOPMENT PATTERNS



TRANSPORTATION CONNECTIONS CONCEPT MAP



Each of the Township's six geographic areas – West, West Central, East Central, South, Southeast, and Northeast – is characterized by one or two major land uses while being serviced by at least one large collector road. The goal is to interconnect the different land uses via a multi-modal transportation network, both locally and regionally.

KEY CONCEPTS

THE NODAL MIXED-USE DEVELOPMENT MODEL

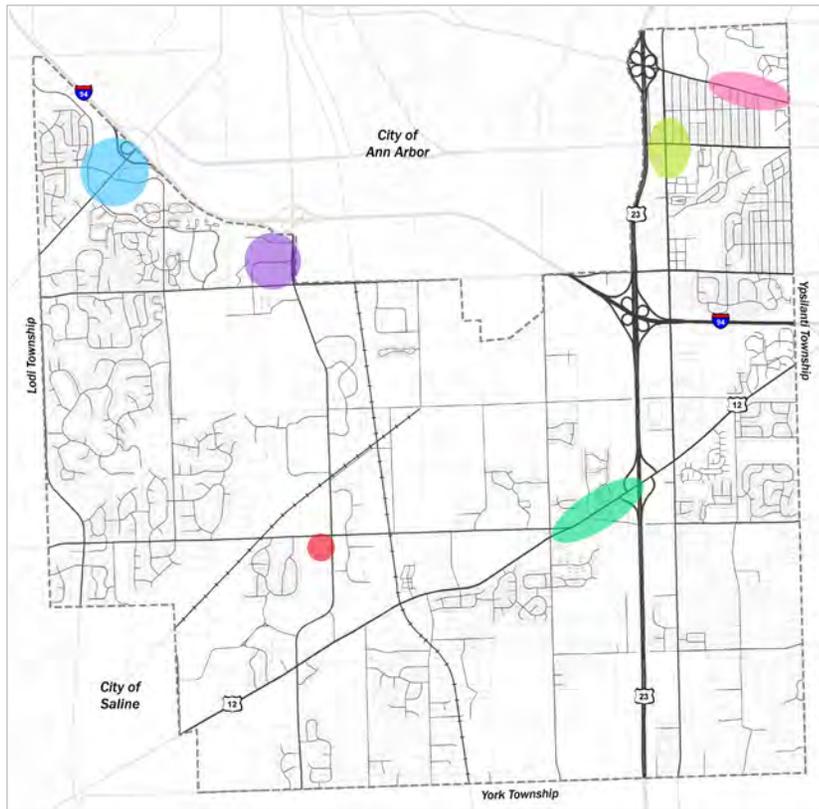
This model focuses growth in certain areas of the Township where it may be more appropriate due to the proximity to amenities, existing infrastructure, or the relationship to other existing developments. A mixed-use node combines a variety of compatible uses into specific areas of a community, many times within a single development. By virtue of the use or design, typical uses that are collocated in these defined areas are: commercial, service-oriented businesses, offices, and high-density housing. These areas are typically located at the intersection of existing primary transportation routes. These nodes support and rely on multiple modes of transportation including public transit, motorized vehicles, and non-motorized transportation. These areas must be designed at the human scale to provide for amenities that make pedestrian travel convenient and enjoyable. The road network must provide for all modes of transportation with consideration for access, safety, as well as parking facilities.

The aim is to establish a milieu for the future which is responsive to the needs of the business and residential community in Pittsfield, and the surrounding region. Fostering the creation of mixed-use nodes, along the high intensity areas denoted by red in the adjacent map, offers landowners the flexibility to meet changing market needs, increase housing choices, and take advantage of existing infrastructure.

SIX FOCUS DEVELOPMENT AREAS

Six areas of the Township were identified as prime locations for development or redevelopment as dense, mixed-use development nodes. These areas were selected through the community survey we conducted; respondents were asked to pick from a list of areas within the Township that might be good candidates for denser development. These areas are ideal because they are areas along existing and proposed transportation routes, areas with existing infrastructure, and areas that may provide new amenities for existing developments or benefit from new amenities. Respondents identified the following six locations as nodes for dense and mixed-use development: Washtenaw Avenue, the intersection of Carpenter & Packard Roads, Platt & Michigan Avenue to US-23, the intersection of State & Textile Roads, the intersection of State Street & Ellsworth Road, and the Ann-Arbor-Saline Road area. (See map on following page)

FOCUS DEVELOPMENT AREAS



- | | |
|---|---|
| ● Washtenaw Avenue | ● State & Textile Roads |
| ● Carpenter & Packard Roads | ● State Street & Ellsworth Road |
| ● Michigan Avenue & Platt Road | ● Ann Arbor-Saline Road |

PROMOTE MIXED-USE DEVELOPMENT

A move toward dense development nodes that support multiple uses will assist Pittsfield Township with meeting the needs of all our residents. This type of development can provide for the mobility and independence of the Township's youth without the need for an automobile. Our aging senior population can find housing choices in areas that have access to services and amenities without isolating them or making them rely on others for their mobility. Empty-nesters who no longer have the need for a large house and a large yard can locate in vibrant areas that have multiple avenues to expend disposable time and income. It has also been demonstrated throughout the country that the young, educated, highly-mobile, and talented population who fill the employment needs of the knowledge-based economy are more attracted to communities that offer this lifestyle than single-use suburban environments.

The promotion of mixed-use nodes will also enable the Township to focus development within existing corridors and sub-areas; this will help facilitate the preservation and definition of our open and green spaces. The goal is to enhance the viability of existing developed areas, promote infill and redevelopment (as opposed to greenfield development or sprawl) while simultaneously, defining the areas of the Township that should be preserved.

It has been demonstrated over the last 30 years that growth and change are inevitable. Recognizing that we are projected to grow in population, it is reasonable and appropriate for the Township to direct development to areas that can support such growth due to the proximity to amenities, existing infrastructure, and the relationship to existing development, while at the same time preserving the rural character and natural features in other areas of Pittsfield.

THE REIMAGINE WASHTENAW INITIATIVE

Since 2009, Pittsfield Township has been engaged in a regional effort to revitalize the Washtenaw Avenue corridor. Washtenaw Avenue has the potential to support transit-oriented development (TOD); it represents the primary transportation corridor linking the City of Ann Arbor with the City of Ypsilanti via Pittsfield Township and Ypsilanti Township. It is densely populated and supports the most productive bus route in Washtenaw County. However, it also has high vacancy rates for commercial properties. It is also characterized by large swathes of desolate parking lots and an incomplete non-motorized network with few or no amenities for pedestrians and bicyclists.

A group that includes representatives from each of the four jurisdictions the Avenue crosses through (i.e., City of Ann Arbor, City of Ypsilanti, Pittsfield Township, and Ypsilanti Township) has been meeting since early 2009 along with private, public and non-profit stakeholders including Michigan Department of Transportation (MDOT), Washtenaw Area Transportation Study (WATS), Ann Arbor Transportation Authority (AATA), and Ann Arbor SPARK. This group [Reimagine Washtenaw] believes that significant opportunities exist to improve the investment environment and promote infill development and redevelopment of the corridor in a mixed-use, TOD fashion with the potential to revitalize neighborhoods, increase social interaction and pedestrian activity, expand economic opportunity, enhance safety and create the quality of place that draws investment, visitors and residents. By altering existing land use and development patterns to promote mixed-use centers in nodes of intense development, providing alternative transportation, and enhancing visual aesthetics, the corridor has the opportunity to be recognized as a regional magnet to attract people and business.

The Reimagine Washtenaw initiative is working toward formalizing the process by which there will be joint consensus and implementation of land use and transportation changes along the corridor. Pittsfield Township has been an active participant and has outlined the Washtenaw Avenue and Golfside Road intersection as a potential node for TOD, in keeping with its potential to be a mixed-use dense development node.



Birkdale Village Town Center, Huntersville, NC is an example of a successful mixed-use development
SOURCE: EPA Smart Growth

TEN PRINCIPLES FOR SUCCESSFUL DEVELOPMENT AROUND TRANSIT

- 1 Make It Better with a Vision
- 2 Apply the Power of Partnerships
- 3 Think Development When Thinking about Transit
- 4 Get the Parking Right
- 5 Build a Place, Not a Project
- 6 Make Retail Development Market Driven, Not Transit Driven
- 7 Mix Uses, but Not Necessarily in the Same Place
- 8 Make Buses a Great Idea
- 9 Encourage Every Price Point to Live around Transit
- 10 Engage Corporate Attention

Source: Urban Land Institute

INCREASE CONNECTIVITY

PROMOTE CONNECTIVITY THROUGH NON-MOTORIZED TRANSPORTATION

Non-motorized transportation provides for facilities that are designed at a pedestrian scale for: walking, cycling, using any number of small-wheeled apparatus (e.g., skateboards, rollerblades) and wheelchairs (or similar conveyances). Non-motorized connections can be provided through sidewalks, pathways, bikeways, trails, greenways, crosswalks, and pedestrian signalizations. These facilities can be used for recreational purposes or as a primary or secondary commuting option.

Lack of available non-motorized transportation was identified by 43% of survey respondents as one of the most negative aspects of living in the Township.

Many areas of the Township are currently underserved by non-motorized connections. Since 2009, the Township has promoted the establishment of these non-motorized facilities and connections to enhance interconnectivity between residential, commercial, retail, business, open, and recreational spaces within the Township and with surrounding communities. Pittsfield installed its first non-motorized greenway for commuting and recreational use along Platt Road in 2009. The Platt Road Greenway is 10-foot wide and was identified in partnership with Washtenaw County Parks & Recreation to ensure its compliance with a regional system of non-motorized pathways.

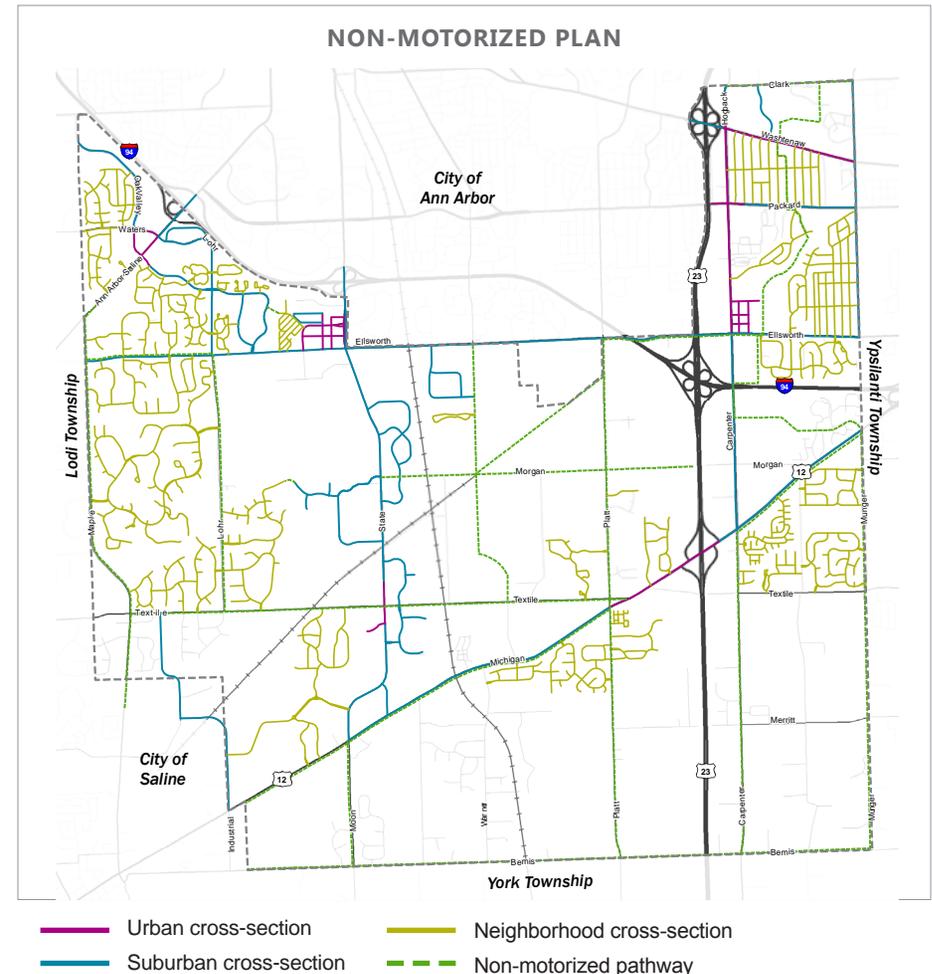
Additionally, between 2009 and 2011, Pittsfield has all but completed the sidewalk connections in the northeast portion of the Township linking Carpenter, Packard, Golfside, and Washtenaw. In spring, 2011, a SEMCOG walkability study was conducted to investigate links between transportation and land use, and increase pedestrian, bicycle and transit travel and safety in and between the Township's activity centers. The study report is included in the Appendix.

COMPLETE STREETS

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. The State defines complete streets as "a roadway

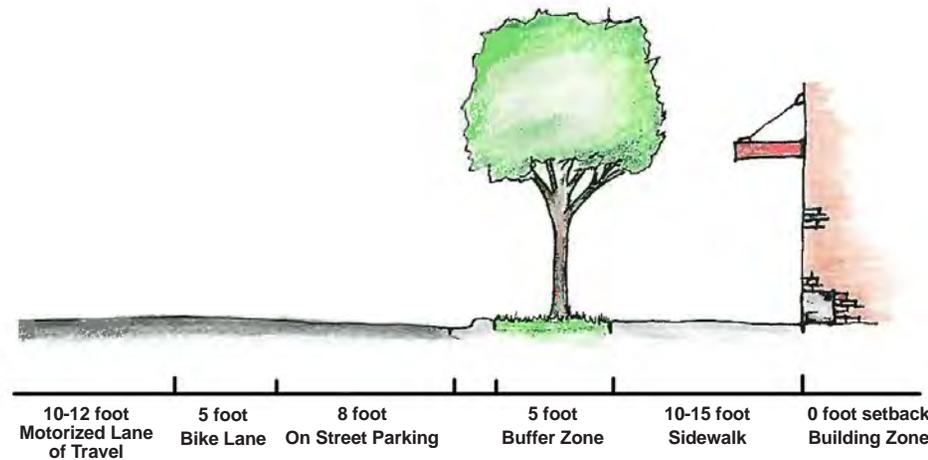
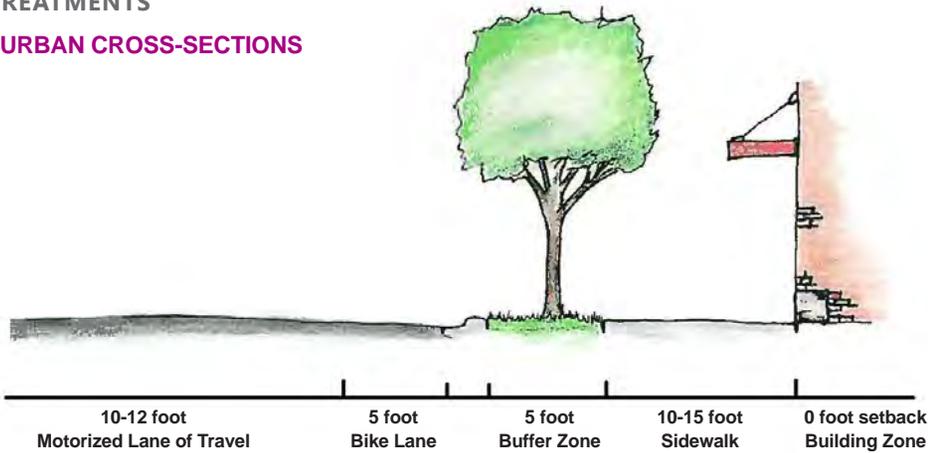
planned, designed, and constructed to provide appropriate access to all legal uses in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive devices, foot or bicycle." In order to provide connections to all areas of the Township for people of 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 not one specific treatment is appropriate for all roadways. Treatments should vary based on adjacent uses and the amount of traffic on a road. See the following two pages for descriptions of the street treatments that will be integrated into all future planning in Pittsfield Township.

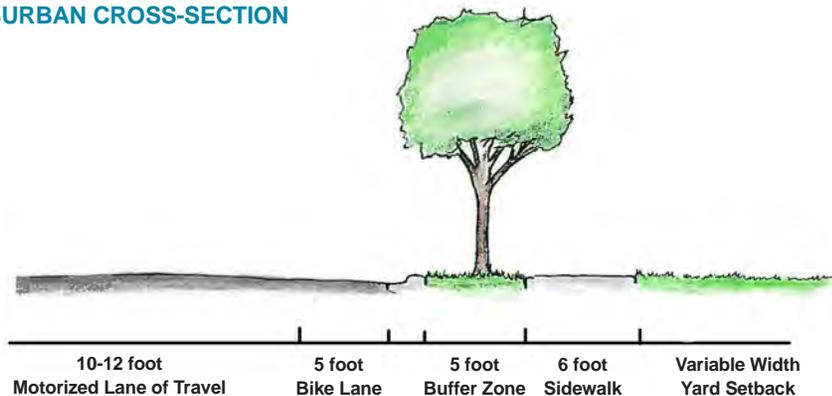


TREATMENTS

URBAN CROSS-SECTIONS



SUBURBAN CROSS-SECTION



URBAN CROSS-SECTION

Location: Application of this treatment is appropriate in Mixed-Use I and II areas. It is also appropriate to apply this treatment on surrounding areas or private drives within larger commercial and Multi-Unit I and II developments to provide pedestrian connections to buildings through areas that are dedicated to parking.

Components:

- 10-12 foot lanes for motorized vehicular travel. These lanes should be designed to accommodate contextually appropriate modes of public transit.
- Bike lanes that are a minimum of 5-foot wide.
- Curb and gutter are appropriate in these areas to convey stormwater.
- Where applicable on street parking should be encouraged.
- 6-7 foot buffer areas provide a separation between the sidewalk and the roadway. This area should be design to accommodate transit stops, utilities, street trees and other landscaping, street furniture, wayfinding signs, and other similar features. This area may also be expanded to provide additional space for outdoor seating areas.
- Sidewalks should be a minimum of 10-foot wide but may be expanded to accommodate larger volumes of pedestrian traffic in denser areas. Sidewalks should be flush with buildings in order to provide access and increase interaction between pedestrians and businesses.

SUBURBAN CROSS-SECTION

Location: Application of this treatment is appropriate in major arterial roads and collector streets that provide connections between different land use areas. It is also appropriate within and surrounding regional commercial and business district areas.

Components:

- 10-12 foot lanes for motorized vehicular travel. These lanes should be designed to accommodate contextually appropriate modes of public transit.
- Bike lanes that are a minimum of 5 feet wide.
- Curb and gutter are appropriate in these areas to convey stormwater.
- 6-7 foot buffer areas provide a separation between the sidewalk and the roadway. This area should be design to accommodate transit stops, utilities, street trees and other landscaping, street furniture, wayfinding signs, and other similar features.
- Sidewalks should be a minimum of 6-foot wide but may be expanded to accommodate larger volumes of pedestrian traffic in areas of higher intensity use along transit corridors. Typically, building setbacks vary in these areas, however, it is encouraged that buildings be built closer to the sidewalk along transit corridors to provide better access for transit riders.

NEIGHBORHOOD CROSS-SECTION

Location: Application of this treatment is appropriate in neighborhoods where traffic volumes and speeds are lower than on major roadways.

Components:

- 10-12 foot lanes designed for motorized vehicular travel and bicycles.
- Curb and gutter are appropriate in these areas to convey stormwater. Some older or more rural neighborhoods were developed with a roadside ditch system for stormwater, in which case sidewalks must be setback further from the roadway.
- 6-7 foot buffer areas that create a separation between the sidewalk and the roadway. This area should be designed to accommodate utilities, and street trees and other landscaping.
- Sidewalks should be a minimum of 6-feet wide. There are typically varying building setbacks in these areas.

RURAL/NON-MOTORIZED CROSS-SECTION

Location: Application of this treatment is appropriate in major arterial roads and collector streets that provide connections between different land use areas, especially in rural areas. It is also appropriate in areas that provide connections between residential areas, parks and open space. In some cases non-motorized paths can be extended through all land uses as non-motorized connectors between various areas of the Township. Often non-motorized pathways will not follow roadways, but will cut through parklands, preservation areas or run along other corridors such as railroads or waterways.

Components:

Rural Roads

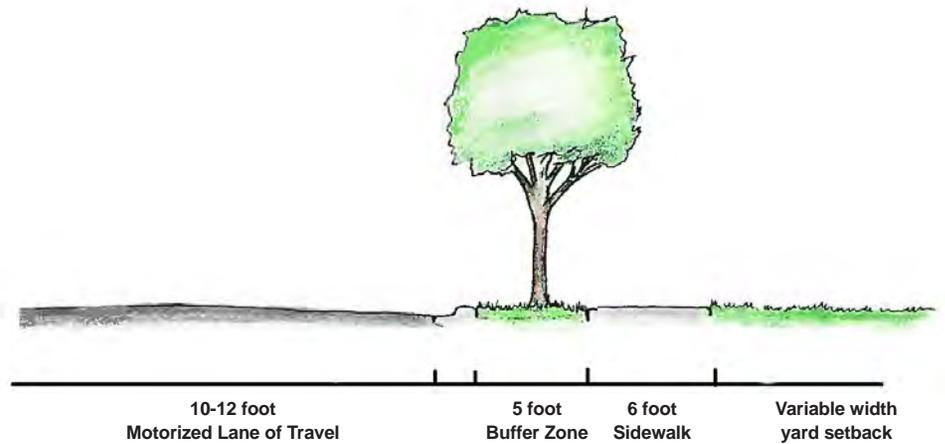
- 10 -12 foot lanes designed for motorized vehicular travel.
- Bike lane or paved shoulders that are a minimum of 5-feet wide.
- It is typical that a roadside ditch system for stormwater is used.
- A 10-foot wide multi-modal non-motorized pathway design to AASHTO standards.
- Rest areas with benches, trash receptacles, and interpretive signs can be installed at various locations along non-motorized pathways.

Through parklands or preservation areas or along railroads or waterways

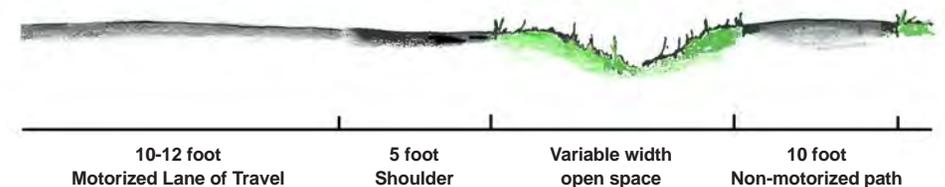
- A 10-foot wide multi-modal non-motorized pathway design to AASHTO standards.
- Rest areas with benches, trash receptacles, and interpretive signs can be installed at various locations along non-motorized pathways.

TREATMENTS

NEIGHBORHOOD CROSS-SECTION



RURAL/NON-MOTORIZED CROSS-SECTION



BUILD UPON THE PUBLIC TRANSPORTATION NETWORK

TRANSIT-ORIENTED DEVELOPMENTS

When mixed-use areas are developed around transportation systems that connect to other areas in the community or to other communities they are considered transit-oriented development (TODs). To be considered TODs these areas must exhibit walkability, have high density housing, contain a mixture of uses, and many of the other qualities described in the Nodal Mixed-Use Development Model section.

PUBLIC TRANSPORTATION

Public transportation takes many forms, such as buses, light rail, commuter rail, subways, etc. Many factors affect a community's ability to provide public transportation, including: the real estate market, density, walkable destinations, a mix of land uses, streets that are adequately designed to board passengers, sufficient lighting for safety, and sidewalks for accessibility and connectivity.

Public transit is a tool that can fulfill many unmet transportation needs within a community. It is an alternative to the personal automobile; it provides access to destinations for people who do not drive, who cannot drive, who cannot afford an automobile, have physical disabilities, or those who prefer to commute using an alternative to the personal automobile. Public transportation can reduce traffic congestion and fossil fuel emissions, provide stimulus for economic growth, and provide access to destinations for a broad demographic spectrum.

Less than 10% of survey respondents chose transportation accessibility as a positive aspect of living in Pittsfield.

As we reduce our dependence on fossil fuels and on automobiles as our sole means of transportation, many places throughout the nation, including Michigan, are looking to expand their public transportation networks. The significance of improving the viability of public transportation as an alternate mode of transportation is heightened because of the increasing number of senior citizens in our community. Furthermore, accessible public transit has been positively linked to attracting and retaining young talent and creating an environment that is attractive for economic development.

ECONOMIC BENEFITS OF PUBLIC TRANSIT

Public transit stimulates development and redevelopment.

Many new public transit lines stimulate over \$1 billion in new development within a few years.

- In 2000, the average downtown vacancy rate for cities without rail was 12.8%, but 8% for all cities with rail transit.
- There has been over \$3.3 billion in new property development and redevelopment completed, underway or planned near Dallas Area Rapid Transit light rail stations since 1999.
- St. Louis has seen substantial transit-oriented development, redevelopment and real estate investments near its Metro Link light rail system opened, generating over \$1 billion to Metro's service area.
- Within five years after the construction of Portland's light rail line, over 7 million square feet of new development valued at over \$900 million occurred adjacent to light rail. Public transit boosts business revenues and profits.

Public transit boosts business revenues and profits.

Businesses often realize a gain in sales three times the public sector investment in transit capital; a \$10 million investment results in a \$30 million gain in sales.

- In St. Louis, the public transit system modernization and expansion is expected to bring in \$2.3 billion in business sales.
- Businesses located near the Dallas Area Rapid Transit light rail starter line have experienced a nearly 33% jump in retail sales in one year, compared to just 3% elsewhere in the city.

Public transit increases value and income for property owners.

Across America, properties that are within a short walk to a train stop are selling for 20-25% more than comparable properties further away.

- In Dallas, residential properties near light rail stations on average increased in value 39% and office buildings by 53%, compared to similar properties not near rail. The increase in taxable value of properties located near Dallas' DART light rail stations was 25% higher than elsewhere in the metro area.
- In Chicago, properties adjacent to transit stations had a 20% higher increase in value compared to those located a half-mile away.

Source: Data from the American Public Transit Association, Summarized by Transportation Riders United

TRANSIT IN THE TOWNSHIP

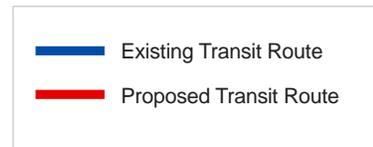
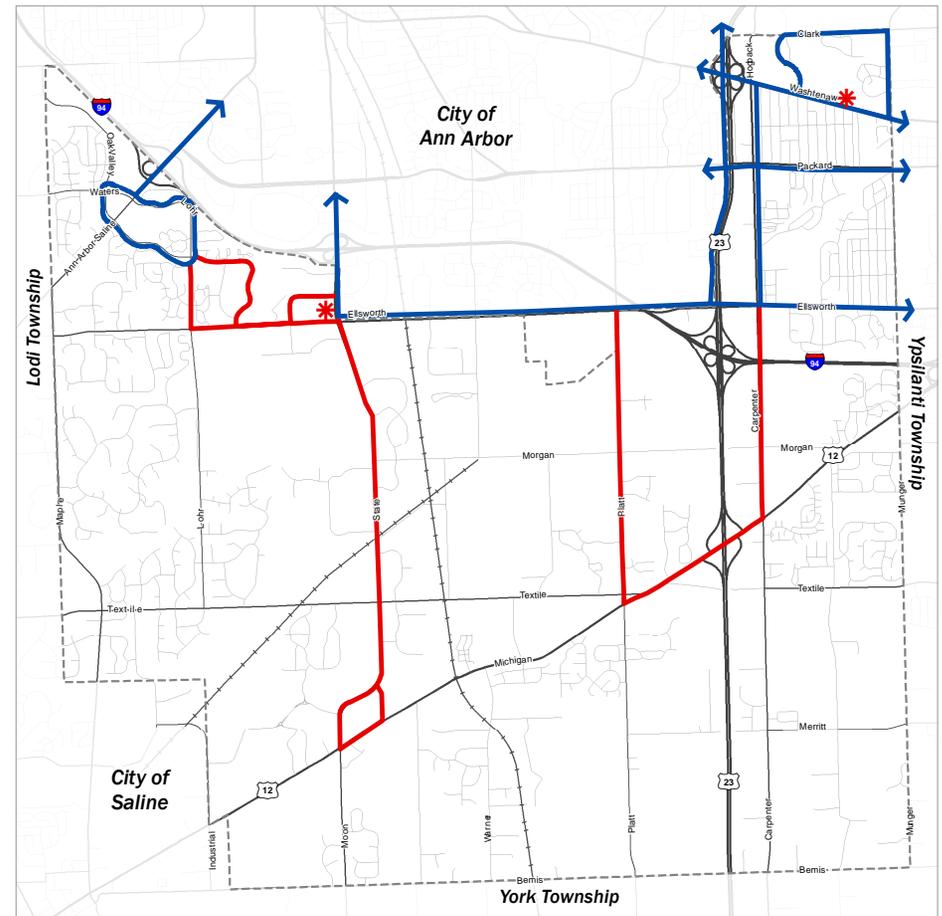
Currently, Pittsfield Township provides bus services through the Ann Arbor Transit Authority (AATA). The Township conducted a survey in fall 2010 to explore resident's opinions on bus transit. 183 residents, 30% of whom were 35-49 and 40% who were 50-64 years of age, responded to the survey. There was a roughly equal split between those who had and those who had not taken an AATA bus in the last year. An overwhelming majority of respondents, over 70%, expressed a desire to see AATA services expanded within Pittsfield. Interestingly, there was not much interest in increasing the frequency of existing services.

While it remains unclear as to if, and how, the less dense areas of the Township would access bus services, the 2010 Pittsfield Master Plan utilized community responses to identify six mixed-use dense development nodes that would be most logically served by public transit. A defined focus on compact and concentrated development that supports greater densities will, among other factors, enable our community to benefit from expanded bus transit access. The Transit map to the right depicts these areas.



Photos from the Master Plan Bus Tour

TRANSIT PLAN



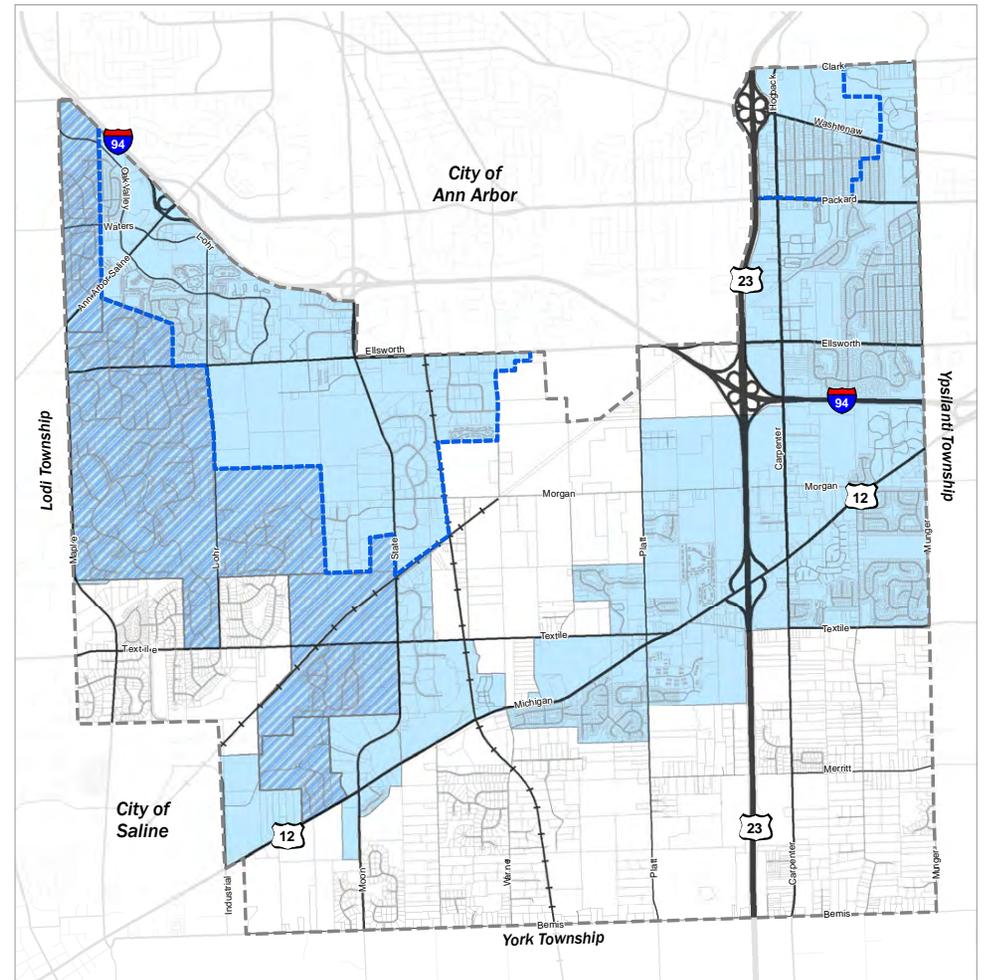
CAPITALIZE ON COMMUNITY INFRASTRUCTURE

Community infrastructure includes all transportation facilities (roads, sidewalks, pathways, transit routes, and transit stops) 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. As is discussed previously, mixed-use 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 uses. Conversely, the 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.

Land uses have been planned considering existing and planned future infrastructure. In fact, infrastructure should also be planned based on existing and future land use patterns. An example that demonstrates this strategy is the concept of focusing development in areas where there is existing and anticipated transit to serve areas of dense development. As such, it is important to plan for future transit in areas of existing and anticipated dense development.

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 Pittsfield to focus its resources and investment in public utilities and services where there is the greatest existing and anticipated need. *The map to the right* demonstrates that the Township has delineated the sanitary sewer and water districts based on existing and planned land use patterns, and expected design capacity needs in Pittsfield.

UTILITY SERVICES BOUNDARY MAP





KEY CONCEPTS

The Nodal Mixed-Use Development Model

Increase Connectivity

GOALS

Recognize the intrinsic relationship between land use and transportation and understand that each has a profound impact on the others ability to be sustainable and effective.

Participate in regional efforts to support transit-oriented development (TOD).

Promote a safe, secure multi-modal transportation system that is fully coordinated and effectively serves adopted land uses.

OBJECTIVES

1. Provide motorized and non-motorized connections between land uses wherever physically feasible.
2. Coordinate new development and redevelopment projects with local and regional partners (e.g. AATA, MDOT, WATS, WCWRC, and WCRC) on all sites.
3. Review land uses to identify potential overlay districts and infill opportunities that focus density in strategic locations and support and compliment multiple transportation modes for improved mobility.

1. Incorporate access management into transportation and land use regulations based upon MDOT's guidebook: *Reducing Traffic Congestion and Improving Traffic Safety in Michigan Communities* and implement other current state-of-the-art practices.
2. Ensure long term viability of transportation modes by recognizing the needs of providers and users when redeveloping and designing new sites.
3. Provide complete pedestrian facilities for all new development and redevelopment projects including continuous sidewalks that connect buildings to streets, ramps, crosswalks, or the continuation of a sidewalk through roadways or parking areas, and appropriate lighting.
4. Consider the future use of light rail in certain areas like the Washtenaw Avenue corridor when making design and development considerations.

1. Increase access to multiple modes of transportation in all areas of the Township (as appropriate based on planned land uses and densities).
2. All modes of transportation should be integrated into the transportation network as per the non-motorized plan to reduce or eliminate crash conflicts between modes (e.g., rail, auto, transit, and non-motorized modes).
3. Adopt a "Complete Streets" ordinance.



KEY CONCEPTS

Build upon the Public Transportation Network

Capitalize on Community Infrastructure

GOALS

Provide accessibility and mobility for all people and goods to all land uses.

Address the needs of all residents, especially seniors and youth and the creative class, by expanding bus services to dense residential and development nodes.

Provide the highest quality services and infrastructure to the community.

OBJECTIVES

1. Adopt, publish, and update prevailing American Association of State Highway and Transportation Officials (AASHTO) construction standards for motorized and non-motorized facilities.
2. Increase the safety and security of all modes of travel in the transportation system through design, enforcement, and education.

1. Create a comprehensive transportation plan to determine the most effective current and future routes and where transit stops should be located.
2. Work with AATA, local community organizations, and local businesses to improve the accessibility, usability, and attractiveness of bus stops.
3. Provide ADA education, access and mobility for all users to reduce barriers to the use of the transportation system.

1. Focus new development in areas that already have infrastructure by using infill and redevelopment with higher density mixed-use developments in order to avoid stretching existing service needs to lower density areas in the Township.
2. Identify capacity of existing utilities to determine how much intensity can be supported in certain areas or where upgrades should be considered.
3. Create mini-stations for the Department of Public Safety to service areas of more intense urban development.

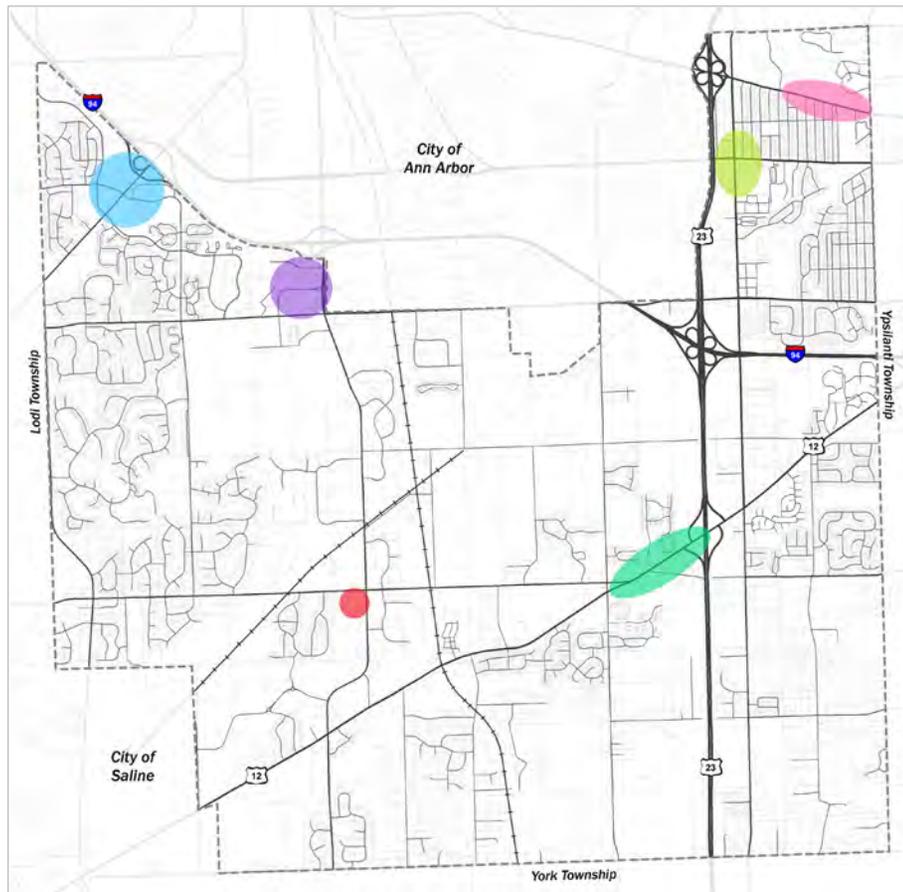


Focus Development Areas





FOCUS DEVELOPMENT AREAS



- | | |
|---|---|
| ● Washtenaw Avenue | ● State & Textile Roads |
| ● Carpenter & Packard Roads | ● State Street & Ellsworth Road |
| ● Michigan Avenue & Platt Road | ● Ann Arbor-Saline Road |

INTRODUCTION

The following graphical renditions are purely conceptual. More specifically, these are suggestions and outlines of our vision for how a particular node may develop in the future. We fully acknowledge and appreciate that the nature and types of development that occur in these locations will be dictated by market forces and take shape over a period of time. The Township is also committed, where applicable, to working with neighboring jurisdictions to ensure design and land use compability at a regional level. Our intent is to convey the essence of our future vision for the Township. These mixed-use nodes promote a land use pattern that supports a variety of compatible uses which are accessible via multiple modes of transportation.

The Future Land Use Plan, shown on page 33, identifies each of these six nodes as either the Mixed-Use I or Mixed-Use II land use category. As described above, these categories are unique because they mix living, working, shopping, and entertainment uses in a walkable, human-scale development. They are also unique because the residential density called for in the Mixed-Use districts is greater than the other residential land use categories, creating dynamic centers.

The images on the following page represent the elements these mixed-use development nodes may contain. Even though the following proposed development typology does not currently exist in the Township, these concepts are designed to be compatible with existing land uses and densities. These six nodes are located in areas that are primed for redevelopment or development at a human scale and will enhance the diversity of the Township's current stock of lifestyle options. These mixed-use nodes provide current and future residents with places to live, work, run errands and access entertainment and cultural opportunities, all within walking distance from each other. Furthermore, these areas will be connected to each other through public transit, automobile, and non-motorized connections.

REPRESENTATIVE MASSING & ELEMENTS OF FOCUS DEVELOPMENT AREAS

ROW HOUSES



SOURCE: <http://www.residentialarchitect.com/>



BIOSWALES



SOURCE: <http://www.lakecountytill.gov/>

LIVE/WORK UNITS



SOURCE: <http://www.ndc-md.org/MountRainierArtistLofts.htm>

MIXED-USE



SOURCE: <http://www.rockvilletownsquare.com/gallery/>

GATHERING SPACES



SOURCE: <http://www.crockerpark.com/gallery.php>

COMMUNITY GARDENS



SOURCE: <http://www.nycgovparks.org/>



GENERAL LAYOUT CHARACTERISTICS AND ELEMENTS OF THE FOCUS DEVELOPMENT AREAS

GENERAL LAYOUT CHARACTERISTICS

These nodal developments have, for the most part, been designed for buildings ranging from 1-5 stories. Note that in areas like Washtenaw Avenue, Ann Arbor-Saline Road, and Carpenter & Packard Roads, existing Big Box development has been integrated into the designs. In these areas it is important to infill the existing surface parking lots that are in front of the stores and reduce setbacks. Mixed-use buildings will be located along these major corridors; they will typically be separated from the road with a 5-10-foot wide landscaped area, 6-10-foot wide sidewalks with buildings immediately adjacent to the sidewalk (*refer to the illustration to the right*). Bringing buildings closer to the street and designing them at a human scale with a lot of ground floor transparency, attractive building materials, and providing for outdoor public gathering areas will create a more enjoyable and vibrant experience.

The proposed mixed-use buildings in these six nodes may range from 2-6 stories, and generally contain ground floor retail or commercial activities with offices and/or residential above. Many of the streets in these areas may provide for on-street parking, with additional parking needs being met via parking structures. When surface parking is needed it will be provided behind buildings. These areas will intrinsically integrate transit and non-motorized amenities into the transportation network connecting them to one another and other land uses in the Township. *See the illustration to the right* that shows how the streets in these areas may be configured to provide all residents with transportation options.

PUBLIC GATHERING SPACES

Although the Township has many parks, it does not yet provide for urban park/public spaces. We suggest that gathering spaces should be integrated into the six nodal development areas to give residents an opportunity to hold festivals and other events as well as casually gather together. The parks/public spaces should be used as an organizing element in site designs, and occupy prominent positions rather than be located in "left-over" spaces. Each public gathering space should also allow pedestrian connections to other gathering spaces throughout the mixed-use nodes. These spaces may range from large gathering spaces to pocket parks and often contain landscaped areas, flexible hardscaped space, water features, ice skating rinks, street furniture, public art, chess tables,

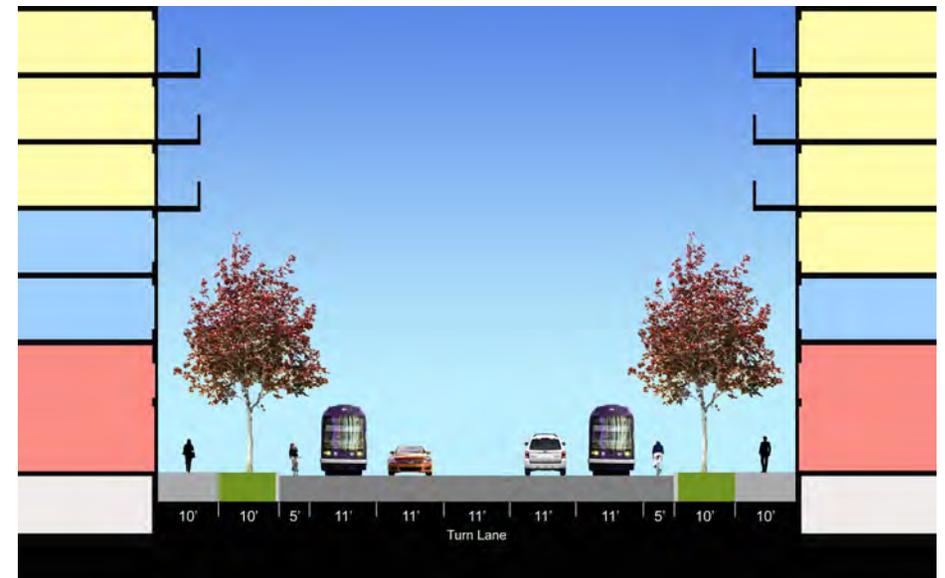
and other amenities. The recently redeveloped Campus Martius Park in Detroit serves as a strong example of this urban park typology.

ROW HOUSES

While reviewing the conceptual designs on the following pages, note that many of them feature row houses; row houses are used as a strategy for stepping down density in mixed-use areas. Row houses help with the transition from mixed-use buildings to single-family and other lower density developments, while providing for an additional housing type to meet the needs and desires of residents. The Washtenaw Avenue design concept illustrates this step-down approach. As we move west away from the intersection of Washtenaw & Golfside building heights are reduced and row houses introduced to buffer the existing single-family Washtenaw Heights and Oak Park neighborhood from more intense uses.

LIVE/WORK UNITS

As part of the Township's commitment to the cultivate arts & culture, some of the buildings in these concepts for the six nodal developments contain spaces where artists can live above their studio spaces. These buildings have gallery and other flexible spaces integrated into them where artists can gather and promote their work.



■ Retail ■ Office ■ Residential

Representative cross-section of a street served by transit and bicycle lanes.

These spaces can also be designed to meet the needs of burgeoning entrepreneurs. These units can facilitate business incubation by providing entrepreneurs with one space where they can live and simultaneously develop their business, thus saving on the cost of renting office space as they try to launch their new business venture.

SENIOR HOUSING

It is estimated that, 20-25% of the Township's residents will be over the age of 65 by 2035 (SEMCOG, U.S. Census Bureau). Senior housing has been incorporated into many of the conceptual designs because it should be located adjacent to retail, personal services, and other commercial activities to provide people with reduced mobility (e.g., seniors) access to the items and services necessary to meet their daily needs. The proposed senior housing varies from independent living in cottages, duplexes, apartments, and condominiums to assisted living in a larger facility.

GREEN FEATURES

The design concepts for the following six nodal developments demonstrate the Township's continued effort to green itself through the use of low impact development techniques such as preservation of natural features, bioswales, green roofs, permeable pavement, and other natural stormwater management techniques in future public and private development activities. These areas may also contain buildings with a variety of sustainability features integrated into their construction and function.

COMMUNITY GARDENS

The 2010 Pittsfield Master Plan promotes the policy of making agriculture a more economically viable activity. One way to incorporate this commitment into these dense development nodes is to promote community gardens. These gardens can help educate residents about the importance of local foods, help them make connections with farmers who may participate in these gardening activities, generate a strong sense of community, and provide all Township residents access to fresh, healthy produce.

It should be noted, once again, that the designs for the six mixed-use development nodes laid out in the following pages are purely conceptual. The overall aim is to introduce a land use pattern into Pittsfield Township that concentrates development within existing nodes, and reduces development pressures on existing green and open spaces. It also serves as a mechanism to help preserve our valuable green and open spaces.



BUSINESS
INCUBATION
AREA

STATE CIRCLE

EXISTING
HOTEL

AIRPORT BLVD

STATE ST

ELLSWORTH RD

KEY

- ① Transit Center
- ② Parking Garage with Green Roof
- ③ Artists' Live/Work Space
- ④ Park
- Existing Buildings
- Residential
- Mixed-Use
- Bioswale
- Community Garden



0 250 500 750 feet





KEY

- ① Transit Center
- ② Parking Garage
- ③ Live/Work Units
- Existing Buildings
- Row Houses
- Mixed-Use
- Public Gathering Spaces
- Non-motorized pathway
- Bioswale
- Community Garden

CARPENTER & PACKARD ROADS



KEY	
①	Existing Building with a Green Roof
②	Parking Garage with a Green Roof
③	Live/Work Units
④	Park
	Existing Buildings
	Parking Structure
	Row Houses
	Mixed-Use
	Public Gathering Spaces
	Bioswale
	Community Garden







Great Neighborhoods







Residential areas throughout the Township

INTRODUCTION

Similar to many other suburban growth communities in Southeast Michigan, Pittsfield Township has developed with a significant amount of single-use residential neighborhoods. While these areas may have been successful when originally planned for and developed, current land use and housing trends indicate they will not be sustainable forever. In other words, it is imperative that the 2010 Pittsfield Master Plan create a balance between current and future housing needs, as we face the challenge of retaining and attracting young talent on the one hand, while also addressing the needs of a growing number of seniors on the other. In addition, as Pittsfield moves towards establishing dense, mixed-used development nodes there is a need to determine what residential types and units will be integrated into these sub-areas.

We acknowledge and respect the rural heritage of our community while at the same time planning for the needs of tomorrow. Pittsfield is home to people of different ages, interests, lifestyles, abilities, and incomes and all of their needs should be equally considered when making land use decisions relative to housing types and density. Results of the community survey and market research tells us that more and more people are choosing where they live based on the character of a neighborhood and the amenities it offers. There is no one size house or neighborhood that fits all.

The fact that the local public schools in Pittsfield Township are rated among some of the best in the state and nation makes its housing market very attractive. In fact, nearly 50% of respondents to the community survey cited local schools as being a positive attribute for Pittsfield. Consequently, the existing housing stock and residential neighborhoods are a relative strength for our community. The 2010 Pittsfield Master Plan builds upon and supports the existing neighborhood framework while also seeking opportunities to improve on the diversity of housing stock by including new neighborhood types for people of all ages, incomes, and lifestyles.

“Over 41% of the respondents chose “nice neighborhoods” as the reason they reside in Pittsfield”

In response to the community survey, nearly 80% of residents indicated living in a single-family housing unit, with approximately 60% of the respondents living in a unit built on a less than one acre lot. Residents went on to indicate that, in their opinion, the Township should not build more single-family units but hold steady with the existing stock.

However, there was a desire to see more affordable single-units and senior housing. With the understanding that single-unit dwellings are an integral part of our community's housing combined with an attempt to control sprawl, our aim is to build out existing neighborhoods in such areas as the: Ann Arbor-Saline & Lohr Road area; State & Ellsworth Road area; Washtenaw Avenue (between US-23 & Golfside); and Carpenter Road between Washtenaw Avenue & I-94.

In addition, the 2010 Pittsfield Master Plan commits to ensuring multi-modal transportation connections from its residential neighborhoods to employment, retail, commercial, cultural, recreational and open spaces.



KEY CONCEPTS

SUPPORT & ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS

As noted, the existing housing options and quality of neighborhoods is one of the major positive attributes of Pittsfield Township. The primary aim is to ensure the continued vibrancy of our residential neighborhoods by addressing issues such as: neighborhood cut-through and speeding traffic, and preventative maintenance of roads.

Pittsfield acknowledges that for the most part, existing residential neighborhoods are in relatively stable condition. We have divided our neighborhoods into two categories: *stable* and *mature*. These *stable* neighborhoods can be further enhanced by provision of amenities like increased non-motorized connections, encouraging energy efficient building improvements, and allowing for additional features like accessory dwelling units. Some of the more *mature* and older neighborhoods in the Township can benefit from these and other additional enhancements such as infill development and empowering aging in place. More can also be done to buffer existing neighborhoods from adjacent commercial or retail land uses by providing for additional green spaces.

STABLE

These neighborhoods are generally consistent with the land use patterns recommended by this 2010 Pittsfield Master Plan. These residential developments are in stable condition and are not planned for change in use or character.

MATURE

These neighborhoods are consistent with the future development recommendations of this Plan. These neighborhood areas either are or can expect to experience residential reinvestment based on relative property values as well as the mixture of dates when homes were constructed in the neighborhood. Parts of these neighborhoods were constructed without some of the modern amenities desired by residents.

As noted, this Plan is committed to reducing sprawl and thus advocates for limiting future residential development to either the mixed-use development nodes or existing neighborhoods. Preserving the existing built environment and focusing new development in these areas, will permit the preservation of open spaces and natural resources in the Township. Preserving the investments that have already been made and reinforcing those neighborhoods are of the utmost importance to creating a sustainable and diverse community.



RECOMMENDED ENHANCEMENTS TO STABLE NEIGHBORHOODS

- 1** Provide non-motorized connections.
- 2** Maintain existing infrastructure.
- 3** Encourage energy efficient building improvements and other 'green' enhancements.
- 4** Enforce building and site maintenance related codes.
- 5** Permit "granny flats" and accessory apartments, as appropriate.
- 6** The Township will support neighborhood associations and organizations in their efforts to improve these neighborhoods and create engaging civic activities for residents.

RECOMMENDED ENHANCEMENTS TO MATURE NEIGHBORHOODS

- 1** Provide non-motorized connections.
- 2** Maintain existing infrastructure.
- 3** Encourage energy efficient building improvements and other 'green' enhancements.
- 4** Enforce building and site maintenance related codes.
- 5** Permit "granny flats" and accessory apartments, as appropriate.
- 6** The Township will support neighborhood associations and organizations in their efforts to improve these neighborhoods and create engaging civic activities for residents.
- 7** Identify opportunities to integrate parks and recreational facilities.
- 8** Develop building regulations that permit expansion and modernization of structures while at the same time preserving the established character of these neighborhoods.

PROVIDE HOUSING & NEIGHBORHOOD DIVERSITY

There will always be people who choose to live in a rural environment, people who want to live in a suburban environment, and people who want to live in an urban environment. Pittsfield acknowledges the need for all these choices while at the same time providing new opportunities to develop residential units as part of mixed-use nodes. Pittsfield recognizes that it must position itself to provide the housing and neighborhood options desired by current and future residents to ensure a successful economy and a vibrant community. Therefore, we must plan for new residential neighborhood types, such as mixed-use and transit-oriented developments (TOD), historic districts, senior housing, and higher-density single-unit residential developments, while simultaneously preserving and reinforcing existing high quality neighborhoods, open spaces, and natural features.

ENCOURAGE AGING IN PLACE

The mixture of housing types planned for Pittsfield will encourage the concept of aging in place. This concept makes it possible for a person to remain in the community throughout her entire life and have her housing needs met at each stage of her life cycle. Throughout her life cycle, a person who is aging may move from the large two-story house where she raised her family, into a smaller ranch style home for retirement, and then onto an assisted living community. Providing for a diversity of housing stock gives people the opportunity to shift from one housing type to another while remaining in the Township. By acknowledging that not everyone can or is willing to live in the same type of home or neighborhood environment, Pittsfield will position itself to attract and retain residents in the future. One step towards creating an environment that gives individuals the opportunity to age in place requires allowing for clustered nodes of senior housing that are well-served by amenities and multiple modes of transportation (including public transit).

INCLUDE RESIDENTIAL UNITS IN MIXED-USE NODES

Residential units within mixed-use developments allow for first-floor retail or commercial with offices and/or apartments above. They also allow for duplexes and condominium developments that offer a range of affordability for varying incomes and ages. Fostering this type of residential development has the advantage of encouraging people from different cultural, age, ethnic, ability, and income groups to reside in one residential neighborhood thereby expanding upon a neighborhood's diversity and vitality.

Such residential developments, invariably, rely on a robust transportation network to ensure their viability and success. In other words, these mixed-use areas require access to not just safe roadways but also public transit, sidewalks, and pedestrian and bike crossings. Close proximity to amenities such as retail outlets, restaurants, entertainment, and recreational opportunities contribute to ensuring the success of such diverse neighborhood structures, and create the density necessary to support a comprehensive transit system.



St. Louis Park, MN, mixed-use development
SOURCE: <http://www.tcbmag.com/>



Rowhouses in Washington, D.C. are an example of urban townhouses
SOURCE: <http://www.residentialarchitect.com/>



Rockville, MD is an example of mixed-use development that includes residential units above commercial spaces
SOURCE: <http://www.rockvilletownsquare.com/gallery/>



CREATE INCREASED CONNECTIVITY

A livable community “...is the sum of the factors that add up to a community’s quality of life – including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.”

- Partners for Livable Communities

Pittsfield Township is home to or within close proximity to many elements that make neighborhoods “livable.” Historically, however, linkages to these elements or the inclusion of them in new developments or in close proximity to residential areas has not always been a priority. Pittsfield will work with local institutions, businesses, neighboring communities, and other agencies to ensure all areas of the Township are “livable”. As new residential areas are created and existing neighborhoods mature, emphasis will be on ensuring the crucial livable elements, such as easy access to good schools, employment centers, commercial and retail outlets, recreational facilities, libraries, arts and cultural institutions, and entertainment opportunities, and a variety of transportation options are provided.

The availability of and access to multi-modal transportation options is imperative to the future desirability of neighborhoods in Pittsfield Township. Increased residential density will be focused within the dense, mixed-use development nodes. These development nodes were identified through the community survey because of their established development patterns and infrastructure, location and proximity to multiple transportation options, and potential for leveraging available amenities. These areas are primed for redevelopment as walkable nodes adding diversity and destinations to the Township.



Top: Township street in the autumn
Middle: Montibeller Park
Bottom: Platt Road Greenway



KEY CONCEPTS

Support & Enhance Existing Residential Neighborhoods

Provide Housing & Neighborhood Diversity

GOALS

Support and enhance existing neighborhoods in the Township.

Provide the highest quality infrastructure to the community.

Continue to provide a variety of housing and neighborhood options.

OBJECTIVES

1. Reinforce or promote the viability of developed residential areas by encouraging housing rehabilitation, and creating regulations that permit the modernization and renovation of older housing stock.
2. Encourage the preservation and reuse of historic buildings and sites.
3. Revitalize the housing in mature neighborhoods.
4. Buffer existing neighborhoods from commercial uses through design and development standards.

1. Establish benchmarks that permit regular review of the quality of service and infrastructure provided. Services and infrastructure that should be reviewed include:
 - Utilities (sewer, water, and rubbish)
 - Public safety (police, fire, E-911 dispatch)
 - Transportation (roads, pathways, sidewalks, transit, and transit centers)
 - Parks and Recreation
 - Schools
 - Wireless and fiber optic communications and internet
2. Revise the Township's Capital Improvement Plan, as necessary, to ensure it is consistent with this 2010 Pittsfield Master Plan.
3. Make it a priority to maintain and upgrade existing utilities in areas that are currently developed as or planned for higher intensity land uses.

1. Continue to respect the desire of residents to live in a variety of environments (rural, suburban, or urban) by encouraging development and preservation to occur in targeted areas of the Township.
2. Encourage aging in place by providing housing choices that allow residents to live their full life cycle in the Township.
3. Encourage the development of mixed-uses to provide opportunities for residents to live, work, and play that are within walking distance from each other.
4. Recognize areas of a community that provide activities 24 hours a day, 7 days a week are desirable to many existing and potential residents.



KEY CONCEPTS

Create Increased Connectivity

GOALS

Encourage racial, ethnic, age, and socioeconomic diversity within neighborhoods.

Provide safe, desirable and affordable housing choices that meet the needs of all Township residents.

Collaborate with institutions, businesses, neighboring communities and other agencies and stakeholders to ensure all areas of the Township are adequately served by multi-modal connections.

OBJECTIVES

1. Expand the stock of housing options for all ages, abilities, incomes, and lifestyles in a manner that avoids sprawl.
2. Ensure that areas of the Township are zoned to enable clustered nodes of senior housing located in close proximity to amenities and services.
3. Ensure that Zoning Ordinance regulations provide the flexibility necessary to accommodate senior housing (i.e. accessory dwelling units, increased density, and part of mixed-use developments).
4. Create more public gathering spaces for members of the community to interact and communicate with each other.
5. Plan for amenities that are desirable to the “creative class” of workers.
6. Discourage the development of homogenous residential developments by requiring a mixture of housing styles and price points.
7. Support organizations that provide services that help all residents meet their basic needs (e.g., Meals on Wheels, AATA, Foodgatherers)
8. Celebrate resident’s ethnic and cultural backgrounds by creating regulations which permit the installation of art and variety in architectural styles.

1. Encourage and incentivize affordable housing and senior housing opportunities near fixed transportation routes.
2. Promote equal housing opportunities consistent with federal, state, and local fair housing laws.
3. Require that parks and other open spaces are accessible to all residents.

1. Promote walkable and bikeable destinations and “nodes of development” (mixed-use commercial and residential, parks) adjacent to existing neighborhoods.
2. Ensure the Zoning Ordinance encourages (not simply permits), greater densities and mixed-uses in targeted areas in the Township.
3. Provide amenities that are consistent with a neighborhood’s typology. For example, sidewalks may not be appropriate in rural areas of the Township, while they are imperative to the viability of suburban and urban areas. Pocket parks may not be appropriate in rural areas, whereas they should be provided in urban and suburban areas.
4. Make sure that neighborhoods are developed within close proximity to amenities that make our community ‘livable’ such as schools, libraries, employment centers, parks, cultural institutions, etc.

Successful Economy





INTRODUCTION

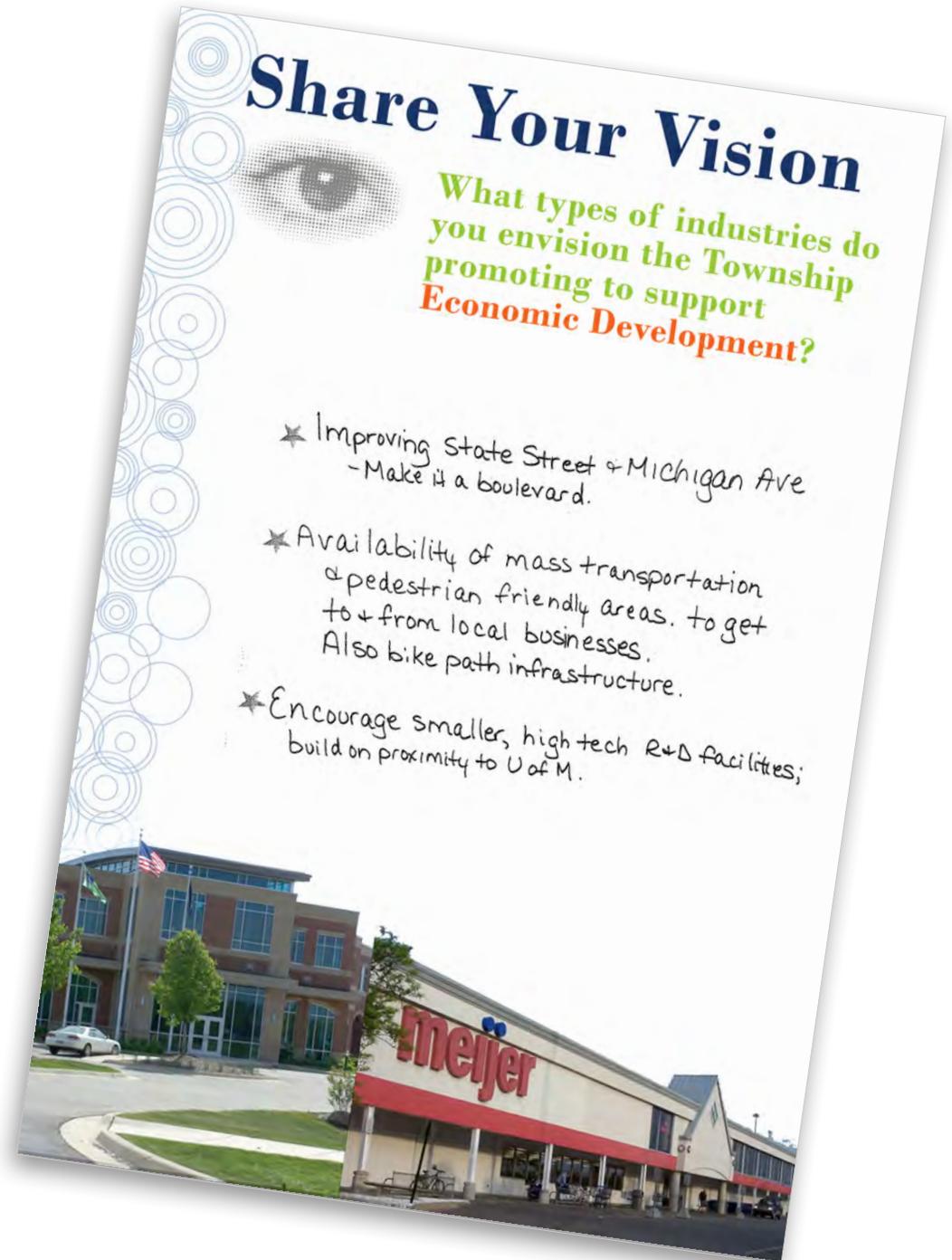
Pittsfield Township's location has been one of the main driving forces behind its economic success. The Township is ideally located within close proximity to the cities of Ann Arbor, Saline, Detroit, Chicago (IL), and Toledo (OH) with direct access to I-94, US-23, the Ann Arbor City Airport (ARB), and the Detroit Metropolitan Wayne County airport (DTW). Pittsfield is also located in close proximity to the University of Michigan, Eastern Michigan University and Washtenaw Community College, which provide access to a talent pool of almost 100,000 students.

Pittsfield Township provides a home base for not just the young talent from these universities but the teaching and research faculty as well. Consequently, our community's residents represent the diversity and talent of the larger region. Over 50% of Township residents are equipped with a Bachelor's degree or higher compared to the U.S. average of 24.4% of the population (*U.S. Census Bureau, Census 2000*). The median household income in Pittsfield is \$61,262 (*U.S. Census Bureau, Census 2000*) with a regional median housing value of \$150,000.

Pittsfield Township has the critical advantage of being located to the immediate south of the City of Ann Arbor and providing an Ann Arbor mailing address while placing a much lower tax burden on businesses. Consequently, Pittsfield is second only to City of Ann Arbor with a total State Equalized Value (SEV) of \$18,290,507,000 in 2010. The Township has the second largest tax base in Washtenaw County, contributing 11.19% to the total SEV of the county (*Washtenaw County 2010 Equalization Report, Washtenaw County Equalization and Property Description Department*).

When reviewing the existing economic base of Pittsfield Township, it is clear that our hallmark is the diversity of businesses located in our community with a heavy focus on retail, research & development, and information technology. There are no major employment 'anchors' that dictate the future economic health of the Township. On the contrary, there are a variety of smaller businesses employing 100-250 people that provide a diversified economic-base. Many of these businesses are on the cutting edge of developing new technologies, including medical, information, and alternative energy models.

With the advent of the 21st century, there has been a global transformation in how business is done and in our economic base. In





the United States, we have shifted from a manufacturing based economy, to one with a particular emphasis on the fluid movement of information, knowledge, human capital, and technology. This transformation is sometimes referred to as the “new” or “knowledge-based” economy. Our knowledge-based economy is characterized by the following sectors: new media, information, research, finance and insurance, professional and technical services, health care, and education.

Even as we welcome these knowledge-based businesses in Pittsfield, the primary focus is to retain, foster, promote, and nurture our dynamic and diverse commercial and business sector.

It has been demonstrated that the sense of place, the housing and leisure opportunities that are available in a community, the quality and number of transportation options, and the quality of life that a community boasts is as important, if not more important than the availability of quality affordable floor area when a 21st century business makes locational decisions. Businesses want to ensure that they choose to locate in places that their workforce finds desirable or “livable.”

The 2010 Pittsfield Master Plan makes the point that the significance of place is not obsolete. Placemaking, through ensuring “livability,” will serve to further catapult our community into the forefront of economic success. The 2010 Pittsfield Master Plan clearly defines business districts, such as the State Street Business Corridor. Links are provided via multiple modes of transportation (e.g., public transit, bike, pedestrian, automobile) to connect employment centers, retail, commercial, open, recreational, and residential spaces with each other. Our focus on using infill development to preserve our natural resources, along with an integration of arts and culture into our community dialogue and public spaces, will provide a quality of life that is attractive to the talent and the businesses which employ them.

This plan also commits to nurturing and retaining existing businesses, and using them as the basis to attract similar or complimentary businesses. Together, these businesses will cultivate a milieu of creativity around alternative energy development and information technology companies.

Lastly, the 2010 Pittsfield Master Plan looks to make the economic viability of agricultural activity a priority. Agricultural activity comprises the largest (28%) of the Township’s land use and is an integral component of our economy, character, and heritage.

Top: Businesses along the State Road Corridor; Middle: Inside UNIMERCO; Bottom: 2nd Annual B2B Mixer 2010

KEY CONCEPTS

SUPPORT ASSET-BASED ECONOMIC DEVELOPMENT

Some of Pittsfield's future economic success depends on the Township's ability to build on local and regional strengths and leverage these assets to promote economic growth.

ACCESS TO REGIONAL RESOURCES

Pittsfield's geographic location gives the Township the ability to take advantage of the many cultural, institutional, and recreational assets in the area, which are identified in the map (right). The availability and access to these assets are considered when businesses and talent are deciding where they want to locate or expand. Pittsfield must take advantage of its location and provide both physical (e.g., roads, trails, paths) and psychological (e.g., branding, character corridors) linkages to these assets. Supporting and connecting to these places will improve the quality of life for residents, and will continue to make the community more attractive to alternative energy, information technology and other, especially existing, businesses.

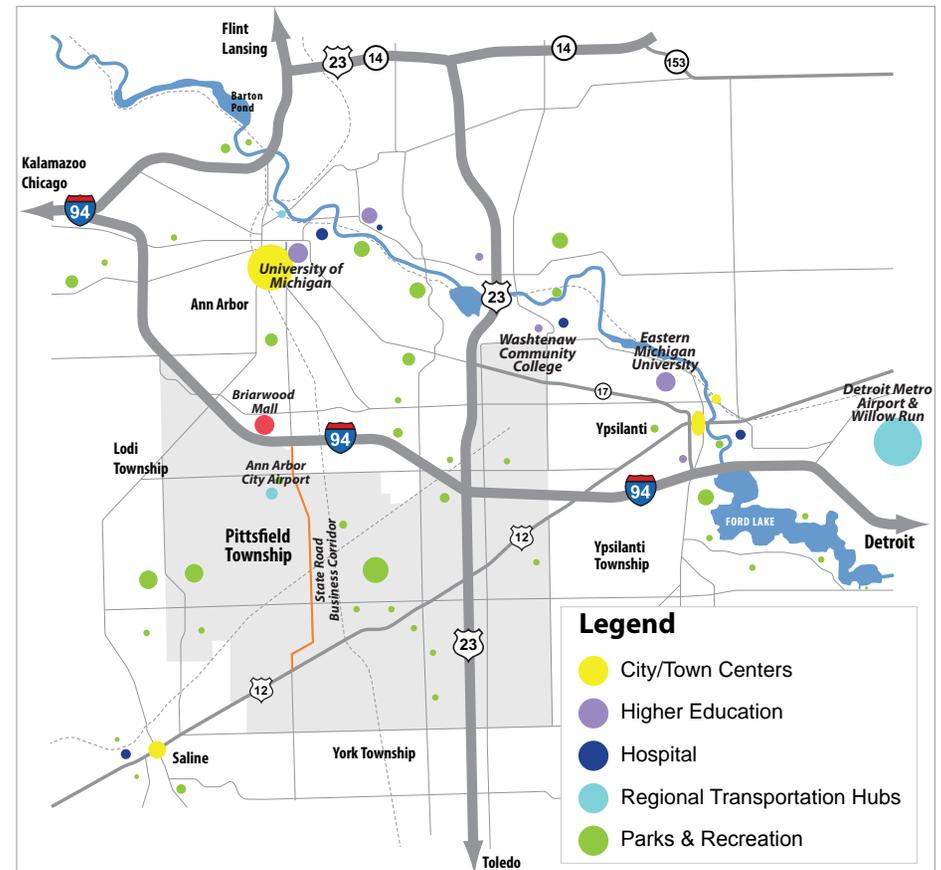
GEOGRAPHIC ADVANTAGE

Another asset the Township can leverage is its geographic location. Our location is desirable to businesses looking for an Ann Arbor mailing address, lower taxes, quick access to multiple modes of transportation and easy access to workers themselves. Many people choose to live in the Township not just because of our high quality housing stock and schools but also because of its proximity to their job.

40.3% of respondents live in the Pittsfield because of the Township's proximity to employment.

The Township has the ability to offer workers a diversity of housing options. Beginning with the 2010 Pittsfield Plan, a greater focus on increasing densities within existing neighborhoods and providing housing options connected to other compatible uses will greatly

REGIONAL ASSETS MAP



Source: McKenna Associates

enhance the Township's ability to continue to attract creative and knowledge-based workers.

ACCESS TO TALENT

One of the existing advantages of Pittsfield is its access to a highly-talented labor pool. The availability of higher education at the University of Michigan, Eastern Michigan University, and Washtenaw Community College; and the high quality K-12 public school districts serving the Township provide outstanding educational opportunities that prepare existing students and residents for jobs in the new economy. These resources also attract new talent to the Township.

56.3% of community survey respondents stated the most significant reason they reside in Pittsfield is because they liked the school district(s).

FOSTERING PARTNERSHIPS

The Township must continue to work with these educational institutions and develop strong physical (e.g., transit, non-motorized connections), psychological (e.g., links on websites, identification in Township marketing materials), and organizational (e.g., representation on boards, commissions, and committees) connections and affiliations with them. Connecting to, participating in, and forming partnerships with these institutions is a key ingredient to attracting and retaining knowledge-based and creative industries.

In order to retain businesses and attract complimentary companies, there must also be an emphasis on fostering relationships with local businesses, and working closely with regional partners such as Ann Arbor SPARK and surrounding jurisdictions. Since 2009, the Township has been hosting an annual Business-to-Business (B2B) Mixer for local businesses with the explicit aim of establishing and maintaining relationships that will help existing companies grow and flourish within our community.

In addition, the Township has adopted a model of regional cooperation which postulates that what is good for our neighbors is good for us and vice-versa. In other words, rather than competing with other cities and townships for jobs we work together to develop a region that has the quality of life where businesses would like to locate. This approach is most clearly demonstrated in the Township's leadership in the regional Reimagine Washtenaw initiative.

BUSINESS INCUBATION

Building upon these partnerships has the potential to provide other positive ripple effects. For instance, many creative and knowledge-based workers are self-employed. The ability to nurture or "incubate" these workers, their skills and ideas, will be another key ingredient to the continued success of the Township's economy. Opportunities to create places for these workers to build their start-up businesses must be provided by permitting alternative uses for existing buildings and mixed-use developments within dense nodes. Organizations such as Ann Arbor SPARK, provide many of the tools and resources, such as the Business Accelerator program, necessary to support such local entrepreneurial efforts.

“Best place to make a future Forbes 400 fortune? Start with this proposition: The most valuable natural resource in the 21st century is brains. Smart people tend to be mobile. Watch where they go! Because where they go, robust economic activity will follow.”

— Rich Karlgaard, publisher of Forbes Magazine

SET THE GOLD STANDARD IN SERVICE DELIVERY

Pittsfield Township's administration is committed to providing highly efficient and highly effective services to Township residents, businesses and the development community. Providing a single point for information is paramount to integrating transparency and predictability into the functions and services provided by the Township.

STREAMLINED & IMPROVED SERVICE DELIVERY

Since 2009, the Township has been working diligently to streamline its operations and service delivery. In 2010, Pittsfield Township partnered with the University of Michigan to become one of a handful of public entities to engage in the Six Sigma process which has been applied in the private sector to maximize customer satisfaction, improve process efficiencies, and increase performance accountability. It is the intent of the Township to annually engage with the University of Michigan for this purpose and to develop benchmarks that will assist in measuring the Township's progress toward better serving the community.

OUR APPROACH TO STREAMLINED AND IMPROVED SERVICE DELIVERY

- 1** Internal reorganizations that remove silos and allow inter-departmental communications. Information and services provided will be comprehensive and do not send customers from one person to another.
- 2** Physical rearrangement of space within Township Administrative Building that will provide a Single Service Center wherein customers can receive answers to their queries.
- 3** A dynamic and interactive website that will allow customers to obtain information and provide Township services. The website will provide multiple 'toolboxes' that address the specific needs of businesses, developers, residents, and regional stakeholders.

INCREASED FISCAL RESPONSIBILITY

Streamlined processes on the Township level have led to greater efficiencies and therefore lead to greater cost savings for the community. A continued commitment to efficiency will help to keep taxes for both our residents and the business community low. This effort to streamline processes has resulted in increased fiscal responsibility. As a result, Standard & Poor's upgraded Pittsfield Township's bond rating by two steps to a AA in 2010. These processes also maximized internal and external process efficiencies.



Township Administration Building

EXAMPLES OF PUBLIC GATHERING SPACES IN URBAN AREAS



Jamison Square Park, Portland, Oregon
SOURCE: <http://en.wikipedia.org>



Plaza in Vancouver, B.C., Canada
PHOTO: Kelly Koss

IMPROVE THE PHYSICAL APPEARANCE OF BUSINESS DISTRICTS

CREATE A 'PITTSFIELD PROFILE'

The appearance of the exterior of buildings, surrounding landscaping, and signage are the basic elements that help establish the visual character of existing business districts and employment centers. These elements play a major role in the marketing success of these areas.

Public perception of these geographic areas has a great deal of influence on its economic success. By improving their physical appearance, a business or business district will have a much greater potential for attracting and retaining business because these visual improvements create a predictable environment for development. They also create an image of strong economic health and vitality.

Over the years many Township businesses have chosen to upgrade their image, physical setting, and economic performance through physical improvement projects. These projects, however, were often site-specific and not part of a larger overall area strategy to create a cohesive identity and sense of place within a larger geographic context.

The 2010 Pittsfield Master Plan introduces the arts and culture as integral components in our attempt to define community identity and to create a visual aesthetic for the 'Pittsfield Profile'. Using public art, public gathering spaces, and a signage and wayfinding system are some examples of how we can begin to promote a cohesive image for Pittsfield Township.

GATHERING PEOPLE

Business districts and employment centers are also important places for people to gather and interact. The Township seeks to encourage these interactions through the creation of public spaces in mixed-use development nodes. An example of Pittsfield Township's commitment to creating places for people to gather is its participation in the regional Reimagine Washtenaw initiative. This initiative promotes a regional approach to creating a multi-modal transportation corridor along Washtenaw Avenue. This initiative transcends jurisdictional boundaries, and promotes connections between multiple uses for ease of access and creating a sense of place. Furthermore, the Township is working with numerous regional partners to undertake the rehabilitation of the State Street corridor that will comply with Complete Streets standards.

EXAMPLES OF BUSINESS DISTRICT IMPROVEMENT CONCEPTS



IDENTIFYING SIGNAGE

SOURCE: <http://www.mcwhorteronline.com/>



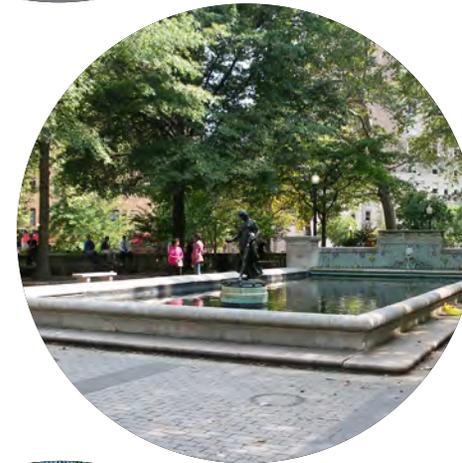
PUBLIC ART

PHOTO: Kelly Koss



STREET FURNITURE

SOURCE: <http://www.carspyshots.net>



PUBLIC SPACES

PHOTO: Kelly Koss



STREET PLANTINGS

SOURCE: <http://www.urbanbydesignonline.com>



MULTI-MODAL TRANSPORTATION

SOURCE: <http://en.wikipedia.org>

DEMAND FOR LOCAL FOOD

Demand for local, fresh food: The demand for fresh, locally-grown food spans demographic groups and has increased notably in recent years. Over the last ten years, the number of farmers markets nationally has increased 84 percent to over 5,000 in 2009 (USDA). In Michigan, there are more than 150 farmers markets. About 20 markets currently accept supplemental food assistance (Bridge Cards), which allows lower-income families to purchase fresh food at farmers markets. Studies have shown that market sales have increased notably as a result. Even large food retailers and supermarkets are trying to capture increasing consumer demand for local food. National chains like Walmart are trying to partner with farmers, and more local chains like Busch's, Hillers and Plum Market have begun to label Michigan-grown produce and Michigan-made food products.

Draft Policy Statement for the Michigan Association of Planning

BENEFITS OF LOCAL FOOD

Food travels an average of 1,500 miles from farm to table and accounts for 50% of the trucks on our interstate system. Buying Michigan locally grown food is a fresher choice.

Many fruits and vegetables can lose up to 50% of their nutrients in just five days time.

If every Michigan family would buy just \$10 a week of local Michigan fruits and vegetables it would keep over \$37 million new dollars each week working for you right here at home.

Michigan Department of Agriculture Select Michigan Program

PROMOTE AGRICULTURE AS PART OF THE TOWNSHIP'S ECONOMY

Agriculture is an important sector of the Township's and County's economy. Agriculture provides jobs, contributes to food and fiber production, preserves our heritage, provides a buffer between our unique landscapes, and enhances the quality of life for residents.

COLLABORATE WITH REGIONAL STAKEHOLDERS TO PRESERVE AGRICULTURAL LAND

The Township's agricultural sector is not independent of other communities' agricultural sectors; it is an integral part of a successful agricultural industry in Washtenaw County and in the greater southeast Michigan region. In order to sustain viable agricultural land, the Township should collaborate with other agricultural stakeholders in the County and throughout the State. The Township intends to support and promote agriculture by targeting development to specific areas of the community to reduce development pressure on agricultural lands, creating more agricultural zoning options and working with regional partners. The Township will continue its work with Land Conservancy groups, and Washtenaw County to promote Transfer Development Rights (TDR) and Purchase Development Rights (PDR) programs.

ESTABLISH AGRI-BUSINESS FRIENDLY ZONING AND POLICIES

Through a focus on dense development nodes, the 2010 Pittsfield Master Plan clearly defines protected green spaces not just for recreational but also agricultural use. The central core of the Township (East Central and South Pittsfield) remain predominantly rural in character. Farms and farmland contribute to the scenic beauty of these areas, and also produce goods that will continue to play a role in the Township's economy. The availability of locally grown and produced products is not only good for the health of the economy, but for the health of residents.

The aim is to nurture local businesses within established business and agricultural centers that work closely with each other and the community. This Plan promotes agricultural economic activity by proposing to revise the existing agricultural land use category, so that it includes more opportunities for farmers to fully utilize their land for traditional and non-traditional activities. One non-traditional activity may be to promote the production of alternative energy through methods such as biomass production or windfarming. Some more traditional activities may be

to enable farmers to set up food stands, hold farmers markets, and other activities that will foster a market for our locally grown produce and products. Given the Township's population of about 35,000 people, this approach will be economically beneficial to farmers, while simultaneously providing residents with easy access to healthy and locally grown seasonal produce.

Additionally, areas planned for rural residential uses will permit niche or small scale agricultural operations, such as raising chickens or bees, to add to the diversity of products offered and preservation of these rural areas of the Township.

SUPPORT ENTREPRENEURIAL & PUBLIC EDUCATION

The Township supports education for producers, and is committed to educating the community about the value of supporting a localized food system. Helping residents re-imagine how our food is produced and how products are delivered to and within our community will add to the success of the Township in its effort to preserve and promote agriculture as part of our local economy.

POSSIBLE EDUCATIONAL TOPICS FOR LOCAL AGRICULTURAL ENTREPRENEURS

Some of the topics that may be addressed include:

- 1** Adding value to food, through concepts like: packaging, branding, agri-entertainment, agri-tourism, etc.
- 2** How to market directly to consumers
- 3** Niche marketing of farm products, such as: ethnic foods, organic foods, specialty farm products, etc.



Dane County Farmers' Market, Capitol Square, Madison Wisconsin
SOURCE: <http://www.alanjshannon.com/>



PHOTO: Kelly Koss



KEY CONCEPTS

Support Asset-Based Economic Development

Set the Gold Standard in Service Delivery

GOALS

Create an economic development marketing strategy to promote the Township and actively recruit and retain businesses.

Recognize that the quality of place in Pittsfield is an economic driver.

Continually monitor and provide feedback to residents and business owners on economic development initiatives in the Township.

OBJECTIVES

1. Track the composition of businesses in the Township with regard to such things as growth, number of employees, and type of business to help understand their current and potential needs.
2. Highlight local businesses and their contributions to Pittsfield in the Township newsletter or on the website.
3. Create a venue in Pittsfield for local business to network with other local businesses and community leaders.
4. Continue to recognize that a diverse mix of businesses is necessary for a healthy economy. Marketing efforts should be targeted to the emerging sector industries identified by SPARK and MEDC, not just current businesses.

1. Focus on redevelopment and infill in areas of the Township with existing infrastructure and services.
2. Identify key areas in the Township where failing infrastructure (roads, sidewalks) is hindering the viability of existing businesses and the establishment of new businesses.
3. Continuously seek funding to improve and maintain infrastructure to ensure that Pittsfield Township is an attractive and livable community.
4. Provide clear, attractive, and functional multi-modal transportation linkages throughout the Township.
5. Regularly evaluate the housing needs and desires of those living and working in the Township and update building design regulations and standards to facilitate construction of desired units.
6. Create regulations that permit the integration of supporting retail and service uses at strategic locations in traditional business parks and office/ technology corridors.

1. Establish a predictable, streamlined process for development that is consistent with this plan to encourage businesses to locate in the community.
2. Create a “business liaison” staff position at the Township who works with existing and future businesses, and actively promotes and markets Pittsfield as a great place to do business.
3. Develop benchmarks for the Township to measure economic development progress.
4. Educate the community about economic development issues and keep them informed on a regular basis.



KEY CONCEPTS

Improve the Physical Appearance of Business Districts

Support and Promote Agriculture as Part of the Township's Economy

GOALS

Recognize the importance of technology in the new economy.

Improve the physical appearance and functionality of the Township and make it more attractive to employers and workers.

Support and promote agriculture as part of an economically viable community.

OBJECTIVES

1. Create an interactive website targeted at economic development in the Township which contains a "toolbox" of resources for business owners.
2. Work with local economic leaders and link the Township's website and efforts to SPARK, MEDC, and other economic development organizations.
3. Continue to invest and promote technology infrastructure in the Township, including fiber optics.
4. Concentrate economic development initiatives in areas that are served or planned to be serviced by technology providers (i.e. wireless, cable, internet, etc.).
5. Actively promote the Township to technology providers.

1. Plan for amenities that are desirable to the "creative class" of workers.
2. Recognize areas of a community that provide activities 24 hours a day, 7 days a week are desirable to many existing and potential residents.
3. Encourage the development of mixed-uses to provide opportunities for residents to live, work, and play that are within walking distance from each other.
4. Plan for and promote improved access to transit and other modes of transportation.
5. Require that parks and other open spaces are accessible to all residents.
6. Create attractive looking character districts in the Township through streetscape improvements, public art, signage, and public gathering spaces.

1. Partner with farmers and agricultural land owners, Washtenaw County, and surrounding communities to promote farming and agriculture related-businesses.
2. Balance the rights of farmers and adjacent residential property owners.
3. Limit the residential density in developments adjacent to agricultural areas consistent with available infrastructure (roads, public utilities, and public safety) to help minimize any potential impacts associated with agricultural operations.
4. Permit the creation of local outlets (farmers' markets, roadside stands, etc.) for farm products to be sold and marketed to residents and visitors in agricultural areas.
5. Recognize the needs of non-traditional or niche farmers when developing agricultural regulations.
6. Support farmers and agricultural land owner's efforts to grow products that have the potential to be a source for local energy production (e.g., biomass).
7. Encourage the preservation of agricultural lands encouraging infill development and promoting density in areas already served by public infrastructure.
8. Explore the establishment of a Township Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) program.



A Green Pittsfield



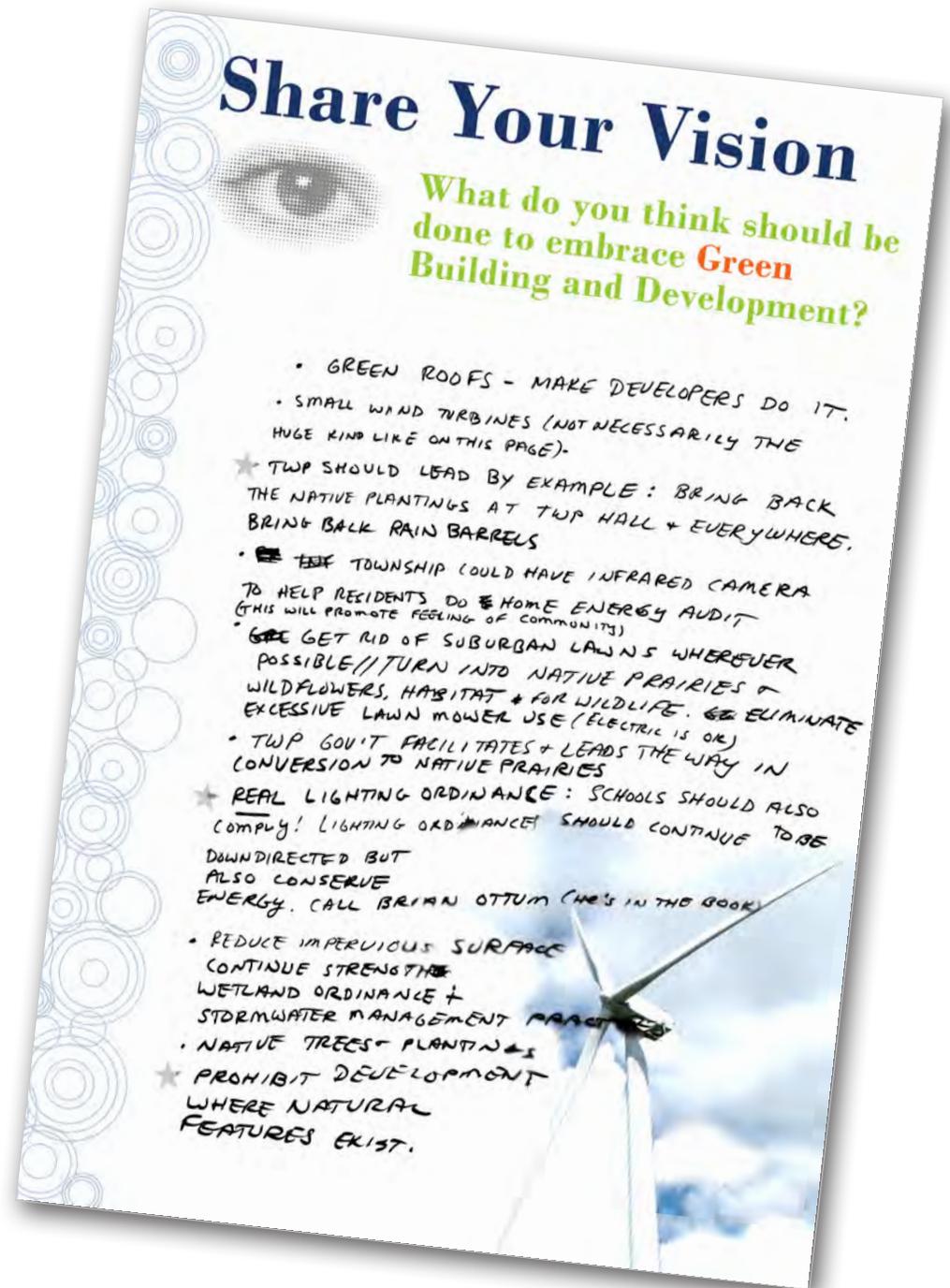


INTRODUCTION

This plan outlines and defines a set of tools and policies that will promote stewardship in Pittsfield. This defined approach is beneficial for preserving our environment, enhancing the overall quality of life for residents, and creating predictability for businesses with building standards and codes. This approach requires a comprehensive inclusion of a 'green' perspective in all our endeavors whether these are in the area of economic development, the creation of recreational opportunities, determining viable land use patterns, or expanding transportation options.

A commitment to conserving and preserving our natural resources and features is an integral concept throughout this Plan. This commitment extends from adding density in existing developed regions to preserving valuable open spaces, creating a multi-modal transportation network that gives people the opportunity to use non-motorized transportation, promoting alternative energy sources and the establishment of 'green' businesses in the Township. The above mentioned items are only some of the measures that promote a greener Pittsfield.

Pittsfield Township is committed to working with its residents and regional partners, including neighboring jurisdictions, to develop standards (e.g., a Complete Streets Ordinance, Green Building Standards) and continuing to explore new technologies (e.g., Electric Vehicle charging stations) for integration into the Township with the aim of ensuring not just local but regional stewardship of our environment.

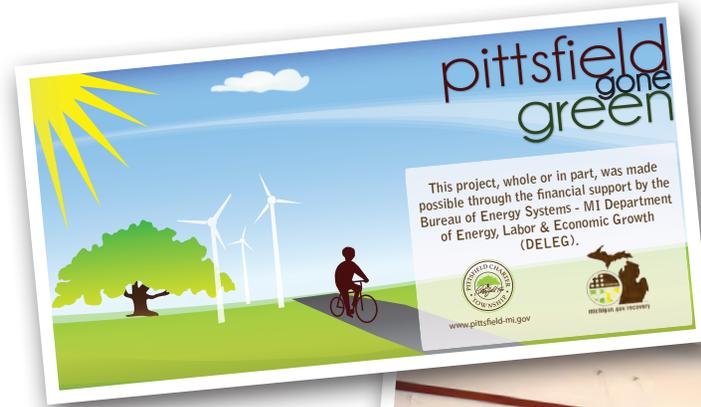


PITTSFIELD GONE GREEN

Beginning with the receipt of the *Energy Efficiency and Conservation Block Grant (EECBG)* in 2010, Pittsfield Township has begun translating this initiative into action. This grant assists in implementing energy efficiency and conservation strategies to reduce fossil fuel emissions and total energy use, and improve energy efficiency in the transportation, building, and other sectors. A primary goal for Pittsfield was to use these grant monies to develop an educational energy conservation campaign for the public to inspire residents to initiate energy conservation techniques in their homes and businesses.

As we move forward, the goal is to have the Township continue being a demonstration base for promoting conservation and energy efficiency protocols. The 'Pittsfield Gone Green' website will be a focal point providing residents and stakeholders with information and resources.

The work of the Township's Stormwater Management Committee further reinforces our 'Pittsfield Gone Green' approach through local and regional cooperation efforts which: reduce general stormwater runoff pollution; promote the use of low impact development (LID) techniques to reduce stormwater runoff and increase infiltration; promote environmentally responsible maintenance activities (such as reducing the use of pesticides, herbicides and fertilizers); eliminate illegal dumping and improper disposal of common waste products that could adversely affect water quality; control erosion and sedimentation associated with construction and post-construction stormwater management; educate the public about the adverse affects of pollution and the negative impacts associated with impaired water quality; and initiatives that reduce pollution while promoting 'good housekeeping.'



Elements of the EECBG Energy Grant Display located at the Township Administrative Building



KEY CONCEPTS

REDUCE PITTSFIELD'S CARBON FOOTPRINT

Reducing the overall consumption of fossil fuels in the Township is key to going green.

Pittsfield's carbon footprint is measured by the daily activities of our residents, businesses, and visitors and the impact those activities have on the environment, and on climate change. A carbon footprint is measured by the amount of greenhouse gases (carbon dioxide) produced through burning of fossil fuels for electricity, heating, transportation, etc.

ENERGY EFFICIENCY

The Township is committed to continue promoting increased energy efficiency in its own public buildings, business sector, and residents' homes. The Township began its internal analysis with the *EECBG* grant, and will continue to study energy use within Township facilities and the Township as a whole. The Township will set further benchmarks for reduced energy consumption and more efficient energy use that go above and beyond the requirements of the current building code.

RENEWABLE ENERGY

The Township's commitment to energy efficiency will further manifest itself in the exploration of available renewable energy sources. We will periodically evaluate the feasibility and economic impact of using these renewable sources for energy generation. Our rich agricultural lands could be explored as a source of biomass energy production as well as be used to generate renewable energy from other sources. Another way to continue these efforts is for the Township to create policies and ordinances that encourage residents and businesses to use alternative energy sources. New policies and ordinances regarding solar and wind energy and access, in particular, would simplify the process for installing these technologies and make it easier for businesses and residents to begin to more widely use these sources. These policies and ordinances will be updated

regularly to reflect technological advancements and innovative new sources of energy generation.

RECYCLE

In 2009, Pittsfield Township became the first jurisdiction in Washtenaw County to offer single-stream recycling. This major overhaul of our rubbish and recycling services offers an extensive curbside residential recycling program. The program allows residents to place all recyclable materials in one bin and accepts all types of plastics. The Township will continue to educate residents on the importance of recycling, and work towards making the service more user-friendly and more widely available through expansion of the customer base to include businesses and multi-unit dwellings. In addition, the Stormwater



2010 Spring Clean Up Day



Management Committee will continue to engage with residents and businesses, directly and through Township seminars, to promote pollution prevention and environmentally responsible methods of waste disposal.

PUBLIC EDUCATION

The Township intends to continue focusing on educating its businesses and residents about the importance of incorporating green practices into their business operations and day-to-day lives. The Township uses a multi-faceted approach to educating its residents on green issues. The Township will continue to use events such as informational sessions and Township Clean-Up Days as venues for distributing educational materials. The 'Pittsfield Gone Green' website will continue to be expanded and enhanced to serve as an portal for information about relevant issues/policies/initiatives.

MIXED-USE AND MULTI-MODAL CONNECTIVITY

As outlined within the Land Use & Transportation chapter, a goal of the Township is to reduce dependence on automobiles by promoting land use patterns that focus development in specific areas that are linked through multiple modes of transportation including public transit and non-motorized networks. The Township has begun to incorporate these elements of connectivity through recent projects such as the inclusion of non-motorized facilities as part of regular maintenance and preventative work on Township roadways; the completion of Phase I of the Platt Road Greenway; and the virtual completion of the sidewalk network in the Northeast portion of Pittsfield.

A focus on developing mixed-use nodes allows the Township to maximize the use of its established infrastructure network of utilities, roads, institutions, and public services that effectively serves our current and future populations. Furthermore, the conceptual designs for the mixed-use nodes promote the use of bioswales and community gardens.

Community survey respondents stated that if they had \$100 to spend on capital improvements, they would spend only \$10.44 on expanding the public water and sewer system.

Through concentrating new development in areas of the Township which have already been developed, the Township is able to effectively preserve open space to create a harmony between development and the preservation of the natural environment.

DEMONSTRATION PROJECTS

Beginning with the *ECCBG* initiative, the Township is committed to engaging the community to preserve and protect our environmental resources. The use of more energy efficient appliances, lighting, and building materials (e.g., windows, plumbing, and insulation) can have a significant impact on the size of our carbon footprint. The Township will continue to support the incorporation of energy efficient alternatives into existing homes and businesses and will create regulations and policies to require their use in all new construction.

The Township Administration will also continue to study itself, evaluate its policies and establish benchmarks for reducing the Township administration's individual carbon footprint. The Township should incorporate new sustainability measures whenever possible, and periodically re-evaluate its approach as

new green technologies become available. Some of the techniques the Township Administration should explore to reduce its carbon footprint are: the use of renewable energy sources (e.g., biomass, solar, and wind power), efficient transportation, energy efficiency in its existing buildings and any new construction, and explore low-impact landscaping techniques (such as installing a rain garden at the Administration building). Incorporating green techniques into the Township Administration's practices will enable the Township to lead by example and educate its residents and businesses.

ESTABLISH GREEN BUILDING STANDARDS

The materials used to construct buildings and houses and the appliances used within these structures are integral components for improving and greening our community, and reducing our carbon footprint. The Township will lead by example and install energy efficient building materials and appliances into our facilities.

Pittsfield will also update its Land Development Standards and Ordinances to require and incentivize the use of alternative energy sources, energy efficient materials and appliances, and regularly examine its standards to ensure that they remain current and in alignment with new strategies and green technologies as they are developed. The Township will research and evaluate best practices and integrate these concepts into green building standards. The table *on the following page* contains examples of possible green building recommendations that could be integrated into the Land Development Standards.



House with photovoltaic panels on the roof

SOURCE: <http://community.mynorth.com/forum/topics/2345865:Topic:5517>



INTEGRATED DESIGN

GREEN DEVELOPMENT PLAN

Submit a Green Development Plan outlining the integrated design approach used for this development that demonstrates involvement of the entire development team.

SITE LOCATION AND NEIGHBORHOOD FABRIC

SMART SITE LOCATION PROXIMITY TO EXISTING DEVELOPMENT (NEW CONSTRUCTION)

Provide site map demonstrating the development is located on a site with access to existing roads, water, sewers and other infrastructure within or contiguous to [having at least 25 percent of the perimeter bordering] existing development.

COMPACT DEVELOPMENT (NEW CONSTRUCTION)

Achieve densities for new construction of at least six units per acre for detached/semi-detached houses; 10 for town houses; 15 for apartments.

WALKABLE NEIGHBORHOODS: SIDEWALKS AND PATHWAYS

Connect project to pedestrian grid. Include sidewalks or other all weather pathways within a multi-family property or single-family property subdivision linking residential development to public spaces, open spaces and adjacent development.

SMART SITE LOCATIONS: PASSIVE SOLAR HEATING/COOLING

Orient building to make the greatest use of passive solar heating and cooling.

SITE IMPROVEMENTS

LANDSCAPING

Provide a tree or plant list certified by the architect or landscape architect that the selection of new trees and plants are appropriate to the site's soils and microclimate and do not include invasive species. Locate plants to provide shading in the summer and heat gain in the winter.

WATER CONSERVATION

WATER CONSERVING APPLIANCES AND FIXTURES (NEW CONSTRUCTION)

Install water conserving fixtures with the following minimum specifications: toilets 1.3 GPF; showerheads 2.0 GPM; kitchen faucets 2.0 GPM; bathroom faucets 2.0 GPM.

ENERGY EFFICIENCY

EFFICIENT ENERGY USE (NEW CONSTRUCTION)

Meet Energy Star standards for single-family and low-rise residential (4 stories or less). New construction for low-rise buildings will be required to have a 5-Star Energy Rating. New construction for mid-rise and high-rise residential structures are rated by ASHRAE. Mid and high-rise structures will be required to exceed the ASHRAE 90.1-2004 standard by 15 percent.

RENEWABLE ENERGY

Install PV panels, wind turbines or other renewable energy source to provide at least 10 percent of the project's estimated electricity demand.

MATERIALS BENEFICIAL TO THE ENVIRONMENT

RECYCLED CONTENT MATERIAL

Use materials with recycled content; provide calculation for recycled content percentage based on cost or value of recycled content in relation to total materials for project. Minimum recycled material must be 5 percent.

WATER PERMEABLE PARKING AREAS

Use water-permeable materials in 50 percent or more of paved parking areas.

REDUCE HEAT-ISLAND EFFECT: ROOFING

Use energy star-compliant and high-emissive roofing or install a "green" (vegetated) roof. for at least 50 percent of the roof area; or a combination of high-albedo and vegetated roof covering 75% of the roof area.

SOURCE: Based on the Enterprise Green Communities Criteria 2008.

For more information on the Green Enterprise Standards see: <http://www.greencommunitiesonline.org>



NURTURE A 'GREEN' PRIVATE SECTOR

Pittsfield Township recognizes that sustainability has an economic development component. Not only does Pittsfield have a number of businesses that are at the cutting-edge of developing and promoting energy-efficient and alternative energy technologies, the Township also has the ability to partner with local universities to establish 'incubators' that will allow for small-scale research and continued development of 'green' technologies and protocols.

Nurturing a green private sector will require the Township to proactively engage with its existing businesses and educational partners to determine how to best assist them. Strategies may include the development of an outreach campaign that highlights opportunities for public-private partnerships.

In addition, the Township must engage more directly with its agricultural businesses to ensure their economic success and viability. Revisions to the Township's agricultural preservation land use category will allow for an expanded number of economic activities. This information must be disseminated to the agricultural community through platforms designed to engage with agri-businesses. This same venue could be used to boost the Township's 'green' efforts by providing information and opportunities for environmentally-friendly agricultural practices, promoting local food, and encouraging farm-based cultural activities and events.

The goal, then, is to nurture a 'green' business base that complement's Pittsfield Township's goal of 'going green' while, at the same time, assisting the entire region to become more sustainable both environmentally and economically.



PROTECT OUR WATER RESOURCES

REGIONAL COLLABORATION

Pittsfield Township is located in four major watersheds – the Huron River (Middle Huron), River Raisin (Upper River Raisin), Mallet's Creek, and Stony Creek watersheds. The preservation of water resources is imperative to a healthy environment. Water resources are an integral component of natural areas in the Township and are part of the community's character, recreation network, economic success, and general quality of life.

86% of community survey respondents said the Township should continue to manage stormwater in a manner that respects nature and does not overburden the natural systems or built environment.

The Township's development decisions have lasting impacts on not only the residents and businesses located within the Township boundaries but also residents and businesses in these watersheds. The Township will continue to collaborate with these watershed organizations and implement recommendations from each of the individual watershed management plans: *Watershed Management Plan for the Huron River in the Ann Arbor-Ypsilanti Metropolitan Area*; *River Raisin Watershed Management Plan*; *Stony Creek Watershed Management Plan*.

Ongoing and future collaboration efforts are outlined in the Township's updated 2010 Stormwater Management Plan. This plan includes the following key components: Public Education Plan, a Public Involvement & Participation Plan, an Illicit Discharge Elimination Plan, a Post-Construction Controls for Development and Re-Development Program, a Construction Storm Water Runoff Control Program, and a Pollution Prevention and Good Housekeeping for Municipal Operations Plan. The Township will work both locally and regionally to implement these plans for the purpose of ensuring preservation of our watershed districts and water resources.

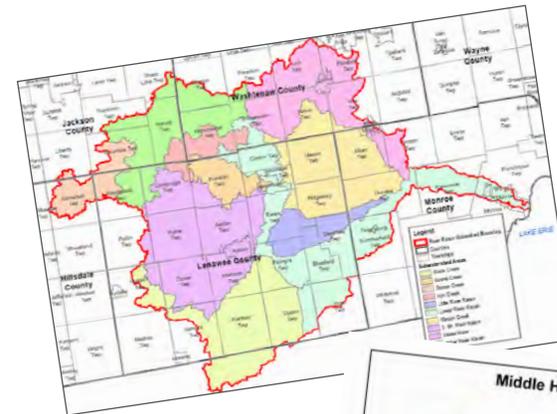
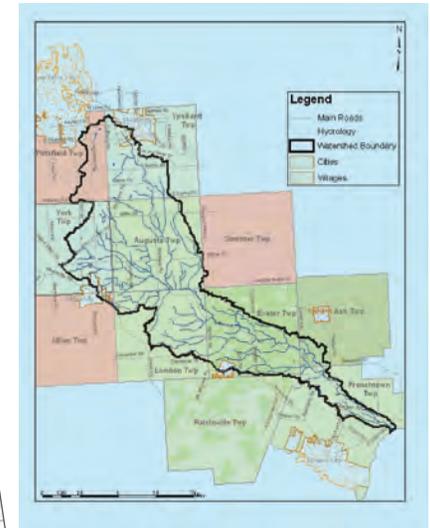
GREEN STORMWATER MANAGEMENT TECHNIQUES

Additionally, the Township will help protect our water resources by coordinating efforts with other local and regional agencies to promote low impact development (LID) techniques for stormwater management systems. The *Low Impact Development Manual for Michigan*, a joint project by MDEQ

and SEMCOG, could be used as a resource, and provides design standards for systems such as bioswales, rain gardens, and green roofs that help purify our stormwater before it reaches our rivers.

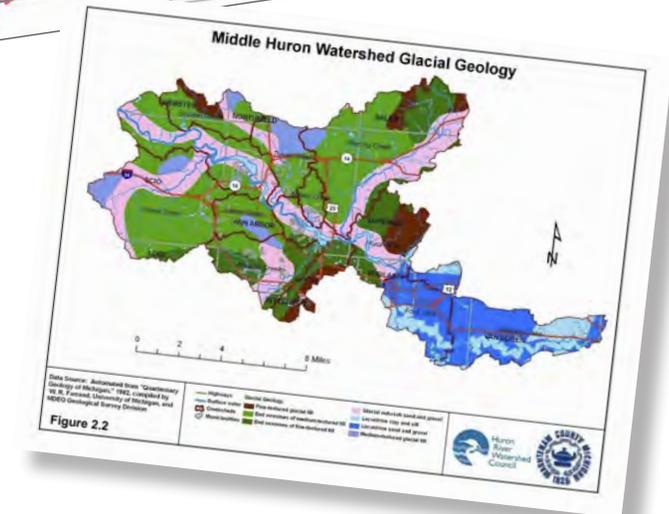
STONY CREEK WATERSHED BOUNDARY

Source: Stony Creek Watershed Management Plan, June 2005, Eastern Michigan University



RIVER RAISIN WATERSHED BOUNDARY

Source: River Raisin Watershed Management Plan, September 2009, River Raisin Watershed Council



MIDDLE HURON WATERSHED BOUNDARY

Source: Watershed Management Plan for the Huron River in the Ann Arbor-Ypsilanti Metropolitan Area, September 2008, Huron River Watershed Council

GREEN STORMWATER MANAGEMENT CONCEPTS



RAIN HARVESTING

Directing water from the roof into a holding container saves rainwater for using in the lawn and garden preventing excess runoff.



GREEN ROOFS

Green roofs absorb water, provide excellent insulation, and prevent sunlight from reflecting into the atmosphere and raising temperatures



PERMEABLE PAVEMENT

Permeable pavement allows water to absorb into the ground rather than flowing into storm drains.



INFILTRATION PLANTERS

Infiltration planters are structures or containers with open bottoms that allow stormwater to infiltrate into the ground.



BIOSWALES

Bioswales positioned around wetlands slow the flow of water and allow harmful materials to settle out before entering sensitive ecosystems.



NATURAL FEATURE PRESERVATION

One of the easiest LID techniques, preserving natural features, maintains a site's natural hydrology and minimizes runoff through infiltration.



RAIN GARDENS

Rain gardens collect water in low lying areas and allow it to settle slowly into the ground while taking the place of traditional planters



FLOW-THROUGH PLANTERS

Flow-through planters are planter boxes that temporarily store stormwater before it is filtered through vegetation and soil and drained to a disposal point.

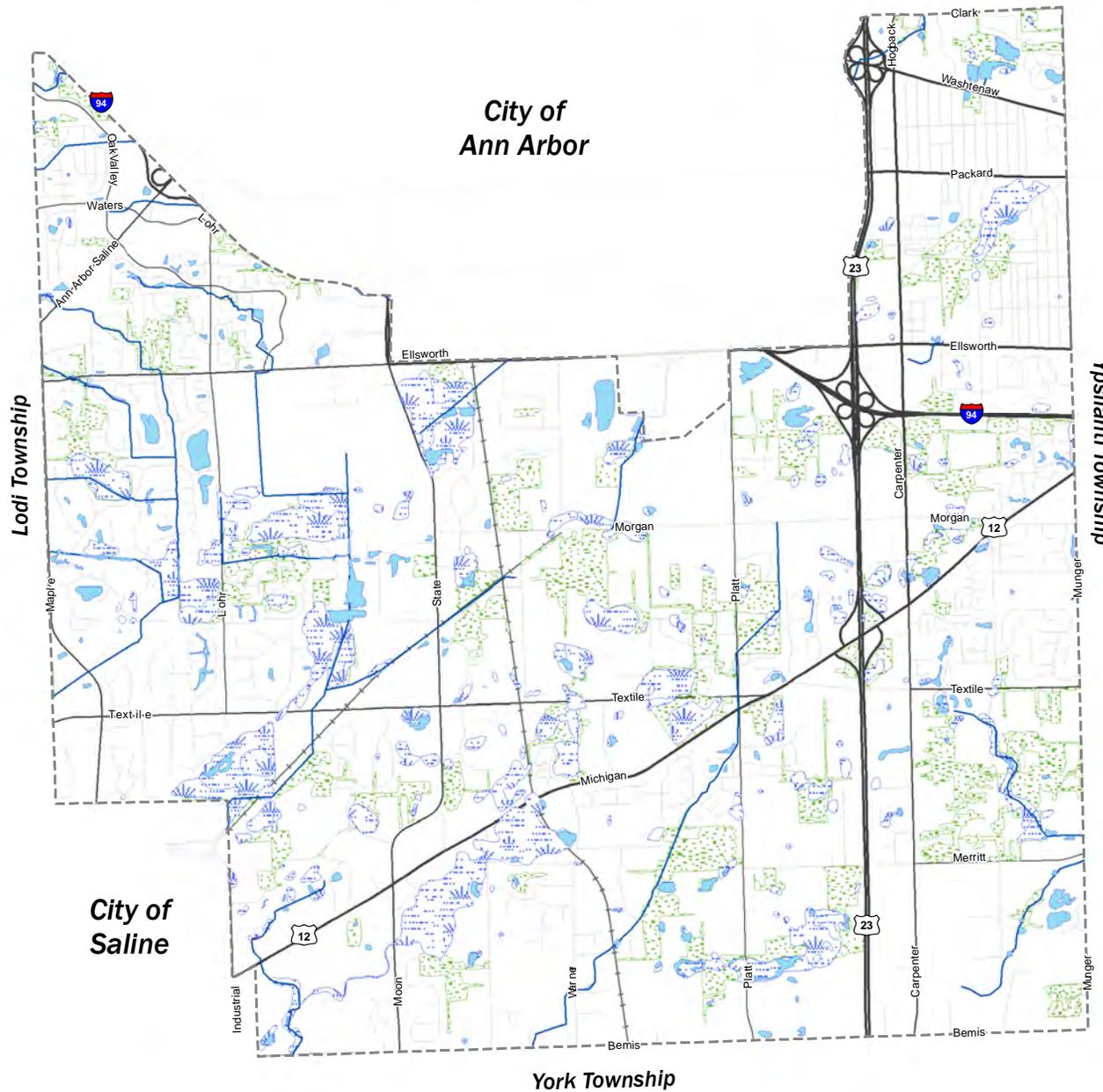


NATURAL FEATURES

Natural Features

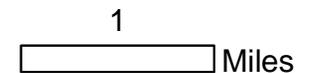


Pittsfield Charter Township
Washtenaw County, Michigan



Legend

-  Streams
-  Lakes
-  Wetlands
-  Woodlands





KEY CONCEPTS

Reduce Pittsfield's Carbon Footprint

GOALS

The Township should strive to make its buildings and neighborhoods more energy efficient and sensitive to the natural environment.

Educate and change the culture of the population (residents and businesses) in the Township regarding sustainability issues and practices.

The Township should lead by example through greening its facilities and practices and supporting sustainability objectives.

OBJECTIVES

1. Ensure Township Ordinances and Land Development Standards encourage the use of alternative energy sources (e.g., wind, solar, geothermal, biomass).
2. Expand the Township's single-stream recycling program to include businesses and multi-unit residential developments.
3. Encourage developers to utilize energy efficient building practices and materials and provide incentives for their use.
4. Promote alternative modes of transportation, such as mass transit, bike paths, and trails throughout the Township.

1. Provide information to the community regarding existing programs and practices available for energy efficient home building and renovation.
2. Prepare informational materials to distribute to local businesses to encourage them to study their practices, resource consumption, and energy use.
3. Create a public relations campaign that shows businesses how they will save money by incorporating a consciousness of sustainability practices into their businesses practices.
4. Establish a program that recognizes businesses that make strides in becoming more sustainable.
5. Host forums and presentations for residents, businesses, and agricultural operations aimed at promoting the preservation of our natural resources and the environment.

1. Actively solicit available grant monies to become 'greener'. The Township can set an example by continuing to participate in established programs.
2. All new construction initiated by the Township should incorporate sustainable best practices and other environmentally friendly best practices.
3. Conduct an assessment of the Township and make modifications to its current practices to promote reduced energy consumption, additional recycling, materials conservation, and native landscaping practices.
4. Establish benchmarks to track progress and survey the Township's current use of resources and anticipate future use.
5. Develop a strategic plan dedicated to accomplishing the Township's greening goals.
6. Share our own best practices with other communities and continue coordinating with regional partners.



KEY CONCEPTS

Establish Green Building Standards

Protect our Water Resources

Nurture a Green Private Sector

GOALS

Reduce the Township's consumption of fossil fuels and reduce waste in both the public and private sectors.

Protect and preserve the quality of our water resources.

Promote sustainability as a component of economic development.

OBJECTIVES

1. Establish green building standards and incorporate them into Township Ordinances and Land Development Standards.
2. Actively solicit available grant monies to assist existing businesses in their efforts to become 'greener'.
3. Encourage developers to utilize energy efficient building practices and materials and provide incentives for their use in new construction. The Township might do this by asking for LEED certification or incentivizing based on a comparable standard.
4. Consider incentives for businesses looking to rehabilitate their buildings and integrate green features into their modifications.

1. Continue efforts to collaborate with regional partners to ensure that our water resources are protected.
2. Educate the public about best practices to prevent water pollution.
3. Encourage native landscaping and natural stormwater management systems (e.g., bioswales, rain gardens, green roofs) to be used in new development and the rehabilitation of developed sites.
4. Create/adopt guidelines for low impact development design and maintenance standards.
5. Proactively address potential code enforcement issues with a program where people can register their low impact development and maintenance plans with the Township.

1. The Township should establish a business 'incubator' program in conjunction with local universities to foster the growth of green businesses within Pittsfield.
2. Develop an outreach campaign that highlights the opportunity for public-private partnerships in the green sector.
3. Establish a program that recognizes businesses that make strides in becoming more sustainable and businesses that are developing green technologies.
4. Create an agricultural zoning category that would expand the number of economic activities that can be undertaken on agricultural lands to make our agricultural businesses more viable.



Arts & Culture





INTRODUCTION

For the first time ever, the 2010 Pittsfield Master Plan incorporates an arts and culture component into the overall community vision. The Township recognizes the importance of arts and culture in defining the character of a community; promoting economic vitality; creating rich educational opportunities; sparking innovation; fostering dialogues across income, age, and cultural demographics; and enhancing the overall quality of life for residents. Public art and cultural amenities help define the public realm, promote community-based dialogue and interactions, and distinguish Township destinations.

Due to Pittsfield's proximity to larger cities with established institutions and identities, including Ann Arbor and Saline, the Township's identity often gets absorbed by these communities. It can be difficult for residents and visitors to know when they are experiencing Pittsfield versus the communities of Saline, Ann Arbor, or Ypsilanti. These surrounding communities provide the Township with unique access to world-class arts and cultural opportunities, however, the history of the Township is unique and distinct and should be documented and celebrated. Pittsfield is also home to a diverse and innovative set of artists and creative residents. Hence, we feel a responsibility to celebrate the distinctive historic heritage of Pittsfield, and provide venues for local artists to gather, showcase their work, and engage with the community.

We hope to create a stronger cultural presence in the Township through the creation of specific physical spaces and new initiatives that showcase our arts and culture, while simultaneously, leveraging regional opportunities that will provide Pittsfield residents with a plethora of vibrant, art and cultural venues. Pittsfield Township will contribute to the elite institutions in the region by building upon and further supporting their offerings while also establishing a distinct sense of place within the Township. Pittsfield will provide arts and cultural opportunities within its municipal boundaries along with linkages to the region's centers and their diversity, depth and excellence.



Saline Fiddlers at the 2010 Fall Harvest Festival, Sutherland-Wilson Farm, 2010 Harvest Festival

WASHTENAW COUNTY RESIDENTS' THOUGHTS ON ARTS AND CULTURE

PEOPLE VALUE ARTS & CULTURE

- 63% said arts and cultural programs were very important to their choice to live in Washtenaw County.
- 75% said that business support for arts and culture made a difference when they chose what businesses to patronize.

BUSINESSES RECOGNIZE THE VALUE OF ARTS AND CULTURE TO THE BOTTOM LINE

- 63% said that access to arts and culture was important in their decision to locate or keep their businesses in Washtenaw County.
- 57% thought access to arts and cultural programs was important in helping to recruit and retain qualified workers.

THE CREATIVE SECTOR PLAYS A DISTINCT ROLE IN THE ECONOMY

- 4.6% of the county's total workforce works in the creative economy.
- 10% of the county's total payroll is generated by the creative economy.
- 823 students from the University of Michigan and Eastern Michigan University earned degrees related to the creative economy in 2007.

THERE IS A HIGH QUALITY OF CULTURAL OFFERINGS IN WASHTENAW COUNTY, BUT THEY ARE NOT ACCESSIBLE TO EVERYONE

- 88% were satisfied with the quality of arts, heritage, and interpretive science programs in their community.
- 66% felt that good science and arts education is not equally available to students throughout the county.

ARTISTS (VISUAL, PERFORMING, AND LITERARY) ARE A SIGNIFICANT FORCE IN WASHTENAW COUNTY

- 2,530 individuals responded to the Artists' Census and were classified as Washtenaw County Artists. Of these, 1,173 individuals satisfied criteria and were identified as Working Artists.

Source: www.a3arts.org

QUICK FACTS

Pittsfield Township intends to continue to celebrate the diversity of its residents and businesses. Pittsfield believes that with a focus on its arts and culture, we can embrace the distinct differences (income, age, racial and ethnic) between people, geographic areas, and neighborhoods within the Township and link them together both physically and socially to define a uniquely 'Pittsfield Profile.'

Pittsfield has a rich and proud heritage of being: an integral part of Native American settlements in the region; a home to ancient Mastadons; a part of the first transportation grid that linked us to Chicago across the lower peninsula via the great Sauk Trail; an active participant in the Underground Railroad; and serving as a home to some of the original farmers and homesteads in Washtenaw County. The items listed above are only a few of the many reasons that historical preservation has to be a key component of highlighting the arts and culture in our community. We hope to celebrate the jewels of our history in a way that educates our residents and surrounding communities, while celebrating our past as we look towards the future.

We hope to undertake this task by dedicating public spaces to commemorate this history (e.g., Asher Ayer Park), committing to the preservation and maintenance of existing historic structures (e.g., Sutherland-Wilson Farm, the original Township Hall on Morgan Road), and acquiring historic natural habitats in partnership with regional programs such as the county's Natural Area Preservation Program. The Township will continue to develop spaces for cultural events and public art, including creating space at Township Administration building to visually showcase (e.g., documents, photographs, art) the Township's history and anticipate its future.

With the 2010 Pittsfield Master Plan, the Township begins the process of establishing programs and policies aimed at enhancing linkages with existing art and cultural resources while also creating venues and opportunities for new community-based programs, events, and exhibits. We want to celebrate and embrace the diversity of our population and commitment to our community by using arts and culture to generate dialogues across geographies, demographics, and cultures.

KEY CONCEPT

HISTORIC PRESERVATION

We cannot advance or plan for the future without first acknowledging and celebrating Pittsfield Township's heritage and its history. There must a commitment to preserving our community's cultural heritage in a variety of ways.

The Township is committed to working with the Pittsfield Township Historical Commission (PTHC) to preserve our historical documents, narratives, photographs and art in both original and digital formats, and to preserve historic structures and sites.

The Township is home to several historic buildings and sites scattered throughout the community. The preservation of these historic and culturally significant community resources must be considered when making land use decisions because they create a sense of continuity, are an important aspect of the community's identity, and irreplaceable pieces of our heritage. In 2010, the Township established a Historic District Study Committee (an arm of the PTHC), charged with researching the feasibility of creating and steps for establishing our first Historic District at the Sutherland-Wilson Farm.

The success of historic preservation in Pittsfield is dependent upon the Township's proactive approach in implementing the policies listed in the box to the right.

PROPOSED POLICIES TO PROMOTE HISTORIC PRESERVATION

- 1** ***Continue to conduct an existing & potential historic sites survey:*** Continue efforts to maintain a listing of historic sites and buildings in the Township. These should be identified based on the guidelines outlined by the State Historic Preservation Office.
- 2** ***Consider the effects of development or redevelopment on historic sites:*** As the Township evolves, the impacts of development on a historic site or building must be evaluated.
- 3** ***Ensure ongoing use and maintenance of historic properties and structures:*** Ideally, the first choice for historic properties would be to maintain the original use(s) of the property. Flexibility in zoning and consideration of adaptive reuse of historic structures is encouraged, but must be authorized according to procedures that will maximize retention of the historically significant aspects of the site or structure.
- 4** ***Create public awareness of historic sites:*** Public awareness of historic sites/structures and historic preservation activities in Pittsfield should be bolstered through informational materials, the Township website, outreach to the real estate community to educate realtors and potential buyers about the benefits of historic structures, and other technical assistance and programs.
- 5** ***Create an environment that makes it economically feasible to preserve historic structures and sites:*** Many creative options are available to assist in the rehabilitation and renovation of historic properties, including state and federal tax credits, grant and loan programs, and local technical expertise.

CREATE A VISUAL DEFINITION OF THE 'PITTSFIELD PROFILE'

Pittsfield's identity often gets absorbed by the strongly defined communities of Ann Arbor, Saline, and Ypsilanti which adjoin the Township.

“When asked where you live, only 20.6% of residents say Pittsfield, while 51% say Ann Arbor.”

Pittsfield Township's identity will not be created through one location, destination, or image. The Township's geographic character oscillates from dense suburban development patterns to rural development patterns. Intertwined in these development patterns are distinct destination areas as well, such as: the commercial corridors along Washtenaw Avenue, Carpenter Road, and Ann Arbor Saline Road; the business centers along State and Ellsworth Road; farm land along Platt Road and south of Michigan Avenue. These destinations, in addition to the schools, neighborhoods, and natural areas of the Township contribute to our identity.

Pittsfield's identity is also influenced by the surrounding communities of Saline, Ann Arbor, and Ypsilanti. These communities have strong identities that are associated with their downtowns and institutions including the University of Michigan and Eastern Michigan University. Defining and accentuating the Township's identity will be done by complimenting rather than competing with our neighboring communities.

This process of defining our identity further integrates the Land Use & Transportation vision outlined in this Plan; it moves toward creating defined mixed-use nodes, employment centers, and diverse residential neighborhoods that are interconnected through multiple modes of transportation. This approach incorporates public gathering spaces that seamlessly incorporate varying land use patterns, and logical standards for signage that captures the character of a place and transitions from one area/use pattern to another. It also provides for establishing destination districts that are connected via multiple modes of transportation.

In other words, the mixed-use nodes that, among other factors, rely on transit-oriented development would use visual cues, such as a consistent streetscape design, public art, and spaces for public gathering to define a specific 'profile.' These visual cues will define a given district's beginning and ending points and let a person know when they have entered or exited it. These visual features may be installed over time as sites are developed or be completed at once,

depending on the given context. The impression created by the different destination districts in the Township will contribute to our collective community identity.

The following additional enhancements will assist in creating a uniquely 'Pittsfield Profile':

ESTABLISHMENT OF PUBLIC GATHERING SPACES AND PUBLIC ART

A critical aspect of the success of a destination district is to provide for a central community gathering space in each district. Along with fostering increased face-to-face interactions and dialogues within the community, these public gathering spaces will also encourage use of non-motorized transportation. This will enhance community safety as more 'eyes' are engaged at the street level rather than being isolated within an automobile.

Public gathering spaces in destination districts or other areas (e.g., business districts, open spaces and parks) of the Township also provide an additional venue to showcase the work of local artists and enhance the sense of community. These may include, among other things, outdoor sculptures.



View of the recently redeveloped Campus Martius Park, located in downtown Detroit
SOURCE: <http://www.positivedetroit.net/2010/08/work-on-detroits-campus-martius-park.html>



Public art can convey visual interest and reinforce a 'profile'. It also acts as a medium to convey a community's history and heritage. Encouraging art in public spaces is based on the belief that reclamation, revitalization, and creative expression are essential for the nourishment of our shared human experience and environment.

In addition to creating outdoor public gathering spaces at various locations, the Township's Administration Campus, (6201 W. Michigan Avenue), could also develop a flexible physical space that brings the community together for socio-cultural exchanges and opportunities to learn.

CREATE AN INTEGRATED SIGNAGE AND WAYFINDING SYSTEM

The Township, through its Arts & Cultural Excellence in Pittsfield Committee (ACEIP), will work toward designing and identifying grant funding for installing a system of wayfinding signage. This concept provides for signs to be used within a given area or sub-area of the Township to create a clearly defined transition from one place to another. Each destination or area would have its own system that represents its character while also showing connections to other destinations or areas.

A WAYFINDING SIGNAGE SYSTEM WOULD:

- 1 Identify employment centers, parks, open and recreational spaces.
- 2 Identify local historical buildings and places.
- 3 Encourage bicycle and pedestrian exploration by identifying greenways and non-motorized pathways.
- 4 Ensure that travelers on all modes of transportation can view the signage and wayfinding system clearly.



Example of a wayfinding sign for the Township

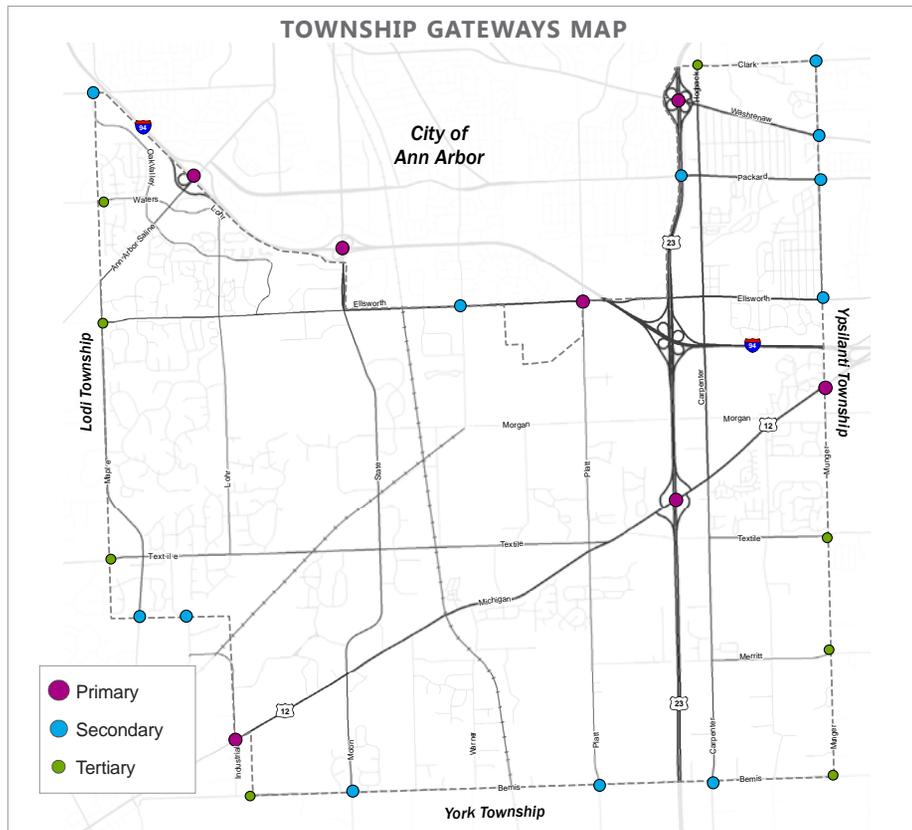


Example of a signage system designed for the City of Decatur, Alabama

CREATE GATEWAYS

There are three types of gateway points in Pittsfield: primary, secondary, and tertiary. Primary gateways are located at the intersection of major roadways that connect the Township to the region (e.g., State & Ellsworth Roads, Washtenaw Avenue & US-23). Secondary gateways are located at the intersection of primary roads that connect us to our neighbors (e.g., Ellsworth & Stone School Roads, Golfside Drive & Ellsworth Road). Tertiary gateways are located at the intersection of less traveled local roads (e.g., Hogback & Clark Roads, Textile & Munger Roads). Creating signage to identify these gateways as uniquely Pittsfield will help enhance the presence of the Pittsfield Profile.

The proposed gateway signage will be complimentary, yet separate from the wayfinding and the sub-area signage discussed earlier. Gateways give travelers their first impression of the Township, and create a visual impact on visitors as they enter Pittsfield. Given its geographic location, Pittsfield provides for a number of significant gateway points as demonstrated on the map below:



EXAMPLES OF ART IN STOREFRONTS IN SAN FRANCISCO



No One Seems To Care That I Want Roots by Liz Maher
PHOTO: Geneviève Masse



INFINITESIMAL INFINITY by Drone Dungeon Collective
PHOTO: Eduardo Solér



Giant Ghosts by Paul Hayes
PHOTO: Eduardo Solér



We Built This City by Tahiti Pehrson
PHOTO: Cesar Rubio

ART IN STOREFRONTS AND VACANT BUILDINGS

Pittsfield, like any other community, has a certain number of commercial and industrial buildings that are in a transitional stage and have unoccupied space. These unoccupied spaces create a void in our land use fabric before they transition to their next use. While these spaces are waiting for a new use or new tenants, policies and regulations should be established to permit the conversion of these spaces (temporary or permanent) to artists' galleries and studios. By permitting this conversion to take place, new life can be added to vacant storefronts and buildings and create a distinctive character for the area in which they are located.

Collaboration between the Township, property owners, and organizations such as the Washtenaw County Arts Alliance, can make this program possible. Art in storefronts programs have been successfully implemented in communities across the nation.

GOALS FOR AN ART IN STOREFRONTS & VACANT BUILDINGS PROGRAM

- 1 To spruce up non-residential areas that have seen an increased number of vacancies.
- 2 To give artists an ability to exhibit their work in a way that is easily accessible by the public.

ARTS INCUBATOR

This concept may be further developed if synergies occur to provide for a facility that serves as an 'arts incubator.' The purpose of such an incubator would be to provide a lower-rent facility that allows artists to access studio spaces, performance spaces, spaces to host seminars/workshops for the public, and gallery spaces. Such an incubator would allow for complimentary mixed-uses such as retail, restaurants and additional work spaces for creative businesses. This would further reiterate Pittsfield Township's commitment to improving the appearance of our business districts and employment centers and forging public-private and regional partnerships.

PROMOTE CULTURAL EVENTS & ACTIVITIES

Since 2009, Pittsfield Township has been hosting the annual Fall Harvest Festival at the Sutherland-Wilson Farm; this event marks the beginning of the Township's commitment to provide venues for cultural events and public gatherings. The Fall Harvest Festival is jointly hosted by the Township and the Pittsfield Township Historical Society, with the aim of supporting historical preservation activities within the Township. Once the work of ensuring the structural integrity of the Sutherland-Wilson Farm is completed, we hope to make the facility available to the public for functions such as weddings and other such social gatherings.

The Township will continue to identify other venues, both public and private, in order to expand upon the availability of cultural events and activities within our community. One desirable alternative may be to encourage farms to host such activities as crop circles along with planting and harvest events. A focus on agriculture aligns with the Township's priority of ensuring the economic viability

of agricultural activity and farms in Pittsfield.

Depending on available funding and the potential for developing public-private partnerships, the feasibility of creating a central historic village may be explored by the Township. Such a village would define a specific geographic area within which a number of historic structures are colocated. The historic village would incorporate complimentary structures that would allow for a total experience for outdoor and indoor performances and entertainment events. This would allow Pittsfield to expand its destination centers to include those primarily focused on promoting arts and cultural activity in our community.



2010 Fall Harvest Festival at Sutherland-Wilson Farm
PHOTOS: Bob Wild Photography



KEY CONCEPTS

Historic Preservation

Create a 'Pittsfield Profile' and Promote Cultural Events & Activities

GOALS

To preserve and protect examples of Pittsfield Township's history.

Create a sense of community through the expansion of educational, arts, cultural, and leisure opportunities in the Township.

OBJECTIVES

1. To restore and enhance the Sutherland-Wilson Farm Museum.
2. To establish a Historic Preservation Ordinance.

1. Provide for public gathering spaces that, among other things, include public art.
2. Identify and establish gateways and gateway corridors at entry points into the Township.
3. Promote displays of arts in public buildings, including Township Administration building.
4. Develop cultural experiences for all ages and abilities.
5. Actively seek opportunities to create space for art, culture and leisure activities in new and redeveloped facilities.



KEY CONCEPTS

Create a 'Pittsfield Profile' and Promote Cultural Events & Activities

GOALS

Highlight the diversity of the community by utilizing and linking cultural organizations to share their richness and culture in the Township.

Create and support an economically viable arts community.

OBJECTIVES

1. Foster the development of cultural events and activities in partnership with regional organizations and other neighboring jurisdictions.
2. Seek to engage diverse groups in the community.
3. Identify/develop viable venues to host cultural events in the Township.
4. Provide platforms for local artists and historic preservationists to gather and engage in an ongoing dialogue/exchange of ideas.
5. Create multi-modal transportation linkages to community and cultural venues in the Township.
6. Promote the installation of art and sculptures in public gathering spaces.

1. Identify resources for arts funding (such as community contributions, foundation, etc.) and incentives for historic preservation.
2. Create a link to larger regional organizations and develop opportunities to share resources.
3. Provide for incubators or other spaces to allow local artists and others to nurture and promote their talents.
4. Incorporate the Arts into the Township hardscape, including (but not limited to) business districts and dense development nodes.



Open Space, Agriculture & Natural Features







Pittsfield Township Parks

INTRODUCTION

The history of Pittsfield Township is rooted in its agricultural legacy. Even today, agriculture comprises the largest land use (28%) in Pittsfield. This cultural landscape mixes with the Township's natural features to create a major and desirable component of the community's overall character.

The 2010 Pittsfield Master Plan emphasizes the importance of ensuring the protection of our most valuable natural resources: open spaces and ecosystem elements such as wetlands, woodlands, and open waterways; and cultural, land-based resources of farms and agricultural operations. It envisions natural open space and natural features (or 'green' infrastructure) as more than amenities but rather as a system that is every bit as necessary to our community's health and success as conventional 'grey' infrastructure systems. It also acknowledges the contribution of our community farms to open landscapes, picturesque views, and locally-produced foods and products.

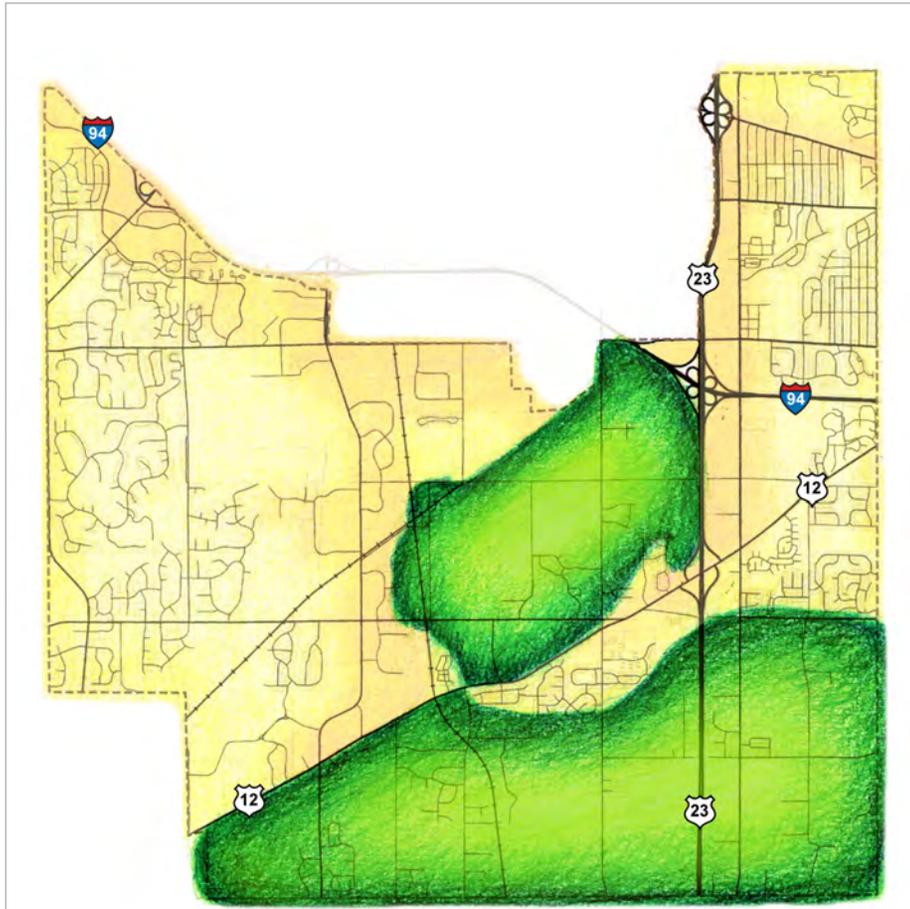
Open space is viewed herein as a system of natural areas and corridors, parkland, farmland and other undeveloped areas that provide recreational opportunities, support plant and animal habitat, protect sensitive environmental resources and ecological processes, and maintain scenic character and natural beauty.

Our future land use policies and plans must strike a balance between development, and preservation of our cultural landscapes and natural resources. This will be accomplished through infill and dense development that relieves development pressures from agricultural and natural areas. Land use and transportation will be driven by mixed-use dense development nodes that focus growth within specific sub-areas of the Township. Housing policies will be targeted toward reducing sprawl while encouraging diversity within concentrated sections. Conservation and preservation of water and associated natural features is a priority to ensuring a 'greener' and sustainable Pittsfield. And promoting economic viability of agriculture is an integral part of ensuring economic success for our community.

Agriculture can also play a role in promoting Pittsfield as a cultural destination. Given that the majority of Pittsfield's land use is dedicated to agriculture, fostering the creation of agricultural related destinations will help sustain the industry in the community. Agri-tourism is broadly defined as any event or activity designed to bring visitors to a farm. These events or

activities generate much needed revenue for the farm and can include buying produce direct from a farm stand or market, navigating a corn maze, taking a hay ride, picking fruit or vegetables, or feeding animals. For agricultural areas like those found in Pittsfield, including Makielski Berry Farm, this type of tourism can assist in ensuring that agriculture remains a viable business in the community.

AGRICULTURAL & NATURAL OPEN SPACE PRESERVATION MAP



In addition, there must be a specific definition of the areas we want to preserve either through agricultural activity or natural features preservation. A review of the preservation map (*above*) delineates areas, particularly East Central and South Pittsfield, to be preserved as natural open space or agricultural land.

The areas noted on the map are designated with the understanding that our open spaces and natural resources are part of a larger, regional network of wetlands, waterways, and woodlands that are not confined to our borders. The development and preservation decisions made in Pittsfield must attempt to be compatible with this regional network to ensure environmental sustainability within multi-jurisdictional contexts.

With an increased focus on non-motorized transportation, the 2010 Pittsfield Master Plan also provides for increased accessibility not just between developed areas but also to open spaces and natural features via pathways and greenways. For instance, in 2009 the Township created 2.5 miles of mowed walking trails in the grassland/wildflower area of the North Pittsfield Preserve as well as providing nature trails through its forested land. In conjunction with the creation of these pathways, the Township used a \$16,000 grant from the U.S. Fish & Wildlife Service to seed 40 acres of native grasslands and wildlife restoration in addition to creating five seasonal wetland habitats in the North Pittsfield Preserve.

Hence, preserving and increasing access to open spaces, integrating agriculture into our economic and social fabric, along with conserving our natural features are integral to the 2010 Pittsfield Master Plan's overall vision.



Pedestrians on the Platt Road Greenway



KEY CONCEPTS

PRESERVATION OF AGRICULTURAL AND NATURAL OPEN SPACES

REGIONAL AND ADMINISTRATIVE COLLABORATION

As noted in the future land use plan, this Plan seeks to preserve agricultural land and natural open spaces in the central part of the Township and south of Michigan Avenue. Pittsfield is committed to preserving our agricultural legacy and being a responsible steward of our environment. This commitment will translate into working with regional stakeholders, such as the Legacy Land Conservancy and the Greenway Coalition, to implement a vision for preserving our farms and natural resources in a deliberate and cohesive manner.

88% of community survey respondents indicated that they agreed or strongly agreed that the Township should protect natural resources and open spaces that contribute to the health of natural systems and the Township's character and quality of life.

In addition to working with regional partners, the Township will work internally with its Stormwater Management Committee and others, to develop and implement specific strategies such as a Township-wide plan for the management of natural features and a detailed natural features inventory. An inventory would build upon existing studies and data and be compiled in partnership with regional stakeholders including Washtenaw County. This inventory would provide detailed information about the quality of each of the Township's natural features, which can be an essential tool when making planning and land use decisions. While all natural features are important, play a role in the health of the Township's environment, and should be preserved, a detailed inventory would assist in prioritizing limited resources and funding for acquisition and preservation. Consequently, such initiatives as the Natural Areas Preservation Program can be leveraged to acquire and protect prioritized open spaces and natural features. Various development guidelines can also be adopted that promote the preservation of our natural open spaces and natural features (see the box in the next column).

TRANSFER OF DEVELOPMENT RIGHTS (TDR)

TDR is when the development rights assigned to one parcel of land can be transferred to a different parcel of land. A TDR program in Pittsfield will be

POTENTIAL GUIDELINES TO PROMOTE PRESERVATION OF OPEN SPACE & NATURAL FEATURES

- 1 Require developments to set aside lands that provide greenways or access to off-site natural features
- 2 Require developers to provide sufficient analysis of natural features that are on, adjacent to, or hydraulically connected to the development to ensure no negative impact to them.

used to preserve areas planned for agricultural use, and/or those areas that have significant natural resources. The development rights from the parcels to be protected can then be transferred to the mixed-use dense development nodes thereby providing for increased density in areas of the Township where infrastructure is available. As part of the TDR program the landowner may receive compensation for the development rights of the parcel for which the rights are being transferred away from to the landowner who receives the increased development rights or density. This program is effective in protecting farmland and open space from potential development and directing it to more appropriate areas in the Township.

PURCHASE OF DEVELOPMENT RIGHTS (PDR)

A PDR program is similar to a TDR program; it is a method where landowners are compensated for selling their property's development rights to help limit future development of the land. Landowners are compensated for the fair market value of their land, typically based on the difference between what it could be sold for in the open market without restrictions and what it can be sold for once an easement restricting development is placed on the land. The development rights are typically sold to a land trust or conservation agency. This program is voluntary and provides compensation to guarantee the protection of open spaces and farmland in the Township. One example of a PDR program that Pittsfield has participated in is the *Ann Arbor Greenbelt*. It is a specific PDR program that is funded through grants, donations, and a millage paid by residents of Ann Arbor.

TRANSFER OF DEVELOPMENT RIGHTS (TDR) & PURCHASE OF DEVELOPMENT RIGHTS (PDR) PROGRAMS

TRANSFER OF DEVELOPMENT RIGHTS PROGRAM



PURCHASE OF DEVELOPMENT RIGHTS PROGRAM



The Pittsfield Preserve

The greenbelt program's funds are used to purchase development rights and protect agricultural and open space areas in the communities surrounding the City, including the northern portion of the Township. In Pittsfield, PDR programs will continue to be utilized to purchase the development rights of agricultural lands and those parcels with natural resources that need to be preserved.

CONSERVATION EASEMENTS

Conservation easements are a legally binding agreement between a property owner and a land trust for the sale of the conservation of the property. In return for the donated or sold development rights, a land trust agrees to ensure the terms of the conservation easement are followed. This is completed by monitoring the parcel, enforcing the terms of the easement, and providing long-term stewardship of the parcel. Easements are drafted to meet the specific needs of a property owner while adhering to the minimum requirements of a land trust.

MINIMIZE DEVELOPMENT PRESSURE ON RURAL & NATURAL ENVIRONMENTS

In order to ensure continued protection and long-term sustainability of the rich rural, agricultural, and natural environments in the Township, this Master Plan accommodates additional growth in areas already supported by infrastructure, offers opportunities for multi-modal transportation and mixed-use areas that are compatible with existing patterns of development. Many people choose to live in Pittsfield because of its rural qualities and it is critical to retain it as part of our diversity of land uses.

Nearly 30% of community survey respondents stated that its rural character is a positive aspect of living in Pittsfield.

Pittsfield Township has experienced continued growth since its conception in 1824. This growth is expected to continue over the coming decades. Our goal must be to target commercial, retail and business growth within existing areas through infill development and encouraging mixed-use nodes, and reducing sprawl by concentrating housing developments within defined mixed-use and neighborhood sectors. This approach maximizes the use of existing public infrastructure and support services investments, and also minimizes development pressures on rural, agricultural and natural environments.



BENEFITS OF FARMS AND AGRICULTURAL LANDS INCLUDE:

Land Value: While home values declined between 2006-2010, average value per acre of agricultural land increased by 14% in Michigan.

Agricultural Production: Michigan farmers produced \$6.67 billion worth of crops and products in 2009.

Local Food: In 2010, Michigan families visited 271 farmer's markets. Michigan ranks fourth in the nation for the most markets.

Sources: Michigan Agricultural Statistics 2009-2010 (www.nass.usda.gov/Statistics by State/Michigan/Publications/Annual Statistical Bulletin/stats10/agstat10.pdf). National Farmer's Market Directory (apps.ams.usda.gov/FarmersMarkets).

ENCOURAGE THE ECONOMIC VIABILITY OF AGRICULTURAL LAND

Agricultural land provides aesthetic, cultural, and economic benefits to a community. The farms and farmland in the Township are part of the character and way of life for a number of long-time residents, desired by new and future residents, and add a special value to our community. The Township is dedicated to ensuring that these lands stay in agricultural operations and will seek to provide programs that enhance the affordability of farms and support their economic success. A number of studies (see the box above) have reported community-wide benefits of agricultural lands and businesses. Thus, preserving and promoting our local farms will not only maintain our community's character – it is also economically beneficial to our community.

This Plan promotes agriculturally driven economic activity by proposing to revise the existing agricultural land use category so that it includes more opportunities for farmers to set up food stands, hold farmers markets, and other activities that will foster a market for our locally grown produce and products. The Township also encourages the production of renewable energy sources (e.g. biomass, wind, solar) in these areas.



Preserve Viewsheds

Another feature that can be incorporated to highlight the significance of our open spaces is the concept of preserving viewsheds in areas of particular scenic or historic value that are worthy of protection against development. Viewsheds are often spaces that are readily visible from public areas such as from public roadways and public parks. Pittsfield can protect viewsheds to help preserve the visually and aesthetically pleasing rural and historic landscapes that are of value to the Township, such as the Mastodon 'park' which is found in the Southeastern portion of the Township.



View of the Platt Road Greenway and Lillie Park



KEY CONCEPTS

Preservation of Agricultural and Natural Open Spaces

Minimize Development Pressure on Rural and Natural Environments

GOALS

Promote natural resources protection on a local and regional level in a planned and strategic manner.

Ensure development decisions support, protect, and enhance the natural environments and ecosystems in the Township.

OBJECTIVES

1. Develop a natural features protection plan to clearly identify sensitive areas in the Township.
2. Pursue grant opportunities for the purchase or protection of land.
3. Coordinate with regional partners to ensure that future land use plans and future development align with regional urban growth boundaries plan, recommendations for growth management, and development along our borders.
4. Explore the establishment of a Township administered Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) program.
5. Continue to participate in the Ann Arbor Greenbelt and other regionally operated Purchase of Development Rights (PDR) programs.
6. Work with state and regional partners to implement programs so that farmland may stay in the hands of our farming community.

1. Update the Zoning Ordinance to reflect an emphasis on natural resources protection where possible through the use of tools such as mixed-use zoning, cluster development, reduced setback requirements, and reduced parking ratios.
2. Study land development practices that help protect natural resources and green infrastructure (e.g. cluster development, low-impact design, on-site storm water management) and incorporate these recommendations into policy documents.
3. The Township should limit expansion of water and sewer utilities into rural areas of the Township.
4. Require open space preservation be coordinated (on and off-site) based on the significance of the natural features (e.g. woodlands, wetlands, viewsheds, water features) present to provide continuity between preserved features.
5. Require a natural features analysis and report for all new developments to demonstrate the impact the developments will have on the land.



KEY CONCEPTS

Encourage the Economic Viability of Agricultural Lands

Provide Natural Area Linkages

GOALS

Encourage the protection of agricultural lands that are most productive and suited to agricultural operations, and implement policies that provide additional protection.

Create connections between natural areas and protect significant viewsheds.

OBJECTIVES

1. Partner with farmers and agricultural land owners, Washtenaw County, and surrounding communities to promote farming and agriculture related-businesses.
2. Balance the rights of farmers and adjacent residential property owners.
3. Limit the residential density in developments adjacent to agricultural areas consistent with available infrastructure (roads, public utilities, and public safety) and to help minimize any potential impacts associated with agricultural operations.
4. Encourage the preservation of agricultural lands encouraging infill development and promoting density in areas already served by public infrastructure.

1. Increase availability and use of public transportation and ridesharing.
2. Encourage the development and use of non-motorized facilities and programs within the Township and region.
3. Seek to make strategic connections with non-motorized pathways in our adjacent jurisdictions.
4. Develop scenic easements along the unprotected areas in between protected areas to maintain the rural character of those areas, without requiring acquisition of additional large parcels.
5. Generate a strategy to protect view sheds, open spaces, and natural features on large tracts of land (over 50 acres) in rural areas of the Township.



Implementation





IMPLEMENTATION

As noted in the Introduction chapter, the 2010 Pittsfield Master Plan puts forth a vision for our community that has been defined in partnership with our residents, businesses, and regional stakeholders. It is a policy document. It is a reflection of our priorities.

The key concepts, goals, and objectives set forth in each of the chapters are synthesized herein, and, in turn, used to prioritize specific projects and initiatives.



“In the end, the 2010 Pittsfield Master Plan is a commitment to create a coherent and comprehensive development and preservation pattern that will result in practical, productive, and sustainable growth and conservation in Pittsfield Charter Township.”



KEY CONCEPTS

The Nodal Mixed-Use Development Model

Increase Connectivity

GOALS

Recognize the intrinsic relationship between land use and transportation and understand that each has a profound impact on the others ability to be sustainable and effective.

Participate in regional efforts to support transit-oriented development (TOD).

Promote a safe, secure multi-modal transportation system that is fully coordinated and effectively serves adopted land uses.

OBJECTIVES

1. Provide motorized and non-motorized connections between land uses wherever physically feasible.
2. Coordinate new development and redevelopment projects with local and regional partners (e.g. AATA, MDOT, WATS, WCWRC, and WCRC) on all sites.
3. Review land uses to identify potential overlay districts and infill opportunities that focus density in strategic locations and support and compliment multiple transportation modes for improved mobility.

1. Incorporate access management into transportation and land use regulations based upon MDOT's guidebook: *Reducing Traffic Congestion and Improving Traffic Safety in Michigan Communities* and implement other current state-of-the-art practices.
2. Ensure long term viability of transportation modes by recognizing the needs of providers and users when redeveloping and designing new sites.
3. Provide complete pedestrian facilities for all new development and redevelopment projects including continuous sidewalks that connect buildings to streets, ramps, crosswalks, or the continuation of a sidewalk through roadways or parking areas, and appropriate lighting.
4. Consider the future use of light rail in certain areas like the Washtenaw Avenue corridor when making design and development considerations.

1. Increase access to multiple modes of transportation in all areas of the Township (as appropriate based on planned land uses and densities).
2. All modes of transportation should be integrated into the transportation network as per the non-motorized plan to reduce or eliminate crash conflicts between modes (e.g., rail, auto, transit, and non-motorized modes).
3. Adopt a "Complete Streets" ordinance.



KEY CONCEPTS

Build upon the Public Transportation Network

Capitalize on Community Infrastructure

GOALS

Provide accessibility and mobility for all people and goods to all land uses.

Address the needs of all residents, especially seniors and youth and the creative class, by expanding bus services to dense residential and development nodes.

Provide the highest quality services and infrastructure to the community.

OBJECTIVES

1. Adopt, publish, and update prevailing American Association of State Highway and Transportation Officials (AASHTO) construction standards for motorized and non-motorized facilities.
2. Increase the safety and security of all modes of travel in the transportation system through design, enforcement, and education.

1. Create a comprehensive transportation plan to determine the most effective current and future routes and where transit stops should be located.
2. Work with AATA, local community organizations, and local businesses to improve the accessibility, usability, and attractiveness of bus stops.
3. Provide ADA education, access and mobility for all users to reduce barriers to the use of the transportation system.

1. Focus new development in areas that already have infrastructure by using infill and redevelopment with higher density mixed-use developments in order to avoid stretching existing service needs to lower density areas in the Township.
2. Identify capacity of existing utilities to determine how much intensity can be supported in certain areas or where upgrades should be considered.
3. Create mini-stations for the Department of Public Safety to service areas of more intense urban development.



KEY CONCEPTS

Support & Enhance Existing Residential Neighborhoods

Provide Housing & Neighborhood Diversity

GOALS

Support and enhance existing neighborhoods in the Township.

Provide the highest quality infrastructure to the community.

Continue to provide a variety of housing and neighborhood options.

OBJECTIVES

1. Reinforce or promote the viability of developed residential areas by encouraging housing rehabilitation, and creating regulations that permit the modernization and renovation of older housing stock.
2. Encourage the preservation and reuse of historic buildings and sites.
3. Revitalize the housing in mature neighborhoods.
4. Buffer existing neighborhoods from commercial uses through design and development standards.

1. Establish benchmarks that permit regular review of the quality of service and infrastructure provided. Services and infrastructure that should be reviewed include:
 - Utilities (sewer, water, and rubbish)
 - Public safety (police, fire, E-911 dispatch)
 - Transportation (roads, pathways, sidewalks, transit, and transit centers)
 - Parks and Recreation
 - Schools
 - Wireless and fiber optic communications and internet
2. Revise the Township's Capital Improvement Plan, as necessary, to ensure it is consistent with this 2010 Pittsfield Master Plan.
3. Make it a priority to maintain and upgrade existing utilities in areas that are currently developed as or planned for higher intensity land uses.

1. Continue to respect the desire of residents to live in a variety of environments (rural, suburban, or urban) by encouraging development and preservation to occur in targeted areas of the Township.
2. Encourage aging in place by providing housing choices that allow residents to live their full life cycle in the Township.
3. Encourage the development of mixed-uses to provide opportunities for residents to live, work, and play that are within walking distance from each other.
4. Recognize areas of a community that provide activities 24 hours a day, 7 days a week are desirable to many existing and potential residents.



KEY CONCEPTS

Create Increased Connectivity

GOALS

Encourage racial, ethnic, age, and socioeconomic diversity within neighborhoods.

Provide safe, desirable and affordable housing choices that meet the needs of all Township residents.

Collaborate with institutions, businesses, neighboring communities and other agencies and stakeholders to ensure all areas of the Township are adequately served by multi-modal connections.

OBJECTIVES

1. Expand the stock of housing options for all ages, abilities, incomes, and lifestyles in a manner that avoids sprawl.
2. Ensure that areas of the Township are zoned to enable clustered nodes of senior housing located in close proximity to amenities and services.
3. Ensure that Zoning Ordinance regulations provide the flexibility necessary to accommodate senior housing (i.e. accessory dwelling units, increased density, and part of mixed-use developments).
4. Create more public gathering spaces for members of the community to interact and communicate with each other.
5. Plan for amenities that are desirable to the “creative class” of workers.
6. Discourage the development of homogenous residential developments by requiring a mixture of housing styles and price points.
7. Support organizations that provide services that help all residents meet their basic needs (e.g., Meals on Wheels, AATA, Foodgatherers)
8. Celebrate resident’s ethnic and cultural backgrounds by creating regulations which permit the installation of art and variety in architectural styles.

1. Encourage and incentivize affordable housing and senior housing opportunities near fixed transportation routes.
2. Promote equal housing opportunities consistent with federal, state, and local fair housing laws.
3. Require that parks and other open spaces are accessible to all residents.

1. Promote walkable and bikeable destinations and “nodes of development” (mixed-use commercial and residential, parks) adjacent to existing neighborhoods.
2. Ensure the Zoning Ordinance encourages (not simply permits), greater densities and mixed-uses in targeted areas in the Township.
3. Provide amenities that are consistent with a neighborhood’s typology. For example, sidewalks may not be appropriate in rural areas of the Township, while they are imperative to the viability of suburban and urban areas. Pocket parks may not be appropriate in rural areas, whereas they should be provided in urban and suburban areas.
4. Make sure that neighborhoods are developed within close proximity to amenities that make our community ‘livable’ such as schools, libraries, employment centers, parks, cultural institutions, etc.



KEY CONCEPTS

Support Asset-Based Economic Development

Set the Gold Standard in Service Delivery

GOALS

Create an economic development marketing strategy to promote the Township and actively recruit and retain businesses.

Recognize that the quality of place in Pittsfield is an economic driver.

Continually monitor and provide feedback to residents and business owners on economic development initiatives in the Township.

OBJECTIVES

1. Track the composition of businesses in the Township with regard to such things as growth, number of employees, and type of business to help understand their current and potential needs.
2. Highlight local businesses and their contributions to Pittsfield in the Township newsletter or on the website.
3. Create a venue in Pittsfield for local business to network with other local businesses and community leaders.
4. Continue to recognize that a diverse mix of businesses is necessary for a healthy economy. Marketing efforts should be targeted to the emerging sector industries identified by SPARK and MEDC, not just current businesses.

1. Focus on redevelopment and infill in areas of the Township with existing infrastructure and services.
2. Identify key areas in the Township where failing infrastructure (roads, sidewalks) is hindering the viability of existing businesses and the establishment of new businesses.
3. Continuously seek funding to improve and maintain infrastructure to ensure that Pittsfield Township is an attractive and livable community.
4. Provide clear, attractive, and functional multi-modal transportation linkages throughout the Township.
5. Regularly evaluate the housing needs and desires of those living and working in the Township and update building design regulations and standards to facilitate construction of desired units.
6. Create regulations that permit the integration of supporting retail and service uses at strategic locations in traditional business parks and office/ technology corridors.

1. Establish a predictable, streamlined process for development that is consistent with this plan to encourage businesses to locate in the community.
2. Create a “business liaison” staff position at the Township who works with existing and future businesses, and actively promotes and markets Pittsfield as a great place to do business.
3. Develop benchmarks for the Township to measure economic development progress.
4. Educate the community about economic development issues and keep them informed on a regular basis.



KEY CONCEPTS

Improve the Physical Appearance of Business Districts

Support and Promote Agriculture as Part of the Township's Economy

GOALS

Recognize the importance of technology in the new economy.

Improve the physical appearance and functionality of the Township and make it more attractive to employers and workers.

Support and promote agriculture as part of an economically viable community.

OBJECTIVES

1. Create an interactive website targeted at economic development in the Township which contains a "toolbox" of resources for business owners.
2. Work with local economic leaders and link the Township's website and efforts to SPARK, MEDC, and other economic development organizations.
3. Continue to invest and promote technology infrastructure in the Township, including fiber optics.
4. Concentrate economic development initiatives in areas that are served or planned to be serviced by technology providers (i.e. wireless, cable, internet, etc.).
5. Actively promote the Township to technology providers.

1. Plan for amenities that are desirable to the "creative class" of workers.
2. Recognize areas of a community that provide activities 24 hours a day, 7 days a week are desirable to many existing and potential residents.
3. Encourage the development of mixed-uses to provide opportunities for residents to live, work, and play that are within walking distance from each other.
4. Plan for and promote improved access to transit and other modes of transportation.
5. Require that parks and other open spaces are accessible to all residents.
6. Create attractive looking character districts in the Township through streetscape improvements, public art, signage, and public gathering spaces.

1. Partner with farmers and agricultural land owners, Washtenaw County, and surrounding communities to promote farming and agriculture related-businesses.
2. Balance the rights of farmers and adjacent residential property owners.
3. Limit the residential density in developments adjacent to agricultural areas consistent with available infrastructure (roads, public utilities, and public safety) to help minimize any potential impacts associated with agricultural operations.
4. Permit the creation of local outlets (farmers' markets, roadside stands, etc.) for farm products to be sold and marketed to residents and visitors in agricultural areas.
5. Recognize the needs of non-traditional or niche farmers when developing agricultural regulations.
6. Support farmers and agricultural land owner's efforts to grow products that have the potential to be a source for local energy production (e.g., biomass).
7. Encourage the preservation of agricultural lands encouraging infill development and promoting density in areas already served by public infrastructure.
8. Explore the establishment of a Township Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) program.



KEY CONCEPTS

Reduce Pittsfield's Carbon Footprint

GOALS

The Township should strive to make its buildings and neighborhoods more energy efficient and sensitive to the natural environment.

Educate and change the culture of the population (residents and businesses) in the Township regarding sustainability issues and practices.

The Township should lead by example through greening its facilities and practices and supporting sustainability objectives.

OBJECTIVES

1. Ensure Township Ordinances and Land Development Standards encourage the use of alternative energy sources (e.g., wind, solar, geothermal, biomass).
2. Expand the Township's single-stream recycling program to include businesses and multi-unit residential developments.
3. Encourage developers to utilize energy efficient building practices and materials and provide incentives for their use.
4. Promote alternative modes of transportation, such as mass transit, bike paths, and trails throughout the Township.

1. Provide information to the community regarding existing programs and practices available for energy efficient home building and renovation.
2. Prepare informational materials to distribute to local businesses to encourage them to study their practices, resource consumption, and energy use.
3. Create a public relations campaign that shows businesses how they will save money by incorporating a consciousness of sustainability practices into their businesses practices.
4. Establish a program that recognizes businesses that make strides in becoming more sustainable.
5. Host forums and presentations for residents, businesses, and agricultural operations aimed at promoting the preservation of our natural resources and the environment.

1. Actively solicit available grant monies to become 'greener'. The Township can set an example by continuing to participate in established programs.
2. All new construction initiated by the Township should incorporate sustainable best practices and other environmentally friendly best practices.
3. Conduct an assessment of the Township and make modifications to its current practices to promote reduced energy consumption, additional recycling, materials conservation, and native landscaping practices.
4. Establish benchmarks to track progress and survey the Township's current use of resources and anticipate future use.
5. Develop a strategic plan dedicated to accomplishing the Township's greening goals.
6. Share our own best practices with other communities and continue coordinating with regional partners.



KEY CONCEPTS

Establish Green Building Standards

Protect our Water Resources

Nurture a Green Private Sector

GOALS

Reduce the Township's consumption of fossil fuels and reduce waste in both the public and private sectors.

Protect and preserve the quality of our water resources.

Promote sustainability as a component of economic development.

OBJECTIVES

1. Establish green building standards and incorporate them into Township Ordinances and Land Development Standards.
2. Actively solicit available grant monies to assist existing businesses in their efforts to become 'greener'.
3. Encourage developers to utilize energy efficient building practices and materials and provide incentives for their use in new construction. The Township might do this by asking for LEED certification or incentivizing based on a comparable standard.
4. Consider incentives for businesses looking to rehabilitate their buildings and integrate green features into their modifications.

1. Continue efforts to collaborate with regional partners to ensure that our water resources are protected.
2. Educate the public about best practices to prevent water pollution.
3. Encourage native landscaping and natural stormwater management systems (e.g., bioswales, rain gardens, green roofs) to be used in new development and the rehabilitation of developed sites.
4. Create/adopt guidelines for low impact development design and maintenance standards.
5. Proactively address potential code enforcement issues with a program where people can register their low impact development and maintenance plans with the Township.

1. The Township should establish a business 'incubator' program in conjunction with local universities to foster the growth of green businesses within Pittsfield.
2. Develop an outreach campaign that highlights the opportunity for public-private partnerships in the green sector.
3. Establish a program that recognizes businesses that make strides in becoming more sustainable and businesses that are developing green technologies.
4. Create an agricultural zoning category that would expand the number of economic activities that can be undertaken on agricultural lands to make our agricultural businesses more viable.



KEY CONCEPTS

Historic Preservation

Create a 'Pittsfield Profile' and Promote Cultural Events & Activities

GOALS

To preserve and protect examples of Pittsfield Township's history.

Create a sense of community through the expansion of educational, arts, cultural, and leisure opportunities in the Township.

OBJECTIVES

1. To restore and enhance the Sutherland-Wilson Farm Museum.
2. To establish a Historic Preservation Ordinance.

1. Provide for public gathering spaces that, among other things, include public art.
2. Identify and establish gateways and gateway corridors at entry points into the Township.
3. Promote displays of arts in public buildings, including Township Administration building.
4. Develop cultural experiences for all ages and abilities.
5. Actively seek opportunities to create space for art, culture and leisure activities in new and redeveloped facilities.



KEY CONCEPTS

Create a 'Pittsfield Profile' and Promote Cultural Events & Activities

GOALS

Highlight the diversity of the community by utilizing and linking cultural organizations to share their richness and culture in the Township.

Create and support an economically viable arts community.

OBJECTIVES

1. Foster the development of cultural events and activities in partnership with regional organizations and other neighboring jurisdictions.
2. Seek to engage diverse groups in the community.
3. Identify/develop viable venues to host cultural events in the Township.
4. Provide platforms for local artists and historic preservationists to gather and engage in an ongoing dialogue/exchange of ideas.
5. Create multi-modal transportation linkages to community and cultural venues in the Township.
6. Promote the installation of art and sculptures in public gathering spaces.

1. Identify resources for arts funding (such as community contributions, foundation, etc.) and incentives for historic preservation.
2. Create a link to larger regional organizations and develop opportunities to share resources.
3. Provide for incubators or other spaces to allow local artists and others to nurture and promote their talents.
4. Incorporate the Arts into the Township hardscape, including (but not limited to) business districts and dense development nodes.



KEY CONCEPTS

Preservation of Agricultural and Natural Open Spaces

Minimize Development Pressure on Rural and Natural Environments

GOALS

Promote natural resources protection on a local and regional level in a planned and strategic manner.

Ensure development decisions support, protect, and enhance the natural environments and ecosystems in the Township.

OBJECTIVES

1. Develop a natural features protection plan to clearly identify sensitive areas in the Township.
2. Pursue grant opportunities for the purchase or protection of land.
3. Coordinate with regional partners to ensure that future land use plans and future development align with regional urban growth boundaries plan, recommendations for growth management, and development along our borders.
4. Explore the establishment of a Township administered Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) program.
5. Continue to participate in the Ann Arbor Greenbelt and other regionally operated Purchase of Development Rights (PDR) programs.
6. Work with state and regional partners to implement programs so that farmland may stay in the hands of our farming community.

1. Update the Zoning Ordinance to reflect an emphasis on natural resources protection where possible through the use of tools such as mixed-use zoning, cluster development, reduced setback requirements, and reduced parking ratios.
2. Study land development practices that help protect natural resources and green infrastructure (e.g. cluster development, low-impact design, on-site storm water management) and incorporate these recommendations into policy documents.
3. The Township should limit expansion of water and sewer utilities into rural areas of the Township.
4. Require open space preservation be coordinated (on and off-site) based on the significance of the natural features (e.g. woodlands, wetlands, viewsheds, water features) present to provide continuity between preserved features.
5. Require a natural features analysis and report for all new developments to demonstrate the impact the developments will have on the land.



KEY CONCEPTS

Encourage the Economic Viability of Agricultural Lands

Provide Natural Area Linkages

GOALS

Encourage the protection of agricultural lands that are most productive and suited to agricultural operations, and implement policies that provide additional protection.

Create connections between natural areas and protect significant viewsheds.

OBJECTIVES

1. Partner with farmers and agricultural land owners, Washtenaw County, and surrounding communities to promote farming and agriculture related-businesses.
2. Balance the rights of farmers and adjacent residential property owners.
3. Limit the residential density in developments adjacent to agricultural areas consistent with available infrastructure (roads, public utilities, and public safety) and to help minimize any potential impacts associated with agricultural operations.
4. Encourage the preservation of agricultural lands encouraging infill development and promoting density in areas already served by public infrastructure.

1. Increase availability and use of public transportation and ridesharing.
2. Encourage the development and use of non-motorized facilities and programs within the Township and region.
3. Seek to make strategic connections with non-motorized pathways in our adjacent jurisdictions.
4. Develop scenic easements along the unprotected areas in between protected areas to maintain the rural character of those areas, without requiring acquisition of additional large parcels.
5. Generate a strategy to protect view sheds, open spaces, and natural features on large tracts of land (over 50 acres) in rural areas of the Township.

IMPLEMENTATION PROGRAM

The matrices on the following pages present a summary of the recommended implementation activities, along with who is responsible for completing the activity.

Broadly stated, the Plan will be implemented through:

PLANNING & ZONING

An evaluation of the Township's Zoning Ordinance, and if necessary, amendments to Township regulations is necessary to implement the recommendations of this Plan. Continuous evaluation of the recommendations of this Plan must occur at regular intervals to ensure that the overall vision for the future development of the Township remains relevant.

COMMUNITY PROJECTS

Quality of life projects and initiatives such as transportation facilities, parks, public spaces, cultural initiatives, and utility systems fall into this category.

ECONOMIC DEVELOPMENT

This category includes the economic and physical development of the Township. These improvements may include a wide range of activities from physical development activities to promotion and marketing.

KEY TO COLORS AND ABBREVIATIONS

Project. The description of the implementation action or project.

Priority.

The level of importance for a project.

A
B
C

Timeframe.

The anticipated time frame for completion of the project

1	1-2 years
2	2-4 years
3	As Available
4	Ongoing

Responsibility.

The abbreviation code identifies the entity. Multiple entities listed suggests collaboration.

AATA	Ann Arbor Area Transportation Authority
MDOT	Michigan Department of Transportation
MICH	A State of Michigan government entity
SPK	SPARK
WASH	Washtenaw County
WATS	Washtenaw Area Transportation Study (Division of WCRC)
WCRC	Washtenaw County Road Commission
WCWRC	Washtenaw County Water Resources Commission



ZONING AND OTHER ORDINANCES

PROJECTS/ ACTIONS	PRIORITY	TIME-FRAME	RESPONSIBILITY		
			PITTSFIELD TWP.	OTHER GOV'T.	PRIVATE
ZONING ORDINANCE AMENDMENTS					
Determine if an entire Zoning Ordinance update or targeted amendments are more appropriate	A	1	√		
Draft or rewrite districts for future land use categories that are inconsistent with existing zoning districts	A	1	√		
Priorities Include:					
Create Mixed-Use categories [best practices must be evaluated to determine the most effective tools to achieve this goal]	A	1	√		
Revise the AG and rural residential districts to accommodate existing uses, and to attain future vision for the rural areas	A	1	√	WASH/ MICH	√
Revise and consolidate similar residential districts	A	1	√		
Delete districts that have been replaced with new districts or consolidated	A	1	√		
OTHER ZONING ORDINANCE AMENDMENTS					
Create regulations to encourage the adaptive reuse of vacant non-residential buildings	A	1	√	SPK	√
Rezone properties consistent with the recommendations of this plan	A	1	√		√
Revise the Zoning Ordinance to encourage green building certification/standards	B	2	√	WASH/ MICH	
Revise the Zoning Ordinance to allow for alternative energy generation	B	2	√	WASH/ MICH	
Incorporate low-impact development and BMP design controls into the Zoning Ordinance	B	2	√	WCWRC	
OTHER ORDINANCES					
Create a complete streets ordinance. Include sidewalk regulations that will replace existing sidewalk ordinance	A	1	√		
Develop complete street design standards	A	1	√	WCRC/ WATS	
Create design standards for buildings and site design	B	2	√		
Create ordinances or incentives that require or encourage the provision of affordable housing	C	3	√	WASH	

COMMUNITY PROJECTS

PROJECTS & INITIATIVES	PRIORITY	TIME-FRAME	RESPONSIBILITY		
			PITTSFIELD TWP.	OTHER GOV'T	PRIVATE
Work toward defining the "Pittsfield Profile"	A	1	√		√
Develop a TDR and PDR program for natural features, open space and agricultural areas	A	1	√	WASH/ MICH	√
Update and maintain community entrance gateway features consistent with branding plans	A	2	√		√
Create a strategic preservation plan for agricultural and natural open spaces	A	2	√		
Develop a public art program for public spaces	A	2	√		√
Insert traffic calming measures along pedestrian routes and in residential neighborhoods within the Township	A	2	√	WCRC/ WATS	
Create and implement a plan to continually reduce the size of the Township's carbon footprint	B	2	√	WASH/ MICH	
Create a transportation improvements plan for sidewalks, pathways, transit systems, and roadways with an implementation hierarchy that is consistent with the goals of the Master Plan	B	2	√	WCRC/ WATS	
Develop trail heads along Township greenways	B	3	√		
Consider completing neighborhood-specific plans to ensure the continued vitality of the Township's mature residential areas	C	3	√		√
COORDINATED PLANNING					
Amend the CIP to be consistent with the Pittsfield Plan	A	4	√		
Create and adopt a parks and recreation plan every 5 years that is consistent with the goals of the Master Plan	A	4	√		
Review the Master Plan every 5 years and, when necessary, update the plan	A	4	√		



ECONOMIC DEVELOPMENT

PROJECTS	PRIORITY	TIME-FRAME	RESPONSIBILITY		
			PITTSFIELD TWP.	OTHER GOV'T	PRIVATE
Develop a Township marketing and business recruitment strategy to attract new businesses	A	1	√	SPK	
Create a web-based portal for providing information to businesses, real-estate professionals, and developers	A	1	√		
Create a streamlined development review process	A	1	√		
Develop an agri-business strategy to foster and promote established and new agricultural uses	A	2	√	MICH/ WASH	
Develop a local foods program to foster relationships between local growers, restaurants, and markets.	A	2	√	MICH/ WASH	√
Work with the WCRC to encourage the creation of a “Complete Streets” policy for all roads in the Township; this policy will consider the needs of motor vehicles, transit, bicyclists, and pedestrians equally	A	2	√	WCRC/ AATA/ WATS	
Identify possible business and arts incubator sites	A	4	√		√
Implement and maintain a high quality multi-modal transportation network	A	4	√	WCRC/ AATA/ WATS	
Maintain sidewalks and pathways in a safe and attractive condition	A	4	√	WCRC	
Design cultural and civic buildings to be important community landmarks, not just functional buildings	B	4	√		
Develop a series of signature events highlighting Pittsfield Township’s assets and community gathering spaces	B	4	√		√

BENCHMARKING AND MONITORING

PROJECTS	PRIORITY	TIME-FRAME	RESPONSIBILITY		
			PITTSFIELD TWP.	OTHER GOV'T	PRIVATE
Establish planning, economic development, zoning, and community benchmarks and report progress on an annual basis to the public	A	4	√		
Evaluate the quality and efficiency of all transportation systems within the Township	B	4	√	MDOT/ AATA/ WATS	
Create a Natural Features Inventory of the Township	B	4	√		
Establish criteria to determine the size of the Township's carbon footprint and review annually	B	4	√	MICH	
Establish criteria to determine the Township's energy consumption and review annually	B	4	√	MICH	
Evaluate vacancy rates for different land uses in different areas of the community	B	4	√	SPK/ WASH/ MICH	



ZONING PLAN

The structure and recommendations of this 2010 Pittsfield Master Plan are a departure from past planning practice. In the past, master plans had a strong focus on land use and only an incidental focus on character or physical development form. This plan focuses as much on character and physical form as it does on land use.

Because we have adopted a new approach to community planning with this plan, the recommendations herein are not consistent with existing zoning districts in some cases and the need for some of districts has been eliminated.

FUTURE LAND USE CATEGORIES CORRELATION TO ZONING DISTRICTS

The following table summarizes the zoning districts that correspond with each of the Future Land Use Categories in this plan.

FUTURE LAND USE CATEGORIES CORRELATION TO ZONING DISTRICTS

LAND USE CATEGORY	CORRESPONDING ZONING DISTRICTS
Conservation Areas	
Agricultural Preservation	AG
Rural Residential	R-1A AGCM
Suburban Areas	
Suburban Residential	R-1A-1 R-1B
Neighborhood Commercial	C-1
Regional Commercial	C-2 C-3 PSC
Office	O-1
Industrial	W-1 I-1 I-2
Manufactured Housing	MHP
Urban Areas	
Multi-Unit Residential	R-2A R-2B R-3 R-4
Mixed-Use I	—
Mixed-Use II	—
Business District	BP R-D
Special Purpose Areas	
Park	RC
Public	PF

AREAS WITH NO CORRESPONDING ZONING DISTRICT

The Zoning Ordinance must be amended to specifically create districts or other tools to allow for the proposed future land use categories that do not have corresponding zoning districts. This can be done by creating districts with specific regulations that lead to development that is consistent with the vision in this plan. Incentive tools can also be incorporated that will further promote the intended development patterns. Other techniques such as PUD and the creation of overlay districts can be used if developments are proposed prior to the adoption of new zoning standards; however, the amendment of the Zoning Ordinance is the primary option.

1. Adopt New Zoning Districts and Zoning Map. This option for implementing the future land use plan would be the most costly and difficult up-front, but it will provide the most certainty in the future. Adopting new zoning districts for these areas will ensure that development and redevelopment is consistent throughout the area and will provide a greater level of certainty to the Township about what kind of development it will achieve.

2. PUD. Implement the future land use recommendations through the PUD process. This tool can be used prior to the Township adopting new zoning districts, as it is an existing tool.

This may result in piecemeal development because PUD's are optional. Some landowners may elect to develop or redevelop their property using the current standards. Also, the PUD process itself can be a disincentive to property owners and developers because it can be a lengthy, difficult, and uncertain process. It is likely that most property owners will choose the easy route and continue to develop using the conventional standards.

3. Overlay Districts. Adopting overlay districts would allow the Township to more easily permit development that is consistent with the future land use recommendations by eliminating the PUD negotiation process. However, overlay districts would be optional, so a property owner could still elect to develop their property using conventional zoning standards, meaning that piecemeal development would still be a possibility.

AREAS WITH MULTIPLE CORRESPONDING ZONING DISTRICTS

Several future development areas have more than one existing corresponding zoning district. Many of these districts have similar uses and development standards. As the Township moves away from the land use focused plan to a more character focused plan there may no longer be a need for so many

zoning districts in the community. Implementation of this plan will require an amendment to the Zoning Ordinance to create one corresponding district for each land use category.

ZONING DISTRICTS WITH NO CORRESPONDING DEVELOPMENT AREAS

There are also existing zoning districts that, due to the need to create new districts or alternative implementation tools (PUD or overlay), are no longer necessary. If new districts are created that are intended to replace or consolidate existing districts, though districts should be crafted in such a way that it does not create excessive non-conformities.

BENCHMARKING AND MONITORING

In order to truly evaluate whether the Township is meeting the goals developed in this plan it is important to monitor the Township's progress. Different techniques can be employed to measure different initiatives outlined in this documented. Generally the Township must establish the criteria for each initiative that will indicate positive or negative progress. Then the Township must use that criterion to determine a baseline so that each time new data is collected and processed it can be measured against the baseline to determine progress.

ECONOMIC DEVELOPMENT PLAN

This plan puts a great emphasis on the Township playing an active role in the economic development strategy for the community. Much of the implementation strategy depends on actions taken by the Township including the hosting of networking venues to the enhancement and maintenance of aspects of the Township that affect the quality of life in the community.

In order to fulfill many of the action items outlined in the matrix, the Township will have to dedicate staff time to creating and maintaining tools and resources that will highlight and promote the qualities of the community, as well as provide critical information to those making investment decisions in the community.





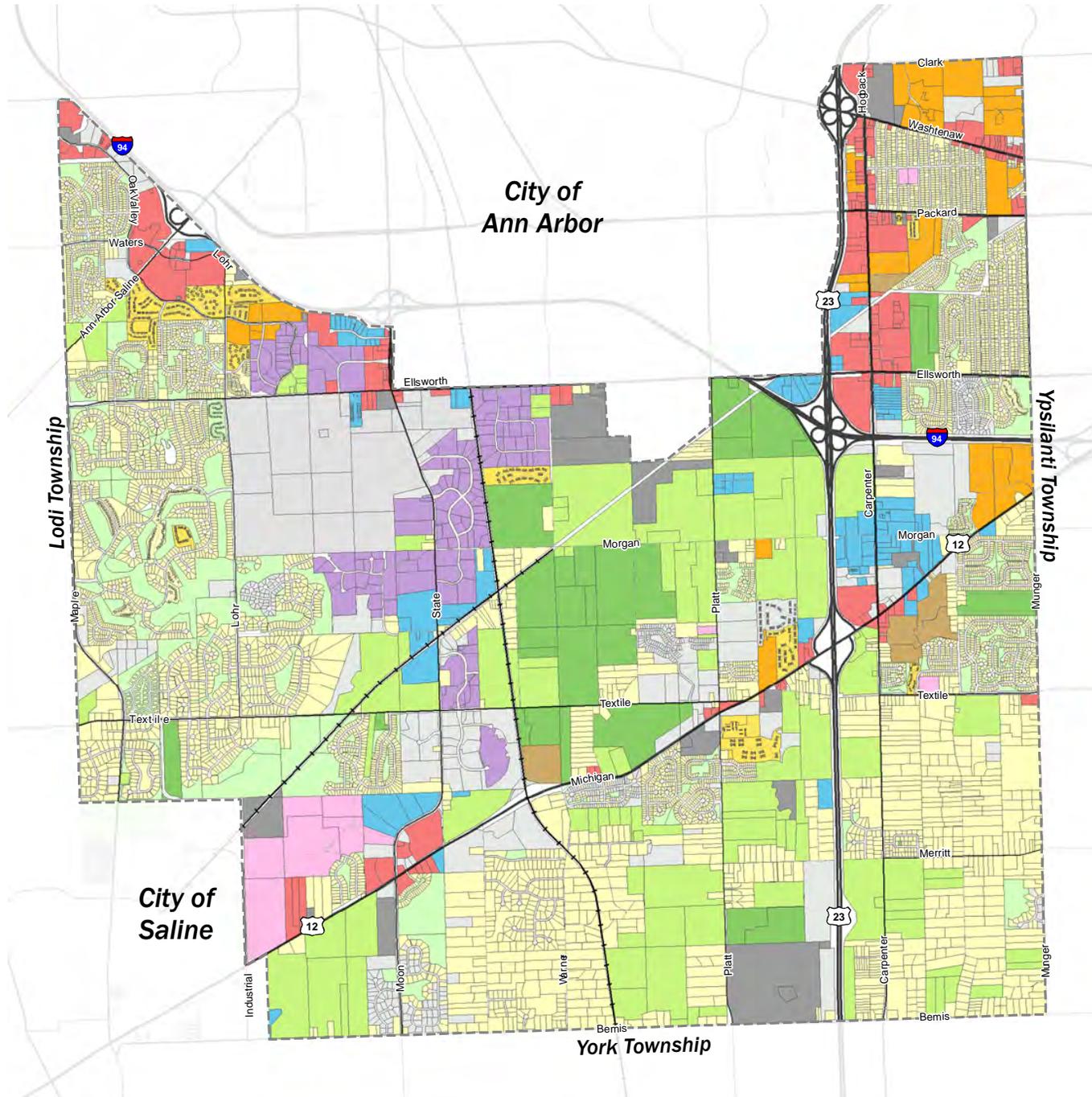
Top: Master Plan Bus Tour, Master Plan Community Workshop at Carpenter Elementary
Bottom: Master Plan Design Workshops



Maps



EXISTING LAND USE MAP



Existing Land Use Map



Pittsfield Charter Township
Washtenaw County, Michigan

- Agriculture
- Private Open Space
- Single Family Residential
- Attached Single Family Residential
- Multiple Family Residential
- Manufactured Housing Park
- Commercial
- Office/Research
- Industrial
- Ann Arbor Airport
- Public/Semi-Public
- School
- Park
- Vacant



1 Miles

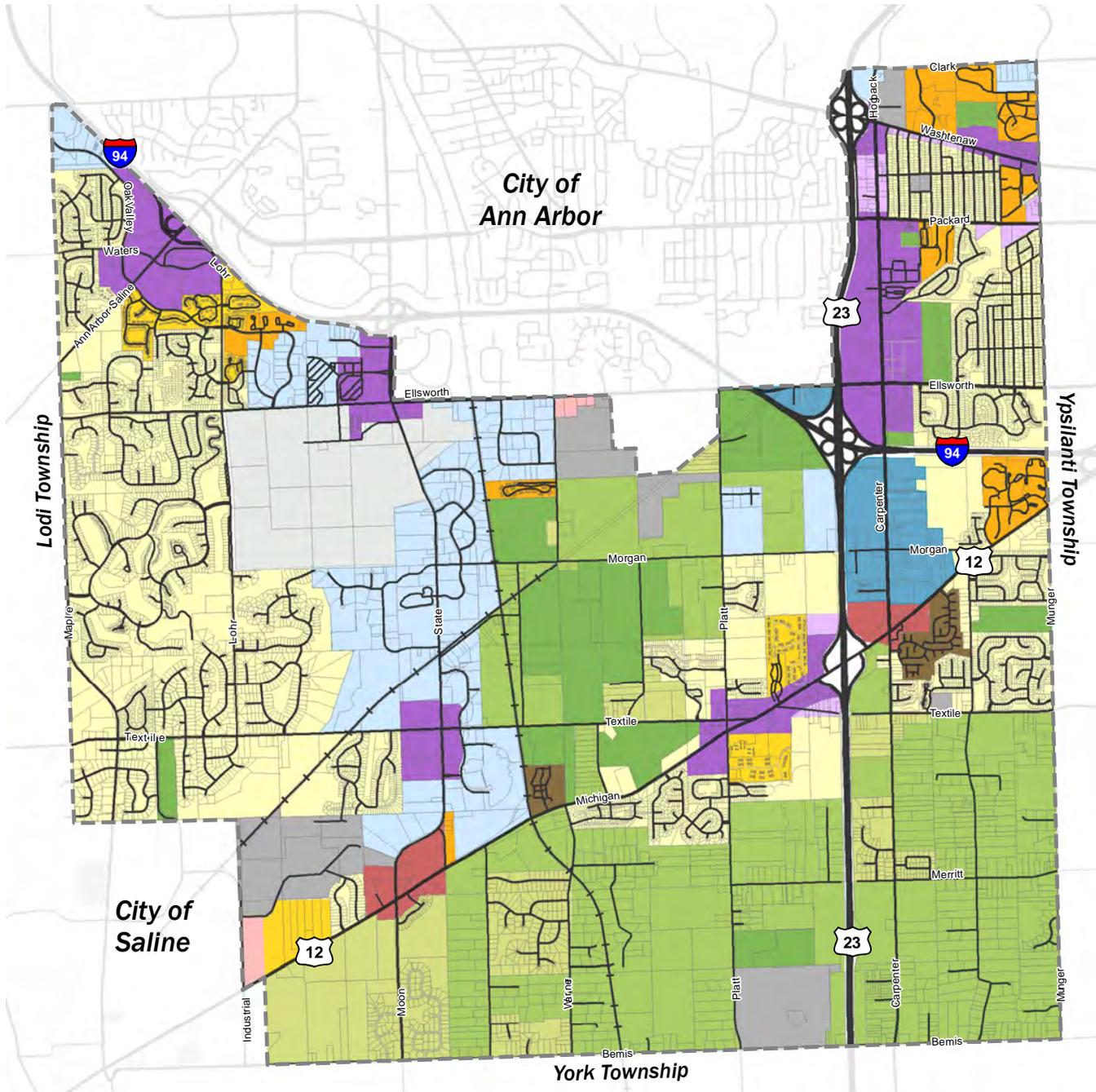
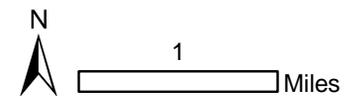
FUTURE LAND USE PLAN

Future Land Use Plan

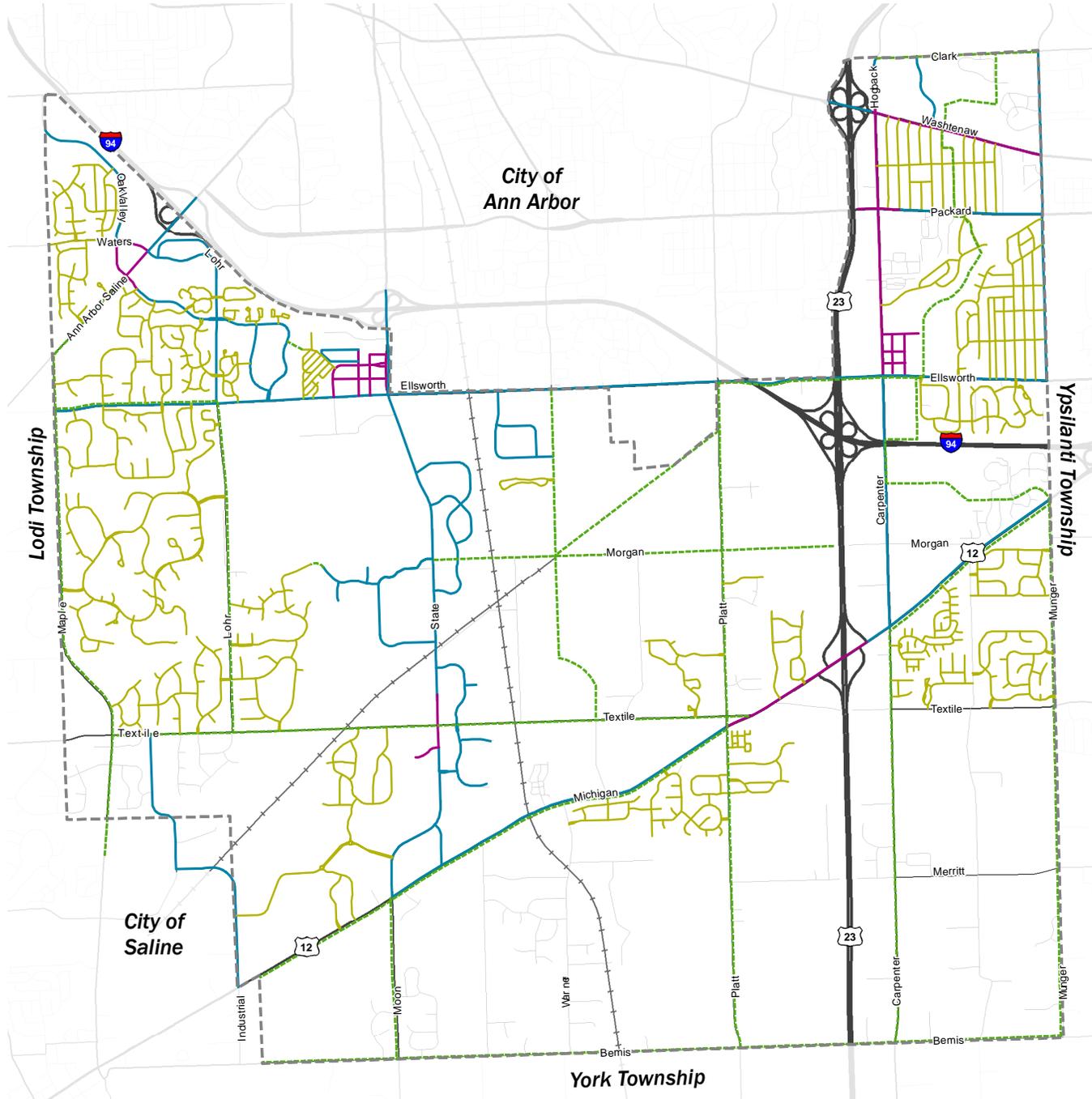


Pittsfield Charter Township
Washtenaw County, Michigan

- Agricultural Preservation
- Rural Residential
- Suburban Residential
- Multi-Unit I
- Multi-Unit II
- Manufactured Housing
- Neighborhood Commercial
- Regional Commercial
- Business District
- Industrial
- Mixed-Use I
- Mixed-Use II
- Park & Open Space
- Public
- Airport



NON-MOTORIZED TRANSPORTATION PLAN

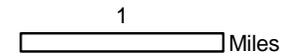


Non-Motorized Plan



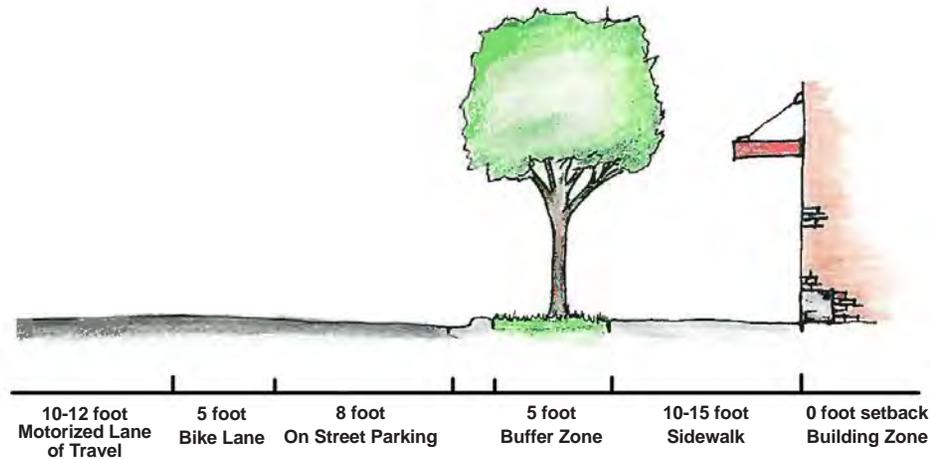
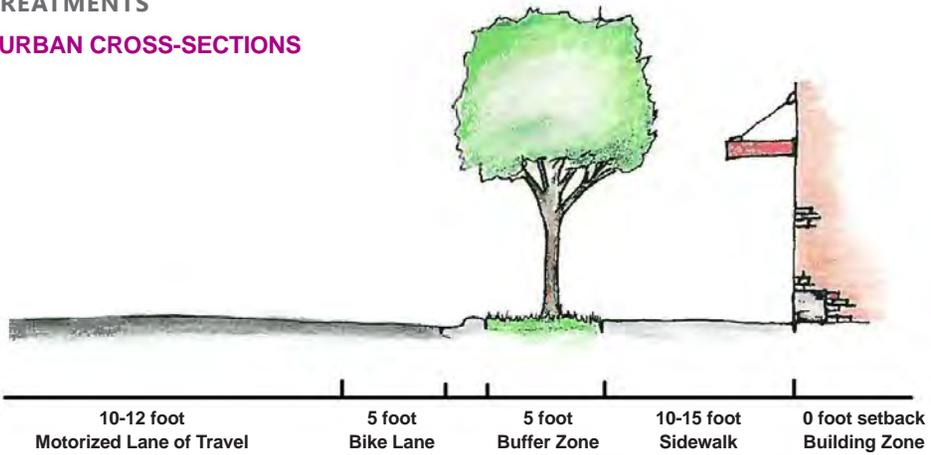
Pittsfield Charter Township
Washtenaw County, Michigan

- 1 urban cross-section
- 2 suburban cross-section
- 3 neighborhood cross-section
- 4 non-motorized pathway

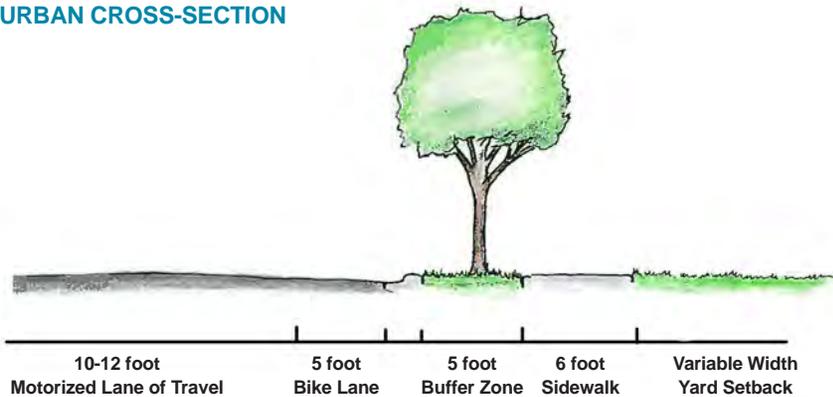


TREATMENTS

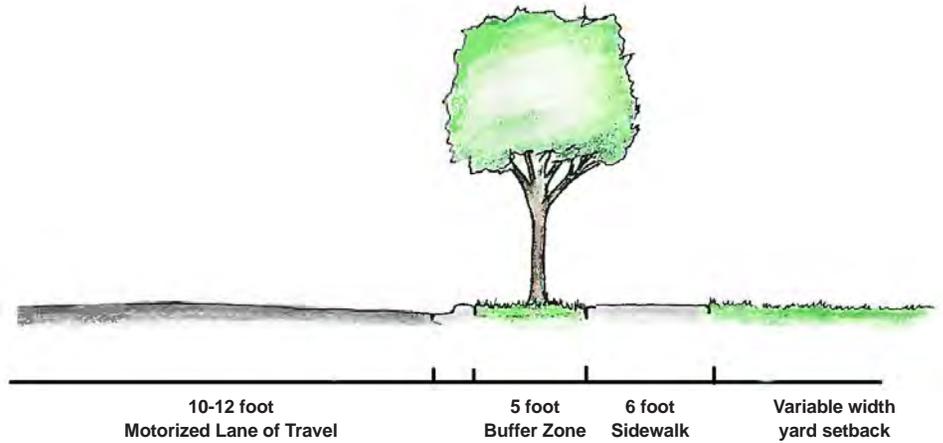
URBAN CROSS-SECTIONS



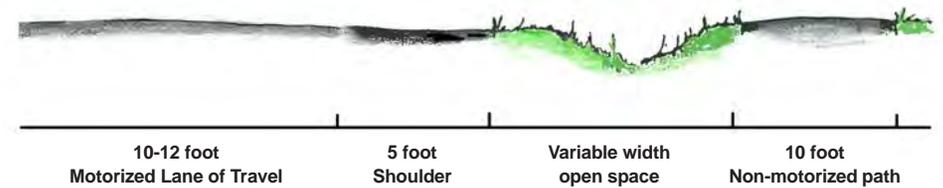
SUBURBAN CROSS-SECTION



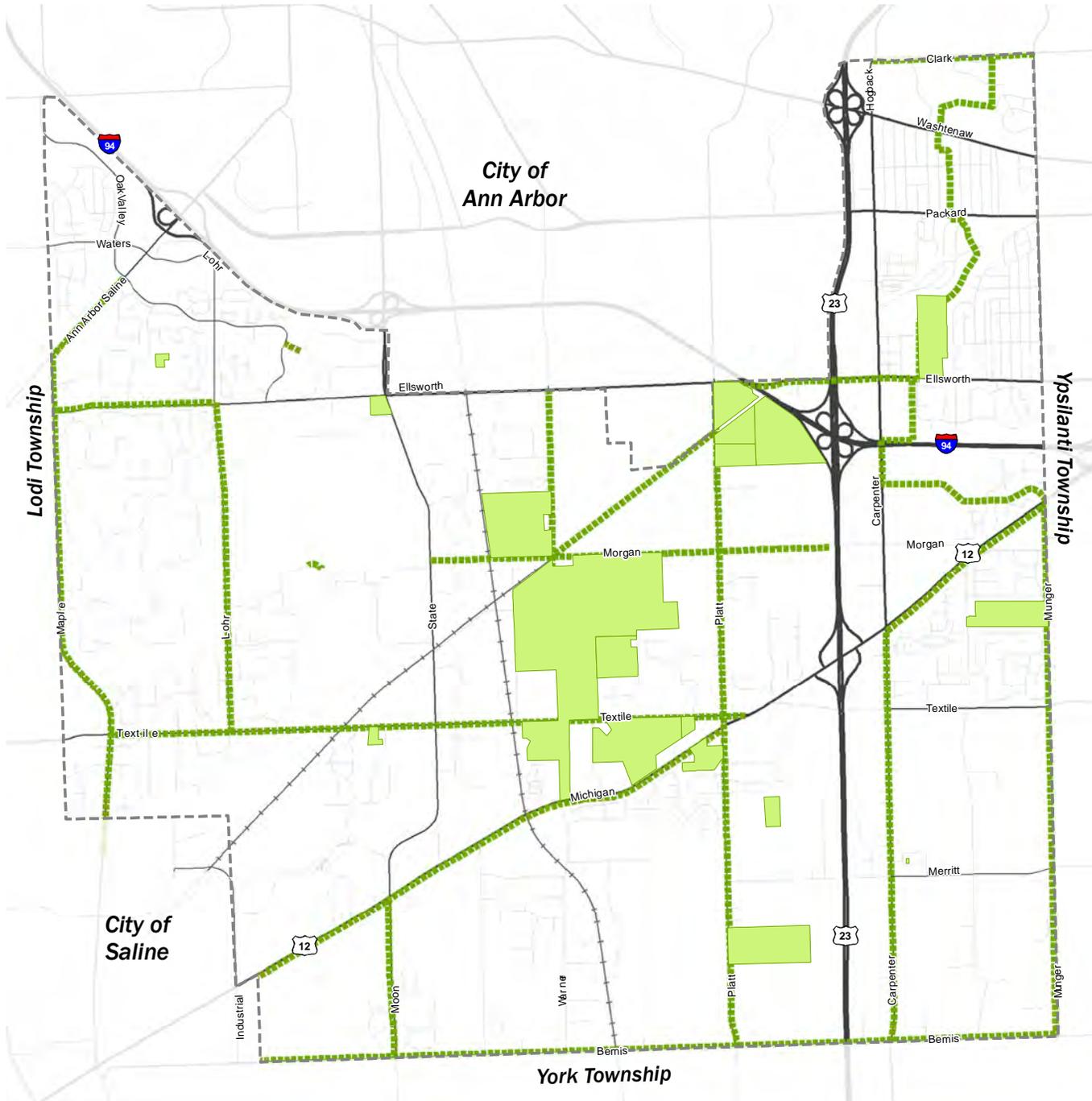
NEIGHBORHOOD CROSS-SECTION



RURAL/NON-MOTORIZED CROSS-SECTION



GREENWAYS AND PATHWAYS PLAN

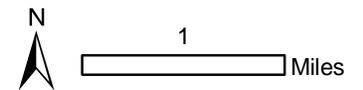


Pathways & Greenways Plan

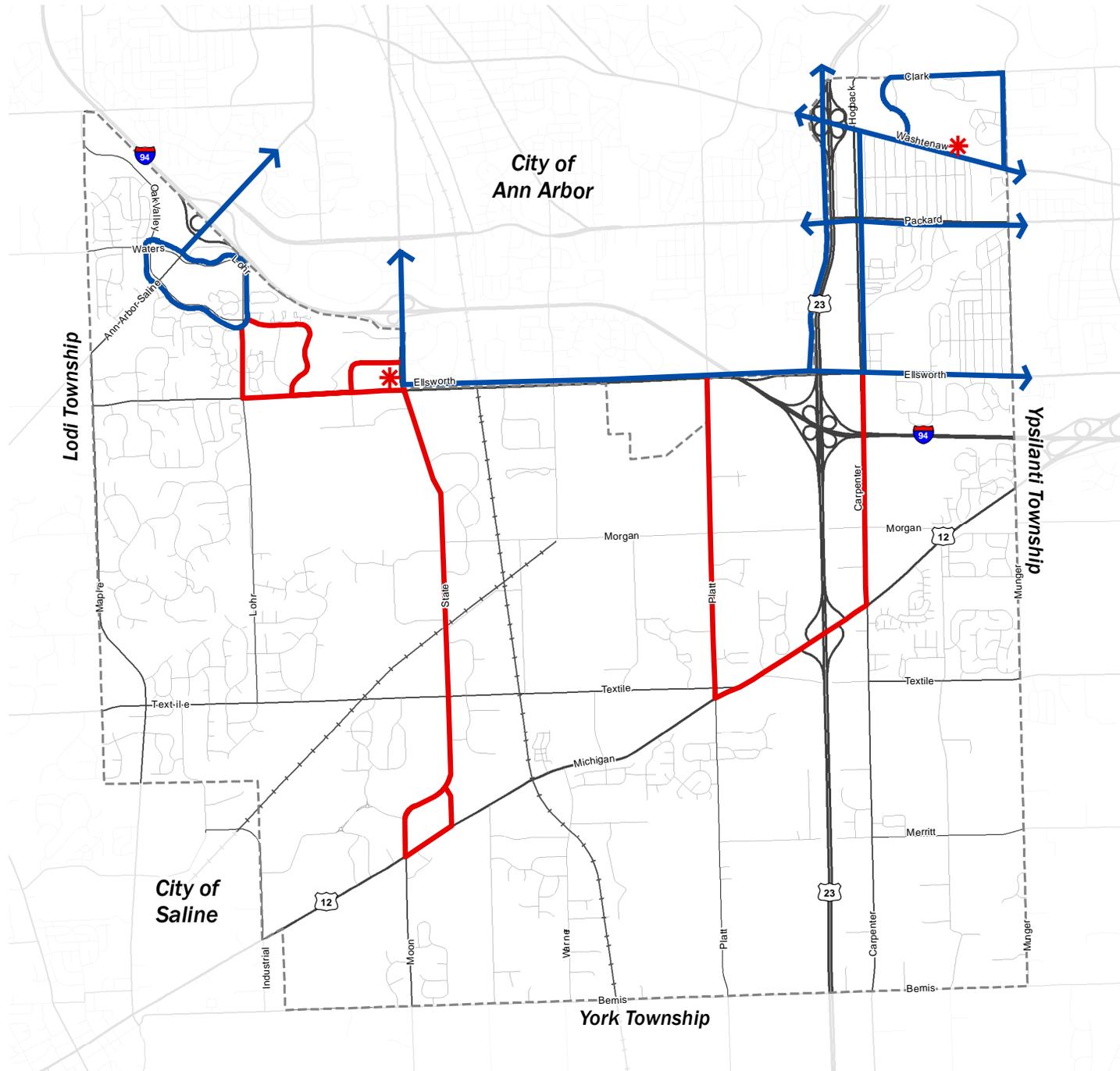


Pittsfield Charter Township
Washtenaw County, Michigan

- Pittsfield Parks
- non-motorized pathway



TRANSIT PLAN



Transit Plan



Pittsfield Charter Township
Washtenaw County, Michigan

-  ATA Bus Route
-  Potential Bus Route
-  Planning Area Boundary
-  Potential Transit Center



1 Miles

GATEWAYS MAP



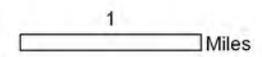
Gateways Plan



Pittsfield Charter Township
Washtenaw County, Michigan

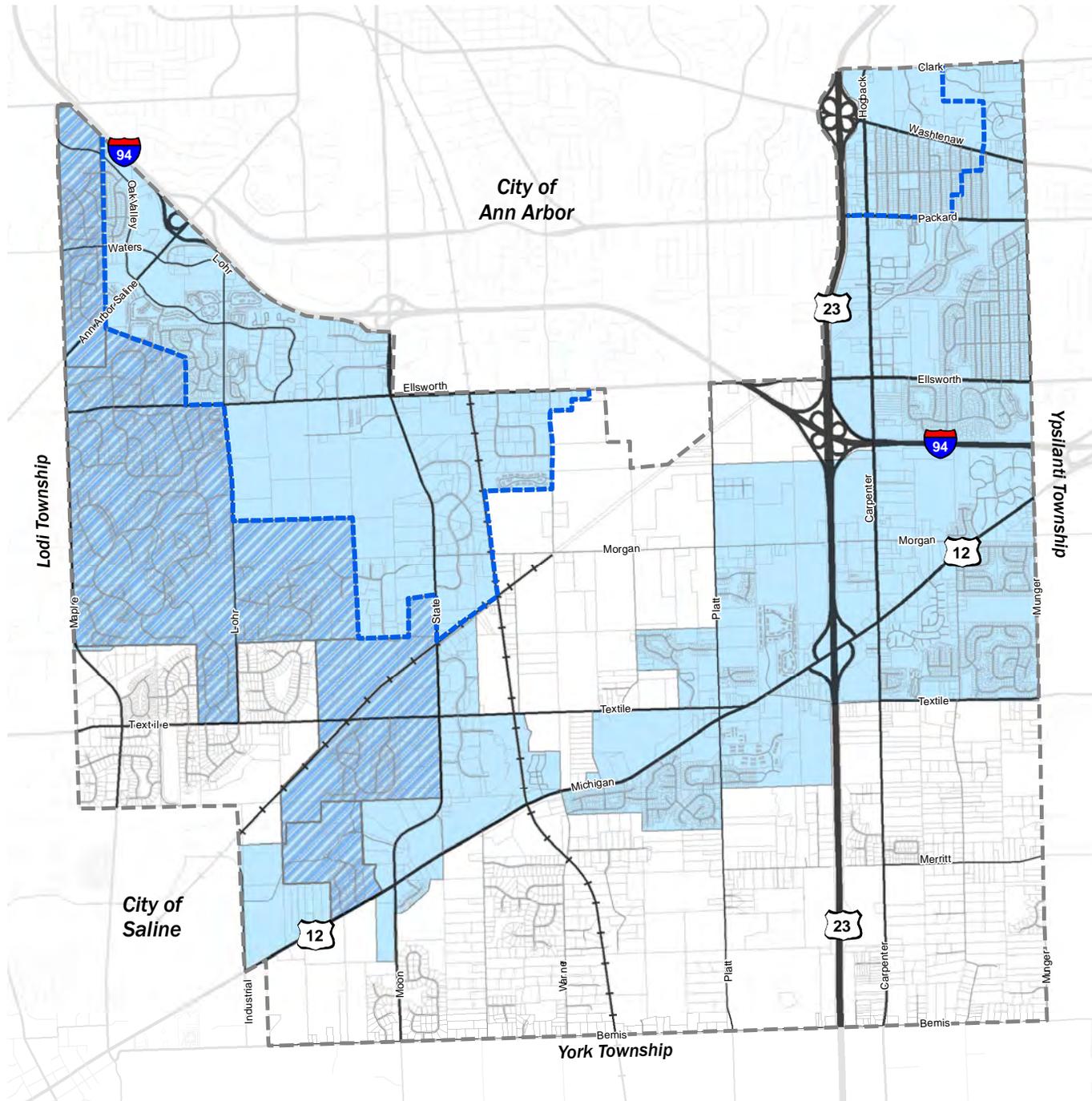
Township Gateways

- Primary
- Secondary
- Tertiary



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 Project: 2010 Master Plan Maps
 User: Administrator

UTILITIES SERVICE BOUNDARY MAP

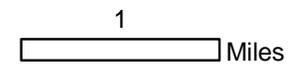


Public Utility Service Area



Pittsfield Charter Township
Washtenaw County, Michigan

- Utility Serviced Area
- Westside Capital District
- Ann Arbor District / YCUA District Boundary





Appendices



Appendix A

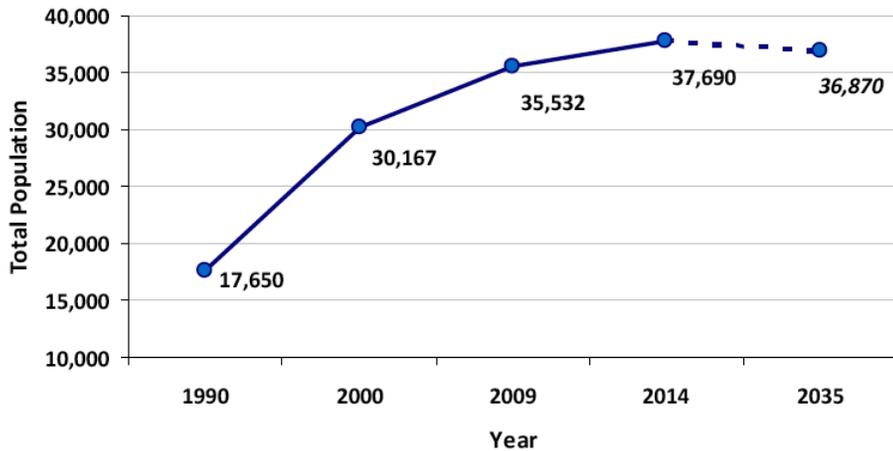
Detailed Demographic

Information

DEMOGRAPHICS SNAPSHOT

The population of Pittsfield Township has been increasing steadily throughout the 1900's with a large increase between 1990 and 2000. Projections from ESRI (Environmental Systems Research Institute) anticipate continued but slow growth in the Township until 2014 reaching a total of nearly 37,700 residents. SEMCOG (Southeast Michigan Council of Governments) estimates indicate that the population will then decrease slightly by the year 2035.

Figure 3.1: Change in Total Population, Pittsfield Charter Township, 1990 to 2035



Sources: US Census Bureau, ESRI Business Analyst, SEMCOG

When compared with the SEMCOG region and Washtenaw County as a whole, Pittsfield Township has demonstrated significant growth since 1990, with an overall increase of 101.3% during the period between 1990 and 2009. Over the same time, Washtenaw County experienced growth of 24.4% and the SEMCOG region 7.2%. All three are anticipated to continue to grow through 2014 but at a much lower rate than previously and each will begin to level off after 2014.

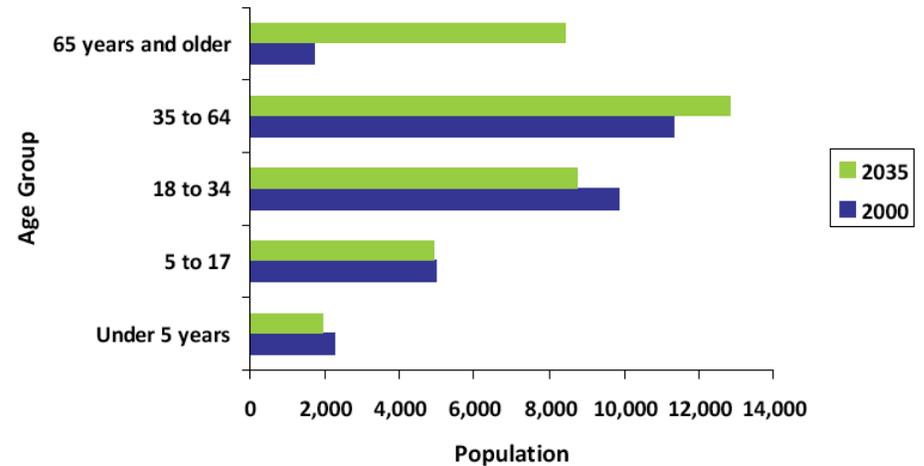
AGE STRUCTURE OF POPULATION

Figure 3.2 shows the population by age groups in Pittsfield Township in the years 2000 and 2035. The overall structure of the age groups is typical of a community with a high number of family households (parents 30-50 years old, children under 20 years old) and a large college and university presence (residents age 20-29 years old). When looking at the 2000 population, the group of college-age and twentysomething individuals (included in the 18 to 34 category) is notably

high, suggesting that either many high-school graduates choose to stay in the Township to attend one of the many local colleges and universities and/or a significant population of non-resident students live in the Township to attend school. However, this trend is projected to change over the next 25 years.

Given the context of the year 2000 age groups, SEMCOG projections show a dramatic shift toward an older population in the Township by 2035. The family household (parents with children) and young adult populations are not anticipated to decrease significantly, but a nearly 400% increase in those 65 years and older is expected. The Township must plan for this eventual population shift and change in the composition of the community.

Figure 3.2: Population by Age Groups, Pittsfield Charter Township, 2000 and 2035



Source: US Census Bureau, SEMCOG

HOUSING

Pittsfield's existing housing stock contains nearly 14,697 housing units and 13,999 households (occupied housing units) based on SEMCOG estimates in July 2009. The housing stock consists primarily of detached single-family homes and multiple-unit apartment buildings, with a minor component of townhouse/attached condominium-style residences, manufactured homes, and duplexes.

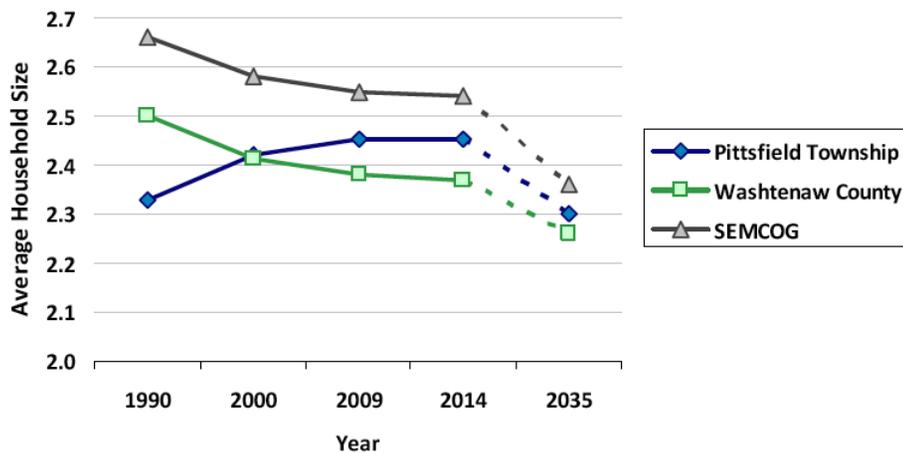
The Township, State of Michigan, and nation as a whole are experiencing an unprecedented number of vacant and foreclosed properties. At this time Pittsfield has 400-500 un-built but approved residential lots that are noted as vacant but could be built one day. Also of note, HUD (U.S. Department of Housing and Urban

Development) estimates the Township to have a moderate risk for foreclosure at this time. Specific numbers of foreclosures are not available, but the risk score accounts for foreclosures and vacancy rates. The highest risk areas are noted as being on the northeast side of the Township; one is the area north of Washtenaw Avenue and south of Clark Road, along with the area south of I-94 and north of Morgan Road. This information should be tempered with the fact that there are approved yet vacant home sites included in these areas that may affect the data. Pittsfield is in an overall better position than surrounding communities as far as the current foreclosures and vacancies.

HOUSEHOLDS

As is to be expected with an increasing population, the total number of households in Pittsfield Township increased between 1990 and 2000. Unlike local, regional, and national trends, however, the average household size increased from 2.33 to 2.42, and this trend is projected to continue through 2014. This points to a high percentage of families with children, which is illustrated by the fact that over half of all married couples indicated having children at home in 2000. As seen in the figure, all of the communities compared are projected to see a decrease in average household size consistent with previous trends of an aging population, smaller homes, and more young people not returning to their hometown.

Figure 3.3: Average Household Size, Selected Communities, 1990 to 2035



Sources: US Census Bureau, ESRI Business Analyst, SEMCOG

The composition of households in the Township stayed generally consistent

from 1990 to 2000, with the only increase seen in married couple families and those with children at home. Pittsfield is similar to Washtenaw County with the exception of the percentage of single mother households being higher in the County and region than the Township. Information for the years 2009 and 2035 are not available for the specific statistics, but it is anticipated that the number of households will continue to grow while the average household size decreases in both the Township and the county as a whole by 2035.

Table 3.2: Selected Household Characteristics, Selected Communities, 2000 to 2035

	Pittsfield Charter Township (1990)	Pittsfield Charter Township (2000)	Pittsfield Charter Township (2009)	Pittsfield Charter Township (2035)	Washtenaw County (2000)	Washtenaw County (2009)	Washtenaw County (2035)
Number of Households	6,932	11,817	13,828	15,254	125,327	139,734	157,409
Average Household Size	2.33	2.42	2.45	2.30	2.41	2.38	2.26
Married-couple Families	44.3%	48.5%	--	--	46.5%	--	--
With children at home	48.5%	52.8%	--	--	47.4%	--	--
Single-mother Households	8.6%	7.3%	--	--	9.3%	--	--
One-person Households	29.6%	29.8%	--	--	29.5%	--	--

Source: US Census Bureau, ESRI Business Analyst, SEMCOG

HOUSING UNITS

The percentage of housing units that are single-family structures increased significantly between 1990 and 2000 to 50.7%. However, this is a lower percentage than the Washtenaw County and SEMCOG (73.7%) averages. The Township has a high percentage of multiple family units, and over 90% contain five or more units. This data points to a stable housing base consistent with the percentage of family households, as well as a large young adult population, many of whom may choose to rent and generally serves the needs of current residents. However, over the next 25 years the needs of current residents will change as they lifestyles change, this indicating the potential need for additional housing types.

Pittsfield has a lower percentage of owner-occupied housing units than the SEMCOG region but is consistent with the Washtenaw County average, which is to be expected given the large college and university presence in the county. The percentage of owner-occupied housing was 53.7% in 2000 compared to 57.1% for Washtenaw County and 67.9% for the SEMCOG region. The vacancy rate decreased from 1990 to 2000 from 9.9% to 4.2%, which is consistent with both the county and region as of 2000. It should be noted that SEMCOG estimates that as of July 2009 the vacancy rates for Pittsfield, Washtenaw County, and the SEMCOG region have increased to 4.7%, 5.0%, and 8.0%, respectively. A significant portion of this increase can be attributed to the number of foreclosures and a weak housing market.

Table 3.3: Percentage of Housing Units by Type, Selected Communities, 2000 to 2014

	Pittsfield Charter Township (1990)	Pittsfield Charter Township (2000)	Pittsfield Charter Township (2009)	Pittsfield Charter Township (2014)	Washtenaw County (2000)	Washtenaw County (2009)	Washtenaw County (2014)
Total Housing Units	7,794	12,338	14,826	15,731	131,069	139,734	145,891
Single Family Home	32.3%	50.7%	--	--	61.0%	--	--
2 – 4 Unit Structure	2.9%	4.0%	--	--	7.6%	--	--
5 + Unit Structure	39.2%	39.2%	--	--	27.1%	--	--
Other Housing Units (including mobile homes)	6.1%	6.1%	--	--	4.3%	--	--
Rental Units	42.1%	42.1%	40.0%	39.7%	38.5%	37.4%	37.5%
Vacant Units	4.2%	4.2%	6.7%	6.7%	4.4%	7.2%	7.2%

Source: US Census Bureau, ESRI Business Analyst

HOUSING AGE

As shown in Figure 3.4 below, approximately 82.9% of Pittsfield’s total housing units are less than 40 years old. Of the total, 84.1% of owner occupied and 81.4% of renter occupied fall into this category.

Compared with Washtenaw County, these percentages are very high, with only 51.8% of all housing units in the county constructed after 1970.

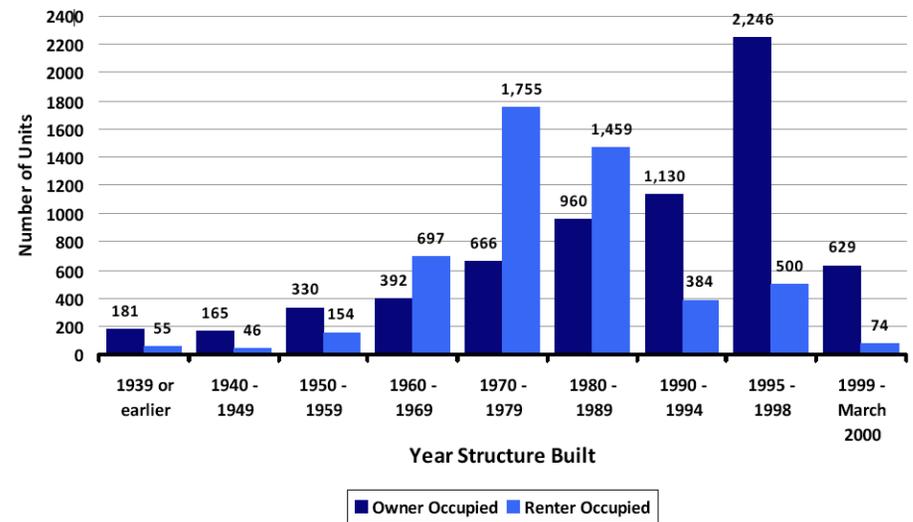
The Township did not seem to experience much of a housing boom immediately following World War II, but there were significant increases in building activity after 1970. A majority of the owner occupied housing was built between 1990 and 1998, while most of the renter occupied housing was built between 1970 and 1989. Only 11% of the rental units in the Township are less than 15 years old.

Data from SEMCOG indicates that a total of 2,256 residential building permits were issued since 2000, of which 56.0% were for single family homes. The remaining units were two family, attached condos, and multi-family structures.

HOUSING VALUE AND AFFORDABILITY

Housing values in Pittsfield are generally higher than Washtenaw County and the SEMCOG region as a whole. The median value of the housing units in the Township was \$208,600 in 2000, while the median value in the county was \$170,100 and SEMCOG was \$144,314. The Township has a generally even distribution of housing values, in which 44.1% of homes fall between \$125,000 and \$175,000, and 30.5% have a value greater than \$250,000. As noted in Table 3.4, housing values in the Township and county are projected to remain generally consistent through 2014 with no major increases.

Figure 3.4: Year Structure Built for Owner-Occupied and Rental Housing, Pittsfield Charter Township, 2000



Source: US Census Bureau, ESRI Business Analyst, SEMCOG

Table 3.4: Value of Owner-Occupied Housing Units as Percent of Total Housing Units, 2000

	Pittsfield Charter Township (2000)	Pittsfield Charter Township (2009)	Pittsfield Charter Township (2014)	Washtenaw County (2000)	Washtenaw County (2009)	Washtenaw County (2014)
Less than \$50,000	7.5%	8.4%	8.4%	5.9%	7.2%	7.1%
\$50,000 to \$99,999	3.2%	4.2%	4.3%	13.5%	15.4%	15.1%
\$100,000 to \$124,999	4.1%	4.5%	4.3%	8.4%	9.2%	9.1%
\$125,000 to \$149,999	10.5%	8.0%	7.8%	12.2%	9.9%	9.9%
\$150,000 to \$174,999	9.9%	7.6%	7.5%	12.4%	9.7%	9.7%
\$175,000 to \$199,999	10.6%	9.0%	9.1%	10.3%	8.8%	8.8%
\$200,000 to \$249,999	23.6%	25.1%	25.4%	14.0%	14.3%	14.4%
\$250,000 to \$299,999	11.1%	12.4%	12.4%	8.5%	9.6%	9.6%
\$300,000 to \$399,999	10.8%	9.5%	9.6%	8.0%	7.2%	7.3%
\$400,000 to \$499,999	7.0%	9.4%	9.5%	3.4%	4.7%	4.7%
\$500,000 to \$749,999	1.3%	1.6%	1.6%	2.2%	2.5%	2.5%
\$750,000 or more	0.4%	0.3%	0.3%	1.1%	1.6%	1.6%

Source: US Census Bureau, ESRI Business Analyst

The definition of affordable housing is related to income: if a household spends less than 30% of its income on housing costs (including mortgage, rents, utilities, taxes, and heating fuels), that housing is considered to be affordable. Table 3.5 shows that of the 5,595 owner occupied households in Pittsfield in 2000, 20.3% spent more than 30% of their income on housing costs, which is only slightly

higher than the Washtenaw County average of 18.8%.

More significantly, however, approximately 70.6% of Township “unaffordable” households had housing costs above 35% of their income, with nearly half of the households making less than \$35,000 per year. While only 29 owner-occupied households had incomes less than \$10,000, all of them spent more than 35% of their income on housing costs. The table below shows that the large majority of housing in the Township is affordable, but the trend of lower-income households having higher housing costs suggests that some less expensive housing may be needed in Pittsfield.

Table 3.5: Selected Monthly Owner Costs as Percentage of Household Income, Pittsfield Charter Township, 2000

Housing Costs (percent of income)		Household Income in 1999							
		Less than \$10,000	\$10,000 - \$19,999	\$20,000 - \$34,999	\$35,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$149,999	\$150,000 or more
Affordable	Less than 20%	0	24	110	125	264	523	989	711
	20% - 24%	0	14	31	21	259	412	306	95
	25% - 29%	0	6	26	36	175	200	87	33
	30% - 34%	0	6	7	51	156	82	31	0
	35% or more	29	115	202	163	149	115	19	9

Source: US Census Bureau

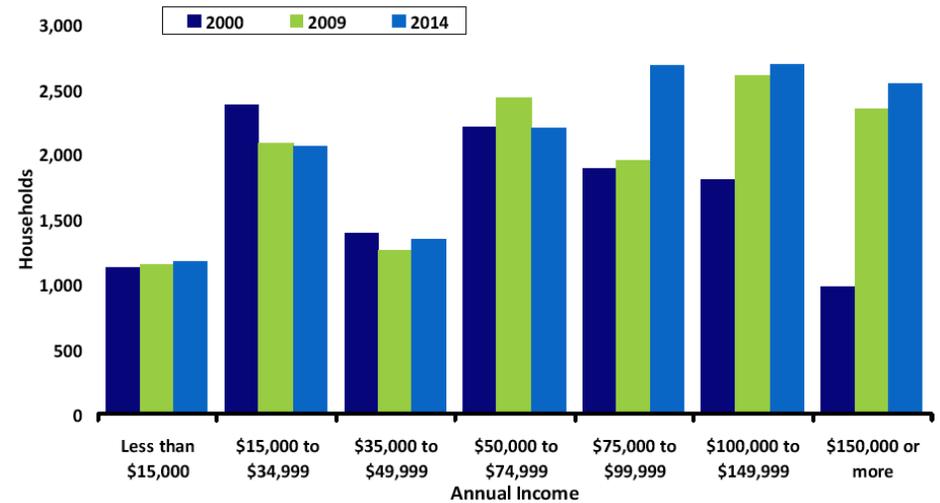
HOUSEHOLD INCOME

Pittsfield Township showed a generally even amount of low to middle income levels as well as high income levels in 1999. As shown in Figure 3.5 below, 41.7% of households earned less than \$50,000 in 1999, while 34.8% earning between \$50,000 and \$100,000. 6.3% earned less than \$10,000 for the year, while 23.6% earned \$100,000 or more in 1999. The median household income in 1999 was \$61,262, up from \$34,639 in 1989.

When compared with the income data from the previous Census, it is readily apparent that household incomes not only increased but also became more distributed toward high incomes. The high income levels, specifically those above \$150,000, have increased by nearly 2,066.7% since 1989. 69.9% of households in 1989 earned less than \$50,000; by 1999, only 41.7% of households in Pittsfield fell into the same category. Conversely, only 3.4% of households earned \$100,000 or more in 1989, while ten years later the number of households with six-figure incomes had increased to 23.6%.

Based on the projection information for 2009 and 2014, it is anticipated that household incomes will continue to rise and at a significant rate for those above \$75,000 and particularly those greater than \$150,000.

Figure 3.5: Distribution of Household Income with Number of Households, Pittsfield Charter Township, 2000 to 2014



Source: US Census Bureau, ESRI Business Analyst

COMMUNITY AND CULTURE

One of the characteristics that make a community unique is the variety of people who call the community their home. The discussions below highlight the various community characteristics and specific needs of different groups, as applicable.

RACE AND ETHNICITY

Pittsfield is overall slightly more diverse than Washtenaw County as a whole. The Township has become more diverse since 1990 when 21.8% of the population was non-white compared to 29.6% in 2000 and 35.3% estimated for 2009. The population contributing to the largest increase of non-white residents is Asian, which have demonstrated a continual increase every decade for both the Township and the county as a whole. The race and ethnicity of the Township is projected to continue to change with the white population decreasing and the Asian population continuing to increase.

Table 3.6: Race and Ethnicity Percentage, Selected Communities, 2000 to 2014

	Pittsfield Charter Township (2000)	Pittsfield Charter Township (2009)	Pittsfield Charter Township (2014)	Washtenaw County (2009)	Washtenaw County (2000)	Washtenaw County (2014)
White alone	70.4%	64.7%	61.0%	77.4%	72.9%	70.1%
Black or African American alone	14.3%	14.6%	14.6%	12.3%	13.1%	13.4%
American Indian and Alaska Native alone	0.4%	0.4%	0.4%	0.4%	0.4%	0.3%
Asian alone	10.0%	14.9%	18.3%	6.3%	9.5%	11.6%
Native Hawaiian and Other Pacific Islander alone	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%
Some other race alone	1.7%	1.8%	1.9%	1.0%	1.2%	1.4%
Two or more races	3.2%	3.5%	3.7%	2.6%	3.0%	3.1%
Hispanic or Latino	4.0%	4.6%	5.0%	2.7%	3.5%	3.9%

Source: US Census Bureau, ESRI Business Analyst

LANGUAGE SPOKEN AT HOME

The percentage of those in the Township who speak a language other than English at home is nearly 7% higher than Washtenaw County as a whole and one-fifth of the population. The top five other languages spoken at home are the same for both the Township and the County but ranked slightly different. As demonstrated by Table 3.6, Chinese and Korean languages rank high, consistent with the significant Asian population. With the continued change in the race and ethnicity of the Township, a continued change in the language spoken at home can be expected.

Table 3.7: Language Spoken at Home Percentage, Selected Communities, 2000 Pittsfield Charter Township Washtenaw County

	Pittsfield Charter Township		Washtenaw County	
English only	79.9%		86.8%	
Other Language	20.1%		13.2%	
Top 5 other Languages	Spanish	4.3%	Spanish	2.6%
	Chinese	2.3%	Chinese	1.9%
	Arabic	2.2%	Korean	0.9%
	Korean	1.6%	German	0.9%
	German	0.9%	Arabic	0.9%

Source: US Census Bureau

NATIVITY OF POPULATION

As to be expected with the race and ethnicity and language analysis above, a large percentage of the Township residents were foreign born in 2000. The

Township percentage is higher than the County as a whole as well.

Table 3.8: Nativity of Population, Selected Communities, 2000 Pittsfield Charter Township

	Pittsfield Charter Township	percentage	Washtenaw County	percentage
Total Population	30,126	100.0%	322,895	100.0%
Native	25,090	83.3%	289,731	89.7%
Foreign Born	5,036	16.7%	33,164	10.3%

Source: US Census Bureau

DISABLED POPULATION

Disability data is collected for a range of age groups. As the population ages, the proportion with one or more disabilities steadily increases. This trend is consistent with the data for both the Township and county as a whole. Approximately 12.6% of the Township population has a disability which is slightly less than the 13.4% in the county. Of note, however, is that a large percentage of the senior population in the Township has a disability.

Table 3.9: Persons with a Disability, Selected Communities, 2000

	Pittsfield Charter Township	percentage	Washtenaw County	percentage
Total Population 5 years and over	26,316		297,490	
Total Population 5 years and over with a disability	3,312	12.6%	39,902	13.4%
Population 5 to 15 years	4,290			
Population 5 to 15 years with a disability	187	4.4%	2,697	6.2%
Population 16 to 64 years	20,564		229,321	
Population 16 to 64 years with a disability	2,499	12.2%	28,141	12.3%
Population 65 years and over	1,462		24,592	
Population 65 years and over with a disability	626	42.8%	9,064	36.9%

Source: US Census Bureau

ECONOMIC DEVELOPMENT

Based on forecasts of employment by sector, Pittsfield will continue to be a center of "knowledge work" through the next 25 years. Professional, scientific, and technical services will be the largest sector, followed by retail trade through

2020. Health care and social assistance is the fastest growing sector, increasing from sixth place in 2005 to the second-largest employer by 2025. Rounding out the top five sectors are leisure and hospitality services and financial activities, including insurance and real estate. Manufacturing, the traditional employment base of Southeast Michigan, is projected to fall in rank from the second largest employer in 2000 to eighth (behind administrative/support services and public administration) by 2025.

EMPLOYMENT

Pittsfield Township residents are employed in a wide range of industries, and they have shifted greatly since 2000. The top three industries in 2009 are retail trades, professional/scientific/ administrative services, and education/health/social services. The three industries account for 44% of employees in the Township, thus reflecting a common trend away from production industries. Further, the manufacturing industry has seen a 58.1% decrease since 2000. The remaining residents are employed as shown in Table 3.10 below.

Table 3.10: Employment by Industry, Pittsfield Charter Township, 2000 and 2009

	Pittsfield Charter Township (2000)	Pittsfield Charter Township (2009)
Agriculture, forestry, fishing, hunting and mining	0.1%	0.0%
Arts, entertainment, recreation, accommodation and food services	6.6%	9.9%
Construction	2.8%	6.9%
Education, health and social services	26.4%	12.9%
Finance, insurance and real estate	5.6%	8.4%
Information	2.9%	3.3%
Manufacturing	20.3%	8.5%
Other services	3.3%	4.3%
Professional, scientific and administrative services	12.8%	13.5%
Public administration	2.4%	6.9%
Retail trade	11.3%	17.6%
Transportation, warehousing, utilities	3.7%	3.0%
Wholesale trade	1.6%	4.6%

Source: US Census Bureau, ESRI

MAJOR EMPLOYERS

The major employers in both Washtenaw County and Pittsfield Township have been documented by Crain's Detroit Business and Ann Arbor SPARK and are listed in Tables 3.11 and 3.12. It should be noted that the employers listed for Pittsfield do not include major retail companies (Meijer, Lowe's, Target, etc.) or the public schools, as these numbers are not available at a Township level. Based on the existing businesses located in the county and Township, as well as the forecasted industry growth patterns, Pittsfield is well-positioned to compete in the new knowledge-based economy.

Table 3.11: Largest Employers, Washtenaw County, 2009

Ranking	Employer	Number of jobs
1	University of Michigan	25,730
2	Trinity Health Corp. (St. Joseph Mercy)	4,810
3	Ann Arbor Public Schools	2,659
4	U.S. Government	2,419
5	Ford Motor Company	2,280
6	Eastern Michigan University	1,961
7	Thomson Reuters	1,756
8	State of Michigan	1,673
9	Washtenaw County	1,372
10	Borders Group Inc.	887
11	City of Ann Arbor	750
12	General Motors Co.	725
13	U.S. Postal Service	643
14	DTE Energy Co.	625
15	Washtenaw Community College	564
16	Chelsea Community Hospital	516
17	Edwards Bros. Inc.	447
18	Domino's Pizza Inc.	416
19	Chrysler Group L.L.C.	414
20	NSK Corp.	294

Source: Crain's Detroit Business, December 28, 2009

Table 3.12: Top Employers, Pittsfield Charter Township, 2010

Ranking	Employer	Number of jobs	Description
1	CitiMortgage	800	Mortgage modification and refinancing
2	Cayman Chemical Company	175	Biomedical products supplier
3	Warde Medical Laboratory	141	Reference laboratory offering esoteric testing for health care
4	National Archive Publishing Company	140	Microfilm, digital conversion
5	All Media Guide	140	Online entertainment database and guides, music
6	i3 Drug Safety	120	Clinical research organization
7	Horba Instruments Inc.	115	Analytical instruments for automotive emission monitors
8	Fry Multimedia	125	Custom website, intranet development
9	Tecumseh Products Company	100	Hermetic compressor manufacturing
10	Audatex	100	Insurance company

Source: Ann Arbor SPARK, March 2010

EDUCATION

As compared with the State of Michigan overall, Pittsfield had a higher percentage of high school graduates, college graduates, and residents with graduate or professional degrees in 2000. The Township was generally consistent with Washtenaw County in all three categories as well. It should be noted that the education attainment of Pittsfield residents has increased since 1990, when 87.9% were high school graduates and 38.5% held college degrees.

Table 3.13: Educational Attainment of Persons 25 Years or Older, Selected Communities, 2000

	High school diploma or higher	Bachelor's degree or higher	Graduate or professional degree
Pittsfield Charter Township	89.6%	52.3%	22.3%
Washtenaw County	91.5%	48.1%	23.8%
SEMOG	82.9%	24.7%	9.5%
State of Michigan	83.4%	21.8%	8.1%

Source: US Census Bureau, ESRI Business Analyst

TRANSPORTATION AND LAND USE

TRANSPORTATION

As can be expected, private automobiles are the predominate mode of transportation in Pittsfield Township, with 84% of workers driving alone to work. Nine percent participate in carpools or van pools, and two percent use public transportation. On average, a Pittsfield resident drives just over 22 minutes to

work on a typical day.

Major highways through the Township include Interstate 94 (I-94), connecting Detroit and Canada on the east to Jackson, Kalamazoo, and ultimately, Chicago to the west. US Route 23 (US-23) runs north-south through the eastern portion of Pittsfield Township and links the Ann Arbor area to Flint (and points north) and Toledo, Ohio. US Route 12 (US-12), known locally as Michigan Avenue, bisects the Township and connects Ypsilanti, Coldwater, and points west; US-12 generally parallels I-94 and provides an alternate route to northern Indiana and the Chicago area. US-12 is also the designated truck route for oversized loads.

Non-automobile transportation options are limited in Pittsfield. Ann Arbor-based public transit provider AATA operates four fixed-route schedules into Pittsfield Township; these serve primarily the denser residential and commercial areas in the northern third of the Township. The City of Milan formerly operated a local bus service in the southeastern portion of Pittsfield, but service was suspended because of funding problems in 2007.

While the nearest passenger air service is located at Detroit Metro airport just 25 miles to the east, Pittsfield Township is home to Ann Arbor Municipal Airport, a general aviation and small cargo airfield.

Operated by the City of Ann Arbor, the airport handles 65,000 take-offs and landings per year.

Amtrak provides passenger rail service to the area, with six trains per day stopping in downtown Ann Arbor. There are currently no regional commuter rail services near Pittsfield, although plans are in the works for an Ann Arbor to Detroit service and commuter service between Ann Arbor and Brighton, approximately twenty miles to the north. While these services are not scheduled to serve Pittsfield Township directly, Township residents will most likely make use of any regional commuter rail services that are instituted.

There are a variety of non-motorized options throughout the Township; however, most are isolated to residential neighborhoods in the form of sidewalks and pathways. Most recently, the Platt Road Greenway was constructed and has become a model for future greenways in the Township. Many of those involved with the master plan process, through the community survey and meetings, have identified non-motorized transportation and linkages between land uses as a major priority.

Appendix B

Infrastructure Inventory

COMMUNITY INFRASTRUCTURE

Community infrastructure includes 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).

PUBLIC UTILITIES

Pittsfield's sanitary sewer service is provided by both YCUA (Ypsilanti Community Utility Authority) and the City of Ann Arbor. Two-thirds of the sanitary sewage flows south and east to YCUA and then other third north and east to Ann Arbor. The portion of the planning area that is served by Ann Arbor (north edge of the Township along I-94 and US-23) has, by contract, a maximum average daily flow limit of 2.2 million gallons per day (mgd). The Township contracts with YCUA to handle a maximum 4.5 mgd. Water service is provided entirely by YCUA, and the Township's average usage of water is 3.5 million gallons per day. The original source of public water within the YCUA district is from the Detroit Water System and is treated at two different plants, Southwest Water Treatment Plant (in Detroit) and the Springwells Water Treatment Plan (in Dearborn). Water intake occurs at these plants and is treated prior to distribution to the YCUA facility for distribution to its customers.

Within Pittsfield Township, there is a 750,000 gallon elevated storage tank just east of Lohr Road, a booster station west of Lohr Road and a booster station on Morgan Road near Stone School Road. The Township recently constructed a five million gallon storage reservoir and 30-inch transmission main to better serve the community. Township shares responsibility and authority for storm drainage with three other agencies. These agencies include the County Road Commission for public street drainage; the County Drain Commissioner for County drains; and the Michigan Department of Environmental Quality (MDEQ) for streams, flood plains, and wetlands.

PUBLIC SAFETY

The Pittsfield Township Department of Public Safety is located adjacent to the Township Administration building and houses both the police and fire divisions. The dispatchers and clerical workers are shared between the two divisions. The police division consists of both the road patrol and the investigative services divisions. Road patrol includes 28 members of the police department and is responsible for traffic control, responding to service calls, property checks, community policing and ordinance enforcement. The investigative and support service department includes 14 members of the police department and is for

investigating all crimes that occur in the community and enforcing Township ordinances.

The fire division consists of 20 full-time and 39 paid on-call fire fighters. The division services approximately 27.5 square miles of the Township and provides fire suppression, emergency medical services, technical rescue, and fire prevention services. The fire personnel also attend training sessions, maintain equipment, participate in accident and fire prevention programs and perform building inspections and pre-incident surveys. There are three fire stations in the Township, Fire Station #1 located on Michigan Avenue adjacent to the Township Administration building, Station #2 located on Ellsworth Road near Montibeller Park, and Station #3 located on Ellsworth Road near the Ann Arbor Airport.=

PARKS AND RECREATION

The Township is fortunate to have a large and well-organized parks and recreation system. The Parks and Recreation Department is headed by a full-time director who is assisted by 11 full and part-time staff. Additionally, the department utilizes 75 part-time and seasonal employees each year. The Township currently owns and maintains 14 developed parks, as well as 498 acres of parkland under development and 224 acres of underdeveloped land. Additionally, the Township owns three small donated properties that are associated with residential developments.

Included as part of the parks and recreation system is the Pittsfield Community/Senior Center that is located at the intersection of Ellsworth and State Roads at Pittsfield Township Park. The center houses the parks and recreation department as well as the community and senior center uses. The Township offers a variety of programming at both this center and throughout the parks system. In addition to the Township's parks and recreation offerings, the community is fortunate to be located within a short distance of an abundance of local, county and regional recreation facilities, such as the City of Ann Arbor, City of Saline and Washtenaw County parks.

SCHOOLS

Students in the Township attend schools in one of three school districts – Ann Arbor, Milan or Saline. The Ann Arbor Public School District serves the most students and covering approximately 13 square miles of the Township, while the Saline Area School District encompasses approximately 11 square miles and the Milan Area School District nearly three square miles. There are four public schools in the Township, two Ann Arbor (Roberto Clemente Student Development Center and Carpenter Elementary School) and two Saline facilities (Saline High School

and Saline Harvest Elementary School).

COMMUNITY INSTITUTIONS AND FACILITIES

The Township offices are located at the Township Administration building on Michigan Avenue west of Platt Road. The building contains the offices of the Administrative Services, Assessor, Building Safety, Clerk, Information Technology, Planning/Engineering/Code Enforcement, Supervisor, Treasurer and Utilities. The Utilities Department also has a field office on Concourse Drive near the airport.

As noted previously, the Parks and Recreation and Public Safety Departments have their own facilities in the Township. Other institutions and facilities located in the Township include the following:

Ann Arbor Municipal Airport

The Ann Arbor Municipal Airport is located between Lohr and State Roads and is owned and managed by the City of Ann Arbor.

Library

The Pittsfield Branch of the Ann Arbor District Library is located off Oak Valley Drive near the Oak Valley Shopping Center and Ann Arbor Ice Cube skating rink. There may be a need in the future to expand library services farther south to better serve Township residents.

Post Offices

Pittsfield Township does not have its own zip code, but shares zip codes with Ann Arbor, Saline, and Ypsilanti. The post offices located in the Township are at the two Meijer stores, one on Ann Arbor-Saline Road and the other on Carpenter Road. There has been discussion that the Township needs its own post office and zip code to help with identity and to establish a sense of place for residents.

Recycling Center

The Recycle Ann Arbor Drop-off Station is located on Ellsworth just west of Platt Road. The recycling center is open to Pittsfield residents for a minimal fee.

WASHTENAW COUNTY

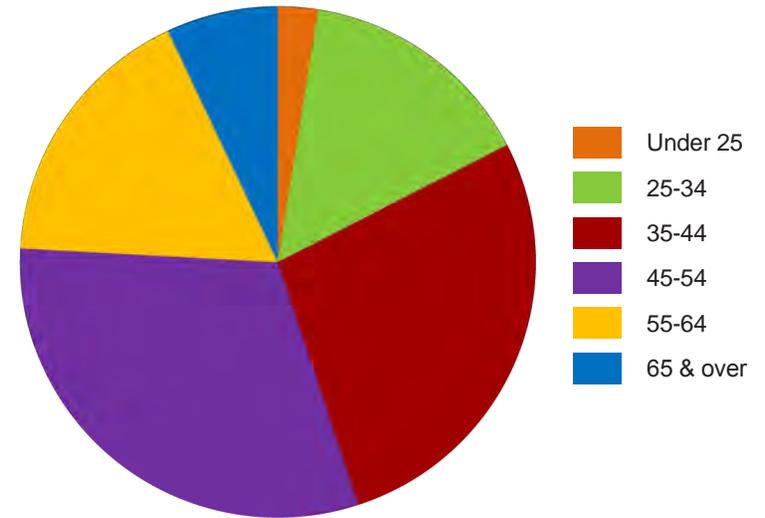
Washtenaw County has a concentration of facilities in the northeast corner of the Township on Washtenaw Avenue and Hogback Road. The facilities on Washtenaw include Children's Services, District Court, Juvenile Detention, Learning Resource Center and the Trial Court for Community Corrections. The Sheriff's Department and Veterans Services are located on Hogback.

Appendix C

Community Survey Results

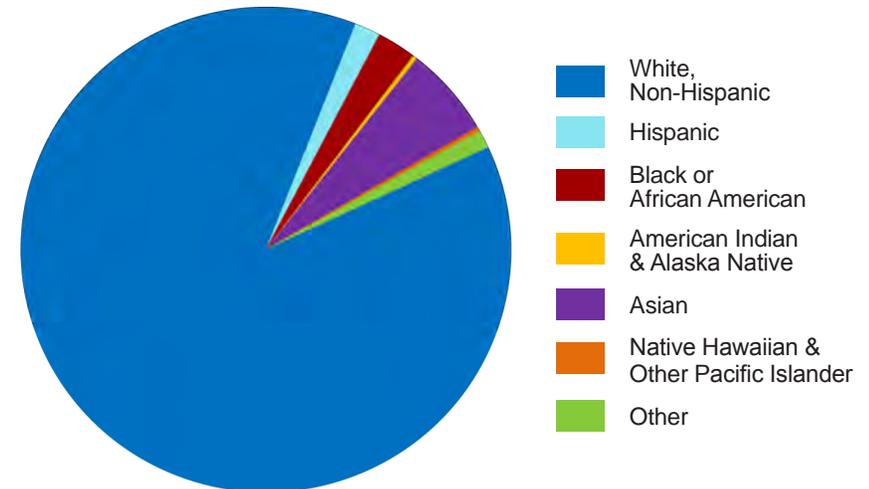
QUESTION 1

What is your age?		
Answer Options	Response Percent	Response Count
Under 25	2.5%	16
25-34	14.9%	96
35-44	27.5%	177
45-54	30.9%	199
55-64	17.1%	110
65 & over	7.0%	45
<i>Answered Question</i>		643
<i>Skipped Question</i>		6



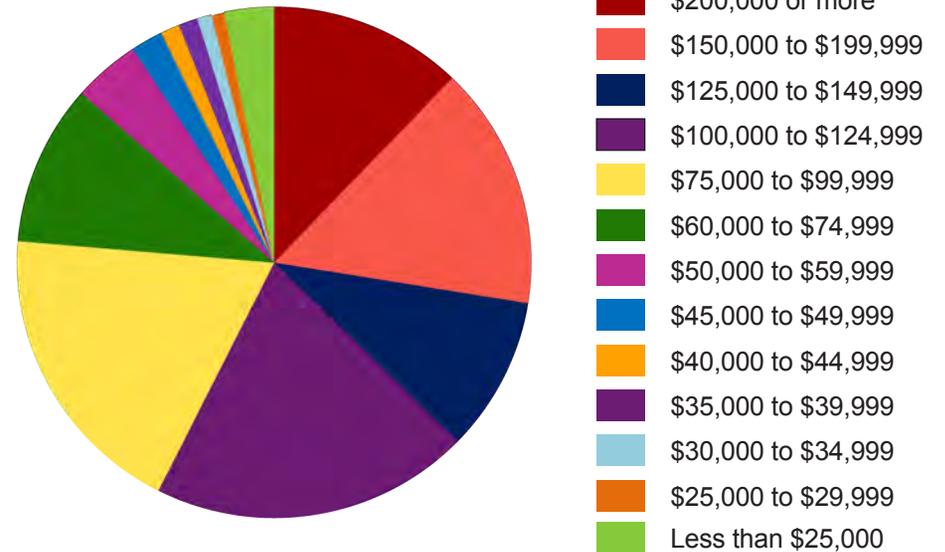
QUESTION 2

Please select the category that best describes your ethnicity.		
Answer Options	Response Percent	Response Count
White, Non-Hispanic	87.8%	567
Hispanic	1.7%	11
Black or African American	2.6%	17
American Indian and Alaska Native	0.3%	2
Asian	6.0%	39
Native Hawaiian & Other Pacific Islander	0.3%	2
Other	1.2%	8
<i>Answered Question</i>		646
<i>Skipped Question</i>		3



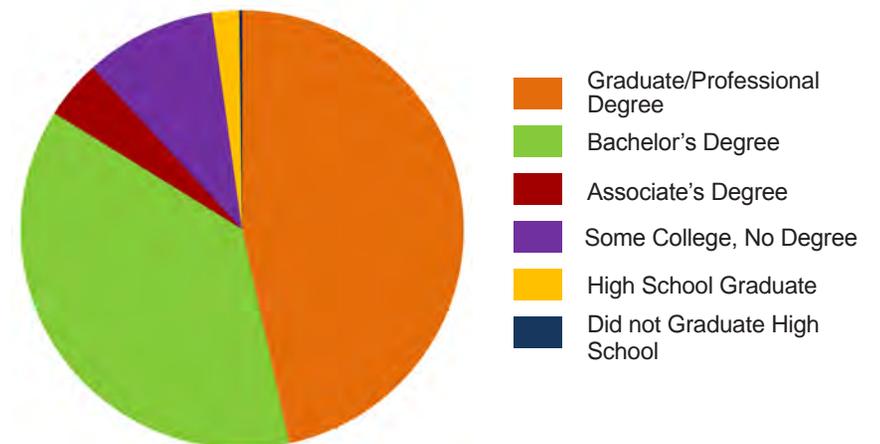
QUESTION 3

Please select your household income.		
Answer Options	Response Percent	Response Count
\$200,000 or more	12.1%	78
\$150,000 to \$199,999	15.4%	99
\$125,000 to \$149,999	9.8%	63
\$100,000 to \$124,999	20.0%	129
\$75,000 to \$99,999	18.9%	122
\$60,000 to \$74,999	10.2%	66
\$50,000 to \$59,999	4.2%	27
\$45,000 to \$49,999	2.0%	13
\$40,000 to \$44,999	1.2%	8
\$35,000 to \$39,999	1.2%	8
\$30,000 to \$34,999	0.9%	6
\$25,000 to \$29,999	0.8%	5
Less than \$25,000	3.1%	20
Answered Question		644
Skipped Question		5



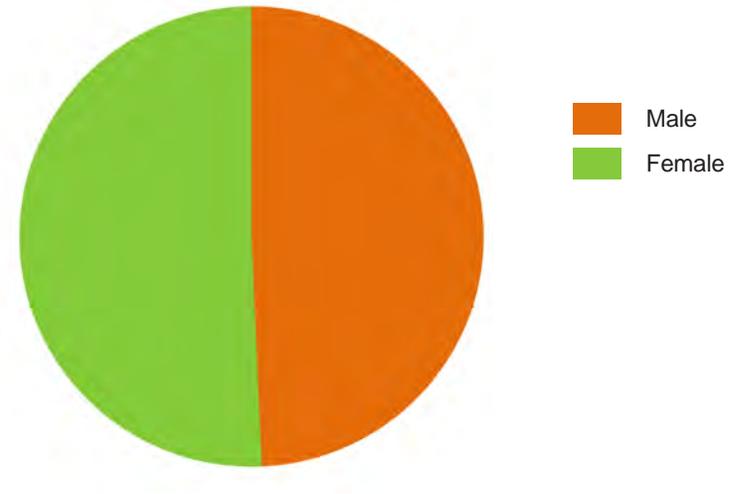
QUESTION 4

Please select your highest level of education.		
Answer Options	Response Percent	Response Count
Graduate / Professional Degree	46.6%	301
Bachelor's Degree	37.3%	241
Associate's Degree	4.3%	28
Some College, No Degree	9.6%	62
High School Graduate	2.0%	13
Did not Graduate High School	0.2%	1
Answered Question		646
Skipped Question		3



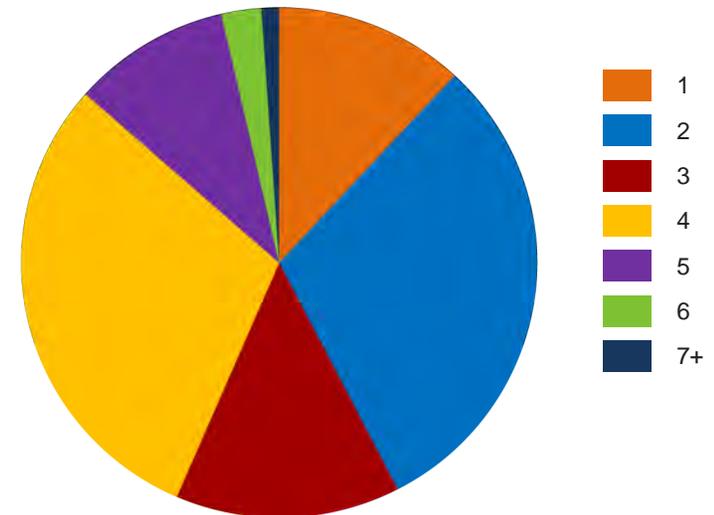
QUESTION 5

Please select your gender:		
Answer Options	Response Percent	Response Count
Male	49.3%	318
Female	50.7%	327
<i>Answered Question</i>		645
<i>Skipped Question</i>		4



QUESTION 6

Including yourself, how many adults and children live in your household?		
Answer Options	Response Percent	Response Count
1	11.9%	77
2	30.5%	197
3	14.1%	91
4	30.0%	194
5	9.9%	64
6	2.5%	16
7+	1.1%	7
<i>Answered Question</i>		646
<i>Skipped Question</i>		3

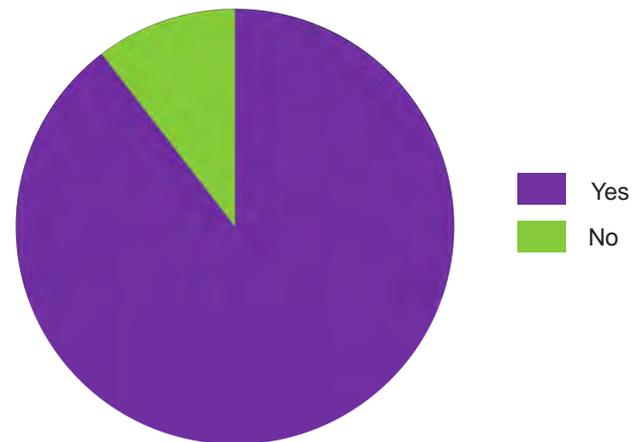


QUESTION 7

Including yourself, how many people in your household are:					
Answer Options	1	2	3	4	Response Count
Under age 5	76	43	5	2	126
Ages 16-19	115	157	30	10	312
Ages 20-25	58	19	2	0	79
Ages 26-35	78	55	0	0	133
Ages 36-44	94	107	1	0	202
Ages 45-54	127	112	0	0	239
Ages 55-64	85	63	0	0	148
Ages 65+	39	17	0	1	57
<i>Answered Question</i>					645
<i>Skipped Question</i>					4

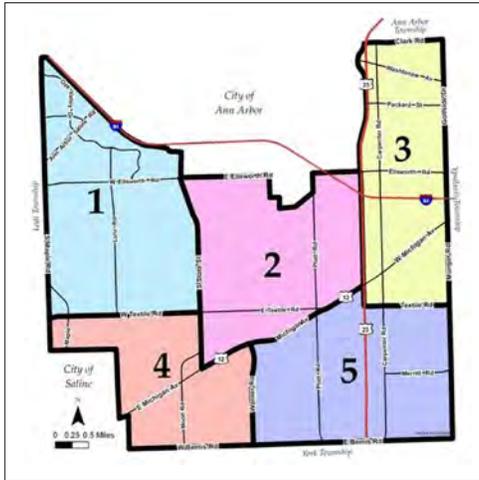
QUESTION 8

Do you live in Pittsfield Township? *Please refer to the above map for Pittsfield Township municipal boundaries.		
Answer Options	Response Percent	Response Count
Yes	89.6%	570
No	10.4%	66
<i>Answered Question</i>		636
<i>Skipped Question</i>		13

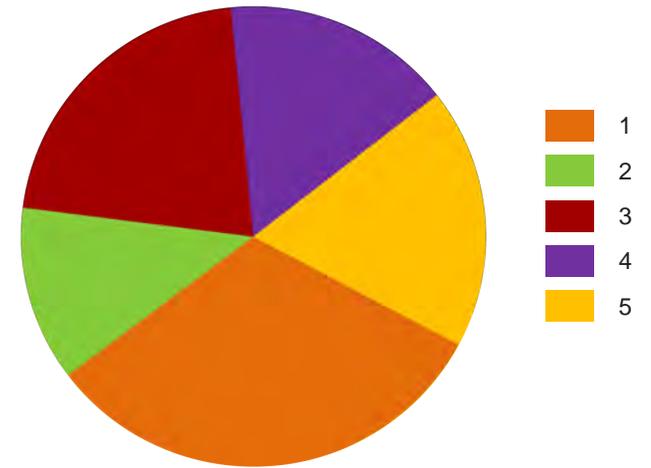


* The above mentioned map has been omitted from this Appendix

QUESTION 9

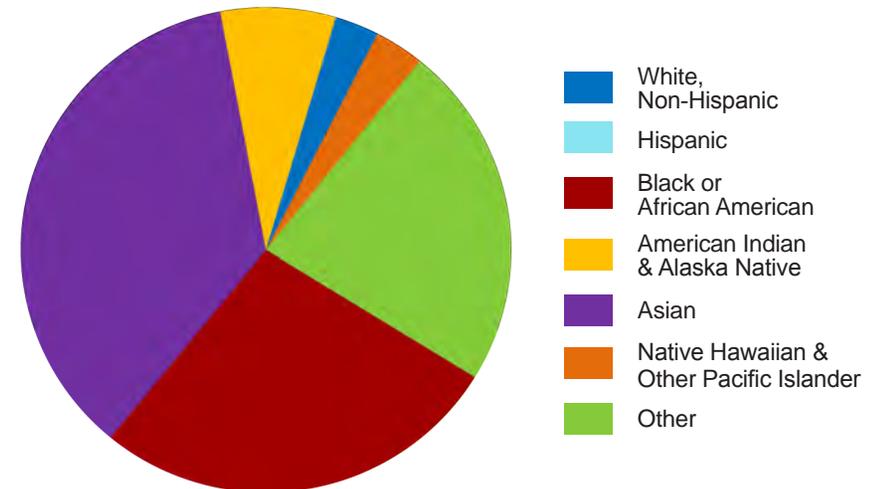


Using the map above, please indicate the number of the area in which you reside:		
Answer Options	Response Percent	Response Count
1	31.9%	176
2	12.3%	68
3	21.4%	118
4	16.0%	88
5	18.3%	101
Answered Question		551
Skipped Question		98



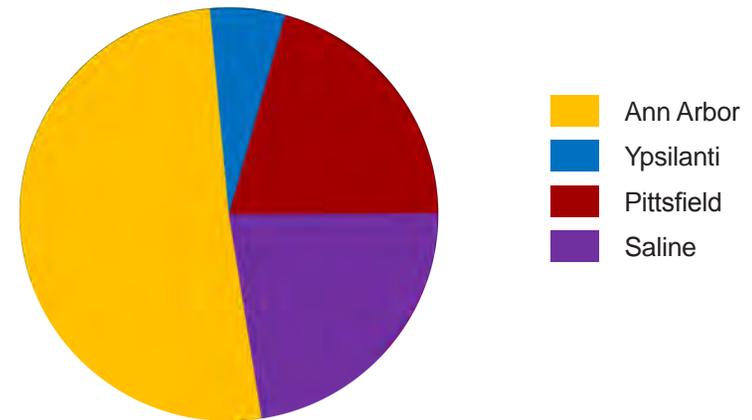
QUESTION 10

How long have you been a Pittsfield Township resident?		
Answer Options	Response Percent	Response Count
Less than 1 year	3.3%	18
1-5 years	23.0%	127
6-10 years	27.2%	150
11-20 years	36.1%	199
21-30 years	7.6%	42
More than 30 years	2.9%	16
Other	1.2%	8
Answered Question		552
Skipped Question		97



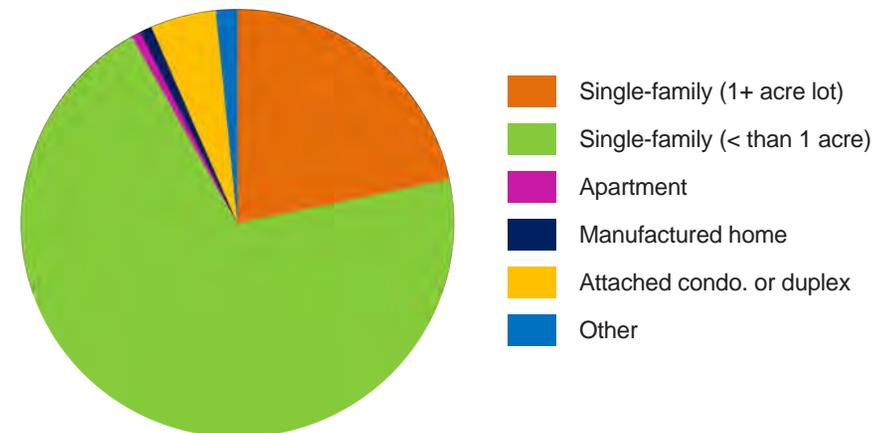
QUESTION 11

When asked where you live, how do you typically respond?		
Answer Options	Response Percent	Response Count
Ann Arbor	51.1%	283
Ypsilanti	5.8%	32
Pittsfield	20.6%	114
Saline	22.6%	125
<i>Answered Question</i>		644
<i>Skipped Question</i>		5



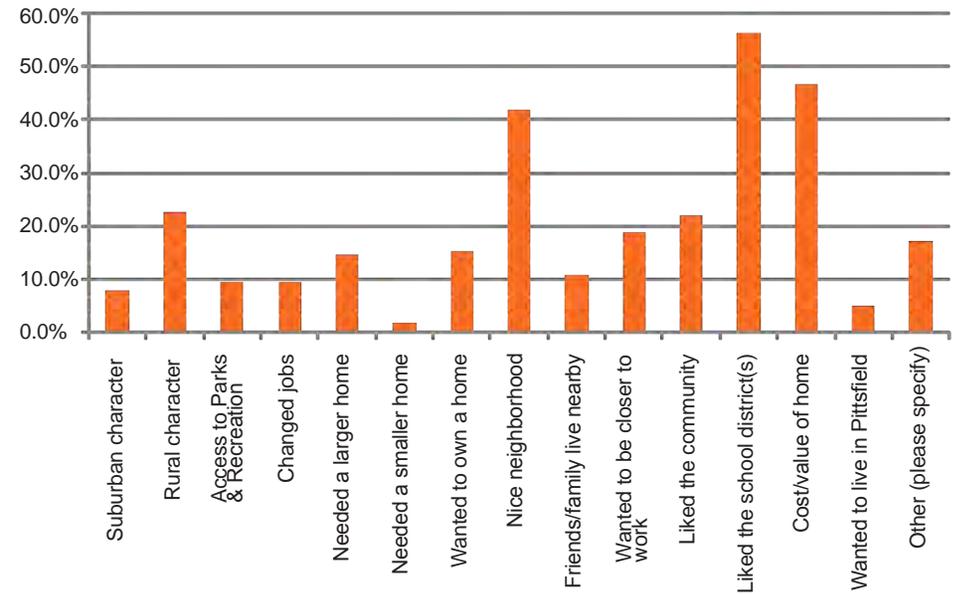
QUESTION 12

Please select the term that best describes your residence.		
Answer Options	Response Percent	Response Count
Single family (1+ acre lot)	21.7%	120
Single family (less than 1 acre lot)	70.2%	389
Apartment	0.7%	4
Manufactured home	0.9%	5
Attached condominium or duplex	4.9%	27
Other (please specify)	1.6%	9
<i>Answered Question</i>		554
<i>Skipped Question</i>		95



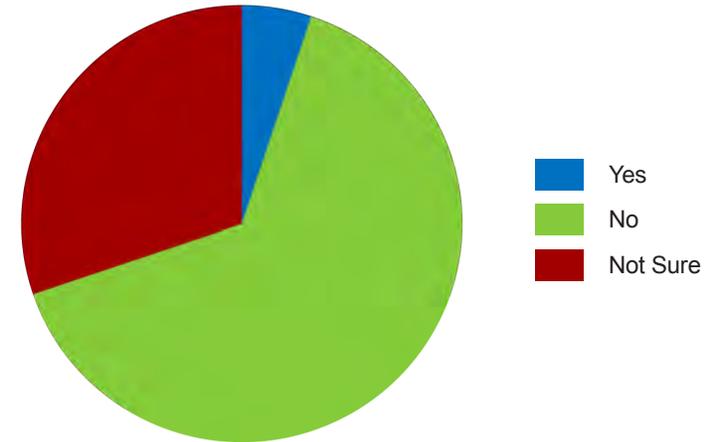
QUESTION 13

What are the 3 most significant reasons you reside in Pittsfield?		
Answer Options	Response Percent	Response Count
Suburban character	7.9%	44
Rural character	22.7%	126
Access to parks and recreation	9.6%	53
Changed jobs	9.4%	52
Needed a larger home	14.6%	81
Needed a smaller home	1.8%	10
Wanted to own a home	15.2%	84
Nice neighborhood	41.9%	232
Friends/family live nearby	10.8%	60
Wanted to be closer to work	18.8%	104
Liked the community	22.0%	122
Liked the school district(s)	56.3%	312
Cost/value of home	46.8%	259
Wanted to live in Pittsfield	5.1%	28
Other (please specify)	17.1%	95
Answered Question		554
Skipped Question		95



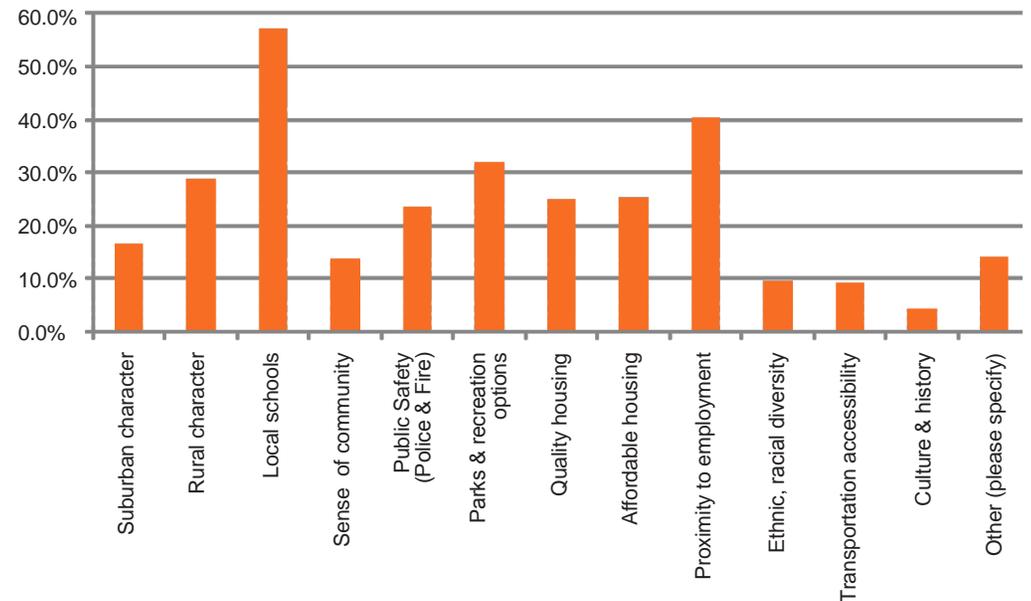
QUESTION 14

Do you plan on moving out of Pittsfield within the next 5 years?		
Answer Options	Response Percent	Response Count
Yes	5.1%	28
No	64.7%	355
Not Sure	30.2%	166
Answered Question		549
Skipped Question		100



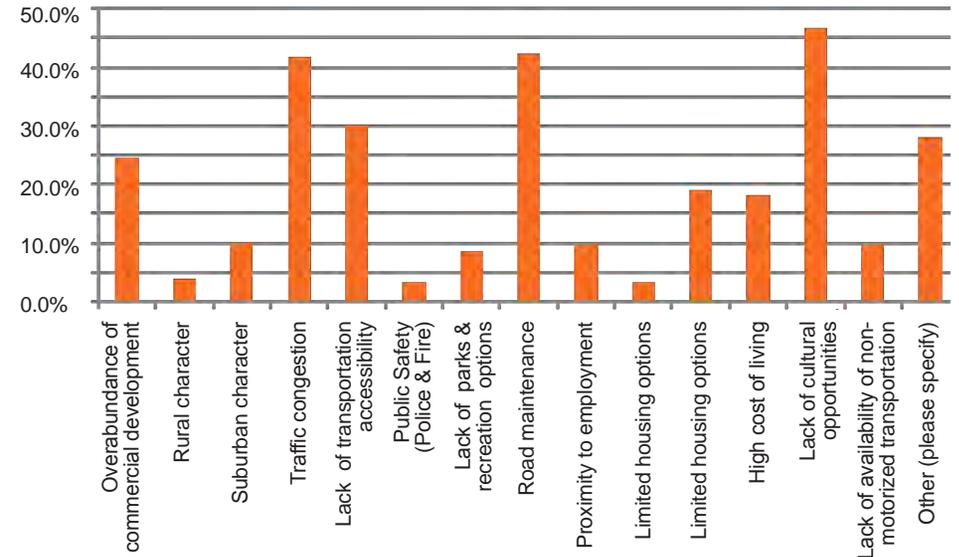
QUESTION 15

What are the 3 most POSITIVE aspects of living in Pittsfield?		
Answer Options	Response Percent	Response Count
Suburban character	16.6%	92
Rural character	28.9%	160
Local schools	57.0%	316
Sense of community	13.9%	77
Public Safety (Police & Fire)	23.5%	130
Parks & recreation options	31.9%	177
Quality housing	25.1%	139
Affordable housing	25.3%	140
Proximity to employment	40.3%	223
Ethnic, racial diversity	9.6%	53
Transportation accessibility	9.2%	51
Culture & history	4.3%	24
Other (please specify)	14.1%	78
Answered Question		554
Skipped Question		95



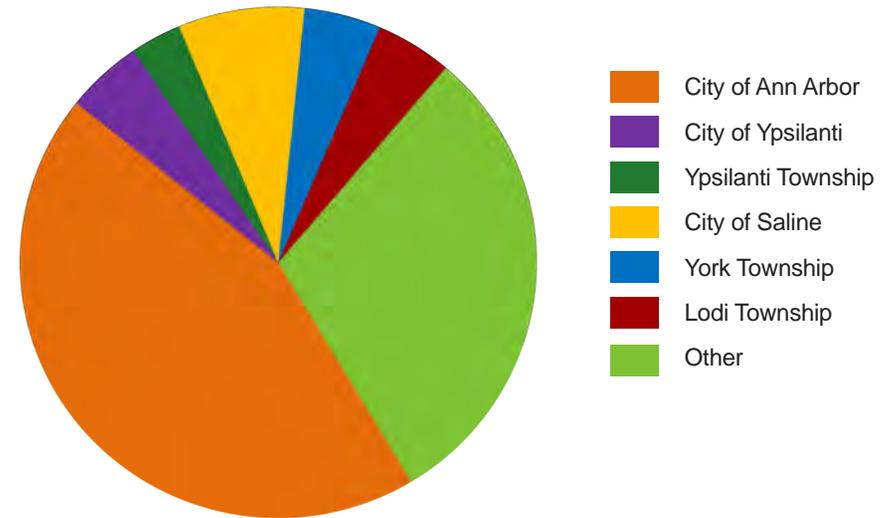
QUESTION 16

What are the 3 most NEGATIVE aspects of living in Pittsfield?		
Answer Options	Response Percent	Response Count
Overabundance of commercial dev.	24.7%	137
Rural character	3.8%	21
Suburban character	10.1%	56
Traffic congestion	41.7%	231
Lack of transportation accessibility	30.1%	167
Public safety (Police & Fire)	3.2%	18
Lack of parks & recreation options	8.5%	47
Road maintenance	42.4%	235
Proximity to employment	9.7%	54
Limited housing options	3.4%	19
High cost of living	19.1%	106
Lack of cultural opportunities	18.1%	100
Lack of availability of non-motorized transportation (bike,walk)	46.6%	258
Lack of commercial development	9.7%	54
Other (please specify)	28.0%	155
Answered Question		554
Skipped Question		95



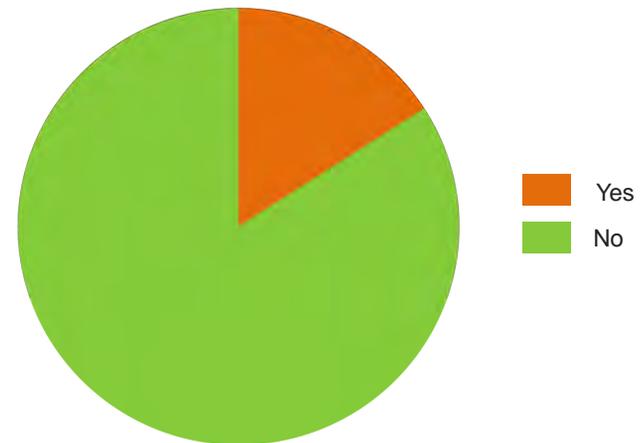
QUESTION 17

Where do you live?		
Answer Options	Response Percent	Response Count
City of Ann Arbor	44.4%	28
Ann Arbor Township	0.0%	0
City of Ypsilanti	4.8%	3
Ypsilanti Township	3.2%	2
City of Saline	7.9%	5
York Township	4.8%	3
Lodi Township	4.8%	3
Other	30.2%	19
<i>Answered Question</i>		63
<i>Skipped Question</i>		586



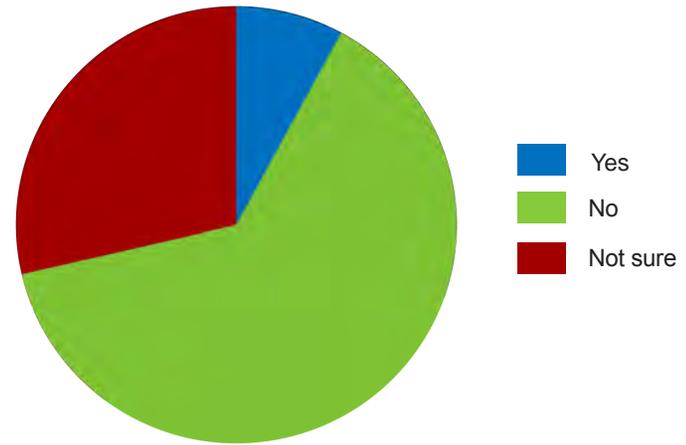
QUESTION 18

Do you want to move to Pittsfield?		
Answer Options	Response Percent	Response Count
Yes	15.9%	10
No	84.1%	53
<i>Answered Question</i>		63
<i>Skipped Question</i>		586



QUESTION 19

Do you plan on moving to Pittsfield within the next 5 years?		
Answer Options	Response Percent	Response Count
Yes	7.9%	5
No	63.5%	40
Not sure	28.6%	18
<i>Answered Question</i>		63
<i>Skipped Question</i>		586



QUESTION 20

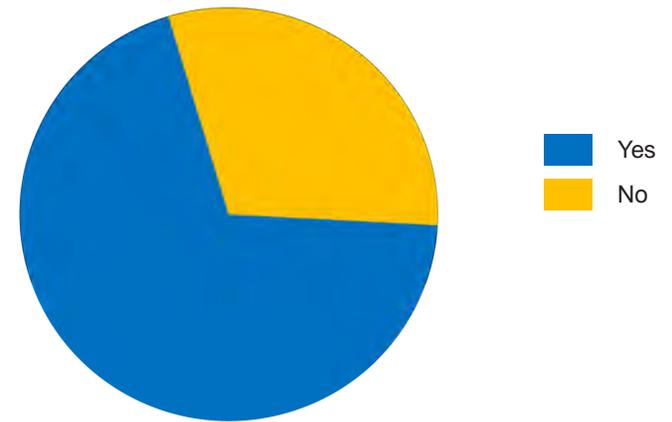
Why are you planning on moving to Pittsfield?		
Answer Options	Response Percent	Response Count
Schools	80.0%	4
Parks & recreation options	20.0%	1
Close to work	20.0%	1
Housing choices	0.0%	0
Quality of life	20.0%	1
Taxes	40.0%	2
Close to family & friends	40.0%	2
Cultural amenities	20.0%	1
Proximity to Ann Arbor	20.0%	1
Proximity to Ypsilanti	0.0%	0
Proximity to Saline	0.0%	0
Open space & natural features	0.0%	0
Rural character	0.0%	0
Suburban character	0.0%	0
Other (please specify)	0.0%	0
<i>Answered Question</i>		5
<i>Skipped Question</i>		644

QUESTION 21

Pittsfield Township should:							
Answer Options	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Rating Average	Response Count
offer diverse land uses arranged in a distinct and logical pattern taking into consideration existing uses, public needs & services, environmental conditions & the capacity of transportation, utilities & infrastructure.	205	254	87	16	11	1.09	573
have viable residential neighborhoods that offer a variety of housing options for a high quality of life.	195	254	96	25	3	1.07	573
continue to provide a healthy, continuous water supply to residents within the service area.	340	175	55	3	1	1.48	574
provide business development areas that create a stable economic tax base and quality shopping and service uses for residents.	191	239	102	29	12	.99	573
protect natural resources and open space that contribute to the health of natural systems and the Township's character and quality of life.	299	205	52	11	8	1.35	575
preserve the capacity, level of service and safety of its road network in a manner that will support current and future development.	256	250	48	16	4	1.29	574
create a unified system of enhanced transportation modes other than personal vehicles that can be accessed and utilized by all residents, visitors, and employees in the area.	221	174	100	53	26	0.89	574
continue to offer high quality, efficient services and facilities for residents to preserve its high quality of life and successful business climate.	225	276	60	7	5	1.24	573
promote the improvement and development of community services and facilities that integrate and unify the community.	185	229	125	26	7	0.98	572
coordinate with agencies and adjoining communities on issues of mutual interest.	235	250	76	7	5	1.23	573
provide landowners within the designated utility service area a high quality sanitary sewer and waste water treatment system.	244	217	88	19	5	1.18	573
continue to responsibly manage storm water drainage in a manner that respects nature and does not overburden the natural systems of the Township or the built environment.	246	248	71	5	3	1.27	573
Answered Question							575
Skipped Question							74

QUESTION 22

Do the above vision statements encompass all of your goals for the future of Pittsfield?		
Answer Options	Response Percent	Response Count
Yes	69.5%	397
No	30.5%	174
Answered Question		571
Skipped Question		78



QUESTION 23

Please indicate the importance the Township should give each of the following:							
Answer Options	not important	somewhat important	important	extremely important	no opinion	Rating Average	Response Count
Improve the appearance of residential homes.	96	164	157	79	20	1.20	516
Improve the appearance of residential neighborhoods (sidewalks, lawn maintenance, street lights, etc.).	52	145	189	116	14	1.59	516
Improve traffic flow on primary roadways.	15	71	199	216	16	2.13	517
Install pedestrian and bicycle pathways.	43	89	156	207	21	1.09	516
Develop more parks and recreational facilities.	78	154	164	104	15	1.39	515
Preserve natural features (floodplains, woodlands, and trees, etc.).	27	88	155	234	12	2.08	516
Provide a safe and accessible non-motorized (bike, walk) transportation network.	42	107	151	197	19	1.86	516
Provide more housing for seniors.	100	170	159	33	55	0.94	517
Provide more housing for young families.	104	183	155	42	32	1.00	516
Provide incentives to attract industrial development.	134	164	136	66	16	0.97	516
Provide incentives to attract research/office development.	70	117	169	141	19	1.57	516
Coordinate with adjacent communities to achieve shared objectives.	22	105	193	180	16	1.96	516
Improve zoning and home maintenance enforcement.	56	138	179	106	37	1.47	516
Redevelop vacant and underutilized commercial.	30	94	208	169	15	1.91	516
Expand commercial development.	128	181	139	48	20	0.92	516
Increase availability of public water and sewer.	94	137	166	64	55	1.10	516
Require new buildings be LEED certified or similar.	65	121	160	67	103	1.12	516
Provide improved access to public transportation.	68	107	169	148	25	1.59	517
Improve awareness of the Township's history and culture.	153	178	118	31	36	0.69	516
Incorporate art (sculptures, statues, etc.) into public places.	224	166	77	33	16	0.38	516
Provide more affordable housing.	146	172	131	37	31	0.77	517
Limit new residential home construction to existing, vacant subdivision lots.	90	72	156	164	34	1.52	516
Maintenance of existing roadways.	7	23	184	290	13	2.43	517
Improve accessibility to open spaces.	58	141	194	101	22	1.50	516
Answered Question							517
Skipped Question							132

QUESTION 24

Please list up to 3 intersections or roadways in need of improvement in the Township in order of importance:	
Answer Options	
1	
2	
3	
<i>Answered Question</i>	
514	
<i>Skipped Question</i>	
135	

List of suggested areas:

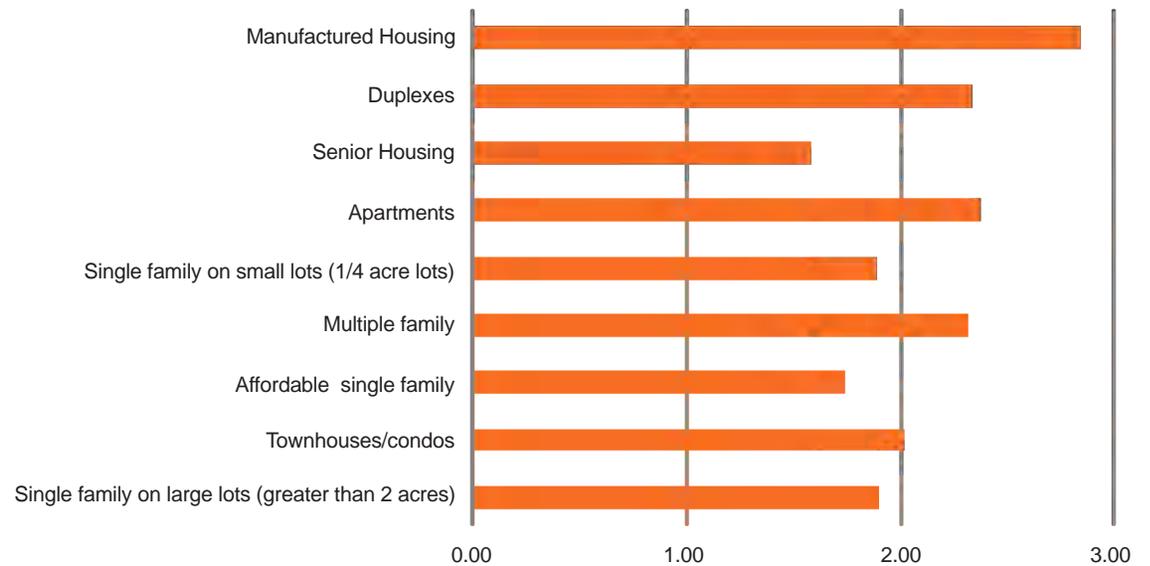
Textile & Platt
 Carpenter at Washtenaw Avenue
 Platt & Michigan Avenue
 Stone School
 State & Ellsworth
 Reduce speed on Platt Road between Morgan and Textile
 Michigan Avenue
 Exit ramps on/off of US-23 & Michigan Avenue
 Textile & Michigan Avenue
 Lohr & Ellsworth
 Carpenter Road
 Crane & Michigan Avenue
 Carpenter & Packard
 Ann Arbor-Saline & Lohr
 State Road corridor between Ellsworth & Michigan Avenue
 Washtenaw Avenue & Hogback
 Washtenaw Avenue & US-23
 Munger & Michigan
 Scio-Church Road
 I-94 & Ann Arbor-Saline Road area
 Ann Arbor-Saline between Eisenhower & Waters
 Oak Valley & Scio Church

State & Textile
 State, Moon & Michigan Avenue
 Maple & Ann Arbor-Saline
 Ellsworth
 Bemis & Carpenter
 Textile Road
 Ann Arbor-Saline
 Oakdale
 Merritt & Carpenter
 Michigan Avenue & Fosdick
 Bemis & Moon
 Ashford Way
 Varsity Drive
 Washtenaw & Golfside
 Packard & Golfside
 Cloverlane Drive
 State & Avis Drive
 Munger & Michigan Avenue
 Michigan Avenue & Old State
 Carpenter & Michigan Avenue
 Ellsworth & Platt

QUESTION 25

For each type of housing listed below, please indicate how much of each type you feel the Township needs in the next 10 years? (Check one box on each line below)

Answer Options	More	Same	Less	None	No Opinion	Rating Average	Response Count
Single family on large lots (greater than 2 acres)	95	218	83	49	69	1.90	514
Townhouses/condos	63	239	81	63	68	2.02	514
Affordable single family	141	229	41	43	61	1.74	515
Multiple family	37	160	109	127	81	2.32	514
Single family on small lots (1/4 acre lots)	101	228	69	52	64	1.89	514
Apartments	37	164	130	117	66	2.38	514
Senior housing	149	209	30	39	89	1.58	516
Duplexes	28	151	124	125	86	2.34	514
Manufactured housing	7	85	143	214	65	2.84	514
Answered Question							516
Skipped Question							133

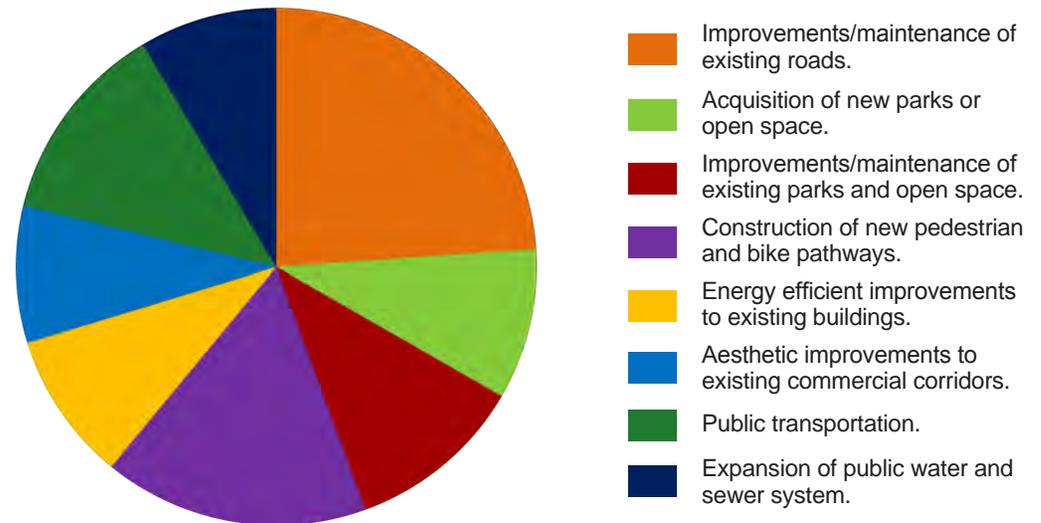


QUESTION 26

Please identify what vision you have for Pittsfield's future that is not addressed in any of the above statements.	
Answer Options	Response Count
	150
<i>Answered Question</i>	150
<i>Skipped Question</i>	499

QUESTION 27

You have \$100 to split between the following categories. How would you split your money?			
Answer Options	Response Average	Response Total	Response Count
Improvements/maintenance of existing roads.	29.28	13,088	447
Acquisition of new parks or open space.	11.55	4,204	364
Improvements/maintenance of existing parks and open space.	13.58	5,338	393
Construction of new pedestrian and bike pathways.	20.15	8,544	424
Energy efficient improvements to existing buildings.	11.43	4,274	374
Aesthetic improvements to existing commercial corridors.	10.47	3,791	362
Public transportation.	15.50	6,123	395
Expansion of public water and sewer system.	10.44	3,738	358
Answered Question			491
Skipped Question			158



QUESTION 28

There are several areas in Pittsfield that because of their location, unique character or development potential require special attention and policy direction. Please prioritize the areas, identified on the map above, that you feel need further study and policy direction.

Answer Options	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Priority 6	Priority 7	Response Count
A. Carpenter Road/Packard Road Intersection	95	80	71	67	56	67	52	488
B. Washtenaw-Golfside Area	45	65	67	42	59	101	107	486
C. Ann Arbor/Saline Road Area	61	50	77	84	97	43	75	487
D. Michigan Avenue between Platt and Carpenter	137	83	80	74	59	35	18	486
E. Michigan Avenue between Moon Road and Industrial Drive	20	69	57	67	87	93	94	487
F. State-Ellsworth Intersection	82	102	69	98	59	57	20	487
G. State Road/Textile Road Area	49	38	65	54	70	90	121	487
<i>Answered Question</i>								489
<i>Skipped Question</i>								160

QUESTION 29

If you believe there are other areas of the Township that warrant special attention during the master plan process please list them here:

Answer Options	Response Percent	Response Count
1	100.0%	90
2	42.2%	38
3	26.7%	24
<i>Answered Question</i>		90
<i>Skipped Question</i>		559

QUESTION 30

What else would you want the Township to know that has not been asked on this survey?	
Answer Options	Response Count
	169
<i>Answered Question</i>	169
<i>Skipped Question</i>	480

QUESTION 31

Please provide your name, address, and email.	
Answer Options	Response Count
	446
<i>Answered Question</i>	446
<i>Skipped Question</i>	203

Appendix D

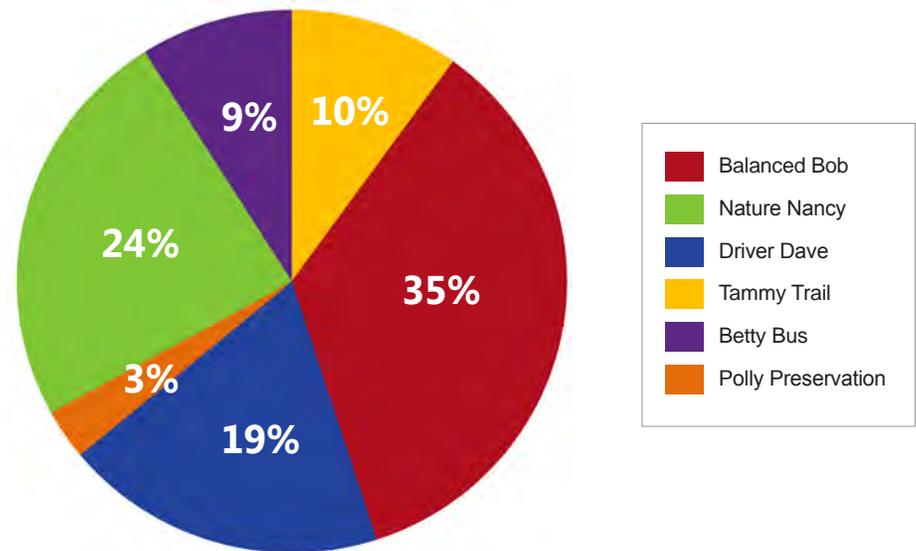
Resident Personas

DATA ANALYSIS & RESIDENT PERSONAS DEVELOPED BY
Brian Ottum, *Ph.D.*

INTRODUCTION

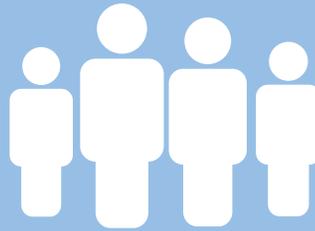
Township resident, Brian Ottum, Ph.D. analyzed the Community Survey Results to develop the following six resident personas to help the Township gain a better understanding of the needs and desires of our residents.

The information that follows the resident personas takes the data gathered from the results of the Community Survey and analyzes it to create a portrait of the needs, desires, and priorities of the residents of Pittsfield. This analysis and data was used to develop this Plan.



RESIDENT PERSONAS

Balanced Bob



Age: 40s

Marital Status: Married

Children: 2

Housing: My wife and I own a house

About Me: My wife and I have college degrees and both work. We moved to Pittsfield because of the reputation of the Ann Arbor schools, close proximity to work, and being able to afford a larger home for our growing family. When people ask me where I live I say, "Ann Arbor" [not Pittsfield].

EXPECTATIONS

My expectations for Pittsfield's governance center around taking care of infrastructure and resources. I think Pittsfield should have a good water supply, good stormwater drainage, good roads, protect natural resources, and offer high quality services. I feel it is critical to maintain roads, improve traffic flow, preserve natural features, and redevelop vacant properties. Pittsfield should spend its budget on a balanced set of priorities starting with the existing roads, and then on to energy efficient buildings, new pathways, expanded water/sewer, public transportation, aesthetic improvements to commercial regions and maintaining existing parks.

REPRESENTATION

Balanced Bob is the most representative of Township residents, as captured within the community survey. Balanced Bob represents between 30-40% of Pittsfield residents in the Northeast, Southeast, Western and Southern parts of the Township.

Nature Nancy



Age: 32

Marital Status: Married

Children: 1 toddler

Housing: I own a new small lot single-family house.

About Me: I have a college degree and worked up until the baby came, but now I'm a full-time stay at home mom. My husband is an engineer at a high-tech company in Ann Arbor. I am an avid walker and biker.

EXPECTATIONS

I want Pittsfield to facilitate non-motorized transportation. I think Pittsfield should spend its budget on the existing parks as well as new parks, so there are more open spaces to visit and pathways to use!

REPRESENTATION

Nature Nancy is representative of about 40% of residents in the East Central portion of the Township. In addition, she represents 30% of residents in the Northeast and 22% in the Southern portions of Pittsfield.

Driver Dave



Age: 54

Marital Status: Divorced

Children: No

Housing: I live in the Western part of the Township in a newer house on a small lot.

About Me: I am an electrical technician at a local manufacturing plant. When people ask me where I live I say, "Saline" [not Pittsfield].

EXPECTATIONS

I have one thing on my mind: roads! I am frustrated with the excessive traffic and condition of Pittsfield roads, which is not surprising, since I had to endure the construction and increased traffic from the new Wal-Mart. I have to drive Michigan Avenue everyday. I believe Pittsfield should do all it can to improve the roads. I am pro-development and unsupportive of buying land for new parks.

REPRESENTATION

Driver Dave represents about 20% of residents in the Western portion of Pittsfield Township.

Tammy Trail



Age: 37

Marital Status: Married

Children: 2

Housing: My husband and I own a fairly new single-family house on a small lot in a subdivision in East Central Pittsfield.

About Me: I manage a store in Scio Township. I am an avid biker and wish that I could ride my bicycle to work. When people ask me where I live, I say, "Saline".

EXPECTATIONS

Pittsfield should place the highest priority on building new non-motorized pathways within the Township. I love to use the Platt Road Greenway, but I want more of these pathways! I don't really care about trails within the parks. I want the trails outside of the parks. I do not support new parks.

REPRESENTATION

Tammy Trail is representative of about 10% the Township's population.

RESIDENT PERSONAS (CONTINUED)

Betty Bus



Age: 41

Marital Status: Single

Children: None

Housing: I own a house in a subdivision and live with my sister in Northeast Pittsfield.

About Me: I work as a nurse at St. Joseph Mercy Hospital. I love walking in Montibeller Park. I typically tell people I live in “Ann Arbor” but if they seem to know the area I tell them “Pittsfield”.

EXPECTATIONS

I don't like that I have to drive to work; I wish I could take public transportation. I don't like that Pittsfield is so dependent on cars. The bus stops near my house, but it doesn't go to the places I want to go. I do think that maintaining the roads are still important, and so is preserving natural features, like our parks. I would like Pittsfield to devote major resources to improving public transportation.

REPRESENTATION

Betty Bus represents 9% of our population.

Polly Preservation



Age: 65

Marital Status: Married

Children: They're grown

Housing: My husband and I own a house on a two acre lot off of Ellsworth near Maple.

About Me: I am a retired teacher and like to volunteer. I am also an activist. I love living in a rural area within close proximity to Ann Arbor.

EXPECTATIONS

I've seen too many trees bulldozed to make room for development, so I think it's really important for Pittsfield to preserve its natural features before they are gone. I think we should use tax dollars to buy land and preserve it for future generations. I think already spend too much on the roads, and want to restrict new residential construction to only existing subdivision lots.

REPRESENTATION

Polly Preservation represents 3% of our population.

8 DIFFERENT REASONS RESIDENTS LIVE HERE.

These reasons are listed in order of occurrence in the table below

FEELINGS ABOUT PITTSFIELD	We are here because of the great [Ann Arbor] schools. It's also close to work & affordable. However, there are not many paths.	We are here because of the great [Saline] schools. We have to drive a long way to work though. Housing is also expensive for us.	We are here because of the good schools. It's affordable and the parks are good, however, there are not enough pathways for biking & walking. [The roads are dangerous!]	We love the suburban character & don't need the schools.	I'm here because it's close to work. It's safe but housing is way too expensive for me.	We like our neighborhood but there's no way to get around other than by car.	We could afford a larger home here in a nice safe neighborhood.	I like the diversity but my neighborhood is not that safe & there aren't enough parks.
AGE	Under 54	35-44	25-45, 65+	Under 25, 65+	25-34, 65+	55+	55-64	Under 25
ETHNICITY	A bit diverse			A bit diverse				
INCOME	High	Highest	Moderate	Low	Lowest	Low	Moderate	Low
EDUCATION	Highest				Lowest	Low		
GENDER	Both	Both	Both	Both	Both	Both	Both	Both
REGION	NW, NE	SW	NE, C	C, NE	SE, All	NW, SW	NW	NE

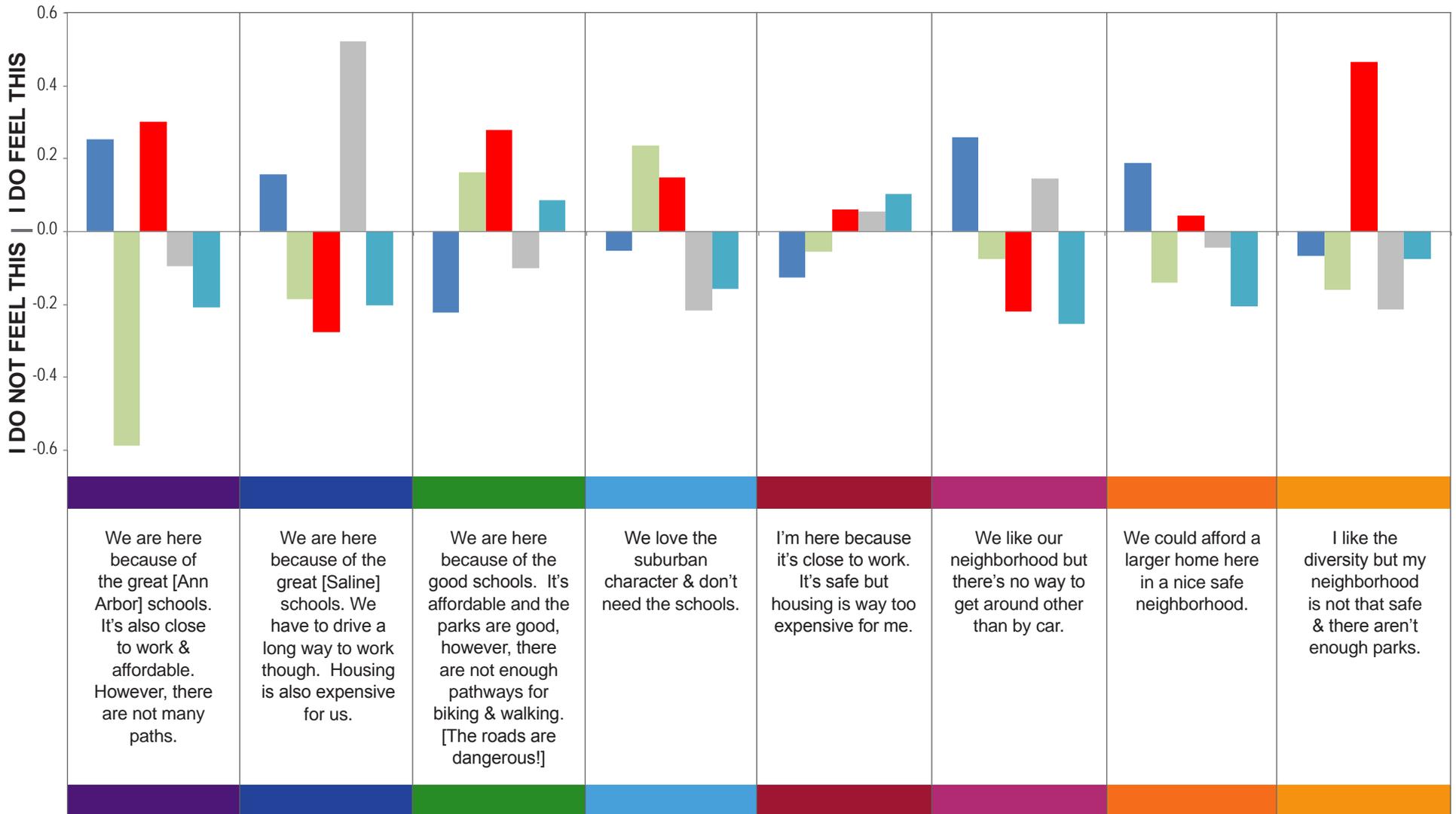
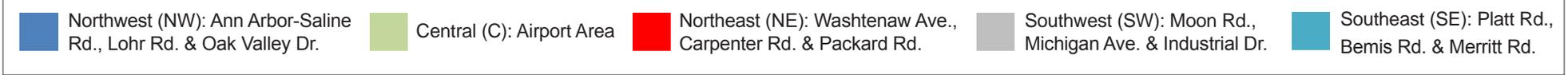
REASONS RESIDENTS LIVE IN PITTSFIELD BY PERSONA

Green means they feel this way
Red means they do not feel this way

FEELINGS ABOUT PITTSFIELD	We are here because of the great [Ann Arbor] schools. It's also close to work & affordable. However, there are not many paths.	We are here because of the great [Saline] schools. We have to drive a long way to work though. Housing is also expensive for us.	We are here because of the good schools. It's affordable and the parks are good, however, there are not enough pathways for biking & walking. [The roads are dangerous!]	We love the suburban character & don't need the schools.	I'm here because it's close to work. It's safe but housing is way too expensive for me.	We like our neighborhood but there's no way to get around other than by car.	We could afford a larger home here in a nice safe neighborhood.	I like the diversity but my neighborhood is not that safe & there aren't enough parks.
BALANCED BOB	0.1	0.1	0.0	0.0	0.0	-0.1	0.1	-0.1
NATURE NANCY	-0.3	0.0	0.3	0.0	-0.1	0.1	0.0	0.1
DRIVER DAVE	0.1	-0.1	-0.5	-0.2	0.1	-0.3	0.0	0.1
TAMMY TRAIL	0.3	0.1	0.4	0.0	-0.1	0.2	-0.1	0.0
BETTY BUS	0.1	-0.1	0.1	0.0	0.3	0.5	-0.2	0.0
POLLY PRES.	-0.9	0.1	-0.3	-0.3	-0.5	-0.3	0.0	-0.2

WHY RESIDENTS LIVE IN PITTSFIELD BY REGION

KEY



"MOST IMPORTANT TASKS" FOR PITTSFIELD TO PERFORM ACCORDING TO SURVEY RESULTS

*The higher the number the more important the task is for each resident persona (the green helps delineate this as well). Maintaining the roads is #1 for most

		RESIDENT PERSONAS					
		Balanced Bob	Nature Nancy	Driver Dave	Tammy Trail	Betty Bus	Polly Preservation
MOST IMPORTANT TASKS -1 TO +3	SAMPLE SIZE	182	127	96	52	47	17
	Maintain the roads	2.5	2.5	2.6	2.2	2.2	1.8
	Improve traffic flow	2.1	2.1	2.4	2.1	2.2	1.0
	Preserve natural features	2.1	2.5	1.6	1.8	2.0	2.9
	Install pathways	1.9	2.4	1.1	2.4	1.7	1.3
	Coordinate w/adjacent communities	2.0	2.1	1.7	1.8	1.9	1.5
	Redevelop vacant properties	2.1	2.1	1.6	1.7	1.8	1.2
	Provide non-motorized transportation	1.8	2.5	1.1	2.4	1.3	1.2
	Better public transit	1.6	1.8	0.7	1.7	2.5	1.1
	Improve neighborhood appearance	1.6	1.8	1.5	1.8	1.4	0.9
	Improving zoning	1.4	1.6	1.5	1.9	1.4	1.2
	New construct. only in existing sub lots	1.2	2.0	1.1	1.7	1.7	2.6
	Provide incentives for office development	1.7	1.6	1.6	1.4	1.2	-0.5
	Access to open spaces	1.4	2.1	0.9	1.7	1.3	1.6
	Develop more parks	1.3	2.1	0.7	1.5	1.1	1.6
	Improve home appearance	1.2	1.2	1.2	1.7	1.0	1.1
	Increase water and sewer	1.4	1.0	1.0	1.0	1.0	0.7
	Require LEED	1.3	1.4	0.6	1.0	1.0	0.8
	Provide more housing for young families	1.2	1.1	0.6	0.8	1.2	-0.3
	Provide incentives for industrial dev't.	1.1	0.8	1.0	1.0	0.8	-0.3
	Provide more senior housing	0.9	1.1	0.7	0.9	1.0	0.5
	Expand commercial development	1.1	0.8	1.0	1.0	0.6	-0.8
	More affordable housing	0.9	0.8	0.4	0.5	1.0	-0.3
	Greater history awareness	0.7	0.9	0.2	0.6	0.4	1.0
	Incorporate art into public places	0.3	0.8	-0.2	0.2	0.5	0.5

REPRESENTATION OF PERSONAS IN EACH GEOGRAPHIC AREA OF THE TOWNSHIP

PERSONA	TOWNSHIP AREA OF RESIDENCE					TOTAL REPRESENTATION THROUGHOUT THE TOWNSHIP
	Northwest (NW): Ann Arbor-Saline Road, Lohr Road & Oak Valley Drive	Central (C): Airport	Northeast (NE): Washtenaw Avenue, Packard Road & Carpenter Road	Southwest (SW): Moon Road, Michigan Avenue & Industrial Drive	Southeast (SE): Platt Road, Bemis Road & Merritt Road	
BALANCED BOB	40%	23%	36%	39%	31%	35%
NATURE NANCY	18%	41%	30%	18%	22%	24%
DRIVER DAVE	21%	15%	13%	21%	19%	18%
TAMMY TRAIL	11%	5%	6%	15%	13%	10%
BETTY BUS	5%	14%	13%	4%	13%	9%
POLLY PRESERVATION	4%	3%	3%	4%	3%	3%

Generally, all personas are represented in all regions of the Township, however, there are some skews in the data. You'll notice a lots of the *Balanced Bobs* live in the Northwest and a lot of *Nature Nancys* reside in the Central and Northeastern areas of the Township. Note that pathways are wanted in the Southwest, and public transportation is strongly desired by those in the Central area of the Township. *Please note that the bright green boxes above show the significant differences from row total.*

"HOW WOULD YOU ALLOCATE \$100 OF PITTSFIELD SPENDING?": PRIORITIES BY PERSONA

		RESIDENT PERSONAS					
		Balanced Bob	Nature Nancy	Driver Dave	Tammy Trail	Betty Bus	Polly Preservation
SPEND \$100 ON THESE TASKS	SAMPLE SIZE	182	127	96	52	47	17
	Existing roads	24	16	60	14	16	0
	New pathways	14	19	6	63	12	0
	Public Transportation	11	10	4	5	53	0
	Existing parks	9	22	6	6	3	2
	Expand water and sewer	11	4	10	1	7	0
	Energy efficient buildings	15	6	5	3	3	0
	Aesthetically improve commercial areas	10	10	5	5	2	0
	Acquisition of new parks	6	13	4	3	4	98

The table above demonstrates the key data or priorities that differentiate Pittsfield residents from each other.

Appendix E

SEMCOG Sponsored Walkability/ Bikeability Audit

SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

Audit Attendees

Ryan Buck - Washtenaw Area Transportation Study (WATS)
Senior Transportation Planner
Amy Chestnut - McKenna and Associates, Inc.
Mandy Grewal - Pittsfield Township Supervisor
Calvin Johnson - SEMCOG Planner
Paul Montagno - Pittsfield Township Senior Planner
Kajal Patel - SEMCOG Engineer
Brian Pawlik - SEMCOG Planner
Roy Townsend - Washtenaw County Road Commission (WCRC)
Director of Engineering / County Highway Engineer
Chris White - Ann Arbor Transportation Authority (AATA)
Manager of Service Development

SEMCOG SPONSORED WALKABILITY/BIKEABILITY AUDIT

PURPOSE

To provide additional content to Pittsfield Township's master plan update that links transportation and land use and helps increase pedestrian, bicycle, and transit travel in and between the Township's activity centers.

BACKGROUND

Pittsfield Township has historically served as a bedroom community for the cities of Ann Arbor and Ypsilanti. The community has a mixture of housing, with older and denser developments in the northeast portion and newer homes in the southern and western portions. While Pittsfield Township has done an outstanding job constructing and repairing sidewalks and shared-use paths, recent public outreach has shown many residents desire even greater access and mobility through non-motorized and transit infrastructure.

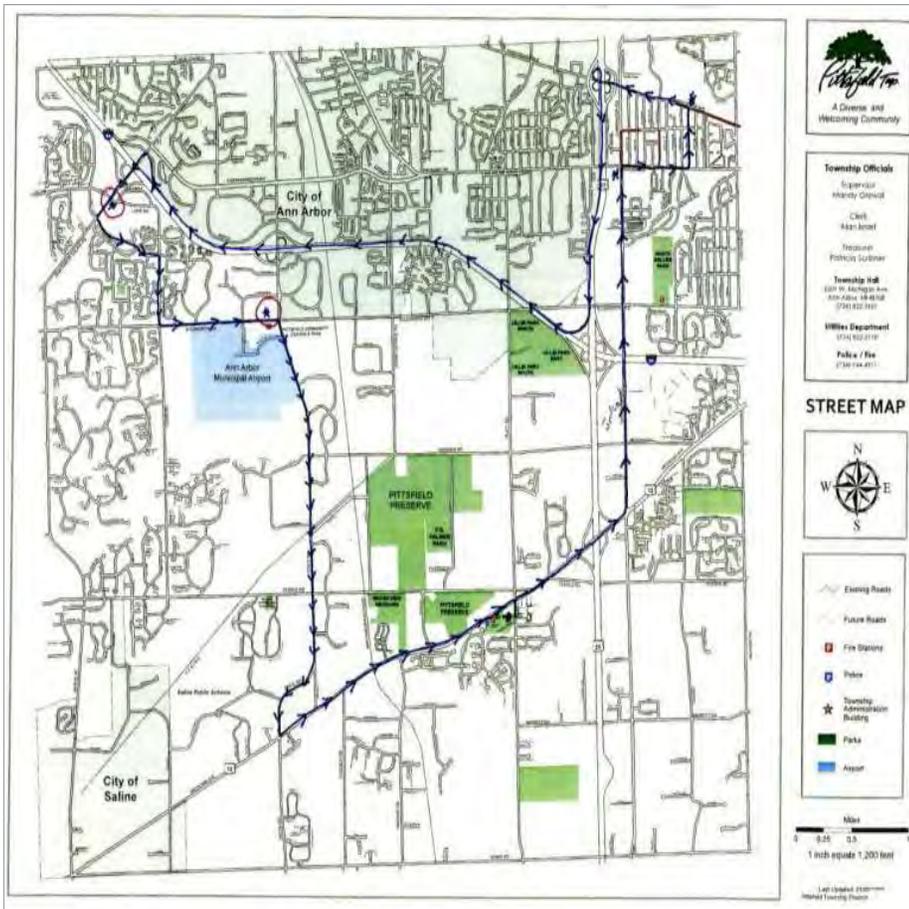
Pittsfield Township has made it a goal to link transportation with land use development in its current master plan update, looking to provide greater variety in housing and transportation options in destination districts (township centers), while preserving other rural lands and natural features. The Township's plan is to center development in the Washtenaw Avenue Corridor, Ann Arbor - Saline Corridor, Carpenter Road Corridor, Michigan Avenue Corridor, and State Street Corridor. These walkable districts will have higher land use density and access to public transit. Additionally, these districts or Township centers will be linked to each other and to parks and housing developments via non-motorized facilities such as sidewalks, shared-use paths, and bike lanes. The Township's transit and non-motorized plan maps can be seen in the appendix of this document.



METHOD

After the initial request was made by Township Supervisor Mandy Grewal, Southeast Michigan Council of Governments (SEMCOG) staff reviewed the Township's draft master plan chapter on transportation and land use. On September 29th, 2010, a team from SEMCOG, Pittsfield Township, Ann Arbor Transportation Authority (AATA), Washtenaw Area Transportation Study (WATS), Washtenaw County Road Commission (WCRC), and McKenna and Associates, Inc. conducted a field investigation to identify ways of increasing safety for pedestrians, cyclists, and all other conventional modes of travel in the Township's activity centers and surrounding corridors. The team toured the Township by van, stopping at several locations along the way for further examination.

FIELD INVESTIGATION ROUTE MAP



GOALS FOR THE WALKABILITY/BIKEABILITY AUDIT

- 1 Perform a technical walkability/bikeability audit for the northeast portion of the Township.
- 2 Provide land use and nonmotorized policy ideas that could enhance the Township's planned destination districts outlined in the Township Master Plan Update.

The majority of this document is a list of the team's observations and SEMCOG's recommendations for the northeast portion of the Township (the technical aspect of the document). The remainder of this document provides some possible ideas to include in the Township's Master plan that may increase bicycle and pedestrian travel and promote town center developments. The table on the following pages summarizes the observations and recommendations/ ideas.



Walkability/Bikeability Audit team

TECHNICAL AUDIT RESULTS

SAFETY ISSUE	LOCATION	SHORT-TERM RECOMMENDATION	LONG-TERM RECOMMENDATION
Jay walking	Major roads in N.E. portion of Township	<ul style="list-style-type: none"> Review bus stop locations Continue WCRC Road Diet Study for Golfside Drive 	<ul style="list-style-type: none"> Conduct pedestrian circulation studies Consider mid-block crosswalks with hybrid pedestrian beacons (where warranted)
Driveway densities	N.E. portion of Township	<ul style="list-style-type: none"> Update zoning ordinance driveway standards 	<ul style="list-style-type: none"> Access management plan
Unlevel pedestrian pathway at driveways	Township wide	<ul style="list-style-type: none"> Update zoning ordinance driveway standards 	
Sidewalk as a bike route	N.E. portion of Township	<ul style="list-style-type: none"> Minimize sight distance issues at intersections and driveways Consider a snow removal plan for nonmotorized facilities 	<ul style="list-style-type: none"> Consider on-road facilities for experienced, faster traveling cyclists, such as bike lanes, sharrows, wide shoulders, bike boulevards, etc. (as appropriate) Perform bicycle circulation studies Widen sidewalk to AASHTO guidelines for multi-use paths
Storm drains can catch bicycle wheel	Township wide	<ul style="list-style-type: none"> Consider revising code to exclude these storm sewer covers for new projects 	<ul style="list-style-type: none"> Install new storm sewer covers that do not “catch bicycle wheels” when roads and sewers are undergoing rehabilitation projects
Placement of shared-use side path traffic control devices	Platt Road	<ul style="list-style-type: none"> Consider the necessity of a stop sign per MUTCD Add a louver to stop signs so they are less visible to motorists on Platt Road, if a stop sign is warranted 	<ul style="list-style-type: none"> Consider other design features that can reinforce a bicycle stop such as pavement markings or a median, if a stop is warranted
ADA accessibility at sidewalk ramps and construction sites	N.E. portion of Township	<ul style="list-style-type: none"> Develop an ADA transition plan for noncompliant ramps 	<ul style="list-style-type: none"> Develop ADA compliant detours for all construction work that impacts sidewalks and shared-use paths
Lack of nonmotorized access across freeway ramps and bridges	Washtenaw/US-23 Ann Arbor Saline/I-94		<ul style="list-style-type: none"> Develop complete streets ordinance with WCRC and MDOT collaboration
High posted and observed speeds on arterials	Township wide	<ul style="list-style-type: none"> Work with road agencies to develop acceptable ways to decrease observed speeds, provide continuous paths or other nonmotorized facilities, develop complete streets policy 	<ul style="list-style-type: none"> Consider adding “visual friction” to roadway by adding objects with vertical mass (trees, taller buildings, street lights, etc.) Explore lane width reduction where lanes are greater than 11 feet

TECHNICAL AUDIT RESULTS (CONTINUED)

SAFETY ISSUE	LOCATION	SHORT-TERM RECOMMENDATION	LONG-TERM RECOMMENDATION
Discontinuous sidewalk and bikeway network (lack of funds to fill in gaps)	Township wide	<ul style="list-style-type: none"> • External funds may possibly be obtained through various efforts such as: <ol style="list-style-type: none"> 1. A Safe Routes to School plan 2. A Complete Streets plan 3. Linking projects with regional recreational facilities in Recreation Plan for Michigan Natural Resources Trust Fund eligibility • Explore/consider other creative ways to finance bicycle and pedestrian infrastructure 	<ul style="list-style-type: none"> • External funds may possibly be obtained through various efforts such as: <ol style="list-style-type: none"> 1. Low Impact Development (LID) opportunities such as Green Streets, which can be funded through storm water treatment grants. Green Streets practices can calm traffic and provide additional space for sidewalks and bikeways.

MASTER PLAN IDEAS

ISSUE	LOCATION	SHORT-TERM RECOMMENDATION	LONG-TERM RECOMMENDATION
Long distances for pedestrians and bikes to travel	State Street Ann Arbor/Saline Road Michigan Avenue	<ul style="list-style-type: none"> Look for ways to bring land uses closer to each other Consider different plans to add density to the State Street district 	<ul style="list-style-type: none"> Discourage large non-traversable berms between stores and sidewalks Encourage building designs that provide access from sidewalks Utilize small parks and utility corridors to provide short-cut connections between housing, neighborhood parks, and larger nonmotorized corridors Consider constructing railroad crossings for nonmotorized facilities Consider developing a grid-like street network through PUD developments
Pedestrians must cross parking lots to access buildings	Township wide		<ul style="list-style-type: none"> Encourage design plans that include quick, safe, and comfortable pedestrian access to buildings such as minimizing front yard parking lots and building setbacks When buildings are set back from the road, encourage or require a pedestrian walkway from the sidewalk to the building
Storm water management (as Township develops)	Township wide		<ul style="list-style-type: none"> Continue efforts in green infrastructure and low impact development (LID) techniques in road right-of-ways and new developments

WALKABILITY/BIKEABILITY TECHNICAL AUDIT

SECTION 1: OBSERVATIONS AND RECOMMENDATIONS FOR THE NORTHEAST CORNER

Northeast Pittsfield Township, which includes Washtenaw Avenue, Packard Road, Ellsworth Road, and Carpenter Road has the Township's densest development patterns and holds promise as a near-term township center for the following reasons:

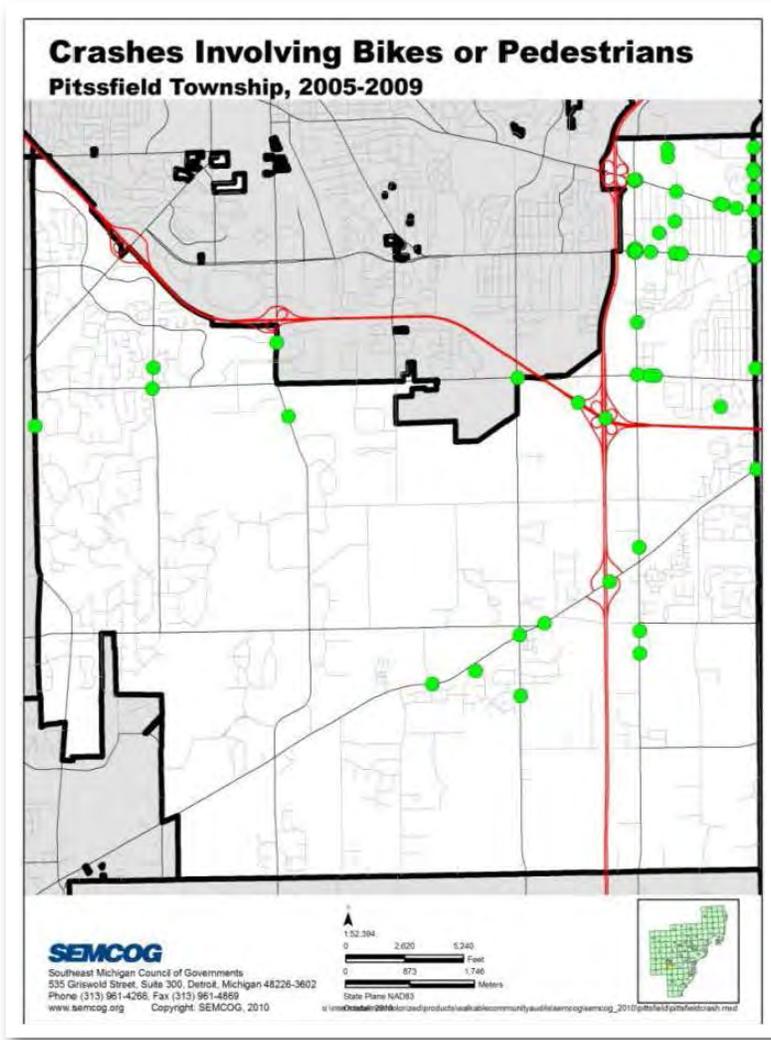
- Washtenaw Avenue serves as the primary route between Ypsilanti and Ann Arbor and has the largest volume of daily traffic within the township (approximately 29,000 Annual Average Daily Traffic [AADT]).
- The area has three (3) east-west and two (2) north-south transit corridors connecting Township residents with Ann Arbor, Ypsilanti, Ypsilanti Township, the University of Michigan, Eastern Michigan University, Washtenaw County Community College, and St. Joseph Mercy Hospital, as well as many other attractions.
- The area is home to Carpenter Elementary School, the only school in the district where children walk to school.
- The area has a range of housing options - apartments, condominiums, and mature single family homes. Mixed-use developments typically have housing options for an array of lifestyles and income levels.
- The area has several aging shopping centers that could be redeveloped into mixed-use developments.
- The area's roads are set up in a traditional grid pattern that best serves walkable and bikeable neighborhoods.

Additionally, the northeast portion has some of the highest safety concerns in the Township:

- The intersections of Carpenter at Packard, Golfside at Washtenaw, and Hogback at Washtenaw have the highest crash frequencies for the Township and Washtenaw County. Regionally, Carpenter is ranked 12th and Golfside and Hogback are tied for 24th.
- Over the past five years, 36 crashes in this area involved bicycles or pedestrians. This accounts for 65 percent of all Township crashes involving bikes and pedestrians. See the next page for a map illustrating this data.



The Northeast corner of the township has a well established gridded street network.



This map shows that most crashes involving bikes or pedestrians occur in the northeast portion of the Township.

OBSERVATION #1

While safety issues are complex and involve time-intensive observational studies (i.e., the team cannot definitively assign a specific roadway condition or activity to specific crashes without further studies), several issues were observed that can negatively impact safety.

- Most township roads have high speed limits that do not complement walkable/bikeable environments. Roads with high speed limits make it more difficult and costly to develop walkable and bikeable infrastructure such as mid-block crosswalks and sharrows (lanes that both bikes and motor vehicles use). A shared-use path or trail can cost \$1 million per mile in urban areas, while bike lanes or sharrows can sometimes be implemented with minimal added expense. Below is a table of major roads in the township and their corresponding speed limits. Keep in mind that, since posted speeds are partly based on the speed at which 85 percent of vehicles are traveling, 15 percent of traffic may be traveling faster or slower than the posted speed.

ROAD	POSTED SPEED	NO. OF LANES
Washtenaw	40	5
Carpenter	45	5
Packard	45	5
Ellsworth	35-45	3-5
Golfside	25-35	4
Clark	45	2
Platt	55	2
Hogback	45	5
Michigan	45-55	2
Bemis	55	2
Lohr	55	2
Moon	50	2
State	50	2

- Based on the existing road diagrams from the Traffic Engineering Services Report for the Washtenaw Area Transportation Study, many roads in the Township have lanes ranging from 12' to 16' in width.

SHORT-TERM SOLUTIONS

Explore reducing the width of motor vehicle lanes to 11 feet. Studies have shown there is no indication crash frequencies increase as lane width decreases for arterial roadway segments or arterial intersection approaches (as long as the lane remains above 10 feet in width). Generally, roads are safer due to slower travel speeds that result from the narrower lane. While engineering studies will still need to be performed, it is possible that bike lanes or sharrows could be added in many places within the footprint of existing roadways, if motorized vehicle lanes were reduced to 11 feet wide.

LONG-TERM SOLUTIONS

Look for ways to create "vertical friction" by framing roadways with objects and structures close to the road (but outside the clear zone). Objects such as street trees, pedestrian-scale street lighting, parked cars, and multi-story buildings (without front yard parking) provide vertical mass and contribute to a well defined roadside edge tending to lead drivers to exercise greater caution (i.e., slower observed speeds).

OBSERVATION #2

- Some AATA bus stops are far from signalized intersections, which can contribute to a higher occurrence of pedestrian jaywalking to either catch a bus or reach their destination.



A woman tries to cross carpenter Road between Packard and Washtenaw near a bus stop (left). A man attempts to cross Packard just east of the US-23 overpass, walking from the shopping center to the bus stop on the other side of the freeway (right).

- Portions of Golfside Drive are four lanes (two lanes in each direction). In some cases, speed can vary between lanes. These speed differentials can cause conflicts between faster-moving through vehicles and slower moving, left-turning vehicles (which sometimes stop in the lane while waiting for a gap in on-coming traffic). As the frequency of left turning traffic increases, the capacity of the four-lane road decreases. Additionally, both motorized and nonmotorized crashes may be more frequent. Pedestrians crossing midblock are exposed to four lanes of moving traffic.

SHORT-TERM SOLUTIONS

- Review the location of bus stops and possibly conduct pedestrian circulation studies to determine where pedestrians are traveling before getting on or after getting off the bus. Such studies may lead to changes in bus stop locations and improved pedestrian crossing compliance. Consulting the results of SEMCOG Onboard Transit Survey, available in late 2011, may provide insight on passenger origins and destinations.
- Where pedestrian activity is high, crosswalks should be re-installed with reflective paint or thermoplastic pavement markings and American with Disabilities Act (ADA) - compliant curb ramps. High-visibility crosswalk markings (commonly referred to as piano key, zebra-striped, or ladder style) should be used when possible.

- Continue with the ongoing WCRC road diet suitability studies for Golfside Drive. Typically, road diets utilized on four lane roads with less than 23,000 ADT increase both motor vehicle and bike/pedestrian safety, without any significant decrease in roadway capacity.

LONG-TERM SOLUTIONS

Based on the results of pedestrian circulation studies, consider installing mid-block crosswalks where traffic signals are too far apart, to encourage pedestrian crossing compliance. Such crosswalks should be more than pavement markings, including facilities such as median refuge islands and curb bulb-outs that decrease pedestrian exposure time and better define the roadway. Mid-block crosswalks should also include hybrid pedestrian beacons like rectangular rapid flashing beacons (RRFB) or the **High-Intensity Activated Crosswalk (HAWK)** signals.

An RRFB remains dark until a pedestrian activates the system by pressing a pushbutton. Once the system is activated, rapidly flashing amber beacon lights provide a bright warning to motorists. The system also provides a flashing amber light visible to the pedestrian, indicating the beacons are flashing.

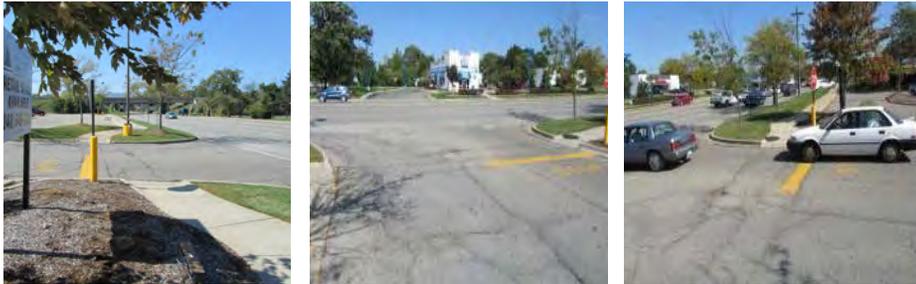
The HAWK signal is also activated by pressing a pushbutton. When activated, the signal goes through a series of yellow and red sequences, requiring motorists to stop for pedestrians. After the signal is completed, the signal goes dark and motorists can continue through the intersection until it is activated again.



An RRFB (top and center), placed on either side of a mid-block crossing and median refuge island can be a highly effective solution. (Right) A HAWK signal at Maple and Drake in Oakland County. PHOTOS: (top) safety.fhwa.dot.gov. (center) co.washington.or.us. (right) local4traffic.wordpress.com.

OBSERVATION #3

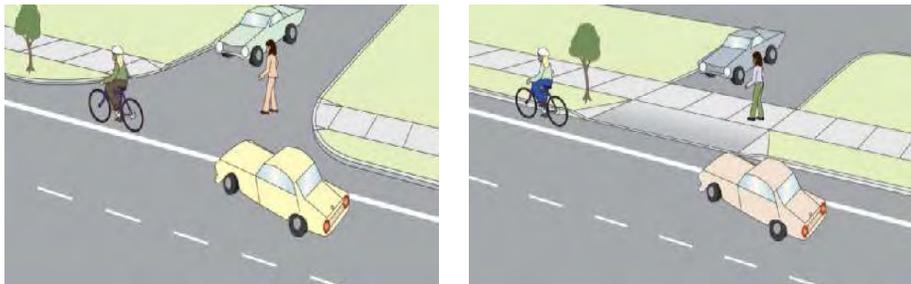
These corridors have a high driveway density that causes conflict points for motor vehicles, pedestrian, and bicyclists. Many of these driveways do not provide a level pedestrian walkway across them, instead of providing a continuous slope from the parking lot to the street.



This driveway looks and functions more like a road intersection than a commercial driveway. Such driveways allow for high-speed turns, which are unsafe for pedestrians. Unless the driveway is signalized, pedestrians have the right of way when approaching. Pedestrians with disabilities, especially those in wheelchairs have a difficult time traversing such driveways due to counter slopes that propel them into the street.

SHORT-TERM SOLUTIONS

- Ensure Township driveway standards include a level pedestrian walkway connecting both sides of the sidewalk, if the driveway is not signalized. The driveway slope should be between the street and the sidewalk, rather than continuous from the street to the parking lot. Such standards help meet ADA and decrease high speed turns in driveways.
- Consider standards that decrease pedestrian exposure at driveways. Some ideas include:
 - Driveway spacing minimums
 - Driveway width maximums



Pedestrians are supposed to have the right-of-way when crossing an unsignalized driveway. (Left) A driveway approach built like an intersection encourages high-speed vehicular turns and implies automobiles have the right-of-way. It also is less friendly to people with disabilities. (Right) A driveway including a level pedestrian walkway (and a slope between the sidewalk and street) encourages slower vehicular turns, is friendly to people with disabilities, and implies pedestrians have the right-of-way. (Diagram source: Pedestrian and Bicycle Information Center (PBIC))

LONG-TERM SOLUTIONS

- Develop access management plans that consolidate access points in the corridor. Encourage properties to use shared easements or access via less busy cross streets.
- Combine considerations in defining the curb with green infrastructure techniques. Example curb extensions using green infrastructure are shown below.



OBSERVATION #4

On certain roads like Packard, the designated bike route is the sidewalk that may be in disrepair and have vegetative overgrowth.



The Packard path needs attention if it is to continue as the designated bike route. In addition to safety concerns of sidewalk bicycle riding, a lack of vegetation maintenance (left), pathway surface condition (center), and conflict with pedestrians (right) due to the narrow width of the sidewalk, may deter users.

In general, sidewalks can be less safe for many cyclists because:

- Bicycles have different speeds, turning radii, and breaking distances than pedestrians, which can make sidewalk riding difficult and unsafe. Sidewalks are generally designed for pedestrians traveling at 3 miles per hour.

While some cyclists will travel at speeds comparable to pedestrians, such as children (type C bicyclists) and inexperienced adults (some type B bicyclists), typically experienced cyclists (types A and B) travel at speeds faster than 10 miles per hour.

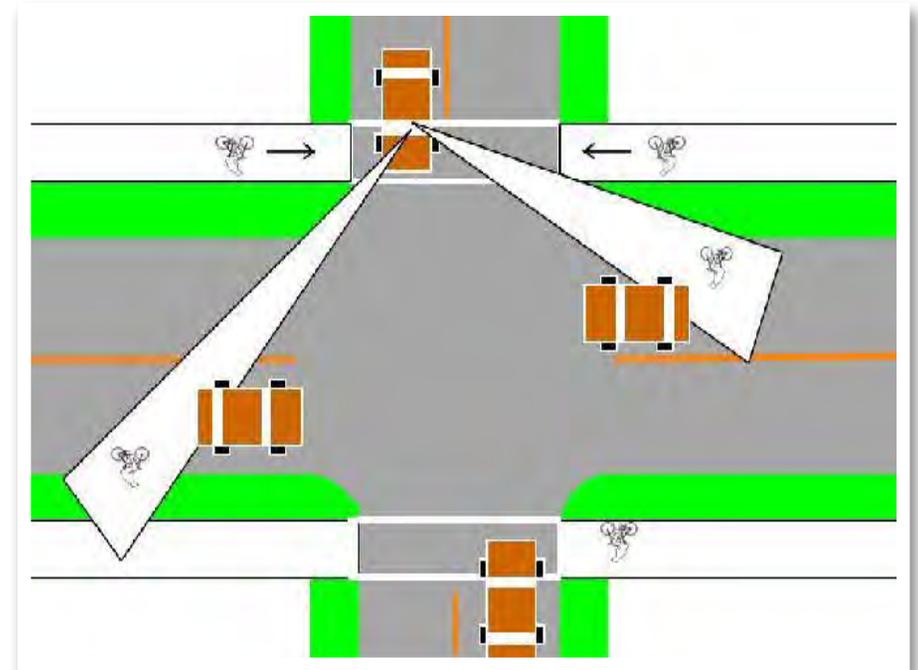
Sidewalk riding cyclists can also pose a safety concern to pedestrians.

- In certain urban and suburban environments, sidewalk (and shared-use side path) riding bicyclists are more likely to be hit by a motor vehicle than those bicyclists riding in the street (if obeying all traffic rules).

While this may seem counter-intuitive, cyclists who use the sidewalk or shared-use side paths, cross driveways and intersecting streets outside the common sight distance of automobiles. As driveway and intersecting street densities increase, so do the conflict points.

Some relevant studies include:

- 2010 Draft AASHTO Guide for Planning, Design, and Operation of Bicycle Facilities
- A TRB journal article, *Sidewalk Bicycle Safety Issues*, by Lisa Aultman-Hall and Michael F. Adams
- An ITE journal article, *Risk Factors for Bicycle-Motor Vehicle Collisions at Intersections*, by Alan Wachtel and Diana Lewiston
- A TRB article, *Survey of North American Bicycle Commuters: Design and Aggregate Results*, by William E. Mortiz
- Many sidewalks do not have comprehensive snow removal plans to allow bicycling during the winter (The sidewalk/bike route on Packard closes during winter months).



Motorists tend to stop in crosswalks when approaching an intersecting street in order to gain greater sight distances. Many drivers are not expecting faster moving cyclists on sidewalks. As driveway and intersecting road densities increase, so do conflict points and the crash probability for sidewalk riding cyclists.

SHORT TERM SOLUTIONS

- Minimize sight distance issues at intersections and driveways.
- Consider a snow removal plan for nonmotorized facilities.

LONG TERM SOLUTIONS

- Consider improving sidewalks to meet AASHTO guidelines for a multi-use side path. Such a facility can accommodate pedestrians and slow moving bicyclists.
- Consider adding a bike lane or shared-use lane to Packard to accommodate faster moving cyclists, especially if a lane diet can be performed.

OBSERVATION #5

There is a mixture of pedestrian crossing conditions — many have good curb cuts, detectable warnings (truncated domes), and pavement markings. But others are either missing some components like accessible pedestrian push-buttons or are in disrepair.



(Left to right, top to bottom) High visibility crosswalk with pedestrian countdown signal; crosswalk curb ramp without detectable warnings; crosswalk pushbutton actuator not within reach of the sidewalk (especially for someone in a wheelchair); crosswalk ramp blocked by sewer construction.

SHORT-TERM SOLUTIONS

- Conduct ADA accessibility audits at every intersection that has a crosswalk to ensure the intersections meet or exceed ADA requirements. The following are some of the things to look for:
 - Curb ramps
 - Detectable warnings
 - A flat landing at the top and bottom of ramps
 - Five-percent or less running slope
 - Two-percent or less counter slope
 - Access to crosswalk push button actuators
 - Obstructions

After such audits are completed, prioritize each needed improvement based on funding, suage, safety concerns, and public works project timelines.

- Implement construction detours for pedestrian and bicycle amenities that include temporary ramps for crosswalks and level landing areas. Such detours should be detectable by cane for those people with low visibility. If the sidewalk is closed completely, an alternative route and ADA-friendly detour signs should be placed upstream at the beginning of the block.
- Ensure pavement markings and crosswalk signs are maintained and visible.

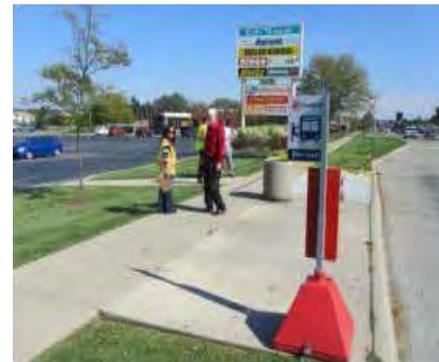
LONG-TERM SOLUTIONS

- Consider placing mid-block crosswalks (where warranted) where traffic signals are too far apart to encourage pedestrian crossing compliance. Such crosswalks should require median refuge islands and pedestrian hybrid beacons.
- As the Township develops its township centers, perform micro-level pedestrian circulation studies to further understand where pedestrians are traveling to and from. This may vary in each township center based on the mix of residential, retail, restaurants and other uses.
- Perform bicycle circulation studies to better understand how the current nonmotorized network can be improved for cyclists.

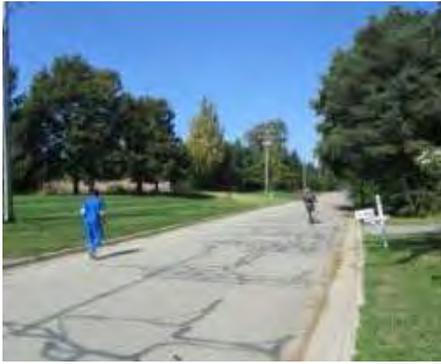
OBSERVATION #6

There is a mixture of pedestrian pathway conditions — some pathways are new, wide, and meet ADA standards, but others are in need of maintenance.

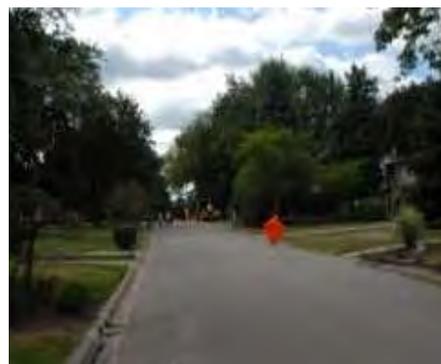
- Recently installed sidewalks on the south side of Packard and Washtenaw are safe and convenient ways for pedestrians to travel.
- Ongoing construction work has fragmented the sidewalk on the north side of Packard, creating an obstacle course for pedestrians who must choose to walk in the grass near the road or on the shoulder. There are no signs indicating the sidewalk is closed and no detours for pedestrians using this pathway to access the bus.
- Vegetation near the sidewalk on the north side of Packard is overgrown. Such overgrowth contributes to real and perceived safety issues, making the route less desirable. It should be noted that the sidewalk is over 30 years old.
- Many of the internal residential streets do not have sidewalks, even though they are close to Carpenter Elementary School. These streets are wide, contributing to vehicular speeding. A lack of street lighting and some unpaved road surfaces may also contribute to perceived safety problems that discourage walking.
- The Township strives to install new sidewalk as it gets revenue to do so, but demand outpaces funding.
- The Township has had some negative feedback from a few vocal residents about constructing sidewalks in the street right-of-way of their front yards.



(Left to right, top to bottom) New sidewalk on Washtenaw; newer sidewalk and walkway to a bus stop pad on Packard; new bus stop pad on Washtenaw; walkway from the sidewalk extending into and across a parking lot to the shopping center; new bus shelter on Washtenaw.



(Left to right, top to bottom) This pedestrian could use a sidewalk on the commercial side of Crystal Drive; unkempt vegetation obstructs pedestrians and contributes to a perceived notion of insecurity; aggregated surface and wide driveway pose problems for people with disabilities; dirt road without a sidewalk can make for a messy and unsafe situation; wide road without a sidewalk puts pedestrians at odds with speeding vehicles.



SHORT-TERM SOLUTIONS

The Township is moving forward with good solutions to the problem such as requiring sidewalk improvements during site plan review of new developments and routine maintenance on select walkways as part of the public works program. However, the Township may be able to implement more projects if they:

- Work with Michigan Department of Transportation (MDOT) and the Washtenaw County Road Commission (WCRC) on future road project planning as part of the Complete Streets planning process.
- Continue to pursue projects linking regional facilities and activity centers such as the Border to Border Trail. such projects may be competitive for grants like Transportation Enhancements and the Michigan Natural Resources Trust Fund.
- Consider further participation in the Safe Routes to School program to allow for more pedestrian and bicycle amenities and education programs within the neighborhood. If schools are not already registered with the state program, efforts should be made to do so. It is anticipated that when the federal governments surface transportation bill is reauthorized, more funds will be allocated to the Safe Routes to School program.

Such an effort could reinforce the grid-like design of residential neighborhoods, allowing pedestrians to more easily access nearby businesses on the arterial streets and get children to and from school without having to walk in the street.

- Explore and consider other ways to finance nonmotorized infrastructure.

LONG-TERM SOLUTIONS

- Consider Green Streets solutions (infrastructure that manages roadway storm water runoff), that narrow roadways, but provide additional green space, traffic calming measures and room for sidewalks. Such amenities can enhance the aesthetics of a streetscape and possibly win over residents who feel that sidewalks take away the “charm” of their neighborhood.
- Provide nonmotorized connections between housing, small neighborhood parks, and larger nonmotorized corridors in the nonmotorized plan. An example is a Century Trail-Century Valley Road connection via the nearby utility corridor. This could also provide a spur connection to Montebeller Park.

- Work with City of Ann Arbor, MDOT and WCRC to ensure long-term bridge replacement plans for US-23 include bicycle and pedestrian amenities along Washtenaw Avenue. Such a project could be cited in a complete streets plan.
- Consider the merits of a multi-jurisdictional Corridor Improvement Area, which can capture tax revenue increases for corridor improvements.

OBSERVATION #7

Roads like Packard have a shoulder that is not best suited for bicycling. The shoulder is divided between the one to two foot level travel area and an one foot curb and gutter area. Additionally, storm drains can catch a bike's tires, due to grating that parallels the road, causing a cyclist to fall. Essentially, the cyclist doesn't have enough room to ride unless occupying part of the travel lane.



(Left) The shoulder is not the best place to ride a bike on Packard. (Right) A close-up of a wheel-catching storm drain.

SHORT-TERM SOLUTIONS

- Consider replacing the storm drain covers with ones that have a criss-cross pattern, eliminating the potential for getting a bicycle tire wedged into the structure. A picture of such a drain cover is shown below:



LONG-TERM SOLUTION

- Consider a reconfiguration of lanes and the curb and gutter when redesigning the roadway. Narrowing the vehicular travel lanes to 11 feet may give more room for a bike lane, shared-use lane or wide shoulder. In some cases, the planter/furniture zone (the space between the sidewalk and the curb of the road) may need to be reduced to accommodate a bike facility. While in theory, the reduction of the planter/furniture zone can decrease the level of pedestrian comfort on the adjacent sidewalk, the new bike lane will act as a buffer between the pedestrian walkway and the roadway, providing a similar benefit to pedestrian comfort.

OBSERVATION #8

While not on the formal audit route, SEMCOG staff noticed a stop sign along the Platt Road shared-use side path (at Rosefield) that was very close to the road (see picture below). Such a sign may confuse drivers who think it is a traffic control device for vehicular traffic on Platt Road, rather than for bicyclists along the path.



SHORT-TERM SOLUTION

- A louver could be installed on the sign to obscure the viewing angle of the sign from Platt Road.

LONG-TERM SOLUTIONS

- Pavement markings and a median on the shared-use path could be used to reinforce a bicycle stop (as well as eliminate the need for the bollard), rather than relying on a stop sign
- Reconsider whether the stop sign is needed. Per the Manual of Uniform Traffic Control Devices (MUTCD), a yield sign (or no sign at all) may be appropriate depending on roadway and pathway characteristics. Such a determination would need to be made in a traffic safety study.

WALKABILITY/BIKEABILITY TECHNICAL AUDIT

SECTION 2: POSSIBLE IDEAS FOR THE TOWNSHIP MASTER PLAN

While not a part of the official technical audit, the team visited other parts of the township, looking at existing conditions and generating ideas for reaching the Township's goals of:

- Increasing the amount of people walking and biking,
- Increasing transit route extension viability, and
- Creating sustainable township centers.

Such ideas are by no means exhaustive and should not be considered the sole plan for redevelopment.

OBSERVATION #1

The Township wishes to create additional town centers on State Street.

- State Street is one of the radial streets extending south from downtown Ann Arbor and the University of Michigan. On the northern side of the Pittsfield Township-Ann Arbor border, the land use is characteristically suburban office and commercial. Upon entering Pittsfield Township, State Street is characteristically suburban industrial and undeveloped as seen in the pictures below. At Michigan Avenue, a new retail establishments are developing. The Township wishes to extend the existing bus route to Michigan Avenue as the corridor develops further. The area has potential for more intense land uses, yet currently the pedestrian and bicycle experience is mixed.



(Left) A suburban industrial office building. (Top right and left) "Birds-eye" views of the suburban industrial land use pattern. (Source maps: Bing.com)

- Sidewalks are new and wide, but discontinuous, due to installation as properties develop. Some sidewalks are only five to six feet in width, which is perfect for pedestrian-only facilities in a suburban corridor, but inadequate to serve as shared used paths.
- New buildings are set back far from the road and sidewalk, making shopping less pedestrian friendly and detracting from the user experience.



The Township's sidewalk standards for new developments are very progressive, providing wide paths and excellent crosswalk treatments, such as high-visibility crosswalks and pork chop islands for both pedestrians and cyclists. Yet, the pathways are not connected to the regional system and users must still traverse parking lots and vegetative landscaping to patronize local retail establishments.

- Land use in the corridor is separated and includes auto-oriented cul-de-sac style housing subdivision and undeveloped parcels requiring cars, bikes and pedestrians to travel farther to reach nearby establishments. In order to increase transit route extension viability and the town center development, multi-modal (i.e., auto, transit, bicycle, and pedestrian) interconnectivity should be pursued.



Intersection density and road connectivity is low in the State Street Corridor. (Source map: Bing.com)

LONG-TERM IDEAS

Since the Township clearly has sidewalk standards in place and has recently updated its building setback and parking standards, solutions in this area are more long term.

- Based on the available land and the desire to create a town center, a long-term idea would be to institute a gridded street network for future development.

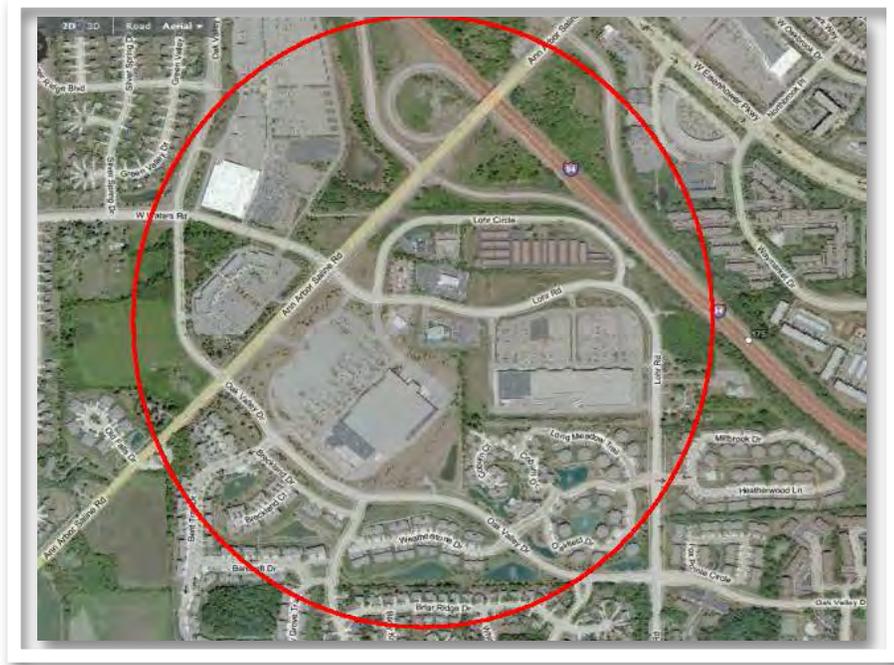
By instituting such a network, State Street would get a series of secondary streets which carry local traffic at slower speeds. Such traffic would be more compatible with bicycle and pedestrian travel (compared to State Street which has a 50 mile per hour speed limit), provide an opportunity for on-street parking, and complement town center land uses such as sidewalk cafes and other pedestrian-oriented developments.

The Township may be able to create such a network through coordinated Planned Unit Development (PUD) of parcels in the town center, after the plan is further investigated through a corridor study.

- Consider adding one or two pedestrian bicycle crossings over Ann Arbor Railroad to connect the State Street Township Center with recreation and development to the east, such as the Pittsfield Preserve and residential neighborhoods.
- Consider instituting building height minimums and encourage mixed-use buildings that pair complementary land uses, such as senior centers and grocery stores with pharmacies.
- Ensure the master plan and zoning ordinance discourage large front-yard building setbacks, front-yard surface parking lots, and buildings not oriented to the street (i.e., the front door is not accessible from the street, lacks street-level windows, etc.)
- Consider developing parking garages with non-parking uses on street level and top floors. Such garages supply ample parking, take up less surface space than surface lots, and allow for a better pedestrian environment.
- Consider Green Streets and Low Impact Development (LID) opportunities when redeveloping properties.

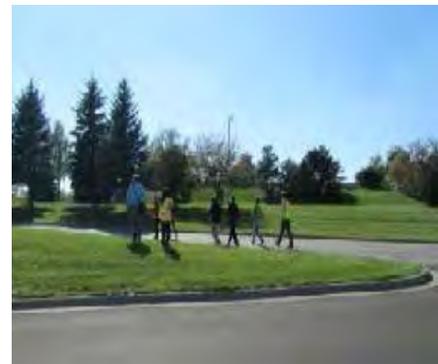
OBSERVATION #2

Ann Arbor-Saline Road is an intense highway-oriented commercial center (“the Center”) that the Township wishes to redevelop.



This Township Center is adjacent to Interstate 94 and currently can be described as a highway-oriented development. (Source map: Bing.com)

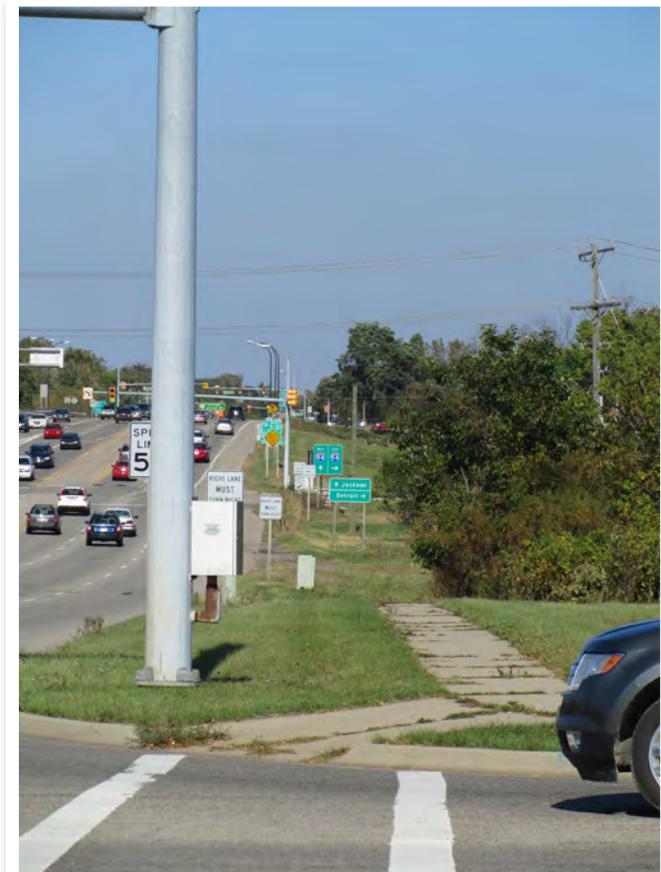
- Most traffic from the Center uses Ann Arbor-Saline Road to get to I-94.
- A bus line, which starts in downtown Ann Arbor, ends at this Center.
- Some of the retail parcels may be underperforming and may be ripe for redevelopment opportunities.
- Large tracts of front-yard parking and landscaping berms make the Center unfriendly to pedestrian-oriented shopping, despite wide sidewalks and adequate pedestrian crossing solutions.
- Sidewalk development is not contiguous but is installed as development occurs.
- I-94 serves as a major barrier to both bikes and pedestrians.
- Shopping centers seem isolated from each other and lack way finding signage to provide clear directions between facilities.



Pedestrian sidewalk amenities are good where installed, but the fractured nature of development and large front building setbacks still contribute to a pedestrian unfriendliness to the Center.



(Top and bottom) Ann Arbor-Saline road is very auto-oriented. Pedestrians must cross seven lanes of traffic, increasing their crash exposure rate with vehicles traveling at 50 miles per hour.



I-94 serves as a major road block to pedestrians and cyclists who wish to travel on Ann Arbor-Saline Road. Pedestrians do not have a pathway, bike lane, or shared use lane.

LONG TERM IDEAS

Solutions in this corridor will take some time and effort to reach fruition. The following is a list of some ideas to consider:

- Redesign collector roadways to be more bike and pedestrian friendly with lower posted speeds, narrower lanes, and bike lanes.
- Establish pedestrian scale buildings where there are currently landscaped berms along the roadway. Vehicular access can be given on new minor streets.
- Create a connected street network feeding into Ann Arbor-Saline Road, Lohr, Waters, and Oak Valley.
- Institute building height minimums and encourage mixed-use buildings with complementary land uses.
- Create/encourage parking garages with non-parking uses on street level and top floors.
- Redevelop properties and roadways with Green Streets and Low Impact Development (LID) principles.
- Work with the City of Ann Arbor, MDOT and WCRC to ensure long-term Ann Arbor-Saline Road bridge replacement over I-94 includes bicycle and pedestrian amenities. Such a project could be cited in a complete streets plan.

OBSERVATION #3

The Township wishes to create town centers along Michigan Avenue at the intersections of Carpenter Road, Platt Road, and State Street. The area has smaller commercial nodes surrounded by residential open space.



(Left) "Bird's eye" view of the intersection of Michigan Avenue and Platt Road. (Right) "Bird's eye" view of the intersection of Michigan Avenue and Carpenter Road. (Source maps: Bing.com)

LONG-TERM IDEAS

- Since these areas are in the more rural parts of the Township and are not planned to be served by transit, a hamlet development pattern may meet the spirit of the area. Hamlets are like town centers and downtowns, but are smaller and have less intense land use. Hamlets may include:

- One- or two-story buildings that have a more residential aesthetic
- Neighborhood retail, like small grocery stores and pharmacies
- Neighborhood restaurants or pubs
- Neighborhood services, like hair stylists, bed and breakfasts, or other services

The most important parts of this hamlet model are:

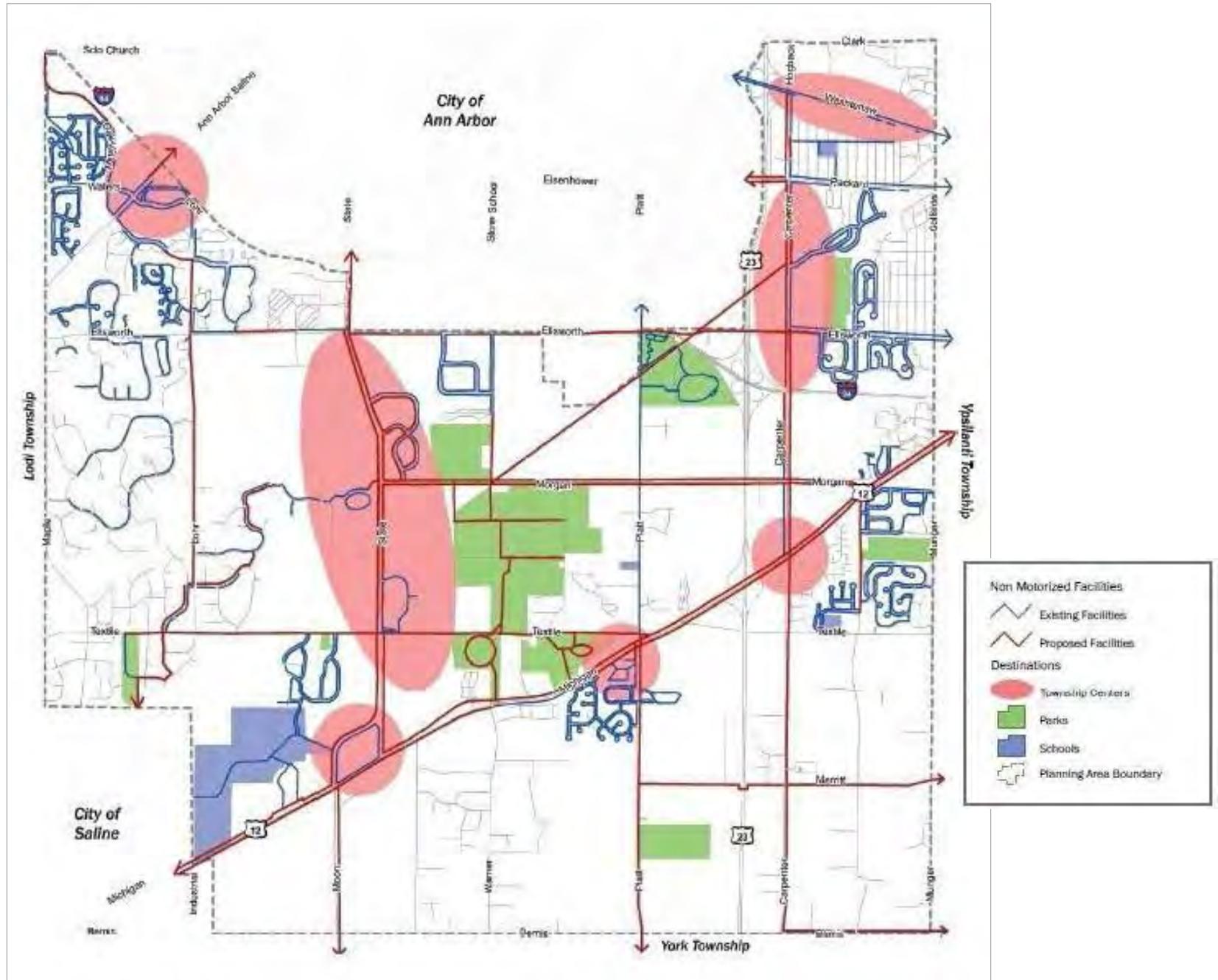
- Providing good pedestrian and bicyclist amenities such as sidewalks, paths, and signalized crosswalks (since speed limits on Michigan Avenue are between 45 and 55 miles per hour); and
 - Orienting buildings so they face and are easily accessible from the sidewalk and street.
- Include connections in the Township nonmotorized plan between housing, small neighborhood parks, and the larger nonmotorized corridors. A few that we noticed are:
 - A Shellbark Drive - Sycamore Drive connection; and
 - A Crane Road - Carpenter connection via land currently occupied by Arbor Meadows during a redevelopment opportunity.
 - The proposed US Bike Route 36, connecting Chicago with Detroit, follows a 50-mile swath that parallels the Michigan Avenue corridor. While no funding is currently attached to a bike route designation, if implemented, Pittsfield Township may be an area where touring cyclists could patronize local lodging, restaurants, and retail establishments. If the Township is interested in helping to implement such a route, it should coordinate with other communities in the corridor and MDOT.

SUMMARY

Pittsfield Township is a community with great potential and excellent leadership. The community has developed good policies to steer future development. Many short-term solutions are already being enacted. Long-term goals can be realized by continued dialogue with adjacent communities, the road and transit agencies, and a complete streets ordinance and plan.

The Township's master plan is quite ambitious and admirable; however, given the large geographic area, the Township should consider prioritizing or targeting which township centers will receive community resources first, so that designated centers can reach critical masses sooner through economies of scale.

FIGURE 2: NONMOTORIZED PLAN



Appendix F

Township Ann Arbor Transit Authority (AATA) Survey

ANN ARBOR TRANSIT AUTHORITY (AATA) SURVEY

In 2010 the Pittsfield Township Administration conducted a survey in the Township about whether residents were interested in the expansion of transit services in the Township. 183 people responded. 71% of respondents said that they would like to see AATA Service expanded in the Township.

PITTSFIELD TOWNSHIP RESIDENT SURVEY RESULTS

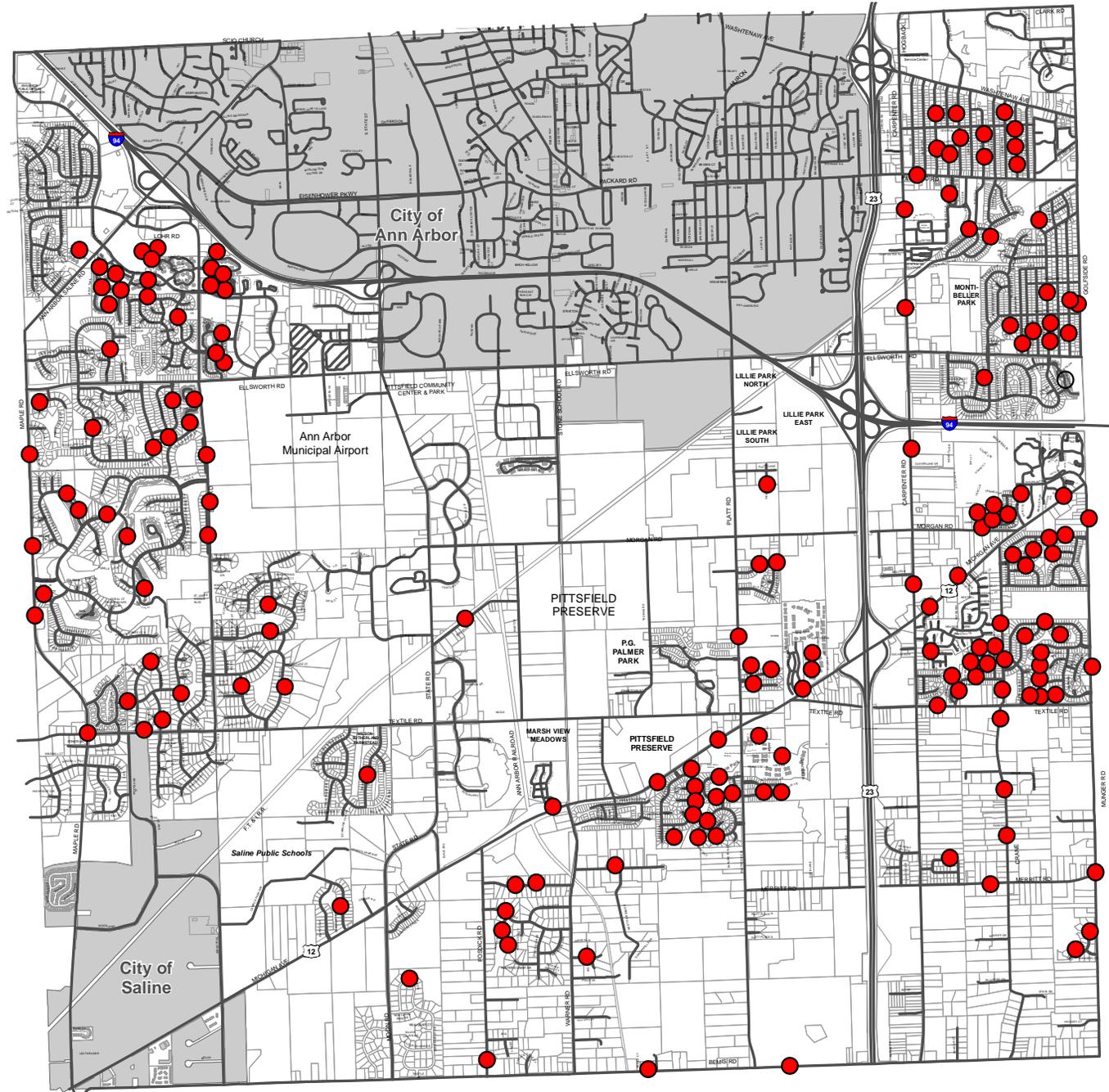
<i>Years lived in Pittsfield Township?</i>	
0-5 years	28
6-15 years	93
16-25 years	38
26-34 years	13
35+ years	11
No Answer	1
<i>Have you or anyone in your household ridden an AATA bus in the last year?</i>	
Yes	87
No	93
No Answer	3
<i>Would you like to see expanded AATA services in Pittsfield?</i>	
Yes	130
No	41
No Answer	12
<i>Would you like to see the frequency of services increased on existing routes?</i>	
Yes	47
No	69
No Answer	67
<i>Age of respondents</i>	
18-34 years old	10
35-49 years old	56
50-64 years old	70
65+ years old	42
Indication of multiple age groups	5

SAMPLE SIZE: N = 183 RESPONDENTS

SURVEY RESPONDENT MAP

This map shows where survey respondents live in the Township.

Please note that one red circle is equal to one respondent.



Appendix G

University of Michigan

Student Work

UNIVERSITY OF MICHIGAN

*Taubman College of Architecture + Urban Planning
Master of Urban Design Program*

Roy Strickland, *Director*

Lars Gräbner, *Lecturer in Architecture*

Students

Grace Ames

Reza Amindarbari

Scott Curry

Sravya Garladenne

Peter Hantes

Wenwen He

Nana Bonsu Adja-Sai

Jae-Hyun Oh

Lei Pei

Peter Robie

Kanchana Sokkalingam

Saritha Sudhakaran

Zhishan Wang

Ying Ye

UNIVERSITY OF MICHIGAN: STUDENT WORK FROM THE MASTER OF URBAN DESIGN PROGRAM

Students from the University of Michigan's Master of Urban Design Program (MUD) created design concepts as part of our process. Over a six week period, students analyzed information about the Township, reviewed input from the subcommittees and the public during the Community Workshops, and met with residents during a Design Workshop held on February 5, 2010.

The students analyzed the information they received, and generated design concepts for a few different areas of the Township. The goal was to help us re-imagine our community and create conversation for the 2010 Pittsfield Plan. The students' design concepts sought to preserve and accentuate the Township's beautiful natural landscape. They also sought to: preserve undeveloped land; incorporate principles of sustainable energy generation; create non-motorized transportation connections; strategically add density to areas to provide for transit opportunities; and create walkable nodes of mixed-use development.

THE LANDSCAPE

As a culturally and ecologically rich area, we wanted to approach urban design in Pittsfield in the way of landscape urbanism. The goal of the overall project is to make landscape the core of the Township's identity. It will be an economic driver, define infrastructure, and serve as an energy source for the Township. It will form the identity of the area and be used to create wonderful recreational experiences community members. There are three layers of proposed strategies to organize the landscape:

DEFINE A GROWTH BOUNDARY

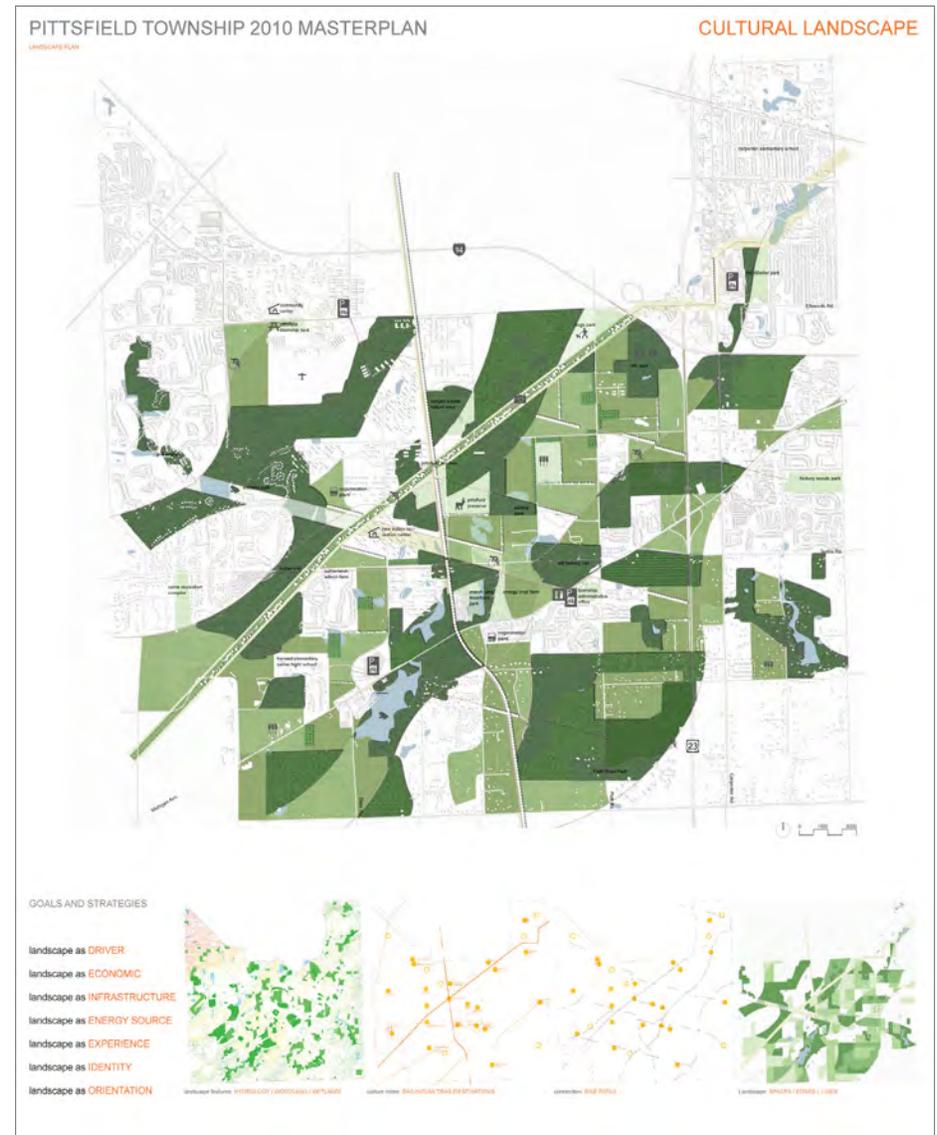
This is based on hydrology, and natural /developed features. These features establish the boundaries between nature and development.

CREATE CONNECTIONS

Establish a non-motorized path system and transit network to connect all cultural and historical nodes throughout the Township.

CREATE A PRODUCTIVE LANDSCAPE

Define existing natural features as well as prospective farmland for energy crops. Combined with the CHP development in the area, this will not only make the landscape a scenic feature of the Township but also turn the landscape into an energy source.



By Wenwen He

THE VILLAGES (MICHIGAN AVENUE & PLATT ROAD)

Scott Curry & Saritha Sudhakaran

The Villages project seeks to create a vibrant new Township Center with a new focal public space for the Township, and also to provide a model for sustainable housing solutions within a typical suburban subdivision site. The Villages proposal accomplishes this by creating two urban edge conditions along Michigan Avenue near the intersection of Platt Road. These urban edge conditions contain development, define the landscape, provide points of attraction, and create an identity for the Township.

PITTSFIELD TOWN CENTER

The proposal locates a medium-density, mixed-use Township Center at the intersection of Platt Road & Michigan Avenue where proposed regional greenways and dedicated bus lanes meet. The project also utilizes the existing Township administrative center as an anchor and attraction point for both civic and private development.

HARWOOD FARMS SUSTAINABLE HOUSING MODEL

The proposal provides a model for a sustainable, medium-density, suburban housing subdivision on the stalled Harwood Farms site. By extending productive landscapes through the site and utilizing energy crop opportunities to fuel district CHP plants the proposal suggests an entirely self-sufficient [in terms of electricity and heat needs] housing model to be employed throughout the Township.



THE CONNECTIVE CORRIDOR (WASHTENAW AVENUE)

Sravya Garladenne & Peter Hantes

The Washtenaw Avenue corridor is an important yet fractured space within Pittsfield lacking any sense of identity and out of scale for pedestrians. We propose the following goals and strategies to reimagine Washtenaw as a diverse location within the township offering a balance between different uses and users.

THE AVENUE AS DESTINATION

Utilize the Avenue as a destination by identifying nodes and promoting diverse development within them in addition to treating these nodes as public points of gathering.

A UNIQUE IDENTITY

Create a unique identity for Pittsfield by reinforcing and celebrating the landscape.

PEDESTRIAN & BICYCLE FRIENDLY

Encourage pedestrian and bicycle use by installing sidewalks on the entire stretch of Washtenaw Avenue and incorporating public connection points across the Avenue and into adjacent neighborhoods.

SUSTAINABLE SYSTEMS INTEGRATION

Promote sustainable systems through the introduction of bioswales, preserving existing wetlands, and setting aside agricultural land for the production of fuel crops.

EFFICIENCY IN TRANSPORTATION

Introduce an efficient transportation system linking a dedicated bus lane with secondary uses of pedestrian and bicycle paths, car shares, and points of interest.



INSIDE OUT (CARPENTER ROAD)

Nana Bonsu Adja-Sai

The overarching goal is to enhance this site as a suitable environment for living, working, shopping and recreation. This is to create a larger framework for a comprehensive green and sustainable development for this focus area.

Integrate the three predominant usages (housing, shopping, and recreation) by deploying the landscape as a sustainable channel for connecting one domain to the other.

Make Carpenter Road safer for all users, especially the pedestrian. One measure is to provide sidewalks along the entire stretch of Carpenter Road as well as all along all main corridors of movement.

Create a separate bus right-of-way to facilitate speedy movement of passengers using the public transit system.

Reduce the coverage of impervious surfaces in this focus area by developing an extensive use of locally available landscape material (eg, plant materials).

Create a 'cultural park' between Ellsworth & I-94 east of Carpenter Road. This will serve as a bridge between the cinema complex and playground [behind Meijer and Target].

Create higher density mixed-use development in this focus area. This is but one measure to promote the integration of the various domains in this focus area.

Reconfigure and consolidate Miles of Golf and Kroger (alongside other consumer outlets) at Packard & Carpenter and develop it as a 'Lifestyle Center'. Next create a connection with the housing development with the use of various landscape features.

Promote the adoption of green-roof systems and leisure urban farms in compliment of the overall landscape design.

Aim to create green and sustainable shopping centers with the development of big-box retail outlets in mind.



THE GATEWAY (ANN ARBOR-SALINE ROAD)

Lei Pei & Kanchana Sokkalingam

The project attempts to redefine the suburban big box developments and their relationship with the surrounding residential neighborhoods. This is achieved through extensive landscaping that would minimize the hostility of the commercial developments and their parking lots. It proposes the creation of a sustainable local center that would have a healthy mix of local speciality shops, retail, restaurants and other public amenities alongside the big box shopping areas. A well laid network of shaded pathways and bike ways pierces through the landscape connecting the residential zone with the commercial core. The modified landscape between the big boxes will become community spaces for displays of art, festivals, and open markets. These spaces and events will bring people together to create a sense of community and thus, establish its identity as a "gateway" to the Township.



KNOWLEDGE ARCHIPELAGO

(STATE ROAD & MICHIGAN AVENUE)

Jae-Hyun Oh & Reza Amindarbari

The main goal for the Knowledge Archipelago is to limit sprawl. In the proposed plan, the following actions constitute the steps to be taken towards reaching this goal.

MIXED-USE DEVELOPMENT

Taking advantage of the existing diverse landscape types in the area is the main source of inspiration for re-organizing the area. Re-organization of this area includes interspersing new mixed-use commercial, residential, and office uses among the existing school and single-family housing. The schools in the area could be catalytic in providing the neighborhood with an activity center, near the intersection of State/Moon Road & Michigan Avenue.

RE-ORGANIZING THE ROAD NETWORK

This concept aims to increasing walkability by limiting the use of automobiles through modifications to the road system and capitalizing on the vibrancy of the mixed-use area. Automobiles could be disconnected from the residential neighborhood and school center. This would create a common open space between Saline High School and Harvest Elementary School. This would also require reducing the size of the parking lots and changing their character by better integrating them into landscape .



HIGH-TECH ARCHIPELAGO (STATE ROAD)

Ying YE

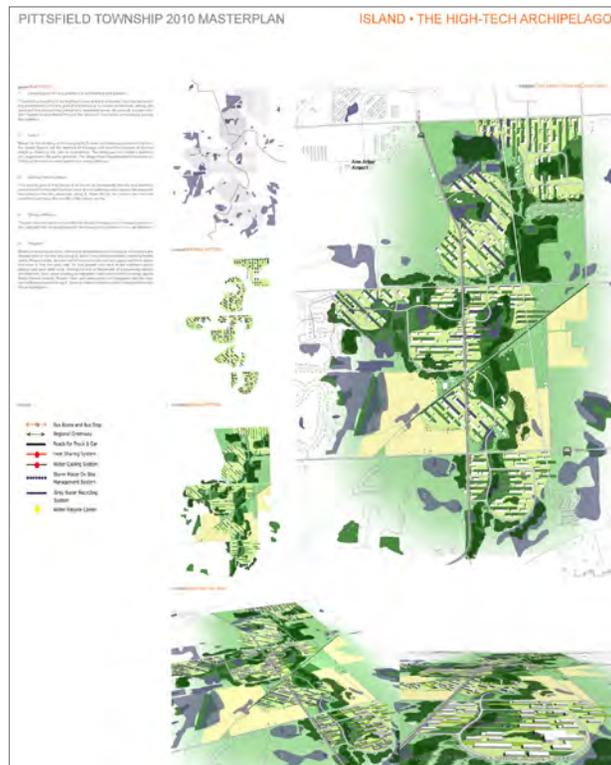
This concept hinges on identifying and defining a couple of archipelagos in the Township. Creating or rebuilding green corridors that run through the archipelagos would help compact and mixed-use development occur and allow energy efficiency to take place among the clusters of companies.

LANDSCAPE WORK AS A PREAMBLE TO ARCHITECTURE AND PLANNING

Currently, this high-tech zone is isolated from the surrounding environment. This design creates connections among the zone and the surrounding natural and residential areas. As a result, a green-corridor system is established and forms archipelagos among the greenery.

ECOLOGICALLY-FRIENDLY DESIGN

The design is sensitive to the direction of drainage and water flow on the site. The landscape and building patterns are organized in the same direction.



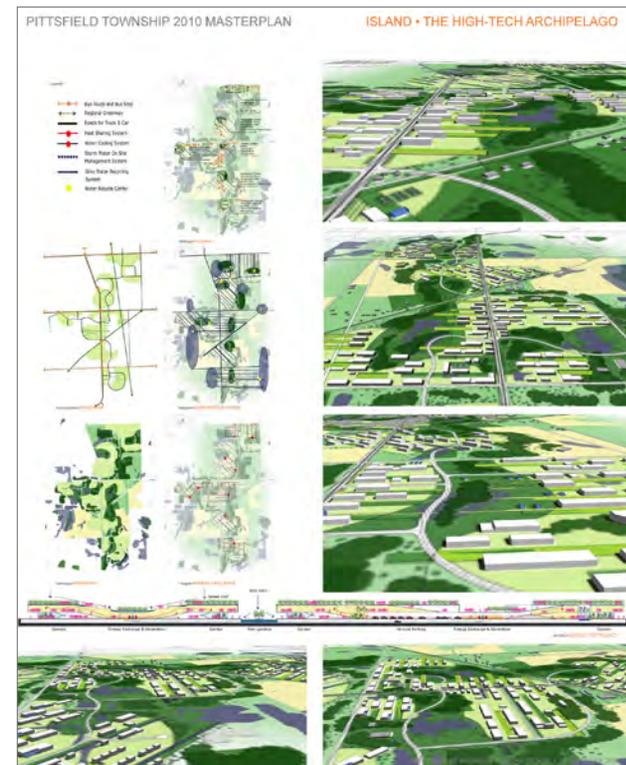
Creating an ecologically-friendly and environment for the site will attract diverse businesses and generate denser development, so that people who live and work here can enjoy the benefit of the nature nearby.

ENERGY EFFICIENCY

This concept also employs a more efficient design for energy consumption as a strategy to reinforce compact development.

MIXED-USE DEVELOPMENT

Mixed-use development is needed both on the site and along S. State Road. Health-related businesses (e.g., health clubs, fitness centers, recreational infrastructure, non-motorized paths) would complement the green landscape. They would enable people who work in the high-tech archipelago to relax after work in the surrounding natural environment. More housing and retail and entertainment opportunities should be integrated along S. State Road, to create the density needed to introduce public transportation into the archipelagos.

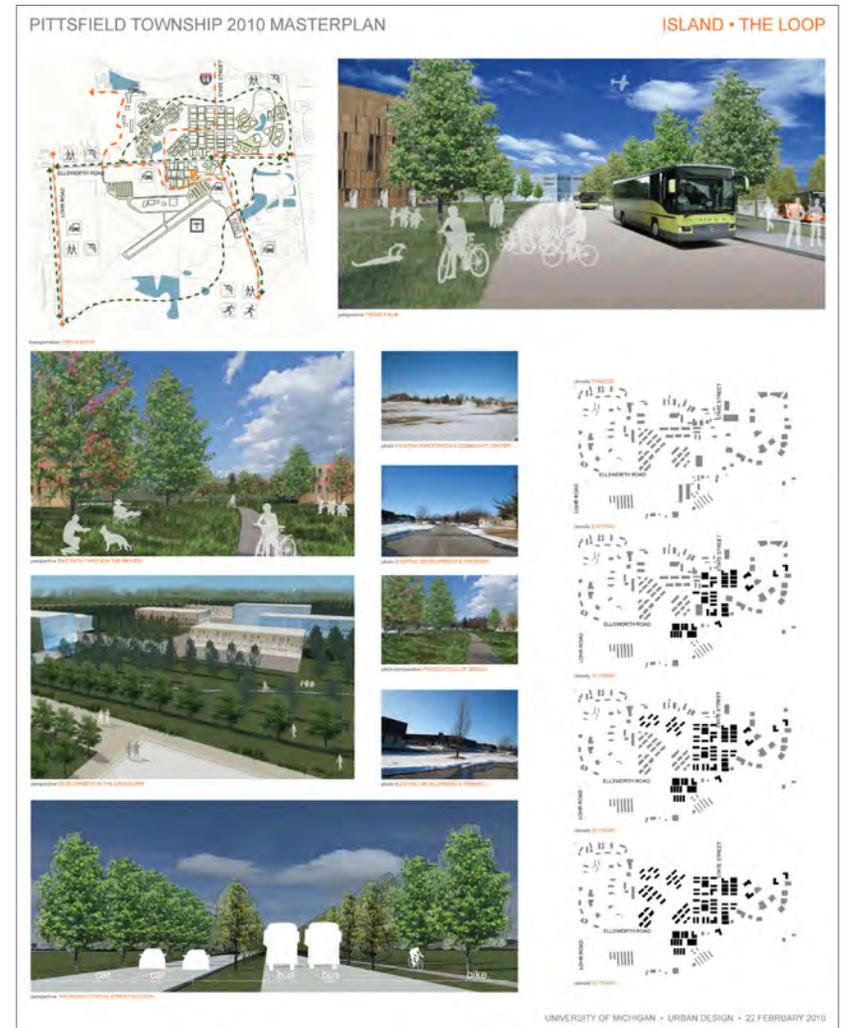


THE LOOP (STATE STREET & ELLSWORTH ROAD)

Zhishan Wang & Grace Ames

The State and Ellsworth site posed an opportunity for better connections between the wooded landscape of Pittsfield Township, to the local business parks, several residential neighborhoods, and municipal services. Furthermore, this area provides physical connections to regions beyond Pittsfield with a possible transit connection to the City of Ann Arbor and a walkable connection to the Ann Arbor Airport.

State and Ellsworth sets itself apart from the rest of the Township due to its importance as a point of networking for people, transportation, and economic development. Therefore, this concept establishes an identity for this place. The concept emerged a desire to build an identity through the connections of parks, place, and people through a multi-modal transit hub, a continuous wooded landscape, and an increase in density located in a clearing in the woods.



UNIVERSITY OF MICHIGAN

*Taubman College of Architecture + Urban Planning
Master of Urban + Regional Planning Program*

*Larissa Larsen, Associate Professor of Urban &
Regional Planning and Natural Resources*

Students

Le An
Evis Bushi
Peter Clemo
Koben Calhoun
Chris Canna
Lisa Drogin
Liz Durfee
Alysia Giatas
Amanda Irvine
Pramoth Kitjakarnlertudom
Tara Mather
Patrick McDonnell
Andrea Milne
Virgilio Sklar

UNIVERSITY OF MICHIGAN: STUDENT WORK FROM THE MASTER OF URBAN & REGIONAL PLANNING PROGRAM

Students from the University of Michigan's Master of Urban & Regional Planning program were asked to generate design concepts for a key site in Pittsfield Township. The site was selected by the class. It is located on the southwest corner of Textile and State Roads. The site is adjacent to a large single-family residential development and located along one of our most important business corridors, State Road. The site is currently undeveloped with a lush landscape and interesting topography.

Students' Concepts focused on:

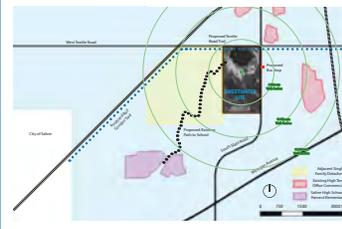
- Preserving the integrity of the business corridor
- Creating walkable mixed-use development
- Integrating senior housing options to encourage aging in place
- Using natural on-site stormwater management techniques
- Protecting natural systems & local ecology

Initial Approach & Context

Goals

- 1) Design a mixed-use node that provides amenities for the entire Township, while fostering a neighborhood identity for Sweetwater residents and shop owners.
- 2) Increase connectivity to surrounding residential, commercial, educational, and recreational uses.
- 3) Preserve the unique ecological systems found on site, and use the natural features as springboards for design-based experience zones.

Local Context



Regional Context



Site Inventory & Analysis

A giant Bur Oak tree is the focal point of the Northern Portion of the site, welcoming a grand boulevard entry point.

The site contains a natural wooded wetland to the South and a man-made wetland to the North. A rare Blandings Turtle was discovered in the southern wetland during a site visit. The complexity of the water ecosystems necessitates the incorporation of stormwater infrastructure that increases infiltration and retention while decreasing runoff.

The site's sloping topography presents an opportunity for a unique design solution at the Northeast Corner. It also requires that street contours follow the perpendicular to the graded slope.

The proximity to schools and of to the high-tech corridor creates the opportunity for a mixed-use node that can become an amenity for all of Central Pittsfield township.

Residential Precedents



Proposed Circulation



Sweetwater Site - Pittsfield Township, MI
Design Team: Le An, Peter Clemo, Virginia Sklar
University of Michigan, Taubman College of Architecture & Urban Planning
UP 518 - Urban Design Workshop, Professor Larissa Larsen, Winter 2019

Engaging the Site's Ecology

Adjacency Matrix

	Detached Residential	Compact Residential	Community Center	Natural Areas	Retail	Commercial	Boardwalk	Mixed Retail / Residential	Roads / Paths
Detached Residential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential
Compact Residential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential
Community Center	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential
Natural Areas	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential
Retail	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential
Commercial	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential
Boardwalk	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential
Mixed Retail / Residential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential
Roads / Paths	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential	Essential

Essential
Avoid
Non-Essential

Rain Garden

- Agrostis alba*
- Andropogon scoparius*
- Aster multiflorus*
- Betula papyrifera*
- Carex pensilvanica*
- Cornus rugosa*
- Desmodium illinoense*
- Elymus repens*
- Galium aparine*
- Hesperis matronalis*
- Helianthus annuus*
- Impatiens capensis*
- Lilium michiganense*
- Labellula canadensis*
- Lobelia spicata*
- Oenothera biennis*
- Phlox paniculata*
- Physalis peruviana*
- Syringa vulgaris*

Woodland

- Acer rubrum*
- Amelanchier canadensis*
- Cornus canadensis*
- Corylus americana*
- Hemlock canadensis*
- Hesperis matronalis*
- Hamamelis virginiana*
- Prunus americana*
- Prunella virginiana*
- Quercus alba*
- Quercus bicolor*
- Quercus rubra*
- Vaccinium speciosum*

Pond

- Asplenium platyneuron*
- Asplenium septentrionale*
- Asplenium speciosum*
- Carex lasiocarpa*
- Carex stricta*
- Cephalanthus occidentalis*
- Elymus repens*
- Epipactis atrorubens*
- Epipactis atrorubens*
- Galium aparine*
- Helianthus annuus*
- Impatiens capensis*
- Lilium michiganense*
- Labellula canadensis*
- Lobelia spicata*
- Oenothera biennis*
- Phlox paniculata*
- Physalis peruviana*
- Syringa vulgaris*
- Zizia aurea*

Prairie

- Asplenium platyneuron*
- Asplenium septentrionale*
- Asplenium speciosum*
- Carex lasiocarpa*
- Carex stricta*
- Cephalanthus occidentalis*
- Elymus repens*
- Epipactis atrorubens*
- Epipactis atrorubens*
- Galium aparine*
- Helianthus annuus*
- Impatiens capensis*
- Lilium michiganense*
- Labellula canadensis*
- Lobelia spicata*
- Oenothera biennis*
- Phlox paniculata*
- Physalis peruviana*
- Syringa vulgaris*
- Zizia aurea*

Land Uses

- Detached Residential
- Compact Residential
- Community Center
- Natural Areas
- Retail
- Commercial
- Boardwalk
- Mixed Retail / Residential
- Roads / Paths

Buffers

Buffers will aid in slowing the flow of water through and across the site. While providing an attractive native landscape, buffers will also provide a travelway for wildlife.

Street Verge

In addition to rain garden species:

- Aster multiflorus*
- Cornus rugosa*
- Desmodium illinoense*
- Elymus repens*
- Galium aparine*
- Hesperis matronalis*
- Helianthus annuus*
- Impatiens capensis*
- Lilium michiganense*
- Labellula canadensis*
- Lobelia spicata*
- Oenothera biennis*
- Phlox paniculata*
- Physalis peruviana*
- Syringa vulgaris*

A Vibrant Neighborhood Emerges

SE Perspective of Site



Site Plan, Street Sections, & Design Character

Summary Statistics

Total Residential: 159 units

- Single Family Detached: 42 units, 198,450 sq ft
- Townhome Style: 81 units, 148,330 sq ft
- 1 Stall Garage Townhome: 38 units
- 2 Stall Garage Townhome: 43 units
- Condominium Style: 36 units, 43,270 sq ft

Retail/Restaurant: 84,570 sq ft

Commercial/Office: 32,580 sq ft

Community Rm/Fitness Cntr: 7,950 sq ft

Parking (Public/Private Spaces): 85/186

Compactness (excluding wetlands): 3.18 Dwelling units/acre

Summary Statistics

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Parking (Public/Private Spaces): 85/186

Compactness (excluding wetlands): 3.18 Dwelling units/acre

Conclusions

Even with ample wetland buffers, the Sweetwater site can support a mixture of uses, with a traditional neighborhood system of connectivity. The cul-de-sac pattern of suburban development is not necessary on the Northern portion of the site, allowing for pedestrian friendly streets that can accommodate stormwater retention and filtration features in the verge. By providing nodal entry points at key intersections with the surrounding community, the site will become a successful retail and commercial anchor for Central Pittsfield.

The Oaks At Clearwater

- The Oaks at Clearwater Goals**
- Preserve and embrace existing wetlands
 - Provide age in place housing for Pittsfield Township residents
 - Provide alternative connections to surrounding landuses, nodes and natural areas

Pittsfield Township Context

Sweetwater Site: Existing Conditions

Connection to Pittsfield Township Paths and Parks

Housing

- Majority single-family, upper middle class
- Mixture of older farm houses and newer subdivisions
- Some multi-family housing
- Relatively consistent style

Community Resources

- Libraries
- Recreation Center
- Museum
- Senior Center
- Parks
- Community Centers
- Schools

Natural Resources

- Within the Raisin River watershed
- Low lying wetlands
- Wooded areas
- Rivers and streams

Greenways and Trails

- Many unconnected trails
- Not pedestrian friendly near site
- Greenways have low groundwater infiltration
- Lacking necessary linkages to community resources

Commercial Areas (Modest)

- Set back from street
- Only accessible by car
- Include large parking lots as frontage
- None within walking distance of Sweetwater site

Introduction

Talked with creating a plan for the Sweetwater site in Pittsfield Township, our group has developed a multi-phased strategy that we believe well reflects diverse community. The delicate environmental nature of the site was a key consideration in the formation and design, resulting in the inclusion of many elements of storm water management and green building practices. The request for housing for the aging population in addition to the demographics of the area led our group to develop the majority of the site as housing for seniors at multiple stages of living independence and a community center for all of them to enjoy. The inclusion of a small commercial center completes the site plan as it embraces both the existing wetlands and the built potential of the area.

Existing Conditions

The Oaks at Clearwater is a proposed development for the Sweetwater site at Textile Road and State Street in Pittsfield Twp, MI. The site currently has rolling topography surrounding a wetland pond, and is bisected by a wooded wetland area. We determined that the best land for developing was on the north area of the site, near Textile Rd, as well as a site across State St.

Chris Corino, Amanda Irvine, Andrea Miller
UP 158, Professor Larsen, April 2010

Clearwater Site Plan

Vehicular and Pedestrian Circulation

Adjacency Matrix

	Assisted Living Facility	Bike Path	Bus Stop	Commercial Buildings	Independent Living Homes	Main Road	Neighborhood Gardens	Neighboring Residences	On-Site Road	Parking	Walking Paths	Wetlands
Assisted Living Facility	Essential	Desirable	Desirable	Desirable	Essential	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable
Bike Path	Desirable	Essential	Essential	Desirable	Desirable	Desirable	Essential	Desirable	Desirable	Desirable	Essential	Desirable
Bus Stop	Desirable	Essential	Essential	Desirable	Desirable	Desirable	Desirable	Essential	Essential	Essential	Desirable	Desirable
Commercial Buildings	Desirable	Desirable	Desirable	Essential	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable
Independent Living Homes	Essential	Desirable	Desirable	Desirable	Essential	Desirable	Desirable	Essential	Desirable	Desirable	Desirable	Desirable
Main Road	Desirable	Desirable	Desirable	Desirable	Desirable	Essential	Desirable	Desirable	Essential	Desirable	Desirable	Desirable
Neighborhood Gardens	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Essential	Desirable	Desirable	Desirable	Desirable	Desirable
Neighboring Residences	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Essential	Desirable	Desirable	Desirable	Desirable
On-Site Road	Desirable	Desirable	Desirable	Desirable	Desirable	Essential	Desirable	Desirable	Essential	Essential	Desirable	Desirable
Parking	Desirable	Desirable	Essential	Desirable	Desirable	Desirable	Desirable	Desirable	Essential	Essential	Desirable	Desirable
Walking Paths	Desirable	Essential	Desirable	Desirable	Desirable	Desirable	Essential	Desirable	Desirable	Desirable	Essential	Desirable
Wetlands	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Desirable	Essential	Essential

Section Locations

Resident Population

Independent Living
Residents 55+ with few or no mobility restrictions or healthcare needs.

Semi-Assisted Living
Residents with some mobility limitations and other periodic healthcare needs.

Assisted Living
Residents who need assistance with daily tasks such as bathing, dressing and taking medication.

Character Examples

Rain Harvesting

Permeable Surfaces

Bioswales

Rain Gardens

Green Roofs

Green System

Clearwater Residents

Development Summary

	Square Ft. units	Number of Units	Total Square Ft.	Capacity	Parking Spaces
Independent	12000	58	60,000	116	116
Semi-Independent	9000	21	18,000	12	30
Assisted	7800	100	60,000	100	20
Commercial	16500	3	49500	varies by use	20
Bus Shelter	720	2	1440	12	—
Garden Plaza	1000000	400	1000000	—	—
Greenhouses	30000	2	6,0000	—	—

Character Examples

Pittsfield Township Sweetwater Site Plan Context Maps

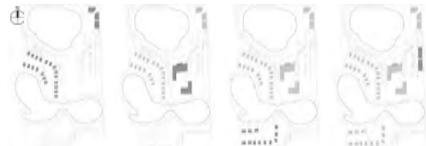


The Sweetwater site plan incorporates a mixed-use development for retail, offices and light residential use along State Street. The site is located on the east side of State Street, which is a major thoroughfare in the area. The site is bounded by State Street to the west, and the Sweetwater site to the east. The site is located on the east side of State Street, which is a major thoroughfare in the area. The site is bounded by State Street to the west, and the Sweetwater site to the east.



Demographics
 POPULATION: 2000 Census: 30,157
 Population density: 42.6/sq mi (1,635/km²)
 Median age: 32.8 years
 Median household income: \$41,242
 Below poverty level: 9.1% of the population

AGE
 24.0% Under the age of 18
 11.0% From 18 to 24
 39.0% From 25 to 44
 15.0% From 45 to 64
 7.0% 65 years of age or older



Adjacency Matrix	Office	Retail	Residential	Community	Open Space	Water
Office	High	Medium	Low	Medium	Low	Low
Retail	Medium	High	Medium	Medium	Low	Low
Residential	Low	Medium	High	Medium	Medium	Low
Community	Medium	Medium	Medium	High	Medium	Low
Open Space	Low	Low	Medium	Medium	High	Medium
Water	Low	Low	Low	Low	Medium	High

Pittsfield Township Sweetwater Site Plan Character

- Project Goals**
1. Design an essential living community that promotes interaction and enhances quality of life.
 2. Incorporate existing natural features as organic elements of the site and community environment.
 3. Provide commercial/retail that fills niche uses to the local and surrounding community.



Proposed Development

27,500 sq. ft. (1) 10,500 x 2	10,500 sq. ft. (1) 10,500 x 2
29,000 sq. ft. (1) 11,500 x 2	11,500 sq. ft. (1) 11,500 x 2
34,000 sq. ft. (1) 13,500 x 2	13,500 sq. ft. (1) 13,500 x 2
51,170 sq. ft. (1) 20,000 x 2	20,000 sq. ft. (1) 20,000 x 2
21,000 sq. ft. (1) 8,500 x 2	8,500 sq. ft. (1) 8,500 x 2



Pittsfield Township Sweetwater Site Plan Circulation Maps

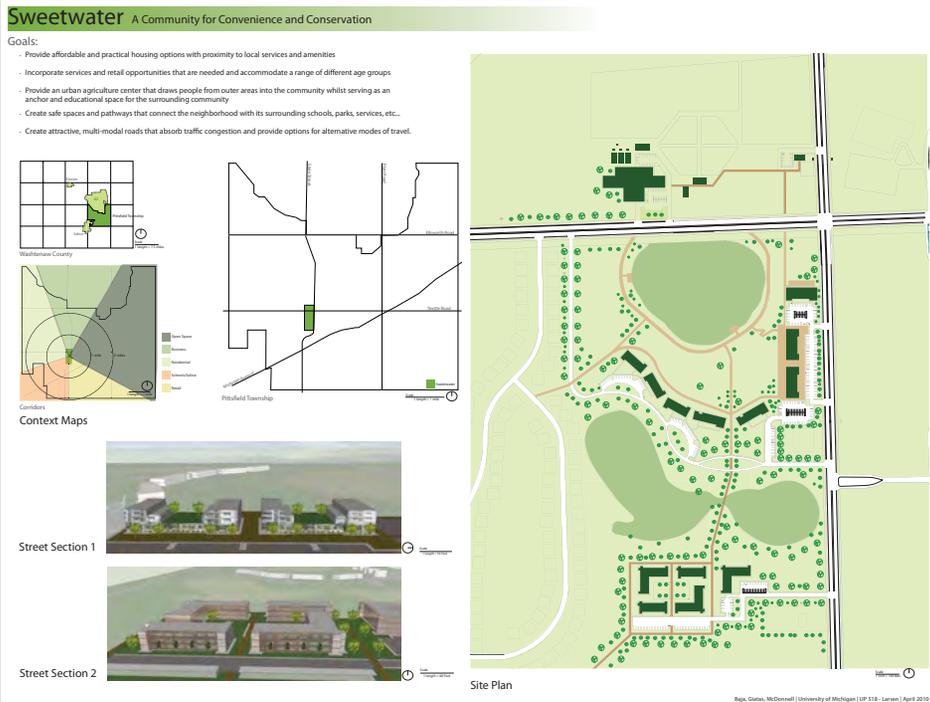


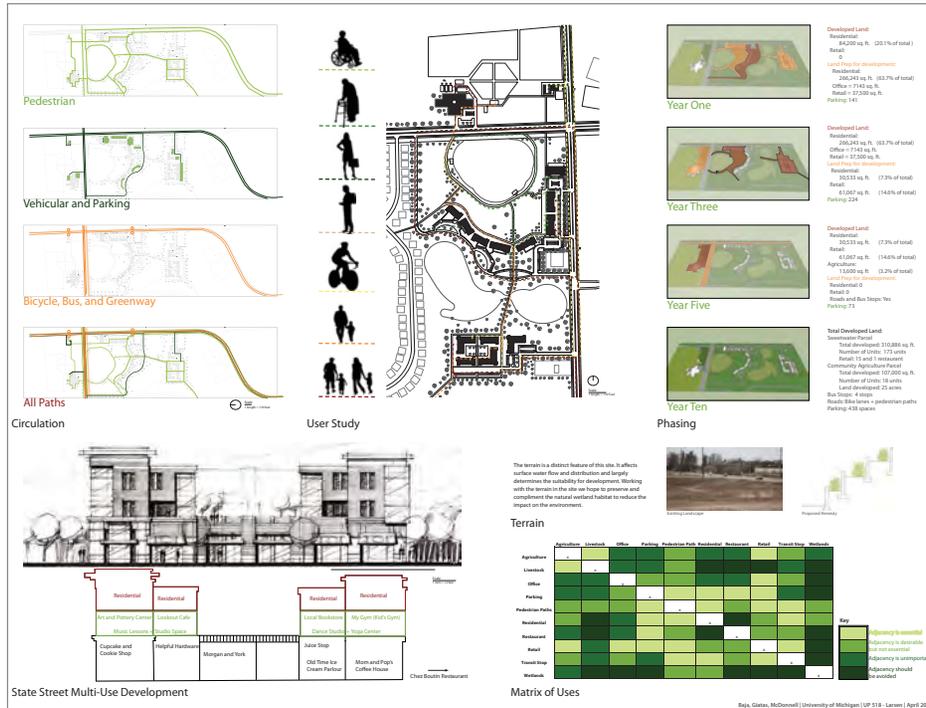
Vehicle Circulation Patterns

User 1: Sweetwater Resident
 Paths along the inner courtyards provide the opportunity for spontaneous interaction with neighbors on sidewalks and front porches.
 Residents must be able to access the community center from the paths for the events and facilities available.

User 2: Visitor
 Those who drive to the site must stay by employees working in the office or individuals coming for the food and restaurant services or retail and commercial.
 The paths around the setback will offer a pleasant environment for exercise and recreation, while not bringing excessive traffic into the community.







BLUE HERON COMMUNITY

GOALS

- 1 | Create **COHESION** within the site + within the greater context of the **COMMUNITY**.
- 2 | Provide **HOUSING** + a unique living experience for **SENIORS**.
- 3 | Maintain the function of **NATURAL SYSTEMS**

COHESION

BLUE HERON COMMUNITY is a reimagining of the 72 acre Sweetwater Site in Pittsfield Charter Township, Michigan.

Utilizing the presence of natural features, Blue Heron Community incorporates 124 residential units into the existing rolling landscape.

Composed of 50 Single Housing Units (850 sq. feet) and 54 Two-and Three - Bedroom Units (1300 sq. feet), Blue Heron Community provides both assisted and independent living for seniors on the North side of the site.

A community center, walking pathways, boardwalk through the wetlands, viewing decks, and a fitness center are built into the design to highlight the importance of community and a sense of place among the residents.

Phase II incorporates retail, restaurants, and a library into the south end of the site, offering amenities for residents, nearby workers, and visitors.

SITE INVENTORY

Water	Vegetation	Adjacent Residential	Pathways Roads	Topography

LILLIE PARK
Blue Heron Community helps to bring cohesion to Pittsfield Charter Township by incorporating the Lillie Park landscape into the design of the site and connecting surrounding neighborhoods through walking trails and preservation of existing natural features.

PITTSFIELD CHARTER TOWNSHIP CONTEXT MAPS | ROADS, WETLANDS + GREENSPACE

■ BLUE HERON COMMUNITY

USA DESIGN, LIZ OLIVERE, DRUMMONT/KITAJANNA/STUDIOS | APRIL 2010 | UPTIS - LARSEN

AREA & FUNCTION

SITE TOTAL AREA= 3,165,608 SF

SINGLE HOUSING (850 SF UNIT) + 42,500 SF (50 UNITS)
MULTI-FAMILY HOUSING (1,300 SF UNIT) + 70,200 SF (24 UNITS)
COMMUNITY CENTER + 13,000 SF
PLAYGROUND (SOFT PLAY) + 26,200 SF
FITNESS CENTER + 8,500 SF
RETAIL RESTAURANTS + 101,000 SF

SEWERHOUSE SURFACE (ROAD & PARKING SPACE) + 26,790 SF + 84,200 SF
200 PARKING SPACES
SEASONAL PARKING SPACE

USERS

SENIORS (RESIDENTS)
MULTIGENERATIONAL RESIDENTS
TEENAGERS (VISITORS)
RETAIL & CLIENTS (VISITORS)

LINKAGE (HOUSING, BOARD WALK, WETLAND)

CIRCULATION

PEDESTRIAN

BICYCLE

INDIVIDUAL CAR / AMBULANCE

PHASING

SITE PLANNING

SECTION

NATURAL SYSTEMS

The wetland currently provides stormwater management for the immediate and adjacent land as well as habitat for wildlife. A variety of Low Impact Development techniques are proposed to maintain and enhance these and other ecosystem services such as carbon sequestration and storage, LID design manages and restores water quality by reducing water and pollutant runoff at its source rather than allowing it to run over the landscape. Incorporating rain gardens, bioswales, and permeable pavement into the design of the community will aid in maintaining and enhancing the current pre-development hydrological and ecological function of the site. Further, reducing the amount of water entering municipal stormwater systems will provide stormwater management cost savings and reduce the risk of exceeding sewer capacity.

Perspective 1 | AMPHITHEATER FOR COMMUNITY GATHERING

Perspective 2 | VIEW OF DRIVE AND PERMEABLE SURFACES

Perspective 3 | BIORETENTION SYSTEMS + PERMEABLE PAVEMENT IN PARKING LOT

Storm Water Management

CONCEPTUAL PLAN OF HYDROLOGICAL SYSTEM MODELING THE MOVEMENT OF WATER ACROSS THE LANDSCAPE

SECTION | RAIN GARDEN

Permeable Pavement allows water to infiltrate through the soil rather than run down the storm sewer. Concrete, asphalt or porous asphalt significantly reduce runoff and peak discharge. Gravel, sand, and permeable aggregate reduce runoff and peak discharge. Gravel, sand, and permeable aggregate reduce runoff and peak discharge. Gravel, sand, and permeable aggregate reduce runoff and peak discharge.

Infiltration trenches are linear troughs designed to hold and then filter stormwater with 2 feet of a permeable infiltration trench consist of a perforated PVC pipe surrounded by rock, gravel, and sand. Infiltration trenches are designed to intercept surface runoff and serve to remove pollutants from runoff.

Grass wetlands are planted with a 100 foot buffer to catch the runoff from the site. This preservation is important not for preventing runoff but to provide opportunities for residents and visitors to enjoy the site's natural beauty and wildlife.

Stormwater catchment and pollutants such as oils and heavy metals from the roadway. Stormwater increases on site stormwater capacity and drains runoff from roadways and gutters.

Grass and grasses will further absorb water infiltration while providing opportunities for recreation and social interaction.

Plan Gardens provide natural hydrological and biological processes by allowing infiltration and spreading groundwater. A minimum of 6 inch topsoil, organic leaf compost, and dry mulch infiltration greater than 1/2 inch per hour. Colorful native plants make this bioretention system particularly appealing.

Native Plants provide a cascade of rain gardens and waterways. Because they have evolved and adapted to the local climate, can tolerate tough conditions and naturally require less maintenance. Native plants with deep roots and shallow water uptake are more effective in cleaning and filtering water.



Resolutions



A RESOLUTION AUTHORIZING THE PITTSFIELD CHARTER TOWNSHIP PLANNING COMMISSION TO APPROVE SUBMISSION OF THE PROPOSED MASTER PLAN FOR APPROVAL BY THE PITTSFIELD CHARTER TOWNSHIP BOARD

Minutes of a Regular Meeting of the Planning Commission for Pittsfield Charter Township, Washtenaw County, Michigan, held at the Pittsfield Township Administration Building, located at 6201 W. Michigan Avenue, in said Township on Wednesday the 14th day of July, 2011, at 6:30 p.m.

Present: Deborah Williams, Matthew Payne, Ann Harris, Christopher Wall
Absent: Amy Longcore, George Ralph, Michael Yi

The following preamble and resolution were offered by Member Harris and supported by Member Wall.

WHEREAS, Pittsfield Charter Township, has the power to adopt, amend, and implement a master plan under the Planning Enabling Act MCL 125.3807; and,

WHEREAS, the Pittsfield Charter Township Planning Commission reviewed the current master plan and determined that amendments should be made; and,

WHEREAS, the Pittsfield Charter Township Planning Commission has notified all required entities of its intent to prepare a new master plan; and,

WHEREAS, the Pittsfield Charter Township Planning Commission has prepared a proposed master plan for the Township, which complies with the Planning Enabling Act; and,

WHEREAS, the Pittsfield Charter Township Planning Commission has submitted the proposed master plan to the Township Board of Trustees; and,

WHEREAS, the Pittsfield Charter Township Board of Trustees has reviewed the proposed master plan; and,

WHEREAS, the Pittsfield Charter Township Board of Trustees approved submission of the proposed master plan to the entities required by the Planning Enabling Act to receive copies of the plan for review and comment;

WHEREAS, the statutory period for review and comment has expired and no person or entity submitted comments indicating that the proposed master plan is substantially inconsistent with the master plan of any adjacent community; and

WHEREAS, the Pittsfield Charter Township Planning Commission held a formal public hearing on the proposed master plan on July 14, 2011 in order to provide additional opportunity for public comment; and,

WHEREAS, the citizens of Pittsfield Charter Township had the opportunity to provide oral and written comments on the proposed plan, which comments have been carefully considered by the Planning Commission; and

WHEREAS, after consideration of the public comments the Pittsfield Charter Township Planning Commission is satisfied that the Pittsfield Charter Township Master Plan is ready for adoption; and,

WHEREAS, the Pittsfield Charter Township Board of Trustees reserved the right to approve or reject the master plan.

NOW THEREFORE BE IT RESOLVED that the Pittsfield Charter Township Planning Commission approves the Master Plan as presented including the maps and descriptive and other material bound with the Master Plan and intended by the Planning Commission to be part of the Master Plan.

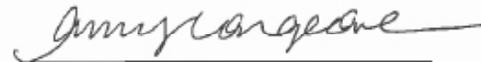
BE IT FURTHER RESOLVED that the Pittsfield Charter Township Planning Commission recommends that the Township Board of Trustees adopt the proposed master plan as presented including the maps and descriptive and other material bound with the Master Plan and intended by the Planning Commission to be part of the Master Plan.

ROLL CALL VOTE:

Ayes: Deborah Williams, Matthew Payne, Ann Harris, Christopher Wall
Absent: Amy Longcore, George Ralph, Michael Yi

Nays: None
Abstain: None

RESOLUTION DECLARED ADOPTED



Amy Longcore, Pittsfield Charter Township
Planning Commission Secretary

DATED: 27 July 2011

CERTIFICATE

I, Amy Longcore, hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Planning Commission of Pittsfield Charter Township, County of Washtenaw, State of Michigan, at a Regular Meeting held on July 14, 2011, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 287, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.



Amy Longcore, Planning Commission Secretary
Pittsfield Charter Township

**PITTSFIELD CHARTER TOWNSHIP
WASHTENAW COUNTY, MICHIGAN
RES #11- 38**

A RESOLUTION AUTHORIZING THE PITTSFIELD CHARTER TOWNSHIP BOARD OF TRUSTEES TO ADOPT THE 2010 PITTSFIELD CHARTER TOWNSHIP MASTER PLAN

At the Special Meeting of the Township Board of Trustees for Pittsfield Charter Township, Washtenaw County, Michigan, held at the Pittsfield Township Administration Building, located at 6201 W. Michigan Avenue, in said Township on Wednesday the 27th day of July, 2011, at 12:00pm.

Present: Grewal, Israel, Scribner, Hunt, Krone, Yi.
Absent: Brown-Harrison.

The following preamble and resolution were offered by Clerk Israel and supported by Trustee Krone.

WHEREAS, Pittsfield Charter Township, has the power to adopt, amend, and implement a master plan under the Planning Enabling Act MCL 125.3807; and,

WHEREAS, the Pittsfield Charter Township Planning Commission reviewed the current master plan and determined that amendments should be made; and,

WHEREAS, the Pittsfield Charter Township Planning Commission has notified all required entities of its intent to prepare a new master plan; and,

WHEREAS, the Pittsfield Charter Township Planning Commission has prepared a proposed master plan for the Township, which complies with the Planning Enabling Act; and,

WHEREAS, the Pittsfield Charter Township Planning Commission has submitted the proposed master plan to the Township Board of Trustees; and,

WHEREAS, the Pittsfield Charter Township Board of Trustees has reviewed the proposed master plan; and,

WHEREAS, the Pittsfield Charter Township Board of Trustees approved submission of the proposed master plan to the entities required by the Planning Enabling Act to receive copies of the plan for review and comment;

WHEREAS, the statutory period for review and comment has expired and no person or entity submitted comments indicating that the proposed master plan is substantially inconsistent with the master plan of any adjacent community; and

WHEREAS, the Pittsfield Charter Township Planning Commission held a formal public hearing on the proposed master plan on July 14, 2011 in order to provide additional opportunity for public comment; and,

WHEREAS, the citizens of Pittsfield Charter Township had the opportunity to provide oral and written comments on the proposed plan, which comments have been carefully considered by the Planning Commission; and

WHEREAS, after consideration of the public comments the Pittsfield Charter Township Planning Commission is satisfied that the Pittsfield Charter Township Master Plan is ready for adoption; and,

WHEREAS, the Pittsfield Charter Township Planning Commission, by resolution, has approved the Master Plan as presented including the maps and descriptive and other material bound with the Master Plan and intended by the Planning Commission to be part of the Master Plan, and;

WHEREAS, the Pittsfield Charter Township Planning Commission recommended that the Township Board of Trustees adopt the proposed master plan as presented including the maps and descriptive and other material bound with the Master Plan and intended by the Planning Commission to be part of the Master Plan.

WHEREAS, the Pittsfield Charter Township Board of Trustees reserved the right to approve or reject the master plan.

NOW THEREFORE BE IT RESOLVED that the Pittsfield Charter Township Board of Trustees adopts the 2010 Pittsfield Master Plan as presented including the maps and descriptive and other material bound with the Master Plan and intended by the Planning Commission to be part of the 2010 Pittsfield Master Plan.

ROLL CALL VOTE:

Ayes: Grewal, Israel, Scribner, Hunt, Krone, Yi.

Nays: None.

Absent: Brown-Harrison.

Abstain: None.

RESOLUTION DECLARED ADOPTED



Mandy Grewal, Supervisor
Pittsfield Charter Township

DATED: July 28, 2011

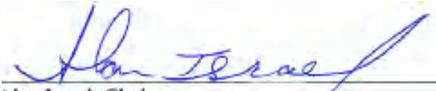


Alan Israel, Clerk
Pittsfield Charter Township

DATED: July 28, 2011

CERTIFICATE

I, Alan Israel, hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Township Board of Pittsfield Charter Township, County of Washtenaw, State of Michigan, at a Special Meeting held on July 27, 2011, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.



Alan Israel, Clerk
Pittsfield Charter Township