



2020 Sustainable Vision



WITH THANKS

This document is the result of an innovative planning process that sought to synchronize the Pittsfield Township Master Plan with the Parks & Recreation Master Plan with the aim of articulating a cohesive and unified vision for our community. A vision that greatly prioritizes parks, green space preservation and, mostly, non-motorized amenities.

The 2020 Vision planning process was conceived and implemented by the Supervisor's Office.

In the end, the 2020 Sustainable Vision Master Plan is the outcome of 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, public forums, kick-off event, design charrettes, working sessions along with park inventory and walking tour. It is their invaluable feedback and suggestions that have shaped the 2020 Sustainable Vision Master Plan into an innovative guide for the future of our community.

We would like to acknowledge Pittsfield Township's planning consultant, Carlisle Wortman & Associates for their assistance in data analysis. Certain Pittsfield Township team members were critical in ensuring the successful implementation of the planning process and compilation of this document, including Craig Lyon, Hillary Schmitz, and notably Jessica West for her outstanding design work.

Last, but not least, our ongoing appreciation for all the Pittsfield Township elected and appointed officials that participated in the planning process and who will provide for its implementation, over the course of the coming years, as we work together to use the 2020 Sustainable Vision to define a Premier Pittsfield.

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Successful Economy

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Ric Lawson, *Huron River Watershed Council*
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Introduction



2020 Sustainable Vision

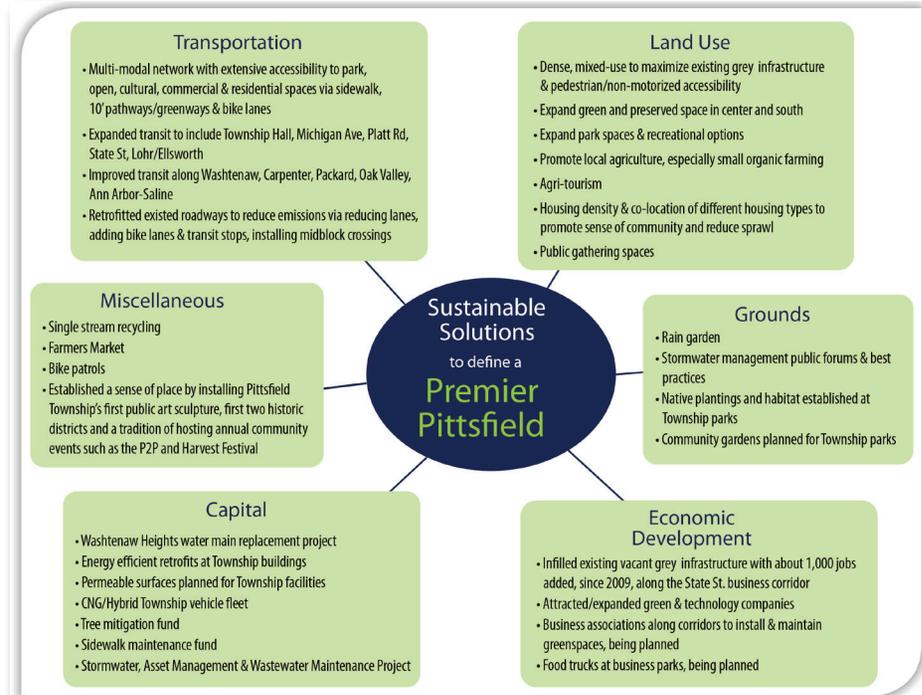
THE 2020 SUSTAINABLE VISION: PITTSFIELD MASTER PLAN

With the adoption of the 2010 Pittsfield Master Plan seven years ago, our community began its journey toward becoming a regional leader in the establishment of a non-motorized transportation network, expanding multi-modality, incorporating public art and spaces into the fabric of our landscape, promoting environmental stewardship, and successfully striking the delicate balance between preservation and (infill) development.

Leveraging a historic \$14 million in grant funding, in those seven years, Pittsfield made significant strides in implementing the vision of the 2010 Pittsfield Master Plan. In 2015, as an update to the Parks & Recreation master plan came due, we decided to implement another innovative planning process, similar to the one undertaken for the 2010 Pittsfield Master Plan (2009-2011), that envisioned synchronizing our two major planning documents - Township Master Plan and Parks & Recreation Plan - to outline one cohesive vision for our community. The need and importance of doing so derives from the fact that Pittsfield Township residents consistently prioritize parks, recreation and open space preservation at the top.



The 2020 Vision planning process, conducted October-December 2015, provided for robust public engagement and generated about 750 survey responses (5.5% response rate) that are geographically representative and statistically significant. Before we delved into analyzing this input, we first undertook a review of the extent to which we had been successful in achieving the goals and objectives outlined in the 2010 Pittsfield Master Plan. As we did so, with Working Groups for each topical area/chapter, it quickly became apparent that, since the adoption of the 2010 Pittsfield Master Plan, we have operated within a framework of sustainability, as depicted in the below diagram.



To further understand, from the public and stakeholders, how sustainability functioned within Pittsfield Township's current framework, we hosted the first Sustainability Conference in April 2016. We have taken the input from this Conference along with the substantive public input and feedback obtained through the 2020 Vision planning process to articulate a vision in this document



that provides for planning our community within the context of non-motorized and multi-modal connectivity, active and passive recreation, infill and mixed-use development, and green space acquisition and preservation.

In other words, we have made sustainability a central unit of analysis in updating the Master Plan and Parks & Recreation narrative along with our goals and objectives such that our future vision is defined within a sustainable framework to: (a) expand amenities and accessibility to park spaces, especially in deficient areas such as the northwest and northeast; (b) expand green and preserved spaces, including providing for small, organic farming; (c) implementing traffic congestion solutions that promote multi-modality and reduction in emissions; and (d) continued expansion of the non-motorized network we began establishing in 2009 such that it provides for seamless inter-connectivity between our public, residential, park, cultural, green, entertainment, commercial, green and open spaces.

With regard to the Master Plan – 2020 Sustainable Vision – we have updated some basic information such as demographics and geographic characteristics while retaining the original content of the chapters but providing an addendum to each. The updated pages and addendums have been identified visually by a green border at the top of the page. This Master Plan, then, is comprised



2020 Sustainable Vision

THE 2020 SUSTAINABLE VISION: PITTSFIELD MASTER PLAN



Share Your Vision

2020 Vision

Arts & Culture

What initiatives should the township prioritize

- a downtown area - identity, walkable shops - not sure where that would be
- fine - dining / fewer fast food places maybe a little walking mall
- doing a fine job with this - stay the course!
- give the Pittsfield Preserve an identity (ex) Art park / trails or working / learning farm (a Preserve maybe a greenhouse?)
- Bandshell
- Highlight Township's History - especially a Preserve

Share Your Vision

2020 Vision

Transportation

How can we improve local roads, trails, non-motorized

- Bike paths on the east + SE side of T (EAST OF US-25) ON Mich Ave. (off Road) etc.
- Signage indicating beginning and end of greenways
- → LTG drops you at Marshview w/ no indication of trail ending
- More sidewalks at Montibeller Park
- Pathway/Bike Path extended from Michigan Ave to Bemus down Platt Rd. +1 TO THE MAX (CROSS PARK) -1 TO THE MIN (PARK) -1 TO THE MAX (PARK) -1 TO THE MIN (PARK)
- Traffic circles are in direct opposition to non-motorized travel - need better coordination w/ MICH and MDOT

Share Your Vision

2020 Vision

Montibeller Park Design Workshop

Saturday, Dec 5th

10:00 AM - 11:30 AM

@ 6201 W. Michigan

www.pittsfield-mi.gov/masterplan

2020 Vision: A Green Pittsfield Working Group

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

Objectives	Achievement Banking Scale 0-5: 0 = no achievement 5 = full achievement	Examples/Highlights of Achievement
1. Ensure Township Ordinances and Land Development Standards encourage the use of alternative energy sources (e.g., wind, solar, geothermal, biomass).	1.	1a. 1b.
2. Expand the Township's single-stream recycling program to include businesses and multi-unit residential developments.	2.	2a.
3. Encourage developers to utilize energy efficient building practices and materials and provide incentives for their use.	3.	
4. Promote alternative modes of transportation, such as mass transit, bike paths, and trails throughout the Township.	4.	

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

2020 Vision Retain or revise current objectives or include additional objectives, if needed.	Priority Ranking of Objectives Scale: 1-5: 1 = low priority 5 = top priority	Examples of how these objectives can translate to specific projects/initiatives
1.		1a. 1b.
2.		
3.		

- Goal**
To preserve and protect examples of Pittsfield Township's history.
- Goal**
Support and enhance existing neighborhoods in the Township.
- Goal**
Recognize that the quality of place in Pittsfield is an economic driver.

2020 Vision: Pittsfield Township Planning Survey
Share Your Vision

Thank you for taking the time to complete this planning survey to inform us of your future vision for Pittsfield Township. Your input will provide valuable information as we update the Parks & Recreation and Township Master Plan.

The survey is divided into three sections: Tell Us About Yourself; Parks & Recreation; Master Plan.

This survey will take about 20 minutes to complete and is confidential. If completing a paper version of the survey, please return the completed survey to Pittsfield Township, 6201 W. Michigan Ave, Ann Arbor, MI 48108.



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 inter-linkages within and between each of the topics. These topics are: Transportation and Land Use; Great Neighborhoods; Successful Economy; Green Pittsfield; Arts & Culture; and Open Space, Agriculture and Natural Resources.

Each of these chapters has an addendum that articulates the 2020 Sustainable Vision. The addendums begin with a narrative that presents the vision and then specifies the goals and objectives for that topic area. Each of these – the narrative, goals, objectives – build upon the vision of the 2010 Pittsfield Master Plan and the work we have accomplished in the last seven years. We believe that retaining the content of the last Master Plan and refocusing it through the sustainability lens complies with the direction and spirit of the 2020 Sustainable Vision Master Plan for Pittsfield Township.

The 2020 Sustainable Vision Master Plan was developed through a transparent process led by residents and community stakeholders who are committed to making a difference in Pittsfield and 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, but we want to define how that change occurs in a sustainable manner. The 2020 Sustainable Vision Master Plan outlines policies and priorities that will guide and manage sustainable change in our community.

*Mandy Grewal, Ph. D.
Pittsfield Township Supervisor*



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

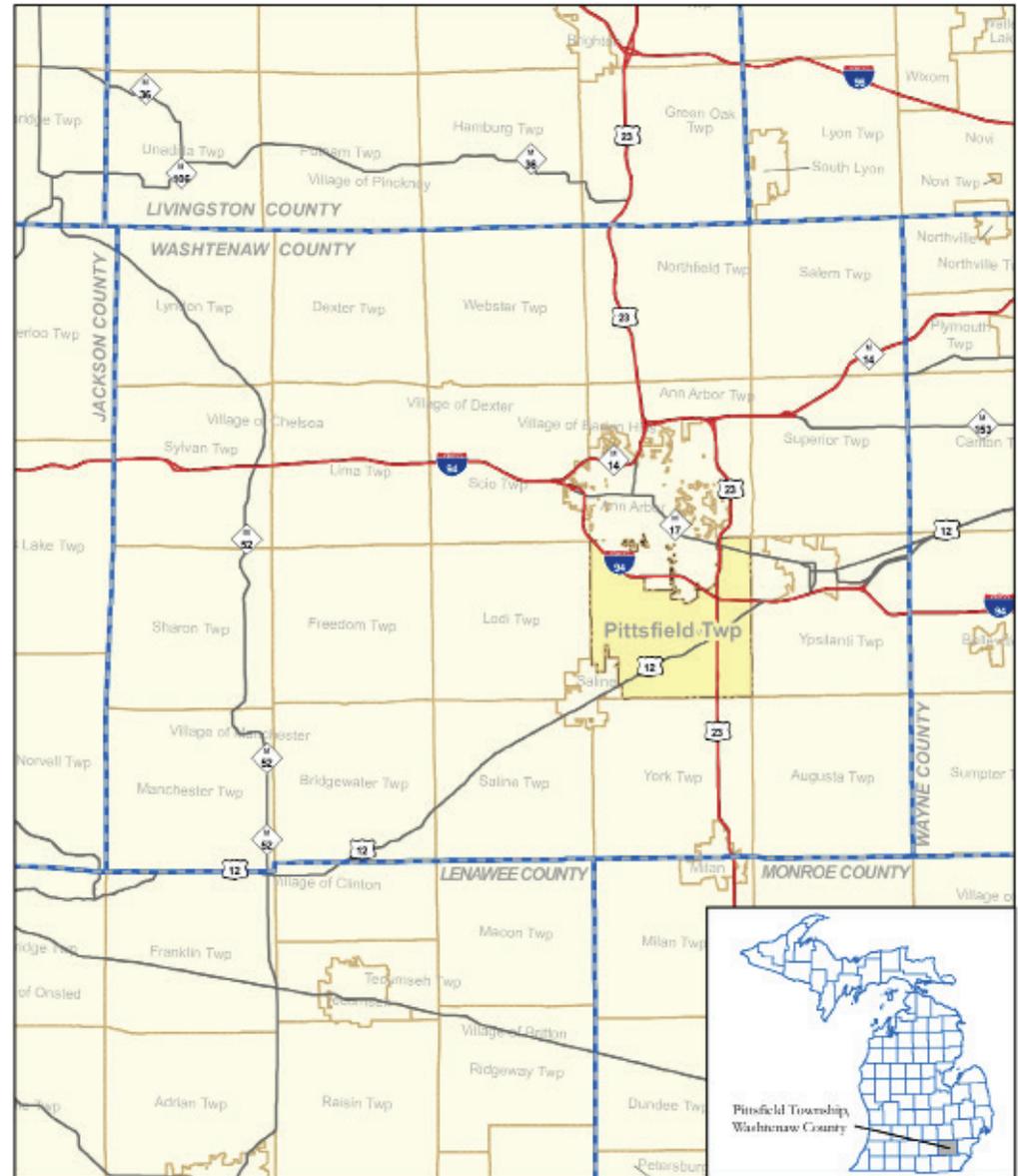
In 1824, Geo. W. Noyes made the first purchase of the federal land that would later become Pittsfield Township. This land is located in what is now Section 10 of the Township; section 10 is located between Platt and Stone School Roads, bordered by Packard Road on the north and Ellsworth Road on the south.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

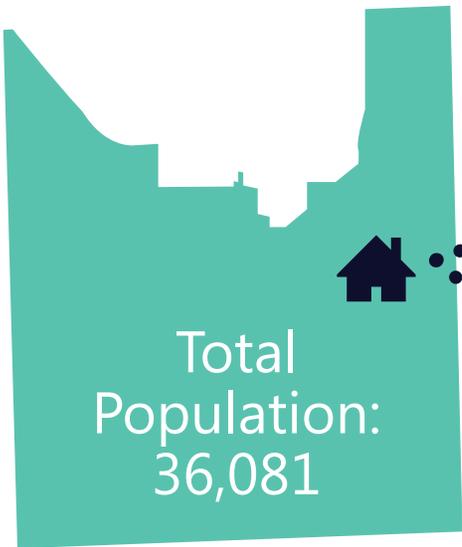
While there has been relatively steady population growth in Pittsfield since the turn of the 19th century starting at just over 1,000 residents, there was a tremendous increase when the population more than doubled between 1980 and 2000 going from 12,986 to 30,167. Between 2000 and 2010 Pittsfield Township's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

www.pittsfield-mi.gov/history



Source: McKenna Associates

SNAPSHOT OF PITTSFIELD TOWNSHIP

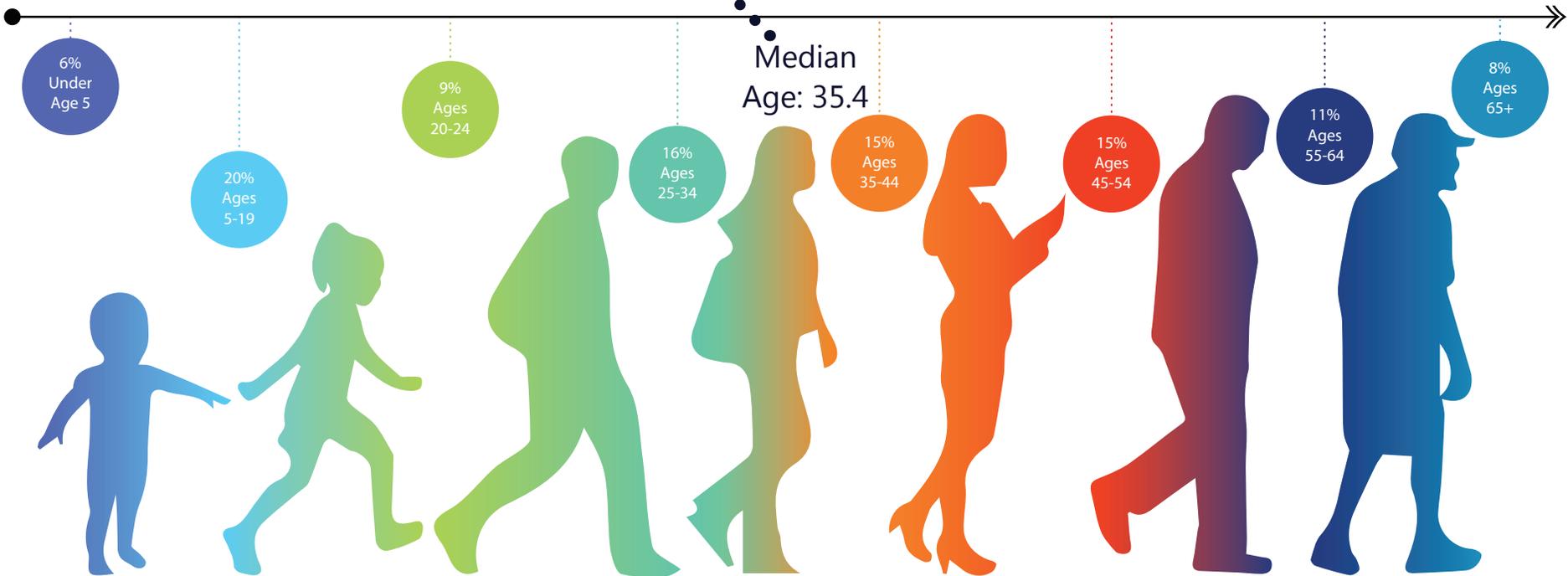


Pittsfield Township has approximately 36,000 residents and is primarily suburban. The Township has seen modest growth; between 2000 and 2014, the population has grown by about 6,000 people. Like most communities in America, the population is aging. While the median age seems relatively low, it is 4 years older than census data from 2000, and currently over 1 in 10 residents is over the age of 65, in comparison to 1 in 20 residents in 2000.

Socio-economic status

The household median income at around \$69,000 annually is about \$19,000 higher than the State of Michigan. Pittsfield Township's poverty rate is 6% lower than Michigan's, and the unemployment rate of 5.5% is about half of Michigan's rate of 9.8%.

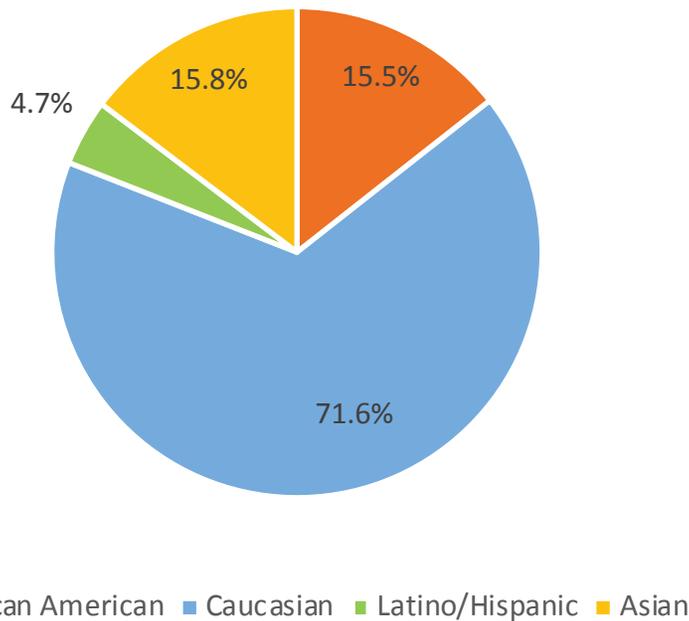
When unemployment is broken down by age, it is over 4 times more likely for the age group 16-19 to be unemployed. The unemployment rate of this age group is 22.1%. Unemployment rates drop to their lowest between 55-59 and 60-64 where the rates are 2.9% and 2.8% respectively. The remaining age groups hover more closely to the overall average unemployment rate of 5.5%.



In Pittsfield poverty rates are highest those aged 18-24 years of age. Of those whose income falls below the poverty line, one-third of them fall into this age bracket. This figure can be slightly misleading as it could correspond to college-bound residents with limited student incomes. That is to say, this inflated poverty rate is likely temporary until the student find employment. The poverty rate drops by half in the next age group 25-34. More alarming however is that 9.1% of children under age 5 live in poverty.

Race

Pittsfield Township is primarily Caucasian. However, there have been slight changes to the racial make-up since the year 2000. The Asian population has grown by over 5%, and the Caucasian population has dropped by about 4%. As of 2014, about 18% of Pittsfield residents were foreign born.



*The total exceeds 100% because Latino/Hispanic is considered an ethnicity, and is double counted amongst the other races.

The US Census uses six categories to describe disabilities. The disabled population discussed below includes those who have difficulty with vision, hearing, self-care, independent living, cognition, and ambulatory difficulty. Disability varies by age, typically with those aged 65 or older experiencing a higher proportion of disabilities. For example, of the 6.6% disabled population in Pittsfield Township, almost two-thirds are aged 65 or older. This age group struggles mostly with ambulatory difficulty and independent living.

Households earning <\$24,999: 16.9%

Disabled population: 6.4%

Below poverty level: 8.9%

Households without a vehicle: 1,080

The figures above provide clear picture of how diverse Pittsfield is. This demographic data, recommended for review by the Department of Natural Resources, helps inform and guide what type of amenities and infrastructure is worthwhile for further investment. For example, understanding that over 1,000 Township residents do not have access to a vehicle may highlight the importance of connecting people to parklands through alternative modes. Moreover, once a community understands the types of disabilities that its residents have, it can invest in amenities and facilities that make parks a more enjoyable place for them. Knowing the magnitude of elderly residents with ambulatory difficulty can steer investment towards programs (such as fitness classes) for the less able-bodied, and for additional ramps and/or benches.

Households earning <\$24,999	16.9%
Disabled population	6.6%
17 and under	4.8%
18-64	51.6%
65 and older	43.6%
People with no vehicle available	1,022
15-34	311
35-64	457
65 years and older	254
People below poverty level	10.3%
17 and under	21.1%
18-64	73.6%
65 and older	5.3%
Unemployment rate (age 16+)	5.5%
16-29	34.2%
30-64%	21.0%
65 and older	9.9%
Median income	\$69,164
25 and under	\$31,656
25-44	\$72,212
45-64	\$94,901
65 and older	\$47,624

Housing

Pittsfield Township housing tenure is split relatively equally between homeowners and renters. The majority of homeowners live in single-family, detached homes whereas renters tend to live in buildings with 5-19 units. Rentals tend to be clustered in the northern section of the township, adjacent to Ann Arbor. Interestingly, homeowners have a considerably larger household size than renters.



Total Number of Housing Units: 14,661

Source: ACS 2015 5-Year Estimates



Top 3 industries

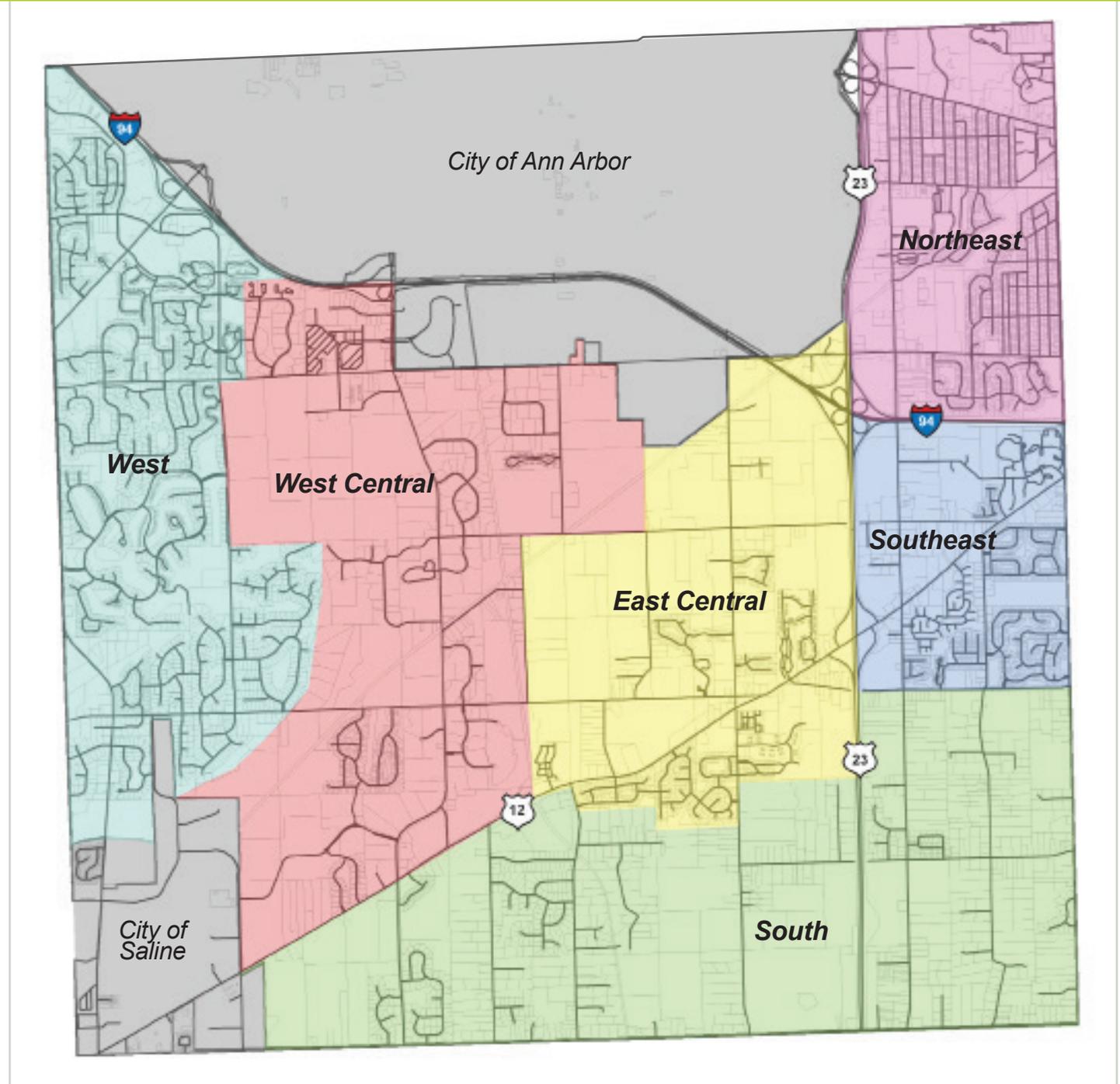
Below are the top three industries in Pittsfield Township by percentage of the population employed in these sectors. Since the year 2000, "education, health and social services" has bumped up from the third largest industry to the first (ACS 2015 5-Year Estimates).

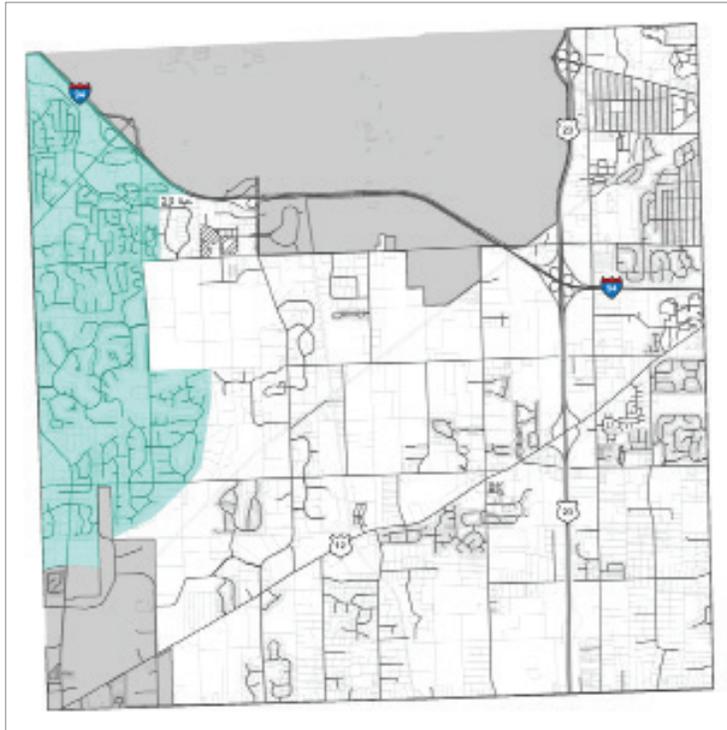
1. Educational services, and health care and social assistance: 35.1%
2. Manufacturing: 14.2%
3. Professional, scientific, and management: 12.2%



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.

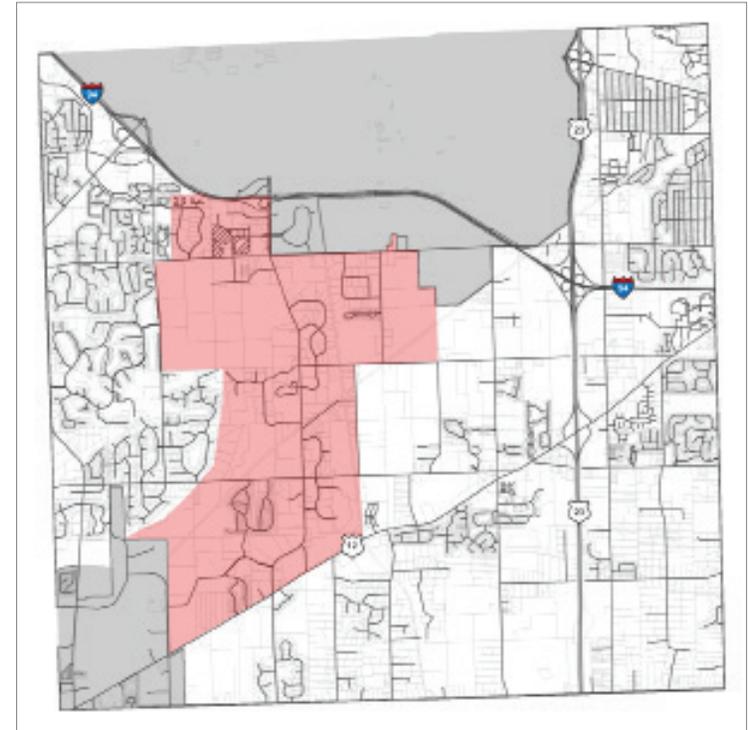
In understanding and respecting existing land use patterns, the following generalizations and categorizations, based on geographic location within the Township, are useful:





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. These retail centers became the first to implement mixed-use development, provided for in the 2010 Master Plan, which has resulted in seamless non-motorized connectivity, multi-unit residential and storefronts along Ann Arbor-Saline Road.

There remains a dearth of green space in this part of the Township, which is why the Board of Trustees' approved the first land purchase in eight years for a public park at the corner of Oak Valley and Waters Roads, in May 2016. This, along with our commitment to provide for green and additional park spaces, as part of future residential/commercial development in the west, should provide for that balance between green and grey infrastructure central to the 2020 Sustainable Vision.

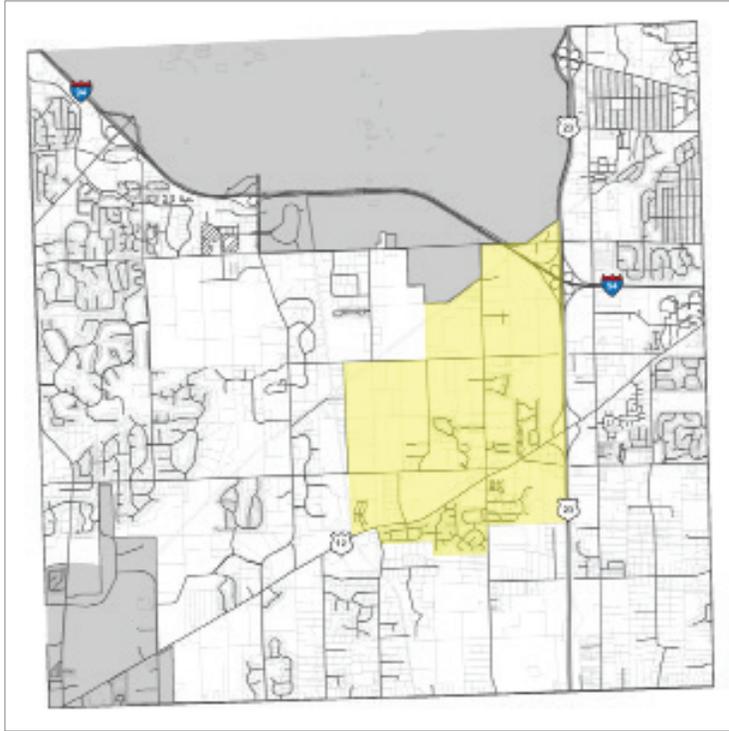


This area is characterized by the business districts within it and includes the Ann Arbor airport, which is owned and operated by the City of Ann Arbor, and some commercial activity toward the southern edge of the West Central area.

The main business corridor is located along State Street. The State Street corridor, between Ellsworth and Michigan Avenue, is home to a diverse set of employers ranging from alternative energy and technology firms, to light manufacturing, such as truck parts and medical equipment facilities. In order to address the urgent need to redesign State Street, the Board of Trustees established a Corridor Improvement Authority in December 2013 to implement a complete street that will accommodate multiple modes of transportation and incorporate greenscapes.

Since 2011, the addition of a public park and historic district; installation of greenways; expansion of transit to this part of the Township along with mixed use developments at State St. and Textile Road have greatly enhanced the vibrancy of this region. The Oak Valley Business Park continues to attract information and other technology-based firms, especially those seeking close proximity to residential units on the west.

EAST CENTRAL

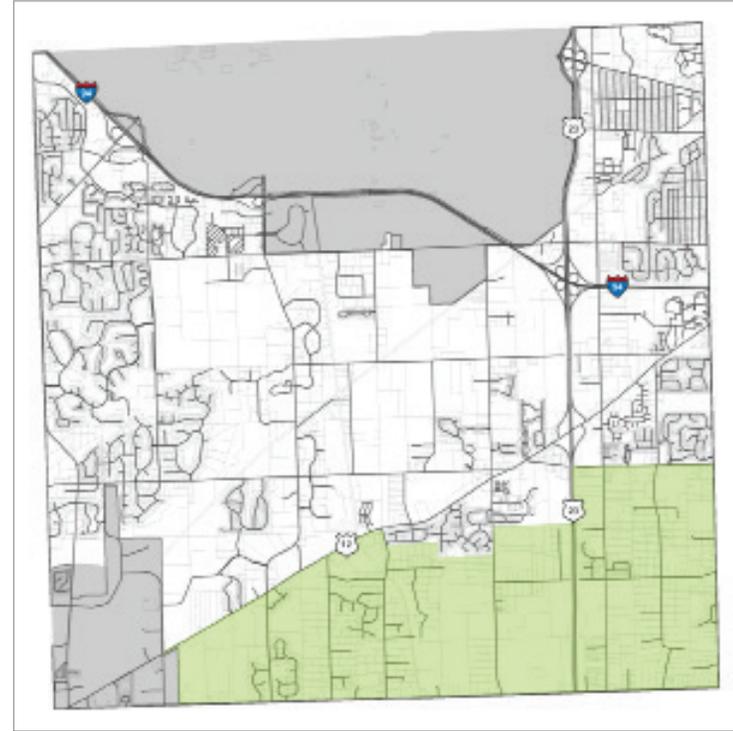


The largest tract of preserved green space - the Pittsfield Preserve at approximately 500 acres - is located in this region. Public facilities, including the Township Administration campus, are located here. There are diverse residential neighborhoods within this area, including one of the largest subdivisions in the Township and several condominium complexes.

Since 2011, the preserved green space around Pittsfield Preserve has expanded with land acquisitions by the Natural Area Preservation Program and the Greenbelt Program. In addition, we have established a historic district at Harwood and a Farmers Market at Township Hall; expanded transit along Platt and Michigan; installed greenways along Michigan and Platt connecting to the Township's most vibrant parks (Lillie Park) – all of which has provided for public gathering spaces and sense of community in this part of the Township.

There continues to be a need to alleviate traffic congestion and 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

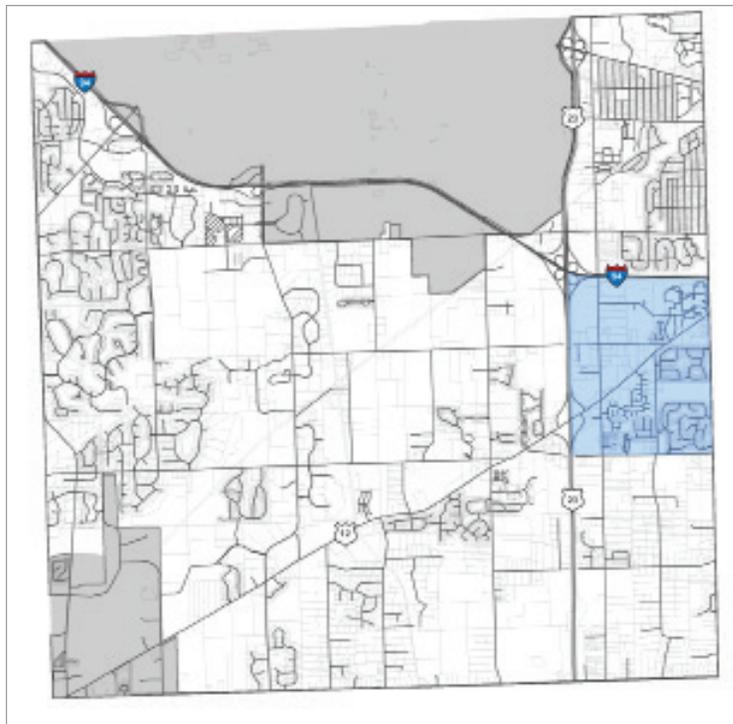


The area of the Township south of Michigan Avenue is defined by rural residential, open space, and agricultural land. There are large lot residential neighborhoods interspersed into the landscape, however, agricultural uses and residential homesteads on parcels that are 2.5 acres or larger dominate this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

In 2013, Wall Park was brought online that provides for a recreational space with a goal of expanding passive recreational options. There is also a need to extend the Platt Road Greenway south of Michigan to provide for north-south non-motorized access.



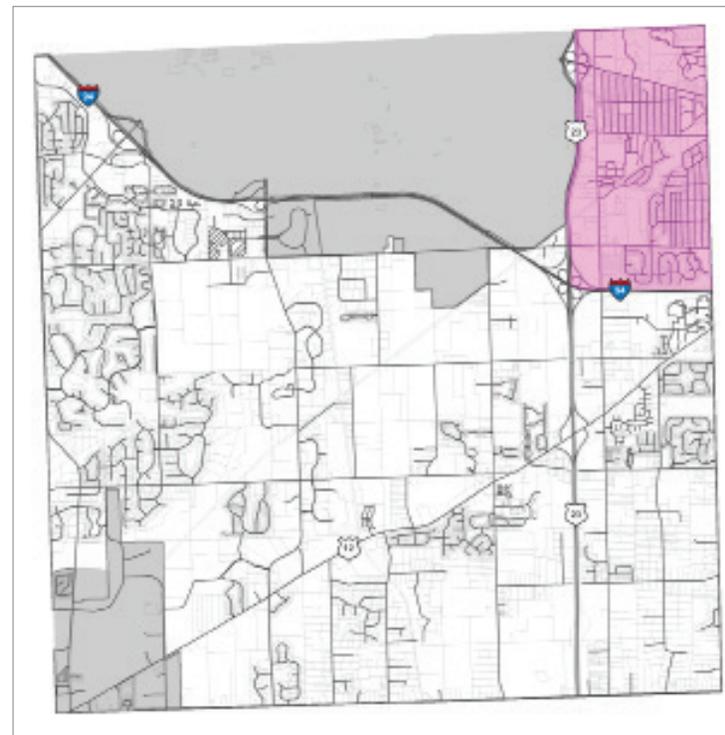
SOUTHEAST



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 access to 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.

Even though greater transit options have been made available, since 2011, there continues to be a scarcity of non-motorized transportation choices such as sidewalks and pathways in this part of the Township. 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 full connectivity in Pittsfield.

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. The first mid-block crossing in Pittsfield was installed on Carpenter Road in 2012. Since then, many other multi-modal improvements have been made along Carpenter Road and Washtenaw Avenue corridors including enhanced transit services, sidewalk installations and additional mid-block crossings.

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

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

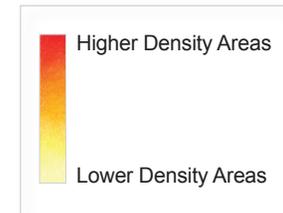
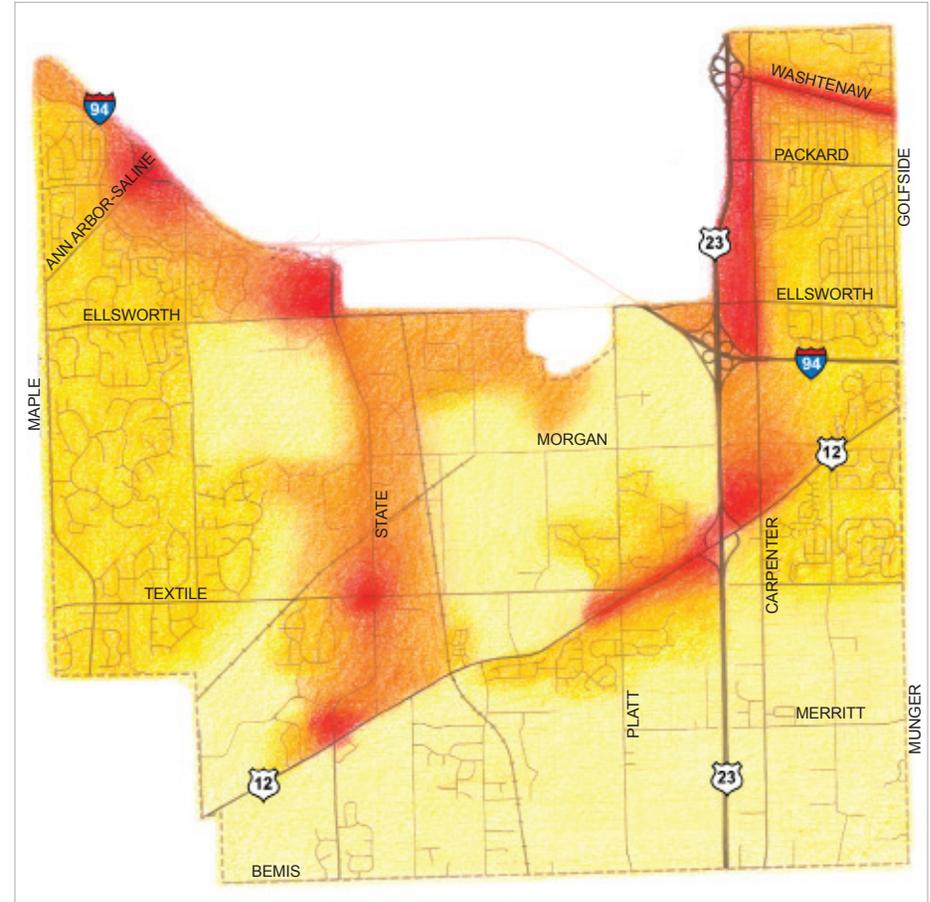
The 2010 Pittsfield Master Plan moves toward reframing the dialogue beyond the dichotomy of sprawl versus density toward one that highlights a spectrum of choices along a continuum of land use types. Neither end of the spectrum is a desirable alternative as one considers infrastructure and existing land 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.

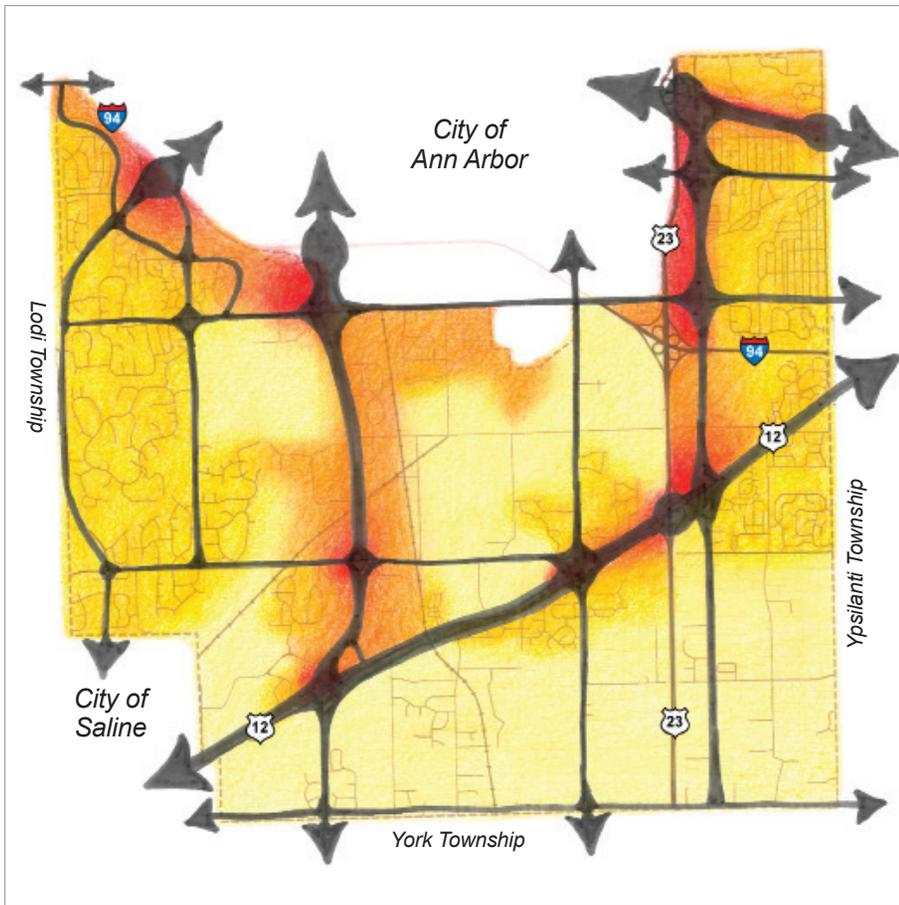
In defining the Township vision and priorities, the 2010 Pittsfield Master Plan does not limit itself to established standards but defines land use categories that explicate clear boundaries and create Township-wide patterns.

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.

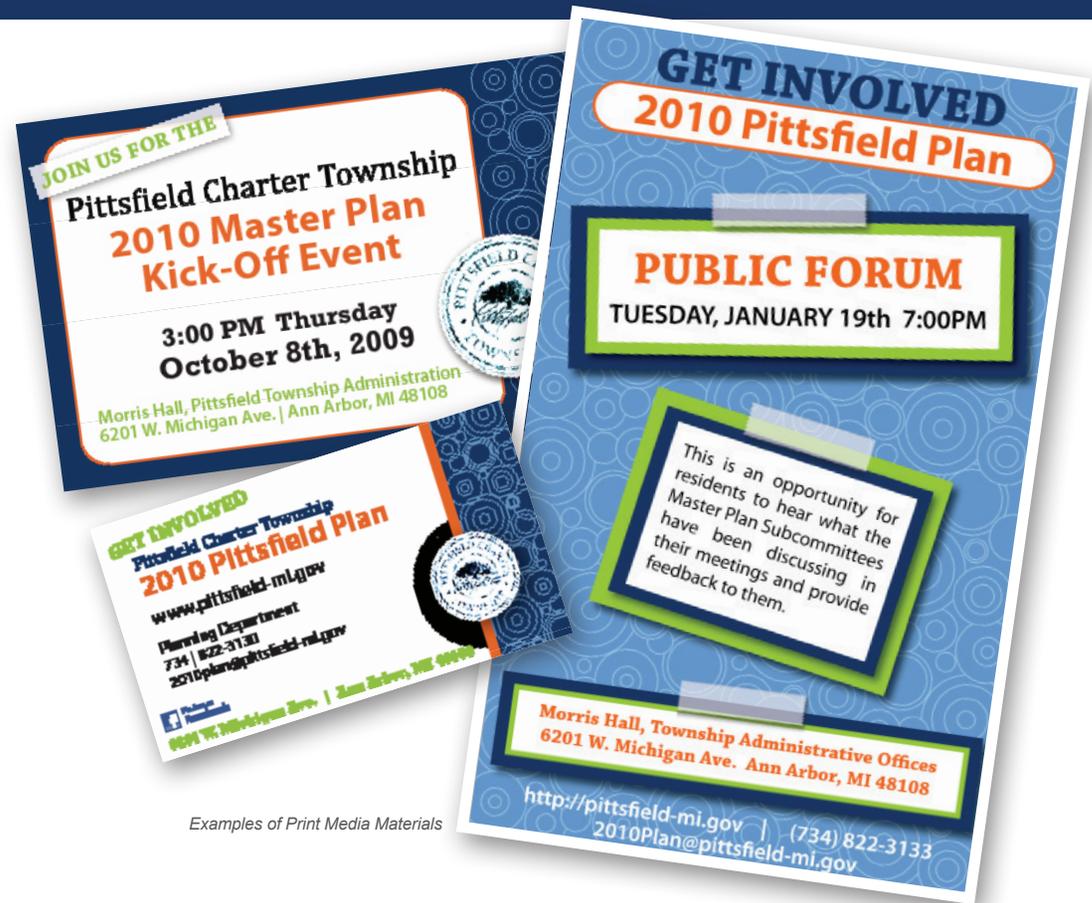
“In the end, the 2010 Pittsfield Master Plan is a commitment to create a coherent and comprehensive development and preservation pattern that will result in practical, productive, and sustainable growth and conservation in Pittsfield Charter Township.”

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

A VISION FOR TOMORROW

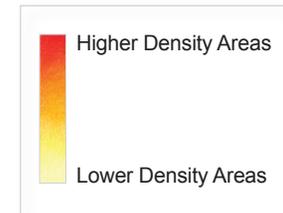
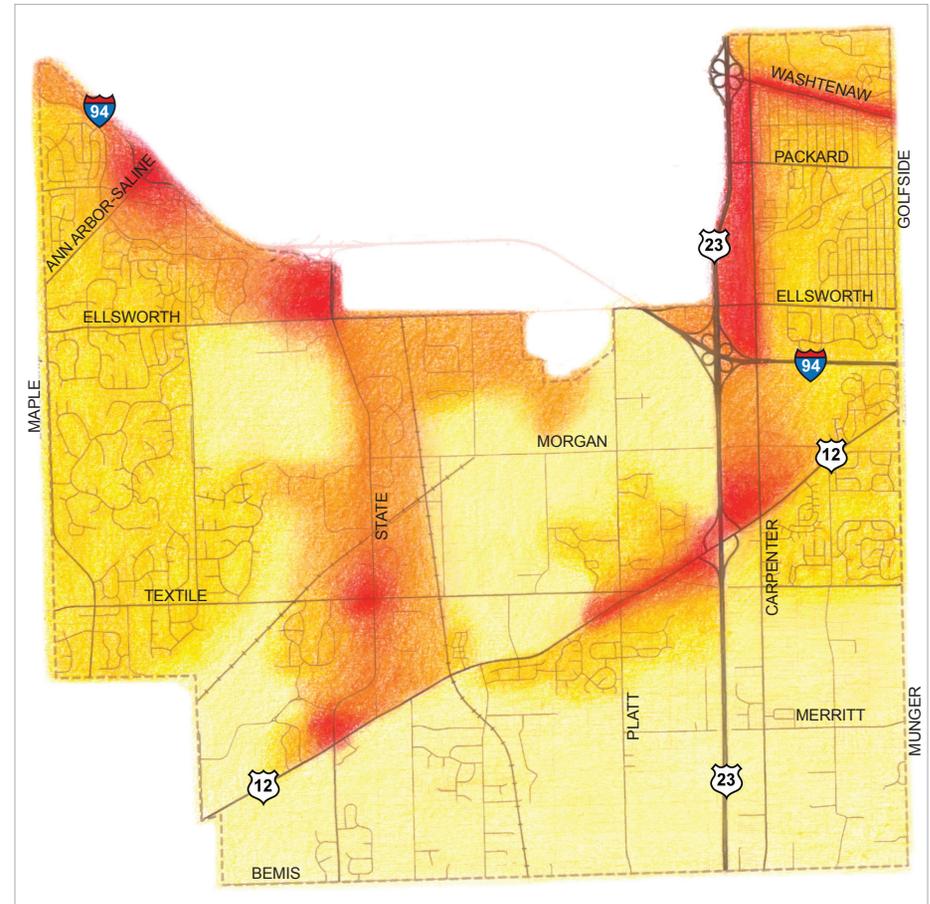
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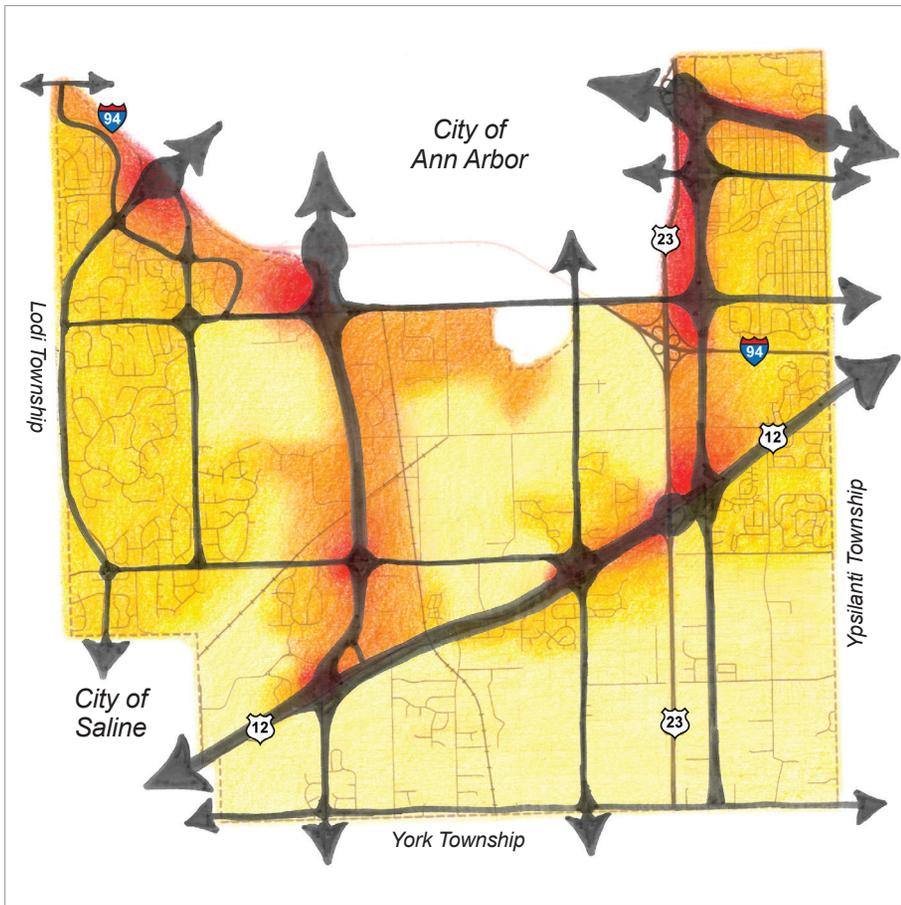
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“After having, in seven short years, manifested the vision of “mainstreaming non-motorized transportation, dense mixed-use, and infill development within a non-urbanized and township context,” our next step is to hard-code sustainability into the DNA of our work processes and products.”



After having, in seven short years, manifested the vision of “mainstreaming non-motorized transportation, dense mixed-use, and infill development within a non-urbanized and township context,” our next step is to hard-code sustainability into the DNA of our work processes and products.

For the purposes of this document and Pittsfield Township’s past and future prioritization of projects/initiatives, we are defining sustainability to mean: (a) the preservation and expansion of open/green/park spaces wherein native habitats, rain gardens, pollinator gardens and local farming are supported; (b) expansion of a multi-modal transportation network that reduces emissions and promotes public gathering spaces; and (c) development that relies on infill and density to minimize expansion of grey and impermeable surfaces.

This focus on sustainability arises as much from a need to preserve our environment as it does from creating a sense of place for all, including seniors and youth, such that everyone not only feels welcome but enjoys living, working and recreating in Pittsfield Township. By promoting infill and mixed-use development, our vision is to create spaces that provide immediate multi-modal access to services and amenities within a green and visually pleasing environment. By promoting non-motorized and transit, our vision is to provide everyone greater access to healthy lifestyles and services/amenities that are not in close proximity. By expanding our preserved and green spaces, our vision is to respect Pittsfield’s agricultural heritage by supporting local agriculture and access to local foods while providing for a seamless inclusion of green spaces and nature into the fabric of our community.



While the ultimate goal remains to strike the balance between preservation and (infill) development, the idea is to do so by expanding green/preserved spaces and non-motorized amenities that connect to regional networks and destinations while promoting mixed-use development within grey spaces. This focus not only further promotes sustainability but also a sense of place by supporting local farming, public gathering spaces, public art, local (green) businesses. The biggest challenge in meeting these goals is to retrofit our transportation corridors to alleviate traffic congestion and improve safety for all users including motorists, bikers and pedestrians. As such, we must identify funding streams and sources to meet this challenge.

Regardless of challenges, the support from our community to centralize sustainability into the 2020 Sustainable Vision Master Plan gives us the needed incentive and energy to work toward manifesting the vision we have outlined for Pittsfield Township by not just meeting but, as we did with the 2010 Master Plan, exceeding the goals and objectives outlined in this document.





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.

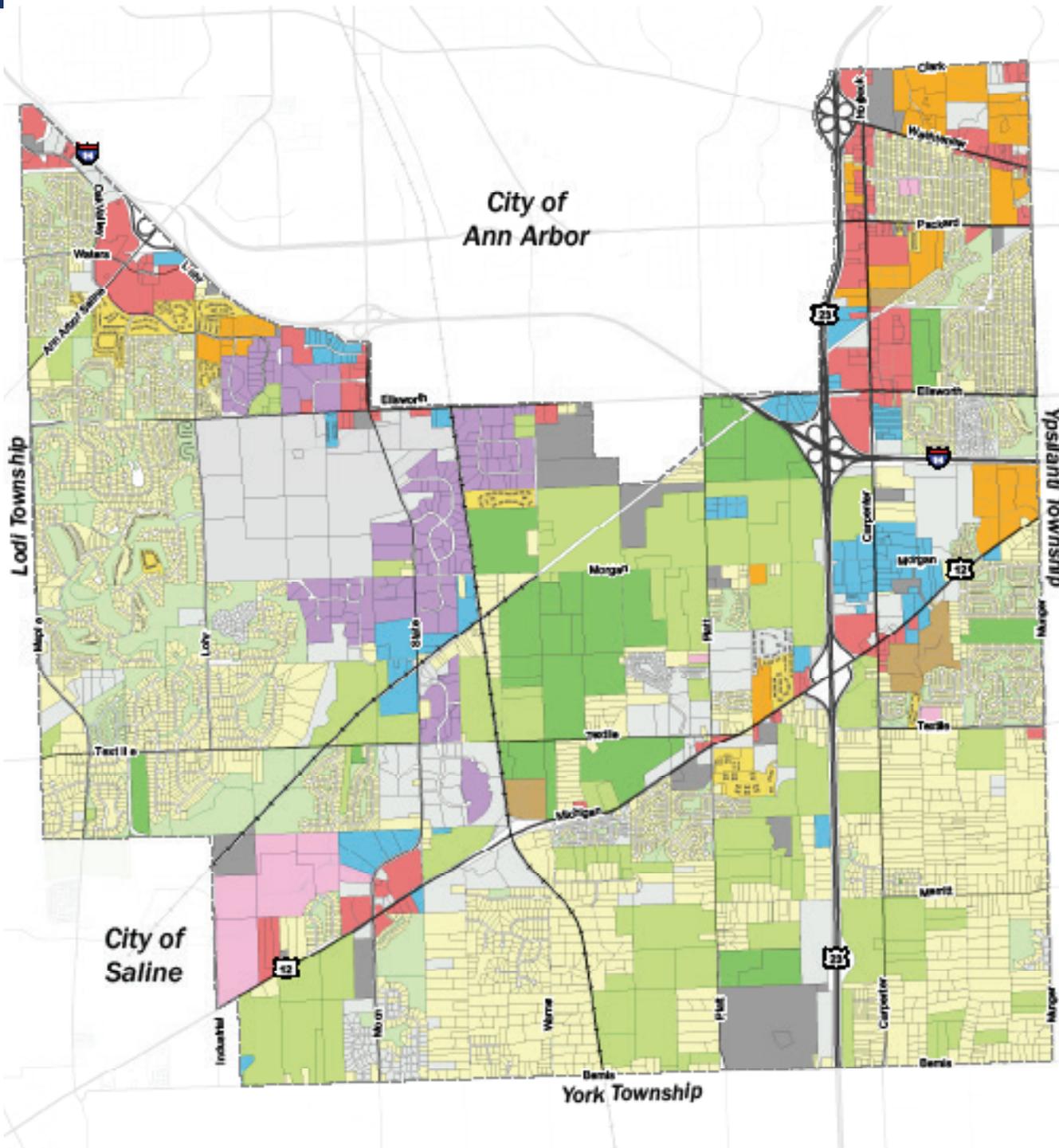
The types of land uses have been designated for specific areas of the Township and are based on: future land use needs; existing land use patterns; existing and planned neighboring uses; existing or intended community character; and existing and planned infrastructure such as: transportation facilities,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

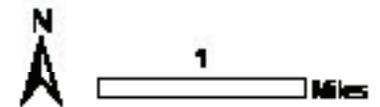
Existing Land Use Map



Pittsfield Charter Township
Washtenaw County, Michigan



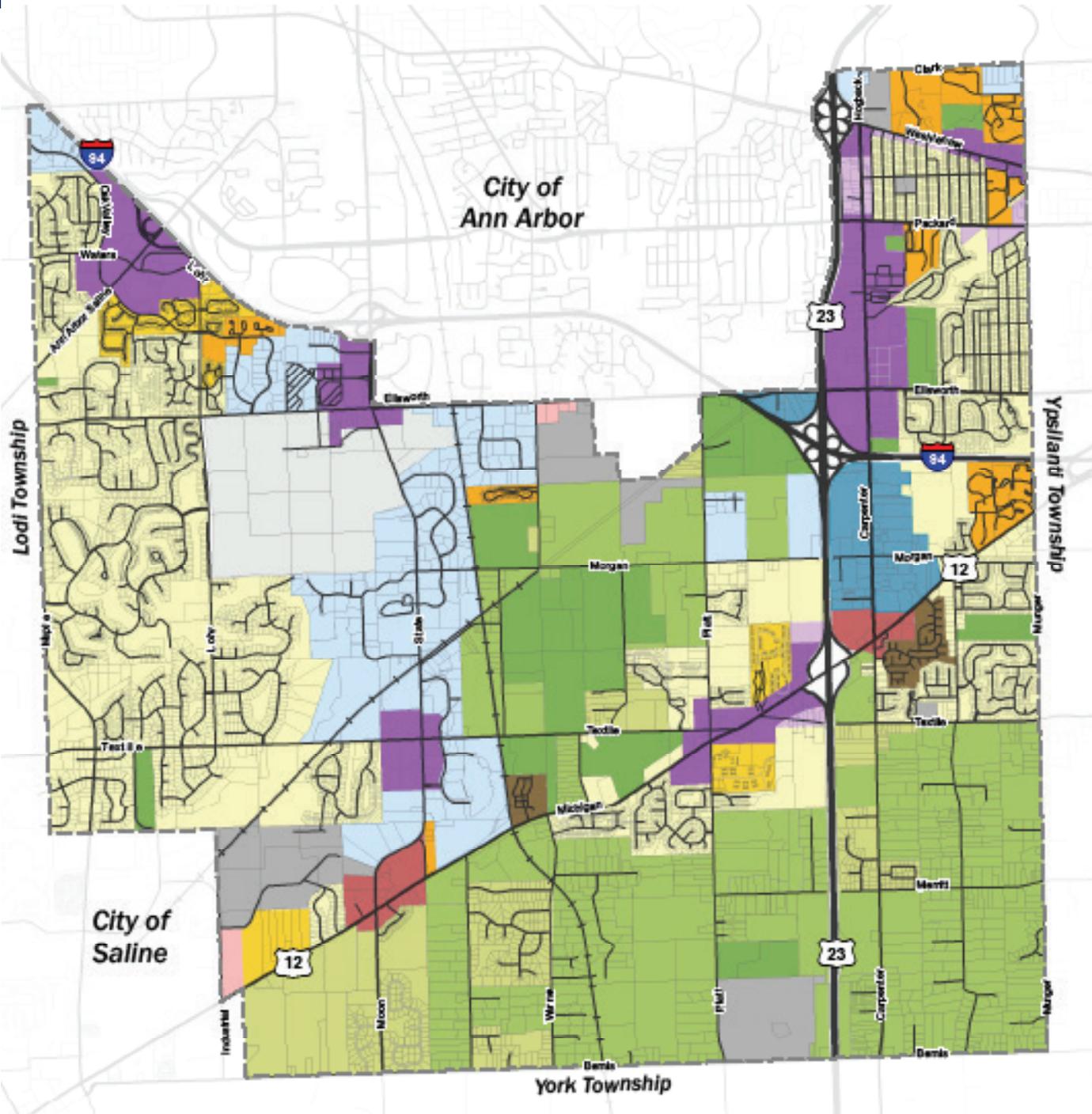
- Agriculture
- Private Open Space
- Single Family Residential
- Attached Single Family Residential
- Multiple Family Residential
- Manufactured Housing Park
- Commercial
- Office/Research
- Industrial
- Ann Arbor Airport
- Public/Semi-Public
- School
- Park
- Vacant



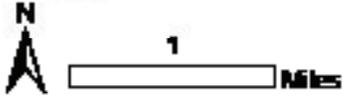
Future Land Use Plan



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-MOTORIZED PATHS/BIKE Lanes
- ★ [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

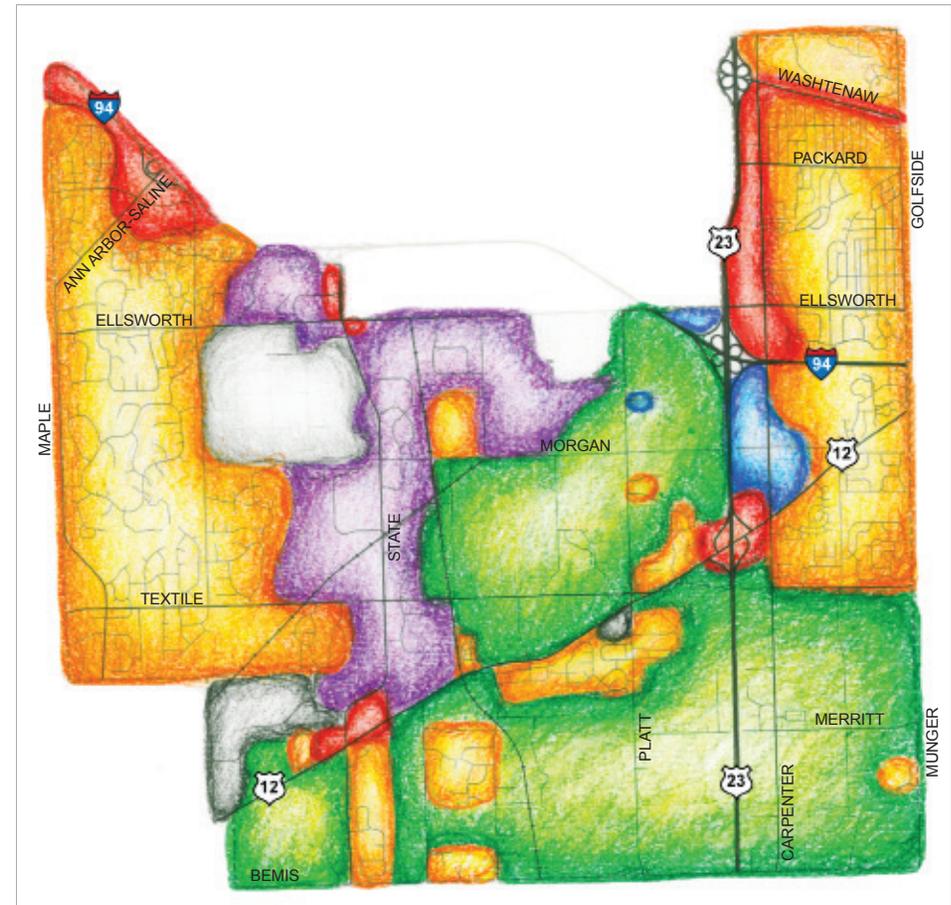
Pittsfield Township is defined by specific geographic characteristics and has a wide spectrum of land uses including commercial corridors, business parks, agricultural lands, park land, open spaces, and many strong residential areas which represent a variety housing options. However, these uses are often 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.

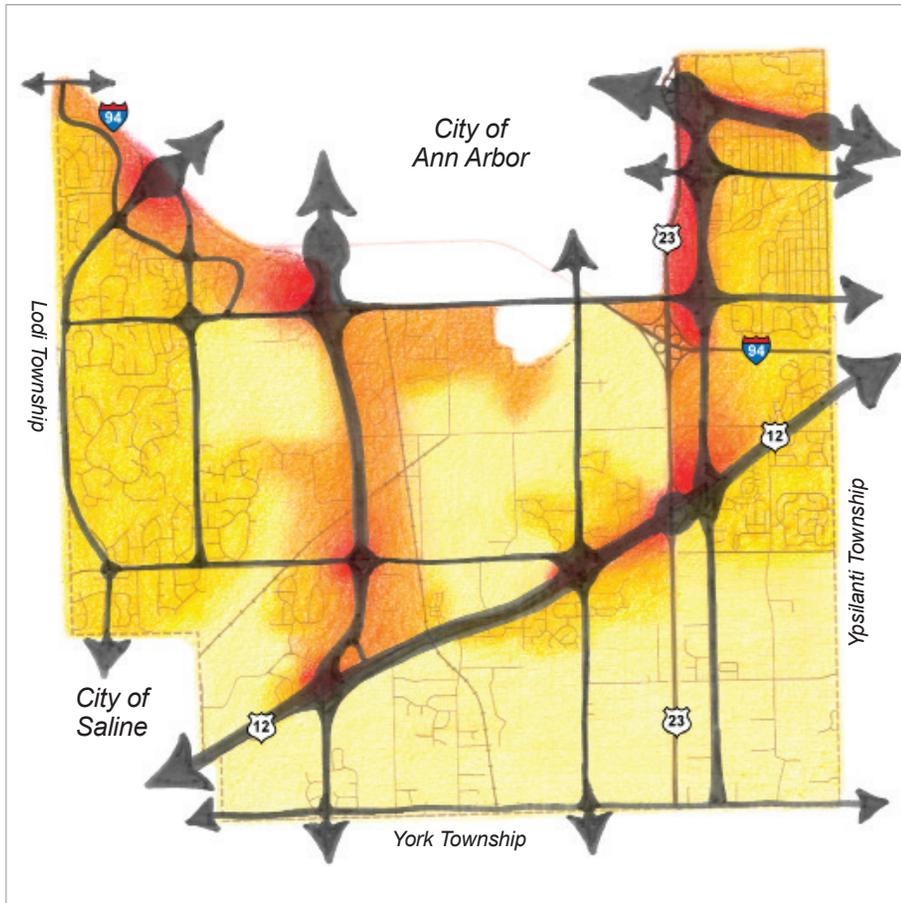
FUTURE VISION

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

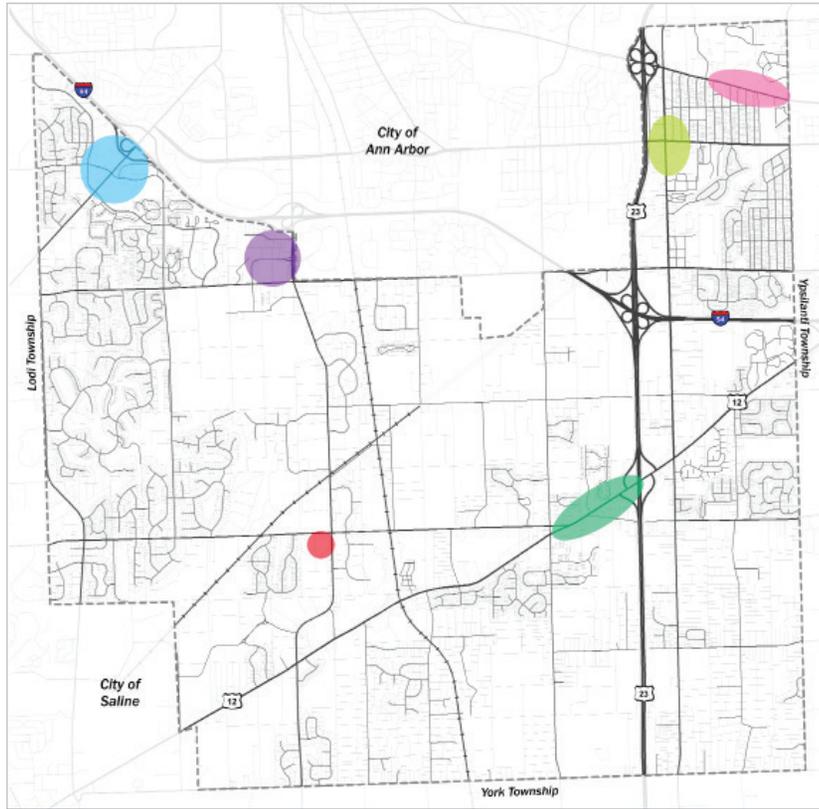
This model focuses growth in certain areas of the Township where it may be more appropriate due to the proximity to amenities, existing infrastructure, or the relationship to other existing developments. A mixed-use node combines a variety of compatible uses into specific areas of a community, many times 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.

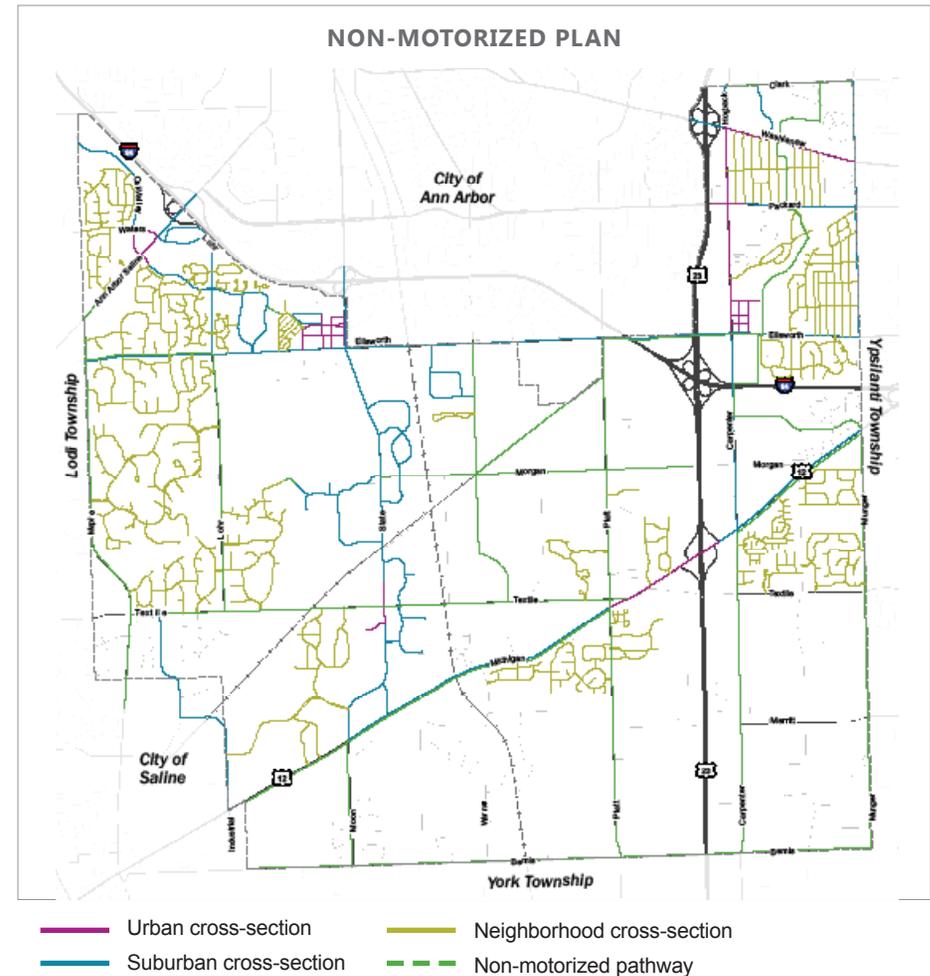
Additionally, between 2009 and 2011, Pittsfield has all but completed the sidewalk connections in the northeast portion of the Township linking Carpenter, Packard, Golfside, and Washtenaw. In spring, 2011, a SEMCOG walkability study was conducted to investigate links between transportation and land use, 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

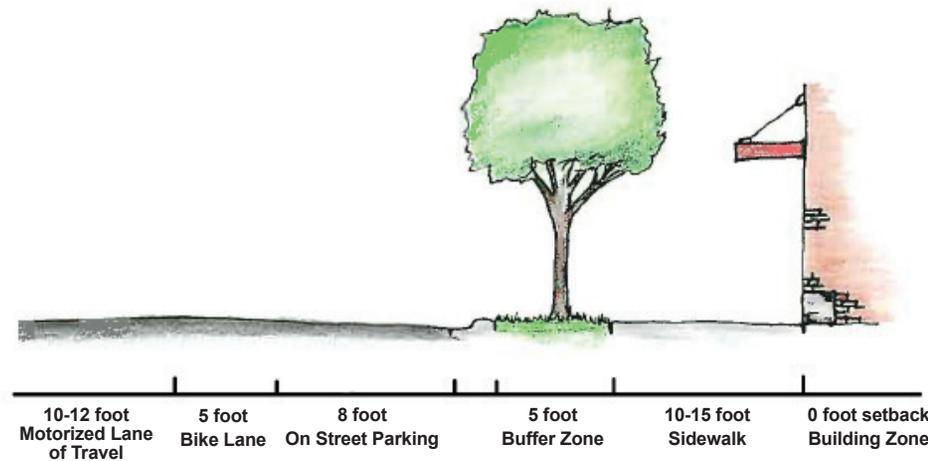
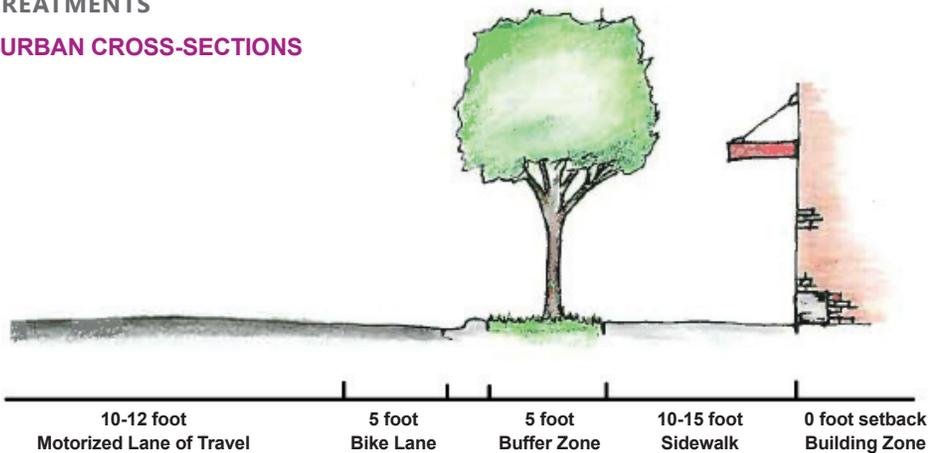
planned, designed, and constructed to provide appropriate access to all legal uses in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive devices, foot or bicycle." In order to provide connections to all areas of the Township for people of 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.

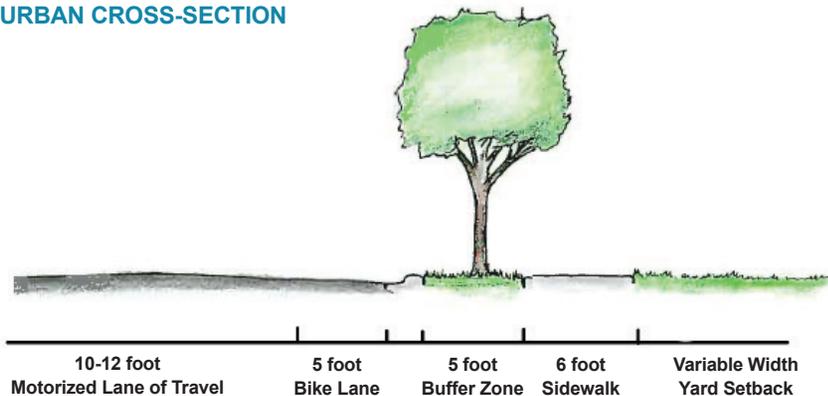


TREATMENTS

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 design 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

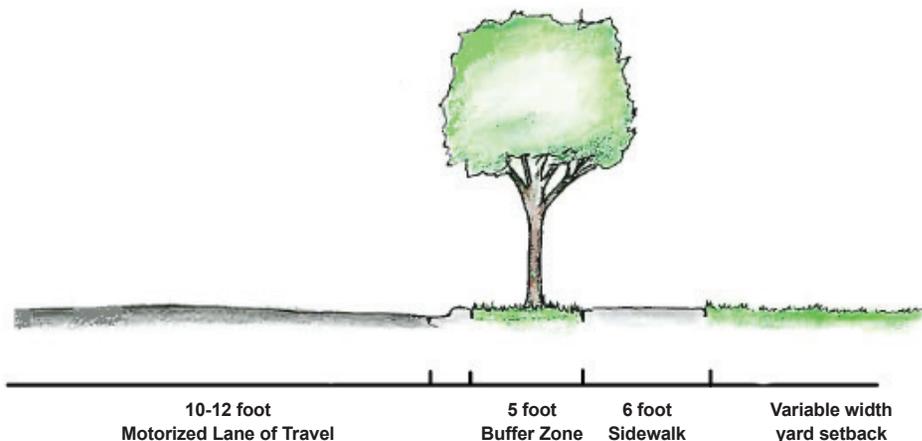
- 10 -12 foot lanes designed for motorized vehicular travel.
- Bike lane or paved shoulders that are a minimum of 5-feet wide.
- It is typical that a roadside ditch system for stormwater is used.
- A 10-foot wide multi-modal non-motorized pathway design to AASHTO standards.
- Rest areas with benches,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

Through parklands or preservations areas or along railroads or waterways

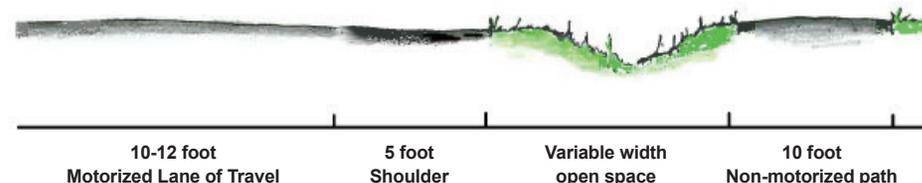
- A 10-foot wide multi-modal non-motorized pathway design to AASHTO standards.
- Rest areas with benches, trash receptacles, and interpretive signs can be installed at various location along non-motorized pathways.

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

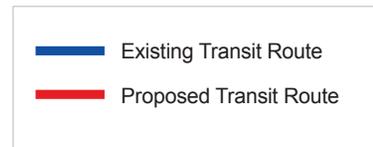
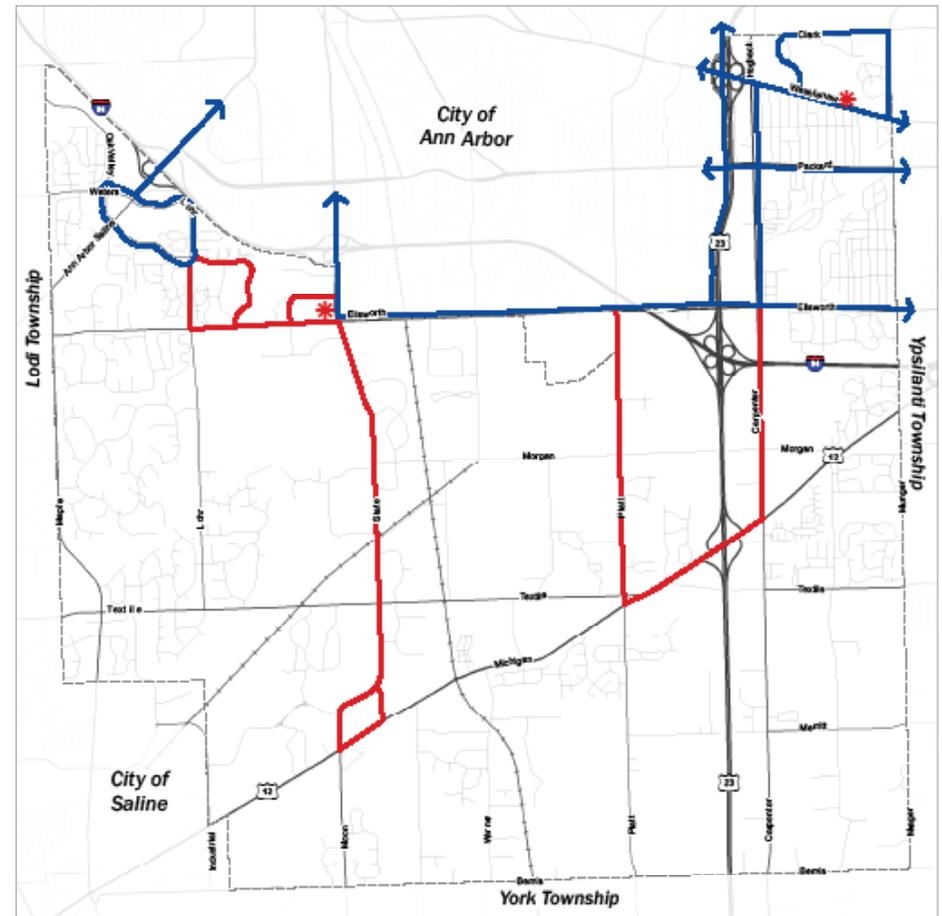
Currently, Pittsfield Township provides bus services through the Ann Arbor Transit Authority (AATA). The Township conducted a survey in fall 2010 to explore resident's opinions on bus transit. 183 residents, 30% of whom were 35-49 and 40% who were 50-64 years of age, responded to the survey. There was 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



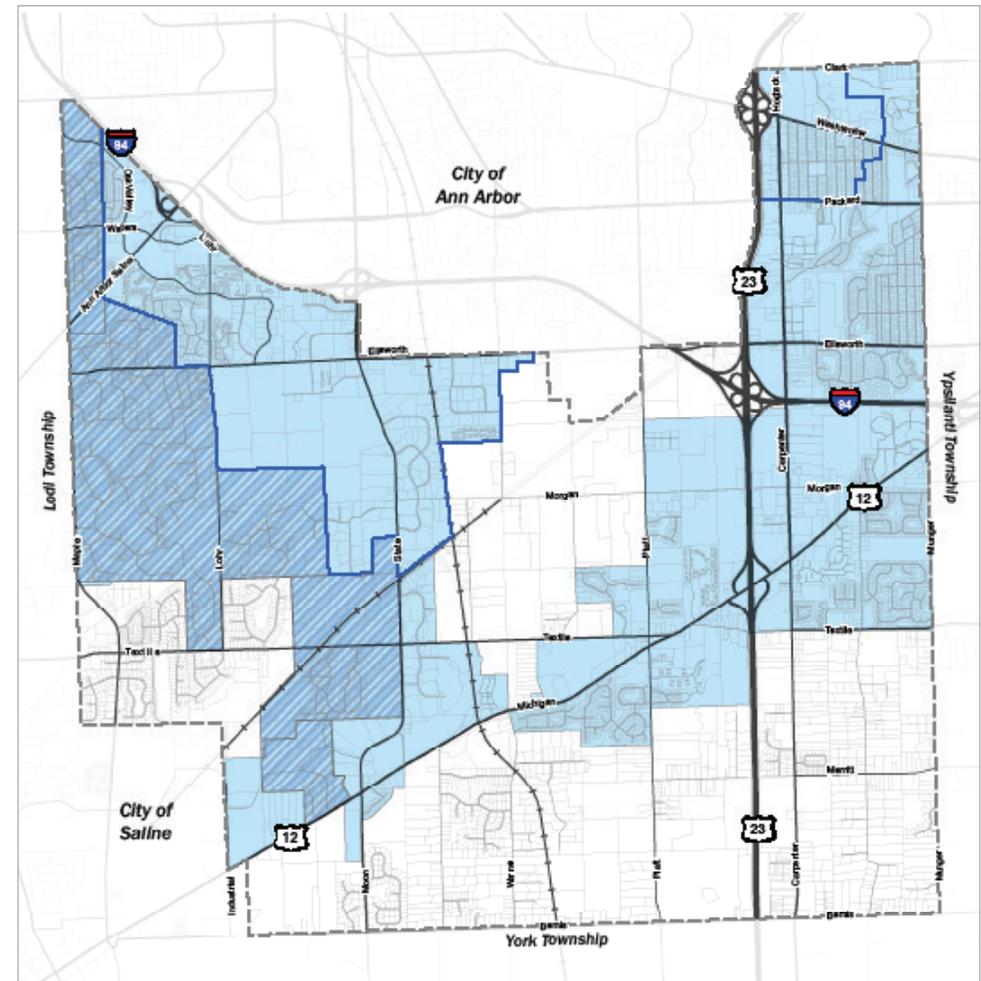
CAPITALIZE ON COMMUNITY INFRASTRUCTURE

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.

2020 Sustainable Vision

TRANSPORTATION & LAND USE

Of all the chapters in this document, this one most clearly captures and represents the sustainable change we have and hope to continue implementing in our community.

With the implementation of a few mixed-use projects (Ann Arbor-Saline Road and State Road) that densely co-locate different uses in close proximity along with infill development in our businesses and commercial districts, there has been a conscious effort to move away from sprawl. The explosion of non-motorized amenities in Pittsfield Township, since 2009, has changed the landscape of our community and, as noted by a resident, added a 'sparkle' to it.

According to survey respondents, three of the top five positive aspects of living in Pittsfield are related to land use: quality housing; proximity to employment; and affordable housing (the other two are local schools and public safety). The negatives of living in Pittsfield Township are all related to roads: traffic congestion (53%); road maintenance (43%) and lack of non-motorized (33%). The area that was most cited, by 52% of survey respondents, for traffic congestion improvement was Michigan Avenue/Platt/US-23. While some of the residents along the 1-mile stretch of Textile that is unpaved are vociferously opposed to its paving, there is a large majority that is in favor of not just paving Textile between Hines Rd and Platt Road (with a greenway on the south side of Textile connecting Lohr-Textile and Platt Road greenways), but also to improve

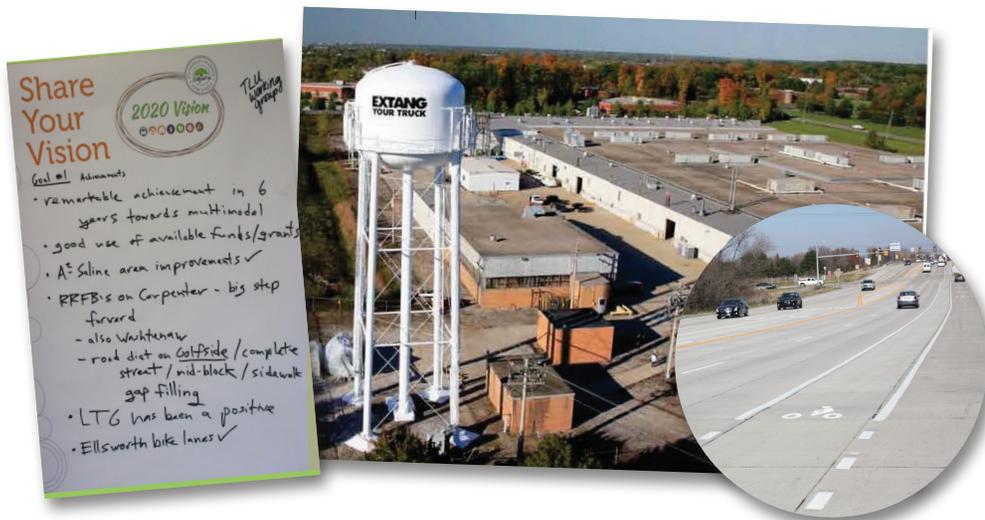


the traffic congestion at Textile/Platt/Michigan intersection along with overall traffic congestion along Michigan Avenue.

After Michigan Avenue, State Road was prioritized second (by 40% of the survey respondents) for road improvement, followed by Carpenter Road and Washtenaw Avenue. Traffic congestion in northwest Pittsfield along Ann Arbor-Saline/Oak Valley/Waters was mentioned as well.

Non-motorized and multimodal expansion is consistently prioritized at the top by survey respondents and at the public forums, not just when discussing transportation and land use but also as part of the feedback for parks, recreation, art & culture, and even open space preservation! Clearly and without a doubt, if there is one issue that unites our community, it is expansion of non-motorized – sidewalks, bike lanes, greenways/pathways – amenities in our community. This concept extends into the prioritization of trails within the parks and transit services in northeast and northwest Pittsfield.

With regard to specific projects for expanding non-motorized infrastructure, the feedback ranged from extending Platt Road Greenway further south and other requests for pathways south of Michigan including Moon, Bemis, Crane (Hickory



Woods park) to providing sidewalk along Washtenaw Avenue and providing contiguous non-motorized connectivity along Lohr/Textile/Platt/State. The need for transit to serve the Senior Center was also noted.

The Walkability Audit report (see Appendix F), conducted as part of the 2020 Vision planning process, in partnership with the Southeast Michigan Council of Governments (SEMCOG), also reiterated the need for better non-motorized regional connections with greatest prioritization assigned to adding a section along Textile Road to connect Platt Road Greenway with Lohr-Textile Greenway. Other suggestions noted in the Walkability Audit report include improving winter maintenance on greenways, as funding becomes available, and improving signage along greenways to promote safety of multiple modes.

In fact, the need to adopt standardized protocols for pedestrian crossings and other rules that would promote safety of pedestrians, bikers and motorists was something everyone from the Working Groups to the public highlighted. While Pittsfield has a Road Safety Tips brochure, there is a need to provide for a regional/state collaborative to establish consistent standards for integration of pedestrian and bike traffic with vehicular traffic.

With an average score of 4.3 (on a scale of 1-5), there was general agreement amongst the Working Group participants that Pittsfield Township has made great strides in achieving the goals and objectives outlined in the Transportation & Land Use chapter of the 2010 Master Plan, especially as it relates to providing non-motorized connections and working with regional stakeholders to create a comprehensive transportation plan. State St. corridor, Washtenaw and Ann Arbor-Saline Road were noted as corridors that can continue making progress toward incorporating multiple modes of transportation as infill development calls for pedestrian access and green spaces rather than expansion of motorized lanes.

The goals outlined in the 2010 Master Plan have been retained as they still reflect the Township's vision but the objectives associated with each of the goals have been updated to reflect not just the progress Pittsfield has made but also to incorporate future needs around transportation and land use in our community and the region.





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. Continue to expand non-motorized connections within Pittsfield and the region with a focus on expanding access to and between destinations.
2. Look for sustainable funding models for local road maintenance.
3. Aim for (infill) development that is walkable, bikeable, and able to be served by transit.

1. Think about using the National Association of City Transportation Officials (NACTO) design guidelines along with the American Association of State Highway and Transportation Officials (AASHTO); Concurrence with all applicable standards (ADA included).
2. Understand and implement funding solutions for expanded transit services.
3. Partner with other organizations (SEMCOG, AAATA) on coordinated plans and data sharing to inform decisions.

1. Prioritize non-motorized connections that connect to (mixed-use) destinations and provide access between communities.
2. Establish a multi-jurisdictional collaborative to define regionally consistent standards for multi-modal amenities including pedestrian crossings.



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, youth and those with special needs, by expanding bus services to dense residential and mixed-use areas.

Provide the highest quality services and infrastructure to the community.

OBJECTIVES

1. Regional and statewide consistency of laws, signage, enforcement.
2. Consider NACTO/AASHTO guidelines and follow ADA standards.
3. Promote mutual respect and awareness of drivers and pedestrians.
4. Measure multi-modal access; refer to *Access to Core Services in Southeast Michigan*,(SEMCOG)

1. Continue working with regional partners on implementation of regional plans, including identifying funding sources.
2. Continue to monitor ridership on Ann Arbor Area Transportation Authority (AAATA) routes to provide services to areas that need and use it.
3. Identify a long term, sustainable funding source for transit.

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. Create police sub-stations to service areas of more intense urban development.
3. Asset mapping that includes transportation, fiber and utilities infrastructure.

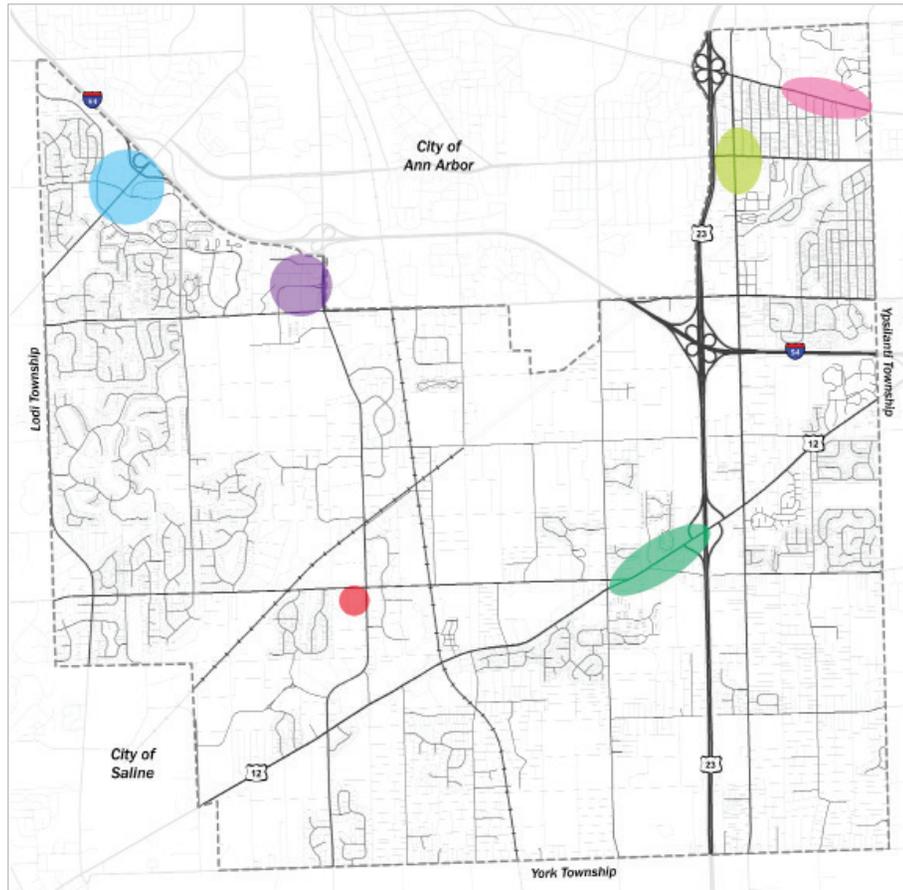


Focus Development Areas





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 compatibility 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,

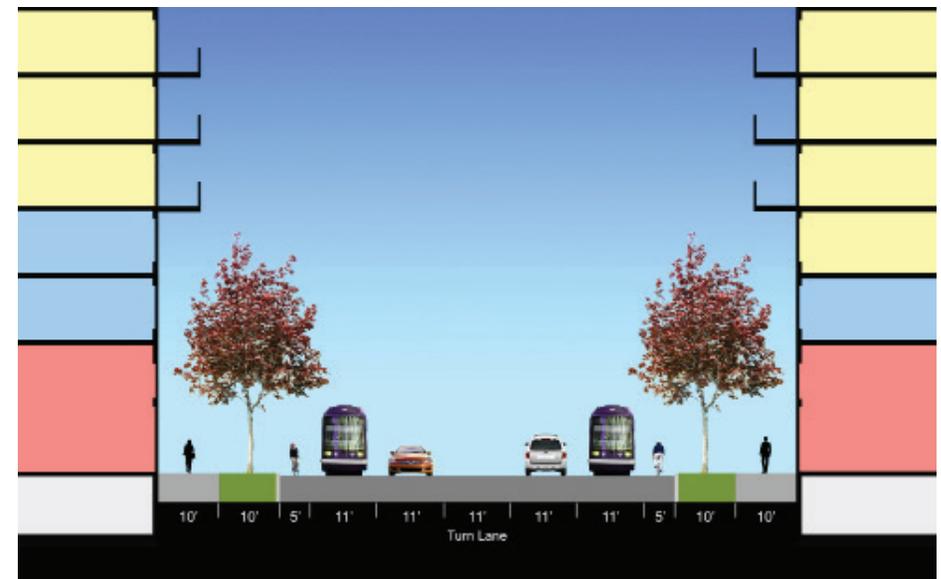
and other amenities. The recently redeveloped Campus Martius Park in Detroit serves as a strong example of this urban park typology.

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.



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.







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

KEY

- ① Twp. Hall with flexible Community Space
- ② Weekend Farmers' Market
- ③ Hotel
- ④ Public Gathering Spaces / Parks
- Existing Buildings
- Row Houses
- Mixed-Use
- Non-motorized pathway
- Bioswale
- Community Garden





When first presented, as part of the 2010 Master Plan, it was noted that the focus or mixed-use development areas were purely conceptual. While still accurate and reflective of Pittsfield Township's position that the design renditions for the mixed-use development areas shown in this chapter are suggestive with market forces and existing land uses determining their ultimate outcome, we wanted to take the next step and outline a slightly more descriptive design for each of the areas that fall within the form-based districts (refer to the Pittsfield Township Zoning Ordinance): State & Ellsworth; Ann Arbor-Saline Road; Washtenaw Avenue; Carpenter & Packard; Michigan Avenue & Platt. In other words, as Pittsfield Township promotes pedestrian-oriented development that furthers a greater sense of community within its existing developed spaces, we want to outline specific expectations that are consistent with the needs of our community.

After the adoption of the 2010 Master Plan, the Ann Arbor-Saline Road area attracted development pressure, which prompted us to conduct a design workshop for this and the State & Ellsworth mixed-use development area to, as noted above, provide some more detail and clarity to both residents and developers. These design workshops, engaged the Toole Design Group (TDG) to conduct a three-day interactive



design workshop to delineate, with greater specificity, the vision for these two form-based districts. Conducted from September 17 – 19, 2014, the workshops and public forums generated much public interest and input and yielded the conceptual designs included in this chapter.

The design and concept for the Washtenaw Avenue mixed-use development area was developed in partnership with regional stakeholders participating in the Reimagine Washtenaw initiative. The Zoning Ordinance further details the incentivizing and other criterion associated with developing mixed-use projects in this area. The design workshops to update the conceptual renditions for the remaining two areas – Carpenter & Packard and Michigan Avenue & Platt



– were conducted, once again by TDG, in conjunction with the 2020 Vision planning process in fall 2015.

Each of the revised concepts visually depicts the move toward articulating a better balance between grey and green infrastructure within these mixed-use development areas. This is reflective of the public input received not just through the design workshops but also the surveys and public forums during the 2020 Vision planning process.

The survey responses placed State St/Ellsworth at the top when answering the question on which mixed-use development area(s) should be prioritized for development in the future. This location was followed closely and very surprisingly by Michigan Avenue/Platt and Ann Arbor-Saline since these are also two locations most cited for traffic congestion issues.

This conflation is, however, cleared up when analyzing the responses to the next question that asked residents what amenities/services they would like to see offered in the mixed-use development areas. The clear choice was green/park space. In other words, there is a need and demand to balance the grey infrastructure with more green spaces in the mixed-use areas by way of not just parks but also public gathering spaces that provide for art and other community engagement venues. Other services prioritized for incorporation into the mixed use areas include: restaurants; entertainment/cultural options; local retail; and coffee shops.

As noted earlier, steering development toward these form-based districts allows the Township to reduce sprawl and provide for accessible destinations that promote a sense of community and place.



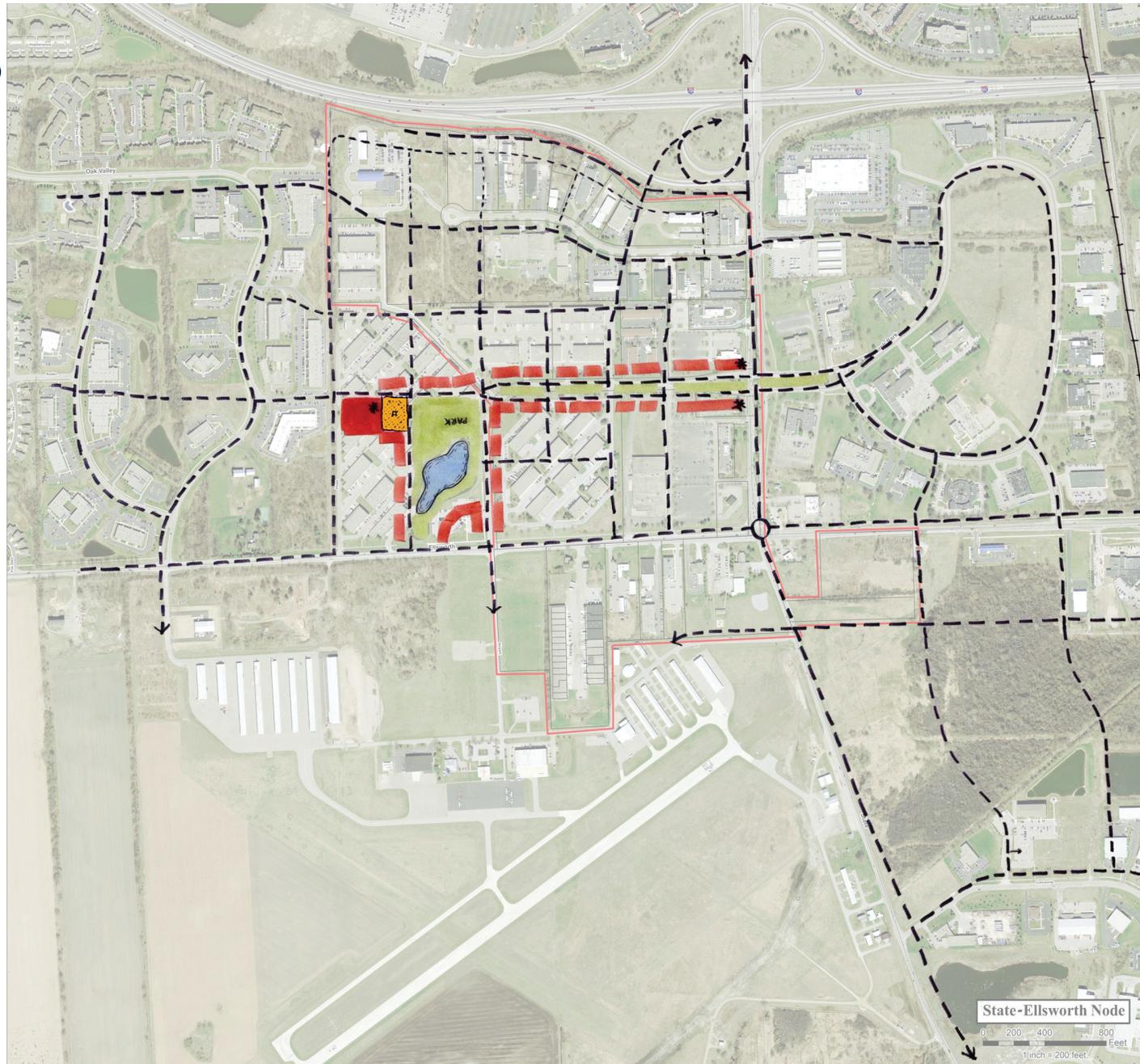
Legend

- Roadways (Existing or Proposed)
- Trails
- Park/Green Space
- * Focal Point
- Potential Development
- Public Space/Square



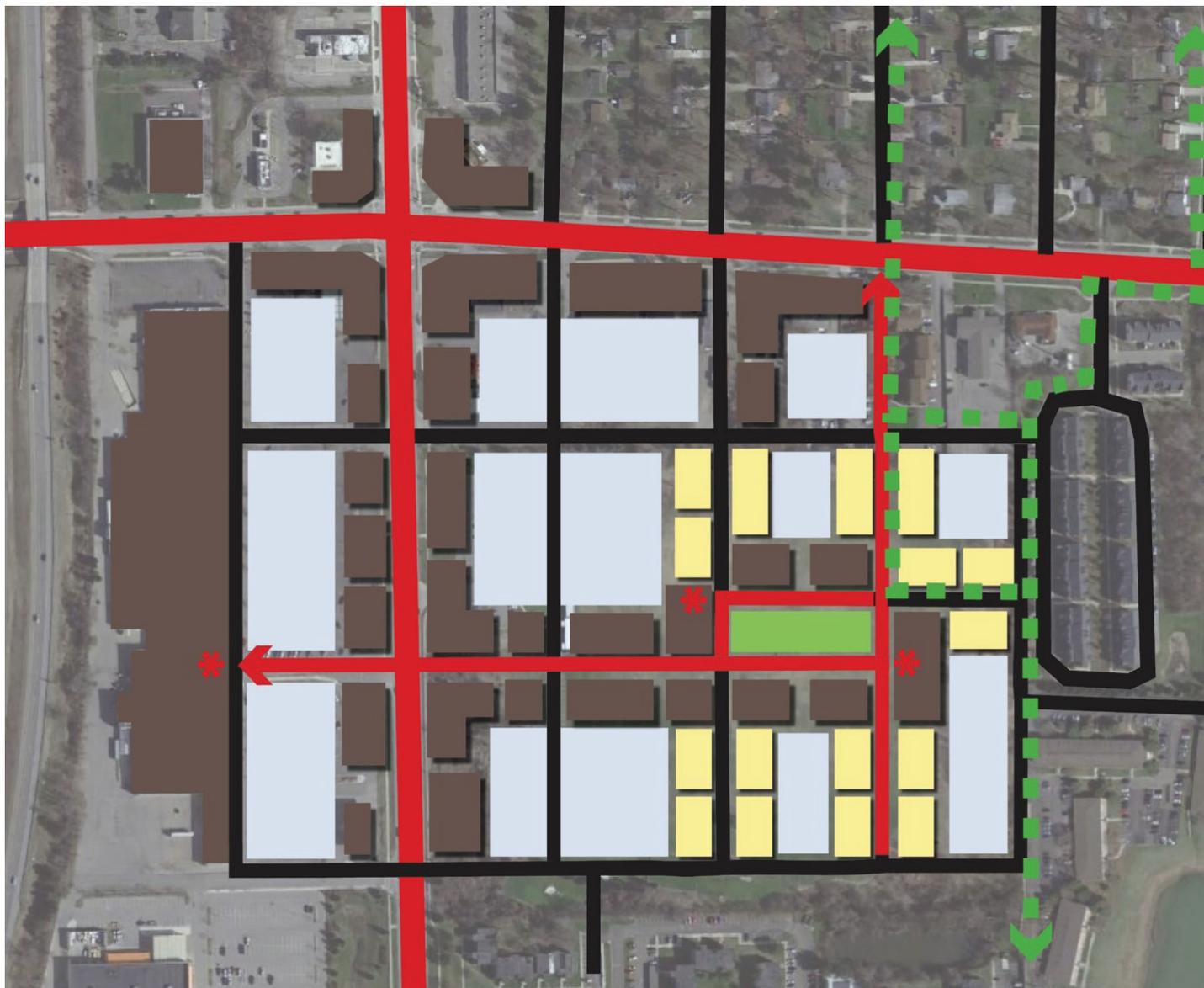
Legend

- Roadways (Existing or Proposed)
- Park/Green Space
- * Focal Point
- Potential Development
- Public Space/Square



Legend

- Roadways
- Buildings (Existing and Proposed)
- Park/Green Space
- Parking
- - - Trails
- Traffic Control



Legend

- Roadways
- Park/Green Space
- Potential Development



Design Concepts



ACCESS

Access and circulation will be improved by creating shared access points/connections, properly spacing driveways, and creating clear delineations between pedestrian and automobile zones.

TheRide SUPER STOPS

Super stops are larger and more accessible transit stops designed to improve the amenities for potential riders. Super stops can be integrated into buildings.

STREET WALL

A "street wall" is formed when buildings front onto a street with consistent setbacks. The placement, scale and design quality of the building's street wall determine the character of the streetscape and reinforce pedestrian objectives.

PARKING

Parking shall be conveniently provided but located behind buildings and screened with necessary landscape and design elements.

BUILDING FORM

Building form and design shall result in integrated, contextually sensitive, innovative, and high quality structures. A well balanced variety of building massing will add to the richness of the corridor's built environment.

EDGE CONDITION

Development edges shall provide enclosure and transition appropriately to adjacent parcels. While providing a legible boundary, edges should maintain some degree of permeability.

STREETSCAPE

Properly designed sidewalks and crosswalks include appropriate width, street trees, street furniture, and a defined semi-public edge. The pedestrian realm should be a social place where people gather and congregate.

RE-IMAGINE WASHTENAW DESIGN GUIDELINES

CORRIDOR FORM BASED BUILT PROJECTS

SOUTHEAST MICHIGAN BUILT PROJECTS:





Great Neighborhoods





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”



Residential areas throughout the Township

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.

2020 Sustainable Vision

GREAT NEIGHBORHOODS



In 2015, Washtenaw County's Office of Community and Economic Development released a report titled, "Housing Affordability and Economic Equity." This report highlighted the fact that Pittsfield Township is the only community within Washtenaw County's 'urban core' that has a diverse set of housing stock. In fact, the report noted that Pittsfield Township was providing a middle ground for home buyers and renters with a need to add only 342 more affordable units in the next 20 years.

The fact that Pittsfield Township offers a diverse set of high quality housing stock is borne out not only by regional studies, such as the "Housing Affordability and Economic Equity" report, but also by the fact that 58% of the survey respondents, when asked what their three most significant reasons for living in Pittsfield were, responded by noting cost/value of home as their top choice. This was followed by 'like the school district', 'nice neighborhood' and 'like the community.' 'Like the community', was identified by 22% of survey respondents as a reason to live in Pittsfield in the last master plan, about eight years ago. It jumped to nearly 30% in this master plan survey and is now the fourth most significant reason for living in Pittsfield Township. Even so, survey respondents want to ensure that



improving the appearance of residential neighborhoods (sidewalks, street lights, etc.) continues to be highly prioritized by Pittsfield Township for the next 5 to 10 years.

While there is a desire for mixed housing types that incorporate single family, condominiums and apartments, the issue of density is tricky. Pittsfield has typically provided for single family housing in areas that are not immediately adjacent to other housing types or land uses. However, as mixed use areas have developed in the last seven years, these buffers and barriers are being reduced. The provision, as outlined in the Zoning Ordinance, for greater buffering from existing residential developments should address concerns around this issue as we implement the sustainable vision for mixed-use areas that co-locates different housing stock close to such services as retail, art/culture, and restaurants inter-connected via multiple modes of transportation. This sustainable vision not only maximizes use of existing infrastructure and grey spaces but also reduces sprawl and need for more roads, utilities, and other services further and further into more rural areas.

With an average score of about 4.0 (on a scale of 1-5), the Working Group participants appreciated the diversity of housing stock in Pittsfield along with the progress made around provision of non-motorized amenities and traffic calming solutions within residential neighborhoods since 2014. They expressed a desire to make the pathways and other non-motorized amenities more interactive by providing gathering spaces and better access to destinations along with providing for signage at major entry points into Pittsfield Township.

The goals for this chapter have, for the most part, been retained from the 2010 Master Plan, while the objectives associated with each of the goals have been updated to reflect not just the progress Pittsfield has made but also to incorporate future needs around housing in our community and the region.



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. Continue to establish additional historic districts and look for other ways to highlight Pittsfield's historical heritage.
2. Maintain buffering between residential neighborhoods and other land uses through, among other things, native plantings.
3. Continued implementation of rental inspection and code enforcement to provide for safe and secure neighborhoods.
4. Provide better non-motorized access to park and green spaces from existing and mature neighborhoods, especially in the northeast and northwest.

1. Establish benchmarks that provide for regular review of the quality of service and infrastructure, including a review of Utilities, Public Safety, Transportation, and Parks infrastructure.
2. Better signage and access to existing park spaces, especially the Pittsfield Preserve, by providing more trails and non-motorized amenities between residential and park/green spaces.

1. Continue encouraging housing that meets the needs of seniors and youth both at mixed-uses development areas and otherwise that provide pedestrian access to services.
2. 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.
3. Very important to encourage aging in place by providing housing choices that allow residents to live their full life cycle in the Township.



KEY CONCEPTS

GOALS

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

Create Increased Connectivity

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

Provide multi-modal connections to and from residential areas.

OBJECTIVES

1. Continue expanding the stock of housing options for all ages, abilities, incomes, and lifestyles in a manner that avoids sprawl.
2. Continue obtaining public feedback on development proposals to ensure incorporation of residents needs and desires.
3. Create more public gathering spaces that incorporate public art in order to facilitate wider public interactions and engagement.
4. Support organizations (e.g., Meals on Wheels, AAATA, Foodgatherers) and provide amenities (e.g., Farmers Market) that provide services that help all residents meet their basic needs.

1. Require that parks and other open spaces are accessible to all residents.
2. Continue promoting equal housing opportunities consistent with federal, state, and local fair housing laws.
3. Further expand senior and affordable housing along transit routes.

1. In compliance with the Zoning Ordinance, provide for non-motorized amenities.
2. 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

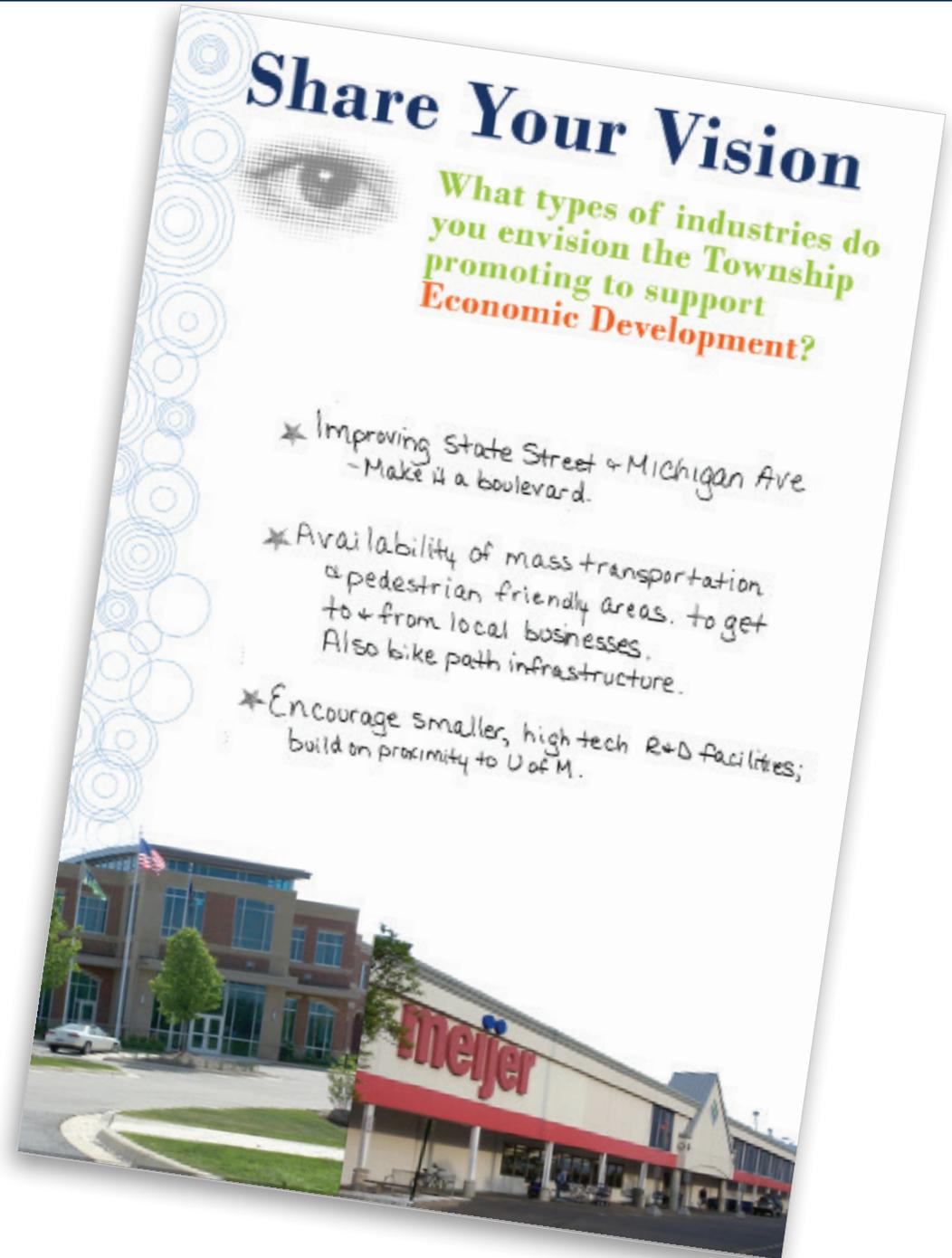
Pittsfield Township's location has been one of the main driving forces behind its economic success. The Township is ideally located within close proximity to the cities of Ann Arbor, Saline, Detroit, Chicago (IL), and Toledo (OH) with direct access to I-94, US-23, the Ann Arbor City Airport (ARB), and 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.

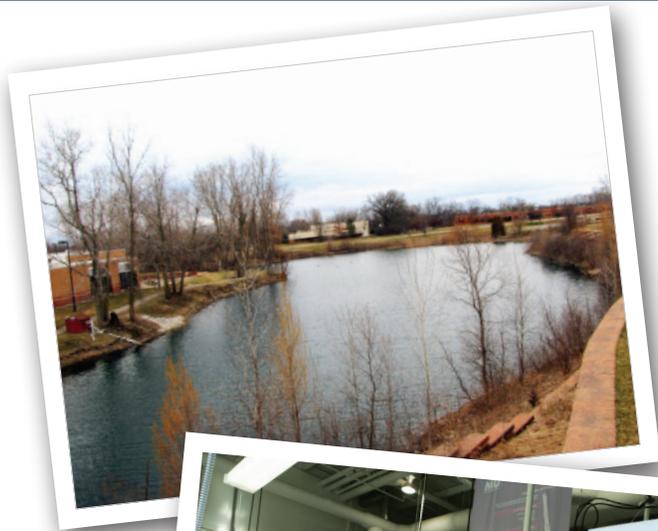
Pittsfield Township provides a home base for not just the young talent from these universities but the teaching and research faculty as well. Consequently, our community's residents represent the diversity and talent of the larger region. Over 50% of Township residents are equipped with a Bachelor's 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.

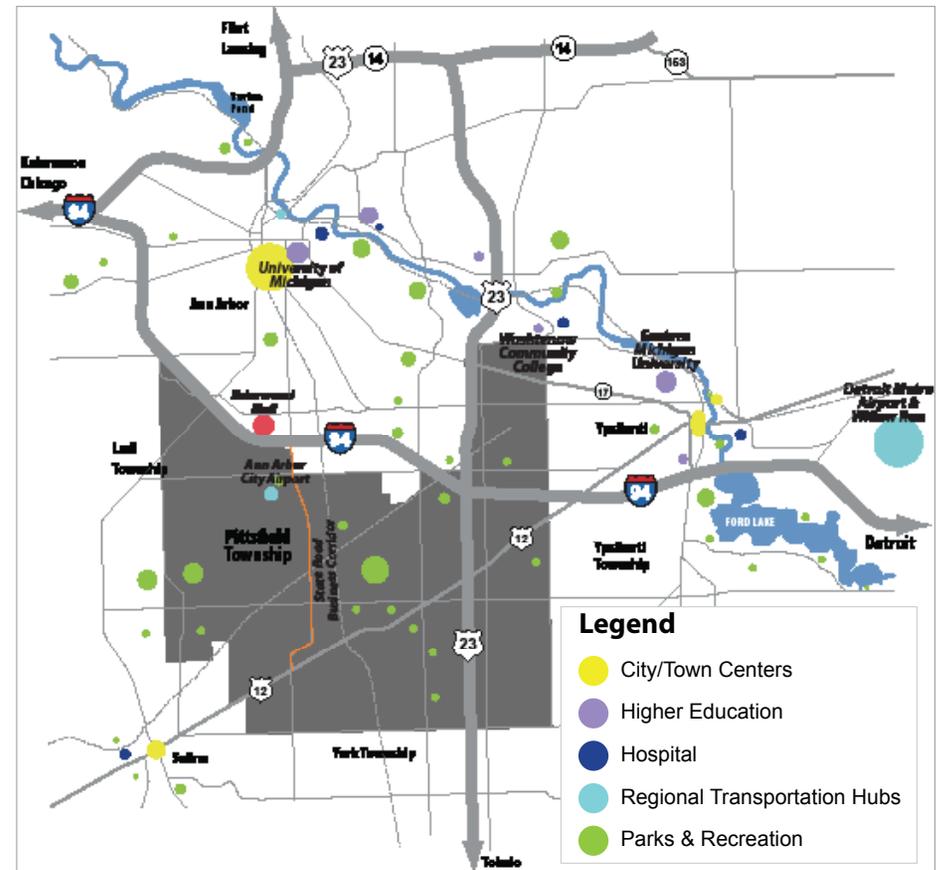
GEOGRAPHIC ADVANTAGE

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/>



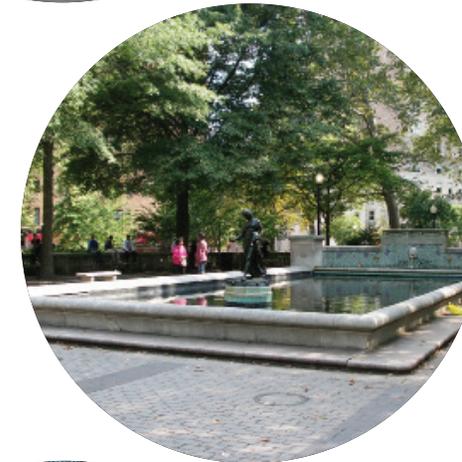
PUBLIC ART

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.

Pittsfield Township's SEV went from \$1.8 billion in 2009 to \$ 2.1 billion in 2016. Pittsfield Township's SEV increased by 5.6%, 8.8%, and 6.1% in 2014, 2015 and 2016, respectively.

These increases in SEV attest to our community's ability to withstand the Great Recession and rebound quickly, mostly, because of the fact that our economic base is supported by a diverse set of businesses that are engaged in a plethora of activities ranging from traditional manufacturing and data management to those developing or using cutting edge technologies. Additionally, the attraction of new retail and community service facilities because of Pittsfield's increasingly vibrant sense of place, has assisted in enhancing the economic vitality of our community. These attractions are a result of a public-private collaborative in which Pittsfield has adopted zoning changes to promote density and placemaking while upgrading its infrastructure, which includes installation (2011-2014) of a fiber optic network that now connects all township facilities. Most importantly, however, the new jobs and investment has been attracted to existing facilities and furthered our commitment to infill development and a sustainable approach to economic development.



Pittsfield Township has been recognized regionally for its success in implementing an economic development strategy focused around placemaking. We have received an award, in 2015 and 2016, at the highest designation as a 5-star Best Practices community, from eCities at the University of Michigan (Dearborn). The award, given to about 20 communities throughout the State of Michigan, recognizes Pittsfield for clearly articulating and implementing a strategy to promote a sense of community that has fostered economic success and allowed us to keep our taxes at one of the lowest rates in Washtenaw County.

Pittsfield Township has leveraged its business corridors along State St. and Ellsworth to attract and expand the multitude of businesses that call it home. Everything from the infill of an abandoned manufacturing facility along State Road (2013) that now employs 500+ people to the attraction of the regional headquarters for Thompson Reuters (2015), has contributed to the economic vitality of Pittsfield in the last seven years. As a result, the assessed value for properties along the State Road corridor jumped from \$146,523,480.00 in 2013 to \$170,000,000.00 in 2016.

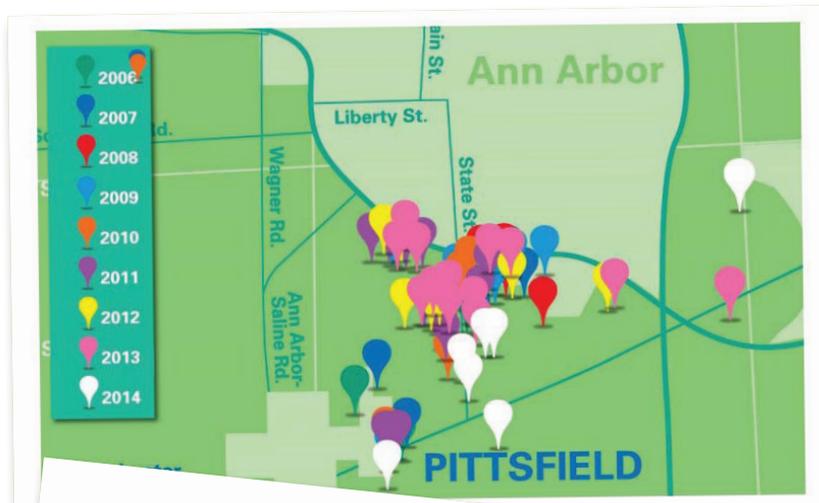
Pittsfield has attracted millions of dollars in new investment and hundreds on new jobs each year since 2009. In fact, in 2013, Pittsfield attracted \$23.5 million in new investment and \$23.5 million in 2014. In 2016, Pittsfield Township attracted its first major foreign direct investment with China-based SF Motors locating its R&D facility for EV batteries along State Street and bringing over \$10 million in investment and 150 jobs.

This economic vibrancy comes at the heels of Pittsfield Township's leadership advocating and engaging with regional stakeholders such as Washtenaw County, Ann Arbor SPARK, Washtenaw Community College, and SEMCOG. Furthermore, the positive ripple effects from establishing non-motorized amenities and promoting economic viability of local agriculture have been felt as more businesses want to locate in our community to take advantage of an improved quality of life.

As commercial development engages more with the streetscape within the

uses for abandoned gas stations and infilling either empty parking lots or dilapidated structures. It is our hope that as these corridors are upgraded with new amenities such as sidewalks (Washtenaw), streetlights (Carpenter), safety medians (Carpenter, Packard) and traffic congestion solutions (Michigan Avenue), that their commercial viability will improve. In addition, the Township remains committed to working with local business owners to implement such initiatives as attracting food trucks and local entertainers that contribute not only to their economic success but also a sense of community in Pittsfield.

Given that Pittsfield Township has fostered and established a positive and successful partnership with Ann Arbor SPARK to promote economic growth in our community, the future focus of the township – as highlighted in the Working Group session – should be to continue working within this regional context. While the goal remains to sustain and enhance the economic health of Pittsfield, it must be done with the understanding that we operate within a regional context and therefore must promote our community as part the Ann Arbor region/Washtenaw County/Southeast Michigan collaborative, which provides world-class talent, infrastructure and socio-cultural venues.



SF Motors to Invest \$10.7 Million, Create 150 Jobs in US R&D in Ann Arbor Region

FOR IMMEDIATE RELEASE - NOVEMBER 17, 2016 – ANN ARBOR, MICH. -- SF Motors, with support from Ann Arbor SPARK, the Michigan Economic Development Corp., and Pittsfield Township, recently chose the Ann Arbor region for its U.S. research and development operations. The company will invest more than \$10.7 million in the project, which will create 150 new jobs.

SF Motors is a subsidiary of auto manufacturer and supplier Sokon Industry Group, one of the top 500 private companies in China. SF Motors is a driving force for next-generation electric vehicles. Headquartered in the San Francisco area, SF Motors is tapping in to the engineering and technical talent in the Ann Arbor region for its research and development operations.

"Ann Arbor attracts global attention from companies like SF Motors because it's one of the few places in the world that has a confluence of mobility innovation and talent," said Paul Krutko, president and CEO of Ann Arbor SPARK. "The significant investment that SF Motors is making in the Ann Arbor region is a sign of confidence; the company recognizes that this region can support its long-term growth as it works to bring its electric vehicle technology to market."



mixed-use development areas, there are mixed reviews from the public on their preferences regarding the same. Most of the concerns/objections center around removal of berms and distinct separation of retail centers. The fact that mixed-use development furthers our objective of linking different land uses through multiple modes of transportation is, however, supported by the majority. In fact, expanding walkability and transit option as a way to further improve the economic climate in Pittsfield was highlighted in the public feedback obtained through the 2020 Vision planning process.

There remains an urgent need to revitalize the Packard, Carpenter, Washtenaw and Michigan Avenue commercial corridors by finding new



KEY CONCEPTS

Support Asset-Based Economic Development

Set the Gold Standard in Service Delivery

GOALS

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

Continue partnering with Ann Arbor SPARK to implement an attraction and retention strategy that highlights Pittsfield Township’s quality of life.

Recognize the importance of technology in the new economy.

OBJECTIVES

1. Continue focus on redevelopment and infill in areas of the Township with existing infrastructure and services.
2. Continuously seek funding to improve and maintain infrastructure, especially the business and commercial corridors such as State St, Washtenaw Ave, Carpenter Road and Michigan Avenue.
3. Continue expanding non-motorized amenities that provide access to services and employment .

1. Promote healthy lifestyles by connecting sidewalks/bike lanes and pathways to business and commercial areas.
2. Establish public spaces that provide not only for public engagement but also such amenities as food trucks.

1. Continue to invest and promote technology infrastructure in the Township, including fiber optics.
2. Concentrate economic development initiatives in areas that are served or planned to be serviced by technology providers (i.e. wireless, cable, internet, etc.).
3. Continually improve the Township website that serves as a portal to our community such that it links businesses to requisite information.



KEY CONCEPTS

Improve the Physical Appearance of Business Districts

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

GOALS

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

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

OBJECTIVES

1. Install gateway signage, particularly at the primary gateway locations, as identified in the master plan.
2. Install distinctive public art that provides for a sense of place and community.
3. Provide for public gathering spaces that support native plantings and other visual aesthetics.
4. Implement the vision of the Complete Street Policy and State Street Corridor Improvement Plan to provide for green spaces and boulevards along major corridors.

1. Support expansion of the Township Farmers Market and local food stands.
2. 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).
3. Encourage the preservation of agricultural lands encouraging infill development and promoting density in areas already served by public infrastructure.
4. Explore the establishment of a Township Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) program.
5. Explore the establishment of a multi-jurisdictional collaborative that makes land available for agriculture to small, organic farmers.



A Green Pittsfield



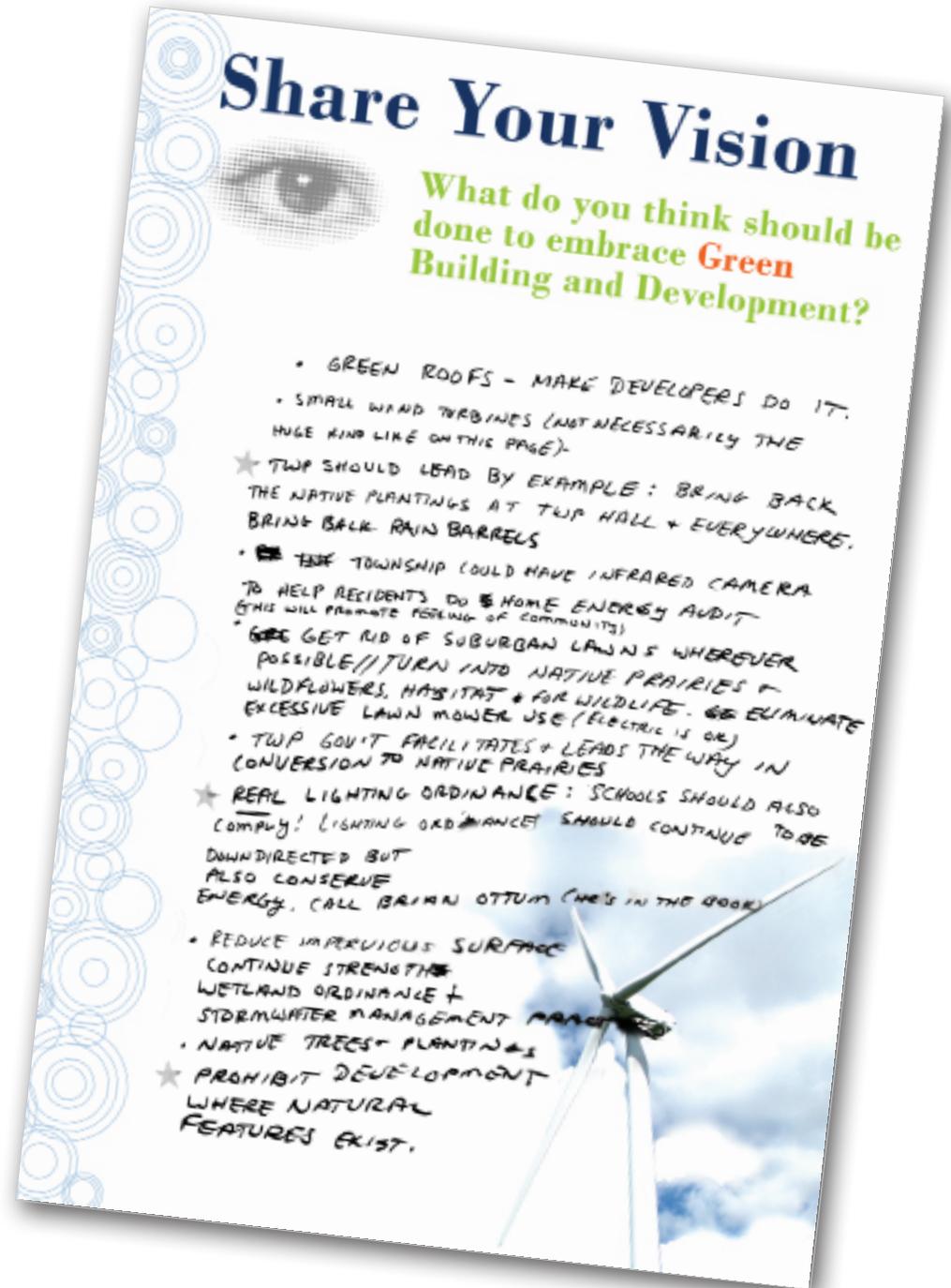


INTRODUCTION

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.

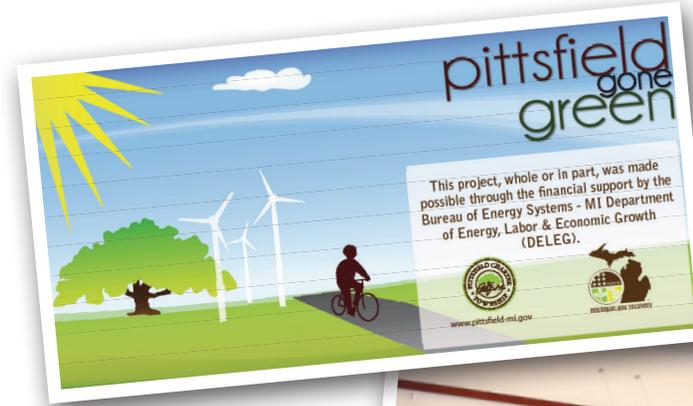


PITTSFIELD GONE GREEN

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.



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.



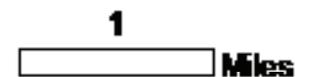
Natural Features



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.

As noted in the introduction, a review of our work since 2009, highlighted the fact that we have operated within a sustainability framework. For the purposes of this document and Pittsfield Township's past and future prioritization of projects/initiatives, we are defining sustainability to mean: (a) the preservation and expansion of open/green/park spaces wherein native habitats, rain gardens, pollinator gardens and local farming are supported; (b) expansion of a multi-modal transportation network that reduces emissions and promotes public gathering spaces; and (c) development that relies on infill and density to minimize expansion of grey and impermeable surfaces.

In fact, we have compiled a A-Z list that outlines the various successes we have had in furthering sustainability in Pittsfield and our region (www.pittsfield-mi.gov/sustainability). This attests to our ongoing commitment, first delineated in the 2010 Pittsfield Master Plan, to be good stewards of our environment. We have a strong understanding that our community demands environmental

stewardship. This is evident not just through the 72% approval of the Park Millage renewal in March 2016, but also through consistent prioritization in a multitude of surveys and public forums of green/park and open space maintenance and acquisition. Our vision, however, is to go beyond the greening of our landscape by hard coding sustainability into the DNA of Pittsfield Township.

As such, this chapter encapsulates the feedback from the Sustainability Conference and completely revises the Goals and Objectives, which are now reflective of the challenges posed to Pittsfield Township at the Conference. The keynote speaker at the Conference, Washtenaw Water Resources Commissioner Evan Pratt, spoke about not only instituting sustainable or 'green' initiatives but also ensuring long-term financial sustainability of the same. To that end, Pittsfield Township is partnering with the WCWRC to develop a Stormwater Management Plan that will provide: (1) A summary of





the Inventory and Condition Assessment of existing drainage infrastructure; (2) Analysis of the impact of a land use "build-out" 20 years into the future on this drainage infrastructure; (3) High level strategy recommendations to mitigate both existing drainage and water quality issues as well as those that are anticipated; (4) Preliminary recommendations and a process for making capital planning decisions for drainage infrastructure over the next 5 to 20 years. As Pittsfield moves toward a sustainable future, working with regional stakeholders and residents to address, among other things, water quality, detention/retention and stormwater management is going to be an important goal.



KEY CONCEPTS

GOALS

OBJECTIVES

Transportation

Land Use

Grounds

1. Further expand public transit, especially for seniors.
2. Further expand non-motorized amenities with an aim to connecting destinations and linking to regional networks.
3. Coordination between land use and transportation planning.

1. Provide a permanent venue that can be used for Farmers Market and general public gathering space.
2. Purchase park on the west side of Pittsfield.
3. Provide non-motorized connections to the regional B2B Trail.
4. Regional Stormwater Management; Coordinate with the Washtenaw County Water Resource Commission's Stormwater Management Plan.
5. Establish requirements that provide for mixed use as percent of new development.

1. Establish community gardens at Township parks
2. Promote native landscaping and public outreach/ education about the same
3. Universal accessibility, especially at public parks



KEY CONCEPTS

GOALS

OBJECTIVES

Capital

1. Adopt an Infrastructure Business Plan.
2. Outline a capital improvement plan for the Township that includes parks and preserves and promotes renewables (e.g., solar).
3. Set up a replacement fund for infrastructure maintenance.

Economic Development

1. Promote environmentally friendly and sustainable businesses.
2. Provide sustainable incentives for business.
3. Emphasize building re-use and flexibility.
4. Public/Private partnership to address development challenges.
5. Advocate for and promote local and small businesses.

Miscellaneous

1. Install public art and gateway signage along major corridors such as State St, Michigan Avenue, Ellsworth, Carpenter Road and Ann-Arbor Saline Road.
2. Expand single-stream recycling to commercial and multi-unit residential areas.
3. Increase outreach to young citizens through schools.
4. Install historic markers along non-motorized pathways.



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

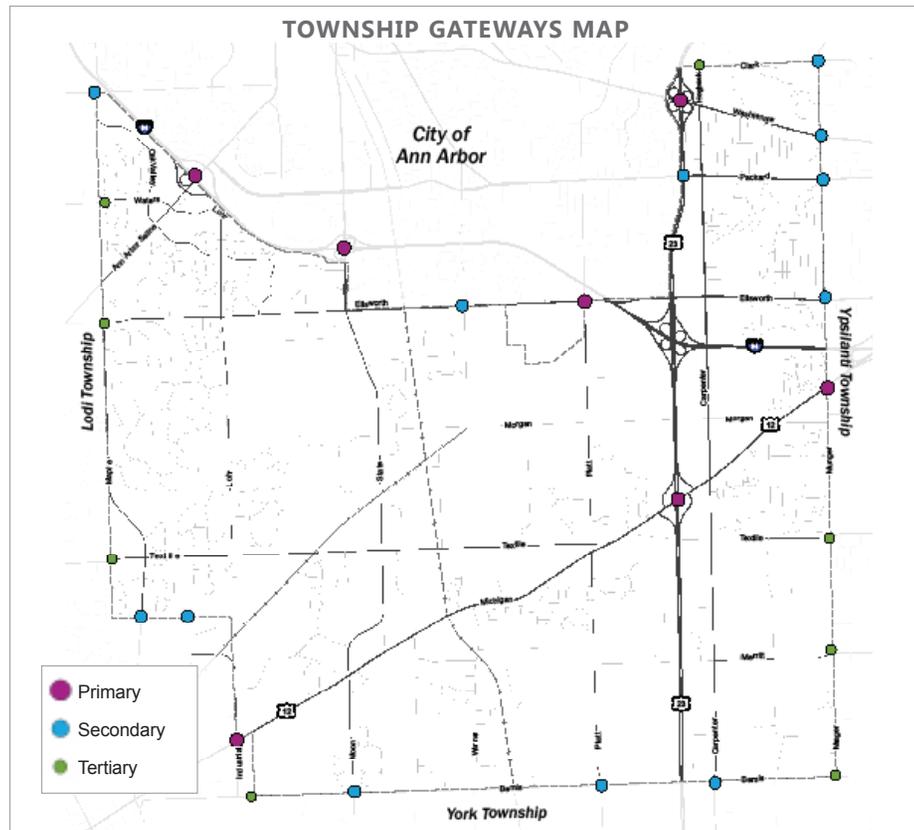


Example of a signage system designed for the City of Decatur, Alabama

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.

ARTS & CULTURE

After becoming the first local unit of government in Washtenaw County to provide for an Arts & Culture vision in its Master Plan, we have worked for the past seven years to implement some of the goals and objectives outlined therein. These include: establishment of annual community events such as the P2P and Harvest Festival that completed their eight consecutive years in 2016; establishment of two historic districts (Sutherland-Wilson Farmstead and Harwood Heritage Farm); transformation of the Administration Hall's lobby into an art display area used by local schools and others; incorporation of local artists into the Farmers Market; development and maintenance of a History portal on the Township website; placing a witness tree at Prairie Park to mark the 200th anniversary of Pittsfield Township; and installation of a public art sculpture at Administration Hall.



Cultural and entertainment venues rank third for survey respondents' when answering the question of which services they'd like to access within mixed-use development areas. Similarly, when asked to outline priorities for Pittsfield Township for the next 5 to 10 years, incorporation of art into public places ranked 5th right after maintenance of roadways, expansion and safety of non-motorized amenities and preservation of natural features and residential neighborhoods.

The public forums highlighted the need for more public art, gateway signage and historical markers. There was also significant mention to provide for venues, potentially at the Pittsfield Preserve, for art and local artists.

This higher prioritization of art and culture is not matched when survey respondents were asked to expend public funds. When asked to split \$100

for various amenities/services, installation of public art ranked second from the bottom. This might indicate that while there is an understanding and appreciation for the need to install and incorporate public art as we establish public gathering spaces, it should not be done by expending public funds but by relying on grant funds and other sources of revenue.

While progress has been made in promoting a sense of community in Pittsfield, there remains a need to incorporate a defined visual aesthetic into our public spaces. The lack of public art and venues to support local artists remains. While annual events and the Farmers Market fill the gap somewhat, we do not currently have the ability to host music or art events. The Working



Group session provided ideas, as outlined in the updated objectives, on incorporating art and historical preservation into public spaces particularly along greenways and sidewalks. Furthermore, the need to support local artists by both engaging with them and providing venues for them was highlighted.

The goals outlined in the 2010 Master Plan for this chapter have been retained but the objectives associated with each of the goals has been updated to reflect not just the progress Pittsfield has made but also to incorporate future needs around Arts & Culture in our community and the region.



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. Encourage the Historical District Commission to continue expanding historic districts in Pittsfield.
2. Identify a location where historical landmarks can be relocated and preserved.
3. Continually update the History portal on the Township website.
4. Install historic markers along pathways such as the Platt Road Greenway.

1. Provide for public gathering spaces that, among other things, include public art.
2. Identify and establish gateway signage and gateway corridors at entry points into the Township.
3. Expand displays of arts at the Township administration building to other public areas/buildings.
4. Establish venues, other than the Farmers Market and Harvest Festival, to provide cultural experiences for all ages and abilities.



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. Provide platforms for local artists and historic preservationists to gather and engage in an ongoing dialogue/exchange of ideas.
2. Promote the installation of art and sculpture in public gathering spaces.
3. Identify/develop viable venues that both celebrate Pittsfield's culture and history while also being able to host special events.

1. Engage local artists to host art events/cultural expositions.
2. Provide for incubators or other spaces to allow local artists and others to nurture and promote their talents.
3. Incorporate the Arts into the Township hardscape, including (but not limited to) business districts and mixed-use development areas.
4. Identify resources for arts funding (such as community contributions, foundation, etc.) and incentives for historic preservation.



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.

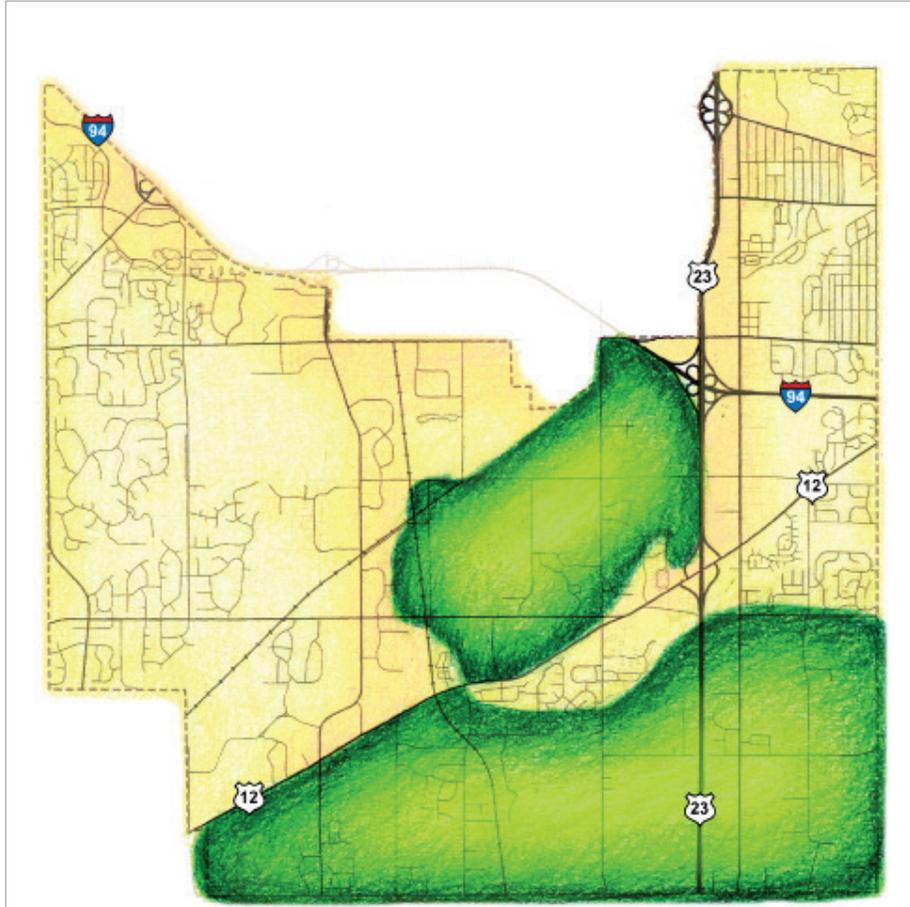
Open space is viewed herein as a system of natural areas and corridors, parkland, farmland and other undeveloped areas that provide recreational opportunities, support plant and animal habitat, protect sensitive environmental resources and ecological processes, and maintain scenic character and natural 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 forth 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](http://www.nass.usda.gov/Statistics%20by%20State/Michigan/Publications/Annual%20Statistical%20Bulletin/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.



PROVIDE NATURAL AREA LINKAGES

In keeping with the 2010 Pittsfield Plan’s vision of inter-connectedness between various land uses through multiple-modes of transportation, it is salient to provide extensive access to our open and green spaces and ensure their integration into the fabric of our community. As noted earlier, all of the three dominant residential personas identified through the community survey: Balanced Bob, Nature Nancy, and Driver Dave, identified construction of new pathways as one of their two main priorities. These pathways enhance our non-motorized network and provide better access to our open, green, and recreational spaces.

57.2% of community survey respondents stated that the Township should improve accessibility to open spaces.

The Greenways and Pathways Plan (shown on the right) indicates existing and future connections to the Township’s open and green spaces via pathways, sidewalks, and greenways.

The first phase of the Platt Road Greenway was constructed in 2009, and marked the first step towards implementing this non-motorized plan in the Township. The Platt Road Greenway provides a connection from Ellsworth Road south to Textile Road on the east side of Platt Road. The Greenway is a 10-foot, paved multi-modal pathway that can be used by cyclists, pedestrians, skateboarders, rollerbladers, etc. Future connections to the Platt Road Greenway include two other parks in the region, Washtenaw County Farm Park and Rolling Hills County Park in Ypsilanti Township. Additionally, the first phase of the Lohr-Textile Greenway is being developed. It will consist of a similar 10-foot wide paved pathway that will connect local neighborhoods to Tefft Park and the Saline Community Recreation Center. Future phases of the Lohr-Textile Greenway will provide access from residential, retail, commercial, and business areas to our largest natural areas (143 acres), the Pittsfield Preserve.

Pittsfield is committed to a transportation network that interconnects our various land uses and ensures safe and easy access to, among others, open, green and recreational spaces both within the Township and the region. This endeavor contributes to larger efforts to provide a continuous system of connected open spaces and parkland throughout all of Southeast Michigan and the State of Michigan.

GREENWAYS & PATHWAYS PLAN



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.

2020 Sustainable Vision

OPEN SPACE, AGRICULTURE, & NATURAL FEATURES



Despite the Great Recession that slashed revenues and since then experiencing only minimal (1-2%) increases in General Fund revenues, Pittsfield Township increased its park and open spaces by 200 acres, since 2009, through land donations, grants, and land acquisitions by the Natural Area Preservation Program (NAAP) and the Ann Arbor Greenbelt Program (AAGP).

When survey respondents were asked to split \$100 amongst various initiatives, purchase of open areas for green space preservation was their third highest priority (with construction of non-motorized amenities and maintenance of parks and recreation as first and second, respectively). As such, Pittsfield Township must look toward identifying funding and continued partnerships with regional stakeholders like NAAP and the AAGP to further expand our open spaces.

When asked which features they most enjoyed about Pittsfield Township parks, survey respondents noted trails and nature/wildlife viewing as their top two

choices. When asked to prioritize park amenities for future development, trails and community gardens appeared in the top five choices. In fact, support for farming was clear from the input obtaining during the public forums. Farming in the form of community gardens, small organic farms, purchase of farm land along with leasing for local farming appeared to be a common and widespread theme. By extension, there is support for not just continuing the Farmers Market but expanding it to additional locations, some which include the northwest and northeast to be closer to the denser, residential areas of Pittsfield Township.

In addition, preservation of the Pittsfield Preserve and acquisition of additional land for green/open space preservation, especially in the south and central part of Pittsfield is a priority as is the continued partnership with regional stakeholders such as Washtenaw County Parks & Recreation. In the last seven years, Pittsfield Township made progress in expanding open spaces and enhancing its agriculture and natural features in four areas, which are: (1) Implementation of non-motorized amenities; (2) Adoption and implementation of the Stormwater Management Plan; (3) Establishment of the Township Farmers Market; and (4) Partnerships with NAAP and AAGP to expand preserved open spaces.



As we look to the future, the Working Group participants noted the need to look to regional partners to further expand preserved open spaces while continuing expansion of non-motorized amenities such that they connect to the regional Border-to-Border network which, in turn, is being designed to connect up with the State of Michigan's Belle Isle network. Exploring adoption of a Purchase of Development Rights (PDR) or Transfer of Development Rights (TDR) program was noted by some. Of course, promoting the economic viability of agriculture remains a central tenant as we look to continuing to celebrate and preserve our agricultural heritage in Pittsfield Township.

The goals outlined in the 2010 Master Plan for this chapter have been retained but the objectives associated with each of the goals has been updated to reflect not just the progress Pittsfield has made but also to incorporate future needs around Open Space, Agriculture, and Natural Features in our community and the region.





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. Explore the establishment of a Township administered Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) program.
4. Continue to participate in the Ann Arbor Greenbelt and other regionally operated Purchase of Development Rights (PDR) programs.
5. Establish partnership with the Michigan Agricultural Environmental Assurance Program (MAEAP) to promote discussion and identify projects to promote natural areas, water quality, conservation easements and farm stewardship.

1. Implement the Zoning Ordinance to promote density and reduce sprawl and expansion of impervious surfaces.
2. Continue establishing green infrastructure through rain gardens and stringent stormwater management practices.
3. Implement policy requiring native plantings and continue partnerships with US Fish & Wildlife to establish native habitats and pollinator gardens.
4. 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. Foster and expand the Township Farmers Market that provides an outlet for local farmers.
2. Explore the establishment of a multi-jurisdictional collaborative that makes land available to small, organic farmers.
3. 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).
4. Encourage the preservation of agricultural lands encouraging infill development and promoting density in areas already served by public infrastructure.

1. 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.
2. Further expand non-motorized amenities, especially in a way that provides access to trails within open, park and green spaces.
3. Continue incorporating, as with the Lohr-Textile Greenway, wetland preservation into implementation of multi-modality.
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.

■ Implementation





The 2020 Sustainable Vision is rooted in the belief that Pittsfield Township residents can make decisions today to shape their own community. We understand that change happens, but we want to define – as outlined in the narrative and goals/objectives delineated in this document – how that change occurs in a sustainable manner.

The 2020 Sustainable Vision Master Plan outlines policies and priorities that will guide and manage sustainable change in our community.

“After having, in seven short years, manifested the vision of the 2010 Pittsfield Master Plan to “mainstream non-motorized transportation, dense mixed-use, and infill development within a non-urbanized and township context,” our next step is to hard-code sustainability into the DNA of our work processes and products.”





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. Continue to expand non-motorized connections within Pittsfield and the region with a focus on expanding access to and between destinations.
2. Look for sustainable funding models for local road maintenance.
3. Aim for (infill) development that is walkable, bikeable, and able to be served by transit.

1. Think about using the National Association of City Transportation Officials (NACTO) design guidelines along with the American Association of State Highway and Transportation Officials (AASHTO); Concurrence with all applicable standards (ADA included).
2. Understand and implement funding solutions for expanded transit services.
3. Partner with other organizations (SEMCOG, AAATA) on coordinated plans and data sharing to inform decisions.

1. Prioritize non-motorized connections that connect to (mixed-use) destinations and provide access between communities.
2. Establish a multi-jurisdictional collaborative to define regionally consistent standards for multi-modal amenities including pedestrian crossings.



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, youth and those with special needs, by expanding bus services to dense residential and mixed-use areas.

Provide the highest quality services and infrastructure to the community.

OBJECTIVES

1. Regional and statewide consistency of laws, signage, enforcement.
2. Consider NECTO/AASHTO guidelines and follow ADA standards.
3. Promote mutual respect and awareness of drivers and pedestrians.
4. Measure multi-modal access; refer to *Access to Core Services in Southeast Michigan*, (SEMCOG)

1. Work with regional partners on implementation of regional plans, including identifying funding sources.
2. Continue to monitor ridership on AAATA routes to provide services to areas that need and use it

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. Create police sub-stations to service areas of more intense urban development.
3. Asset mapping that includes transportation, fiber and utilities infrastructure.



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. Continue to establish additional historic districts and make look for other ways to highlight Pittsfield's historical heritage.
2. Maintain buffering between residential neighborhoods and other land uses through, among other things, native plantings.
3. Continued implementation of rental inspection and code enforcement to provide for safe and secure neighborhoods.
4. Provide better non-motorized access to park and green spaces from existing and mature neighborhoods, especially in the northeast and northwest.

1. Establish benchmarks that provide for regular review of the quality of service and infrastructure, including a review of Utilities, Public Safety, Transportation, and Parks infrastructure.
2. Better signage and access to existing park spaces, especially the Pittsfield Preserve, by providing more trails and non-motorized amenities between residential and park/green spaces.

1. Coninue encouragaing housing that meets the needs of seniors and youth both at mixed-uses development areas and otherwise that provide pedestrian access to services.
2. 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.
3. Very important to encourage aging in place by providing housing choices that allow residents to live their full life cycle in the Township.



KEY CONCEPTS

GOALS

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

Create Increased Connectivity

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

Provide multi-modal connections to and from residential areas.

OBJECTIVES

1. Continue expanding the stock of housing options for all ages, abilities, incomes, and lifestyles in a manner that avoids sprawl.
2. Continue obtaining public feedback on development proposals to ensure incorporation of residents needs and desires.
3. Create more public gathering spaces that incorporate public art in order to facilitate wider public interactions and engagement.
4. Support organizations (e.g., Meals on Wheels, AAATA, Foodgatherers) and provide amenities (e.g., Farmers Market) that provide services that help all residents meet their basic needs.

1. Require that parks and other open spaces are accessible to all residents.
2. Continue promoting equal housing opportunities consistent with federal, state, and local fair housing laws.
3. Further expand senior and affordable housing along transit routes.

1. In compliance with the Zoning Ordinance, provide for non-motorized amenities.
2. 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

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

Continue partnering with Ann Arbor SPARK to implement an attraction and retention strategy that highlights Pittsfield Township’s quality of life.

Recognize the importance of technology in the new economy.

OBJECTIVES

1. Continue focus on redevelopment and infill in areas of the Township with existing infrastructure and services.
2. Continuously seek funding to improve and maintain infrastructure, especially the business and commercial corridors such as State St, Washtenaw Ave, Carpenter Road and Michigan Avenue.
3. Continue expanding non-motorized amenities that provide access to services and employment .

1. Promote healthy lifestyles by connecting sidewalks/bike lanes and pathways to business and commercial areas.
2. Establish public spaces that provide not only for public engagement but also such amenities as food trucks.

1. Continue to invest and promote technology infrastructure in the Township, including fiber optics.
2. Concentrate economic development initiatives in areas that are served or planned to be serviced by technology providers (i.e. wireless, cable, internet, etc.).
3. Continually improve the Township website that serves as a portal to our community such that it links businesses to requisite information.



KEY CONCEPTS

Improve the Physical Appearance of Business Districts

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

<p>GOALS</p>	<p>Improve the physical appearance and functionality of the Township and make it more attractive to employers and workers.</p>	<p>Support & promote agriculture as part of an economically viable community.</p>	
<p>OBJECTIVES</p>	<ol style="list-style-type: none"> 1. Install gateway signage, particularly at the primary gateway locations identified in the master plan. 2. Install distinctive public art that provides for a sense of place and community. 3. Provide for public gathering spaces that support native plantings and other visual aesthetics. 4. Implement the vision of the Complete Street Policy and State Street Corridor Improvement Plan to provide for green spaces and boulevards along major corridors. 	<ol style="list-style-type: none"> 1. Support expansion of the Township Farmers Market and local food stands. 2. 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). 3. Encourage the preservation of agricultural lands encouraging infill development and promoting density in areas already served by public infrastructure. 4. Explore the establishment of a Township Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) program. 5. Explore the establishment of a multi-jurisdictional collaborative that makes land available to small, organic farmers. 	



KEY CONCEPTS

Reduce Pittsfield's Carbon Footprint

GOALS

OBJECTIVES

Transportation

1. Further expand public transit, especially for seniors.
2. Further expand non-motorized amenities with an aim to connecting destinations and linking to regional networks.
3. Coordination between land use and transportation planning.

Land Use

1. Provide a permanent venue that can be used for Farmers Market and general public gathering space.
2. Purchase park on the west side of Pittsfield.
3. Connections to the B2B Trail.
4. Regional Stormwater Management; Coordinate with the Washtenaw County Water Resource Commission's Stormwater Management Plan.
5. Establish mixed use as percent of new development.

Grounds

1. Establish community gardens
2. Promote native landscaping and public outreach/ education about the same
3. Universal accessibility, especially at public parks



KEY CONCEPTS

Establish Green Building Standards

Protect our Water Resources

Nurture a Green Private Sector

GOALS

Capital

Economic Development

Miscellaneous

OBJECTIVES

1. Adopt an Infrastructure Business Plan.
2. CIP that includes parks and preserves and promotes renewables (e.g., solar).
3. Set up a replacement fund for infrastructure maintenance.

1. Promote environmentally friendly and sustainable businesses.
2. Provide sustainable incentives for business.
3. Emphasize building re-use and flexibility.
4. Public/Private partnership to address development challenges.
5. Advocate for and promote local and small businesses.

1. Install public art and gateway signage along major corridors such as State St, Michigan Avenue, Ellsworth, Carpenter Road and Ann Arbor Saline Road.
2. Expand single-stream recycling to commercial and multi-unit residential areas.
3. Increase outreach to young citizens through schools.
4. Install historic markers along non-motorized pathways.



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. Encourage the Historical District Commission to continue expanding historic districts in Pittsfield.
2. Identify a location where historical landmarks can be relocated and preserved.
3. Continually update the History portal on the Township website.
4. Install historic markers along pathways such as the Platt Road Greenway.

1. Provide for public gathering spaces that, among other things, include public art.
2. Identify and establish gateway signage and gateway corridors at entry points into the Township.
3. Expand displays of arts at the Township administration building to other public areas/buildings.
4. Establish venues, other than the Farmers Market and Harvest Festival, to provide cultural experiences for all ages and abilities.



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. Provide platforms for local artists and historic preservationists to gather and engage in an ongoing dialogue/exchange of ideas.
- 2. Promote the installation of art and sculpture in public gathering spaces.
- 3. Identify/develop viable venues that both celebrate Pittsfield's culture and history while also being able to host special events.

- 1. Engage local artists to host art events/cultural expositions.
- 2. Provide for incubators or other spaces to allow local artists and others to nurture and promote their talents.
- 3. Incorporate the Arts into the Township hardscape, including (but not limited to) business districts and dense development areas.
- 4. Identify resources for arts funding (such as community contributions, foundation, etc.) and incentives for historic preservation.



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. Explore the establishment of a Township administered Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) program.
4. Continue to participate in the Ann Arbor Greenbelt and other regionally operated Purchase of Development Rights (PDR) programs.

1. Implement the Zoning Ordinance to promote density and reduce sprawl and expansion of impervious surfaces.
2. Continue establishing green infrastructure through rain gardens and stringent stormwater management practices.
3. Implement policy requiring native plantings and continue partnerships with US Fish & Wildlife to establish native habitats and pollinator gardens.
4. 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. Foster and expand the Township Farmers Market that provides an outlet for local farmers.
2. Explore the establishment of a multi-jurisdictional collaborative that makes land available to small, organic farmers.
3. 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).
4. Encourage the preservation of agricultural lands encouraging infill development and promoting density in areas already served by public infrastructure.

1. 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.
2. Further expand non-motorized amenities, especially in a way that provides access to trails within open, park and green spaces.
3. Continue incorporating, as with the Lohr-Textile Greenway, wetland preservation into implementation of multi-modality.
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.

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.





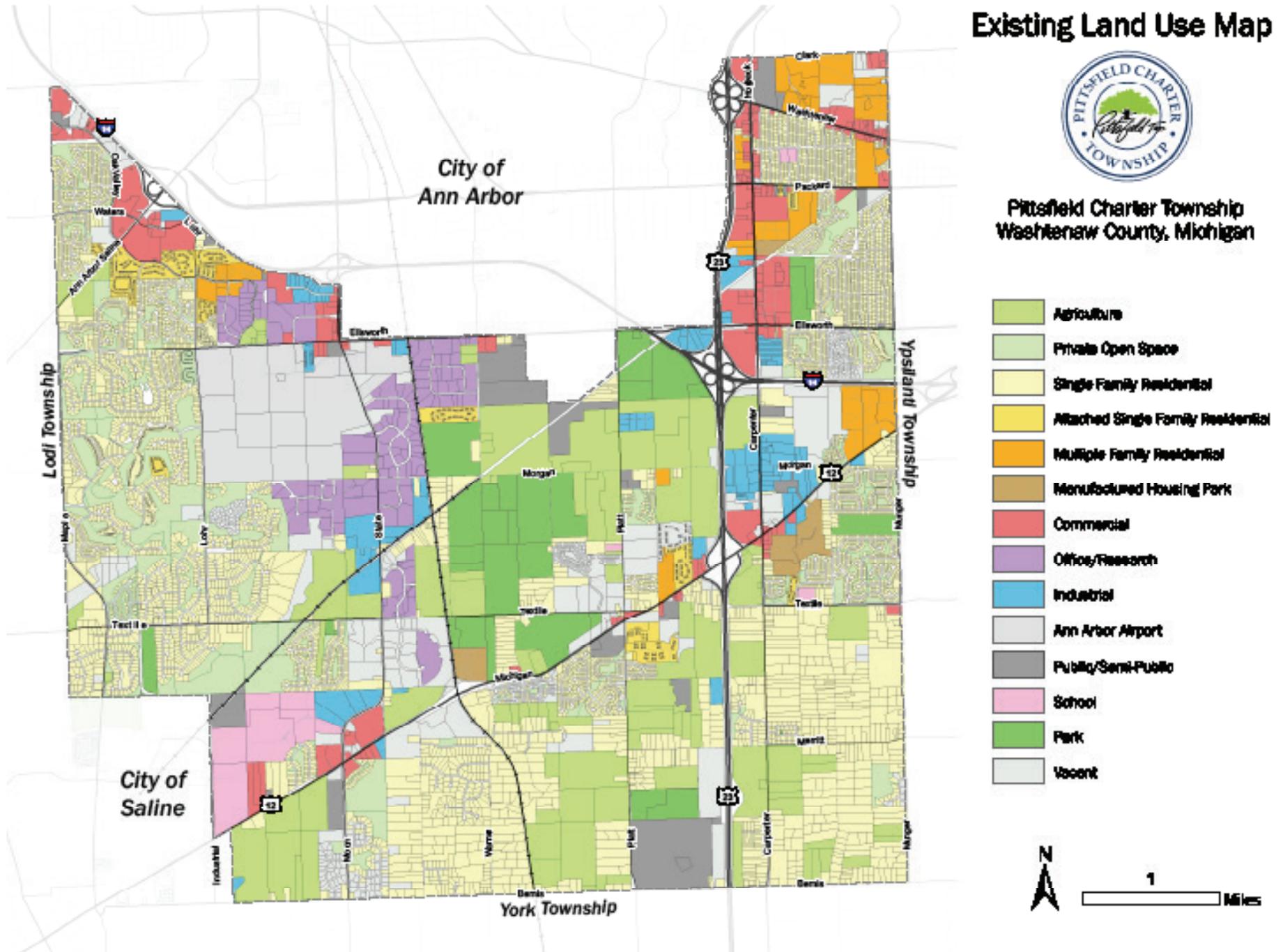
Top: Master Plan Bus Tour, Master Plan Community Workshop at Carpenter Elementary
Bottom: Master Plan Design Workshops



Maps



EXISTING LAND USE MAP

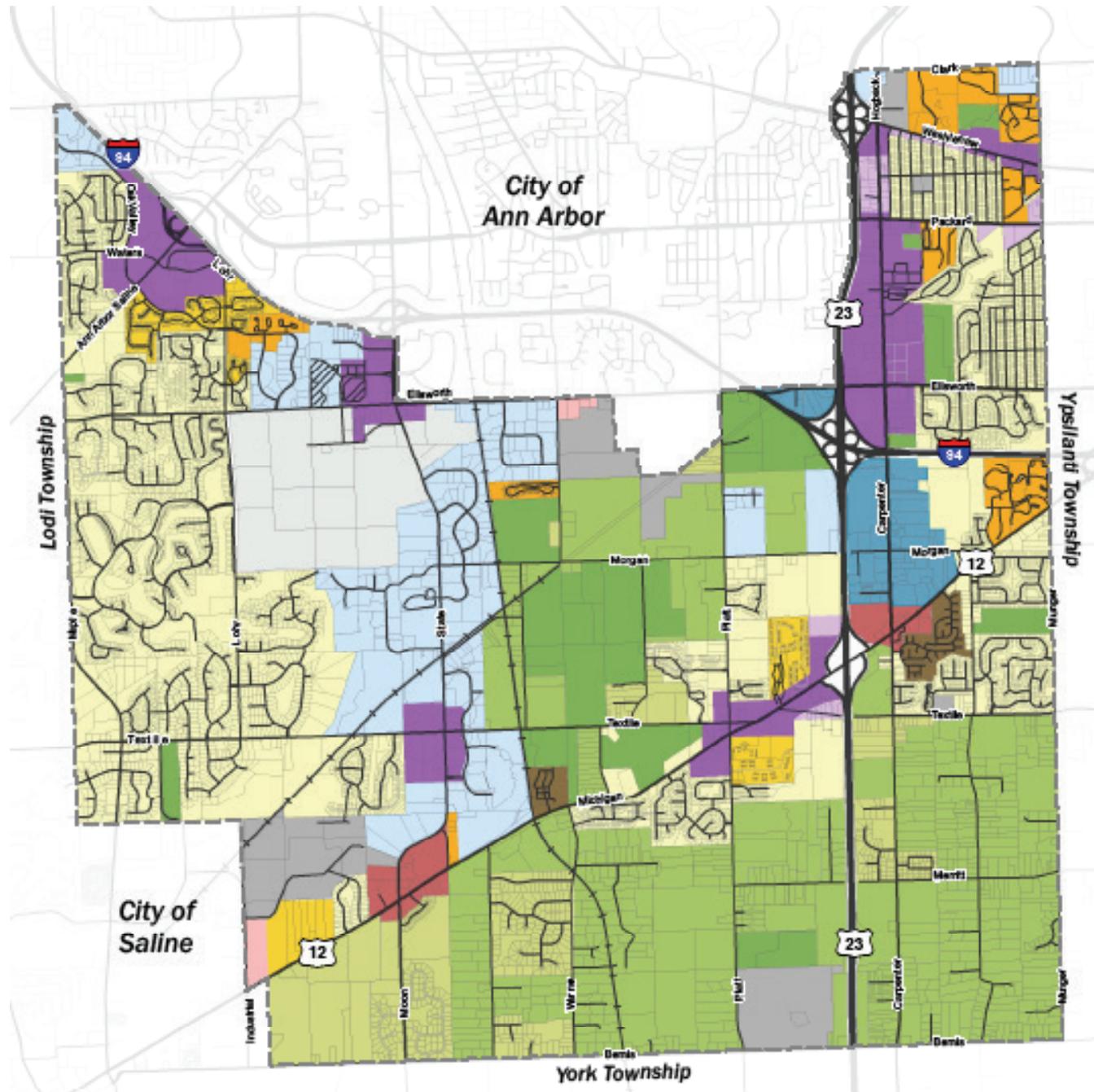
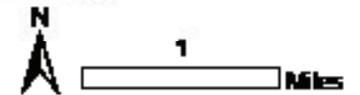


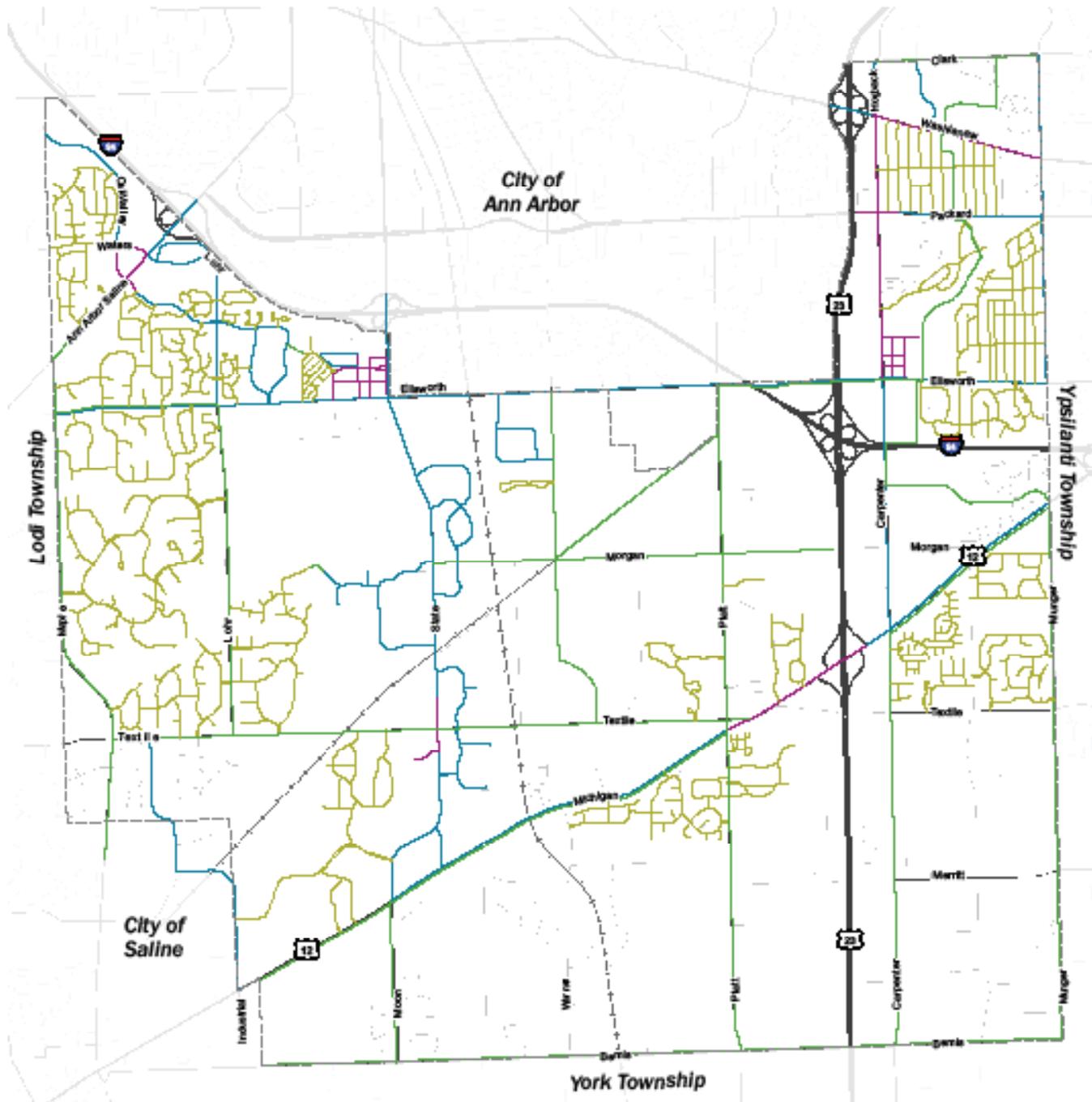
Future Land Use Plan



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



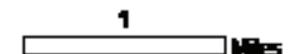


Non-Motorized Plan



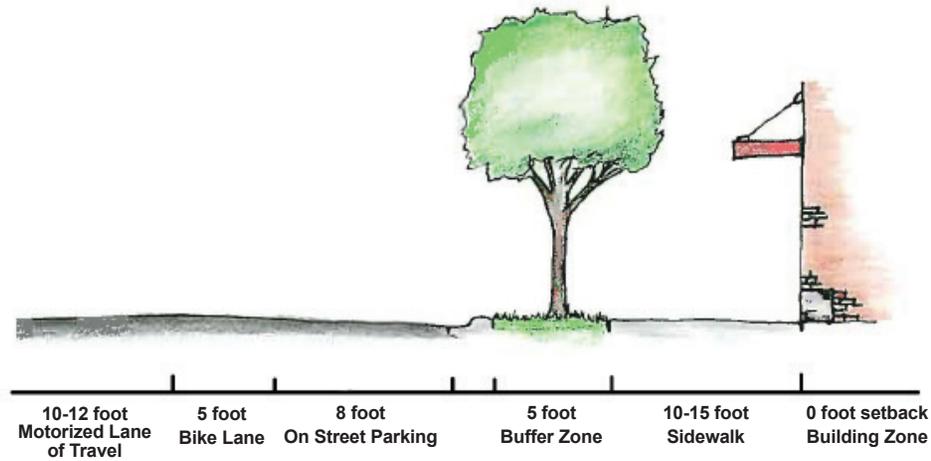
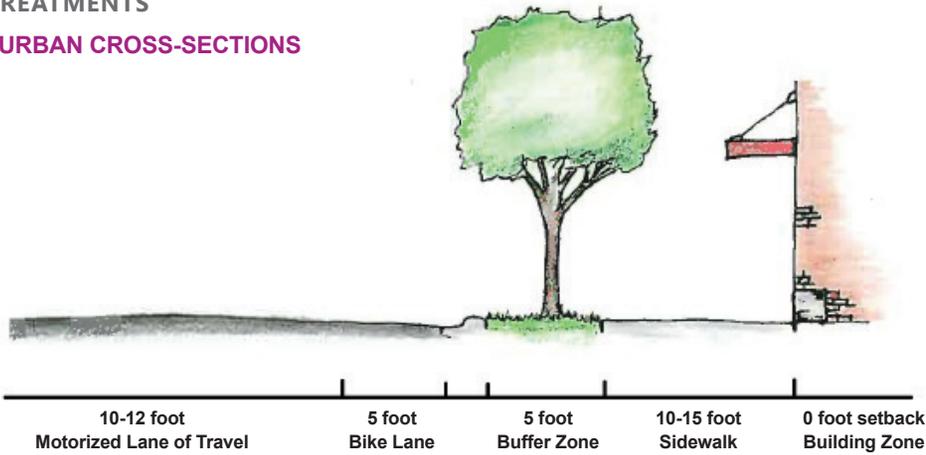
Pittsfield Charter Township
Washtenaw County, Michigan

- 1 urban cross-section
- 2 suburban cross-section
- 3 neighborhood cross-section
- 4 non-reserved paths

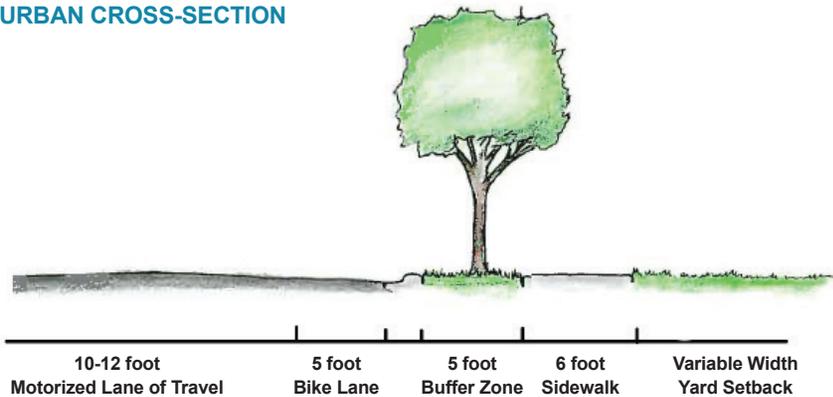


TREATMENTS

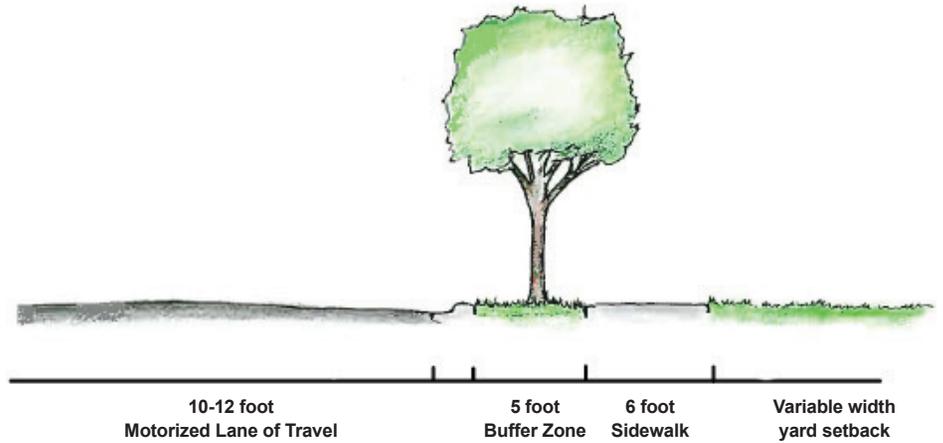
URBAN CROSS-SECTIONS



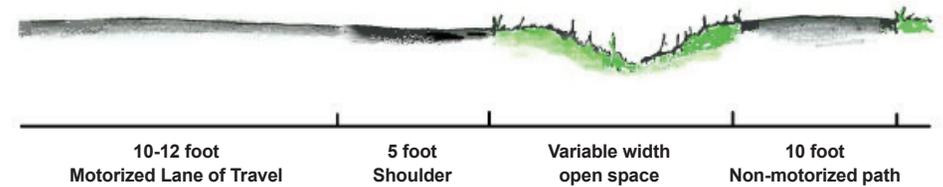
SUBURBAN CROSS-SECTION

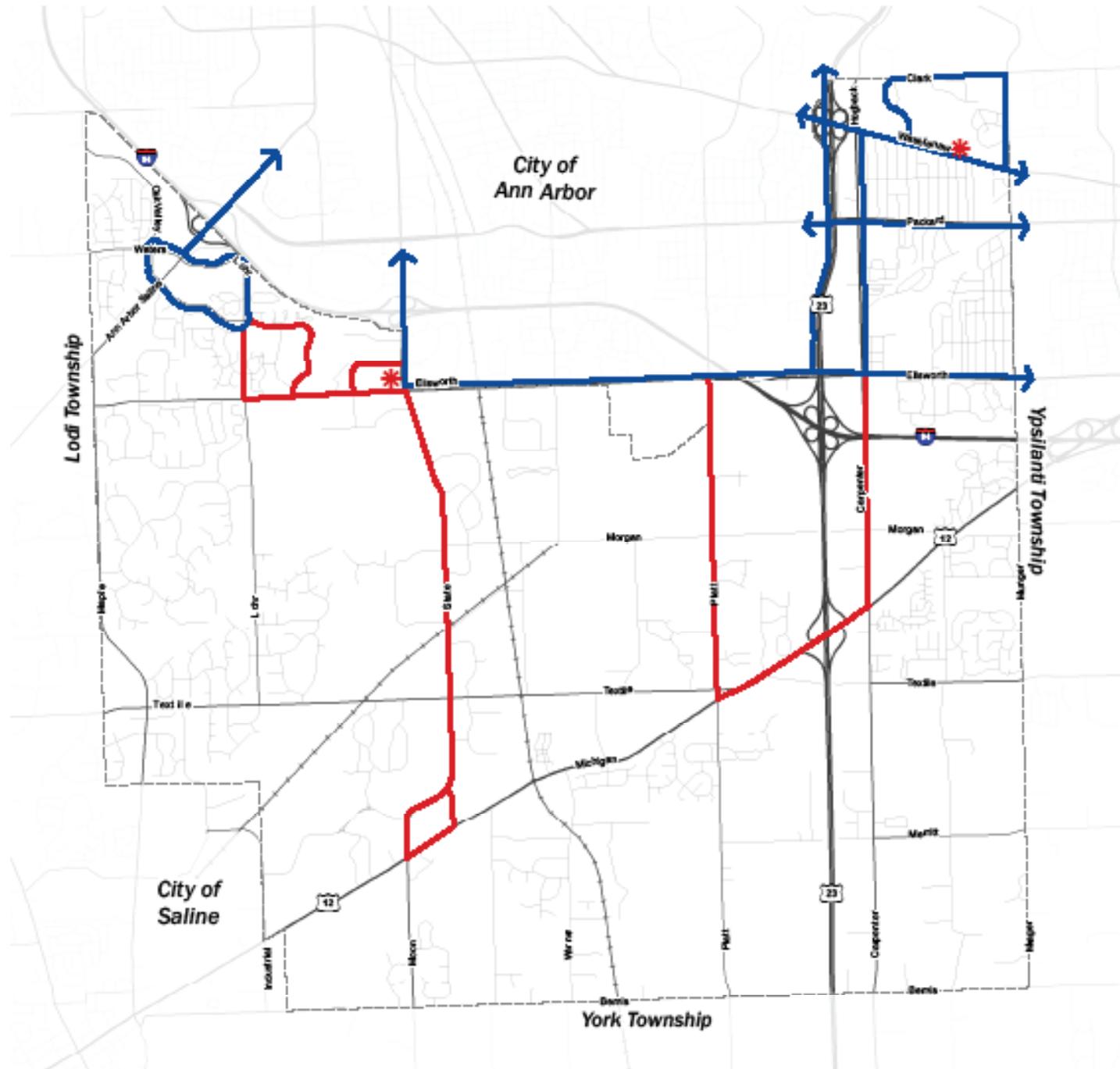


NEIGHBORHOOD CROSS-SECTION



RURAL/NON-MOTORIZED CROSS-SECTION



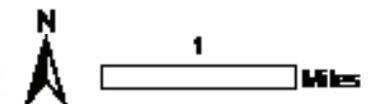


Transit Plan



Pittsfield Charter Township
Washtenaw County, Michigan

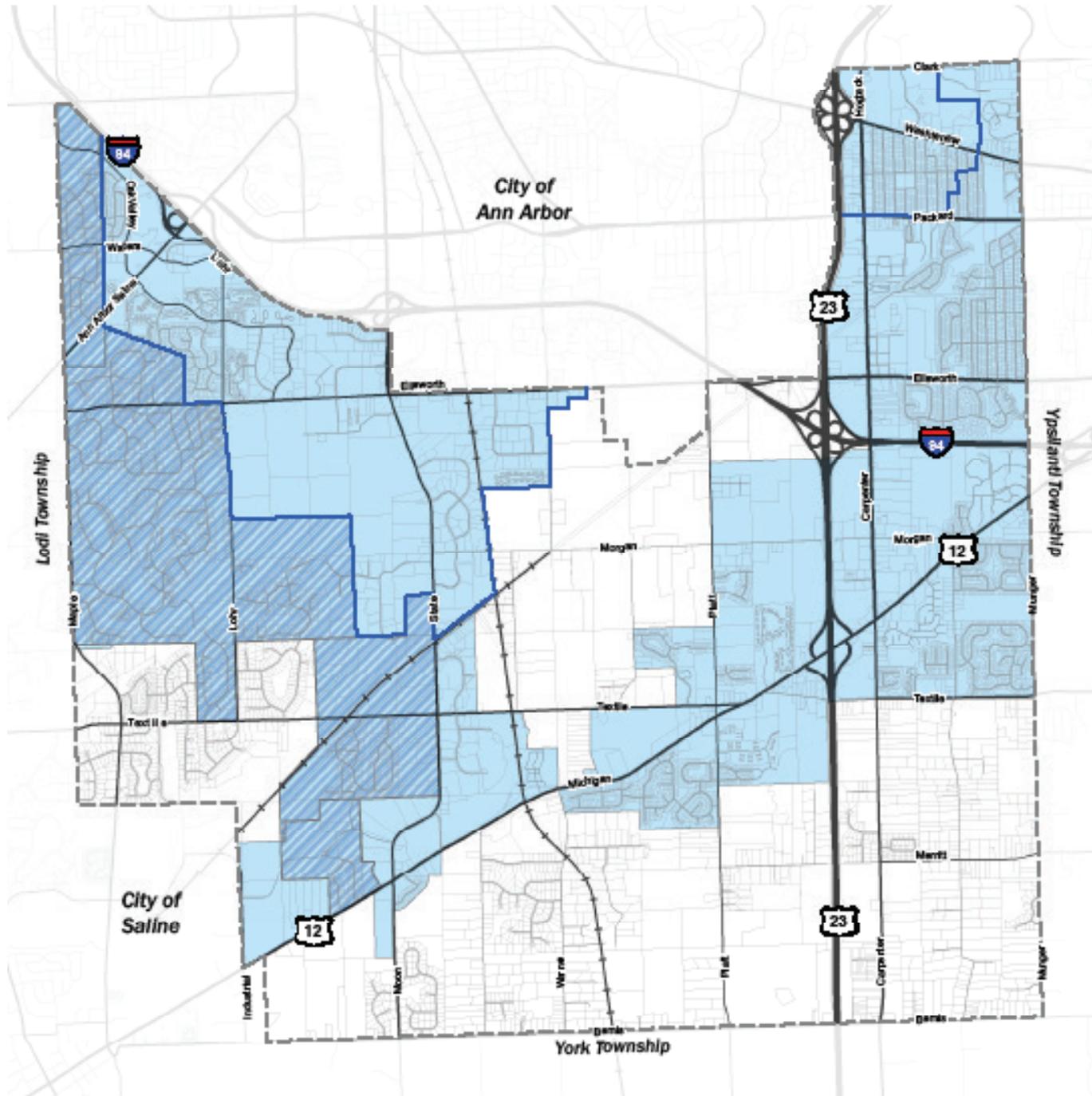
-  ATA Bus Route
-  Potential Bus Route
-  Planning Area Boundary
-  Potential Transit Center



GATEWAYS MAP



UTILITIES SERVICE BOUNDARY MAP

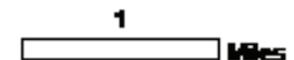


Public Utility Service Area



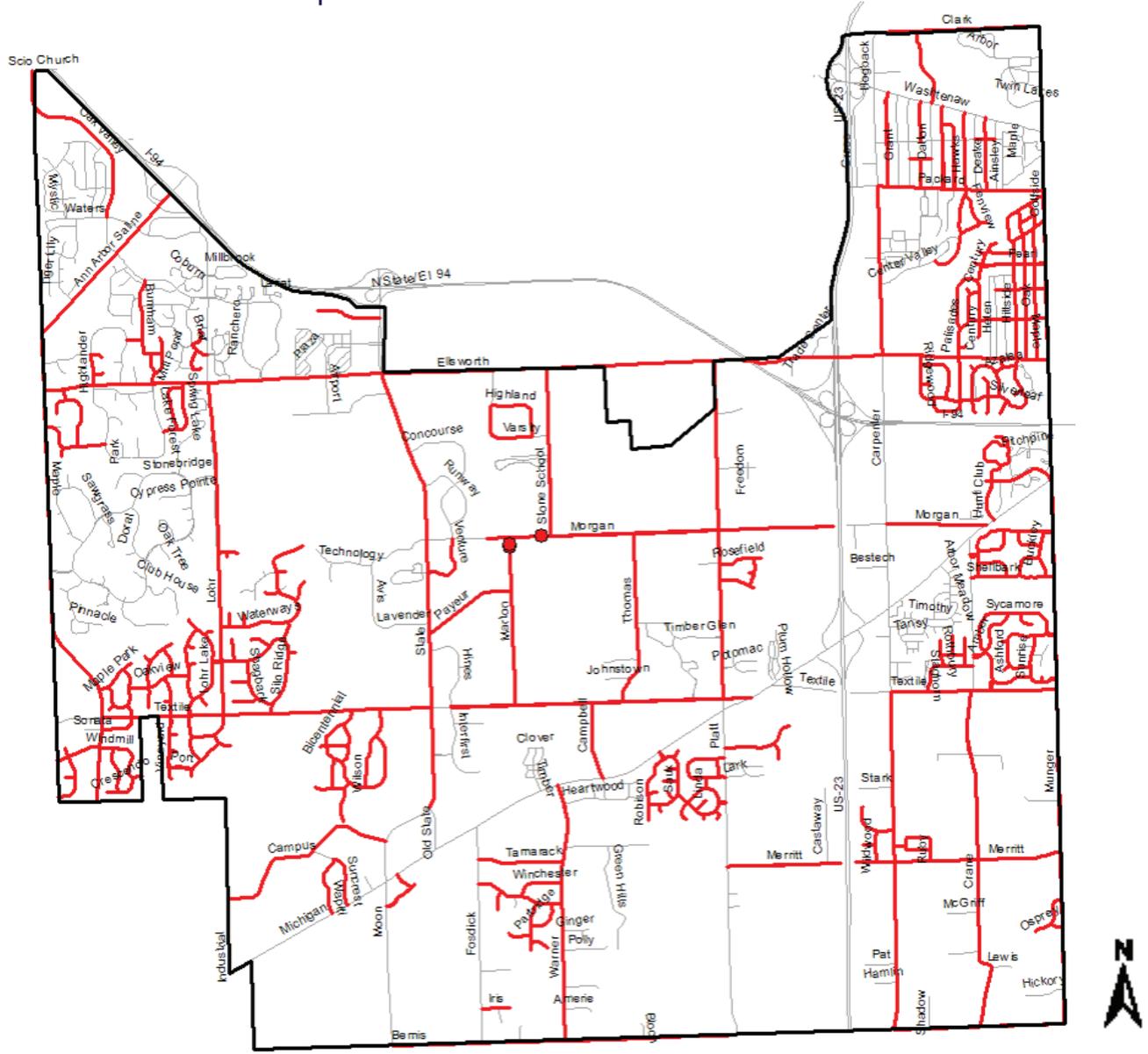
Pittsfield Charter Township
Washtenaw County, Michigan

- Utility Service Area
- Michigan Capital District
- Ann Arbor District / YCAL District Boundary

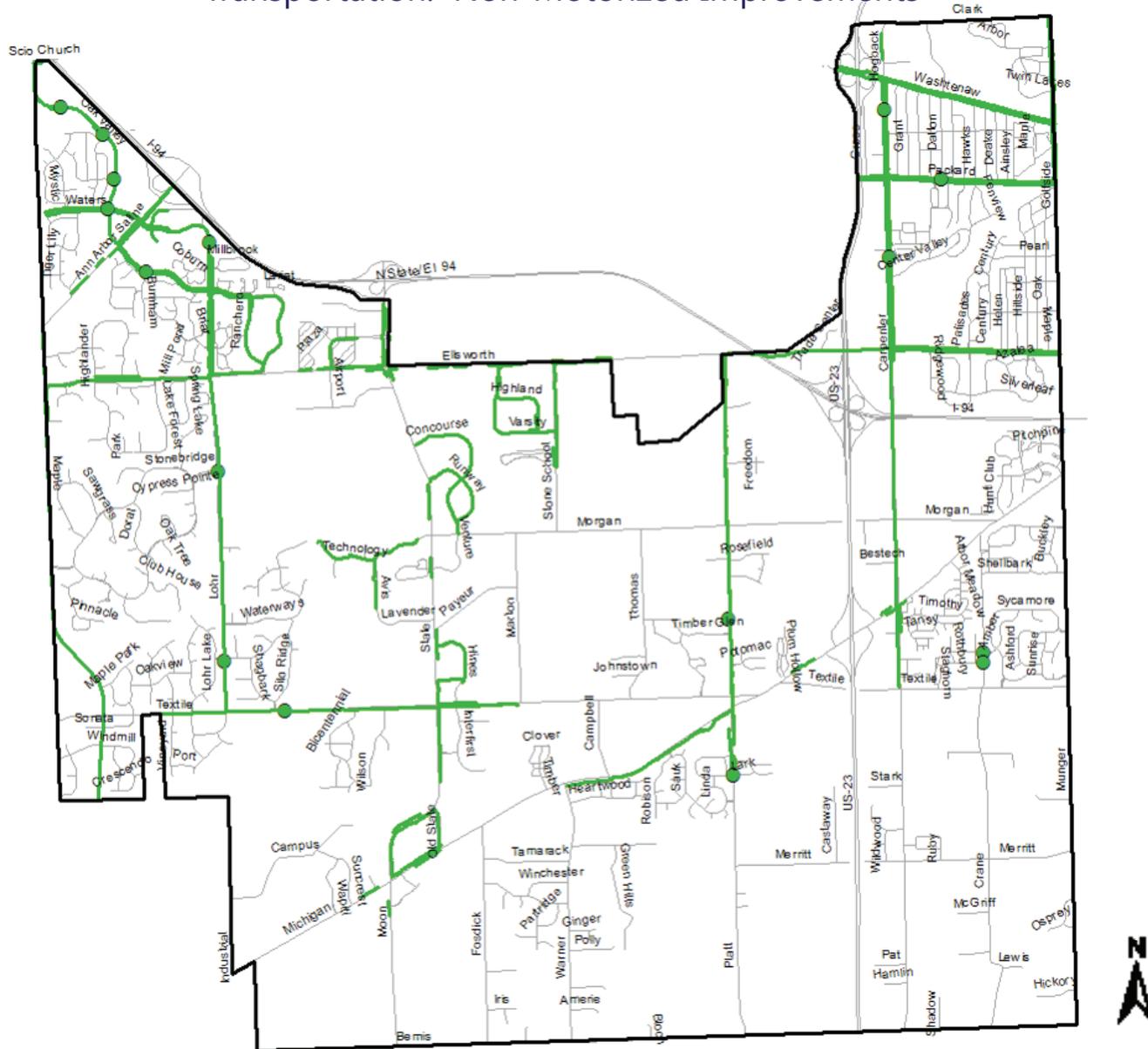




Transportation: Local Road Maintenance



Transportation: Non-Motorized Improvements





Appendices



Appendix A

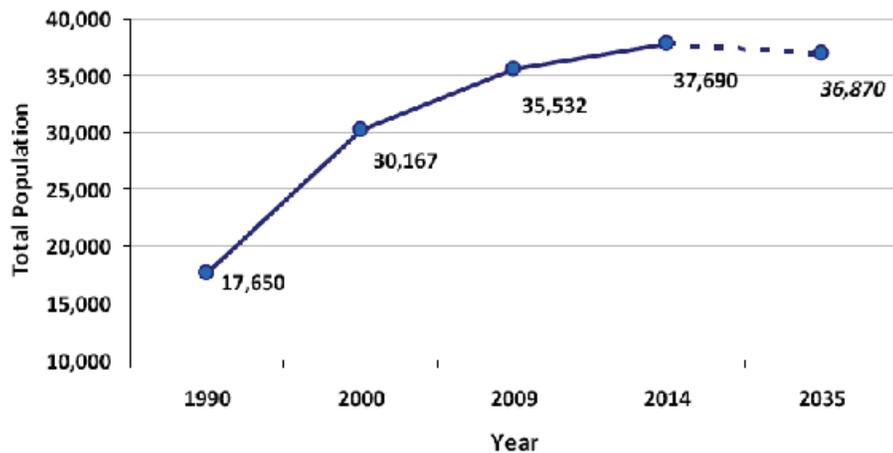
Detailed Demographic

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.

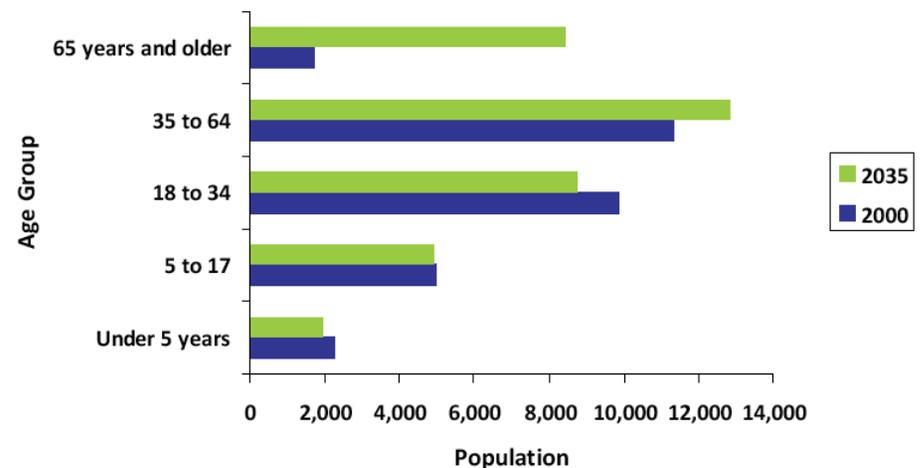
AGE STRUCTURE OF POPULATION

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.

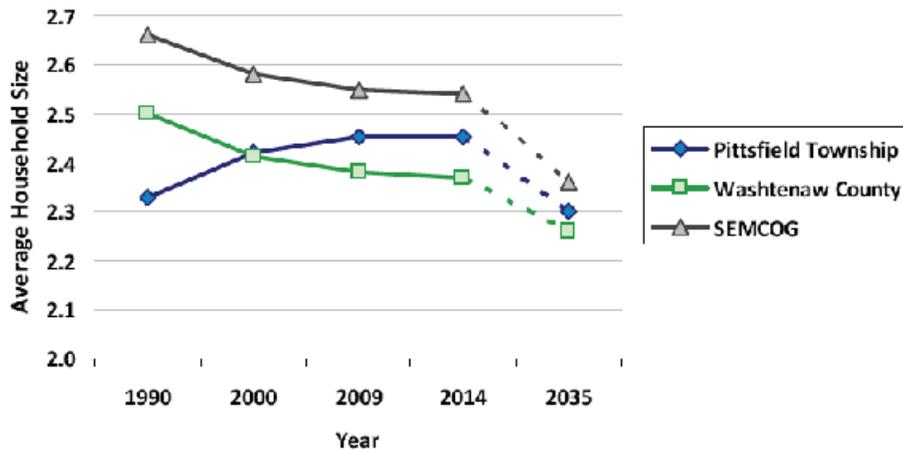
The Township, State of Michigan, and nation as a whole are experiencing an unprecedented number of vacant and foreclosed properties. At this time Pittsfield has 400-500 un-built but approved residential lots that are noted as vacant but could be built one day. Also of note, HUD (U.S. Department of Housing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

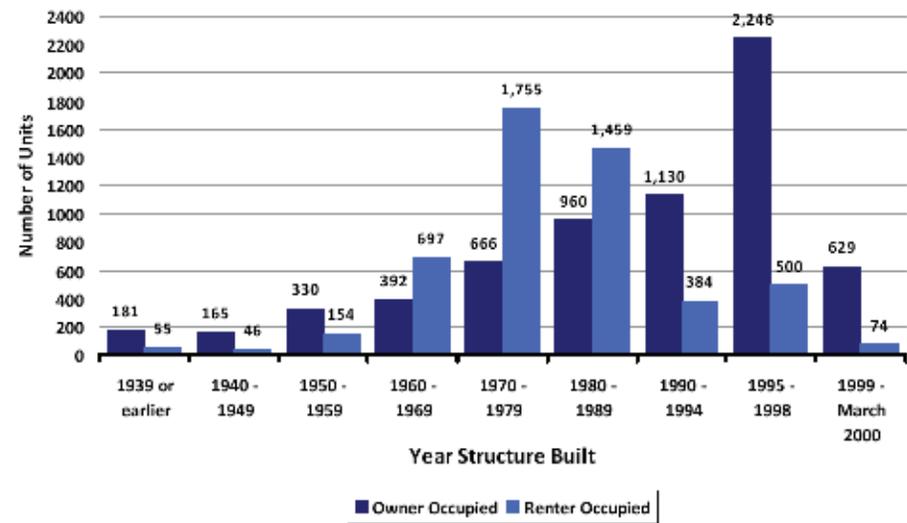
The Township did not seem to experience much of a housing boom immediately following World War II, but there were significant increases in building activity after 1970. A majority of the owner occupied housing was built between 1990 and 1998, while most of the renter occupied housing was built between 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%	9.5%	9.5%
\$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%	1.5%	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

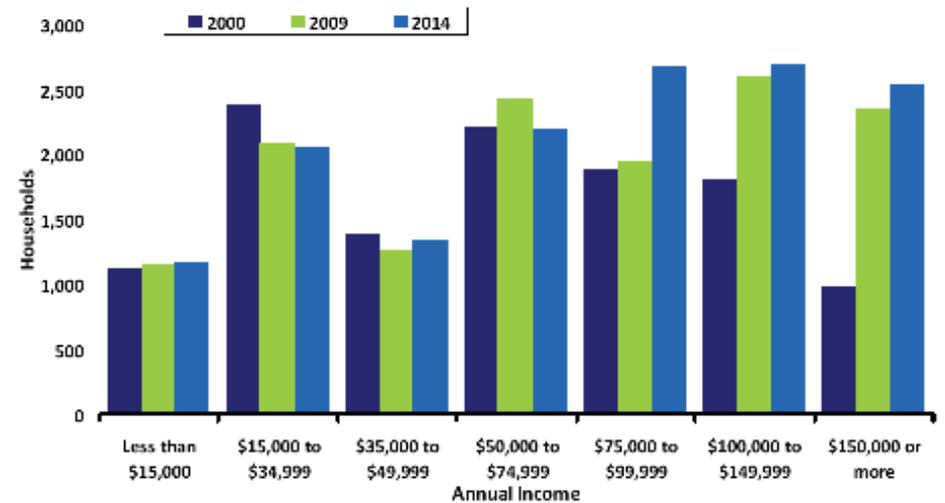
HOUSEHOLD INCOME

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%	14.5%	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%	5.9%
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%
SEMCOG	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

In your opinion, how important are each of the following priorities for Pittsfield Township to address over the next 5 to 10 years? Please indicate using a scale from 1 (high priority) to 5 (low priority). If you have no opinion, please leave blank.

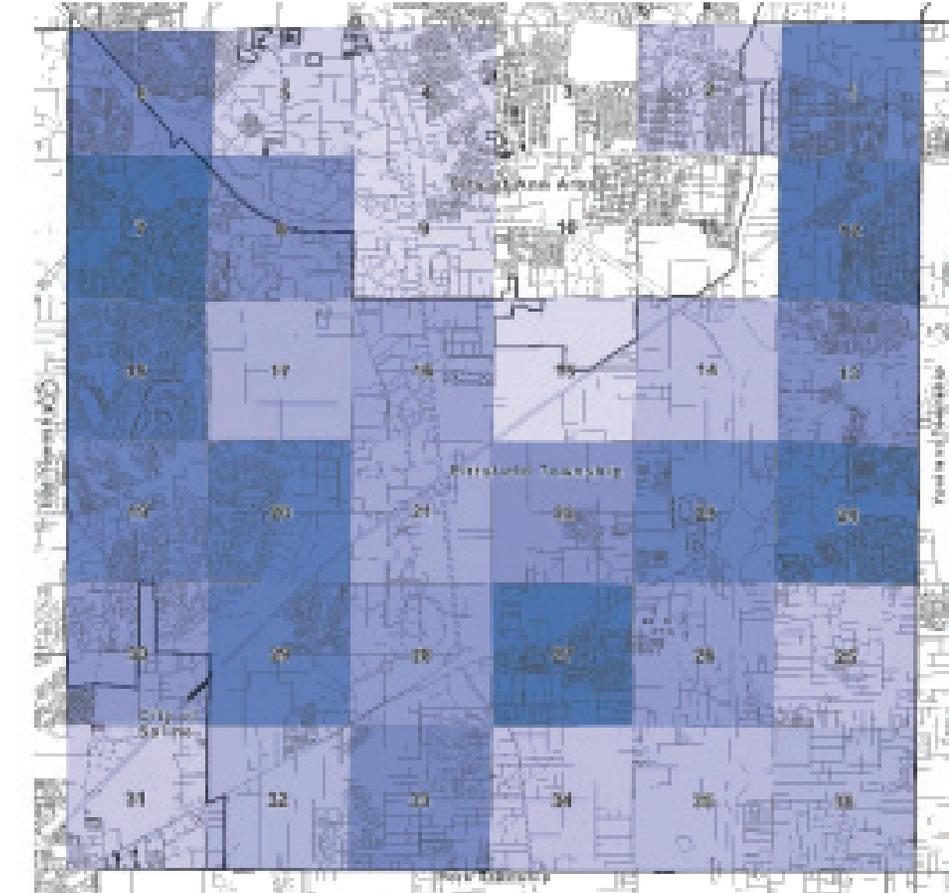
Maintain existing roadways	470
Improve traffic flow on primary roadways	469
Expand the non-motorized network by adding more greenways, sidewalks and bike lanes	447
Provide a safe and accessible non-motorized (biking/walking) transportation network	443
Preserve natural features (floodplains, woodlands, trees, etc.)	418
Improve appearance of residential neighborhoods (sidewalks, street lights, etc.)	415
Limit residential home construction to existing, vacant subdivision lots	396
Incorporate art into public places	388
Develop more parks and recreational facilities	384
Provide improved access to public transportation	383
Expand commercial/retail development	373
Coordinate with adjacent communities to achieve shared objectives	371
Provide housing to meet the needs of seniors and young talent	363
Redevelop vacant and underutilized commercial properties	353
Improve zoning and code enforcement efforts	337
Improve accessibility to open spaces	337
Facilitate improved stormwater management	330
Incentivize that new buildings be LEED certified or similar	314
Increase availability of public water and sewer	297

How would you prioritize the following park amenities and facilities for future development? Please indicate using a scale from 1 (high priority) to 5 (low priority). If you have no opinion, please leave blank.

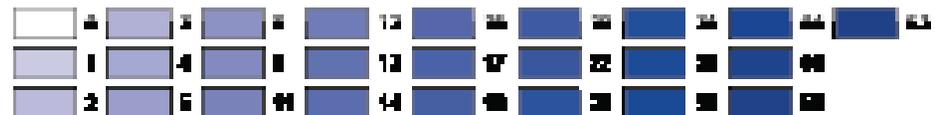
Pedestrian & Bicycling Trails	524
Trails	495
Restrooms	478
Community Garden	452
Sledding Hills	445
Multipurpose Indoor Facility	444
Spray Park/Splash Pad	436
Athletic Fields (Baseball/Softball, Basketball, Cricket, Lacrosse, Soccer)	436
Dog Park	429
ADA Accessible play structures	420
Picnic Pavilions	419
Cross-Country Ski Trails	418
Tennis Courts/Pickleball	408
Nature Interpretation	400
Disc Golf	399
Other (e.g., Gaga ball, Foot Golf)	261

Q1: Using the map provided, please indicate the section number of the area in which you live		
Answer Choices	Response Percentage	Response Count
1	4.81%	29
2	0.50%	3
3	0.00%	0
4	0.17%	1
5	0.33%	2
6	3.15%	19
7	10.45%	63
8	2.82%	17
9	0.17%	1
10	0.00%	0
11	0.00%	0
12	7.30%	44
13	2.82%	17
14	0.83%	5
15	0.17%	1
16	1.99%	12
17	1.49%	9
18	6.47%	39
19	3.65%	22
20	5.97%	36
21	1.82%	11
22	2.49%	15
23	4.81%	29
24	7.46%	45
25	0.66%	4
26	2.16%	13
27	9.78%	59
28	2.16%	13
29	5.64%	34
30	2.32%	14
31	0.50%	3
32	1.33%	8
33	2.99%	18
34	0.66%	4
35	0.83%	5
36	1.33%	8
		Answered: 603
		Skipped: 164

Q1: Indicate the section number of the area in which you live:

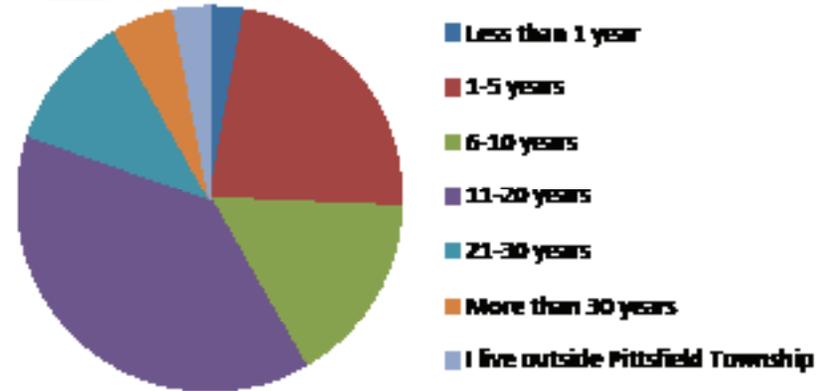


Response count



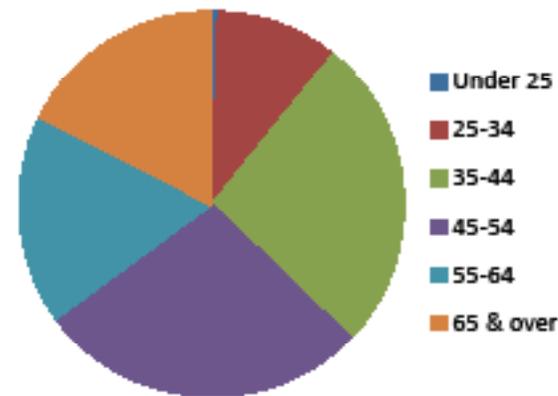
Q2: How long have you been a Pittsfield Township resident?		
Answer Choices	Response Percentage	Response Count
Less than 1 year	2.90%	22
1-5 years	22.79%	173
6-10 years	16.07%	122
11-20 years	38.60%	293
21-30 years	11.46%	87
More than 30 years	5.14%	39
I live outside Pittsfield Township	3.03%	23
		Answered: 759
		Skipped: 8

Q2: How long have you been a Pittsfield Township resident?



Q3: What is your age?		
Answer Choices	Response Percentage	Response Count
Under 25	0.53%	4
25-34	10.32%	78
35-44	26.32%	199
45-54	27.78%	210
55-64	17.46%	132
65 & over	17.59%	133
		Answered: 756
		Skipped: 11

Q3: What is your age?

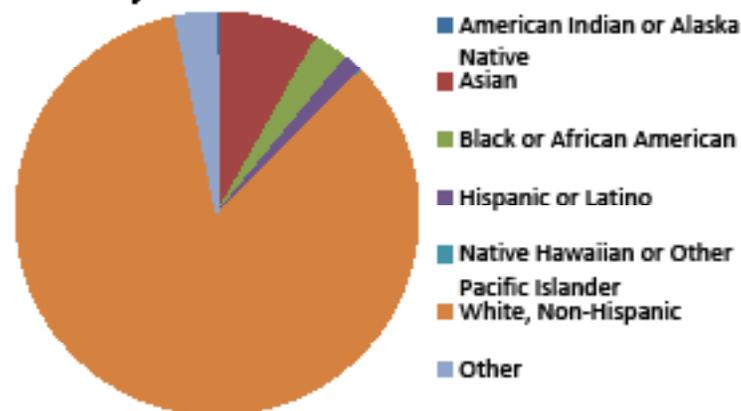


Q4: Please select the category that best explains your ethnicity:

Answer Choices	Response Percentage	Response Count
American Indian or Alaska Native	0.27%	2
Asian	7.99%	60
Black or African American	2.80%	21
Hispanic or Latino	1.46%	11
Native Hawaiian or Other Pacific Islander	0.13%	1
White, Non-Hispanic	84.02%	631
Other	3.33%	25

Answered: 751
Skipped: 16

Q4: Please select the category that best explains your ethnicity:

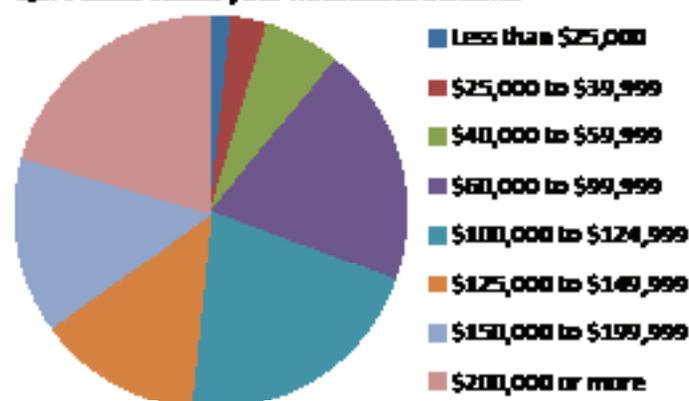


Q5: Please select your household income:

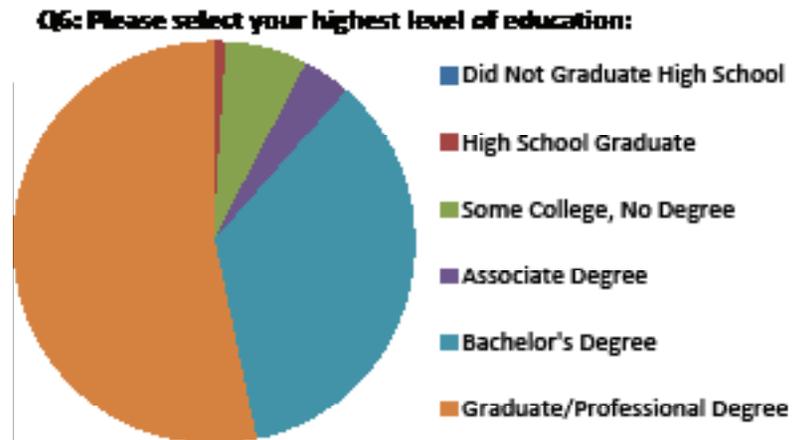
Answer Choices	Response Percentage	Response Count
Less than \$25,000	1.72%	12
\$25,000 to \$39,999	3.00%	21
\$40,000 to \$59,999	6.29%	44
\$60,000 to \$99,999	19.60%	137
\$100,000 to \$124,999	21.03%	147
\$125,000 to \$149,999	13.45%	94
\$150,000 to \$199,999	14.45%	101
\$200,000 or more	20.46%	143

Answered: 699
Skipped: 68

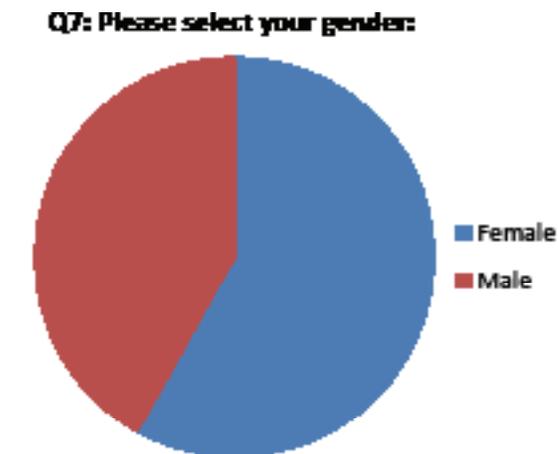
Q5: Please select your household income:



Q6: Please select your highest level of education:		
Answer Choices	Response Percentage	Response Count
Did Not Graduate High School	0.00%	0
High School Graduate	1.06%	8
Some College, No Degree	6.63%	50
Associate Degree	3.85%	29
Bachelor's Degree	35.15%	265
Graduate/Professional Degree	53.32%	402
		Answered: 754
		Skipped: 13



Q7: Please select your gender:		
Answer Choices	Response Percentage	Response Count
Female	58.09%	431
Male	41.91%	311
		Answered: 742
		Skipped: 25

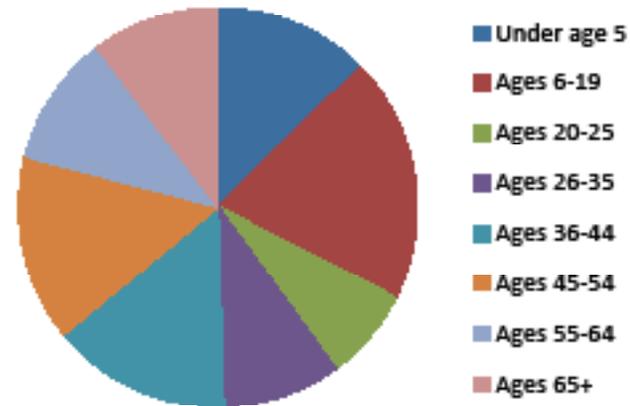


Q8: Including yourself, how many people in your household are:

Answer Choices	Average Number	Total Number	Response Count
Under age 5	1	230	249
Ages 6-19	2	611	391
Ages 20-25	1	74	147
Ages 26-35	1	181	188
Ages 36-44	1	348	286
Ages 45-54	1	370	295
Ages 55-64	1	206	210
Ages 65+	1	199	203

Answered: 732
Skipped: 35

Q8: Including yourself, how many people in your household are:

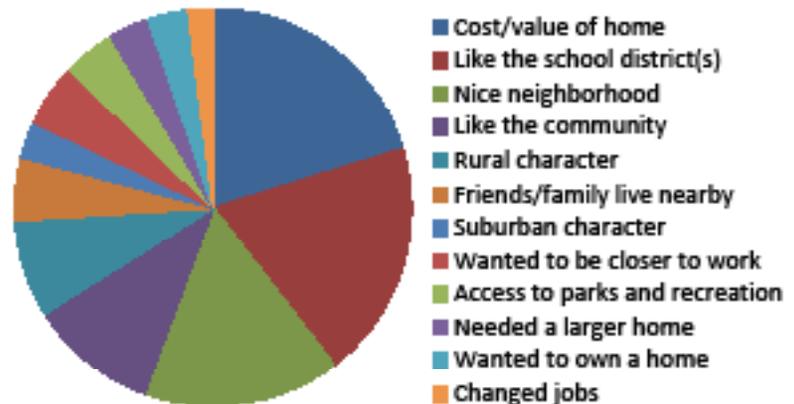


Q23: What are the three most significant reasons you reside in Pittsfield Township?

Answer Choices	Response Percentage	Response Count
Cost/value of home	57.69%	330
Like the school district(s)	55.07%	315
Nice neighborhood	45.80%	262
Like the community	29.72%	170
Rural character	22.55%	129
Friends/family live nearby	14.51%	83
Suburban character	8.57%	49
Wanted to be closer to work	14.51%	83
Access to parks and recreation	12.06%	69
Needed a larger home	9.44%	54
Wanted to own a home	9.27%	53
Changed jobs	5.77%	33

Answered: 572
Skipped: 195

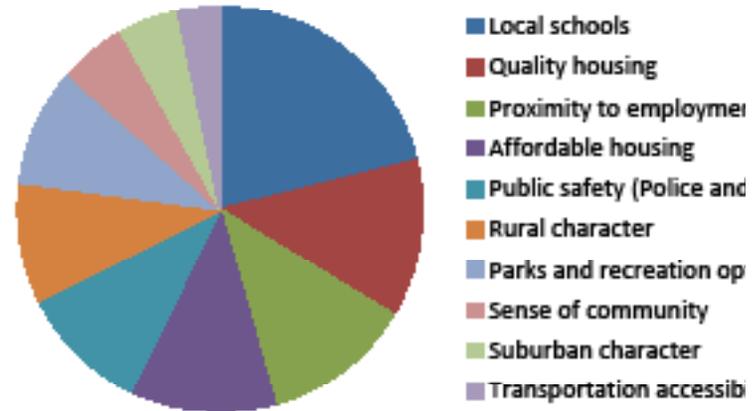
Q23: What are the three most significant reasons you reside in Pittsfield Township?



Q24: What are the three most positive aspects of residing in Pittsfield Township?

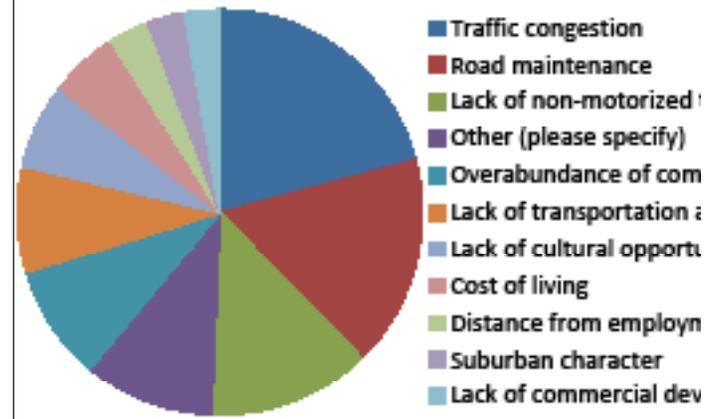
Answer Choices	Response Percentage	Response Count
Local schools	60.28%	349
Quality housing	35.75%	207
Proximity to employment	34.02%	197
Affordable housing	33.16%	192
Public safety (Police and Fire)	29.53%	171
Rural character	27.12%	157
Parks and recreation options	26.94%	156
Sense of community	15.20%	88
Suburban character	13.64%	79
Transportation accessibility	9.50%	55
		Answered: 579
		Skipped: 188

Q24: What are the three most positive aspects of residing in Pittsfield Township?



Q25: What are the three most negative aspects of residing in Pittsfield Township?		
Answer Choices	Response Percentage	Response Count
Traffic congestion	53.44%	311
Road maintenance	43.13%	251
Lack of non-motorized transportation (bike/walk)	33.16%	193
Other (please specify)	26.63%	155
Overabundance of commercial development	23.54%	137
Lack of transportation accessibility	21.65%	126
Lack of cultural opportunities	17.53%	102
Cost of living	14.09%	82
Distance from employment	8.25%	48
Suburban character	7.56%	44
Lack of commercial development	7.22%	42
		Answered: 582
		Skipped: 185

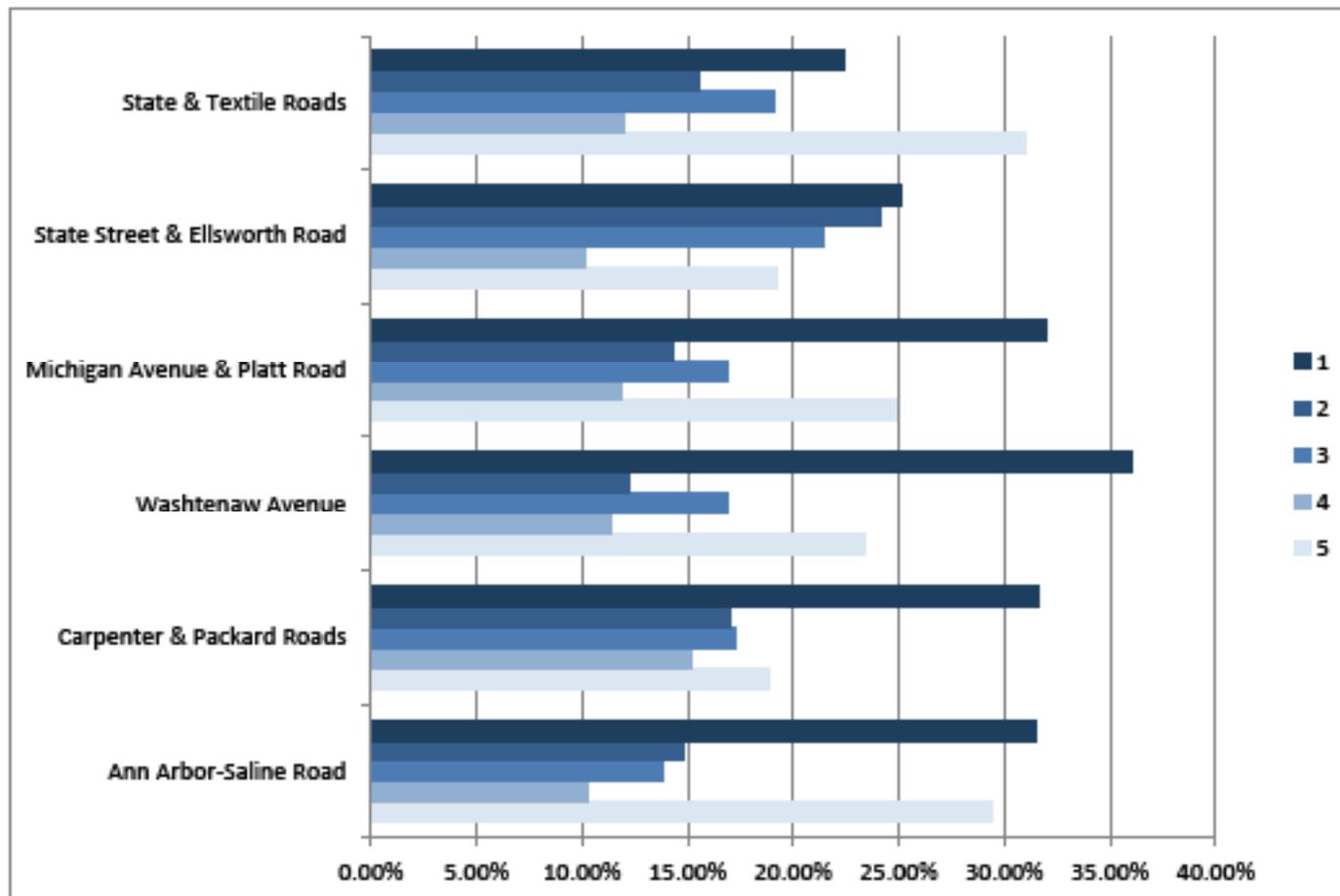
Q25: What are the three most negative aspects of residing in Pittsfield Township?



Q26: The current Master Plan, adopted in 2011, outlines a vision to strike a balance between dense, mixed-use nodal development within six nodes and preserving open/green spaces in central and south Pittsfield. In your opinion, which of the six mixed-use nodes should be prioritized for development in the future (please refer to map)? Please indicate using a scale from 1 (high priority) to 5 (low priority). If you have no opinion, leave blank please.

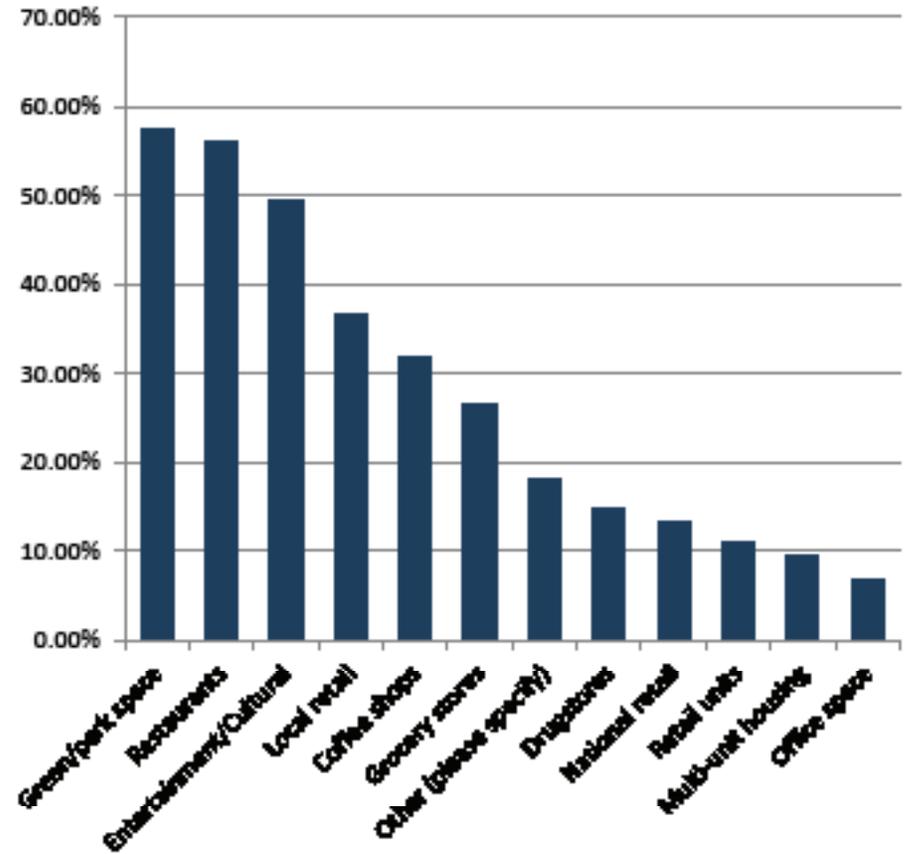
	1	2	3	4	5	Total
Ann Arbor-Saline Road	31.49% 125	14.26% 59	13.25% 55	10.33% 41	29.47% 117	397
Carpenter & Packard Roads	31.68% 121	17.02% 65	17.28% 66	15.18% 58	18.85% 72	382
Washtenaw Avenue	35.97% 132	12.26% 45	16.29% 62	11.44% 42	23.43% 86	367
Michigan Avenue & Platt Road	32.01% 129	14.39% 58	16.87% 68	11.91% 48	24.81% 100	403
State Street & Ellsworth Road	25.12% 102	24.14% 98	21.43% 87	10.10% 41	19.21% 78	406
State & Textile Roads	22.39% 88	15.52% 61	19.08% 75	11.96% 47	31.04% 122	393
Answered: 497 Skipped: 274						

Q26: The current Master Plan, adopted in 2011, outlines a vision to strike a balance between dense, mixed-use nodal development within six nodes and preserving open/green spaces in central and south Pittsfield. In your opinion, which of the six mixed-use nodes should be prioritized for development in the future [please refer to map]? Please indicate using a scale from 1 (high priority) to 5 (low priority). If you have no opinion, leave blank please.



Q27: What services would you like offered as these nodes are developed (check all that apply)?		
Answer Choices	Response Percentage	Response Count
Green/park space	57.69%	300
Restaurants	56.15%	292
Entertainment/Cultural	49.62%	258
Local retail	36.73%	191
Coffee shops	31.92%	166
Grocery stores	26.54%	138
Other (please specify)	18.08%	94
Drugstores	14.81%	77
National retail	13.46%	70
Retail units	11.15%	58
Multi-unit housing	9.42%	49
Office space	6.92%	36
		Answered: 520
		Skipped: 247

Q27: What services would you like offered as these nodes are developed (check all that apply)?

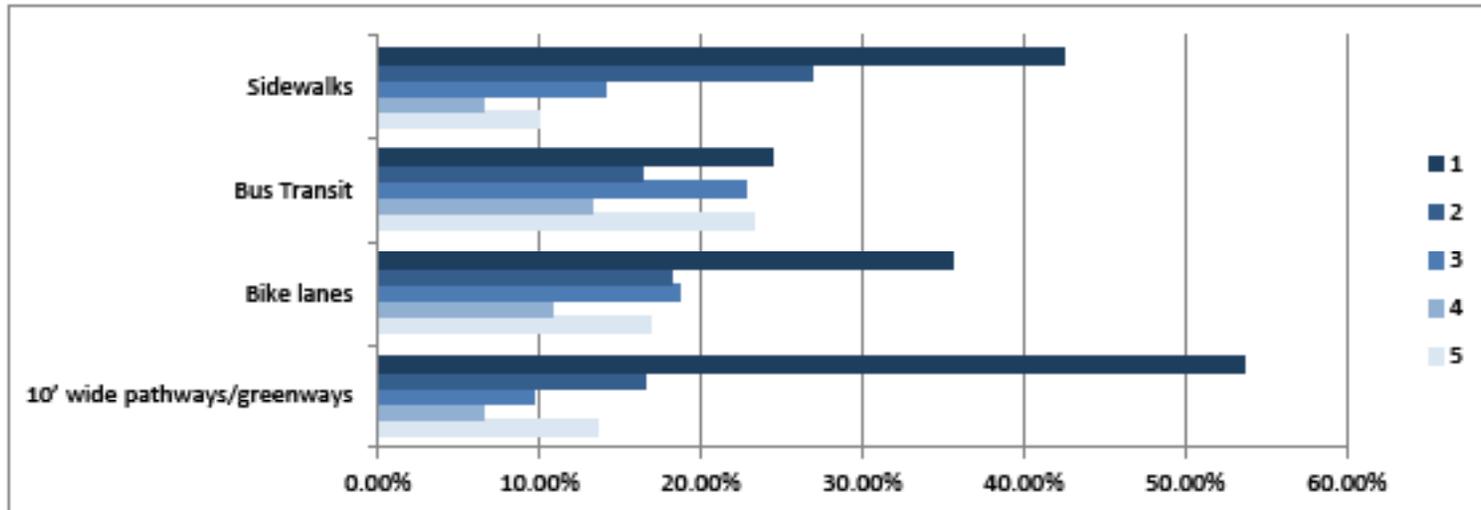


Q28: Since 2009, Pittsfield Township has implemented many non-motorized projects (sidewalks, bike lanes, greenways). What projects should be prioritized for the future? Please indicate using a scale from have no opinion, please leave blank.

	1	2	3	4	5	Total
10' wide pathways/greenways	53.69% 262	16.60% 81	9.63% 47	6.56% 32	13.52% 66	488
Bike lanes	35.65% 159	18.16% 81	18.61% 83	10.76% 48	16.82% 75	446
Bus Transit	24.36% 104	16.39% 70	22.72% 97	13.35% 57	23.19% 99	427
Sidewalks	42.57% 209	26.88% 132	14.05% 69	6.52% 32	9.98% 49	491

Answered: 545
Skipped: 222

Q28: Since 2009, Pittsfield Township has implemented many non-motorized projects (sidewalks, bike lanes, greenways). What projects should be prioritized for the future?



Q29: If you have any suggested locations for non-motorized improvements, please indicate below. - Open Ended Response
Keep off streets-they do not follow rules.
Down Platt Rd. to Bemis.
Again, it would be amazing to turn the unused railway to a path that connects textile to library and middle school campus area.
Connect the platt bikepath to something. Right now it just goes up and down Platt between Michigan and Ellsworth, which is nice, but also useless.
What is a 10 foot wide greenway?? Left that blank only because I cannot envision where or what it would be.
As I mentioned before, the "Rails to Trails" for the train tracks that cut through the township down to Saline would be a great benefit for the community. Also, continuing the path down Textile to connect into the trail on Platt would be great!!
Connect walkway from state to platt on textile.
Ellsworth, carpenter and MI avenue
Like I said above, extend bike trail Textile to Platt for the safety of everyone, especially seniors.
Bike trails, nature paths
Why cant cyclists use existing sidewalks that are rarely used instead of building additional bike paths? Also, if we are creating bike lanes for the occasional cyclist, they should have to pay for a license to ride in bike lanes.
Sidewalks at Lohr should be consistent so that residents don't have to switch from one side of the road to another when using the sidewalks. Ex. Going from Textile to Ellsworth while traversing Lohr.
Zone 6
Need a good way to cross I94 to Briarwood
Bike lanes with a barrier between the bike and auto traffic.
I stated above that we would love to be able to safely ride our bikes to the library or to the new shops at AA Saline. I think continuing the path all along Ellsworth and the rest of Lohr would be great!
Bemis Rd from Platt Rd to City of Saline – needs a bike lane/sidewalk or at least a shoulder.
Sidewalks from Michigan ave-platt down to saline, sidewalks from platt-ellsworth to Packard or carpenter
Ellsworth road needs bike lanes all the way across the twp.
Not applicable
Packard eastbound near platt. Ellsworth btw platt and carpenter. Michigan ave btw platt and carpenter.
Maple Road Ann Arbor Saline Road
Bemis road to rolling hills park
Sidewalks on textile between munger and carpenter
As said before—SAFE non motorized crossing of US12 and US23 near Carpenter/Textile/Merritt/Crane Rd.
Bike path/sidewalk on Michigan from Harwood Farms to city of Saline
Sidewalks on all paved neighborhood streets. Bike lanes on every major road leading to/from Ann Arbor.
Better pedestrian/bike crossing for Michigan Ave at Platt Rd (very congested intersection and high traffic speeds make this crossing feel dangerous.)
Enough with the road diets to make bike lanes, it causes huge congestion and cant recall single cyclist using
State/Moon

Q29: If you have any suggested locations for non-motorized improvements, please indicate below. - Open Ended Response - CONTINUED
Love the path along Lohr and State. It is used a long and has made pedestrian traffic far more safe. Thank you.
Southern part of the township needs more bike lanes, greenways and sidewalks, especially Bemis Rd. area.
A crosswalk across Platt (South of Michigan Ave) would be great! I have to dart across the street walking to the Farmer's Market from my house.
Plant more trees, create a community garden for Pittsfield residents who may be in multi-unit properties
Need to connect Saline to Ann Arbor, Pittsfield to Ann Arbor, and Pittsfield to Ypsilanti with sidewalks at a minimum but greenways would be best. All major roads that are unsafe to walk or bike on need sidewalks. Michigan Ave, Ann Arbor-Saline Rd., Maple Rd, Textile (from Taft Park to Ann Arbor Saline, and from State to Platt), Ellsworth from Ann Arbor-Saline to Carpenter, State St. from Briar Wood Mall to Michigan Ave. this would actually make it possible for many people to commute by bike, or walk, and also allow people to walk or bike to run small errands. Instead you're taking your life in your hands if you try to bike or run on these main roads as they are designed now.
It is very challenging and dangerous to see bicyclists riding in the roads of any city. It is most frustrating when bike paths are available and well maintained and they still ride in the roads-including at all hours when drivers can barely see them in the dark (e.g. along Platt Road, Textile Road, etc). I would much rather see money put toward more lighting alongside all the roads and more traffic lights at busy intersections such as entrances of new subdivisions onto busy roads (e.g. Harwood Farms onto US12; Warner Creek onto US12 etc)
East side of Maple Rd. from Textile to Ellsworth south side of Ellsworth Rd. from Maple to Lohr extend path on Textile all the way to Maple Rd.
North side of Ellsworth between Lohr and Costco
Sidewalk on Textile from Carpenter to Crane/Ashford or on to Munger.
Pave Textile and put a path down there.
Bike lanes on State north of 12.
Ellsworth between State St. and Stone School
Cross walk on Packard st to connect Hawks Rd neighborhood
A crosswalk across Packard at Hawks Ave. (perhaps with one of those pedestrian-activated flashing lights) would be a huge help for us and our neighbors on both sides of Packard.
Recent sidewalk development around AA-Saline and across bridge are good. Expand sidewalk/bike path access across town and all new developments. Cycle path must be separate from road, as it is too dangerous right now to share on high speed roads. (Unlike, say, in downtown AA where traffic is much slower.)
Lighted pedestrian path/bridge connecting Packard Rd/Carpenter zone to Golfview-currently Golfside is the only access to businesses and transportation.
Maple Rd.
Work on connecting sidewalks and pathways so runners and bikers like our family can safely run and walk more "loops".
Take path on textile all the way to platt to tie into parks on that side of town.
NO to further development at Michigan Avenue and Platt Road! The area is already insanely overburdened with traffic! I don't care about any other area on this survey, other than traffic RELIEF and preservation/increased purchase of natural areas and greenspace in the Michigan Ave/Platt/US23 corridor, NOT further development.
Any non-motorized access to natural areas should be unpaved, narrow paths as the 10' greenways contribute to habitat fragmentation (preventing wildlife from crossing), especially when parallel to roads.
Ann Arbor-Saline Road leading to the "node"
Winter maintenance of sidewalks and bikepaths
Please find a way to improve non-motorized ways to go across US23..Intersection of 23/MI Ave is too heavily congested for safe bike/foot travel.
We do not have any sidewalks or streetlights in our neighborhood. This makes it very dangerous for our kids to be walking out in the street. Id like to see both installed in the neighborhood west of Golfside between Packard and Ellsworth. This is a big problem around here. People drive very fast and don't think about pedestrians, they can barely see a dog or person coming with the amount of darkness around here.

Q29: If you have any suggested locations for non-motorized improvements, please indicate below. - Open Ended Response - CONTINUED

A wide bike path going east and west between Ann Arbor and Ypsi that isn't part of the road.
Need more 10' pathways everywhere so bike riders can be safe riding and walkers can also be safe. I have walked a bunch this summer and it is unsafe to be either walking or bikeriding where there is no bike lanes (too many bicyclists have been killed in bike lanes) or sidewalks.
I would like to see a 10' wide bike/walking path running parallel to Maple road from the Saline city limits north to Textile road.
Ellsworth east of Platt!
We live on Golfside near a charter school. I feel sad that there is not a sidewalk on that section of road. There are sidewalks on the other part of our street.
The four options in question 27 tell more of the truth than you'd like to admit: The stakeholders have already decided to phase out private automobiles for individuals.
Mixing bikes and cars is ok for bike commuters, but our Township is more about casual bike users who see on-street lanes as a non-starter
Really love the Lohr and Textile pathways!!
Connect the new walking path on Textile down Maple to the sidewalks by the middle school. It will draw people to the library and to town.
Brookview to textile and then down textile to connect with existing path. Nee crossing to croissant maple from brookview highlands to legacy heights. This would safely allow biking to schools. Also love sidewalk from brookview south on maple to get to schools safely.
Bike lanes/greenways along Ellsworth, expanded bus transport along Ellsworth and Stoneschool
Carpenter: Textile to Merritt (for school accessibility south of Bemis). Michigan Ave: Carpenter to Platt Rd. Greenway to access Lillie Park/Ann Arbor
Connecting between Carpenter and Platt roads
Living near the State/Moon and Michigan Ave. intersection, there is no non-motorized way to bike into Saline or Ann Arbor as the pathways/sidewalks are missing in many sections.
Finish greenway along Textile to Platt
Ann Arbor saline north of Ellsworth to I94. Would be nice to bike or walk to the shops easier.
None. I hardly ever see anyone using what we have built already. It's a big waste of money. And that is all that it is.
Lack of sidewalks along Michigan ave between platt and carpenter and also the traffic congestion along Michigan ave especially at the us23 junction Ann Arbor Saline and Maple Road all leading to the new developments and connecting Pittsfield to Ann Arbor.
Ann Arbor Saline and Maple Road all leading to the new developments and connecting Pittsfield to Ann Arbor.
Us12. Michigan Ave in between Mounger and Carpenter.
Connect Ellsworth road to the bike trail on Platt. This would connect Ann Arbor, saline and Ypsilanti. It would be difficult bc of the highway but the best thing to truly connect the communities.
A safe route to get from Silverleaf/Crystal Creek/Montibellar park (near Meijer) to Lillie park. There are no sidewalks along Ellsworth essentially from Carpenter across the overpass to Platt road.
Walking path on Moon road south of US12 and north of Bemis
Need to have bike paths connect without going on a major street.
Ellsworth Rd.
Ann Arbor-Saline Road from Ellsworth to Textile Road.
Washtenaw Avenue
We would love bike paths like the Dexter metro park.
Continue to improve the sidewalks and bike ways. The solar powered/LED crosswalks are fantastic. Keep up the improvements. Big priority for us.
Southside of Washtenaw Avenue needs a sidewalk so we can safely walk, especially in the winter.

Q29: If you have any suggested locations for non-motorized improvements, please indicate below. - Open Ended Response - CONTINUED
Please put a park at the node at Ann Arbor-Saline road. There are so many families housed in this area, and there is no park within walking distance.
Need a greenway along dirt portion of Textile Rd to link Platt and Textile greenways together.
Sidewalks on Washtenaw ave, eastbound side.
Need sidewalks and lights from Helen to Golfside
Michigan Avenue and Carpenter Road
Sidewalk development on the south side of Washtenaw. Pedestrian crossing along Washtenaw.
Michigan Ave or Textile, to give Ashford Village, Hickory Pointe, and the other subdivisions located nearby better, safer access to the bike lanes on Carpenter and Platt
Ann Arbor Saline Rd. and Waters Rd. area
State Street, Maple Road, Stone School, Morgan.
1) complete the bike lane along the Textile Rd to connect existing bike lanes in between Platt & Lohr 2) establish bike lane alongside the MI Ave
Need to connect sidewalk/greenway along Ellsworth from Lohr to Platt
Stop building 10 foot pathways until we know the cost of maintenance. They are new now, but we don't even know the future cost. If any more are built, the east side deserves them, possibly along Michigan Ave so children from the mobile home park can get to Hickory Woods Park safely. Platt Road path should continue to the public park north of Bemis.
We really need to improve the bus transit to ease the congestion. I work less than 5 miles from home but cannot get close enough on the bus line because it stops at State and Ellsworth.
Textile Road, between Carpenter and Whittaker.
Bike lanes are scary to ride on vs. dedicated pathways/greenways, but of course riding on a road without a bike lane is the most hazardous of all.
S. Maple Rd. to create a safe connection all the way into Saline.
I think we should prioritize connecting the west side greenways with the Platt greenway. Instead of using Textile the whole way to connect them we should go through the Pittsfield Preserve making it easier to travel by bike even after rainfall and a much more satisfying experience going through nature rather than next to cars. There is only about a quarter of a mile to connect Marshview to Pittsfield Preserve. The exit could come out from Palmer Park into Thomas Rd. People could then go straight through the new development that's happening between Thomas and Platt..
Side walk along Ellsworth that connects Lohr with State.
Moon to Textile.
Michigan and Fosdick road
Hewitt, Ellsworth, Golfside, I believe (its safer for) people to ride their bikes on the side walks, because there's not as many people walking as there are cars driving. The chances of survival of someone being hit by a bike are greater than a person on a bike being hit by a car. As a kid, kids rode their bikes on the side walk. It would probably be more cost efficient (allowing people to ride on the side walks, its already paved...), instead of painting more roads. I've shied away from riding a bike, because I feel less safe. There should be a side walk on both sides of the road on Golfside (the same block that Fortis Academy is on) going towards Ellsworth)
Complete the existing greenway so that it is a complete loop.
We must have a path between the neighborhoods and the high school/harvest. Michigan Avenue is dangerous for both pedestrians and bikes!
To be able to travel on bike from east side of Pittsfield Twp to Saline.
Michigan Avenue between I-94 and Saline. State Street
I know it is not always possible but pathways where there is space for two bike riders next to each other would be really nice.
Platt/Michigan
Sidewalks and/or bike paths between Lake Forest neighborhoods (and other surrounding neighborhoods) to Ann Arbor District Library on Oak Valley! Please!

Q29: If you have any suggested locations for non-motorized improvements, please indicate below. - Open Ended Response - CONTINUED

Michigan Avenue crane to carpenter to meet up with the sidewalks on carpenter
Sidewalks being added to the neighborhood between Ellsworth and Packard off Gulfside!
Ellsworth Road, on the north side, just west of Lohr. Only 1 side of the street has a sidewalk.
Add traffic barrier along Platt Rd Greenway. The combination of speed & pathway proximity makes for a potentially dangerous situation.
Install concrete and require sidewalks from all development. Concrete is long lasting. Requiring sidewalks is a long-term connectivity vision that has been lacking for the last 5-7 years.
Wherever possible stop using chip seal on roads. This is a horrible reslt for bikers and does not encourage non-motorized transportation
Along Carpenter Rd; fully paved between Packard and Ellsworth, both sides.
Non motorized path from the rec center baseball field into saline.
We desperately need sidewalks on the south side of Washtenaw. It is not safe to take the bus in winter with children due to the lack of sidewalks; ie, the bus dumps you in a snowbank and you have walk in the lane on Washtenaw until you get to a side road.
Tutor Time on Oak Valley Drive, Northbound there is a segment of about 20 yards with NO sidewalks. Please fix!
State Street
Lohr Rd North of the bike path. I would like to see pedestrian/bike path crossing over I 94 at the bend of Lohr into Briarwood so that people and kids can get to Pioneer and downtown without riding through the 1-94 interchanges.
Would much rather see wide pathways than bike lanes, which still seem dangerous to my family.
Maple Road
Would really like to see a sidewalk go all the way to Walmart from the intersection of Textile/State St. (only goes part way now)
less of them-taxes are too high already
Bike lanes(unprotected) on the road are not safe. Cars and trucks pass too close (my kids are frightened to ride these unprotected lanes). We like the Platt Road protect lane, but we have to drive to the Twp. Offices, unload out bikes and ride it.
Maple road needs sidewalk or a greenway. It would be lovely if it conected so you could walk into saline
Join new Textile pathway to Platt Pathway. Protected bike pathway Pathway on Ellsworth as much as possible before development comes in. Protected bicycle pathways to new parks.
I am getting tired of having bike lanes being so important. Cutting down lanes for autos IMO does not help. I do not see the use of bile lanes being utilized in many many areas where they were put in.
Sidewalks along Ellsworth between Lohr and State
Get bikers off the roads, people don't know how this works anymore.
Ann Arbor-saline road
It would be great to be able to bike all the way from the Lohr/Ellsworth greenway along Ellsworth Road to State. Would love to see a bike / pedestrian bridge over the 94 linking the retail area on Lohr(Kohls, Best buy etc with Briarwood). This would finally provide a safe method of biking between Ann Arbor and Pittsfield.
I would like to see a non-motorized pathway from Pittsfield Township Hall to the City of Saline.
Ellsworth and areas around AA-Saline Road. Getting so congested with all the development. Need safer setup for pedestrians and bikers.
I love the path on Lohr road and the new path on Textile! We use these a lot!
There should be a way to get from Saline to downtown Ann Arbor on dedicated bike paths. The Lohr Greenway is good, but it ends at Ellsworth and State St or Ann Arbor/Saline are not as safe (by Meijers, etc). Continued development in this area is highly recommended.
Stop making more bus routes. Its bringing crime! You cant even go to Meijer on carpenter road without being approached for money.

Q29: If you have any suggested locations for non-motorized improvements, please indicate below. - Open Ended Response - CONTINUED

Extend the greenway that goes along Lohr to go north (all the way to Ann Arbor-Saline, if possible).
In case no one has noticed, Michigan has winters that make bicycle paths useless as a means of reliable transportation. So bicycle paths serve only the purpose of recreation. Gov't has no business supplying recreation .
From Walmart along State Rd to Textile Rd
Textile Rd State St to Ellsworth
More bike lanes that are wide enough for a biker to use and street lights
Maple road
A mountain bike trail would be nice somewhere.
Make them connect into looks, or at least so that they can be used to get from one place to any other place in the township. It's a good start, but right now, they're not really connected.
More Greenways along State
Expand greenways to State St.
Carpenter rd between Packard and ellsworth needs bike lanes neighborhood connector Packard to Montibeller would be safer for family bike outings from that east/central node.
It is so nice to see people walking along the new length of sidewalk along Ann Arbor-Saline Road-more sidewalks with safe pedestrian crossings that link neighborhoods to community venues would be awesome.
Corridor into Ann Arbor
Only 10' wide greenways along major arteries to keep bicycles off of extremely busy roads. Carpenter Rd., Packard, Platt, U.S.12, Washtenaw, Saline Ann Arbor etc.
Platt road south of Mich Ave
I would love to see Hickory Woods connected by 10' wide pathways to the greenways on Platt Road.
Connecting the current bike paths. Platt, Textile
A greenway like Highline (NYC) or Chicago's Pedway centered/anchored by a natural feature like a Riverwalk is recommended.
Trailway or Bike Lane on Ann Arbor Saline Road
Get across I-94 Ann Arbor – Saline Rd
West side of Pittsfield township (AA-Saline road)
Ellsworth between Carpenter and Platt
Park or green field near Waters Rd and Oak Valley Dr
Maple Road. State street
Oak valley drive
Ann Arbor-Saline Road
Oak valley drive
Bike lanes on ellsworth and ann arbor-Saline Road
Bike/Walking path along Michigan Ave from Carpenter east to the Township border.
Dedicated bike pathways (not shared with cars)
Bike lanes/ non-motorized pathways along Bemis Road, Moon Rd and State St.

Q29: If you have any suggested locations for non-motorized improvements, please indicate below. - Open Ended Response - CONTINUED

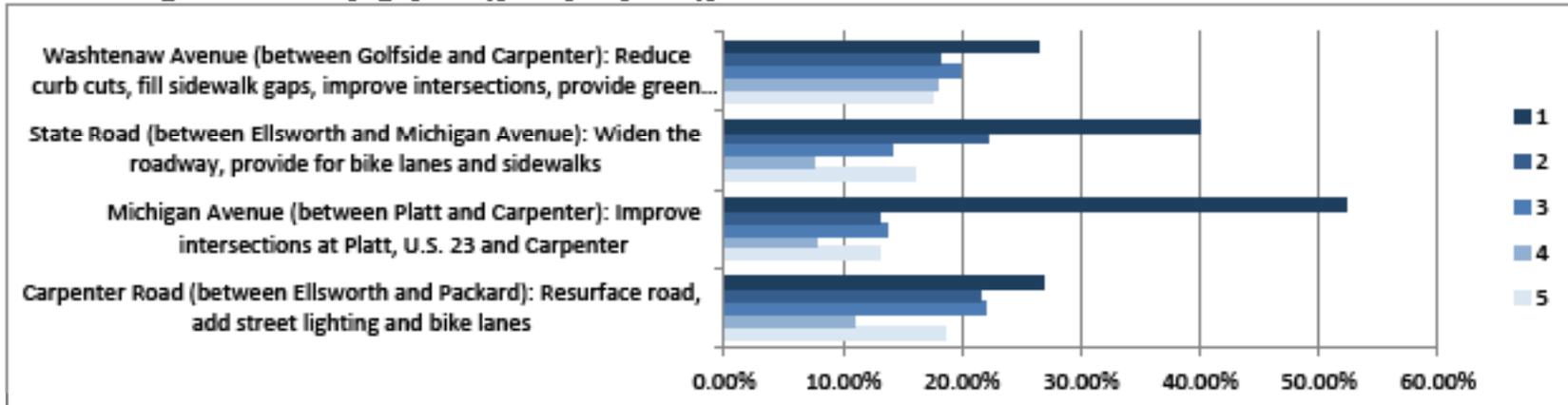
My home doesn't have access to any trails. So, for me and my neighbors, Pittsfield Township has not invested in non-motorized projects at all. The neighborhoods off of Oak Valley need trails and places to walk to (parks, playgrounds, coffee shops). Its difficult to even walk a stroller from those neighborhoods to Target because the sidewalk does not lead to the strip mall (instead, you need to either go over grass or walk along the Target parking lot exit and do your best to avoid exiting cars). When investing in non-motorized improvements ask yourself (1) where is it going? (2) is it a pleasant walk (e.g., not adjacent to busy roads, unpleasant views, etc), and (3) do residents have to drive there to use these trails?

Q30: In your opinion, which of the following commercial corridors should be prioritized for the following future improvements? Please indicate using a scale from 1 (high priority) to 5 (low priority). If you have no opinion, please leave blank.

	1	2	3	4	5	Total
Carpenter Road (between Ellsworth and Packard): Resurface road, add street lighting and bike lanes	26.77% 102	21.52% 82	22.05% 84	11.02% 42	18.64% 71	381
Michigan Avenue (between Platt and Carpenter): Improve intersections at Platt, U.S. 23 and Carpenter	52.19% 226	13.16% 57	13.63% 59	7.85% 34	13.16% 57	433
State Road (between Ellsworth and Michigan Avenue): Widen the roadway, provide for bike lanes and sidewalks	39.95% 169	22.22% 94	14.18% 60	7.57% 32	16.08% 68	423
Washtenaw Avenue (between Golfside and Carpenter): Reduce curb cuts, fill sidewalk gaps, improve intersections, provide green space	26.42% 93	18.18% 64	19.89% 70	17.90% 63	17.61% 62	352

Answered: 503
Skipped: 264

Q30: In your opinion, which of the following commercial corridors should be prioritized for the following future improvements? Please indicate using a scale from 1 (high priority) to 5 (low priority).

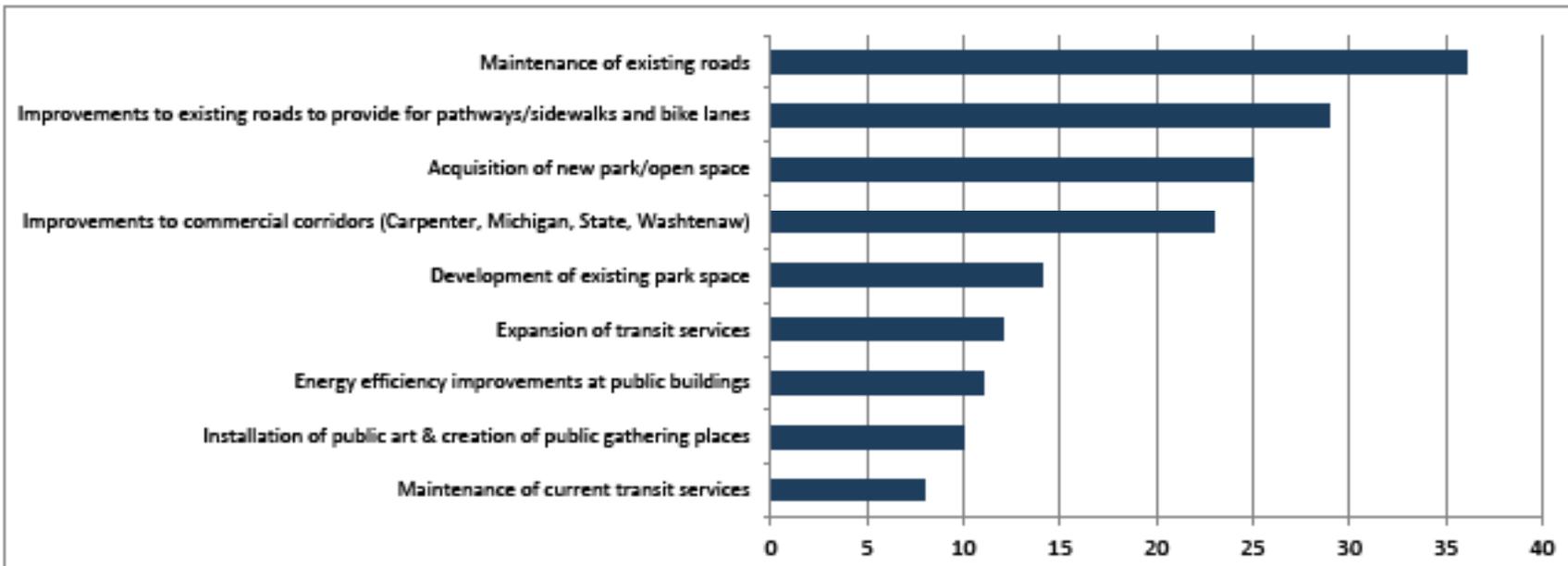


Q31: You have \$100 to split between the following categories. Please indicate how you would divide these funds:

Answer Choices	Average Number	Total Number	Response Count
Maintenance of existing roads	36	14,803	414
Improvements to existing roads to provide for pathways/sidewalks and bike lanes	29	10,976	378
Acquisition of new park/open space	25	6,981	277
Improvements to commercial corridors (Carpenter, Michigan, State, Washtenaw)	23	6,634	286
Development of existing park space	14	3,611	258
Expansion of transit services	12	2,982	242
Energy efficiency improvements at public buildings	11	2,528	232
Installation of public art & creation of public gathering places	10	2,344	230
Maintenance of current transit services	8	1,641	201

Answered: 525
Skipped: 242

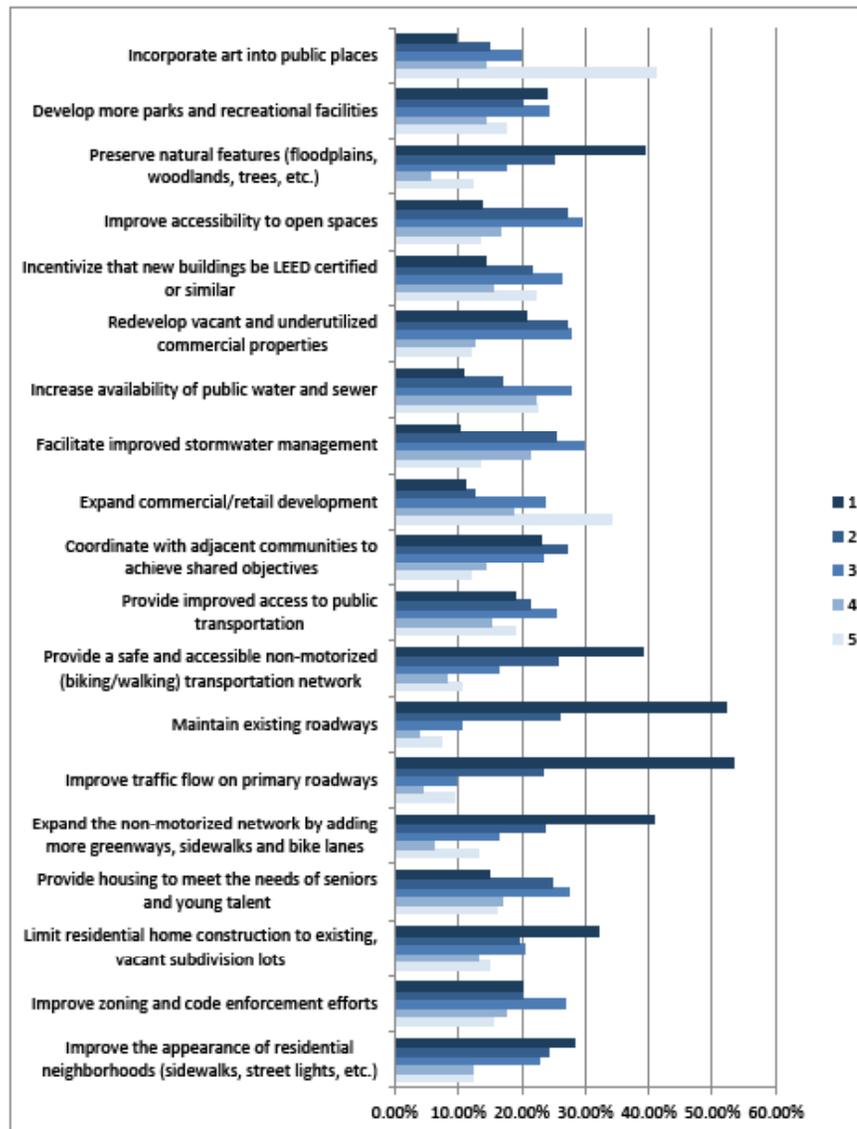
Q31: You have \$100 to split between the following categories. Please indicate how you would divide these funds (average number):



Q32: In your opinion, how important are each of the following priorities for Pittsfield Township to address over the next 5 to 10 years? Please indicate using a scale from 1 (high priority) to 5 (low priority). If you have no opinion, please leave blank.

	1	2	3	4	5	Total
Improve the appearance of residential neighborhoods (sidewalks, street lights, etc.)	28.43% 118	24.10% 100	22.89% 95	12.29% 51	12.29% 51	415
Improve zoning and code enforcement efforts	20.18% 68	20.18% 68	26.71% 90	17.51% 59	15.43% 52	337
Limit residential home construction to existing, vacant subdivision lots	32.07% 127	19.64% 77	20.45% 81	13.13% 52	14.90% 59	396
Provide housing to meet the needs of seniors and young talent	14.88% 54	24.79% 90	27.27% 99	17.08% 62	15.98% 58	363
Expand the non-motorized network by adding more greenways, sidewalks and bike lanes	40.72% 182	23.49% 105	16.33% 73	6.26% 28	13.20% 59	447
Improve traffic flow on primary roadways	53.30% 250	23.24% 109	9.59% 45	4.48% 21	9.38% 44	469
Maintain existing roadways	52.13% 245	25.96% 122	10.64% 50	3.83% 18	7.45% 35	470
Provide a safe and accessible non-motorized (biking/walking) transportation network	39.05% 173	25.73% 114	16.48% 73	8.13% 36	10.61% 47	443
Provide improved access to public transportation	19.06% 73	21.41% 82	25.33% 97	15.14% 58	19.06% 73	383
Coordinate with adjacent communities to achieve shared objectives	23.18% 86	27.22% 101	23.45% 87	14.29% 53	11.86% 44	371
Expand commercial/retail development	10.99% 41	12.60% 47	23.59% 88	18.77% 70	34.05% 127	373
Facilitate improved stormwater management	10.30% 34	25.45% 84	29.70% 98	21.21% 70	13.33% 44	330
Increase availability of public water and sewer	10.77% 32	16.84% 59	27.61% 92	22.22% 76	22.56% 77	297
Redevelop vacant and underutilized commercial properties	20.78% 80	27.01% 104	27.79% 107	12.47% 48	11.95% 46	353
Incentivize that new buildings be LEED certified or similar	14.33% 45	21.66% 68	26.11% 82	15.61% 49	22.29% 70	314
Improve accessibility to open spaces	13.65% 46	27.00% 91	29.38% 99	16.62% 56	13.35% 45	337
Preserve natural features (floodplains, woodlands, trees, etc.)	39.47% 165	25.12% 105	17.46% 73	5.74% 24	12.20% 51	418
Develop more parks and recreational facilities	23.96% 92	20.05% 77	24.22% 93	14.32% 55	17.45% 67	384
Incorporate art into public places	9.54% 37	14.95% 58	19.85% 77	14.43% 56	41.24% 160	368

Q12: In your opinion, how important are each of the following priorities for Pittsfield Township to address over the next 5 to 10 years? Please indicate using a scale from 1 (high priority) to 5 (low priority).



Please provide other comments regarding your vision for Pittsfield Township's future development and preservation - Open Ended Responses
Major roadways need immediate improvement. Encourage retail growth in existing vacant buildings.
Its time to limit the commercial sprawl. Fill vacant sites before building new ones. (Ex. On Michigan Ave where Country Market & Blockbuster used to be.) Limit over development & preserve our natural features please!
Community gardens would be amazing!
Community swimming pool
Connect the Platt bikepath to the textile bikepath by adding a bikepath from Platt to Marsh view meadows
Widening roads where there's traffic congestion is important, especially on Michigan Ave & US23, State & Ellsworth, and AA Saline& Lohr.
Improving zoning code enforcement and improving zoning codes should have been two separate choices. Same comments for more parks and more recreational facilities. I would prioritize differently.
It's great we have a preserve, but we need to have gathering places within that space. It's very important that we connect our pathways so children and adults can walk and bike to all our parks.
Ability to walk/bike to areas of interest (coffee shops, local retailers, library) is a priority. So is public transportation to link this area with Ann Arbor We need more locally owned businesses and good non-big box grocery stores that carry good produce.
We need more locally owned businesses and good non-big box grocery stores that carry good produce.
Too much emphasis on non-motorized pathways which are used mostly for recreational cyclists, especially in the high-traffic areas which are more dangerous.
I'm not sure where this fits, but it would be great to have a leaf vacuum and curbside composting!!!! Maybe offer compost to residents every spring for gardens and flowerbeds! There are so many lovely trees in Pittsfield, and at this time of year we are all using a huge number of bags to get rid of the leaves....a leaf vacuum would be a huge asset!
Minimize dense housing development and maintain acre+ lots in order to preserve our rural and safer atmosphere
No more development near Ann Arbor Saline Rd and Waters Rd or on Oak Valley Drive – other than park space or nature trails
Replacing the bridge over US-23, redesigning the Platt road/US-12 intersection, and widening US-12 to 4 lanes across the complete township is critical.
We voters resoundingly defeated a proposed Islamic Center in Pittsfield. I reaffirm our opposition to it. If it requires the use of tax dollars to fight against it, that is a huge priority for us. It's not bigotry, it is protection from Saria Law and the prevention of the co-opting of our community and schools that I place as high priorities.
No more big chain stores and restaurants!
I do not live in Pittsville
We need to keep this township an affordable place to live. Don't waste money putting sidewalks and bike lanes in areas that won't use them on a regular and frequent basis. I don't want to see this entire township resemble a city. Keep our rural appeal. I want some areas where I can go and see the stars or go for walks among the trees and wildlife.
Please don't add any more traffic circles. The one at Ellsworth and State is terrible. This did not help the traffic movement at all in fact it created a nightmare.
Better access to public transportation. Sidewalks on textile.
Please develop a park in NorthWest Pittsfield.
Forget bike paths, no one uses them, and people walk in the roads and run in the roads despite perfectly good side walks, spend the money on something else.
Lohr Road is too busy.
Pittsfield has become uniquely different and more attractive than AA. In the next decade, we should become the best place to live.
Current parks are in great shape – provide a vision for keeping/maintaining parks in the next 3,5,7,10 years.
I would like to see stricter guidelines regarding the exterior of new construction (commercial). I have been to communities in as example carmel Indiana where the buildings are brick front, matching accents, etc. It makes it look sooclassy and enticing to visit that business. The target, babies are us, etc, on carpenter road mixed brick that looks horrible together. The strip mall at the corner of ellsworth and carpenter looks junky with the mais and blue building.

Please provide other comments regarding your vision for Pittsfield Township's future development and preservation - Open Ended Responses - CONTINUED

Pittsfield is the gateway to Ann Arbor and the surrounding cities. We have great services and a stable tax base. We provide a large amount of housing for those who work in A2. Continue what you are doing – but add more accessibility by adding sidewalks, shared paths, lighting and bike lanes. This is really needed in our little oasis on North East side. Thanks!
Pittsfield is becoming over populated. Slow growth
I feel like many of these questions were repetitive.
Textile NEEDS to be paged between Platt & State roads!!!
If you ever need resoures or input regarding outdoor education in Pittsfield's parks/natural spaces, I'd be happy to volunteer some of my spare time! My contact information: Meredith Ni
—
Please maintain or increase public safety staffing levels.
The TWP's consulting engineers make-up rules that are not in the zoning ordinance and discourage positive development. The Administration must be aware of this and should take action to correct it. The TWP will be sued, and loose – that is unproductive use of taxpayer funds.
There is ZERO park space in the northwest side of Pittsfield. The improvements to the “mixed use zone” by Oak Valley and Ann Arbor Saline road should include a park. The lot behind the outback would be a perfect spot for a park.
I think we have to walk before we run. Infrastructure and long term re-zoning should be the focus. Laying the groundwork for further growth. Ive noticed that there seems like there was a great deal of growth before the roads and infrastructure were really prepared for it. If we build an excellent network of greenways, trails, bike lanes, and improve roads and services, it will improve the overall “connectability” of our community. This would improve the quality of our community and the business and natural growth will come with it.
Please focus on public safety needs first – such as safe, well-maintained, well lit roads with more traffic lights versus adding more bike paths and parks. Saline also needs an influx of retail development similar to downtown Plymouth –with a mix of small, large and national retail outlets. Prefer less focus on spending money on building bars as that just brings more frunk drivers on the road.
Pave Textile Rd. as an alternate east-west pathway from Michigan Ave./Platt Rd. to State St. Widen Michigan ave./US 12 from Saline to US23.
Michigan Av needs to be 5 lanes from I94 to Saline. This should be the absolute number one priority over anything else.
Pittsfield is a wonderful place and I think the last 5 years have DEFINITELY been better than the first few years we lived here. The township is thriving and Pittsfield is turning into a place where people are choosing to live (instead of having to live if they cant afford ann arbor). We love it!
Maintenance of water/sewer infrastructure.
I support the continued development of the wide path/bikeways, such as on Lohr Rd. I like the developments on Saline Rd., please do more like that Please finish development of the State St. and Ellsworth mall/plaza
You don't even list this, but how about providing affordable housing
I am excited to be living here.
We don't really have public places in Pittsfield Township, with the exception of parks. Would like to see more mixed-use commercial plus residential development that results in walkable urban communities rather than continued suburban sprawl. There is unused space in the State St. Ellsworth area that is ripe for further commercial development. Addition of new development must be in some kind of balance with the surroundings. The idea of Kroger and multi-storey apartments on Oak Valley and AA Saline was terrible, especially given that have a new 192 apartment development (centerra) that is just being constructed at Oak Valley.
Keep developing! We moved here for the “suburban” feel. Pittsfield Township (especially our corner) needs more shopping, entertainment, and a park.
I would love the area to become more walkable/bike-able and to have a nice park near my neighborhood.
NO to further development at Michigan Ave and Platt Road! The area is already insanely overburdened with traffic! I don't care about any other area on this survey, other than traffic RELIEF and preservation/increased purchase of natural areas and greenspace in the Michigan Ave/US23 corridor, NOT further development.
The northwest corner of Pittsfield Township needs a park. It has undergone intensive development in the last couple of years and the residents are feeling claustrophobic. We need some green space!! A walkable park keeps the area livable and desirable.

Please provide other comments regarding your vision for Pittsfield Township's future development and preservation - Open Ended Responses - CONTINUED
It would be a huge improvement to our quality of life if subdivisions had snow removed in a timely manner. University Palisades has gone days after a snowfall without attention.
Need better police/fire departments and street lighting
Add street lamps to Golfside Heights neighborhood. Would really like more major bike lanes that weren't attached roads, traffic in Pittsfield is SCARY and am too afraid to ride on the roads.
While bike paths have been a great addition to our community, some have gone too far, adding bike paths where there is rarely bike traffic to the detriment of automobile traffic, that is using the space.
There appears to be many parks bit I never see people/children using them except for the dog park. I would rather see one park developed with numerous amenities than split resources among many. To me PT should be a smart, healthy alternative to A2
Many neighborhoods are in desperate need of streetlights to improve safety and a sense of community (I'm thinking in particular of the neighborhood between Carpenter and Golfside, Packard and Ellsworth. Golfside especially needs lights.
Street light on dark stores are need for the aging population
Asking for my vision is insulting, since it's obvious this is all the predetermined vision of stakeholders. Question 29 proves what has already been decided is going to happen to those "corridors" and you have given residents the false impression that they are choosing which of those is most important. Question 31 shows that you will limit residential housing in favor of expensive, high density apartments; continue to "improve" intersections by turning them into a series of roundabouts with fewer lanes for cars; acquire more "green space" and "parks" to prohibit any type of development by private owners; and fill our roads with pedestrians, bicyclists, and buses.
Control and limit development
A newer idea in recreational programming in progressive US communities is to incent more non-motorized use in people's daily routine – Twp subsidized discounts (10%?) at retailers, restaurants, etc – something to get people's attention. Studies are showing this approach to adding recreation to people's daily routine is more effective and lower cost than traditional programs that require people to show up at a rec facility. Yes we need to program children's sports aggressively, but we need to get adults out, moving, and appreciating the journey to local businesses
Brining more city water is critical as is fixing the State/Ellsworth intersection.
I would like to see Pittsfield transition from a suburb of Ann Arbor to more of a destination in it's own right, while still keeping the rural zones it has now, but further developing the commercial and suburban spaces to a denser, more downtown environment.
With the proposed Nodes im concerned with the traffic congestion on Michigan Ave. I live in Harwood Farms Subdivision and at times it can be extremely difficult to turn left on to Michigan Ave and it's only getting worse. The other day it took me 7 minutes before I was able to make a left. Something needs to be done to improve the traffic flow, weather it's a traffic light or additional lanes. I love where I live, the only drawback is the Michigan Ave traffic.
How about nice signage at each entrance to the township so people know where they are.
The township should not allow more development without ensuring the major roads and intersections can handle the new development. Michigan Ave. is a case in point. The traffic now is unbearable not to mention the air pollution and noise associated with it. I would not like to see any more of the township loose it's rural nature and become more Michigan Ave.
Please no art....it's too subjective
May have misentered priority levels on the first ranking question. If that question has no 1s but has 5s and many items left blank, I meant the 5s to indicate hugh priority. Thanks
No Mosque. No "community center". No Agenda 21 BS.
Lack of sidewalks along Michigan Ave between platt and carpenter and also the traffic congestion alone Michigan ave especially at the us23 junction.
How you evaluate successful job in your Twp. A. By increasing the value of Twp assets. Which means, Twp provide the best living condition for Twp residents, best public Safty, roads, street lights, accessible parks, shopping center, hotels, nice building, restaurants, schools, childcare, hospitals, post office, library and etc. The bottom line. Twop should be the place that everyone wish to live there. This is a success accomplishment, and job well done.
I am very concerned about residential developments that are planned in the Platt & Michigan Ave are as the traffic congestion in the area makes it impossible to get around during morning and evening rush hour. This may cause my family to move out of the area.

Please provide other comments regarding your vision for Pittsfield Township's future development and preservation - Open Ended Responses - CONTINUED
It is a rare person who says a bike/walking path is a waste of money. People love the on on Platt Rd and it builds a sense of community to see people using it. Invest in connecting the community through improving and our access to the outdoors and you will have bettered the whole community and make it very appealing to those who visit too.
Would like to see walking path in Saline Estates, paved. Moon road south of US12 and north of Bemis needs to be resurfaced and repaired.
Please, please do some work to alleviate traffic congestion at Platt and Michigan Ave BEFORE you build all those new subdivisions!
As mentioned before stop the construction along Oak Valley between Scio Church and Waters. It's far too congested already with no park and just lots of buildings and cars. Not what we want for Pittsfield Township. Thank you!!!!
Please remove the 4 islands at the intersection of Packard and Carpenter. They crowd the bike lanes and apparently get his by vehicle tires, presumable causing damage/repair cost.
Please focus on green space and quality of life around Ann Arbor Salune Rd and nearby neighborhoods. Enough commercial development – and we really resent the size of Centerra Pointe and the addition of an enormous cell town – this is NOT enhancing our property value or quality of life.
My priorities are, in no particular order: Improved public facilities, multipurpose indoor facility is a must, disc golf course would be awesome. Improved roads, it takes too long to complete projects. Better sidewalks/bike lanes. Street lights, maintenance, all important. Attract businesses that bring good paying jobs to the area. Build homes to support local jobs. We have a lot of empty space and a lot of potential revenue. I hope Pittsfield has a plan on how to capitalize on it, and a plan as to how to appropriate the amount of space dedicated to development and recreation.
If Pittsfield Township invests in adding parks and greenspaces it will be a major destination in the United States for both families and world-class businesses. Investing in the park and greenspace areas in towns is one the best ways to invest in the future stability of the Township. Thank you for allowing your citizens to participate in this discussion.
I think the lack of sidewalks and lighting on streets from Golfside to Helen is dangerous. The kids wait on the street for buses, even in winter when roads are super dangerous. Don't let a kid get killed for lack of sidewalks and lighting.
Improve Street lighting in older neighborhoods
Future development needs to take in to consideration the look of not just the buildings, but the surrounding areas. The new apartments on Oak Valley are right on top of the road and the visual for the subdivisions across the street and for the drivers in the area is ruined. The new shops in front of Meijer on A2 Saline are not only WAY too close to the road, the design of the buildings results in most of the storefronts using the window/door area that fronts the road as their storage area. And the new Texas Roadhouse is atrocious. Why don't we just put up a sign saying Pittsfield Twp has been renamed "Canton 2". UGLY!!! The entire area is being swallowed up by development that is poorly planned, visually unappealing, and just downright overwhelming. The impact to the traffic patterns also cannot be ignored. How in the world could a planner possibly thing that all of this development could be added to an area with no changes to the existing infrastructure. Ignore what the outdated traffic studies show-just drive through the northwest parts of the township during rush hours and then see for yourself the realities that the studies don't capture. The township should require ALL future development to be significantly offset from the road, with low height signage and berms or other strategies to help minimize the visual impact, and ensure that any residential projects are in keeping with the surrounding communities. So, please stop building apartments and similar multi-story dwellings adjacent to or across the street from single-family subdivisions. If the township insists on creating more residential or commercial development, honor the current environment. Just because you can find a legal loophole to do what you want, does not mean that you should do it.
Need indoor/outdoor soccer fields need swimming pools
I have zero interest in seeing our population density rise anymore. I would love to see some community building parks or buildings. Pittsfield has a great balance of commercial, residential, and public lands right now. Wouldn't change that. Further developing parks would be terrific, as would expanding the already great trail system. I would not be in favor of additional commercial expansion as I think there is enough and that would detract from the residential communities.
Pittsfield has a great balance of commercial, residential, and public lands right now. Wouldn't change that. Further developing parks would be terrific, as would expanding the already great trail system. I would not be in favor of additional commercial expansion as I think there is enough and that would detract from the residential communities.
Please take care of the traffic congestion on Washtenaw+Huron Parkway and MI ave=Platt before develop more biz
Hoping for dog park and/or basketball court in southwest area. Drive all the way to Southeast Park or Swift Run is too far. Closer to Saline so don't even use park in my own townships b/c too far...

Please provide other comments regarding your vision for Pittsfield Township's future development and preservation - Open Ended Responses - CONTINUED

The Township has no authority over some of the selections shown above. It would be nice to say no new houses can be built until all subs are full, but property owners have a right to zoning as shown in the master plan, and you can't stop them from building. You should do a better job on the master plan, but you can't stop development as described in you survey (limiting to unbuilt lots in subs) MDOT and WCRC control intersection improvements. And, it's not up to all of us in the Township to pay if a sub wants to improve their streetlights and sidewalks. They can do it if they want, but why would that be a Township priority? I don't have or want streetlights or sidewalks, and did not move here for them. Do not increase the sewer and water area. That will drive excessive development. Undo the terrible 2011 Master Plan: learn from the mistakes made at Oak Valley and Ann Arbor Saline Road. Stop forcing development on areas that do not want it through a high density pro-developer master plan. The 2011 master plan took the Township in the wrong direction and increased the sewer and water service areas, and now we will have hi density development on Michigan Ave. IN the current master plan update, the course should be corrected. Do not proceed with this update until you have done a build out map so you know where to cut back the service area and reduce density. Maintain and encourage our unique agricultural/rural sector, reduce costs, lower taxes, and maintain our public open and natural areas, without costly public development like the building proposed for Hickory Woods. More public open space could be acquired and protected, and taxes reduced with proper Township management. This is a uniquely beautiful Township, and should not be turned into another Canton. Put the residents first, not out of town developers. Do not tear out anymore sidewalks that were owned and maintained by developers. Too much burden is being placed on Township taxpayers when sidewalks are torn out and then are replaced by publicly owned paths (as has been done on the Greenways). Make developers pay for their own infrastructure improvements: No more TIFs, no more CIAs, and limit tax abatements. Do not begin expensive public building projects without thorough planning for future use and maintenance. Listen to the residents, and stop forcing an unwanted "vision" to us.

The west side is under-served with parks area. However, other than that, Pittsfield's priorities should focus on improving neighborhoods, traffic flow on primary roadways, a non-motorized transportation network, and access to public transportation (although increasing availability of Uber is starting to fill in the missing gaps re: public transportation). School children returning home one public buses after sports or other after-school activities currently have to walk > 1 mile in many cases. That is crazy, but increasingly common due to both parents working full time.

I think the key to making our land and homes more valuable is having parks and having a non-motorized way to access them. For family travel sidewalks and greenways are safe. Dirt roads just won't cut it. Connect Platt to the other greenways. I see no pint in connecting the west greenways to State Street. It is like spending money to be connected to the edge of a cliff. No one can bike past the greenway. None of the roads connecting are very safe for bikes? There is far more value in connecting them to other parks. Make a greenway through the Pittsfield Preserve to connect the east and west greenway. The park is often too muddy or the wetness attracts too many frogs and crickets to make the trails enjoyable to use. Adding a greenway would make the Preserve more enjoyable, make the greenway nicer since it's biking/walking through nature, and I would imagine cheaper since you're just improving a path. The original plan for the platt greenway is to connect it to Rolling Hills. It would be amazing to work on that again and see a pedestrian bridge through Morgan Rd or Textile and connect it to Munger Rd. This would allow Hickory Woods to be connected and eventually connect to Rolling Hills. It is a very valuable park that everyone has to drive to. Make it accessible to bikes and runners!

Finish the cloverleaves I94 and Ann Arbor Saline. Get rid of the lights and improve the flow of traffic on Ann Arbor Saline. What a disappointment when we were burdened with the closure of Ann Arbor Saline and no improvement in flow was made.

Maintaining the existing streets and providing good snow removal in the winter would be most helpful to existing residents. Snow removal especially is a problem in our neighborhood (Zone 8) and it makes it difficult to get to work.

The A1/Saline node has gotten way to congested both traffic wise & with buildings. It looks like a circus now.

*Allow people to ride bikes on sidewalks *Reserve space for kids/teens to go to mingle or have opportunity to do constructive activities (have more variety of things at the parks, skateboard, roller blade... *Eliminate one lane roads in high traffic areas. *Always ask yourself, what was it like (for you) growing up, what did you enjoy as a kid?, what would you like to see your grandchildren enjoy? Also think of the kids whom may not have a backyard/play structure where they live... Thanks for asking.

Maintain the existing character of our neighborhoods while allowing careful development.

Thank you so much for asking our opinion!

For the most part, I do not think we should be focused on additional commercial development in Pittsfield Township. Let's coordinate with Ann Arbor to improve sidewalks and accessibility between the two communities and their existing resources.

More traffic circles where it makes sense. I love the one at State & Ellsworth. Roller hockey. Could the old tennis courts at Montibeller Park be converted to roller hockey rinks? There are no indoor or outdoor roller hockey facilities in Washtenaw county. Youth and adult leagues.

Thanks for making this a great place to live!

Please provide other comments regarding your vision for Pittsfield Township's future development and preservation - Open Ended Responses - CONTINUED

The stretch of Textile between State and Platt road is driven a good amount for the condition that road is in. It would be good to pave it or at least resurface it as a lot of the road is unusable.
Get Michigan Avenue expansion project going!....Needed to be 5 lanes wide 20 years ago!!!!
1st priority should be Route 12 and the congestion. There needs to be alternate routes or widening of the lanes. 12 is very congested and causes people to make bad decisions when they are driving on it.
Have a police and fire commission like many cities do. Prohibit speed bumps
I would like to see reduced speed on Textile near State. Visibility is limited there and it is dangerous to pull onto a 50mph road when the intersection is icy. Also an improvement to the intersection at Michigan/Platt/Textile, which seems dangerous.
Carpenter Road between Ellsworth and Packard on the west side there are old factories that are eyesores. Can't these be torn down and repurposed for other uses?
Do not pave Textile Rd between State & Platt.
Put in as many roundabouts as possible. The one at State and Ellsworth is awesome!
I would like to see traffic improved at intersections like State and Ellsworth. That traffic circle has been cited as the most dangerous in Michigan. Would also like to see traffic improved at intersections like State and Textile during the 5 PM commute hour.
More parks!
Strive to maintain the rural atmosphere of Pittsfield – that is what makes it so special!
Would love to see more development of the main corridors; Washtenaw, Carpenter, and Ann Arbor-Saline. Would also love attention given to adding more amenities to our existing parks; rec buildings, gaga ball, water-play, sledding hills(more opportunity for family /fun impromptu fun). Pathways and greater accessibility for my kids to travel to all the amenities without requiring a car.
Too many new businesses allowed to open and drive others out creating eyesore empty store fronts, lack of parking. And traffic jams.
FIX THE ROADS (MI AVE is a mess from Platt to 23), EXPAND ACCESS TO BUSES. We don't need art in public places, it's a waste of our money.
Sidewalks on Ellsworth between State and Lohr
Would like to see street lights at bus stops as it is very dark for the 7am group of kids. (At lease here in Silo Ridge)
No more money for parks
See bike lane opinion
Please use more concrete roads, the asphalt job this is done is a joke! Yes, concrete is ugly, but it works, asphalt is just a joke around here and a huge waste of \$
High voltage power lines are an eye sore. Where possible, the lines should be buried. Where not possible to do so, the towners supporting the lines should be as small as possible.
I would like the gas station on the corner of Packard and Carpenter Road either torn down or used. It has been vacant for some time now and is quite the eye sore. I would think you would want to do something about this eyesore before working on any new ventures.
We have way too much commercially zoned areas in Pittsfield Township. We need more residentially zoned areas to make our township an even nice place to live.
I will be upset if tax dollars are used for public art.
Pave Textile Road east of State Street Pave Morgan Road Widen State Street between Ellsworth and MI ave.
Pittsfield's existing shopping and dining areas are uninviting/unattractive/partially vacant and don't always feel safe. I would like to see book stores, coffee shops, art stores and fun restaurants. Pittsfield has low-end shops and chain restaurants that are uninspired and not very inviting. My family routinely shops at Target for necessities, picks up coffee at Starbucks across the street, and then head to A2 where we spend most of our leisure time and money. We enjoy Montibeller and Lilly but otherwise, Pittsfield is not a very pretty place to live.

Please provide other comments regarding your vision for Pittsfield Township's future development and preservation - Open Ended Responses - CONTINUED
Broken record here – would love to have unfettered access to the entire region exclusively via dedicated bike path. And where not feasible, bike lane. Also-it is odd that some high use roads are not paved – I'm thinking a Textile East of State-why is that?
Need to improve vehicle flow on Michigan from 23 to Saline.
This is the most lopsided survey ever. One would think that the sole purpose of Pittsfield government is to spend our tax money on recreation and other superfluous endeavors. How about downsizing the government or focusing on attracting meaningful industry to Pittsfield so residents can have real jobs.
Bike lanes, parks in the NW and sidewalks
Slow down on commercial and housing development. Don't like the buildings on Ann Arbor Saline Road in front of Meijer
The survey was a little too long! Otherwise, good job!
Look at open lots that have been sitting for years. Maybe the owner wants to dump it but can't? Maybe the township could buy it for cheap and turn it into a neighborhood park?
Installing more public lights may be solar to provide lighted streets therefore more sense of safety for everyone.
Community art and greenways would make the township more attractive
"Expand commercial/retail development" makes me cringe. There is too much already. Fill the empty stores instead, like where Country Market and Blockbuster were on Mich Ave. Fill the buildings that are empty and stop building more. Still upset that Wal-Mart was approved and hate the trash along Michigan Ave caused by that store. Many people move away from the bigger cities (Ann Arbor/Ypsi) to escape the sprawl. Every square foot of open space does not need to be developed. Wetlands and trees and open spaces are GOOD! Places to walk a dog, have a picnic, stroll and breathe the fresh air are what we need. We don't need another dollar store, gas station, fast food chain, etc. Please preserve what makes our community enjoyable to live in.
Explore with Chelsea the Chelsea Community Senior Services (C2S2) program provides local seniors access to needed services by volunteers or through referrals to screened service providers. It is a single source of support for seniors connected to their community. The mission of C2S2 is to encourage "aging in community" by having a network of volunteers who are neighbors helping neighbors with needed resources and services allowing seniors to remain independent in their own homes. 2/ There are not enough services to keep older adults in their home that are affordable. Got to http://www.chelseaseniors.org/documents/FAQ-C2S2_September2014Final.pdf and see what Chelsea has developed.
No new commercial/residential development
I appreciate the Farmers Market hope it continues
I like Pittsfield Township as it is. I wouldn't waste money on any expansion, just keep the roads in good repair.
Recreational facilities are missing in the township Township cannot offer classes because there isn't a facility is host them.
Please preserve a space and role for existing farmland to remain agricultural.
Thank you for listening to the citizens of PT. I appreciate the opportunity to make my (small) voice heard.
Art is nice but requires spaces and parks first
Preserve farmland; stop taxing farmers out of existence
I would love to see Textile between Platt and State Streets paved with a high quality road surface and bike lanes. I drive this road daily. Having an unpaved road isn't a deterrent for traffic – it creates a dangerous situation with bikers & runners in the early morning & evening hours. The road noise would also be significantly less cutting through the nature preserve on pavement as opposed to gravel.
Pave Textile Rd. to provide alternative east-west corridor. Widen Michigan Ave (us 12) between US23 and Saline.
We need a park on the west side of Pittsfield Township (AA-Saline)
The master plan for Ann Arbor Saline Rd has big flaw. This place is already too crowded. The Oak Valley Dr is congested every morning and afternoon at 5pm. More green space is needed.
No more building on vacant land!!

Please provide other comments regarding your vision for Pittsfield Township's future development and preservation - Open Ended Responses - CONTINUED

Proper maintenance of existing buildings and infrastructure before embarking on new projects. Adequate transportation options but should be in line with utilization.

Develop a park at north west side.

I appreciate the effort in soliciting feedback but this survey was not well developed and will result in flawed results

We have developed so much commercial space and additional residential space in the past few years. Let's focus on improving existing construction and preserving what green space we have left. People want to live in places with mature trees and park access. Pittsfield township lacks both and what we do have is not as distributed across the township in a useful manner. As an Arbor Creek resident living off of Waters and Oak Valley, I know that our neighborhood has lost a lot of its greenspace in the past few years, and we never had access to a neighborhood gathering place like a playground or pavilion (despite having several internal spaces with could be AMAZING for a small neighborhood playground). If my Pittsfield Township representatives could do ONE thing for me, it would be putting a playground in my neighborhood. If my Pittsfield Township representatives could do TWO things for me, I would add planting additional trees along Oak Valley to create a thick transition zone/barrier between residence and the expanding commercial businesses. Those are the things that will increase our home values, keep our residents, and create an effective barrier between us and the encroaching commercial interests. Not only would I be grateful, I would actively and earnestly support any representative that fought for that cause.

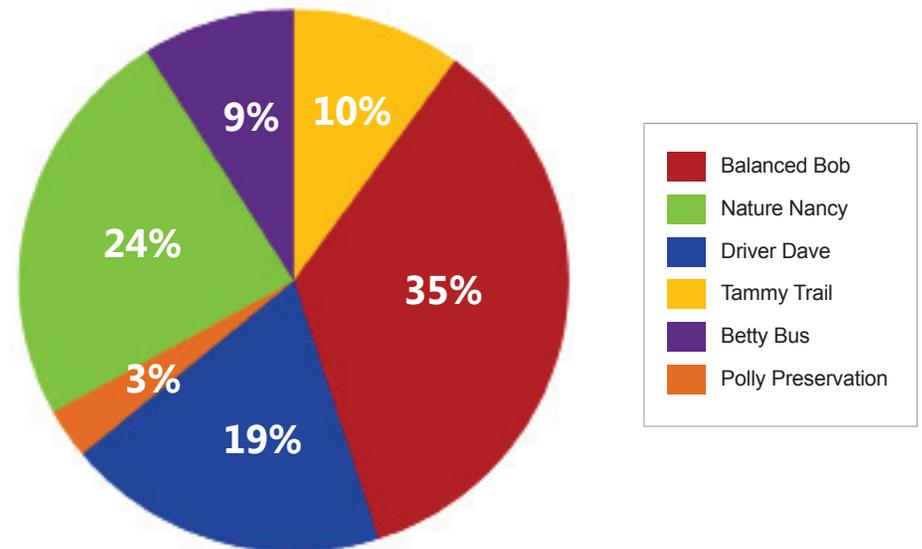
Appendix D

Resident Personas

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.

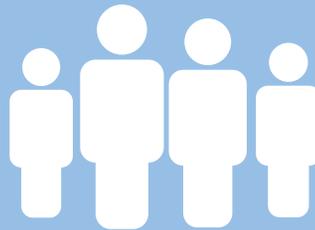
The information that follows the resident personas takes the data gathered from the results of the Community Survey and analyzes it to create a portrait of the needs, desires, and priorities of the residents of Pittsfield. This analysis and data was used to develop this Plan.



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

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

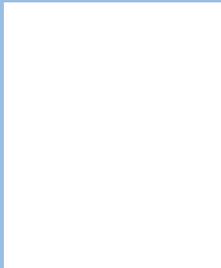
Pittsfield should place the highest priority on building new non-motorized pathways within the Township. I love to use the Platt Road Greenway, but I want more of these pathways! I don't really care about trails within the parks. I want the trails outside of the parks. I do not support new parks.

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

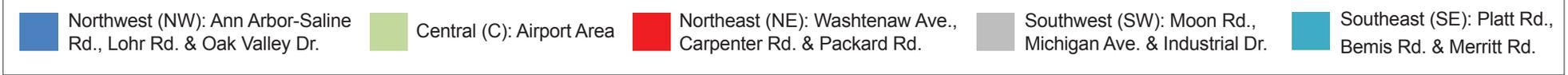
REASONS RESIDENTS LIVE IN PITTSFIELD BY PERSONA

Green means they feel this way
Red means they do not feel this way

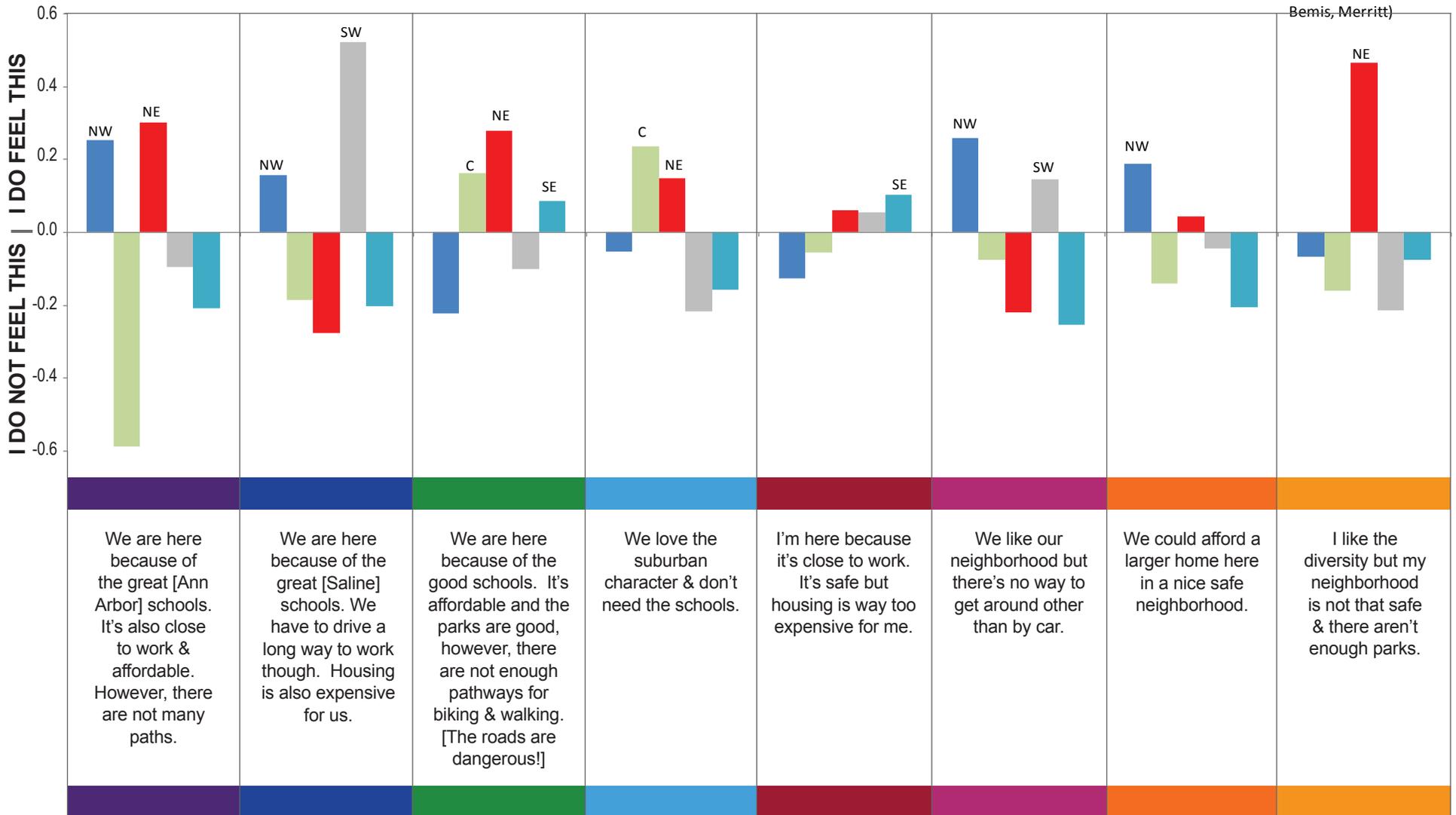
FEELINGS ABOUT PITTSFIELD	We are here because of the great [Ann Arbor] schools. It's also close to work & affordable. However, there are not many paths.	We are here because of the great [Saline] schools. We have to drive a long way to work though. Housing is also expensive for us.	We are here because 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



Attitudes by Region



“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

- Mark Ferrall, Washtenaw Area Transportation Study
- Nathan, Voght, Washtenaw County
- Ann Harris
- Craig Lyon
- Mark Gasche
- Kathleen Krone
- Jerry Krone
- Patricia Scribner
- Mandy Grewal

SEMCOG SPONSORED WALKABILITY/BIKEABILITY AUDIT

While Pittsfield Township has implemented a number of its non-motorized priorities, including full implementation of the transit plan, as outlined in the 2010 Master Plan, gaps and challenges to increasing pedestrian, bicycle, and transit access and safety remain. As such, Pittsfield once again partnered with SEMCOG to conduct a walking tour (see map) to more clearly understand and specify these gaps and challenges.

The explosion in not just implementation but use of non-motorized amenities in Pittsfield over the past seven years is evidenced by the fact that the daily average use of the Lohr-Textile Greenway is about 200 (as counted by an Eco-counter located at the northeast corner of Lohr Road and Textile Road). While the 2010 Pittsfield Master Plan first conceptualized, via the Non-Motorized & Transit maps, installation of pathways, bike lanes, and sidewalk along with expanded transit, the 2020 Vision moves beyond such basic conceptualization toward outlining non-motorized connectivity to destinations and regional networks, both safely and seamlessly.

METHOD

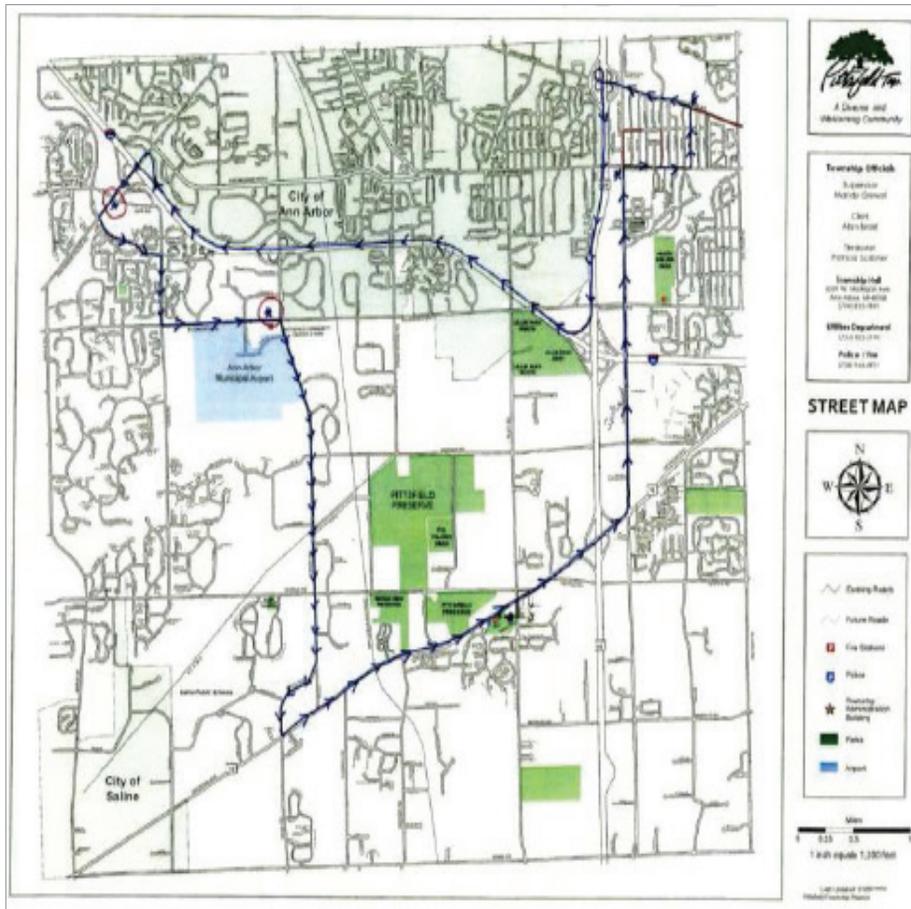
At the request of Supervisor Mandy Grewal, Southeast Michigan Council of Governments (SEMCOG) staff reviewed the 2010 Master Plan. On September 15, 2015 a team from SEMCOG, Pittsfield Township along with the Washtenaw Area Transportation Study (WATS) and Washtenaw County conducted a field study, the results of which are presented herein.



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:

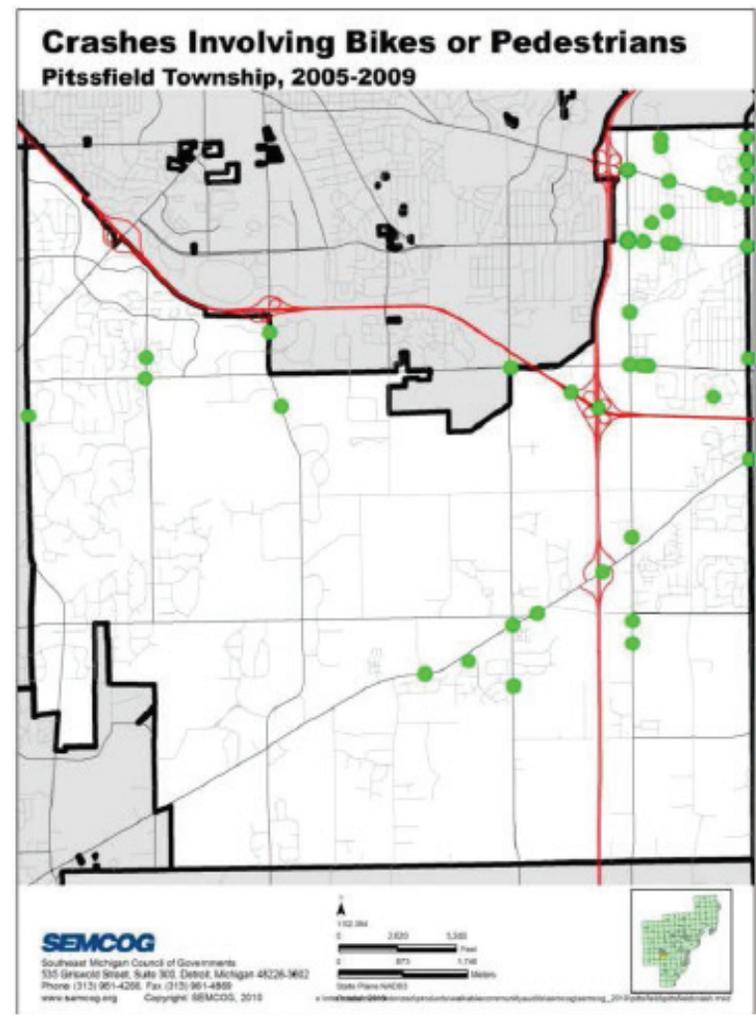
- Washtenaw Avenue serves as the primary route between Ypsilanti and Ann Arbor and has the largest volume of daily traffic within the township (approximately 29,000 Annual Average Daily Traffic [AADT]).
- The area has three (3) east-west and two (2) north-south transit corridors connecting Township residents 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

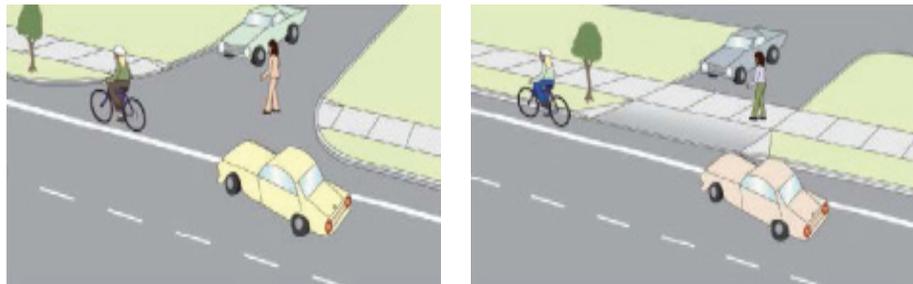
These corridors have a high driveway density that causes conflict points for motor vehicles, pedestrian, and bicyclists. Many of these driveways do not provide a level pedestrian walkway across them, instead of providing a continuous slope from the parking lot to the street.



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.

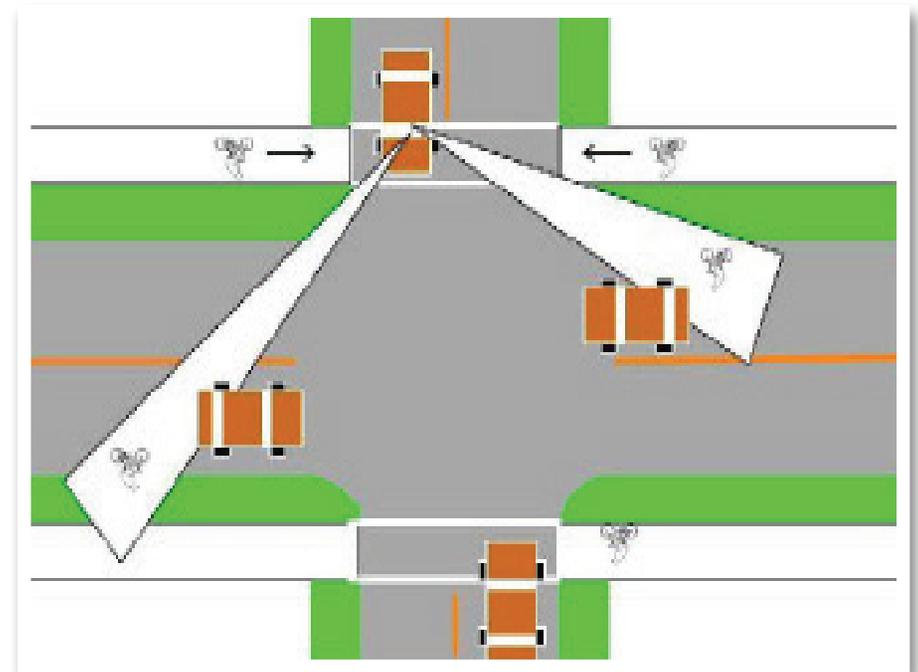
Sidewalk riding cyclists can also pose a safety concern to pedestrians.

- 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 pushbutton actuator within reach of the sidewalk; 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.

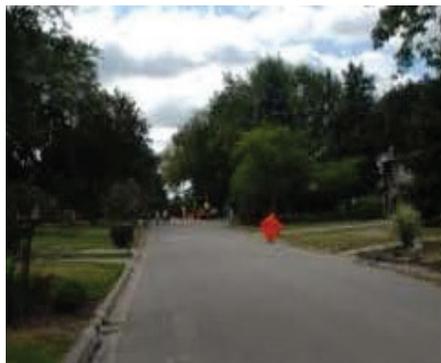
- Recently installed sidewalks on the south side of Packard and Washtenaw are safe and convenient ways for pedestrians to travel.
- Ongoing construction work has fragmented the sidewalk on the north side of Packard, creating an obstacle course for pedestrians who must choose to walk in the grass near 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.

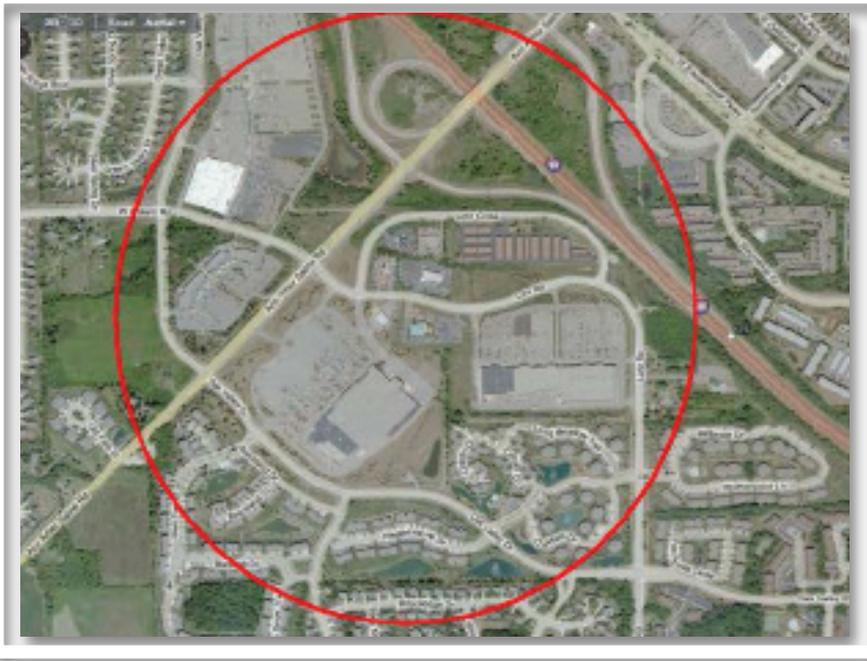
By instituting such a network, State Street would get a series of secondary streets which carry local traffic at slower speeds. Such traffic would be more compatible with bicycle and pedestrian travel (compared to State Street which has a 50 mile per hour speed limit), provide an opportunity for on-street 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)

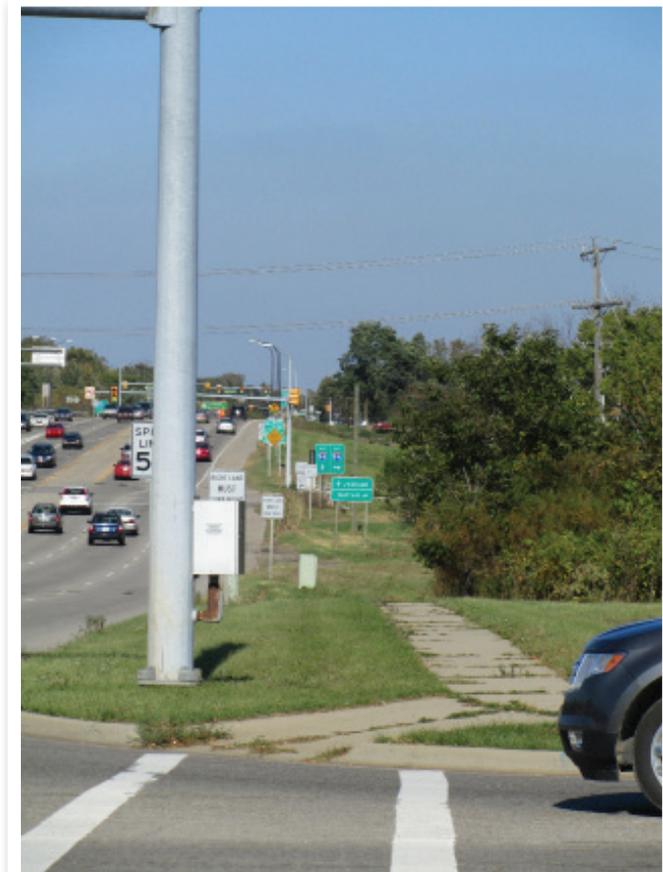
- Most traffic from the Center uses Ann Arbor-Saline Road to get to I-94.
- A bus line, which starts in downtown Ann Arbor, ends at this Center.
- Some of the retail parcels may be underperforming and may be ripe for redevelopment opportunities.
- Large tracts of front-yard parking and landscaping berms 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 1: TRANSIT PLAN

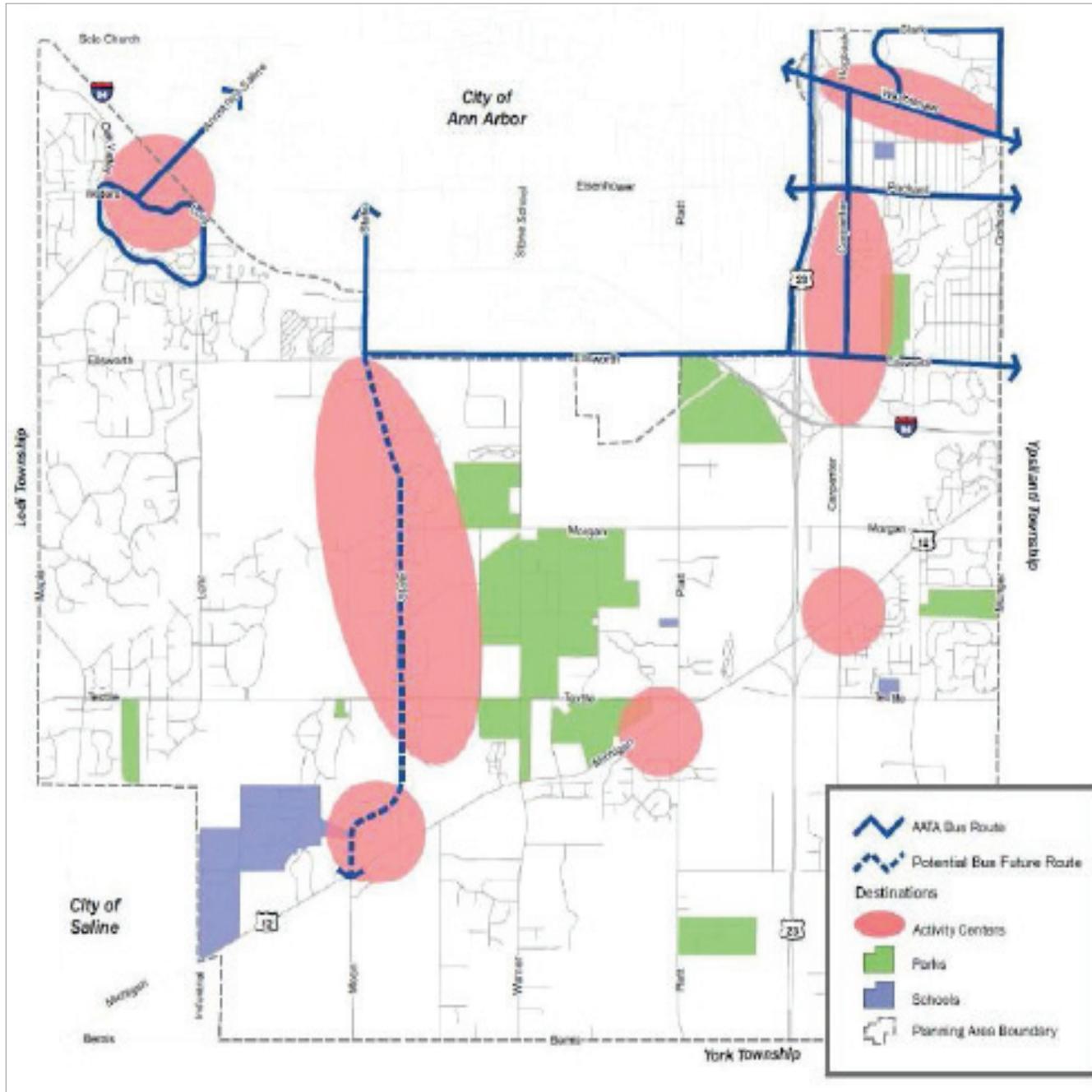
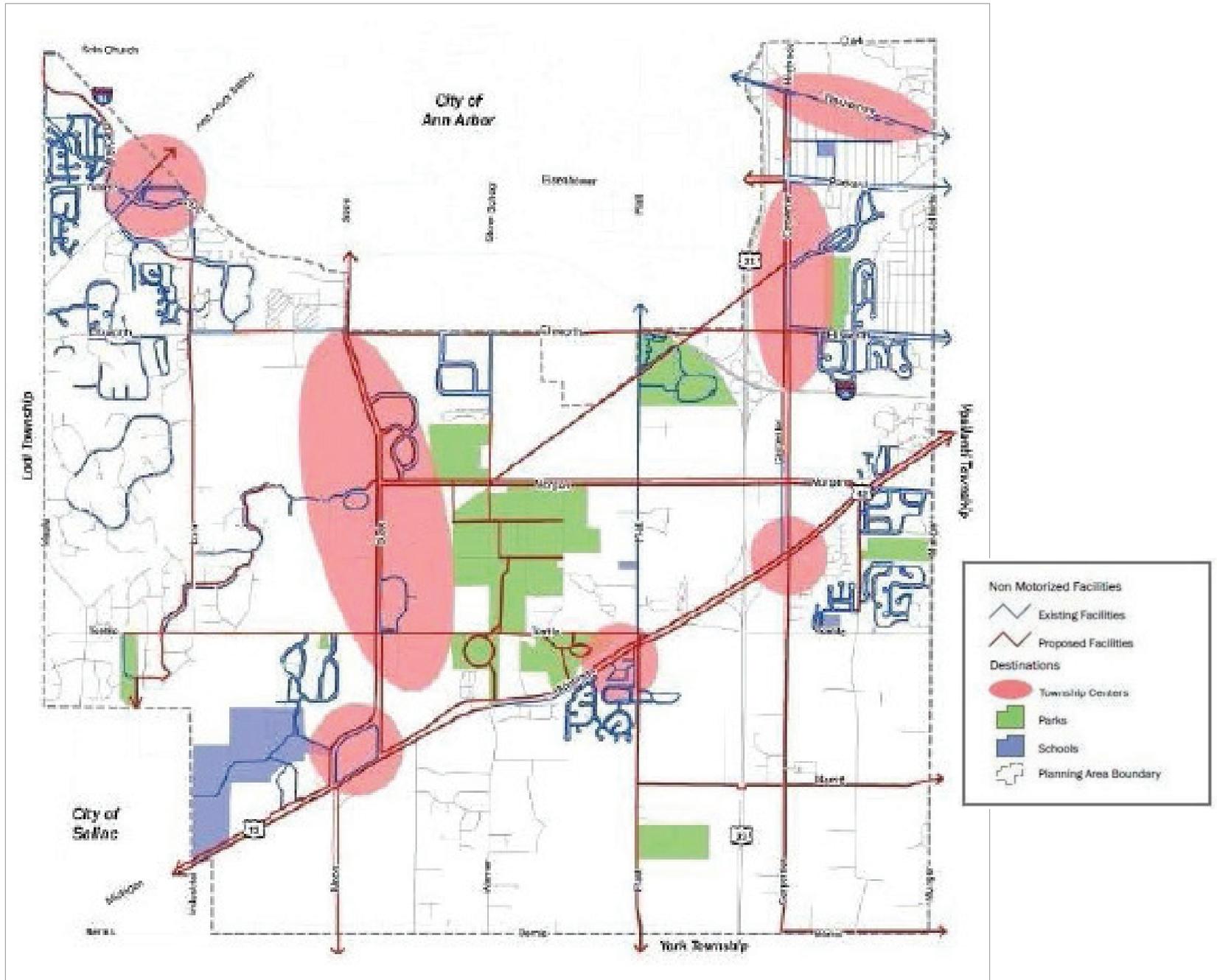


FIGURE 2: NONMOTORIZED PLAN



Appendix F

2015 SEMCOG Sponsored Walkability/Bikeability Audit



MEMO

Southeast Michigan Council of Governments
1001 Woodward Avenue, Suite 1400
Detroit, Michigan 48226
(313) 961-4266
Fax (313) 961-4869
www.semco.org

DATE: December 18, 2015

TO: Mandy Grewal, Supervisor, Pittsfield Township
Matthew Bourke, Planning and Zoning Administrator, Pittsfield Township

CC: Mark Ferrall, Transportation Planner, Washtenaw Area Transportation Study
Chris Gulock, Planner, MDOT-University Region Office

FROM: Brian Pawlik & Alex Bourgeau

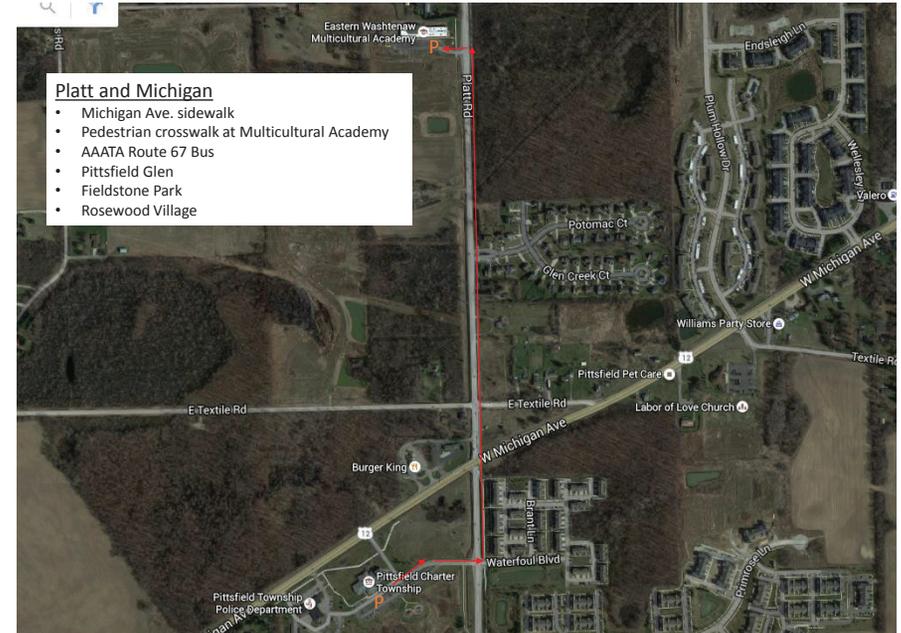
SUBJECT: Bicycle and Pedestrian Assessment-Platt and Carpenter Road Corridors

It was a pleasure to meet with you and other Pittsfield Township stakeholders on September 15, 2015 to discuss your progress in improving walkability and bikeability in the Platt and Carpenter Road Corridors. Below is a summary of our findings.

1. The Platt Road Corridor has great north-south connectivity, allowing bicycles and pedestrians to travel relatively safely between the City of Ann Arbor and Pittsfield Township Hall via a combination of shared-use side path and bike lanes and sidewalks. With the recent addition of bus service the corridor is clearly on its way to becoming a complete street.

Crossing roadways still remains a challenge. With both bus stops and activity centers (i.e., schools, parks, residential subdivisions) on both sides of the street and the Platt Road Greenway on the east side of the road, there is compelling need for more marked crossing locations. SEMCOG staff offers the following advice:

- a. Consider adding a median to Platt Road during future road work. As an [FHWA proven countermeasure](#), medians provide direct safety benefits to all roadway users and aesthetic value. In addition to providing safe refuge for pedestrians and bicyclists, medians can help serve as a barrier to illegal crossing behavior through the use of vegetation and landscaping swales. These medians could also be enhanced with green infrastructure elements like rain gardens or native plantings to address storm water runoff.
- b. Consider adding enhanced crosswalk elements as part of any sanctioned midblock crossing location, such as high-visibility crosswalk markings, rectangular rapid flashing beacons and HAWK signals, similar to what has been done in the



Carpenter Road Corridor. This is especially important near the Eastern Washtenaw Multicultural Academy. The FHWA document, [Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations Final Report and Recommended Guidelines](#), can assist you in determining the most appropriate treatment.

- c. Since the township is interested in transforming the intersection of Michigan and Platt Road into a community space, consider the following options for improving crossing conditions:
 - i. As part of future land redevelopment, consider getting easements or purchase right-of-way to widen the sidewalk ramp at the southeast corner of Michigan Avenue and Platt Road. As part of the Platt Road Greenway, this section of sidewalk will get a mix of nonmotorized uses necessitating a wider operating space for bi-directional traffic.
 - ii. As the area develops, consider removing pedestrian crossing push buttons at Platt Road and Michigan Avenue and instead require a pedestrian phase as part of the normal operation of the traffic signal. Pedestrian pushbuttons can work well in areas of low pedestrian volumes, but require additional maintenance and education to be effective. Given the township's plans for mixed uses in this urban town center, there will likely be enough pedestrian traffic to warrant the pedestrian phase.
 - iii. If a roundabout is to be installed at the intersection of Platt and Michigan, ensure the roundabout is designed with pedestrian friendly design elements as outlined in [AASHTO's Guide for the Development of Bicycle Facilities, 4th Edition](#) (popularly known as the AASHTO Bike Book), such as a maximum vehicle entry speed of 20 to 30 mph. Such elements will ensure bicyclist and pedestrians can cross the intersection safely and effectively.
- d. While the Township has done excellent work formalizing and raising awareness of secondary (side) street crossings, stops signs are prolific on the Platt Road Greenway and should be considered for removal or replacement with another more appropriate form of traffic control. Per the AASHTO Bike Book,

“the least traffic control that is effective should be selected... Installing unwarranted or unrealistically restrictive controls on path approaches in an attempt to “protect” path users can result in path users disregarding the signs and other traffic control devices at the intersection. This can lead to a loss of respect for traffic control at more critical locations.”

Since most bicyclists treat stops signs as yield signs, it may prove more effective to use yield signs or pavement markings (that warn of an upcoming crossings) and reserve the stop signs for major street crossings that do not have signals.



2. Consider providing bicycle and pedestrian connection along Textile Road, connecting the Platt Road Greenway with the Lohr-Textile Greenway. This greenway is part of Adventure Cycling's [Underground Railroad Bicycle Route](#), a route that connects Pittsfield (and Ann Arbor) with Canada (via Detroit and Marine City) to the north and Mobile, Alabama to the south.

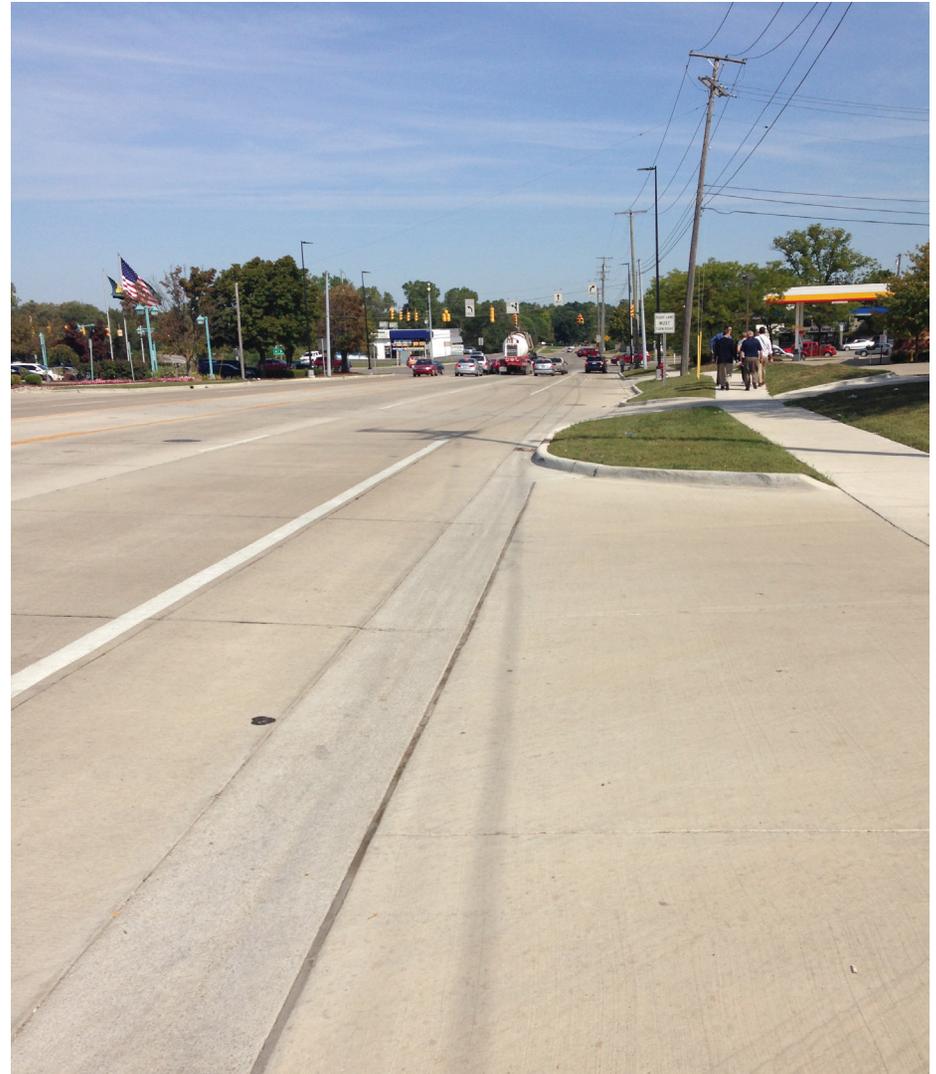
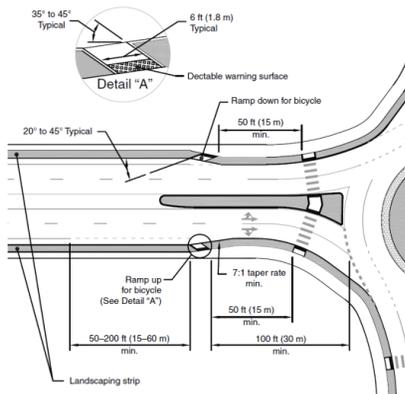
While an AASHTO compliant shared-use path may not be feasible along Textile Road within the Pittsfield Preserve, wide paved shoulders could provide this connection at a fraction of the price. SEMCOG and WATS can assist the Township with submitting grant applications such as the Transportation Economic Development Fund (TEDF).

3. Since it is the goal of the Township to be a truly multi-modal, complete streets community; as funds allow, consider additional winter maintenance activities such as salting and snow removal to promote year-round active transportation. Signs, specifically stating that sidewalks and paths have “No Winter Maintenance” give the false impression that the Township only values walking and bicycling in non-winter months.
4. Packard Road has seen some good pedestrian improvements, including reconstructed sidewalks and a midblock crossing. Packard Road could be further enhanced by:
 - a. Removing the Bike Route signs associated with the Packard Road sidewalks. While some bicyclist may use them, sidewalks do not meet the needs of a shared-use facility as defined by AASHTO—there will likely be many safety conflicts between bicyclists and pedestrians on these sidewalks. Furthermore, since sidewalks are designed for pedestrians, faster moving bicycle traffic is more prone to crashes with motor vehicles at driveways and intersections.
 - b. Widening the paved shoulders on both sides of Packard Road to accommodate bicycle travel. Where roads have curb and gutter, guard rail, or other obstructions, at least five-foot wide shoulders are needed for one-way bicycle travel. If the shoulders are five-foot wide, they could be marked as bike lanes. While further research is needed, these wide shoulders/bike lanes may be created by either narrowing the motor vehicle travel lanes, reconstructing the curb and gutter closer to the adjacent sidewalks or a combination of the two.
5. Carpenter Road has seen bicycle and pedestrian improvements including bike lanes and mid-block pedestrian crossings. It is our understanding that these improvements were possible by reducing the motor vehicle lane widths to 10.5 feet and that anecdotal evidence is leaning towards a successful project. SEMCOG staff offer these actions for follow-up:
 - a. Work with SEMCOG, WATS and the Washtenaw County Road Commission to conduct a before-after safety study of the project. If the evidence proves there has not been any significant decreases in safety, this project could be held up as a



great regional example of a “Lane Diet” and add to the growing body of evidence that there is little or no safety difference between 10-foot, 11-foot, and 12-foot motor-vehicle lanes on urban/suburban surface roadways.

- b. Work with Washtenaw County Road Commission and MDOT on standard treatments for HAWK signals and other pedestrian beacons. This will provide traffic control uniformity and consistency throughout the corridor, township, and county. Examples include how to best mitigate wheelchair navigation concerns in the median refuge area and how to inform motorists of how they are expected to drive in these types of crossings.
- c. Provide an enhanced treatment for bicycles traveling through the Washtenaw Avenue Intersection. Currently, the Carpenter Road bike lanes end just south of Washtenaw Avenue, with little guidance for bicyclists or motorists. Some examples to be explored include:
 - i. If there is enough room, continuing the bike lane through the intersection to Hogback.
 - ii. If there is not enough room, marking the turn lane as a shared lane, via “sharrow” markings.
 - iii. Providing bicycle “off-ramps” from the bike lanes to the sidewalk so bicyclist can cross the street like pedestrians do. A similar concept is used at roundabouts. An excerpt from the AASHTO guide is below:



- 6. Since the Township already has bicycle and pedestrian facilities on Platt and Carpenter Roads, it may prove fruitful to work with Ypsilanti Township, WATS, and Washtenaw County Road Commission to identify a connection from one of these roadways to Rolling Hills Park.



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.

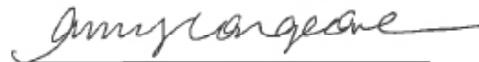
BE IT FURTHER RESOLVED that the Pittsfield Charter Township Planning Commission recommends that the Township Board of Trustees adopt the proposed master plan as presented including the maps and descriptive and other material bound with the Master Plan and intended by the Planning Commission to be part 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 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.


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

**PITTSFIELD CHARTER TOWNSHIP
WASHTENAW COUNTY, MICHIGAN
PLANNING COMMISSION
RES #17-01**

**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**

June 1, 2017

At 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 1st day of June, 2017, at 6:30 p.m.

Present: Michael Yi, Nik Thompson, Deborah Williams, Matthew Payne, Ann Harris,
Roland Kibler, George Ralph
Absent: None

The following preamble and resolution were offered by Commissioner Williams and supported by Commissioner Harris.

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; and,

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 May 18, 2017 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 finds the Pittsfield Charter Township Master Plan promotes the goals and policies of the township and 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: Thompson, Harris, Payne, Williams, Kibler, Payne, Yi, Ralph
Nays: None
Absent: None
Abstain: None

RESOLUTION DECLARED ADOPTED.

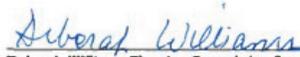


Deborah Williams, Planning Commission Secretary
Pittsfield Charter Township

DATED: June 1, 2017

CERTIFICATE

I, Deborah Williams, 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 June 1, 2017, 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.



Deborah Williams, Planning Commission Secretary
Pittsfield Charter Township

DATED: June 1, 2017

PITTSFIELD CHARTER TOWNSHIP
WASHTENAW COUNTY, MICHIGAN
RES #17-36
A RESOLUTION AUTHORIZING
THE PITTSFIELD CHARTER TOWNSHIP BOARD OF TRUSTEES
TO ADOPT THE PITTSFIELD TOWNSHIP
2020 SUSTAINABLE VISION MASTER PLAN

June 14, 2017

At a Regular Meeting of the Township Board for Pittsfield Charter Township, Washtenaw County, Michigan, held at the Pittsfield Township Administration Building, located at 6201 W. Michigan Avenue, in said Township on the 14th day of June, 2017 at 6:30pm.

Present: Grewal, Anzaldi, Scribner, Edwards-Brown, Jaffer, Krone, Ralph.
Absent: None.

The following preamble and resolution were offered by Treasurer Scribner and supported by Trustee Jaffer.

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 Township Master Plan has been made available by Pittsfield Township for public review in the manner required by law and all comments from the public and other stakeholders have been considered by the Pittsfield Township Planning Commission and the Pittsfield 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; and

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 Township Master Plan has been developed for the benefit of the entire community and a public hearing on the proposed Master Plan was held on May 18, 2017 to provide an opportunity for citizens to express further opinions, ask questions, and discuss all aspects of the same; 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, 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, after consideration of the public comments the Pittsfield Charter Township Board of Trustees finds the Pittsfield Charter Township Master Plan promotes the goals and policies of the township and is ready for adoption; 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; 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 Board of Trustees approves the Master Plan as presented including the maps and descriptive and other material bound with the Master Plan and intended by the Board of Trustees to be part of the Master Plan; and

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: Grewal, Anzaldi, Scribner, Edwards-Brown, Jaffer, Krone, Ralph.
NAYS: None.
ABSENT: None.
ABSTAIN: None.

RESOLUTION DECLARED ADOPTED.



Mandy Grewal, Supervisor
Pittsfield Charter Township
DATED: June 15, 2017

CERTIFICATE

I, Michelle L. Anzaldi, 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 Regular Meeting held on June 14, 2017, 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.



Michelle L. Anzaldi, Clerk
Pittsfield Charter Township
DATED: June 15, 2017