



## COUNTY ADMINISTRATOR

220 NORTH MAIN STREET, P.O. BOX 8645  
SCIO, MICHIGAN 48107-8645  
(734) 222-6850  
FAX (734) 222-6715

TO: Jeff Irwin  
Chair of Board of Commissioners

THROUGH: Robert E. Guenzel  
County Administrator

FROM: Anthony VanDerworp, Director  
Office of Strategic Planning

DATE: December 3, 2008

SUBJECT: Scio Township Master Land Use Plan Update

2008 DEC - 8 AM 10: 26

CITY OF ANN ARBOR  
CITY CLERK  
REC'D

### **BACKGROUND**

Scio Township (Township) submitted an update to its Master Land Use Plan on October 15, 2008, for comment by Washtenaw County, in accordance with the procedures set forth in the Municipal Planning Enabling Act, Public Act 33 of 2008. The Act requires the County to provide comments, which are advisory only, to the Township. The comments must include, but need not be limited to, both of the following as applicable:

- A statement as to whether the proposed master plan is consistent with the plans of contiguous communities and applicable regional plans, and;
- A statement as to whether the proposed update is consistent with the County Plan.

### **DISCUSSION**

Office of Strategic Planning staff evaluated the proposed update according to the goals, objectives and recommendations of *A Comprehensive Plan for Washtenaw County*. The Office of Strategic Planning distributed the update to the Washtenaw County Departments of Public Works, Parks and Recreation, Public Health, Washtenaw County Road Commission, Office of the Drain Commissioner and the Washtenaw Area Transportation Study (WATS) for comment. Comments received from these departments and agencies are included in the attached staff report.

The Revisions were reviewed and approved by the Washtenaw County Planning Advisory Board at their November 24, 2008 meeting. In the interests of following the 63 day comment period as stipulated in the Municipal Planning Enabling Act (Act 33 of 2008) the Revisions are forwarded to the Washtenaw County Board of Commissioners as a County staff report for review. After acceptance of the report by the Washtenaw County Board of Commissioners, the report will be submitted to the Township and the contiguous communities.

### **ATTACHMENTS**

- Cover Letter
- Staff Report



A RESOLUTION TO ACCEPT COMMENTS FROM WASHTENAW PLANNING  
ADVISORY BOARD ON THE SCIO TOWNSHIP MASTER LAND USE PLAN UPDATE  
AND DIRECT THE COUNTY CLERK TO SEND COMMENTS TO SCIO TOWNSHIP  
AND THE CONTIGUOUS LOCAL UNITS OF GOVERNMENT

**WASHTENAW COUNTY BOARD OF COMMISSIONERS**

October 3, 2008

WHEREAS, Public Act 33 of 2008 ("the Act") requires that the County submit comments on the proposed Master Land Use Plan Update to Scio Township; and

WHEREAS, the Act requires that the comments include, but not be limited to, a statement whether the proposed revisions are considered to be inconsistent with the plan of any contiguous city, village, township or region, and a statement whether the proposed plan is considered to be inconsistent with the county plan; and

WHEREAS the County Board of Commissioners created the Planning Advisory Board to review plans and recommend adoption by the Board of Commissioners; and

WHEREAS Scio Township submitted a Master Land Use Plan Update; and

WHEREAS the revisions were reviewed for consistency with the goals, objectives and recommendations of *A Comprehensive Plan for Washtenaw County*; and

WHEREAS the Update was reviewed and approved by the Washtenaw County Planning Advisory Board at their November 24, 2008 meeting;

WHEREAS in the interests of following the 63 day comment period as stipulated in the Act the Update was forwarded to the Washtenaw County Board of Commissioners as a County staff report for review;

NOW THEREFORE BE IT RESOLVED that the Board of Commissioners accepts the staff report from the Washtenaw County Office of Strategic Planning on the Scio Township Master Land Use Plan Update, and

BE IT FURTHER RESOLVED that the Board of Commissioners directs the County Clerk to send the comments to Scio Township and the contiguous local units of government.

COMMISSIONER	Y	N	A	COMMISSIONER	Y	N	A	COMMISSIONER	Y	N	A
Bergman	X			Ouimet	X			Schwartz	X		
Gunn	X			Peterson	X			Sizemore	X		
Irwin	X			Ping	X			Smith	X		
Judge	X			Prater	X						

CLERK/REGISTER'S CERTIFICATE - CERTIFIED COPY

ROLL CALL VOTE: TOTALS 11 0 0

STATE OF MICHIGAN )

COUNTY OF WASHTENAW<sup>SS</sup>

I, Lawrence Kestenbaum, Clerk/Register of said County of Washtenaw and Clerk of Circuit Court for said County, do hereby certify that the foregoing is a true and accurate copy of a resolution adopted by the Washtenaw County Board of Commissioners at a session held at the County Administration Building in the City of Ann Arbor, Michigan, on December 3<sup>rd</sup>, 2008, as it appears of record in my office.

In Testimony Whereof, I have hereunto set my hand and affixed the seal of said Court at Ann Arbor, this 4<sup>th</sup> day of December, 2008.

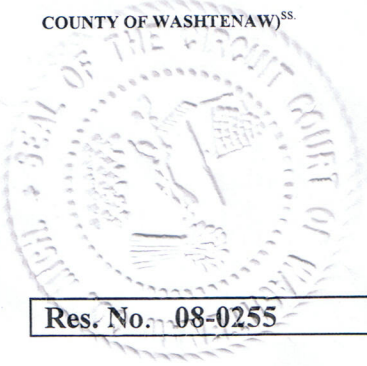
**LAWRENCE KESTENBAUM, Clerk/Register**

BY: \_\_\_\_\_

Deputy Clerk



Res. No. 08-0255







Washtenaw County  
Department of Planning & Environment

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November 14, 2008

Doug Fuller, Secretary  
Scio Township Planning Commission  
827 N. Zeeb Rd.  
Ann Arbor, MI 48103

Re: Scio Township Master Land Use Plan Update

Dear Mr. Fuller:

Thank you for the opportunity to comment on the Scio Township Master Land Use Plan Update. In accordance with the Municipal Planning Enabling Act, Public Act 33 of 2008, the update was reviewed by the Washtenaw County Planning Advisory Board and the Board of Commissioners. The Washtenaw County Department of Development Services, Department of Parks and Recreation, Road Commission, Department of Public Health, Office of the Drain Commissioner and the Washtenaw Area Transportation Study (WATS) were also given the opportunity to comment on the update.

**Staff reviewed the proposed update in the context of *A Comprehensive Plan for Washtenaw County* (County Plan), plans of contiguous local units of government and the current Scio Township Master Plan (Township Plan). Staff found the proposed amendments would be consistent with the County Plan and the plans for the contiguous communities with the following recommendations:**

- Scio Township should articulate a goal to seek protection and preservation of historic resources through local, state and national historic designation or easement programs, all of which employ design guidelines and review to ensure appropriate treatment of historic properties.
- The plan should provide additional language to describe "How and Why the Township's Agricultural Preservation Area Plan Overlay was selected" which is one of the five State PDR Program requirements. One suggestion is to use the language that described the "Agricultural Unit" in the 2005 amended Scio Township Master Plan (originally adopted in 1996), for further describing "how and why the agricultural preservation area was selected," as well as to indicate that the Agricultural Preservation Area Plan Overlay contains most of the Prime Agricultural Soils.

**Although the following recommendations are not applicable to the consistency with the County Plan, we strongly encourage the incorporation of the following to enhance the overall plan:**



- Portions of Appendix A, especially maps including both planned and proposed information, would be better if incorporating into the body of the Plan.
- Figure 1: Existing Land Use Map has some inaccuracies as the map was likely created using 2000 data. This map should be updated to current land uses or the year of data depicted in the map should be more clearly identified.
- The Transportation Plan section functions more as an inventory, describing the existing transportation network and National Functional Classification system. While this can be used to identify areas that the Township expects to develop and those areas that the Township would like to preserve, it does not specify goals and policies for implementation.
- Reference the Washtenaw Metro Alliance Plan for Coordinated Parkland and Open Space in the Master Plan and adopt the policies and goals included in the document.
- Include the WATS Non-motorized and Transit Plans by reference and accordingly adopt the policies and goals included in the documents.
- The Draft Plan is remarkable in commitment to LEED and Low Impact Design principles in the majority of sub areas. These policies should be extended to the Jackson Road corridor as well.

The attached staff report provides additional background regarding county comments and agency comments are provided containing additional detailed recommendations. On behalf of the Planning Advisory Board and the Board of County Commissioners, I would like to thank you for your contribution to promoting a shared vision for Washtenaw County.

If the Department may be of assistance to the Township as you work to implement the policies included in your plan, please call me at (734) 222-6809.

Sincerely,

Patricia Denig, Planning Services Director  
Office of Strategic Planning  
Washtenaw County

Attachments

Staff Report

Washtenaw County Historic Preservation

Washtenaw Area Transportation Study (WATS)

Washtenaw County Drain Commission





## Washtenaw County Department of Planning & Environment

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### Staff Report

RE: Scio Township Master Land Use Plan Update

Staff Report Date: November 14, 2008

### Background

The Washtenaw County Office of Strategic Planning received the Scio Township Master Land Use Plan Update on October 15, 2008. In accordance with the Municipal Planning Enabling Act Public Act 33 of 2008, the County is to provide comments to the Township, which must include two statements of consistency:

- A statement as to whether, after considering any comments received by contiguous local units of government, the proposed update is consistent with the plan of contiguous communities, as
- A statement as to whether the proposed update is consistent with the County Plan.

The proposed update was reviewed for consistency with *A Comprehensive Plan for Washtenaw County* (County Plan). The Washtenaw County Department of Development Services, Department of Parks and Recreation, Road Commission, Department of Public Health, Office of the Drain Commissioner and the Washtenaw Area Transportation Study (WATS) were also given the opportunity to comment on the document.

### Summary of Update/Review in context of County Plan

The Land Use Goals of the Township Plan generally support those found within the County Plan, and aim to “foster responsible use of land, preserve farmland and natural features, and to make best use of existing public services, utilities, and infrastructure.” Many components of the Township Plan includes language supportive of maintaining open space and rural characteristics where appropriate, while allowing growth to be accommodated in currently serviced areas near Jackson Road. Infill development and mixed uses are planned along this corridor, with reduced setbacks and increased allowances for height. Language is also present throughout the plan encouraging more pedestrian friendly uses in this area, as well as the development of non-motorized connections throughout the Township.

The accommodation of new growth in a manner which focuses pedestrian friendly mixed uses in areas with existing infrastructure and services, while maintaining agricultural and open space in the outlying areas is supported by the County Plan. This also allows more opportunity to provide a diversity of housing and transportation options, sustainable



development patterns and economic development. The Township should expand upon this by specifying how and where mixed use areas will be implemented and prioritized along the corridor.

The Township identifies the maintenance of “current water and sewer district boundaries” in the Community Facilities and Services area. In the following Future Land Use Plan section, the Plan identifies that water and sewer infrastructure systems are available and may be expanded in the future. The Plan could be expanded to show where these boundaries are located, and develop language to provide policy guidance on if and how these boundaries will be used in the coming years.

The Township Plan’s Future Land Use Categories areas are each supported by a description of the appropriate zoning districts, and the implementation section notes the need for reviewing the zoning ordinance and amending where necessary to support the goals of the Township Plan. This is important to implementing the visions set forth by the Township Plan.

Many of the Future Land Use Categories are well thought-out and demonstrate a willingness to consider alternative forms of future land use. One inclusion worth noting is the incorporation of an Agricultural Preservation Overlay. This map is a requirement of being eligible for Purchase of Development Rights programs. While this area is referenced and said to be illustrated in Figure 18 – it is not. The Overlay *is* displayed on Figure 11. This reference should be changed for accuracy and clarity.

Scio Township amended their Master Plan in 2005 to meet the State PDR requirements, however, some subtle changes to the text of the 2008 Scio Township Master Plan Update since the 2005 amendment may not meet one of the State PDR requirements. According to the *Policies and Procedures of the Michigan Agricultural Preservation Fund* (State PDR Program) the Scio Township Master Plan Update meets all the following State PDR requirements below, except it may not meet requirement number b)

- a) The areas intended for agricultural preservation are clearly depicted on the future land use map.
- b) A description of how and why the preservation area was selected.
- c) Goals for farmland preservation.
- d) Language indicating why farmland should be preserved in the community (cost of services studies, economic benefit to the community etc.)
- e) Text describing the strategies intended to be used in order to preserve the agricultural land, including Purchase of Development Rights (PDR) but should include other techniques.

On pages 23 and 41 of the Draft Scio Township Master Plan Update, it states the following: “As illustrated in Figure 11, the Agricultural Land Preservation Area Overlay specifically identifies the area of the Township where there is the largest concentration of farmland.” This description may not be sufficient for describing how and why the preservation area was selected (requirement number b) above).



In the 2005 Amendment to the Scio Township Master Plan, the made the following statement:

The Agricultural Lands Preservation Plan Overlay Map more specifically identifies the area of the Township where there is the largest concentration of farmland. The area designated corresponds to and expands upon areas previously characterized in Chapter II of the Master Land Use Plan as the Agricultural Unit, one of six planning units which generalize the character of various areas of the Township.”

Since there is no “Agricultural Unit” identified in the 2008 Scio Township Master Plan Update, there is substantially less explanation of “how and why the agricultural preservation area was selected” and this may not be sufficient to meet the State PDR requirements in the future for local master plans.

One suggestion is to use the language that described the “Agricultural Unit” in the 2005 amended Scio Township Master Plan (originally adopted in 1996), for further describing “how and why the agricultural preservation area was selected,” which states the following:

- This area comprises most of the area actively being farmed as well as land under P.A. 116;
- Soils are generally unsuitable for septic field and building constructions;
- A large wetland area is located at the intersection of Honey Creek and Liberty Road while other wetlands in a linear pattern follow Mill Creek, Honey Creek, and various drains.

In addition to adding this language to the description of “how and why the agricultural preservation area was selected,” the Township could also explain that this is the location of most of the Prime Agricultural Soils in the Township.

These suggested language additions to page 23 and to the second paragraph after the “Agricultural Preservation” heading on page 41 would provide sufficient explanation as to “how and why the Township Agricultural Preservation Overlay Area was selected” and would more likely meet the State PDR requirements.

The “Residential” Future Land Use Category includes commendable specifications for High Density Residential which “encourages and supports innovative housing such as attached and cluster developments that preserve open space and protect natural features. Density is proposed at 4 to 8 dwelling units per acre. However, greater densities may be allowed in cases showing exceptional design and conservation...” This encouragement of mixed uses and other flexibility is echoed by the inclusion of “Special Planning Areas”. This land use is supported by the County Plan Landscapes recommendation 1.4 to “encourage infill development in suburban areas to develop at higher density (4 to 8 dwelling units per acre).

The “Transportation” category is located within the “Other Township Policies” section of the Township Plan. While existing road classifications and future right-of-ways are mentioned briefly, this section includes no future plans or goals for the transportation



network, nor any policies. Further, various parts of the Township Plan include language on the importance of non-motorized opportunities; it is not discussed within the Transportation section. Information and maps in Appendix A begin to address this and should be brought into body of plan in goals or policies section. Specific policies to make residential *and* commercial areas walkable, reduce parking requirements, and provide non-motorized improvements throughout the suburban and rural areas which correspond to the WATS Non-motorized Plan should be included (County Plan Transportation Goals: Chapter 10 Objective 9). Further, it is recommended that the WATS Non-motorized and Transit Plans are included by reference. This is supported by the Washtenaw Area Transportation Study (WATS) comments attached.

Scio Township has a demonstrated interest in its historic resources, character-defining features and landscapes. However, the draft Scio Township Master Land Use Plan only briefly mentions one historic resource, the Delhi Bridge, designated as a historic district in 2007. Scio Township has also worked with Webster Township to take steps to protect and preserve another Washtenaw County Local Historic District, Gordon Hall. The Washtenaw County historic resources database on the web, known as HistWeb, returned 147 individual historic sites recorded in a Washtenaw County survey of Scio Township. Also to be noted are numerous Centennial Farms throughout the area, which are reminders of many Scio Township families' proud agricultural heritage. Scio Township should consider articulating a goal to seek protection and preservation of historic resources through local, state and national historic designation or easement programs, all of which employ design guidelines and review to insure appropriate treatment of historic properties (County Plan Historic Preservation: Chapter 9 Objective 3). Further information on historic resources in Scio Township is attached.

The Township Plan includes Sub Area Plans which set policies for areas within the Township. For example, new developments are to implement Low Impact Development (LID) or Leadership in Energy and Environmental Design (LEED) standards in all sub areas excepting the Jackson Road Corridor. These design guidelines should be extended into the Jackson Road corridor as well.

The Huron Sub Area requires open space and trail requirements in subdivisions, and encourages policies for tree preservation. Development Strategies in this area also include developing non-motorized transportation along major roads and assisting the development of the Border to Border Trail.

Other Sub Areas include strategies for encouraging pedestrian amenities, establishing greenway corridors connecting park spaces with residential and recreation areas. The Mill Creek Sub Area sets a strategy to "implement policies to encourage mixed retail and residential use adjacent to Village of Dexter, and encourage infill development..." and to develop a non-motorized network, and encourage public transportation.

The Honey Creek area mentions the Transfer of Development Rights (TDR) as a method to shape the landscape by transferring density to Jackson Rd while preserving agricultural or open space contiguous with neighboring townships. This is consistent with County Plan Agriculture Objective 2: Encourage and Support agricultural operations through farmland preservation programs.



The Jackson Sub Area strategies include, among other things, encouraging pedestrian, non-motorized and public transit, energy efficiency and mixed uses such as office on upper floors and retail on first. This section also discusses the Economic Development Strategic Plan which recommends a business campus at Zeeb or Baker interchange, redevelopment and infill into mixed use, multi-story structures in pedestrian-oriented atmosphere near Zeeb Rd. To accommodate recommendations, Special Planning Areas (SPA) proposed in land use plan with requirements similar to PUD. This plan should be included in the appendix.

Throughout the Township Plan, policies are difficult to identify. For example, an Agricultural Preservation Overlay is included, and one portion of the plan mentions the Township's ability to use sliding scale zoning and Purchase of Development Rights, however no policies to encourage these or other methods are detailed. A separate Open Space Plan is referred to (although not attached) and Bio-reserve Map ranks preservation priorities, but policies to preserve these areas are not discussed. Likewise, specific environmental or transportation policies are not included in the plan to support the language reflecting their importance throughout the plan.

Appendix A includes demographic information, maps and descriptions of natural and historic resources, and community facilities and services data. Figure 19 illustrates existing and potential non-motorized linkages. Some of this information would be better suited within the body of the plan, especially the Trails, Pathways and Greenways Map (Figure 19), which should be in the transportation section with supporting policies. Natural features maps would be appropriate in the policy section with policies which relate to implementing the goals for these areas/resources.

Implementation does mention that zoning needs to be evaluated and amended as necessary to support plan. Other policies specific to goals for each category would also help in the implementation of this plan and its goals.

### Contiguous Community Land Uses

- East (Ann Arbor Township): Scio Township's northeastern corner borders Ann Arbor Township. Ann Arbor Township's future land uses for this area include Agricultural Production, which is within the Agricultural Preservation Overlay, and Residential. The corresponding corner of Scio Township is Agriculture within the Agricultural Preservation Overlay and Low Density Residential. These uses align with similar uses in the neighboring Township, and are compatible.
- Southeast (City of Ann Arbor): The City of Ann Arbor's land use along its western border which is adjacent to Scio Township is predominately single family residential, with commercial uses along Jackson Road. These uses are compatible with those in the Township Plan.
- Southeast corner (Pittsfield Township): The northwest corner of Pittsfield Charter Township is planned for Research & Development. The corresponding southeast corner of Scio Township is high Density Residential. These uses separated by approximately ½ mile of city of Ann Arbor land. Adjacent land uses are compatible.



- South (Lodi Township): Future land use along the Northern section of Lodi Township which borders Scio Township is suburban residential with a density of 4 du-8du/ac in the northeast section, with Rural Residential toward the middle, and Agricultural Use to the far left. These uses closely align with the planned uses and densities in the Scio Township Master Land Use Plan.
- Southwest (Freedom Township): The southeast corner of Dexter Township is planned for Rural Residential land use. This use is compatible with those planned for the northeast corner of Scio Township.
- West (Lima Township): The Future Land Use in the portion of Lima Township that border Scio Township is predominately “Agriculture”, with some “Rural Residential” areas near the Village of Dexter and along the north of Jackson Rd. These uses are compatible with those adjacent in Scio Township.
- Northwest (Village of Dexter): Future Land Uses planned in the Village of Dexter along the border shared with Scio Township include Village Density, Suburban Density and Multiple Family Density residential, Public/Semi-Public and Research/Development. These uses are compatible with Scio’s neighboring Residential, Office/Industrial and Recreation/Conservation areas. One point of discrepancy is an area along Baker Rd just south of Dan Hoey Rd. which the Village designates as Suburban Density and Multi-Family Density Residential, and the Township calls Office/Industrial.
- Northwest corner (Dexter Township): The southeast corner of Dexter Township is planned for Rural Residential. The future land uses mapped by Scio Township for its northwest corner are Open space/Agricultural/Residential and Recreation/Conservation. These uses are compatible.
- North (Webster Township): Predominately Agricultural and Rural Residential Land Uses, with a bit of Urban Residential Planned for the area just south of Joy Rd. This area of higher residential density aligns with the Medium Density Residential area in the Scio Township Future Land Use map. The Agricultural Preservation Overlays are also planned in a way to encourage continuous long term agriculture across township boundaries. Uses along this northern border are compatible.
- Northeast (Northfield Township): The southwest corner of Northfield Township which touches Scio Township is planned for Agriculture. This future land use is consistent with the Open Space/Agriculture/Residential land use designated for in the northeast corner of Scio Township.

### **Contiguous Community Comments**

No comments were received from contiguous communities.

### **Review of Plan in Context of Contiguous Community Master Plans**

Scio Township Master Land Use Plan has a “neighboring communities” section, and Washtenaw County Comp Plan section, promoting regional consideration of land uses.



The Goals of the Scio Township Master Land Use plan are compatible with those of the surrounding community Master Plans.

### Applicable County Department Comments

Washtenaw Area Transportation Study (WATS): See attached

Washtenaw County Historic Preservation: See attached

Washtenaw County Drain Commission (WCDC): See attached

### Statement of Consistency

Washtenaw County Office of Strategic Planning finds the Scio Township Master Land Use Plan update consistent with the Comprehensive Plan for Washtenaw County, and those of adjacent communities.

Additional details are in the staff review and comments included in the letter at front of review packet.



## Scio Township Master Land Use Plan - General Historic Preservation Comments

The preservation of historic resources has economic, environmental and social benefits. These worthwhile characteristics are recognized in Chapter Nine of *A Comprehensive Plan for Washtenaw County*, which places significant value upon our irreplaceable historic resources. Recommendations 1.1 through 1.6 encourages the recognition of historic resources through the creation of local historic districts and listing on the National Register of Historic Places, as well as the application of innovative preservation strategies such as preservation easements and overlay districts. Federal and state tax credit programs are also a viable preservation strategy for many communities like Scio Township. Furthermore, Recommendation 3.1 promotes the incorporation of historic resources in local master plan updates, while Recommendation 3.2 suggests historic resource education by local units of government.

The new Scio Township Master Land Use Plan only briefly mentions one historic resource, the Delhi Bridge. This local historic district was designated in 2007 by the Washtenaw County Historic District Commission, and listed on the National Register of Historic Places in 2008. The Delhi Bridge is a single-span, Pratt through truss wrought iron bridge. It spans the Huron River just south of Huron River Drive as an extension of East Delhi Road in Scio Township. Due to confusion surrounding its reconstruction after a tornado in 1917, this bridge's date of construction is subject to debate among local experts. The bridge connects Huron River Drive to the unincorporated village of Delhi Mills, founded in the 1830s, and the site of several mills in the late nineteenth century. Notably, the East Delhi Bridge is the only bridge in Michigan to receive local historic designation.

This bridge is presently being rehabilitated by the Washtenaw County Road Commission, due largely to the combined efforts of the Washtenaw County Road Commission, Delhi Conservancy and the Scio Township Board of Trustees. Scio Township established a special assessment district to generate funds to assist with the bridge rehabilitation. Such local cooperation is an exceptional demonstration of the importance of this unique historic resource to the Scio Township community, and an example of the Township's commitment to preserving its local sense of place. This historic resource and the Township's actions should be mentioned more clearly in the Master Land Use Plan.

Scio Township has also taken steps to protect and preserve another Washtenaw County Local Historic District, Gordon Hall, located at 8341 Island Lake Road. This district is divided between Scio and Webster Townships. Constructed in 1843 and designated as a local historic district in 2001, this house and surrounding property derives significance from the house's Greek Revival style architecture, its association with local pioneer and abolitionist Judge Samuel W. Dexter, and its connection to Judge Dexter's grand-daughter, women's rights activist Katherine Dexter McCormick. In 2007, Scio Township worked in a parallel fashion with neighboring Webster Township to execute conservation easements on the Gordon Hall property. These actions are to be commended, as they are additional layers of protection for this rural district, and work hand-and-glove with the local historic district



designation. As with the Delhi Bridge, the Scio Township's actions to preserve and protect its important character-defining landscape features and historic resources should be recognized.

Other protected local historic resources in Scio Township are 6 properties listed on the Michigan State Register of Historic Places, including several private residences and Michigan Central Railroad Depot, St. Joseph's Church, and St. Andrew's Church in Dexter. One National Register-listed property, the James Litchfield House at 3515 Central Street in Dexter, was listed in 1984 as an outstanding example of Greek Revival style architecture. Additionally, the Washtenaw County historic resources database on the web, known as HistWeb, returned 147 individual historic sites recorded in a Washtenaw County survey of Scio Township. Also to be noted are numerous Centennial Farms throughout the area, which are reminders of many Scio Township families' proud agricultural heritage.

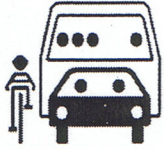
## Specific Recommendations

Scio Township has a demonstrated interest in its historic resources, character-defining features and landscapes. These handsome landmarks and everyday structures are worthy of specific discussion in the development plan. Language regarding the importance of historic preservation to the community's character, particularly the importance of rural/agricultural sites, "picturesque" viewsheds, and infill development standards congruent with the current form and rhythm of the community should be more strongly articulated in the final draft.

Communities in the Midwest and elsewhere with similar historic building stock have adopted a Historic Preservation Master Plan as an addendum or incorporated into an existing plan. Superior Township, for example, adopted Ordinance 151 of 2001, thereby acknowledging the unique historic resources and character-defining qualities of the Township, and creating a Heritage Area Advisory Commission. Scio Township is encouraged to consider a similar instrument to provide recognition and protection for its valuable historic resources. At minimum, Scio Township should consider articulating a goal to seek protection and preservation of historic resources through local, state and national historic designation or easement programs, all of which employ design guidelines and review to insure appropriate treatment of historic properties.



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## WASHTENAW AREA TRANSPORTATION STUDY

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705 NORTH ZEEB ROAD 2ND FLOOR  
ANN ARBOR, MICHIGAN 48103-1560  
PHONE: (734) 994-3127 FAX: (734) 994-3129  
WEBSITE: WWW.MIWATS.ORG  
E-MAIL: WATS@MIWATS.ORG

### Planning Reviews

Community: Scio Township

Date Received: October 17, 2008

Complete Master Plan Update: Yes Complete Zoning Plan Update:

Master Plan Amendment:

Zoning Plan Amendment:

Other:

Sections reviewed:  Goals  Policies  Land Use Recommendations  
 Transportation Recommendations  Other

#### Land Use Implications:

The land use goals are comprehensive and link the development of land with the needed infrastructure including transportation. The goals could include making the entire urban portion of the township walkable not just the residential areas and providing non-motorized improvements in the rural area corresponding to the WATS Non-motorized Plan.

The Township should consider having a goal that both the Huron and Mill subareas provide north-south paths connecting the subareas with the County Border-to-Border Trail.

#### Transportation Component Implications:

The Township should consider a goal that links adjoining subdivisions and commercial areas using connected streets and non-motorized pathways. This interconnectedness improves public safety, reduces the vehicle miles traveled and the number of auto trips made as non-motorized and direct route options are available.

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#### POLICY COMMITTEE MEMBERS

- CITY OF ANN ARBOR • ANN ARBOR TRANSPORTATION AUTHORITY • ANN ARBOR TOWNSHIP • CITY OF CHELSEA • VILLAGE OF DEXTER •
- DEXTER TOWNSHIP • EASTERN MICHIGAN UNIVERSITY • MICHIGAN DEPARTMENT OF TRANSPORTATION • NORTHFIELD TOWNSHIP • PITTSFIELD TOWNSHIP •
- CITY OF SALINE • SCIO TOWNSHIP • SOUTHWEST WASHTENAW COUNCIL OF GOVERNMENTS • SUPERIOR TOWNSHIP • UNIVERSITY OF MICHIGAN •
- WASHTENAW COUNTY BOARD OF COMMISSIONERS • WASHTENAW COUNTY ROAD COMMISSION • CITY OF YPSILANTI • YPSILANTI TOWNSHIP •
- EX OFFICIO: FEDERAL HIGHWAY ADMINISTRATION • SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS •

AN INTERMUNICIPALITY COMMITTEE ORGANIZED UNDER ACT 200 OF PUBLIC ACTS OF MICHIGAN (1957)  
REPRESENTING WASHTENAW COUNTY



Particularly in the commercial areas, the Township could consider requiring the use of shared driveways to preserve the capacity of Jackson, Wagner, and Zeeb Roads. In commercial areas where the Township anticipates public transit service, the provision of sidewalks and reduced building setbacks will enhance the vitality of the area.

The Township identified the federal National Functional Classification (NFC) of roads but should consider moving the map to the Transportation Section to provide a visual link to the land use. The Township should also consider adding the condition of the road pavements that is available for the NFC system as well as identifying the transit links in or near the Township. WATS recommends the inclusion of the WATS Non-motorized and Transit Plans by reference.

Page 49 – it is unclear how the section marked Transportation Plan is a plan. The listing seems more like an inventory. The Transportation network and National Functional Classification system can be used to identify areas that the Township expects to develop (those federally classified) and those areas that the Township would like to preserve (roads are all local). With potential growth resulting from the Jackson Rd expansion, the Township should consider guiding further development *now*. The right-of-way map in figure 14 is referenced as “adapted” from the Washtenaw County Road Commission. Is this a spelling error and should be “adopted by” or were changes made to the right-of-way plan?

Page 69, Public Transportation – Although there was no fixed route public transit when the planning process began, the Township has a route deviation system along the Jackson Corridor (initiated in August 2008). The report states that demand responsive service (which is a form of public transportation) has been available through People’s Express.

Page 72, Figure 19, There are paved shoulder bike lanes on Wagner between Jackson and Liberty.



November 14, 2008

To: Ms. Anya Dale

From: Dennis Wojcik

Re: Scio Township Draft Master Land Use Plan

The Scio Township Draft Master Land Use Plan has been reviewed by the Washtenaw County Drain Commissioner's Office in regard to the environmental aspects of the plan. As a result of this review the following comments are offered:

1. Many of the environmental protections aspects of the plan are supported. These include:
  - a. The implementation of buffers along water courses and wetlands. These buffers are extremely important in the protection of these water features.
  - b. The implementation of Low Impact Design techniques for storm water management.
  - c. The identification of sub-areas and their unique natural features.
  - d. Conservation easements for the protection of natural features.
  - e. Clustered development to reduce storm water runoff and protect natural features.
2. The Water Resources section on page 64 is recommended to be revised to indicate the importance of the County Drains in the township. In fact over three miles of the Honey Creek, identified in this section as an important feature, is a designated County Drain. The following language is recommended to replace the second sentence of this section.

This system contains both natural waterways and County Drains under the jurisdiction of the Washtenaw County Drain Commissioner. The protection of all of these is of high importance to the overall environmental quality of the Township and downstream communities.





COUNTY ADMINISTRATOR  
220 NORTH MAIN STREET, P.O. BOX 8645  
ANN ARBOR, MICHIGAN 48107-8645  
(734) 222-6850  
FAX (734) 222-6715

TO: Jeff Irwin  
Chair of Board of Commissioners

THROUGH: Robert E. Guenzel  
County Administrator

FROM: Anthony VanDerworp, Director  
Office of Strategic Planning

DATE: December 3, 2008

SUBJECT: Ann Arbor Transportation Plan Update

2008 DEC -8 AM 10: 26

CITY OF ANN ARBOR  
CITY CLERK  
REC'D

### **BACKGROUND**

The City of Ann Arbor (City) submitted an update to its Transportation Plan on October 24, 2008, for comment by Washtenaw County, in accordance with the procedures set forth in the Municipal Planning Enabling Act, Public Act 33 of 2008. The Act requires the County to provide comments, which are advisory only, to the City. The comments must include, but need not be limited to, both of the following as applicable:

- A statement as to whether the proposed master plan is consistent with the plans of contiguous communities and applicable regional plans, and;
- A statement as to whether the proposed update is consistent with the County Plan.

### **DISCUSSION**

Office of Strategic Planning staff evaluated the proposed update according to the goals, objectives and recommendations of *A Comprehensive Plan for Washtenaw County*. The Office of Strategic Planning distributed the update to the Washtenaw County Departments of Public Works, Parks and Recreation, Public Health, Washtenaw County Road Commission, Office of the Drain Commissioner and the Washtenaw Area Transportation Study (WATS) for comment. Comments received from these departments and agencies are included in the attached staff report.

The Revisions were reviewed and approved by the Washtenaw County Planning Advisory Board at their November 24, 2008 meeting. In the interests of following the 63 day comment period as stipulated in the Municipal Planning Enabling Act (Act 33 of 2008) the Revisions are forwarded to the Washtenaw County Board of Commissioners as a County staff report for review. After acceptance of the report by the Washtenaw County Board of Commissioners, the report will be submitted to the City and the contiguous communities.

### **ATTACHMENTS**

- Cover Letter
- Staff Report



A RESOLUTION TO ACCEPT COMMENTS FROM WASHTENAW COUNTY PLANNING ADVISORY BOARD ON THE CITY OF ANN ARBOR TRANSPORTATION PLAN UPDATE AND DIRECT THE COUNTY CLERK TO SEND COMMENTS TO THE CITY OF ANN ARBOR AND THE CONTIGUOUS LOCAL UNITS OF GOVERNMENT

**WASHTENAW COUNTY BOARD OF COMMISSIONERS**

December 3, 2008

WHEREAS, Public Act 33 of 2008 ("the Act") requires that the County submit comments on the proposed Transportation Plan Update to the City of Ann Arbor; and

WHEREAS, the Act requires that the comments include, but not be limited to, a statement whether the proposed revisions are considered to be inconsistent with the plan of any contiguous city, village, township or region, and a statement whether the proposed plan is considered to be inconsistent with the county plan; and

WHEREAS the County Board of Commissioners created the Planning Advisory Board to review plans and recommend adoption by the Board of Commissioners; and

WHEREAS the City of Ann Arbor submitted a Transportation Plan Update; and

WHEREAS the revisions were reviewed for consistency with the goals, objectives and recommendations of *A Comprehensive Plan for Washtenaw County*; and

WHEREAS the Update was reviewed and approved by the Washtenaw County Planning Advisory Board at their November 24, 2008 meeting;

WHEREAS in the interests of following the 63 day comment period as stipulated in the Act the Amendment was forwarded to the Washtenaw County Board of Commissioners as a County staff report for review;

NOW THEREFORE BE IT RESOLVED that the Board of Commissioners accepts the staff report from the Washtenaw County Office of Strategic Planning on the City of Ann Arbor Transportation Plan Update, and

BE IT FURTHER RESOLVED that the Board of Commissioners directs the County Clerk to send the comments to the City of Ann Arbor and the contiguous local units of government.



COMMISSIONER	Y	N	A	COMMISSIONER	Y	N	A	COMMISSIONER	Y	N	A
Bergman	X			Ouimet	X			Schwartz	X		
Gunn	X			Peterson	X			Sizemore	X		
Irwin	X			Ping	X			Smith	X		
Judge	X			Prater	X						

CLERK/REGISTER'S CERTIFICATE - CERTIFIED COPY      ROLL CALL VOTE: TOTALS      11    0    0

STATE OF MICHIGAN    )

I, Lawrence Kestenbaum, Clerk/Register of said County of Washtenaw and Clerk of Circuit Court for said County, do hereby certify that the foregoing is a true and accurate copy of a resolution adopted by the Washtenaw County Board of Commissioners at a session held at the County Administration Building in the City of Ann Arbor, Michigan, on December 3<sup>rd</sup>, 2008, as it appears of record in my office.

COUNTY OF WASHTENAW)<sup>SS</sup>

In Testimony Whereof, I have hereunto set my hand and affixed the seal of said Court at Ann Arbor, this 4<sup>th</sup> day of December, 2008.

**LAWRENCE KESTENBAUM, Clerk/Register**

BY: \_\_\_\_\_

Deputy Clerk



Res. No. 08-0256





Washtenaw County  
Department of Planning & Environment

---

November 10, 2008

Eli Cooper  
City of Ann Arbor  
Ann Arbor, MI 48107-8647

Re: City of Ann Arbor Transportation Plan Update

Dear Mr. Cooper:

Thank you for the opportunity to comment on the City of Ann Arbor Transportation Plan update. In accordance with the Municipal Planning Enabling Act, Public Act 33 of 2008, the draft was reviewed by the Washtenaw County Planning Advisory Board and the Board of Commissioners. The Washtenaw County Department of Development Services, Department of Parks and Recreation, Road Commission, Department of Public Health, Office of the Drain Commissioner and the Washtenaw Area Transportation Study (WATS) were also given the opportunity to comment on the update.

**Staff reviewed the proposed update in the context of *A Comprehensive Plan for Washtenaw County (County Plan)*, plans of contiguous local units of government and the current City of Ann Arbor Master Plan (City Plan). Staff found the proposed amendments to be consistent with the County Plan and the plans for the contiguous communities.**

The Draft City of Ann Arbor Transportation Plan Update includes many important recommendations that support the County Transportation Goals to “strategically plan for and invest in a transportation network that meets the need of future residents and businesses while promoting our sense of place and protecting the environment.” The focus on the movement of people rather than cars encourages transportation choices and sustainability. The Draft Plan also positively references the Washtenaw Access Management Plan and recommends the use of transit-oriented development principles, which is supported by the County Plan Transportation Recommendation 2.5: Develop Density to Support Transit. These two areas of the plan demonstrate a commitment to collaboration, building on past planning efforts, and long-term support for a viable transportation system.

**Although the following recommendations are not applicable to the consistency with the County Plan, we strongly encourage the incorporation of the following to enhance the overall plan:**

- Throughout the Transportation Plan are future visions and recommendations for various corridors. Terms used when referring to these corridors include “enhanced transit corridors”, “transit enhancement corridors”, “corridors for



increased transit service”, “high priority corridors” and “signature corridors.” The use of a variety of terms which appear to be often referring to the same corridors makes portions of the Transportation Plan confusing.

- The Transportation Plan identifies four corridors with the “potential signature/high quality transit improvements”, the Plymouth/Fuller Road and State Street corridors were designated as having highest priority because they “have the highest UM/AATA ridership, connect to high use activity centers, and have potential redevelopment opportunities that could be driven by transit improvements.” Based on these criteria, as well as others that should be considered including congestion severity, crash data and AATA capacity, Washtenaw Avenue should be given equal or higher priority for transit improvement studies and implementation.
- The Transportation Plan discusses the completion of the Huron River Off-road Path. It is unclear if this also refers to portions of the Border to Border Trail, which is not otherwise mentioned in the Transportation Plan. If the Huron River Off-Road path refers to the Border to Border Trail, or a section of, it should be noted in text, as well as on a map.

The attached staff report provides additional background regarding county comments and agency comments are provided containing additional detailed recommendations. On behalf of the Planning Advisory Board and the Board of County Commissioners, I would like to thank you for your contribution to promoting a shared vision for Washtenaw County.

If the Department may be of assistance to the City as you work to implement the policies included in your plan, please call me at (734) 222-6809.

Sincerely,

Patricia Denig, Planning Services Director  
Office of Strategic Planning  
Washtenaw County

Attachments

Staff Report

Washtenaw Area Transportation Study comments



**Washtenaw County  
Department of Planning & Environment**

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**Staff Report**

RE: Draft City of Ann Arbor Transportation Plan Update

Staff Report Date: November 10, 2008

**Background**

The Washtenaw County Office of Strategic Planning received the Draft City of Ann Arbor Transportation Plan on October 24, 2008. In accordance with the Municipal Planning Enabling Act, Public Act 33 of 2008, the County is to provide comments to the City, which must include two statements of consistency:

- A statement as to whether, after considering any comments received by contiguous local units of government, the proposed update is consistent with the plan of contiguous communities, as
- A statement as to whether the proposed update is consistent with the County Plan.

The proposed update was reviewed for consistency with *A Comprehensive Plan for Washtenaw County* (County Plan). The Washtenaw County Department of Development Services, Department of Parks and Recreation, Road Commission, Department of Public Health, Office of the Drain Commissioner and the Washtenaw Area Transportation Study (WATS) were also given the opportunity to comment on the document.

**Summary of Update in context of County Plan**

The Draft City of Ann Arbor Transportation Plan Update includes many important recommendations that support the County Transportation Goals to “strategically plan for and invest in a transportation network that meets the need of future residents and businesses while promoting our sense of place and protecting the environment.” The focus on the movement of people rather than cars encourages transportation choices and sustainability. Some examples of supportive recommendations include road diet feasibility studies, the coordination of traffic signals to reduce idling, parking management and pilot projects for new road designs and concepts. The specific recommendations to assess the interchange at US23 and Washtenaw Avenue addresses safety and improve non-motorized access are supported by multiple community plans and studies.

Recommendations which directly enhance public transit service and encourage land uses which support transportation options were also found throughout the plan. Signal prioritization equipment on AATA buses, improved stop amenities and queue-jumping lanes, and coordination with future commuter rail projects. Employing land use patterns which support transit and other alternative forms of transportation contributes to the



sustainability of the region, and is compatible with the recommendations of the County Plan.

Creating plan guidelines and/or land use practices to support Transit Oriented Development (TOD) overlay-type district, in addition to developing a form based code to “more strictly regulate form and character to support transportation improvements citywide” are two of the more significant recommendations of the plan. This is supported by the County Plan Transportation Recommendation 2.5: Develop Density to Support Transit. Washtenaw County encourages the creation of a TOD zoning district which “restricts additional auto-use development, gas stations and large shopping centers with vast parking lots, and encourage compact development with smaller parking lots, promote residential and employment densities which support transit, minimum height requirements, move toward form-based, density bonuses within ¼ mile of certain transit routes” as indicated in the Transportation Plan. The Mid-term recommendation to “increase density along enhanced/signature transit corridors to an average of 25-40 re/ac” on Page 3-15 is a strong goal toward achieving this vision.

Throughout the Transportation Plan are future visions and recommendations for various corridors. Terms used when referring to these corridors include “enhanced transit corridors”, “transit enhancement corridors”, “corridors for increased transit service”, “high priority corridors” and “signature corridors.” The use of a variety of terms which appear to be often referring to the same corridors makes portions of the Transportation Plan confusing. If there is a difference, it should be more clearly defined, and be consistent throughout.

Of the four corridors identified with the “potential signature/high quality transit improvements”, the Plymouth/Fuller Road and State Street corridors were designated as having highest priority because they “have the highest UM/AATA ridership, connect to high use activity centers, and have potential redevelopment opportunities that could be driven by transit improvements.” Based on these characteristics, Washtenaw Avenue should be placed at higher priority than State Street. This point is supported by WATS and discussed in the attached review.

Data shows AATA boardings along Washtenaw Avenue (1449) to be higher than those along State Street (983), and also higher traffic volumes. State Street has higher overall boarding numbers because it counts park and ride boardings. However, if the recommended short-term projects to add park and rides to Washtenaw Ave were put in, the boardings would likely be the highest in the County. Further, Chapter 5 says “AATA routes including the #2 Plymouth and #4 Washtenaw corridors – are experiencing overcrowding in the AM and PM peaks. Without transit investment, it is expected that ridership will increase between by 4,000 to 10,000 riders due to future population and employment growth, which will overwhelm most routes on the AATA system based on the existing service. Buses that accommodated passenger loads comfortably with two buses an hour just a few years ago could expect crush loads during AM and PM peaks if current trends continue with no changes to the AATA schedule or transit investment by the community.”

Washtenaw has more redevelopment and infill development potential than State Street, connects the two largest urban areas and many in Washtenaw County, and also has a higher critical crash rate than State Street. Factoring in congestion data which rates Washtenaw Avenue as severe, and Plymouth Rd as slight to moderate, further supports giving Washtenaw Avenue higher priority for corridor transit improvement studies. It is unclear why degree of congestion, although used as a criteria in the Multi-Modal Analysis Methodology detailed in Appendix D, is not used in prioritize transit corridor improvements.

The Transportation Plan discusses the completion of both the Washtenaw Shared Use Path and the Huron River Off-road Path. Indication of the location and extent of the Washtenaw Shared Use Path would make this recommendation more useful to the reader. Additionally, the Border to Border Trail is not mentioned in the Transportation Plan. If the Huron River Off-Road path refers to the Border to Border Trail, or a section of, it should be noted in text, as well as on a map.

Page 4-14 lists bus routes. Washtenaw Avenue data should be changed to accurately reflect the AATA bus route along this corridor is #4 not #3.

A strong point of the Transportation Plan is the reference to the Washtenaw Access Management Plan and the inclusion of specific implementation steps in both Chapter 3 and in Appendix A. Specifically, the recommendation to establish a protocol for an access management study prior to design of street project and establishing “standards in a City draft access management ordinance” to be consulting early in the development process will provide regular opportunities for addressing congestion and safety issues highlighted in the study. Planning for better management of corridor development and access management is supported by County Plan Transportation Objective 2: Maximize the capacity of the existing urban and suburban transportation systems.

#### **Review of Plan in Context of Contiguous Community Master Plans**

- Northeast (Ann Arbor Township): The Ann Arbor Charter Township General Development Plan states road improvements should be designated to support land uses, and should be consistent with the policies of the Ann Arbor and Ypsilanti urban areas. Both plans stress the importance of access management, and in many cases the policies of the Township plan are taken directly from the 1990 City of Ann Arbor Transportation Plan. The Township Plan mentions future widening of Plymouth Road, but does not mention its potential use as a transit corridor. Overall, the City Transportation Plan is compatible with the goals and policies related to transportation within the Township Plan.
- South (Pittsfield Township): Pittsfield Charter Township’s Comprehensive Plan places emphasis on providing a “balanced and coordinated multi-modal transportation system. Pittsfield designates Washtenaw Avenue and State Road as key corridors which call for transit friendly development design. Map 9 illustrates planned non-motorized pathways along major transportation corridors and connecting public recreation areas, community centers and schools. These



goals and recommendations closely align with those of the City Transportation Plan.

- Southwest (Lodi Township): The Lodi Township General Development Plan places emphasis on connecting residential areas with interconnected streets, sidewalks and multi-use paths so that uses are not isolated from each other. The township plan also encourages focusing development near existing infrastructure while minimizing curb cuts to encourage sustainable land use patterns and minimize negative impacts to roads and the environment. Such objectives to accommodate alternative modes of transportation and efficiently use existing infrastructure is also present in the City of Ann Arbor Draft Transportation Plan Update. These plans are consistent with each other.
- Northwest (Scio Township): The Scio Township Master Land Use Plan Draft 2008 sets a goal to create a township-wide non-motorized network and provide a variety of transportation choices. The Township Plan includes a Jackson Sub Area Plan with the vision of the corridor developing as commercial and mixed use, allowing for higher density residential, and redevelopment with an emphasis on encouraging pedestrian travel and public transit. This is compatible with the City Transportation Plan's designation of Jackson Avenue as a corridor with potential for future transit improvements.

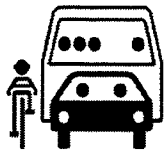
#### **Applicable County Department Comments**

Washtenaw Area Transportation Study (WATS): See attached

#### **Statement of Consistency**

Washtenaw County Office of Strategic Planning find the Draft Ann Arbor Transportation Plan update consistent with the Comprehensive Plan for Washtenaw County, and those of adjacent communities.

**W  
A  
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**WASHTENAW AREA TRANSPORTATION STUDY**

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705 NORTH ZEEB ROAD 2ND FLOOR  
ANN ARBOR, MICHIGAN 48103-1560  
PHONE: (734) 994-3127 FAX: (734) 994-3129  
WEBSITE: WWW.MIWATS.ORG  
E-MAIL: WATS@MIWATS.ORG

**Planning Reviews**

**Community:** City of Ann Arbor

**Date Received :** 10/29/08

**Complete Master Plan Update:**

**Complete Zoning Plan Update:**

**Master Plan Amendment:**

**Zoning Plan Amendment:**

**Other:** Transportation Plan Update

Sections reviewed:   x   Goals   x   Policies   x   Land Use Recommendations  
  x   Transportation Recommendations        Other

**Land Use Implications:**

WATS commends the City of Ann Arbor for examining the important issue of land use and its link with transportation in the Transportation Plan Update. The use of the different land use densities and their impacts are important factors in the usefulness of this plan.

**Transportation Component Implications:**

The City has taken a comprehensive look at transportation for this plan update. However, several inaccuracies should be corrected before the plan is approved.

WATS offers the following recommendations for consideration by the City.

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**POLICY COMMITTEE MEMBERS**

- CITY OF ANN ARBOR • ANN ARBOR TRANSPORTATION AUTHORITY • ANN ARBOR TOWNSHIP • CITY OF CHELSEA • VILLAGE OF DEXTER •
- DEXTER TOWNSHIP • EASTERN MICHIGAN UNIVERSITY • MICHIGAN DEPARTMENT OF TRANSPORTATION • NORTHFIELD TOWNSHIP • PITTSFIELD TOWNSHIP •
- CITY OF SALINE • SCIO TOWNSHIP • SOUTHWEST WASHTENAW COUNCIL OF GOVERNMENTS • SUPERIOR TOWNSHIP • UNIVERSITY OF MICHIGAN •
- WASHTENAW COUNTY BOARD OF COMMISSIONERS • WASHTENAW COUNTY ROAD COMMISSION • CITY OF YPSILANTI • YPSILANTI TOWNSHIP •
- EX OFFICIO: FEDERAL HIGHWAY ADMINISTRATION • SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS •

**AN INTERMUNICIPALITY COMMITTEE ORGANIZED UNDER ACT 200 OF PUBLIC ACTS OF MICHIGAN (1957)  
REPRESENTING WASHTENAW COUNTY**



Page 1-1 paragraph 3, Although the City of Ann Arbor has a civic minded creative populous, they are by no means the only community in this county with that. Describing Ann Arbor as “the place” presents a negative connotation to the rest of the County. The City should consider using “a” in place of “the”.

Page 1-10 Table 1-2: Potential Funding Sources. Under federal programs, the Federal Highway Trust fund incorporates the next five funding programs. Under the state programs, the Comprehensive Transportation Fund (CTF) is not listed as a possible source of funding.

Page 1-11 First paragraph, second sentence – the meaning of the sentence is unclear. There must be something else that should be added.

Page 3-2 Medium priority corridors – The last sentence indicates that “Some projects ...are actually recommended to advance during the short-term time frame and are listed as such here”, however, there is nothing that distinguishes corridors with projects in the short-term time frame.

Page 3-3 Second paragraph, the last sentence is written in the negative and the City should consider “The recommendations made here in this chapter should be implemented with a coordinated effort between the stakeholders, citizens, and government agencies”, eliminating “not” and “out”.

Page 3-4 Table 3-1 Short-Term Recommendations Roadway Improvements, number 8, the City should consider adding WATS as a lead agency as they have been advocating for the expansion of this service for more than six years.

Page 3-5 Table 3-1 Short-Term Recommendations, Intersection Improvements and Policies, number 5 and 6 as well as other locations in this table, the cost is listed as minimal/ internal staff and other times it is listed as internal staff. This begs the question whether it is always considered a minimal cost if staff perform the work or if those without the word minimal indicates significant cost that is undetermined.

Page 3-5 Table 3-1 Short-Term Recommendations, Transit, number 1, this is a joint project but only AATA is listed.

Page 3-5 Table 3-1 Short-Term Recommendations, Transit, number 3, this project should have a joint lead with MDOT as they are the owner of the roadway.

Page 3-6 Table 3-1 Short-Term Recommendations, Transit, number 7, this includes improving stop amenities but also should include the provision of non-motorized facilities such as sidewalks along Washtenaw. This also might be a good candidate for a joint lead with MDOT.

Page 3-7 Table 3-1 Short-Term Recommendations, Park and Ride, number 1, There is no mention of the need to provide transit service to the new lots.

Page 3-9 Transit Improvements, the first sentence indicates that the City will conduct an alternatives analysis but Table 3-1 indicates that AATA is the lead.

Page 3-10 Transit Improvement, third full paragraph, last sentence should include the provision of transit service to the new park and ride lot.

Page 3-12, Table 3-2 Mid-term Recommendations, Intersection improvements, number 1, the widening of Ann Arbor-Saline at Eisenhower and I-94 works against the effort to make this interchange crossing more non-motorized friendly and the use of transit as an alternative.

Page 3-12, Table 3-2 Mid-term Recommendations, Intersection improvements, number 2 and 3 have the Minimal cost/internal staff issue again.

Page 3-14, Table 3-2 Mid-term Recommendations, Transit improvements, number 10, station will also host AMTRAK service and there is no support for extending the Ann Arbor to Detroit Service to Chelsea and Jackson to allow those work trips an alternative as shown on the map.

Page 3-14, Table 3-2 Mid-term Recommendations, Park and Ride improvements, number 1, this recommendation should also include the provision of transit service.

Page 3-17, Transit, paragraph 4 should include the AMTRAK service when referencing the new station.

Page 3-20, Table 3-3 Long-Term Recommendation, Access Management, number 2, cost is indicated to be none but internal staff . This usage is inconsistent throughout the tables.

Page 3-22, 1<sup>st</sup> paragraph, the meaning of the first sentence is unclear and needs a subject.

Page 3-26, Table 3-8, Same issues with Federal Highway Trust fund not being a program as noted for Table 1-2 and under state of Michigan Programs, CTF is overlooked.

Page 3-29, Table 3-9 the title should include VMT as well as VHT and CO as it is provided in the table.

Page 4-3, WATS Transportation Improvement Program, Replace the first Sentence with "The WATS is a local Transportation Management Area and covers the City of Ann Arbor." Add "Short term commitments for" to the beginning of the third sentence. Note that this plan used the 2008-2011 TIP.

Page 4-4, The correct titles of the WATS reports are "2030 Long Range Transportation Plan for Washtenaw County" and Transit Plan for Washtenaw County".

Page 4-6, Figure 4-1, this figure is impossible to read.

Page 4-7, Existing Conditions, the first paragraph does not mention taxi, private bus such as Greyhound or the Michigan Flyer.

Page 4-7, Roadway Network Capacity, the fourth paragraph speaks to volume to capacity, is this 24 hour or peak hour?



Page 4-12, Crash Analysis, this analysis was coordinated with the Access Management crash analysis; were the intersections used for this plan? Should the intersections be listed here under Access Management analysis?

Page 4-15, Table 4-1 Top weekday boarding locations for AATA stops in Ann Arbor, there are acronyms here that are not explained; BTC, BTC Mall, E, N, and S. These should be explained.

Page 4-16, M-Ride, second paragraph, routes are listed by number alone. Please include the name of the route in addition to the number.

Page 4-16, AATA Ridership statistics, the second sentence needs to be completed and the survey results included. The next paragraph indicates that the results of the most recent survey are in Appendix C but I did not find them.

Page 4-18, Figure 4-7 displays both the AATA and UM routes but Figure 4-8 displays only UM. Why not list both separately? Should Pioneer be listed as a transfer location? Should the State Street lot be shown as a shared lot?

Page 4-20, Non-motorized Facilities, third paragraph, consider the addition of "with non-grid street design" to the end of the first sentence.

Page 4-24, Transportation Policy, the programs and policies listed in the first paragraph, while all started within the City, were not all initiated by the City as stated.

Page 4-27, Conclusions, second paragraph, the last sentence includes "accidents" and the city should consider using crashes instead as is standard in the State.

Page 6-2, Vehicular, Corridor Congestion, third paragraph, the WATS TIP used was "2008-2011" not 2006-2010 as stated.

Page 6-3, Table 6-1. It would be helpful to list the improvements that led to the future conditions. Consider moving the paragraph at the bottom of page 6-5 to the bottom of 6-3 for clarity.

Page 6-8, Figure 6-2, Single Point Urban Interchange, the City should be careful in this recommendation as the increase in the number of slip ramps will dramatically reduce access and safety for non-motorized trips across this interchange. The City should consider the removal of all slip ramps to improve access for non-motorized users.

Page 6-8, second paragraph, second sentence uses "Stadium Road" and it should be Stadium Boulevard. Same on page 6-9 in the first full paragraph. Also in Table 6-7.

Page 6-11, Intelligent Transportation Systems (ITS), first sentence, consider the use of Transportation Network instead of road network as there are many ITS improvements that could benefit the Transit system.

Page 6-12, bullets, consider the addition of ITS for park and ride lots that identifies the number of spaces available on the freeway.

Page 6-12, Table 6-8, Consider adding the difference to this table so that readers will not have to flip back and do the math.

Page 6-14, Traveler Choices, first paragraph, third sentence, consider adding the words "during the peak hour" for clarity.

Page 6-14, Traveler Choices, bullets, consider adding "Providing workforce housing near employment" as a TDM program.

Page 6-15, Access Management, Consider adding "and Safety" to the last sentence after capacity.

Page 6-18, Washtenaw Corridor Queue Jump locations, the Second Intersection should be called Washtenaw/Yost as there are two Arborland Drives.

Page 6-19, Washtenaw Corridor Queue Jump locations, the intersection of Washtenaw/Platt is not currently signalized.

Page 6-19, North Main Corridor Queue Jump locations, The intersection of M-14/Main is not currently signalized.

Page 6-26, Park and Ride Options, first paragraph, second sentence, the park and ride system is not primarily for the City residents as the AATA Park and Ride Study indicated that most of the users were from the County but outside the City.

Page 6-26, Park and Ride Options, fifth paragraph, last sentence, consider adding "where there is an existing MDOT carpool lot"

Page 6-26, Park and Ride Options, sixth paragraph, second sentence, consider adding "and Jackson" after Washtenaw and change County to "Counties" as more than 8,000 employees travel into Washtenaw from Jackson.

Page 6-27, Transit Conclusions, last paragraph, although the Plymouth/Fuller carries the highest ridership and has development opportunities, the Washtenaw Corridor has the second highest ridership and considerable development potential as identified by the Washtenaw County Planning and Environment Department. The State Street corridor should be considered third in an effort to support the employees coming from the east that are critical to the economic prosperity of the City of Ann Arbor.

Page 6-28, Transit Conclusions, first full paragraph, the Washtenaw Corridor should be considered for both signal priority and queue jumping as this high ridership corridor is currently operating over capacity and has significantly higher ridership than the State Street Corridor per Table 4-2, page 4-15 and in June 2008 carried 41.5 passengers/service hour compared to 33.8 for State Street.



Page 6-29, Wally Stations, paragraph one, first sentence. The report by RL Banks was a feasibility study not a preliminary engineering study and it suggested three locations for Ann Arbor stations not two (RL Banks Subtask 2.2, page 3).

Page 6-29, Wally Stations, paragraph two, second sentence. The three locations are Plymouth near Barton, either Washington or William Street and Hoover Avenue on the University of Michigan Athletic campus. (RL Banks Subtask 2.2, page 3).

Page 6-32, Figure 6-10: Non-motorized Travel Potential, there is no reference for the data on which this figure is based. The text references a follow up memo but the actual name and date of the memo is not stated.

Page A-1. Policies and Ordinance Models, the use of the vehicular level of service (LOS) of "C" during peak hours actually works against the City's goal to move towards alternative modes of travel, the reduction of single occupant vehicles and likely results in more water runoff impacts due to widening in an effort to reach this LOS. Additional widening of intersections also will have detrimental impacts to the walkability of the community.

Page A-2, Bicycle level of service, the City should consider adding an additional bullet that recommends the provision of bike parking on development and redevelopments of sites as a component of LOS.

Page A-3, Transit level of service, last bullet is unclear if you mean the ease of travel along sidewalk parallel to the street or the ease of movement between building front and street sidewalk and stop.

Page A-4, Existing Traffic Conditions, second bullet, which functional classification system are you using? National, state or separate? WATS recommends use of the National Functional Classification system as it determines eligibility for federal funds and should represent the use of the road and to some degree the development potential of the adjacent land.

Page A-5, Existing Multi-modal Conditions, bullet one, WATS recommends including the location of ADA ramp information.

Page A-5, Existing Multi-modal Conditions, bullet four, WATS recommend including the frequency of service as well as location of route and stop.

Page A-5, Background Transportation Conditions, fifth bullet, the WATS TIP is a four year document.

Page A-6, Mitigation, fourth bullet, the inclusion of mixed use is also an option to reduce trips.

Page A-6, Mitigation, WATS recommends the City add a bullet that would include provision of more than the required bike parking.

Page A-7, Dimensional Requirements, fourth bullet, the replacement of the word "for" in the second line with "where" or "and" would help clarify the meaning of this recommendation.

Page A-7, Dimensional Requirements, sixth bullet, the addition of the following should be considered: “ in exchange for additional bike parking or improved pedestrian amenities such as building canopies or plantings near the road to provide a separation between autos and pedestrians.

Page A-7, Model Regulations: Access Management, second sentence, the access management plan covers BLI-94, BRUS-23 and M-17. The route does not become M-17 until east of US-23 which is outside the City of Ann Arbor.

Page B-8, The actual name of the WATS report is “2030 Long Range Transportation Plan for Washtenaw County”.

Page C-1, Roadway Network, paragraph two, Principal Arterials are not the highest NFC category. The addition of “highest non-freeway classification” to replace the word “top” would make this statement correct.

Page C-1, Roadway Network, paragraph two, I-94, US-23 and M-14 are not principle arterials. Replace them with some of the following: Stadium, Plymouth, Packard/Eisenhower.

Page C-1, Roadway Network, paragraph three, Packard and Eisenhower are not minor arterials, replace with Liberty, Fuller or Dhu Varren.

Page C-1, Roadway Network, paragraph four, Geddes and Seventh are not Collectors, replace with Pauline, Green, Newport, Ashley or First.

Page C-1, Roadway Network, paragraph five, Ann Street is not always a local street, replace with Catherine, Washington or S. University.

Page C-17. Figure C-8, Why isn't Pioneer a transit center? What is the definition of a transit center?

Page D-26, The CTF is left off of the description of transportation funding available. It is a sub fund of the MTF just as is the State Trunkline fund.

Page E-3, The Steering Committee members does not include Ryan Buck who many meetings in my absences.