



Re-Imagining Washtenaw Avenue

A Vision for Corridor Redevelopment

Regional cooperation to improve the investment environment and retrofit Washtenaw Avenue to a compact, walkable mixed-use transit corridor.



Report prepared by Washtenaw County and the Washtenaw Avenue Action Team

2009



Action Team

Mandy Grewal, Pittsfield Township Supervisor & Action Team Co-champion

Dick Carlisle, Carlisle-Wortman Associates & Action Team Co-champion

Brenda Stumbo, Ypsilanti Township Supervisor

Terri Blackmore, Executive Director, WATS

Chris White, AATA

Jesse Bernstein, AATA Board Member

Richard Murphy, Ypsilanti Planning Director

Diane Keller, Ypsilanti Area Chamber

Nancy Shore, GetDowntown

Paul Montagno, Pittsfield Township Senior Planner

Peter Pollack, Pollack-Design

Karen Lovejoy Rowe, Ypsilanti Township Clerk

Newcombe Clark, Principal Bluestone Realty

Benjamin R. Smith, Plante Moran Real Estate Consultants

Jeff Kahan, City of Ann Arbor Planner

Karen Maurer, Maurer Management

Bill Kinley, Phoenix Contracting

Amy Cell, Managing Director, Talent Initiatives, Ann Arbor Spark

Paul Lott, MDOT

Jennifer Hall, Housing Program Coordinator

Rhonda McGill, Director of Community Housing Alternatives

Chuck Warpehoski, Director, Interfaith Council for Peace and Justice

Joe Lawson, Ypsilanti Township Planner

Laurence Krieg, Ypsilanti Township Planning Commissioner

Mel Zimmerman, McKinley

Eric Mahler, City of Ann Arbor Planning Commission

Kirk Westphal, City of Ann Arbor Planning Commission

Kyle Mazurek, Ann Arbor Chamber

Rebecca Lopez Kriss, Concerned Citizen

Bitsy Lamb, University of Michigan Transportation & Parking

Anya Dale, Project Manager, Washtenaw County

RE-IMAGINING WASHTENAW AVENUE

- 1. Executive Summary 5
- 2. Existing Conditions 8
- 3. Imagining Change..... 10
 - a. Identifying Priority Sites for Redevelopment 12
 - i. Washtenaw Avenue and Platt Road..... 15
 - ii. Washtenaw Avenue across from Arborland 16
 - iii. Washtenaw Avenue and Golfside Road 17
- 4. Implementation..... 18
 - a. Implementation Matrix
 - b. Joint Technical Committee 19
 - c. Funding Opportunities and Incentives 21
- 5. Appendices
 - a. Existing Conditions Booklet
 - b. Spectrums
 - c. Legislative Actions Brainstorming
 - d. Charter
 - e. Community Stakeholder Presentation
 - f. Jurisdiction Zoning Maps
 - g. Visioning Redevelopment Presentation & Images
 - h. Charette Images and photos

Executive Summary

Washtenaw Avenue represents the primary transportation corridor linking Ann Arbor and Ypsilanti. Existing land use practices have resulted in a sprawling, auto-centric development pattern which limits the ability to provide compact, walkable development with mixed land uses. It also inhibits existing and new residents' ability to enjoy the high quality of place to which the Ann Arbor region is accustomed.

The cities of Ann Arbor and Ypsilanti, and Pittsfield and Ypsilanti Townships recognize that Washtenaw Avenue has potential to be transformed into a transit corridor with "Talent Center" nodes using smart growth and transit oriented development (TOD) principles. This vision enhances existing residents' quality of place and accommodates the needs of the innovative economy through:

- * Infill and redevelopment building on existing assets and infrastructure
- * Ensuring long-term stability
- * Increasing property value
- * Expanding multi-modal transportation choices
- * Promoting regional collaboration
- * Providing a range of housing types
- * Revitalizing commercial centers and neighborhoods
- * Redeveloping brownfields
- * Allowing density and creating demand for enhanced transit services
- * Establishing a cohesive link between the major urban and suburban municipalities in Washtenaw County
- * Encouraging sustainable infill development.

To explore this potential, Washtenaw County assembled an Action Team of leaders from local government, business, public interest groups, community service associations and individual citizens; bringing expertise in land use planning, public administration, real estate, and transportation planning, funding and operations. This Team evaluated the potential of the regional corridor to be redeveloped from an auto-oriented suburban commercial thoroughway to a compact, mixed use transit corridor.



We have invested in cars and sprawling development which was well suited in the 1950's, 60's and 70's, but is no longer appropriate for the region either in transportation or land use



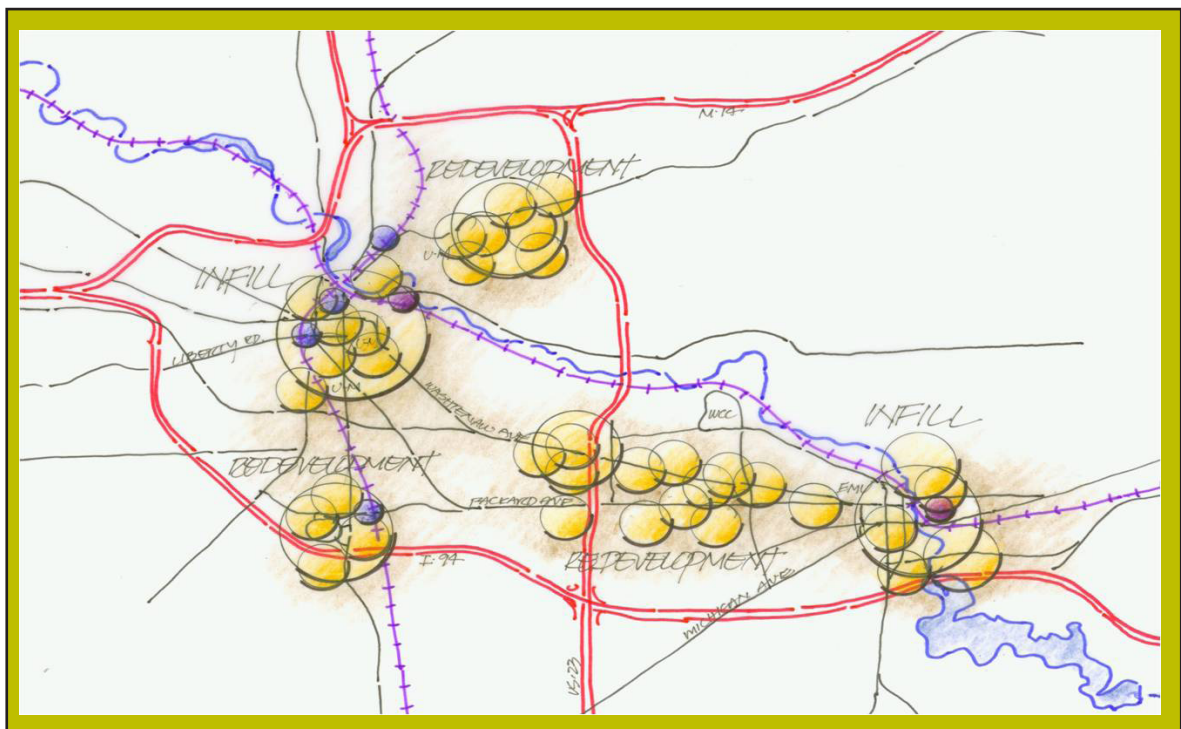
*"Our communities are defined by how we choose to develop, preserve and inter-connect spaces within it. We have a tremendous opportunity to implement a vision for infill and mixed-used development that will assist in social equality and economic & environmental prosperity."
- Mandy Grewal, Pittsfield Township*

The study area identified as ¼ mile buffer around Washtenaw Avenue extends from the intersection of Washtenaw Avenue and Stadium Boulevard in the City of Ann Arbor to the intersection of Washtenaw Avenue and Cross Street in the City of Ypsilanti.

Identified were realistic, effective implementation measures to transform the corridor according to smart growth and transit oriented development standards, further detailed in the following pages. The implementation of these measures requires additional resources and tools to be leveraged by the Joint Technical Committee.

This Committee includes elected officials and planners from Ypsilanti Township, Pittsfield Township, the City of Ann Arbor and the City of Ypsilanti, as well as representatives from MDOT, WATS, AATA and WCRC. The group meets regularly to advance the cooperative planning for the Washtenaw Avenue Corridor and create change as envisioned by the Action Team and outlined in this report.

“Public transit not only provides transportation choices, it is better for the environment and allows the area to be economically competitive attracting knowledge based employers and retaining the best and brightest young workers.”
Terri Blackmore, WATS



Bubbles represent regional infill opportunities along major transportation corridors

Infill and redevelopment along transit lines, especially connecting urban centers, have potential to be developed as Talent Centers

Washtenaw Avenue shows significant potential for infill development and redevelopment

Study Area Fast Facts

1/4 mile buffer around five mile stretch of State Trunkline Washtenaw Avenue

2.5 square miles of land = 640 city blocks

100 acres or 40 city blocks of land identified as under utilized and appropriate for infill development or redevelopment

Storefront Vacancy Rates are average at 11% with rates as high as 14% in sections of the corridor.

Study Area contains nearly 250 acres of preserved parkland and/or open space

AATA Route #4 is the most productive route in the system.

Along the Washtenaw Avenue Corridor, over 700 people use public transit to get to work (2000 Census Data)

Washtenaw County Road Commission owns many major N-S roads including Hogback/Carpenter, Golfside and Hewitt

City of Ann Arbor and City of Ypsilanti primarily owns roads to far west and far east of corridor respectively

Seven percent of people taking vehicle-trips on Washtenaw Avenue use the bus



Study Area



“BL-94”

“M-17”

“Washtenaw Avenue”



Expansive, carless parking lots



Frequent congestion



Inadequate pedestrian crossings

Existing Conditions

Washtenaw Avenue links Washtenaw County’s largest population and connects Downtown Ypsilanti and Ann Arbor, Tpsilanti Township Commerce Park, the University of Michigan Hospital, St. Joseph Hospital, Washtenaw Community College and other large employment centers. Because of this location in the community, Washtenaw Avenue has significant opportunity for smart growth and TOD principles to enhance existing residents’ quality of place and accommodate the needs of the innovative economy

However, current growth conditions along Washtenaw Avenue created a sprawling, auto-oriented corridor with limited convenient and safe transportation choices, large setbacks and predominantly single story buildings. Parking lots consume an excessive amount of land with requirements ranging from 3.3 to 5 spaces per 1,000 square foot of commercial space.

Research has made it evident that, in addition to the importance of it’s proximity to significant urban centers and destinations, Washtenaw Avenue has a great deal of potential for infill development and redevelopment with over 100 acres of vacant or under utilized sites. In many cases these are dominated by unused parking lots and significant building setbacks which segregate land uses, worsen stormwater runoff, increase automobile dependency and air pollution, and negatively impact accessibility and public health.

Newer developments follow existing patterns with little improvement to walkability, housing options or encouraging transit. Most of the growth experienced in the two townships occurs in the undeveloped southern areas, necessitating expansion of infrastructure into greenfields rather than maximizing the investment in the existing corridor.

While transit ridership along Washtenaw Avenue’s route #4 is and has been the highest in the Ann Arbor Transportation Authority (AATA) bus system for thirty years, access to stops and shelters is limited and often hazardous. While AATA intends to improve transit service along this corridor to accommodate demand, bus service has limited capacity to service future development.

The sustainable future of this corridor must include a higher level of transit service than currently provided. Despite this, there has yet to be any significant coordination between transportation and transit authorities and the local communities along Washtenaw Avenue to ensure future plans, policies and investments do not inhibit future fixed rail service.

Additionally, non-existent non-motorized facilities severely limit transportation options. Sidewalks are intermittent, pedestrian street crossings sporadic and bike lanes absent. Without a coordinated effort to analyze existing policies and identify uniform approaches to redevelopment, communities could unintentionally limit the future potential of Washtenaw Avenue as a transit corridor.

Many challenges exist to implementing smart growth practices along Washtenaw Avenue. Land use planning and development along Washtenaw Avenue has been guided primarily by individual municipalities along the corridor. Because Washtenaw Avenue is a State trunkline, transportation planning has reflects the Michigan Department of Transportation (MDOT) desire to maximize automobile and truck movements. The communities and MDOT have had little to no regional coordination of land use and planning efforts beyond a recent Washtenaw Access Management Plan which focused primarily on inventorying needs for improving vehicle and non-motorized access management.

This lack of coordination and regional evaluation has undermined the potential value Washtenaw Avenue can serve for the entire region. As a result the high parcel and building vacancy rates in some areas exceed 14% vacancy. Developing the corridor as a “Talent Center” by incorporating smart growth and TOD principles will strengthen the region’s economic health and encourage a higher level of investment in transit, walkable and compact development and increased housing options.



Intermittent and failing non-motorized infrastructure



No amenities for bicyclists



Numerous vacant parcels and high vacancy rates of commercial storefronts

Imagining Change

This project represents a new vision for the Washtenaw Avenue corridor. Improved land use and development patterns, promoting mixed use centers in nodes of intense development, providing alternative transportation, and enhancing visual aesthetics, will make the corridor a regional magnet for attracting people and business.

Plan and restructure the Washtenaw public street corridor, with more intimate 'downtown' active setting on lands adjacent to and served by the corridor

Significant opportunities exist to improve the investment environment and promote infill development and redevelopment of the corridor in a mixed use, transit oriented fashion. The resulting revitalized neighborhoods, increased social interaction and pedestrian activity, increased economic opportunity, enhanced safety create the quality of place that draws investment, visitors and residents.

Applying smart growth principles for the Washtenaw Avenue corridor encourages regional growth by increasing residential density, walkability and supporting a higher level of public transit service. Compact infill development and redevelopment strengthens the currently depressed corridor while lessening the development pressure in surrounding rural areas and providing a greater range of housing and transportation options where infrastructure already exists. Improved public health achieved through encouraging walkability, reducing emissions, reducing impervious surfaces, and encouraging brownfield remediation increases the benefits.

Encourage infill and redevelopment to help revitalize adjacent existing neighborhoods and grow new mixed use neighborhoods

This projects serves as a model for implementing Smart Growth by retrofitting existing suburban corridors to dense, compact, walkable mixed-use transit nodes implementing the concepts of Transit Oriented Development. This report identifies specific implementation actions for each sector with transferability to other corridors.

Project Goals

The project goal is to encourage economic vitality, improve development practices, maximize existing infrastructure, provide increasing housing and transportation choices and implement smart growth along Washtenaw Avenue as a regional corridor.

This will be done through encouraging mixed land uses with more walkable, compact design, creating a greater range of housing opportunities

and choices to attract and retain talent, and increasing residential density to support a higher level of public transit service. Compact development will strengthen the economy of the corridor and region while lessening the development pressure on surrounding greenfields. The implementation of these goals will also increase public health by encouraging walkability, lowering emissions, reducing impervious surfaces, and encouraging brownfield remediation.

Further, it is essential to ensure community and stakeholder collaboration in future development, land use planning, and transportation and investment decisions. The Action Team has helped this goal materialize by creating and adopting action steps for regional coordination of investment in non-motorized infrastructure and public transit. The synchronized use of public-private resources will more sustainably accommodate growth and stimulate the economy while better responding to changing environmental and social challenges. A Joint Technical Committee will implement these action steps, coordinate public priorities and investment and engage the private sector.

Transferability

While Smart Growth concepts are easier to apply in newer developments, there are few examples of retrofitting suburban auto-oriented corridors into compact, mixed use transit corridors. Despite there being many suburban auto service corridors nationally and many communities facing the same challenge, there are not widely accepted solutions that detail how to implement change, especially across multiple jurisdiction boundaries.

The cooperative planning and detailed implementation recommendations for the Washtenaw Avenue project serve as a model for other corridor redevelopment projects. There are a number of other prominent suburban auto-corridors in the region which struggle with similar issues, and are in need of similar redevelopment. This project can provide a framework for these communities challenged with retrofitting these existing suburban corridors and implementing sustainable land use and transportation patterns. Other states with home-rule planning or which otherwise must coordinate across multiple local jurisdictions will also benefit from the Washtenaw Avenue example.

Promote mixed-use centers at key transit nodes

Enhance the visual and experiential qualities of the corridor through streetscape improvements

Coordinate public investment to improve alternative transportation

Coordinate multi-jurisdictional master planning and zoning regulations

Washtenaw Avenue Potential Redevelopment Sites Criteria

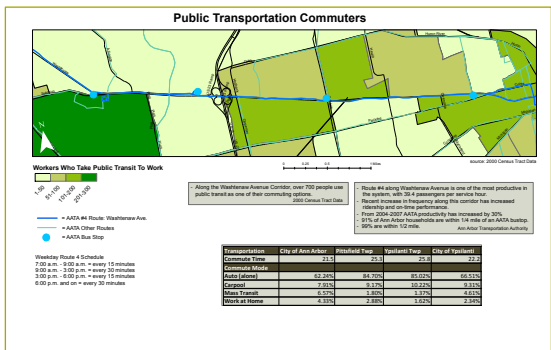
Criteria	Rating	Criteria	Rating
1. Location	2.5	11. Building condition	1.0
2. Land opportunity	Yes	12. Vacancy	1.0
3. Access	Yes	13. Zoning	1.0
4. Surrounding land use	2.0	14. Environmental concerns	1.0
5. Transportation access	2.0	15. Environmental concerns	1.0
6. Environmental concerns	1.0	16. Environmental concerns	1.0
7. Environmental concerns	1.0	17. Environmental concerns	1.0
8. Environmental concerns	1.0	18. Environmental concerns	1.0
9. Environmental concerns	1.0	19. Environmental concerns	1.0
10. Environmental concerns	1.0	20. Environmental concerns	1.0

Identifying Priority Sites

The project compiled a significant amount of informative background data forming a picture of the existing conditions along the corridor. This data included parcel information, census information, land use and zoning data, building age, building and parcel vacancy, potential contamination, bus ridership, non-motorized trips, non-motorized infrastructure gaps and traffic counts.

To better determine the redevelopment potential and the specific needs of the corridor and neighborhoods, additional data was gathered within the study area:

- * Dynamic GIS layer of residential density in segments of the corridor and near potential mixed use transit “nodes”.
- * Database and map layer identifying minor land uses, including type of building use, store front tenants, building character and vacancies to track changes in utilization of buildings and parcels, level of service provision to neighborhoods, and redevelopment opportunity of land.
- * GIS layer depicting parcel usage, acreages, taxable value, ownership and age of commercial centers.



Washtenaw Avenue Potential

What makes a community successful?
 The retention and attraction of talented, creative people is a principle resource that grows a successful regional economy. A concentration of talent results in expansion of existing companies, new start up and attraction of national and international firms. This economic growth in turn results in the tax base needed to provide basic community services including social services, public safety and parks. This growth will also result in funding for arts and cultural opportunities.

While we have excellent talent and economic development programs and services aimed to train the workforce and help companies both and grow, there is a serious need to provide options for talent to live in the region. Providing smart places to live is closely tied to retention and culture opportunities with direct access to alternative modes of transportation will be a challenge to economic growth under our current land use and development patterns. With new and state public services and cultural opportunities, the region will be recognized as having an excellent quality of living and continue to attract talent and companies to the region.

- While Ann Arbor has some 100 and redevelopment opportunities, these areas are limited and the cost of building high density housing will make most of the new development unaffordable to younger talent.
- While our villages and small cities currently attract CEO level talent and families with children, the suburban-type development occurring around these areas does not provide the same quality of life as the older portions of Ann Arbor. The housing character and type of construction do not provide the same feel as the older neighborhoods and the development layout is not conducive to walking or biking to downtown. Additionally, many of these communities do not have a system of public recreation and open spaces that is needed to retain and attract talent.
- Development along the main transportation corridors in the county (I-24, I-275) have developed as typical suburban residential centers. An opportunity exists to shift the development to commuter rail stops providing compact, walkable areas with convenient access to job centers through transit.

The challenge then is to identify talent centers and attract land use, zoning, design standards and incentives for development that provides vibrant places for talent to live. Washtenaw County Department of Planning and Environment has identified three main talent areas for the county: 1) a Talent Center that includes Ann Arbor and Ypsilanti connected transit and transportation through redevelopment along the Washtenaw Avenue corridor and former alternatives, 2) Talent Center Development along the major commuter rail stops and 3) Talent Development surrounding our existing Village and Smart Cities.

Washtenaw Mixed Use	#	Description	#	Suburban Auto-Oriented Strip Development
	19.08	Site Average	\$11,742,811	
	\$11,156,300	Tax Impact (partial residential)	\$297,455	
	\$59,373	Taxable Value Per Acre	122	
	54	Number of Dwelling Units	333,898	
	116,131	Square Foot Commercial	0 acres	
	3 acres	Acres of OpenSpace		

This and more information on the criteria used and redevelopment opportunities analysis can be found in the appendix

This combination of existing and new data demonstrated that within the corridor study area exists over one hundred (100) acres of under utilized land.



The Action Team identified areas for redevelopment and infill development during multiple work sessions. The experts and representatives considered parcel owner data, proximity to transit stops and planned infrastructure investment, clusters of redevelopable property, traffic data and access to major thoroughfares, among other criteria

The following are areas which currently have opportunity for coordinated investment in the corridor through redevelopment and infill development, and coordination with transit, automobile and non-motorized access:

- * 8.5 acre site owned by Comerica to the south of Washtenaw, east of Platt Road
- * 15 acre site on Northeast corner of Golfside Road and Washtenaw Avenue intersection
- * Twelve acre section of strip commercial directly west of US-23 across from Arborland



Platt Rd. - Existing



SW of US23 - Existing

These areas represent potential nodes of dense development at transit stops if express bus or fixed transit with fewer stops and faster travel times replaces the current bus system. This corridor provides an opportunity as a potential fixed rail in the future, especially because of its connection of major destinations and dense populations.

The Action Team developed concept drawings for each of these sites in order to visualize how this redevelopment might look and function with the existing infrastructure, take advantage of neighborhood assets and better serve the local and regional users. These Redevelopment Concept Drawings serve only as a demonstration of future possibilities.



Golfside Rd. - Existing.



Redevelopment Opportunities



Minor Land Use Type

- Gas Station/Auto Repair
- Hotel
- Public/Institutional
- Restaurant
- Retail
- Office
- Vacant Building
- Vacant Storefront

Underutilized Parcels

- Commercial Vacant Building
- Commercial Vacant No Building
- Residential Vacant
- Commercial Center 20+ years
- Commercial Center <20 years

Brownfield Potential

- Leaking Underground Storage Tank (LUST)
- Underground Storage Tank (UST)

Qualified_CT_2007

- 51-100% Low-Moderate Income HH

Priority Redevelopment Areas selected by Washenaw Ave. Action Team 8/27/09

0 0.25 0.5 1 Miles

NOTES:



Action Team members place images of redevelopment opportunities on corridor map to illustrate character and design of desired projects



Action Team develops concepts of parcel redevelopments



Ridership and density suggest opportunity for future fixed transit

Concept for Corridor-Wide Change

- * Change in road character must be compatible across jurisdiction boundaries yet service the unique traffic and neighborhood needs of segments and nodes.
- * Potential for nodal identity at key locations based on future enhanced transit service and TOD development
- * Compact, mixed-use nodes with internal street network at a pedestrian scale with incorporated public spaces
- * Improve pedestrian relationship with adjacent residential areas, including connections to sites behind
- * Market Realism - parking provided need not be the focal point of the development
- * Modal shift corridor-wide to increase opportunities for safe access by means other than person automobile.
- * Consistency within diversity: 10' sidewalks, pedestrian crossing design, signage, transit facilities, tree plantings, links to greenspace and sustainable design elements
- * Implement Access Management Plan Recommendations to improve access and safety
- * Public involvement to determine priority locations for midblock crossings



Concept for Washtenaw Avenue & Platt Road Site

- * High traffic volumes on Washtenaw Avenue make safe pedestrian movement within this potential node difficult. A study of midblock pedestrian crossings and refuge islands should be conducted.
- * Site design minimizes attention on parking and creates more opportunity for pedestrian-scale storefronts and non-motorized access.
- * Bring buildings or portions of buildings near the street to increase pedestrian accessibility and connection to transit stops.
- * Incorporate green common spaces and link development to nearby commercial, office and recreation facilities.



Compact mixed-use developments provide accessibility for non-drivers, and increased local business opportunity and employment.

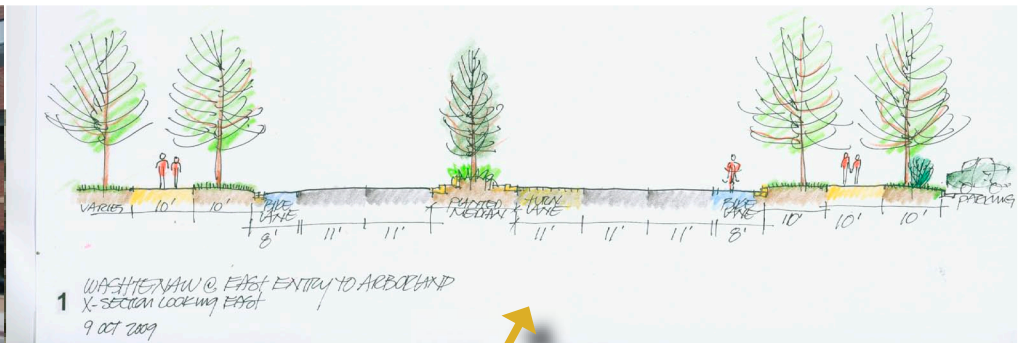




Relocating transit stop to south of Arborland takes 7 minutes off the Ypsilanti - Ann Arbor route

Concept for Land Across from Arborland

- * Redevelopment creates an opportunity for a bus pull-off with signal prioritization for improved access to Washtenaw Avenue.
- * Pedestrian friendly internal streets, with opportunity for onstreet parking to be added to Pittsfield Road.
- * Development characteristics: maximum setbacks, mixed use, less focus on parking, more pedestrian and transit friendly.
- * Accessibility to dense residential Pittsfield Village to south of site.
- * Midblock pedestrian crossings and refuge islands for safe access to nearby Arborland Shopping Center, challenge due to higher traffic volumes (~40,000/day).



Concept for NE side of Golfside Intersection

- * High quality transit stop integrated with compact mixed-use development, good walking and cycling conditions and reduced automobile parking supply,
- * Functions of internal streets: main-street style internal streets connecting residential and mixed use areas.
- * Potential for site phasing to reflect market: ex. parking decks with surface space as common area or on first floor of residential buildings could be incorporate into future phasing.
- * Incorporation of green community spaces.
- * Challenge: right of way ends at curb, so a strong partnership with MDOT and landowners to improve multimodal system will be necessary.



There is potential for a road diet on Golfside Road with pedestrian refuge islands



***Regional collaboration
in land use and trans-
portation planning and
investment, and economic
development efforts***

Infill and Redevelopment to:

*Increase infrastructure
efficiency*

*Maximize existing
assets and infrastructure*

Promote long term stability

Increase multi-modal choices

Implementation

Past land use planning and development along Washtenaw Avenue lacked regional coordination, undermining the potential value the corridor serves for the region. Without a coordinated analysis of existing policies leading to uniform approaches to redevelopment, communities could unintentionally limit the future potential of Washtenaw Avenue as a transit corridor. Success also requires partnerships with the private sector to assess changing market forces and create opportunities through a new investment structure and reprioritization.

Recognizing this, stakeholders from all sectors have come together to prioritize the redevelopment of Washtenaw Avenue and develop a plan for action. The cities, townships and public agencies have committed to promoting the redevelopment and upgrade of the corridor. This requires actions including adopting more sustainable and proactive planning, updating to consistent development standards, coordinating investment in improved alternative transportation modes, and emphasizing how the redevelopment of this corridor contributes to a more economically vital place in our community.

To this end, the Action Team developed and Implementation Matrix with objectives and actions that transform the land uses, transportation options and market along the corridor.

This matrix includes Goals and Action Steps and identifies which sectors and groups would be involved, as well as potential resources. Example actions deemed necessary for implementation of the vision include: benchmarking existing conditions, identifying right-of-way requirements, establishing cooperative planning policies, refining redevelopment opportunities, updating master plans and zoning ordinances, and partnering with transportation agencies and private industry to initiate integrated mixed-use developments.

The matrix serves as a guiding document for the communities and transportation agencies to move forward with implementation.

RE-IMAGINING WASHTENAW AVENUE IMPLEMENTATION MATRIX

	GOALS AND ACTIONS STEPS	TIMEFRAME	WHO	POTENTIAL RESOURCES
1	Develop a shared community vision for corridor & nodes			
1-1	Adopt Charter/Vision	0-1 year	Action Team	
1-2	Communication of vision with community/public through presentations, including need for/benefits of redevelopment and TOD	0 -1 year	Action Team Members as Ambassadors	Washtenaw Access Management Plan Washtenaw County TOD Presentation Jackson Road Experience examples
1-3	Public & Private stakeholder engagement through traditional and new PR techniques	ongoing	Local Units of Government	Local Units, Developers & Business Owners Real Estate Firms including McKinley
1-4	Promote transit options to corridor residents and businesses: work with employers to encourage employees to bike, bus, walk, bus pass discounts similar to Go!Pass	ongoing	Local Units of Government, AATA, Chambers, GetDowntown, Universities, other major employers	AATA Employer Services Program
2	Benchmark existing conditions			
2-1	Identify Measurables/Scorecard: density, price points, jobs-housing ratio, usability of transit stops, rental vs ownership, income, # pedestrian crossings, continuous sidewalks, transportation infrastructure (parking spaces, bike amenities, deficits), visioning metrics, % of buildings within x ft of ROW, etc.	0-1 year	Action Team	Survey monkey: survey employees walkscore.org Office of Community Development NSP Funds Investigate "peer communities"
2-2	Provide Data for Initial Benchmarks & Determine Needed Frequency of Measurements	0-1 year	Joint Technical Committee	WATS, parcel data, local government staff
3	Establish Cooperative Planning to achieve vision			
3-1	Formally create Joint Advisory/Technical Committee with representatives from each community and transportation agency	0-1 year	WATS, MDOT, AATA, WCRC, Local Units	
3-2	Determine most appropriate and effective method of cooperative planning (<i>joint planning commission, corridor plan adopted by everyone, amendments to existing master plans, etc.</i>)	0-1 year	Local Units of Gov via Joint Technical Committee	Case Studies
3-3	Coordinate plan for corridor wide non-motorized improvements and connections	1-5 years	Joint Technical Committee	MDOT, WCRC, WATS Non-Motorized Plan, Local Unit Master Plans, Local units elected bodies and planning commissions
3-4	Coordinate development processes & incentive packages including project reviews by AATA	1-5 years	Local Units of Government via Joint Technical Committee	
4	Refine Redevelopment Opportunities			
4-1	Designate Nodes (<i>transportation hubs linking modes and destinations</i>)	0-1 year	Action Team, Real Estate Firms	AATA Service Plan, WATS Transit Plan, WATS Transportation Plan, MDOT, WATS Non-Motorized Plan, Local Unit Master Plans
4-2	Identify priority nodes/sites for joint marketing by all communities and begin site-specific visioning & marketing	0-1 year	Action Team, Real Estate Firms	Suburbs Alliance "Redevelopment Ready" Process, Real Estate Firms
4-3	Prioritize Goals and character for Different Areas of Corridor: different PR techniques, infrastructure needs, policy & zoning, funding, developer outreach	0-1 year	Action Team & Joint Technical Committee	Developer connections, WATS, MDOT, parcel owners and large employers
4-4	Develop one-stop shop site/assistance: current and searchable data base of parcels including SEV, ownership, sale date, node/corner proximity, etc.	0-1 year	Local Units, Real Estate Firms	IT assistance Board of realtors assistance/model Oakland County as model Real Estate Firms

4-5	Identify "problem" properties and talk to developers about how these sites could be better developed	0-1 year	Advocates, specially private/developers & Joint Technical Committee	GIS parcel data & existing conditions inventory
4-6	Identify areas with high redevelopment potential and parcel owners willing to sell near or on Washtenaw & Identify possibilities for properties	1-5 years	Action Team, Advocates & Joint Technical Committee, Property Owners	
4-7	Identify methods of facilitating site assembly	1-5 years		Washtenaw County Land Bank Explore Eminent Domain
4-8	Draft Final Plan/Product identified in Step 3	1-5 years	Joint Technical Committee	
IMPLEMENTATION				
5	Modernize zoning to promote TOD via density, mixed uses, form based codes, etc.			
5-1	Select best method for zoning amendments: <i>(ex. LUG specific, Model Corridor/Infill ordinance or district, Shared Form-Based Code, Common Overlay District, Area Plans)</i>	0-1 year	Local Units of Government via Joint Technical Committee	Case studies
5-2	Identify appropriate & consistent zoning to promote node and corridor pattern of development along corridor	1-5 years	Local Units of Government Planning Commissions and Joint Technical Committee, Elected Bodies	model language/plans/ordinances from Washtenaw County Planning research Planning Consultants
5-3	Amend Zoning and Parking Codes: <i>(ex. reduce parking requirements, reduce setbacks requirements, establish maximums for setbacks and parking, unify/simplify standards across jurisdictions, increase FAR/allowable building height, allow vertical mixed use, nonmotorized infrastructure requirements)</i>	1-5 years	Local Units of Government Planning Commissions and Joint Technical Committee	model language/plans/ordinances from Washtenaw County Planning research
5-4	Create Design Standards that promote walkability and access, including pattern language for curb & ROW	1-5 years	Local Units of Government Planning Commissions and Joint Technical Committee	Model standards City of Ann Arbor A2D2 standards
5-5	Align Access Management with Zoning to combine driveways and reduce access points	ongoing	Joint Technical Committee, large MDOT role	M-17 Corridor access management plan (2007) Local Units Master Plans and Zoning
5-6	Prohibit "spot" commercial development except where part of an overall area/node development plan	on-going	Local Units of Government	
5-7	Partner with developers with projects in identified "nodes" to have transit improvement and access in redevelopment or infill plan	ongoing	Local Units of Government, Developers and AATA	assistance from I-reimaginewashtenawave listserve, advocates in private sector
6	Address Short Term Transportation Improvements to increase alternative modes and reduce dependency on personal automobiles and reduce congestion			
6-1	Inventory non-motorized infrastructure needs and develop regional "wish list" of projects to coordinate across all CIPs (including a pedestrian crossing improvement study and guidelines)	0-1 year	Joint Technical Committee, MDOT	MDOT, WATS, AATA, WCRC
6-2	Develop continuous sidewalks along Washtenaw, including an on-road and off-road bike and pedestrian path	ongoing	Local Units of Government, MDOT via Joint Technical Committee	CDBG in eligible census tracts, Act 51 Funding, Enhancement Funding, Federal Transit Funding, State CTF
6-3	Establish safe pedestrian crossing/access to each bus stop and improved amenities at major stops	1-5 years	Local Units of Government, AATA, MDOT, WCRC via Joint Technical Committee	CDBG in eligible census tracts, Act 51 Funding, Enhancement Funding, Federal Transit Funding, State CTF
6-4	Encourage joint use of commercial parking with commuter parking for transit as part of development/redevelopment	1-5 years	Local Units of Government, AATA, current commercial property owners	MDOT/Meijer agreements - pilot project on west side of state, Federal Transit Funding, State CTF
6-5	Implement recommendations from WATS non-motorized and Transit Plans, and City of Ann Arbor Transportation Plan	1-5 years	Joint Technical Committee	AATA, WATS, WCRC, CDBG funds in eligible census tracts, MDOT, Potential Transit Millage, Federal Transit Funding, State CTF

6-6	Identify and address ROW needs for future transit expansion based on hierarchy of stops for major stations versus smaller stops (<i>determine feasibility of using existing ROW through narrowing lanes, providing refuge islands, etc to accommodate expansion, or develop strategy to acquire or share as needed</i>)	1-5 years	Joint Technical Committee	MDOT, AATA, case studies and typical standards for land/street widths and ROW requirements
6-7	Expand ZipCar Program including survey of feasibility of ZipCars at EMU, other key destinations and Park & Ride Lots	1-5 years	AATA, GetDowntown, UM, EMU	ZipCar Reps & GetDowntown
6-8	Better way finding, especially to neighborhoods: line-of-sight, signage, landmarks, landscaping elements, etc. which both enhance mobility and identify Washtenaw Avenue as a "place"	1-5 years	Local Units of Gov.	Research that the A2 DDA has done on wayfinding downtown
6-9	Establish alternative transportation/bike path fund for match \$	1-5 years	MDOT, WATS, Local Units of Gov. Corridor Improvement Authority - in long term	Enhancement Funding
6-10	Study of drivers: where to? Where from? What doing? How does Washtenaw fit in with larger system?	1-5 years	WATS	WATS Model Census TPP
6-11	Bus Infrastructure Enhancement: (<i>improved access to stops, shelters for bus stops identified for future transit expansion, integration with commercial centers, Park & Rides, traffic signal preemption for transit</i>)	ongoing	AATA, developers & property owners	Adopt /Advertise on Shelters (requires modification of sign ordinances), Federal Transit Funding, Sate CTF
6-12	Adopt coordinated policies to align transit/non-motorized investment with development		Joint Technical Committee	WATS, AATA
6-13	Bus Service Improvement: increased frequency with longer hours (<i>ex: run until 3 am, 24/7 A2 - Ypsilanti bus, Express bus</i>)	1-5 years	AATA	Potential Transit Millage, State CTF
7	Create Common Incentives for desired form of development including but not limited to public-private partnerships, infrastructure grants, etc. & Coordinate along corridor for consistent "packages" for ease of developers			
7-1	Conduct corridor-wide neighborhood analysis to determine safe alternative mode access to retail, grocery, medical	0-1 year	Local Units of Gov. (PC and Joint Technical Committee)	CDBG in eligible census tracts
7-2	Remove development barriers for projects that meet corridor goals: (<i>expedite permitting and site plan approval process, reduce forms & cost, consistency of applications, reviews, plans among jurisdictions</i>)	0-1 year	Local Units of Gov. (PC and Joint Technical Committee)	
7-3	Consolidate small parcels to prep for redevelopment		Local Units of Gov.	Washtenaw County Land Bank
7-4	Control supply of commercial expansion in region as demand remains low to encourage investment in existing retail areas and adopt a "fix it first" approach to infrastructure investment	ongoing	Local Units of Gov.	WATS, local units of government, Spark, MEDC
7-5	Investigate opportunities for financing tools (<i>ex. Business Improvement Districts, Corridor TIFs, Corridor Improvement Authorities, Commercial Rehabilitation Act, etc .</i>)	1-5 years	Joint Technical Committee	Jackson DDA & Ann Arbor DDRA as examples
7-6	Identify property & real estate tax incentives	1-5 years	Local Units of Gov. via Joint Technical Committee	Chambers as advocates
7-7	Create a Centralized Financial Toolbox to Market Corridor (<i>New Market Tax Credits, TIF, Brownfield, CDBG, Energy Efficiency, Green Design Elements, Affordable Housing Financing, Land Banks, Bonds, property & real estate tax incentives</i>)	1-5 years	Local Units of Gov. via Joint Technical Committee	Oakland 1-stop shop as a model County energy coordinator Brownfield professionals
7-8	Maximize use of land and establish compatible density incentives through increased height or tax abatements and setting maximum allowable setbacks	1-5 years	Local Units of Gov.	County energy coordinator Brownfield professionals
7-9	Cooperate to use Commercial Rehabilitation Act & Brownfield Redevelopment for obsolete property	ongoing	Local Units of Gov.	County energy coordinator Brownfield professionals

8	Marketing - Coordinated message, targets and corridor promotion across government boundaries & with higher education and health care employers			
8-1	Develop promotional strategy: <i>(vision/message targeting, market ease of access to institutions, entertainment, affordable living, tax base)</i>	1-5 years	Joint Technical Committee, Chambers, UM, EMU, St. Joe's, WCC, Spark & Spark East	Student film project via YouTube McKinley & other Real Estate Firms Tap into list-serve/advocates, Spark, Eastern Leaders Group
8-2	Create Marketing Communications Task Force: <i>(ex. Spark, EMU, WCC, UM, SCC, WMA, Chambers and other economic development groups to emphasize commercial corridor redevelopment)</i>	ongoing	Joint Technical Committee	Monitor retail trends - source: US Economic Census & other retail data, Spark
8-3	Create a website to promote development with specifics on available land - regulate build out potential	1-5 years	Local Units via Joint Technical Committee	Local Units or Joint Advisory/Technical Committee website, Washtenaw Avenue Website, Chambers, Spark/Spark East
8-4	Market to attract businesses consistent with "nodal" identity: <i>(theater district, family entertainment)</i>	ongoing		
9	Demonstration Project			
9-1	Identify developers who share vision for corridor and partner to produce projects that jumpstart activity	1-5 years	Local Units of Government, Developers and AATA, MDOT	Assistance from <u>I-reimagineWashtenaw</u> listserve, advocates in private sector
9-2	Developers Forum	1-5 years	Local Units of Gov. (PC and Joint Technical Committee)	Assistance from <u>I-reimagineWashtenaw</u> listserve, advocates in private sector
10	Invest in expanded & fixed transit using density and demonstration project as a catalyst			
10-1	Higher quality and more frequent transit service	5 + years		AATA Service Plan, Potential Transit Millage, Federal Transit funds, State CTF
10-2	Feeder buses from Eastern Washtenaw County to Ypsilanti, Willow Run Airport, Golfside, and major employers <i>(UM, WCC, St. Joes, EMU, etc.)</i>	5 + years	AATA, UM buses	sponsorship from large employers Potential Transit Millage
10-3	Design in comprehensive land and zoning reviews including transit, bike and pedestrian amenities	5 + years	Township Planning	
10-4	Encourage developer investment in transportation (specifically transit and nonmotorized) improvements - identify legal barriers to developer contributions to transportation projects/improvements	5 + years	Township Planning - Site Plan Review & Approval Process	TOD Taz Increment Financing, Legislature
10-5	Encourage property owner partnership in transit stop maintenance through sponsorship programs - e.g. current AATA - McKinley agreement	5 + years	AATA, Private stakeholders, Jurisdictions	Identify Businesses who Benefit
10-6	Explore feasibility of trolley or other fixed transit connecting Ypsilanti and Ann Arbor, connecting to Commuter Rail systems and potentially expanding from Depot Town to Baker Rd.	5 + years	Jurisdictions, AATA, WATS, MDOT	Corridor Improvement Authority
10-7	Acquire/Dedicate ROW for fixed transit infrastructure	5 + years	Jurisdictions, AATA, WATS, MDOT	Corridor Improvement Authority
10-8	Create a transportation management organization for corridor	5 + years	Jurisdictions, AATA	Corridor Improvement Authority
11	Address Specific Transportation Infrastructure Improvement Projects			
11-1	Reconstruction of US23/Washtenaw Interchange with safe pedestrian crossing	5 + years	Jurisdictions, MDOT, WATS	MDOT Pedestrian Crossing Plan - existing and needs funding, Corridor Improvement Authority, Transportation Enhancement Funds, Corridor Improvement Authority
11-2	Develop funding plan: gas tax, user fee, millage, special assessment districts, etc.	5 + years	ICPJ - voter outreach	EECBG - more potential for multi-jurisdictional efforts
11-3	Meet with elected officials to talk about SAFETEA-LU/Federal and State funding opportunities for corridor	ongoing	Jurisdictions, AATA, WATS, MDOT	
11-4	Remove Slip Ramps	5 + years	Jurisdictions, MDOT, WATS	MDOT, Corridor Improvement Authority

Joint Technical Committee

It is the intention of this project to build on specific actions to promote the evolution of this corridor. The involved communities have taken incremental actions to encourage sustainable land use patterns, however greater success will be achieved by collaborating with representatives from all sectors. .

To initiate the implementation, the communities formed a preliminary Joint Technical Committee with planning and elected representatives from each of the four jurisdictions, as well as from the major transportation agencies with jurisdiction over the corridor; Ann Arbor Transportation Authority (AATA), Washtenaw Area Transportation Study (WATS), Michigan Department of Transportation (MDOT) and the Washtenaw County Road Commission (WCRC).

This committee has met several times over the course of the summer and fall to determine potential methods of interagency and intergovernmental cooperation for land use planning and infrastructure investment. There is a commitment to meet on a regular basis to decide the appropriate implementation and cooperation strategy. The Action Team provided this group with the data and recommendations to use as a basis to begin implementation.

Possible activities include establishing a on-going cooperative planning structure, identifying specific best practices and guidelines for redevelopment and solidifying benchmarks and measurables. It will also be critical to select best options for planning and zoning updates and working cooperatively to modernize plans and regulations, address non-motorized amenity needs and initiate an early success project (low hanging fruit).

For the implementation of actions, the Action Team identified the following as the proposed process outline:

1. Present Washtenaw Avenue vision to community Planning Commissions.
2. Establish Joint Technical Committee to determine best way to move forward with implementing vision for corridor change. Members

Recommended Joint Advisory Committee Representation

Washtenaw County

City of Ypsilanti Elected Official

City of Ypsilanti Planning Commissioner

City of Ypsilanti Planner

WATS

Pittsfield Twp. Elected Official

Pittsfield Twp. Planning Commissioner

Pittsfield Twp. Planner

MDOT

City of Ann Arbor Elected Official

City of Ann Arbor Planning
Commissioner

City of Ann Arbor Planner

AATA

Ypsilanti Twp. Elected Official

Ypsilanti Twp. Planning Commissioner

Ypsilanti Twp. Planner

Private Planner

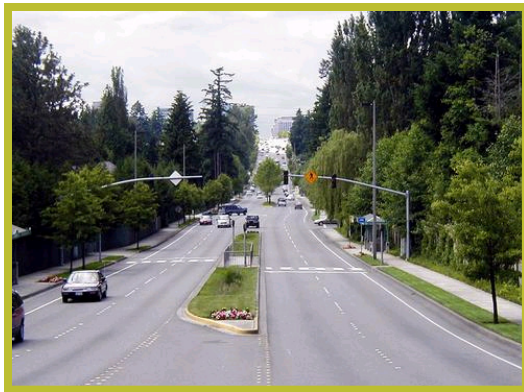
Washtenaw County Road Commission



include both planning and elected representatives from each of the four communities, as well as a representative from each of the related transportation agencies.



3. Through consensus, committee jointly determines most effective method for cooperating on master plan updates and recommendations to community Planning Commissions for master plan amendments.



4. Committee jointly determines most effective method for cooperating on modernizing zoning regulations to reflect desired outcome and makes recommendations to Planning Commissions/ Boards and Councils for modernizing regulations.



5. Remove barriers & create incentives for desired private and public investment

- a. Determine method to coordinate development process across jurisdictional boundaries
- b. Develop consistent financing toolbox to market corridor
- c. Hold a developers' forum to engage private/commercial sector
- d. Explore opportunity for demonstration project



6. Address multi-modal transportation needs

- a. Inventory non-motorized infrastructure needs
- b. Identify & acquire Right-of-Way needed for future transit expansion
- c. Develop strategy to combine resources and pursue additional resources to implement recommendations from existing transportation plans. including WATS Transit and Non-motorized Plans, and Washtenaw Access Management Plan.

7. Partner with major employers, educational centers, land owners and private sector to market corridor

- a. Host a Planning Fair or open house to engage stakeholders
- b. Host a Developers Forum to draw private sector interest
- c. Coordinate on potential projects, including capital improvements and demonstration project development

Funding Opportunities & Incentives

COMMERCIAL REHABILITATION ACT, PA 210:

Allows for the creation of a Commercial Rehabilitation District and provides a tax reduction for property of which the primary purpose and use is the operation of a commercial business enterprise, multifamily residential or qualified retail food establishments.

<http://www.mml.org/advocacy/resources/comm-rehab-act.pdf>

CORRIDOR IMPROVEMENT AUTHORITY, PA 280:

Allows TIF to address corridor outside of downtown area if zoned for mixed use and includes high density use. A Corridor Improvement Authority, similar to a DDA, creates a development district for older commercial corridors along major traffic thoroughfares, allowing development plans to be created and implemented

<http://www.planningmi.org/publicacts.asp>

REHABILITATION ACT, PA 344 OF 1945:

Basic Michigan rehabilitation statute allowing local governments to acquire, assemble and finance redevelopment of blighted areas. Communities can carry out such plans by the acquisition of real property, the improvement of such property and the disposal of real property in such areas.

http://planningtoolkit.org/land_use/enhancing_older_res_areas.pdf

MUNICIPAL BLIGHT ACT (PA 27 of 2002)

Provides communities with a tool to eliminate “spot blighting” by designating a structure or lot as a blighting property and acquiring title in it.

http://planningtoolkit.org/land_use/enhancing_older_res_areas.pdf

BROWNFIELD REDEVELOPMENT PROGRAM (EPA):

Provides direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training. To facilitate the leveraging of public resources, EPA’s Brownfields Program collaborates with other federal partners and state agencies to make available resources that can be used for brownfields activities.

<http://epa.gov/brownfields/>

COMMUNITY DEVELOPMENT BLOCK GRANTS:

Planning activities and capital investments in non-motorized access, transit shelters and infrastructure improvements in qualified census tracts. The program provides annual grants to cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities for low- and moderate-income persons.

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/>

SUSTAINABLE COMMUNITIES INITIATIVE:

Partnership between HUD, DOT and EPA to achieve critical environmental justice goals and other environmental goals by targeting development to locations that already have infrastructure and offer transportation choices. This partnership will help return such sites to productive use.

<http://www.hud.gov/news/release.cfm?content=pr09-023.cfm>

TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT (FHWA):

This program provides funding for planning grants, implementation grants, and research to investigate and address the relationship between transportation and community and system preservation. States, local governments, and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

Contact: Susan Petty, 202-366-1371

<http://www.fhwa.dot.gov/tcsp/>

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (FHWA):

The primary purpose of this program is to fund projects and programs that reduce transportation emissions in areas that do not meet the National Ambient Air Quality Standards (non-attainment areas) and former non-attainment areas that are now in compliance (maintenance areas) for ozone, carbon monoxide, and small particulate matter. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels. Funds are distributed to states based on a formula that considers an area's population by county and the severity of its air quality problems.

<http://www.fhwa.dot.gov/environment/cmaqpgs/>

TRANSIT ENHANCEMENTS:

This program funds projects designed to make mass transportation service more attractive and easier to use, including non-motorized amenities and transportation aesthetics. Eligible applicants include road commissions, cities, villages, transit agencies and MDOT.

http://www.fhwa.dot.gov/environment/TE/te_provision.htm

NEW SMALL STARTS (FTA):

Program increases the capacity of public transportation systems. Projects eligible for FTA Section 5309 New Starts funding include any fixed guideway system that uses and occupies a separate right-of-way, or rail line, for the exclusive use of mass transportation and other high occupancy vehicles, or uses a fixed system and a right-of-way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, and exclusive facilities for buses (such as bus rapid transit) and other high occupancy vehicles.

http://www.fta.dot.gov/planning/newstarts/planning_environment_222.html

JOINT DEVELOPMENT POLICY AND FUNDING OPPORTUNITIES (FTA):

Grantees may use FTA financial assistance for joint development projects that are physically or functionally related to transit or that increase transit ridership in a transportation corridor. Such projects may include disposing of land for nearby real estate development, preparing land for development, providing enhanced access, and developing on-site community services, public safety, or commercial conveniences

<http://www.fta.dot.gov/thisisfta/32.html>.

THE JOB ACCESS AND REVERSE COMMUTE (JARC)(FTA):

Capital planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects. States and public bodies are eligible designated recipients. Eligible sub recipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.

http://www.fta.dot.gov/funding/grants/grants_financing_3550.html

OTHER HELPFUL LINKS:

<http://www.smartgrowthgateway.org/finance/federal.shtml>

http://www.smartgrowth.org/pdf/funding_resources.pdf

<http://www.peopleandland.org/regional.html>

http://www.fundsnetsservices.com/searchresult.php?sbcats_id=65