



# Transportation & Land Use





# Share Your Vision

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

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



## INTRODUCTION

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

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

## CURRENT LAND USE & TRANSPORTATION PATTERNS

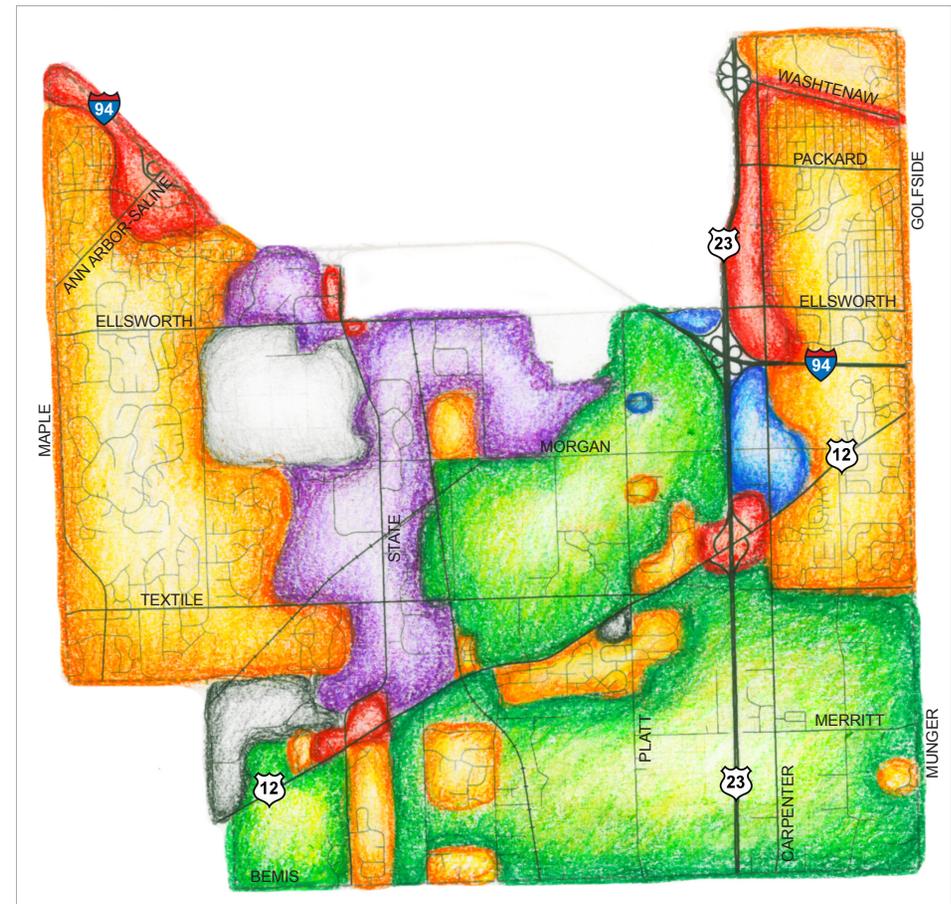
Pittsfield Township is defined by specific geographic characteristics and has a wide spectrum of land uses including commercial corridors, business parks, agricultural lands, park land, open spaces, and many strong residential areas which represent a variety housing options. However, these uses are often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

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

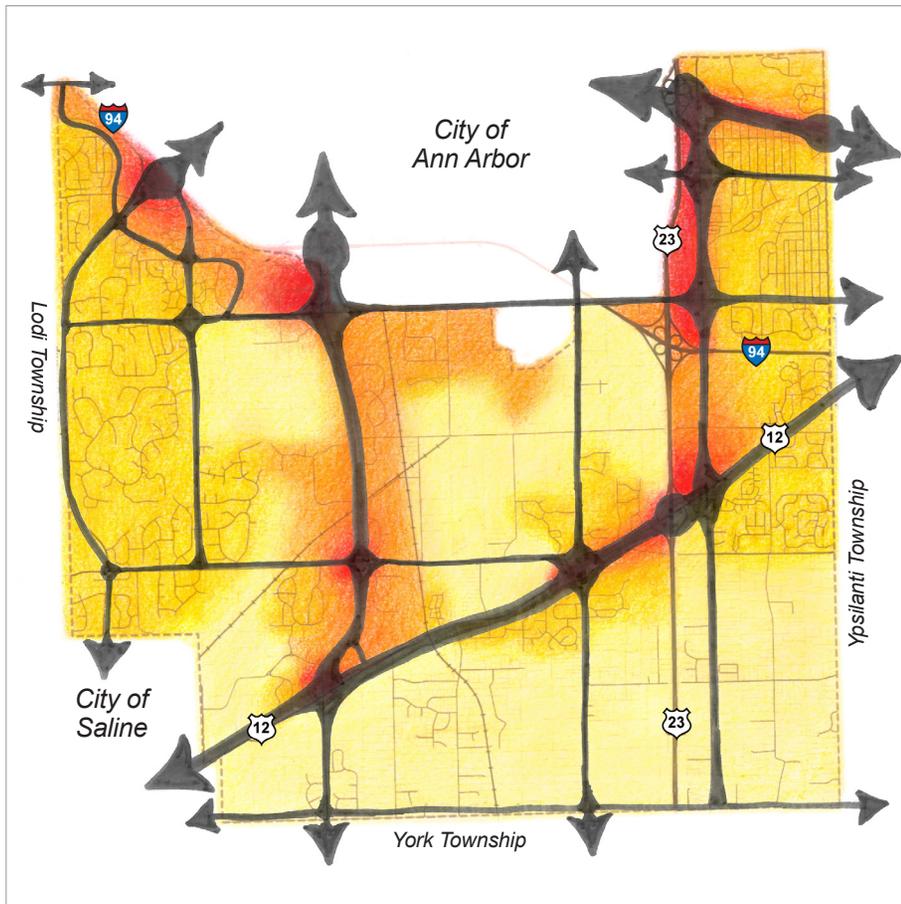
## FUTURE VISION

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

## EXISTING DEVELOPMENT PATTERNS



## TRANSPORTATION CONNECTIONS CONCEPT MAP



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

## KEY CONCEPTS

### THE NODAL MIXED-USE DEVELOPMENT MODEL

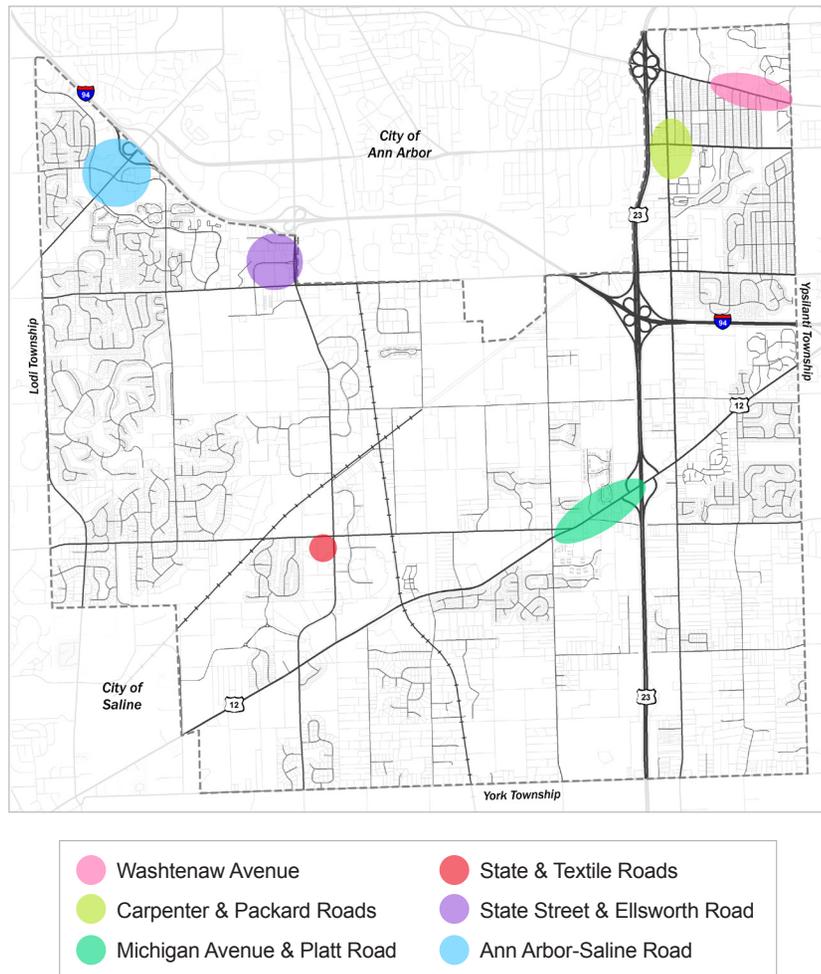
This model focuses growth in certain areas of the Township where it may be more appropriate due to the proximity to amenities, existing infrastructure, or the relationship to other existing developments. A mixed-use node combines a variety of compatible uses into specific areas of a community, many times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

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

### SIX FOCUS DEVELOPMENT AREAS

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

## FOCUS DEVELOPMENT AREAS



## PROMOTE MIXED-USE DEVELOPMENT

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

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

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

## THE REIMAGINE WASHTENAW INITIATIVE

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

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

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



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

## TEN PRINCIPLES FOR SUCCESSFUL DEVELOPMENT AROUND TRANSIT

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

Source: Urban Land Institute

## INCREASE CONNECTIVITY

### PROMOTE CONNECTIVITY THROUGH NON-MOTORIZED TRANSPORTATION

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

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

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

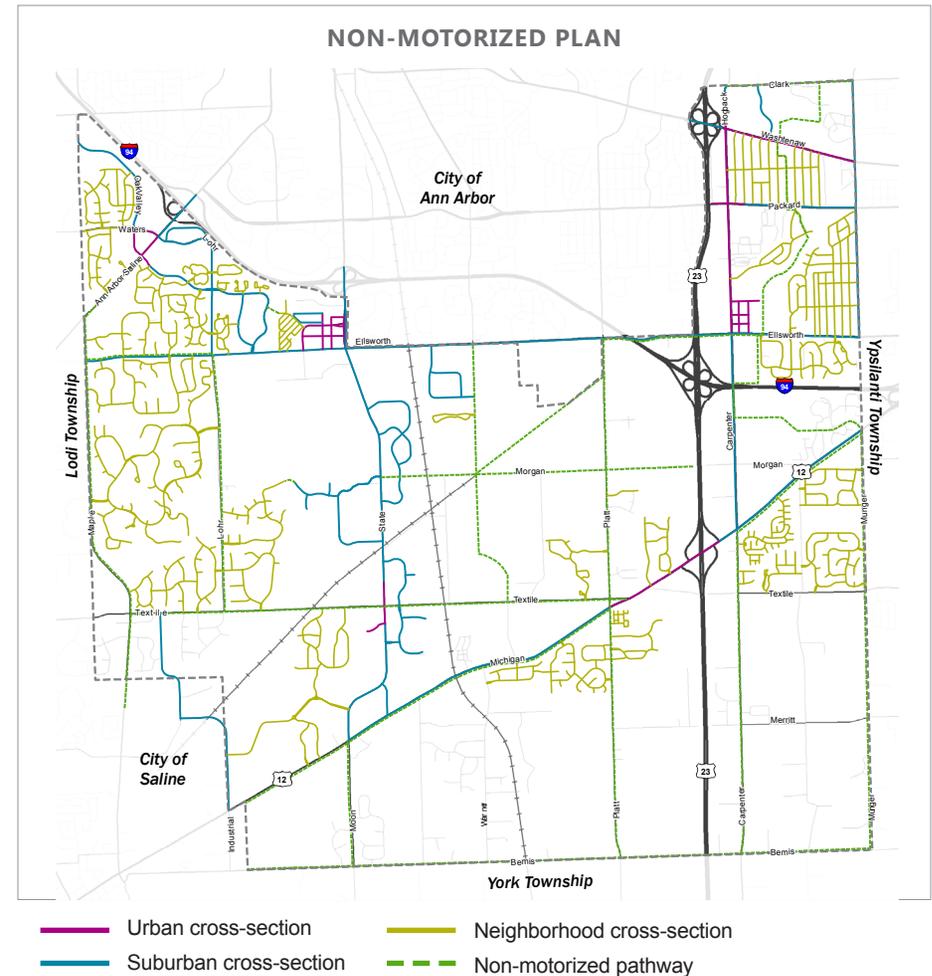
Additionally, between 2009 and 2011, Pittsfield has all but completed the sidewalk connections in the northeast portion of the Township linking Carpenter, Packard, Golfside, and Washtenaw. In spring, 2011, a SEMCOG walkability study was conducted to investigate links between transportation and land use,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

### COMPLETE STREETS

In recent years there has been a shift in focus from roadways that are designed primarily to convey vehicular traffic, to a focus on designing roadways that accommodate all users--both motorized and non-motorized. In 2010, legislation was passed in Michigan that requires those who have jurisdiction over roads to consider complete streets principles in their planning and implementation of transportation projects. The State defines complete streets as "a roadway

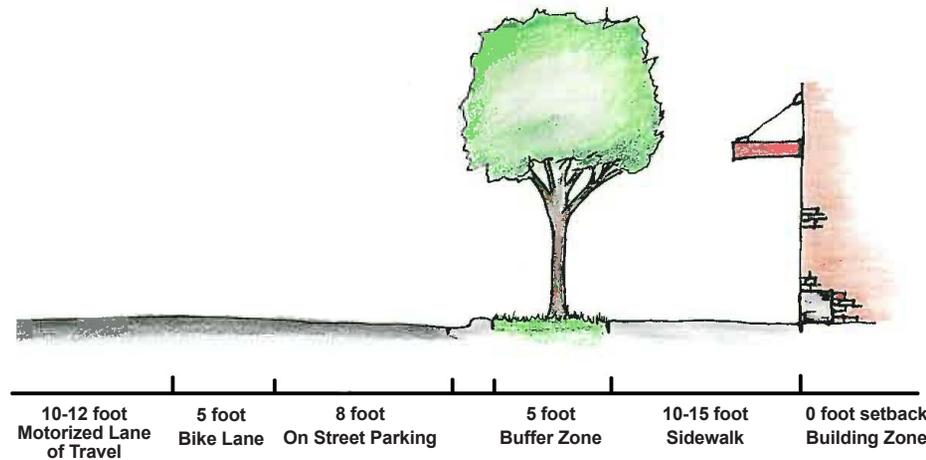
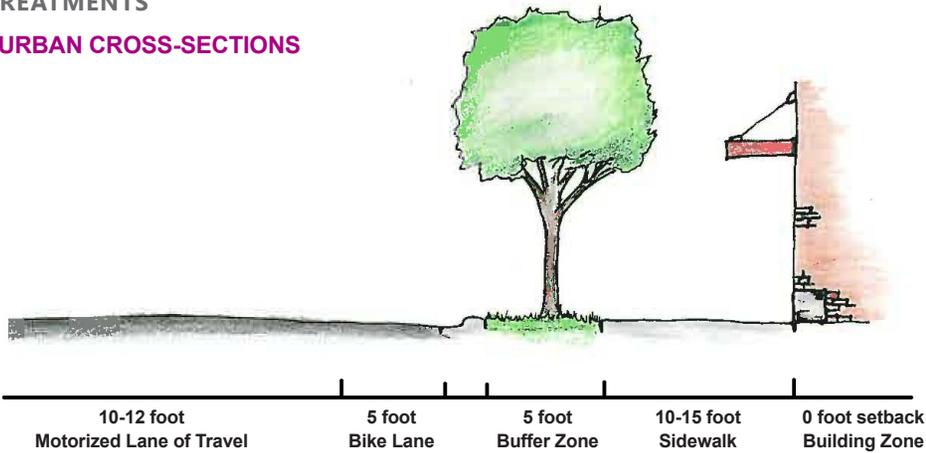
planned, designed, and constructed to provide appropriate access to all legal uses in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive devices, foot or bicycle." In order to provide connections to all areas of the Township for people of all abilities and desired forms of transportation, our roadways must be designed to support multiple modes of transportation.

However, it is important to note that not one specific treatment is appropriate for all roadways. Treatments should vary based on adjacent uses and the amount of traffic on a road. See the following two pages for descriptions of the street treatments that will be integrated into all future planning in Pittsfield Township.

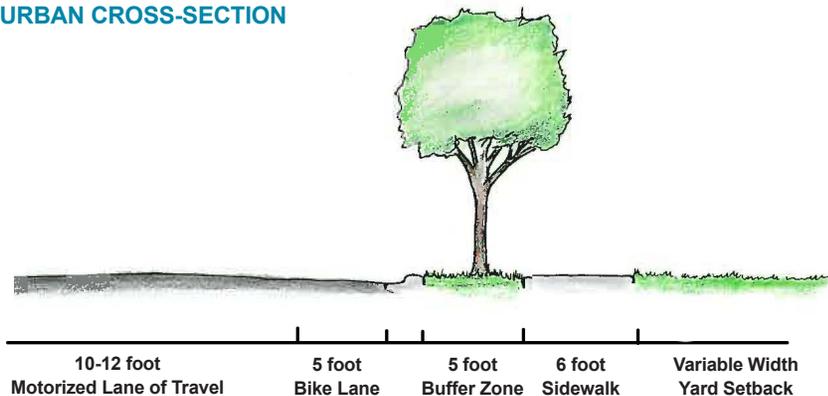


## TREATMENTS

### URBAN CROSS-SECTIONS



### SUBURBAN CROSS-SECTION



## URBAN CROSS-SECTION

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

### Components:

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

## SUBURBAN CROSS-SECTION

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

### Components:

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

## NEIGHBORHOOD CROSS-SECTION

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

### Components:

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

## RURAL/NON-MOTORIZED CROSS-SECTION

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

### Components:

#### Rural Roads

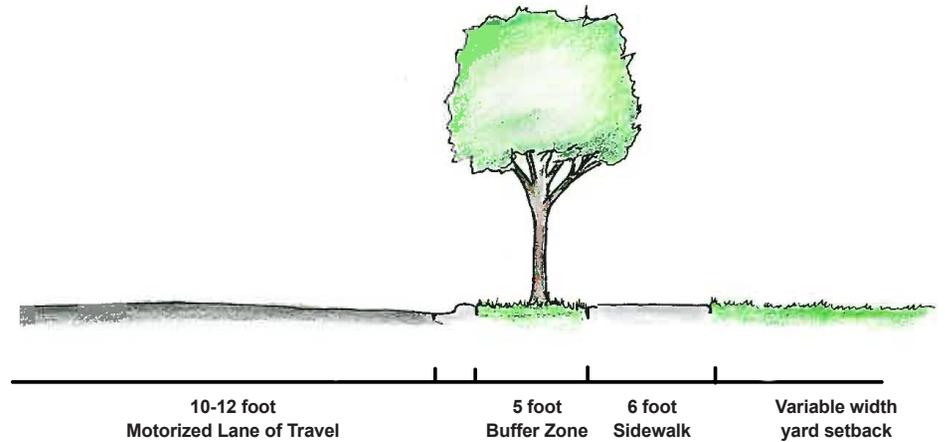
- 10 -12 foot lanes designed for motorized vehicular travel.
- Bike lane or paved shoulders that are a minimum of 5-feet wide.
- It is typical that a roadside ditch system for stormwater is used.
- A 10-foot wide multi-modal non-motorized pathway design to AASHTO standards.
- Rest areas with benches,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

#### Through parklands or preservation areas or along railroads or waterways

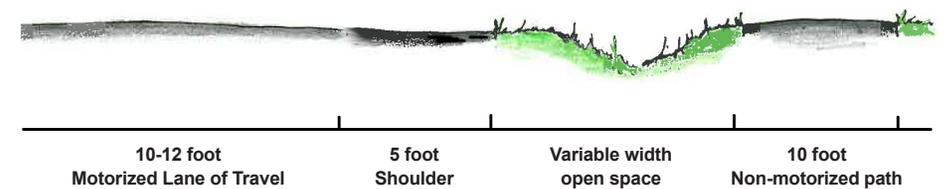
- A 10-foot wide multi-modal non-motorized pathway design to AASHTO standards.
- Rest areas with benches, trash receptacles, and interpretive signs can be installed at various locations along non-motorized pathways.

## TREATMENTS

### NEIGHBORHOOD CROSS-SECTION



### RURAL/NON-MOTORIZED CROSS-SECTION



## BUILD UPON THE PUBLIC TRANSPORTATION NETWORK

### TRANSIT-ORIENTED DEVELOPMENTS

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

### PUBLIC TRANSPORTATION

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

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

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

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

## ECONOMIC BENEFITS OF PUBLIC TRANSIT

### Public transit stimulates development and redevelopment.

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

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

### Public transit boosts business revenues and profits.

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

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

### Public transit increases value and income for property owners.

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

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

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

## TRANSIT IN THE TOWNSHIP

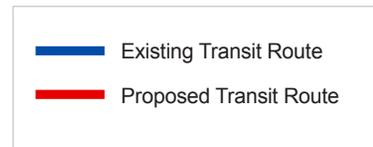
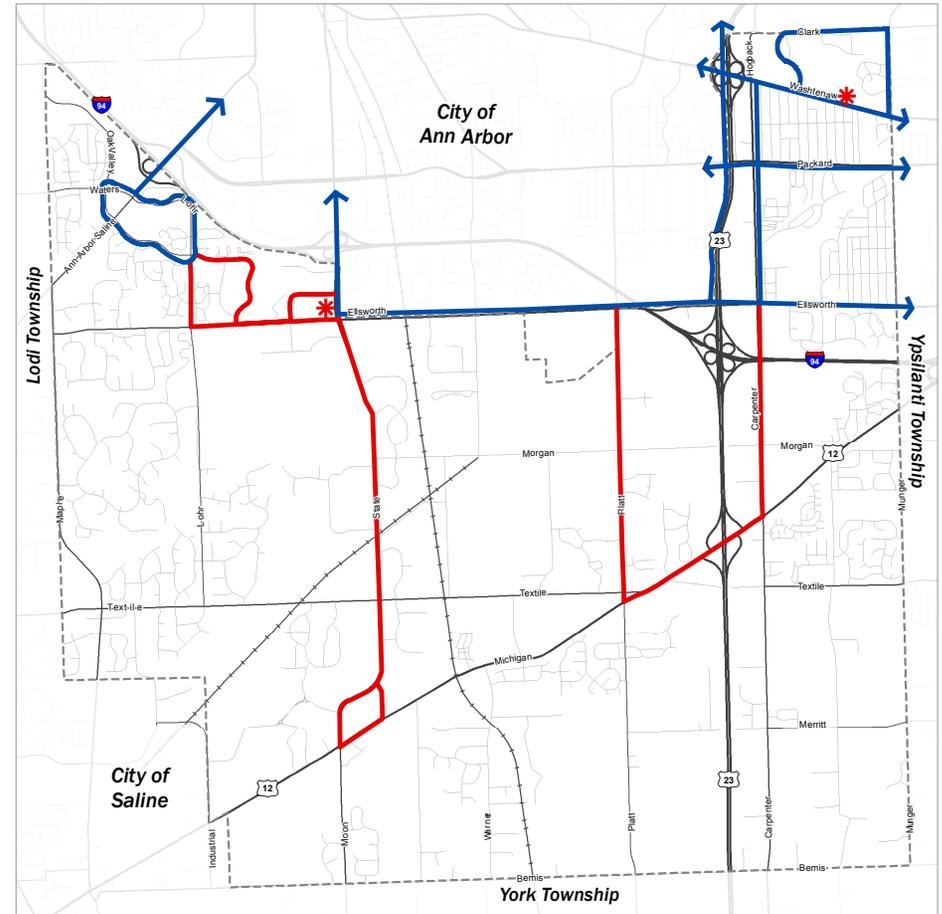
Currently, Pittsfield Township provides bus services through the Ann Arbor Transit Authority (AATA). The Township conducted a survey in fall 2010 to explore resident's opinions on bus transit. 183 residents, 30% of whom were 35-49 and 40% who were 50-64 years of age, responded to the survey. There was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

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



Photos from the Master Plan Bus Tour

## TRANSIT PLAN



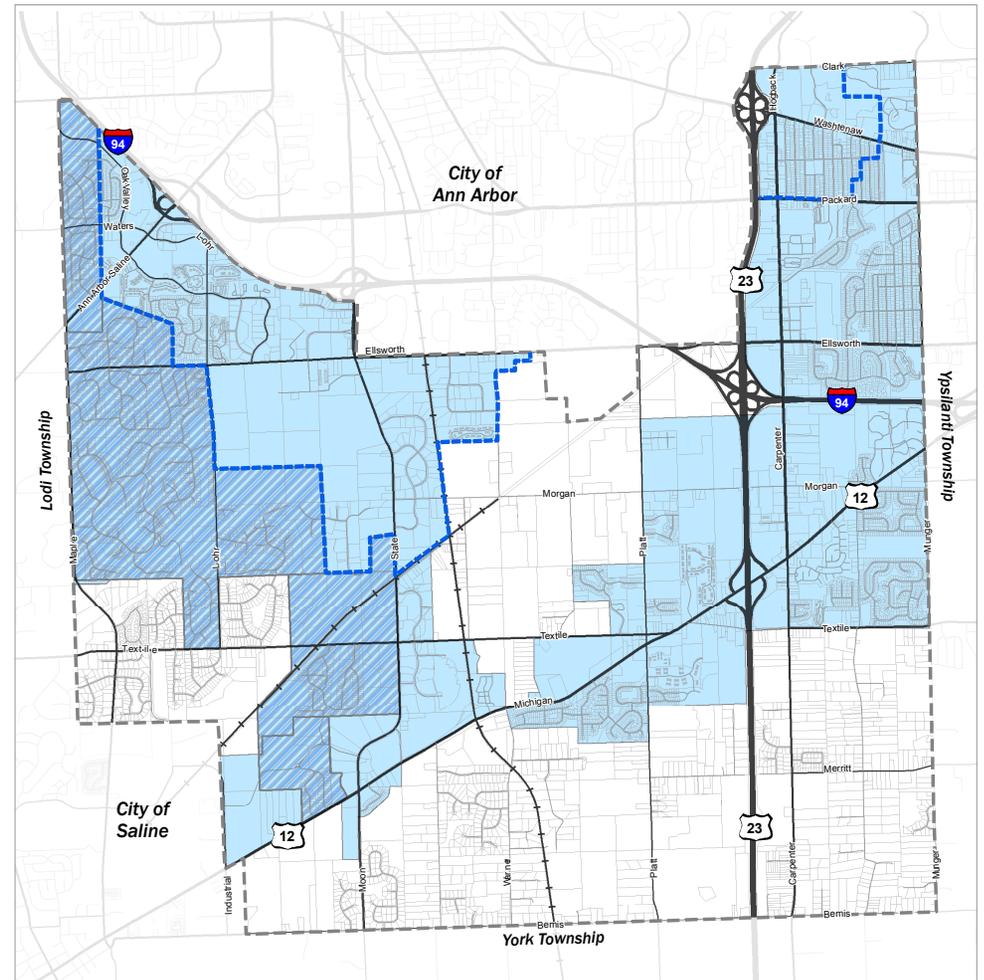
## CAPITALIZE ON COMMUNITY INFRASTRUCTURE

Community infrastructure includes all transportation facilities (roads, sidewalks, pathways, transit routes, and transit stops) public utilities (sewer, water and storm water), public safety (police, fire, and EMS), parks and recreation facilities, schools, community institutions and facilities (post office, library, public and government buildings). The type, the quality, and the presence or lack of infrastructure has a tremendous effect on the community from quality of life to the type and intensity of development that can be supported in certain areas. As is discussed previously, mixed-use development must be located in areas that have the infrastructure required such as the appropriate transportation, public utilities, police and fire protection, and parks or public spaces to support the intensity of uses. Conversely, the rural areas of the Township have fewer infrastructure demands, for example public utilities are not needed in these areas because buildings are situated on larger lots that can be served by well and septic systems. Additionally, because of the lower density of housing in these areas there is no need for a public transportation system; in fact, the lower densities would not support the cost of the system. Business developments also have unique infrastructure needs from the transport of materials and workforce to fiber optics. Providing for these items is necessary to attract and retain high quality businesses in the community.

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

Ensuring that land use patterns and infrastructure capacity are compatible is an important component of this Plan. Consolidating future infrastructure development to areas planned for higher density will allow Pittsfield to focus its resources and investment in public utilities and services where there is the greatest existing and anticipated need. *The map to the right* demonstrates that the Township has delineated the sanitary sewer and water districts based on existing and planned land use patterns, and expected design capacity needs in Pittsfield.

## UTILITY SERVICES BOUNDARY MAP





## KEY CONCEPTS

*The Nodal Mixed-Use Development Model*

*Increase Connectivity*

### GOALS

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

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

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

### OBJECTIVES

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

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

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



## KEY CONCEPTS

*Build upon the Public Transportation Network*

*Capitalize on Community Infrastructure*

### GOALS

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

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

Provide the highest quality services and infrastructure to the community.

### OBJECTIVES

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

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

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

