

Area Development Plan



PATTERN BOOK

Town of
Pittsfield



ACKNOWLEDGMENTS

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BAY-LAKE REGIONAL PLANNING COMMISSION

Planning Services Provided by:



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“Keep rural development to the east side of town and preserve farmland on the west side of town.”

“I would prefer Pittsfield to remain a small rural type community.”

“We would like to see Pittsfield preserved as it is as much as possible.”

“I would like to see the Mountain Bay Trail connect to more recreational trails, and be opened up to walkers, bikers, horseback riding, cross country skiing, and snowmobiling.”

“A focus on high quality is an excellent benchmark... a mix of development types is important.”

“I strongly believe in maintaining farmland and open areas as much as possible.”

“Take into consideration different road designs that are better for denser development. Narrow them for closer crosswalks for pedestrians with disabilities and no cul-de-sacs. Having a nice central park in a dense area will bring life to an area. Utilize the trail that runs through the town.”

“Natural areas are needed in parks. Future developments should be walkable, i.e. trails or sidewalks, walking lanes - out of traffic.”

“I would prefer a themed look to a commercial or downtown area that ties buildings together with a quaint setting.”



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PURPOSE OF THE PATTERN BOOK

Pittsfield is a rural community with an agricultural heritage. As such, there is a significant amount of land available for future development. Rather than react to the trends and proposals of the development community, *the Town is intent on proactively guiding development within it's boundary to the areas it has identified as most suitable to the long-term success of the community.*

The Town is bordered on the east by the Village of Suamico, the south by the Village of Howard, and to the northwest by the Village of Pulaski. Each of these communities has seen and is expected to continue to see significant growth over the next 10 to 20 years.

As Villages, each bordering municipality has extraterritorial jurisdiction or lands otherwise within Pittsfield. Thus, proactively defining planning areas, recommendations and strategies is critical not only to the character of the Town, but to it's longevity.



Make no mistake, the Town of Pittsfield will continue to grow. To protect the agricultural heritage and rural lifestyle it's residents find valuable, the Town is proactively planning where and how it grows. Using this Pattern Book as a tool to achieve its vision, the Town will sustain it's community and create new opportunities for the next generation.

This Pattern Book outlines a growth strategy to guide future development within the Town of Pittsfield. It applies specific Land Use recommendations from the Town's Comprehensive Plan into designated development areas within the Town. These areas are referred to as Town and Neighborhood Centers.

The core value of this Pattern Book is to link all participants (residents, staff, developers, neighboring communities, etc.) in the development process together as the vision of the Town is translated into the built environment.



Vision

This Pattern Book implements the Future Land Use Plan by looking at the recommendations and strategies in more detail and applying them to strategic locations. It is a tool to depict elements and options to complement and implement the Town of Pittsfield Comprehensive Plan.

Rather than react to requests for development that are out of character with it's goals and objectives, the Town has chosen to proactively address the issue by providing this tool to support the community's expectation for development.

Updates to this Pattern Book can be accomplished through amendments that may be requested at any time by the developer, to be approved by the Plan Commission. The Pattern Book may be amended to offer flexibility that may not be found in Town's Zoning or County Land Development Regulations. The Pattern Book is intended to depict flexibility in design. Final design elements may vary from the illustrative drawings contained herein.



Pittsfield strives to remember the rural history and culture of the community while planning for and preparing to provide quality services in a fiscally responsible manner.

Remembering Our Heritage...Planning for Tomorrow.



Images Above: State of Rhode Island, Department of Environmental Management, http://www.dem.ri.gov/programs/bpoladm/suswshed/desmanul/chapter3_millvillage.html



Location

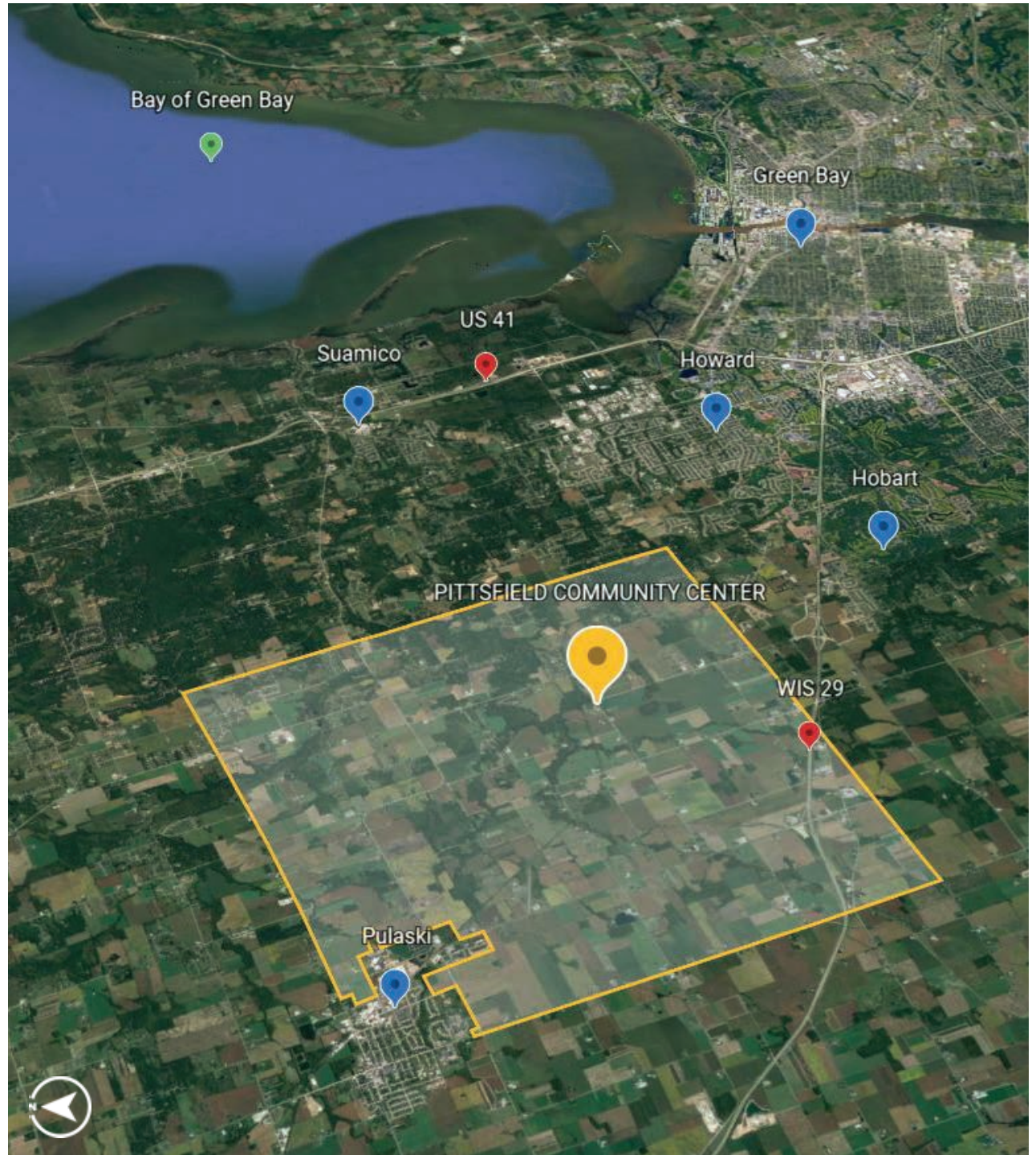
The Town of Pittsfield is located in the northwest corner of Brown County, in northeast Wisconsin.

The community lies north of State highway (WIS) 29 which runs across the state between Green Bay and Eau Claire. WIS 32 also runs north-south on the western portion of the town, connecting WIS 29 to the Village of Pulaski.

This Pattern Book is intended only for land lying within the Town of Pittsfield.

Pittsfield contains approximately 20,515 acres and is approximately 32 square miles. Of that acreage, **12,555 acres - or approximately 61%, - are within the extraterritorial areas of the Villages of Pulaski, Suamico, and Howard.** Suamico and Howard, existing to the east and south respectively, are rapidly growing suburbs of the City of Green Bay. Pulaski is an isolated Village at Brown County's northwest corner.

Pittsfield contains a number of environmentally sensitive areas which house a diverse array of flora and fauna. It's waterways and wetlands, including the Suamico River, provide natural greenway connections and the State owned Mountain to Bay State Trail runs through the center of the Town, providing opportunities for recreation.



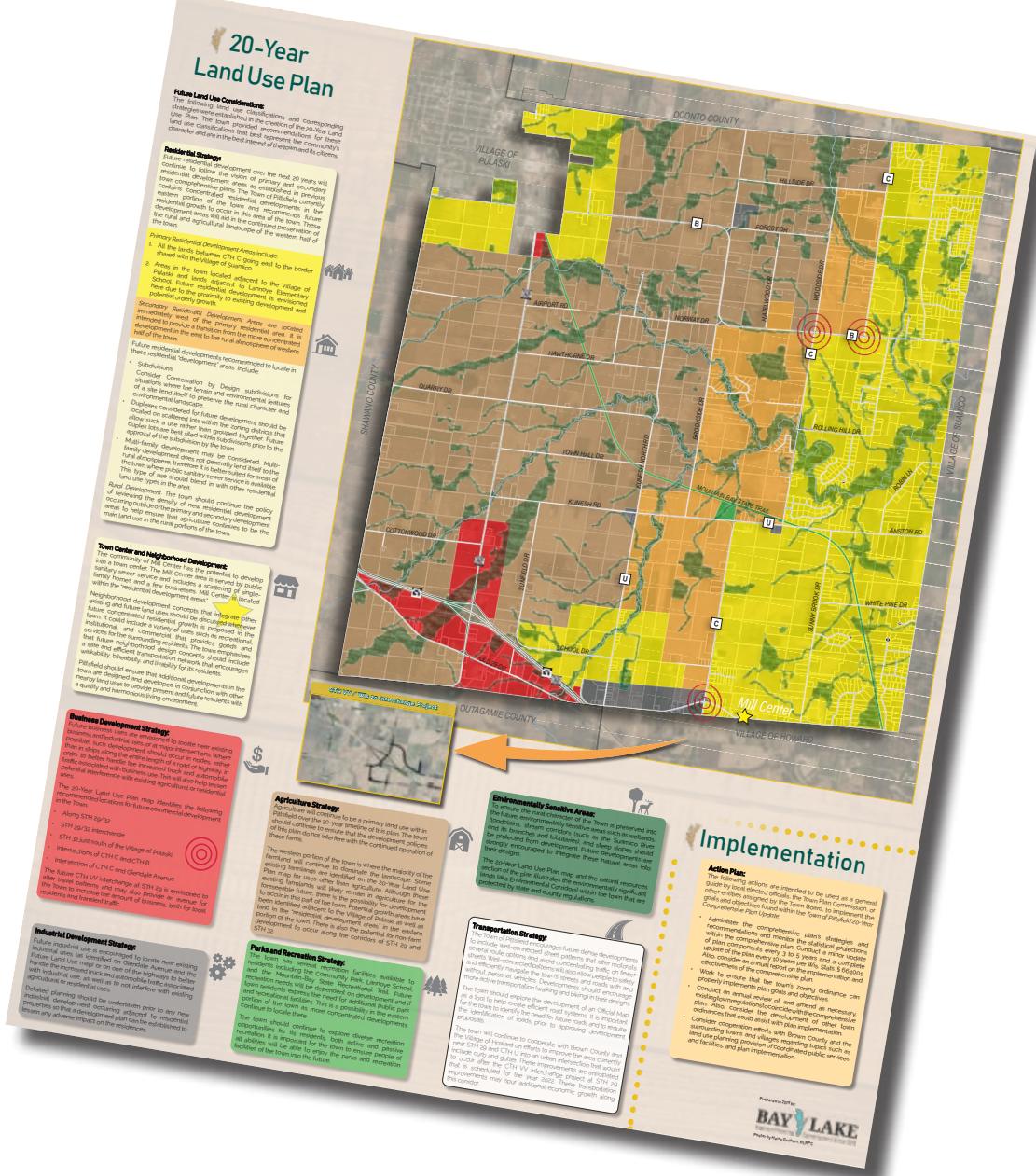
EXISTING COMMUNITY FRAMEWORK

The Town of Pittsfield 2019 Comprehensive Plan provides a snapshot of where the community is today and outlines broad goals to guide the community to what it intends to become over the next 20 years. The Plan provides strategies and recommendations regarding growth and development / preservation. Those strategies from the Comprehensive Plan are shown on the Town's Future Land Use Plan and pertinent sections are repeated on the following pages.

As previously mentioned, this Pattern Book is a first step in implementing the goals and recommendations of the Comprehensive Plan. The following sections discuss the Comprehensive Plans recommendations as well as the current growth pressure the Town must contend with in the years ahead.

Being a rural community, there is a significant amount of land available for future development within the Town of Pittsfield. Development pressures continue to be much higher in the eastern and southern portions of the town because of the adjacency to growing suburbs of Green Bay, attractive terrain and woodlands, and prime soils for development.

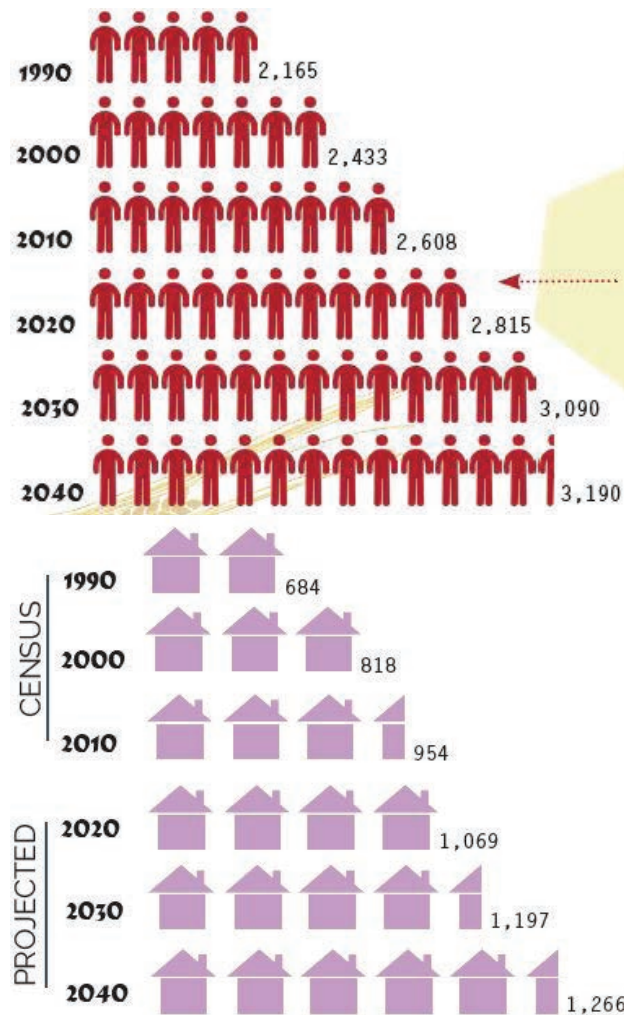
According to the Comprehensive Plan Future Land Use Projections, **the Town can expect to lose 675 acres of existing agricultural land to residential (~400 acres), commercial (~13 acres, industrial (~28 acres) and other development over the next 20**



Comprehensive Plan Recommendations

years. Managing and guiding that change in the community's character to preserve what is meaningful to the residents of Pittsfield is what this Pattern Book is all about.

PITTSFIELD POPULATION AND HOUSEHOLD PROJECTIONS



Source: U.S. Census, 2010; ACS, 2017; WDOA; BLRPC, 2019

Community	Year							Percent Change 2000-2010	Estimated Numeric Change 2010-2018**	Estimated Percent Change 2010-2018**
	1960	1970	1980	1990	2000	2010	2018**			
V. Howard	3,485	4,911	8,240	9,874	13,546	17,399	19,508	28.44%	2,109	12.12%
V. Suamico	2,073	2,830	4,003	5,214	8,686	11,346	12,676	30.62%	1,330	11.72%
V. Hobart	2,343	2,599	3,765	4,284	5,090	6,182	9,261	21.45%	3,079	49.81%
V. Pulaski	1,540	1,717	1,875	2,200	3,013	3,321	3,552	10.22%	231	6.96%
T. Pittsfield	1,273	1,647	2,219	2,165	2,433	2,608	2,752	7.19%	144	5.52%
T. Humboldt	908	1,101	1,281	1,334	1,338	1,311	1,346	-2.02%	35	2.67%
T. Rockland	777	983	882	974	1,522	1,734	1,834	13.93%	100	5.77%
T. Scott	1,869	1,969	1,929	2,044	3,712	3,545	3,655	-4.50%	110	3.10%
Brown County	125,082	158,244	175,244	194,594	226,778	248,007	259,460	9.36%	11,453	4.62%

Source: Brown County Comprehensive Plan Draft, U.S. Census Bureau, 1960-2010.
 **Source: WI Department of Administration Official Final Estimates 4/19/2019

The following recommendations and strategies are not unique. They have been borrowed from the Town's Comprehensive Plan and are applicable to **the specific goal of centralized development in strategic locations within Pittsfield**. They detail how Pittsfield will approach overall growth and development within its municipal boundaries over the next 10 to 20 years.

The Area Development Plan detailed in the following sections puts these recommendations to action.

1. The town should consider official mapping powers and area development plans to ensure that space is reserved for future road intersections in the identified development areas within the town.
2. Concentrate residential growth in the residential development areas shown on the Future Land Use map. This includes the areas near Mill Center and Anston as well as the highly viable and accessible area

surrounding the County C and County B intersection.

3. Within the sanitary district in the town, new development should, whenever possible, be extended out from existing development.
4. Allow an adequate mix of housing options in the town, while keeping abreast of future demographic and home-buying trends as a result of an aging population and new residents entering the town.
5. Emphasize neighborhood connectivity.
6. Multi-family buildings should reflect, as much as possible, the characteristics and amenities associated with single-family residences and should be located in areas that are served by public sanitary sewer service.
7. Consider developing design standards for commercial and industrial buildings and sites.
8. Promote future commercial development along the WIS 29/32 corridor to be done



in a fashion that does not detract from the attractiveness of the town.

9. The Town of Pittsfield currently contains concentrated residential developments in the eastern portion of the town and recommends future residential growth to occur in this area of the town. These development areas will aid in the continued preservation of the rural and agricultural landscape of the western half of the town.



Residential Existing Character



Pittsfield Community Center

In addition to projections and recommendations, the Comprehensive Plan provides the following strategies for implementation:

TOWN CENTER AND NEIGHBORHOOD DEVELOPMENT

The Town's community center in Anston is a public building and it is the glue that holds the town's image together. It is very important for both mental mapping as well as physical wayfinding. The Town Hall acts as a visual point of reference and helps visitors properly orient themselves. It is also a gathering place for the community. This facility is integral to the future development of the Town and should be included as a town center.

Similarly, the community of Mill Center has the potential to develop into a town center. The Mill Center area is served by public sanitary sewer service and includes a scattering of single-family homes and a few businesses. Mill Center is located within the "residential development areas."



Commercial Development in Mill Center

Neighborhood development concepts that integrate other existing and future land uses should be discussed whenever future concentrated residential growth is proposed in the town. It could include a variety of uses such as recreational, institutional, and commercial uses that provide goods and services for the surrounding residents. The town emphasizes that future neighborhood design concepts should include a safe and efficient transportation network that encourages walkability, bikeability, and livability for its residents.



Peace Lutheran Church on County U provides a community use around which to develop a village center.

PRIMARY RESIDENTIAL DEVELOPMENT AREAS

Future residential development over the next 20 years will continue to follow the vision of primary and secondary residential development areas. Pittsfield currently contains concentrated residential developments in the eastern portion of the town and recommends future residential growth to occur in this area of the town. These development areas will aid in the continued preservation of the rural and agricultural landscape of the western half of the town.

Future residential developments recommended to locate in these residential “development” areas include:

- Subdivisions: Consider Conservation by Design subdivisions for situations where the terrain and environmental features of a site lend itself to preserving the rural character and environmental landscape.
- Duplexes considered for future development should be located on scattered lots within the zoning districts that allow such a use rather than grouped together. Future duplex lots are best sited within subdivisions prior to the approval of the subdivision by the town.
- Multi-family development may be considered. Multi-family development does not generally lend itself to the rural atmosphere, therefore it is better suited for areas of the town where public sanitary sewer service is available. This type of use should blend in with other residential land use types in the area.

Rural Development. The town should continue the policy of reviewing the density of new residential development occurring outside of the primary and secondary development areas to help ensure that agriculture continues to be the main land use in the rural portions of the town.



Residential Existing Character



Existing Industry on Kunesh Road in Kunesh

BUSINESS DEVELOPMENT STRATEGY

Future business uses are envisioned to locate near existing business and industrial uses, or at major intersections.

Where possible, such development should occur in nodes, rather than in strips along the entire length of a road or highway, in order to better handle the increased truck and automobile traffic associated with business use. This will help lessen potential interference with existing agricultural or residential uses.

The 20-Year Land Use Plan map identifies the following recommended locations for future commercial development in the town.

- Along WIS 29/32
- WIS 29/32 interchange
- WIS 32 just south of the Village of Pulaski
- Intersections of County C and County B
- Intersection of County C and Glendale Ave.

The future County VV interchange at WIS 29 will alter travel patterns and may also provide an avenue for the town to increase the amount of business, both for local residents and transient traffic. The town emphasizes that future neighborhood design concepts should include a safe and efficient transportation network that encourages walkability, bikeability, and livability for residents. One way to implement this strategy is to focus development to strategic areas.

TRANSPORTATION STRATEGY

The Town of Pittsfield encourages future dense developments to include well-connected street patterns that offer motorists several route options and avoid concentrating traffic on fewer streets. Well-connected patterns will also allow people to safely and efficiently navigate the town’s streets and roads with and without personal vehicles. Developments should encourage more active transportation (walking and biking) in their designs.



County B

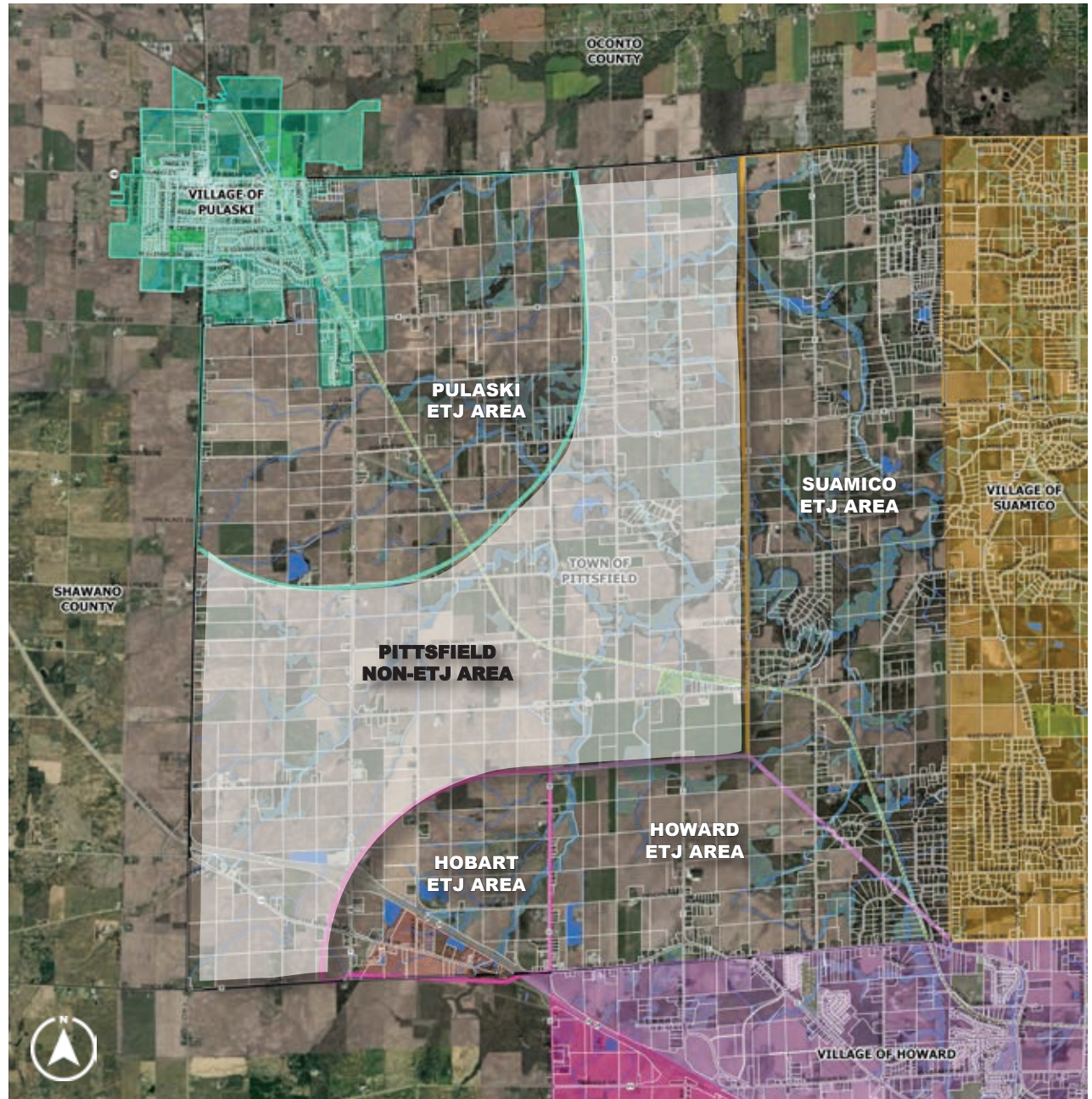


Extraterritorial Jurisdiction

One of the long-term constraints facing Pittsfield is extraterritorial jurisdiction, or the legal ability of a municipality to exercise authority beyond its normal boundaries on lands the plan commissions determines to “bear relation to the development of the municipality”. The extraterritorial reach of the Villages of Suamico, Pulaski, and Howard for common plan implementation tools, such as plat approval, is limited to within 1.5 miles.

As mentioned above, approximately 61% of the land area within the Town is subject to extraterritorial jurisdiction. These areas are expected to be predominantly residential with some commercial uses along the southern Town boundary. However, because of the limited services currently provided by Pittsfield, these areas have potential to be annexed which the Town is keen on limiting. The Town has been proactive in working with its neighbors to determine the needs and growth areas both for itself and others. Establishing Boundary agreements is one way to control growth and avoid annexation. These discussions have been ongoing and should continue.

PRELIMINARY BORDER AGREEMENT



Community Input & Visual Preference Survey

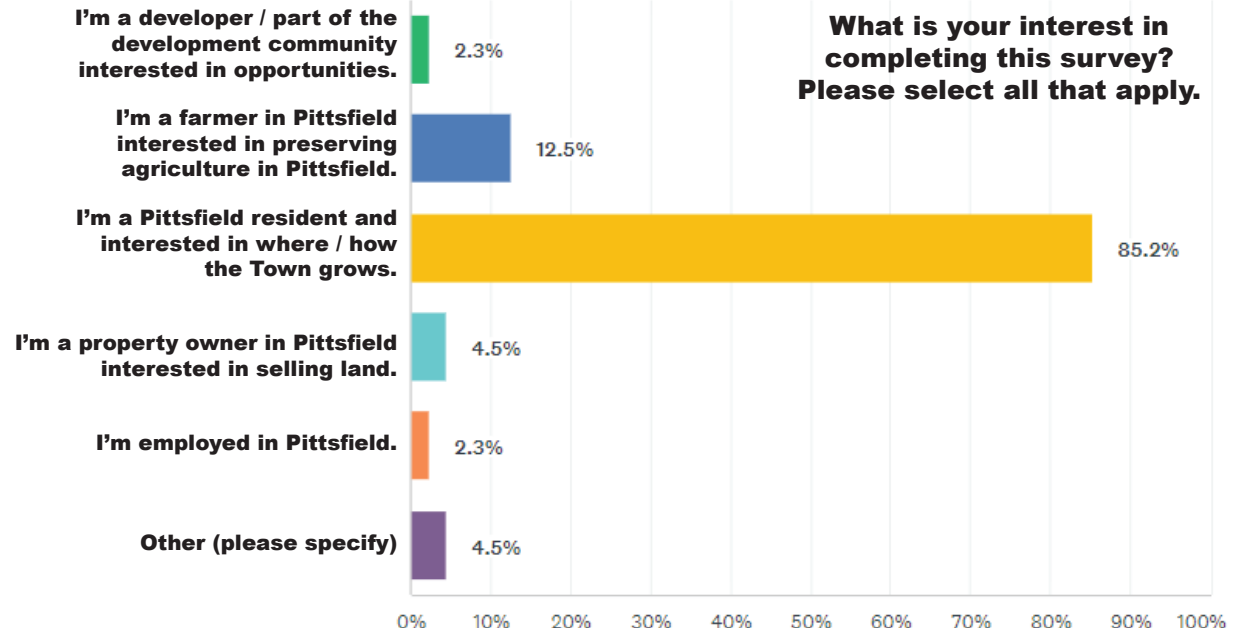
In establishing this Area Development Plan Pattern Book, the Town conducted a community Visual Preference Survey to allow citizens and decision-makers to determine preferences for the character and design of the community. Participants in the survey determined which components of the built and non-environment they feel contribute positively to a community's overall character. A total of 88 responses were collected while the survey was open during the month of April.

Participants were asked to rank each image on a scale from -3 (Strongly Unappealing) to 3 (Strongly Appealing) with 0 being neutral, depending on how much you like or dislike each image. Once complete, a score for each image was tallied by the administrator. Images



scoring highest are the preference of the survey participants.

The Town Planning Commission and Board reviewed the results and used this information to define the character of the Town's future development, which is illustrated throughout this document. Full survey results are included at the end of this document.



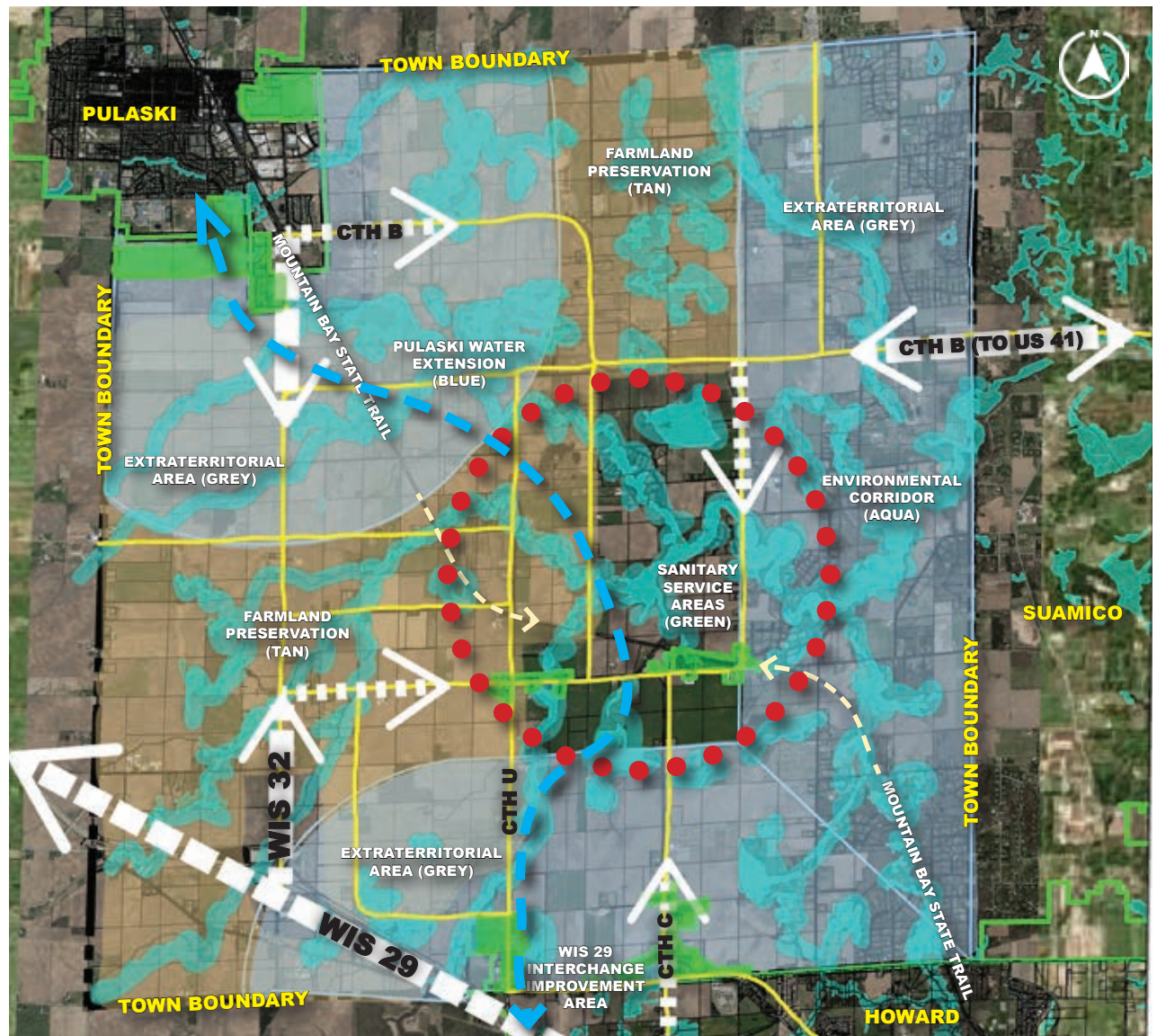
CONTRIBUTING PROJECTS & PLAN COORDINATION

There are several ongoing projects and studies that must be considered in the scope of this Pattern Book and Area Development Plan. These include *the potential extension of municipal water service to the Village of Pulaski through the Town of Pittsfield, the construction of a new intersection at WIS 29 and County VV at the south of the Town, and the Brown County Farmland Preservation Plan*. Each of these will be explored in more detail in the following pages.

In addition to those recent projects and plans mentioned above, the following ongoing planning studies within the Town must be considered when determining where the Town should focus future development.

These plans and studies include the existing extraterritorial areas, major transportation routes and connections as well as the Mountain Bay State Trail corridor, environmental corridors, and sanitary utility services areas.

When these planning layers are overlaid, the result highlights the Anston area as a prime target for the focus of future development within the Town of Pittsfield (red dotted circle). This is the focus for the Town's Area Development Plan.



Utility Services

The Town of Pittsfield has both sanitary sewer service areas and personal septic systems for wastewater. Sanitary districts and sewer service areas are primarily clustered along County highways C and U in the areas of Mill Center, Kunesh, and Anston. The Town currently relies on wells for water.

It is anticipated that the Town will continue to expand its sewer service areas as it continues to grow. As recommended by the Comprehensive Plan, new development should, whenever possible, be extended out from existing

development, contiguous with sewer service areas.

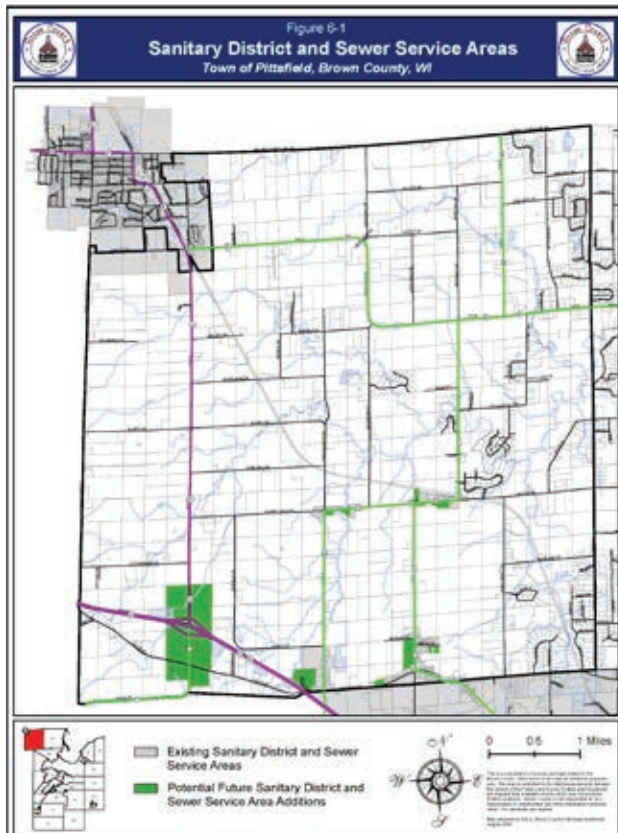
The Town is currently monitoring a water study being undertaken by the Village of Pulaski in cooperation with the Wisconsin Department of Natural Resources (WDNR). The Village currently gets its water from two municipal wells.

The WDNR has identified deficiencies in the Pulaski water supply due to a major concentration of iron. With an expected increase in population, three alternatives are being considered to rectify the “dirty” water.

1. Make upgrades to the current infrastructure.
2. Connect to the Green Bay Water Utility (GBWU) and receive water from Lake Michigan. This connection would be an extension from the Village of Hobart and would run north through Pittsfield.

3. Connect to the Central Brown County Water Authority (CBCWA) and receive water from Lake Michigan. This connection would be an extension from the Village of Howard's system and would travel north through Pittsfield.
4. Do nothing. This is not considered a viable option due to the potential health and safety factors involved.

The extension of water service through Pittsfield is critical for a number of reasons. Pittsfield currently has sanitary sewer in several locations, but does not have water. Thus, ***the extension of water services through the heart of the Town has the potential to significantly increase the likelihood of development.*** The Town is therefore intent on using this new infrastructure to grow where and how this document and its Comprehensive Plan intend.



WIS 29 & County VV Interchange

In 2019, Brown County began the reconstruction of the intersection of WIS 29 and County VV with the purpose of addressing the safety and mobility for traffic along WIS 29 between Shawano and Green Bay.

According to the project's environmental document, possible indirect effects of the project include growth induced by improved transportation links [such as north along County C], conversion of farmland to other uses [specifically near the intersection], increased rates of impacts to wetland and water resources [from development], and the beneficial effect of increased ability to meet local objectives for economic development - particularly in Howard and Hobart.

Further, the environmental document states the Villages of Hobart and Howard are experiencing sustained growth, with population growth between of 20-30% over the previous two decades. The intersection project is expected to contribute to planned economic development in these communities by facilitating controlled access to and from WIS 29. The Villages of Howard and Hobart are both anticipating and planning for development in and around the intersection and have incorporated the proposed action into their long-range plans. The Town of Pittsfield will undoubtedly also benefit from this proposed access.

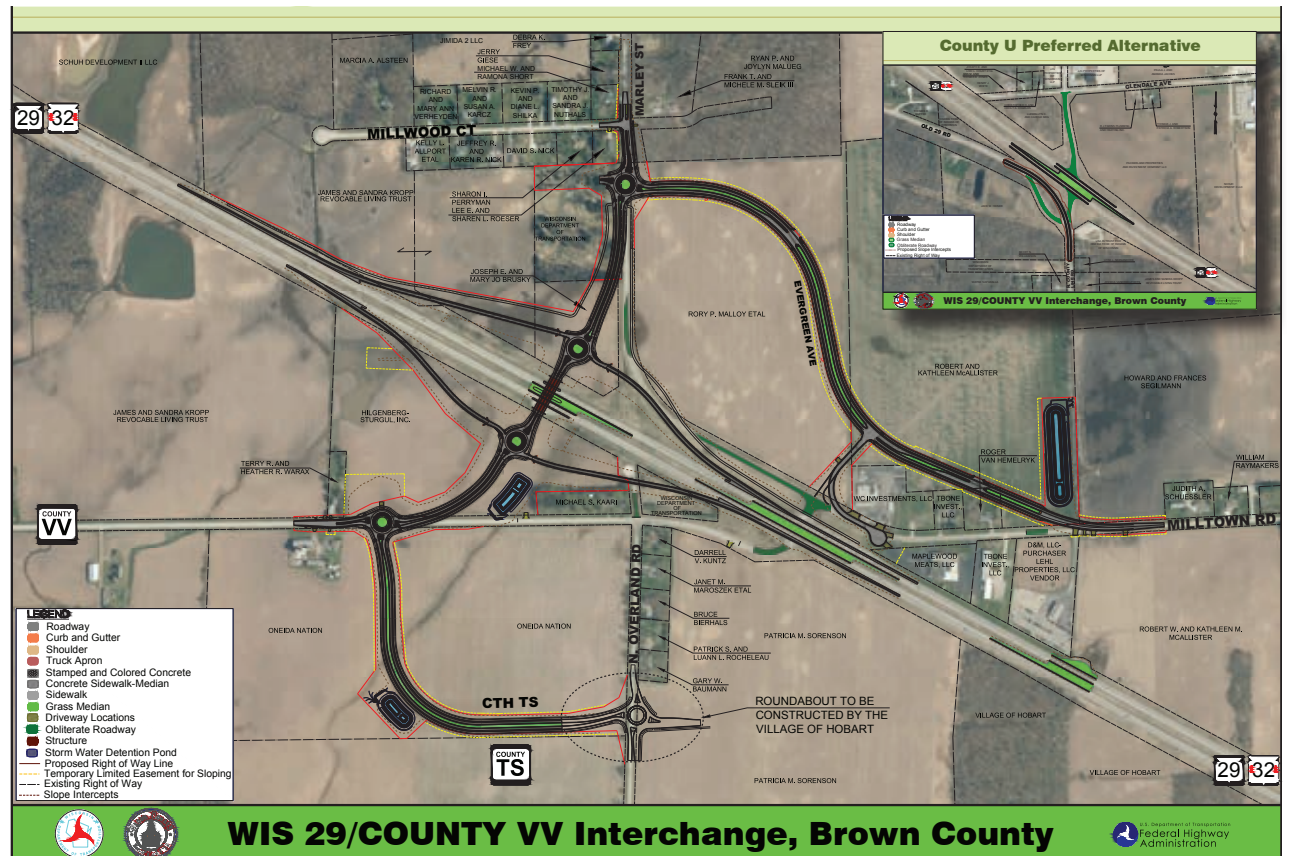
The Centennial Centre planned development south of the intersection has developed with business and residential uses. By controlling access to the state highway system, the

highway project is expected to facilitate orderly development and redevelopment of adjacent lands, providing a focused area for future commercial or higher density residential uses, while enabling the communities to maintain lower intensity land development and open space preservation in other areas of the WIS 29 corridor.

Pittsfield can expect that this intersection area will continue to see private investment. Further, development may begin to “creep” north along

Marley Street to connect to Mill Center and beyond and east along Milltown Road. While some of this development is outside the limits of Pittsfield, it's impact will be felt in the Town.

The Town can also expect increased accessibility to it's Community Center along Marley Street as it continues north as County C. And, it may be reasonably expected that traffic patterns on County U and Glendale Avenue will change as a result of the access modification on WIS 29 at County U by this project.



Brown County Farmland Preservation Plan

Agriculture will continue to be a primary land use within Pittsfield over the next 20 years. The town will continue to ensure that development policies do not interfere with the continued operation of its farms.

The western portion of the town is where the majority of the farmland will continue to dominate the landscape. Although these existing farmlands will likely remain in agriculture for the foreseeable future, there is the possibility for development to occur in this part of the town.

According to the Brown County Farmland Preservation Plan, one of the major issues facing farmers in Brown County is that of increasing fragmentation of contiguous tracts of agricultural land due to rural residential development as many formerly suburban residents move further out for a home on a two, five, or ten acre parcel of land. To quell this in the Town, this ADP focuses development away from agricultural lands so those larger farmland areas can remain contiguous.

Potential growth areas have been identified adjacent to the Village of Pulaski, as well as land in the extraterritorial areas in the eastern portion of the town. There is also the potential for non-farm development to occur along the corridors of WIS 29 and WIS 32.



Development Patterns

There are many types of settlements and development. Both settlement and development can be classified by their structure but settlements tend to be more organic while development tends to be more intentional. Within Pittsfield, several settlement and development types exist. These are Dispersed and Clustered.

DISPERSED RURAL SETTLEMENTS

This form consists of separate farmsteads scattered throughout an area in which farmers live on individual farms isolated from neighbors. The Dispersed pattern is dominant in rural areas, including in Pittsfield.

This form of development is more so a settlement pattern following historic transportation routes and land use than intentional development. It can be more or less dense depending on a number of factors.

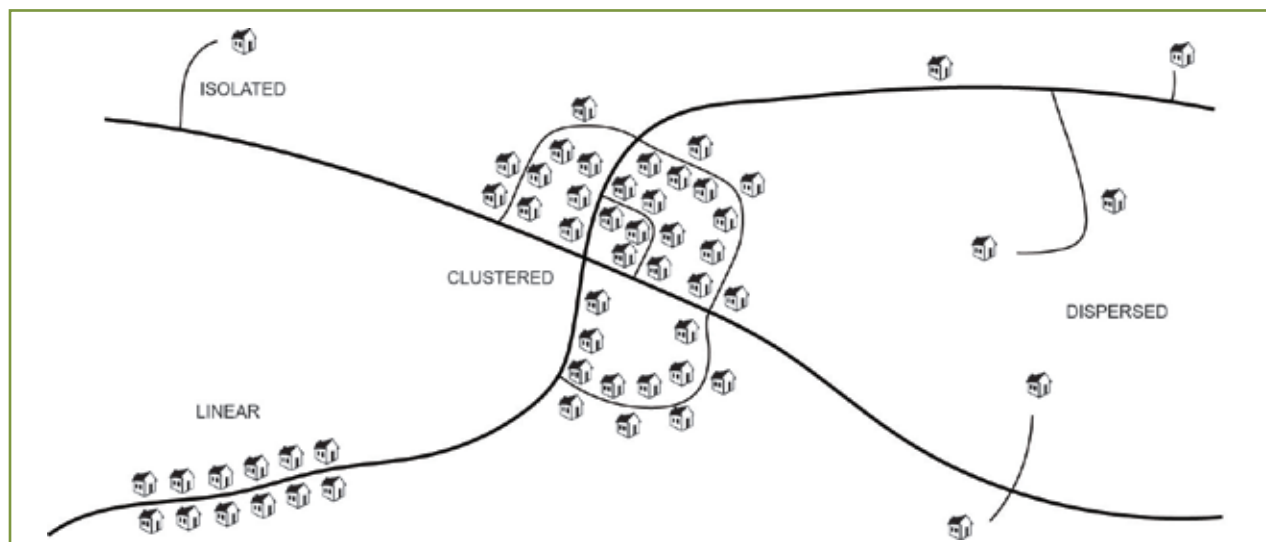
CLUSTER DEVELOPMENT

On the broad community level, Cluster development is a rural settlement where a number of families live in close proximity to each other, with fields or natural areas surrounding the collection of houses. Individual lots are clustered for resource sharing, communication, and identity.



In its infancy, cluster development tends to be linear. The linear form is comprised of buildings along a road, river, or coast. Agricultural lands are extended behind the buildings. Additional roads are often constructed in parallel to the original settlement so new linear development can emerge along each road, creating blocks.

In Pittsfield, linear development is prevalent along County C in both Anston and Mill Center. These areas essentially exist in their original form and await future growth beyond the original transportation corridor (County C).



In Mill Center, development has extended in each direction from the County C and Glendale Avenue intersection. Future development of this area will begin to cluster around this intersection, or neighborhood center.

Cluster development typically forms around important transportation intersections or around a center where public buildings are located. These often go hand in hand. As Cluster development grows, new land uses like stores and offices are introduced to serve the needs of residents and a neighborhood, or village is formed. The public building or major intersection at the heart of the neighborhood becomes its identity.

The modern practice of intentional cluster development (rather than organic) is referred to as Traditional Neighborhood Development.



TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)

This approach to development has produced some of the most livable neighborhoods in the country and several in Wisconsin. The social and environmental benefits derived from these types of developments are due to the same physical and organization characteristics described above.

A Traditional Neighborhood has a discernible center. This is often a public space like a square or green or a building like a Town Hall. A high volume roadway or intersection is often also adjacent. Most of the housing in the TND is within a five-minute walk of the center and there are a number of dwelling types including townhouses, apartments, single-family homes, etc., to accommodate a diverse range of owners and tenants.

There are stores and offices beyond the residences, at the edge of the neighborhood. The stores are sufficiently varied to supply the weekly needs of a household. The streets within the TND are well-connected, relatively narrow, and are shaded.

When TNDs are adjacent, the stores and offices may become shared amongst neighborhoods. In this way, a transect from Dispersed Rural Settlements to Neighborhood Centers is formed.

THE PLANNING TRANSECT

The Planning Transect is a settlement and development concept focused on the spatial arrangement of, and transition between, rural-to-urban environments (and visa-versa). The transect arranges the elements of development by classifying them in order from rural to urban (*nature, rural, neighborhood, neighborhood mix, and center* - adapted from the original Transect by Duany Plater-Zyberk & Company).

In Pittsfield, the transect exists in all five environments. Nature is ever present in the woodlands and streams that permeate the town. Rural development is prevalent and Neighborhood development is emerging. The Center's exist in the areas of Anston and Mill Center and the Neighborhood Mix is what lies between.

AREA DEVELOPMENT PLAN

The Planning Transect, as described above, is a tool used to design new settlements that will possess the best qualities of development. This concept is used in Pittsfield to define development areas so that natural systems, agricultural lands, and a rural lifestyle can be preserved. The transect illustrates the transition between rural and urban that are defined by this Area Development Plan.

The framework for community development in Pittsfield focuses on planned areas that contain mixed-use residential, commercial, institutional, and business development in a Town Center and less dense Neighborhood Centers. These consolidated development areas are tied

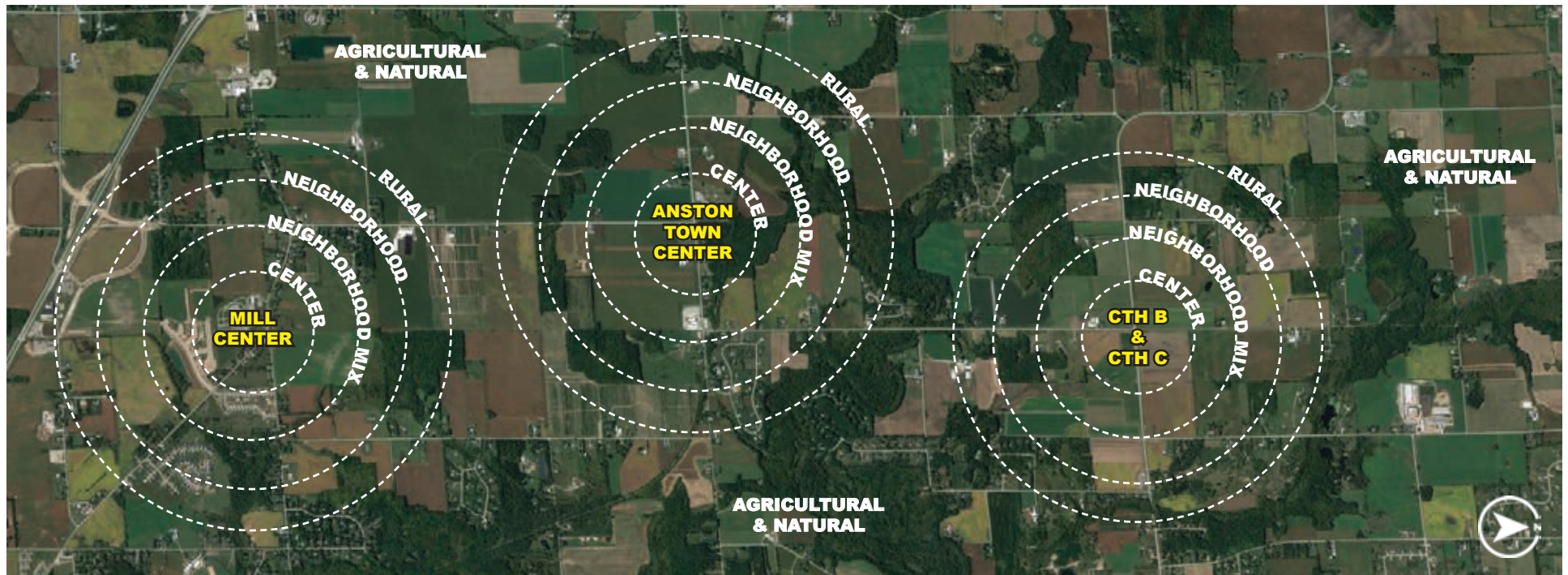
together with a network of arterial transportation routes like County C and County B.

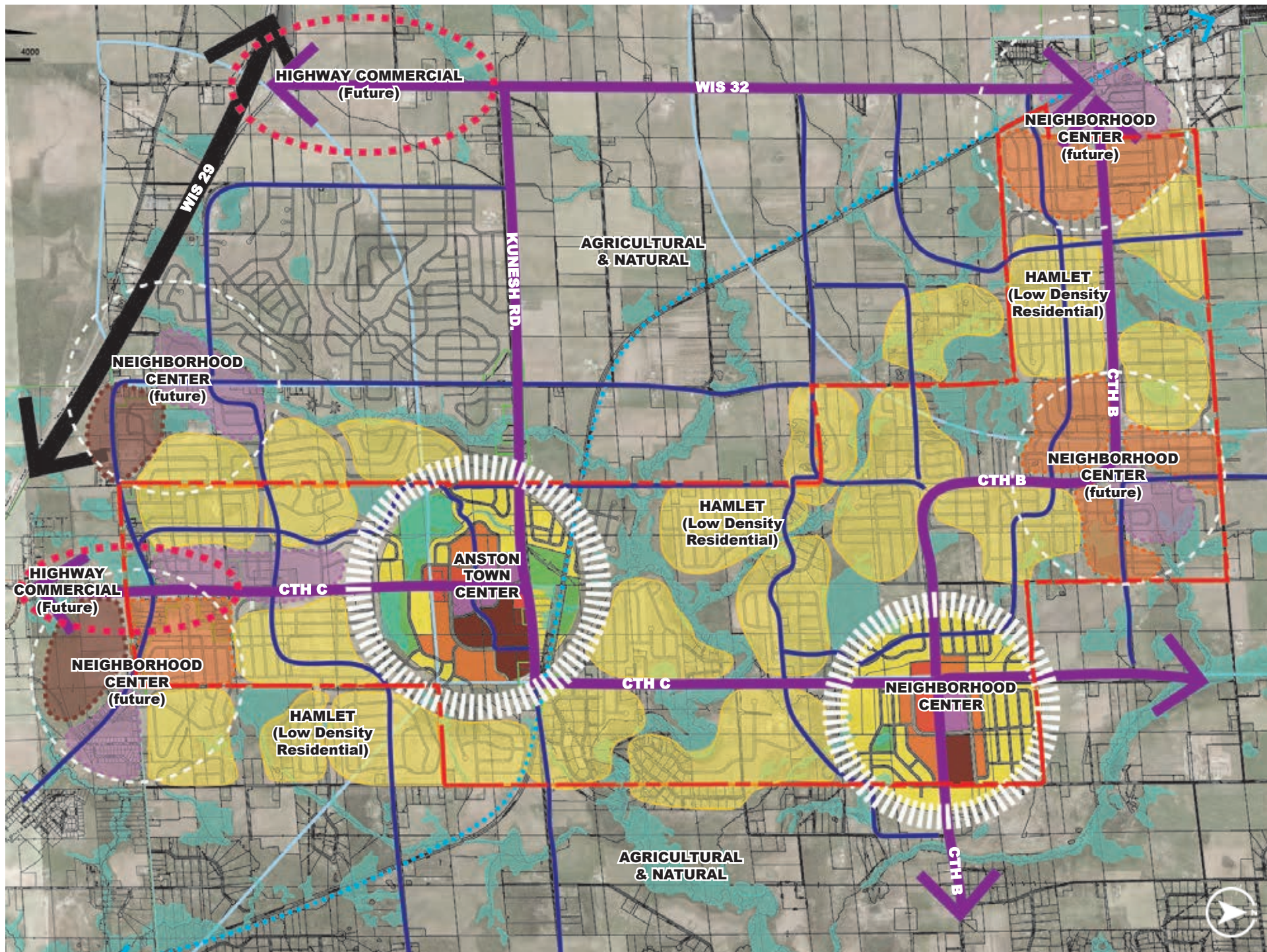
The Anston Town Center is focused around the Pittsfield Community Center at the intersection of County C and County U. In this area, employment, civic, and more dense residential growth is meant to thrive. This area is the center of Pittsfield and intends to be the community's defining destination into the future.

Neighborhood Centers which provide other non-residential development for daily and basic needs of the surrounding neighborhoods are also outlined with the Area Development Plan. The primary Neighborhood Center should develop

at the intersection of County B and County C. This area is highly visible and accessible as it lies on County B which connects US 41 through Suamico to Pulaski. Future Neighborhood Centers are likely to grow where infrastructure is already present; within Mill Center by Kropp's Supper Club, at County Line Road at Glendale Avenue where a church and school already exist, and near BelGioioso Cheese on Brookside Drive off County B.

Between the development centers are Hamlets, or residential areas. Hamlets may or may not contain a shared amenity like a clubhouse and pool, small business, or park where community can interact and grow.





Anston Town Center

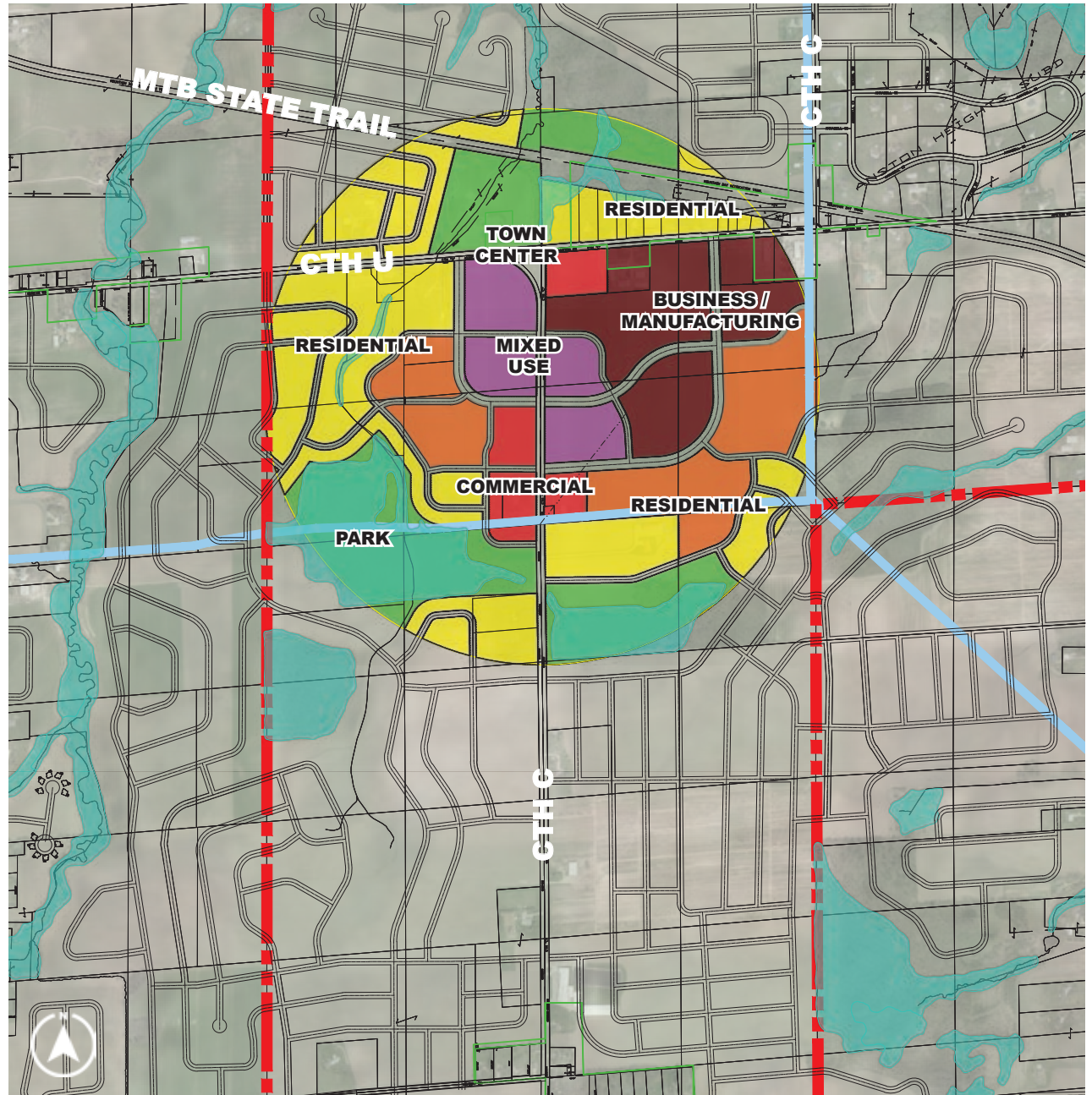
The Anston Town Center is oriented to serve as the cultural center of the Town and provide employment, recreation, shopping and civic needs of residents of Pittsfield. The Town Center will also support the needs of residential and agricultural uses located in the surrounding area so those trips do not need to leave the Town.

The Town Center will allow a range of public and quasi-public uses including but not limited to educational and cultural facilities, emergency service substations, and churches. Co-location of these facilities will consolidate infrastructure and resources in an efficient way that provides convenience to residents. Centrally located open spaces, whether built or natural, active or passive, will provide a venue for public interaction and vibrant exchange among neighbors.

The commercial uses located within the Town Center shall be designed to provide for daily and weekly needs of residents. A safe pedestrian environment and pedestrian access is key to design so all users feel comfortable.

Densities range up to 4 dwelling units per acre.

Example of 4 dwelling units per acre density



RESIDENTIAL & COMMERCIAL BUILDING TYPES

Multi-unit residential structures can bring density to the Town Center. In Anston, these should not exceed six units.



This single-family attached structure adds density to the Town Center and a more affordable option.



Mixed use buildings use gabled roofs, high quality materials, and be kept to two stories to related to residential dwelling units. Residential above commercial.



COMMERCIAL & INDUSTRIAL BUILDING TYPES

On street parking slows traffic and helps to define the Town Center as a place.



High quality materials give texture to this elevation. The transparent windows invite people inside. Office above commercial.



This manufacturing business uses the same architectural elements and high-quality materials as commercial and residential uses which helps it blend in with its surroundings. These elements break down the scale of the large building.



ADDITIONAL DESIGN CHARACTERISTICS



Development along a trail provides opportunity to attract visitors. The MTB Trail creates a destination for development within Anston.



Streetscaping elements like pavers for texture, pedestrian lighting, signage, seating, and trees define a place and make it memorable.

A small grocery store supports weekly needs of a large community as well as creates a community gathering destination with programming like a farmers market or fall harvest fest.



Bioswales both beautify and serve a functional purpose to transport stormwater off the roadway facility.

Neighborhood Centers

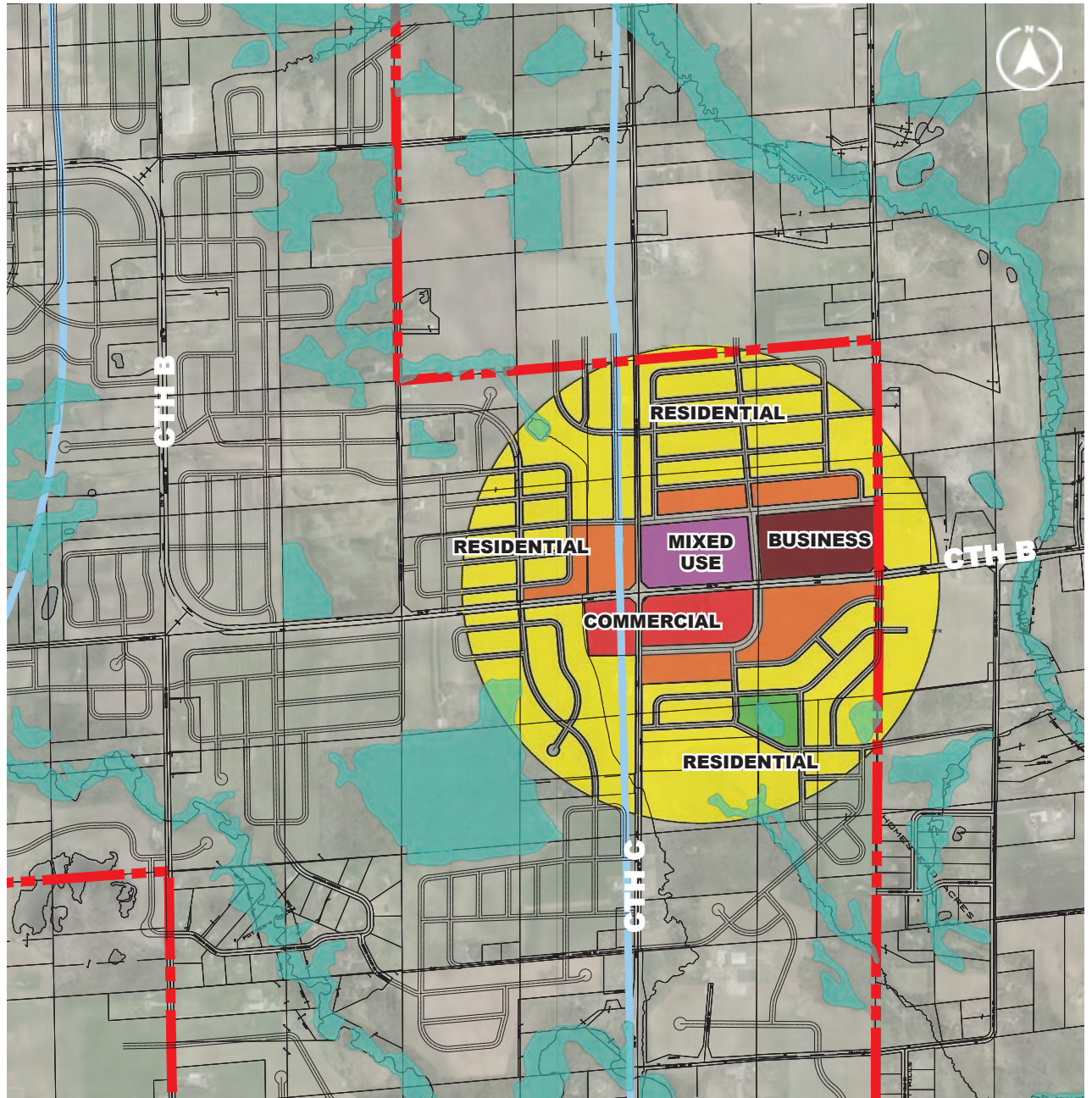
Neighborhood Centers will be comprised of residential neighborhoods and a minimum of one non-residential development center.

Residential neighborhoods in Neighborhood Centers will provide for a wide-range of housing types consisting of single-family and multi-family dwelling units that will cater to a wide range of economic levels and age groups. Residential neighborhoods should include a village park or civic space sized and located to define neighborhoods or a cluster of neighborhoods. Integration and connection can be achieved by pedestrian, bicycle, or alternative vehicle access ways located within streets, greenways and open space.

Neighborhood centers should also have at least one non-residential use such as a commercial retail center or business cluster. These non-residential uses will cater to the immediate needs of the neighborhoods. They will also provide convenience for traffic passing through the town.

Densities range up to 2 dwelling units per acre.

Example of ~1 - 2 dwelling units per acre density



RESIDENTIAL & COMMERCIAL BUILDING TYPES



Buildings in Neighborhood Centers should be closer to the street than in Hamlets and sidewalks should be present.



Smaller footprint residential homes fit the character of more dense Neighborhood Centers.



Multi-unit dwellings can be designed to appear like single-family homes.

COMMERCIAL & INDUSTRIAL BUILDING TYPES



Stand alone commercial uses are desired over strip commercial. Several stand alone structures may be clustered together.



This gas station lines the county highway. Access is off side streets and the pumps are at the rear to allow traffic to keep moving on the highway.



One regional attraction like a brewery can activate a Neighborhood Center.

ADDITIONAL DESIGN CHARACTERISTICS

High quality and natural materials like stone are desired. The use of a veneer around the base of the building grounds it to the site.



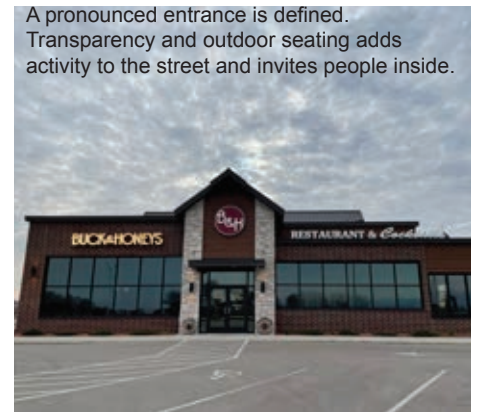
Street trees are a desirable characteristic of Neighborhood Centers.



Public space should be visible and programmed so it is well known as a place and utilized.



A pronounced entrance is defined. Transparency and outdoor seating adds activity to the street and invites people inside.



A side path trail and on-street bike lanes give transportation and recreation users equal use of the roadway facility.



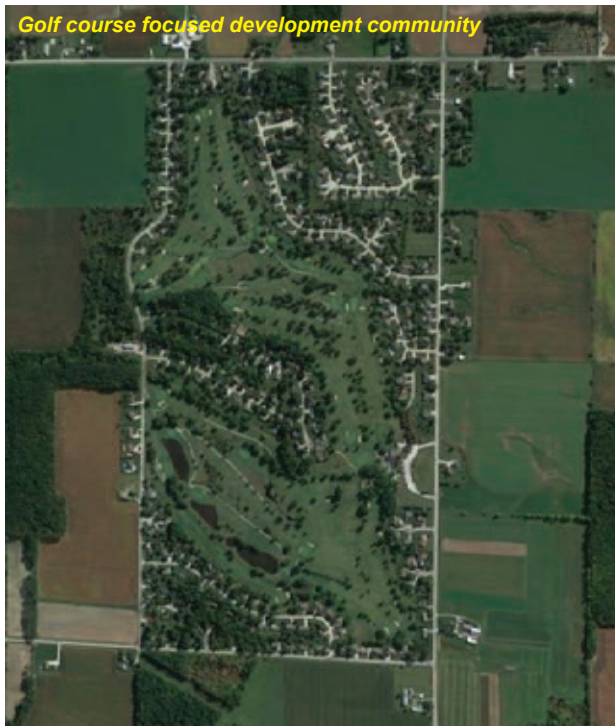
Hamlets

Hamlets will be comprised of residential neighborhoods and may include a neighborhood commercial center sized to serve that particular Hamlet. In Pittsfield, this may mean one or two commercial services like a gas station or small grocery.

Residential neighborhoods in Hamlets will provide for a wide-range of energy-efficient housing types, materials and practices, consisting of single-family and occasionally, multi-unit dwellings that will cater to a wide range of economic levels and age groups, including permanent, as well as seasonal residents.

Hamlets may also consist of unique development types like condominium developments and golf course developments. Horse-back-riding communities are also a potential for unique development types.

Densities range between 0.25 and 1 dwelling unit per acre. Lots generally 4 acres and larger should be located in rural areas outside Hamlets.



RESIDENTIAL & COMMERCIAL BUILDING TYPES

Estates are often setback from the road.



Large front porches activate the front of the home and property, welcoming visitors.



ADDITIONAL DESIGN CHARACTERISTICS

A community or neighborhood pool acts as a gathering space.



A well placed park shelter with restrooms can activate a public space and create a community gathering place.

Front doors should be at or in front of the garage so they are highly visible and approachable.



A gas station with grocer / market can create a destination within a Hamlet. High quality materials are used to match the residential uses it serves.



Multiple home design models should be used to provide variety in neighborhoods and add long-term value to the community.



Side loaded garages make homes more approachable from the public right-of-way.



GREENWAYS & OPEN SPACE

To ensure the rural character of the town is preserved into the future, environmentally sensitive areas such as wetlands, floodplains, stream corridors (such as the Suamico River and its branches and tributaries), and steep slopes should be protected from development.

Greenways and Open Space are a foundational element of the Area Development Plan design.

Future developments should integrate natural areas and open space into their designs.



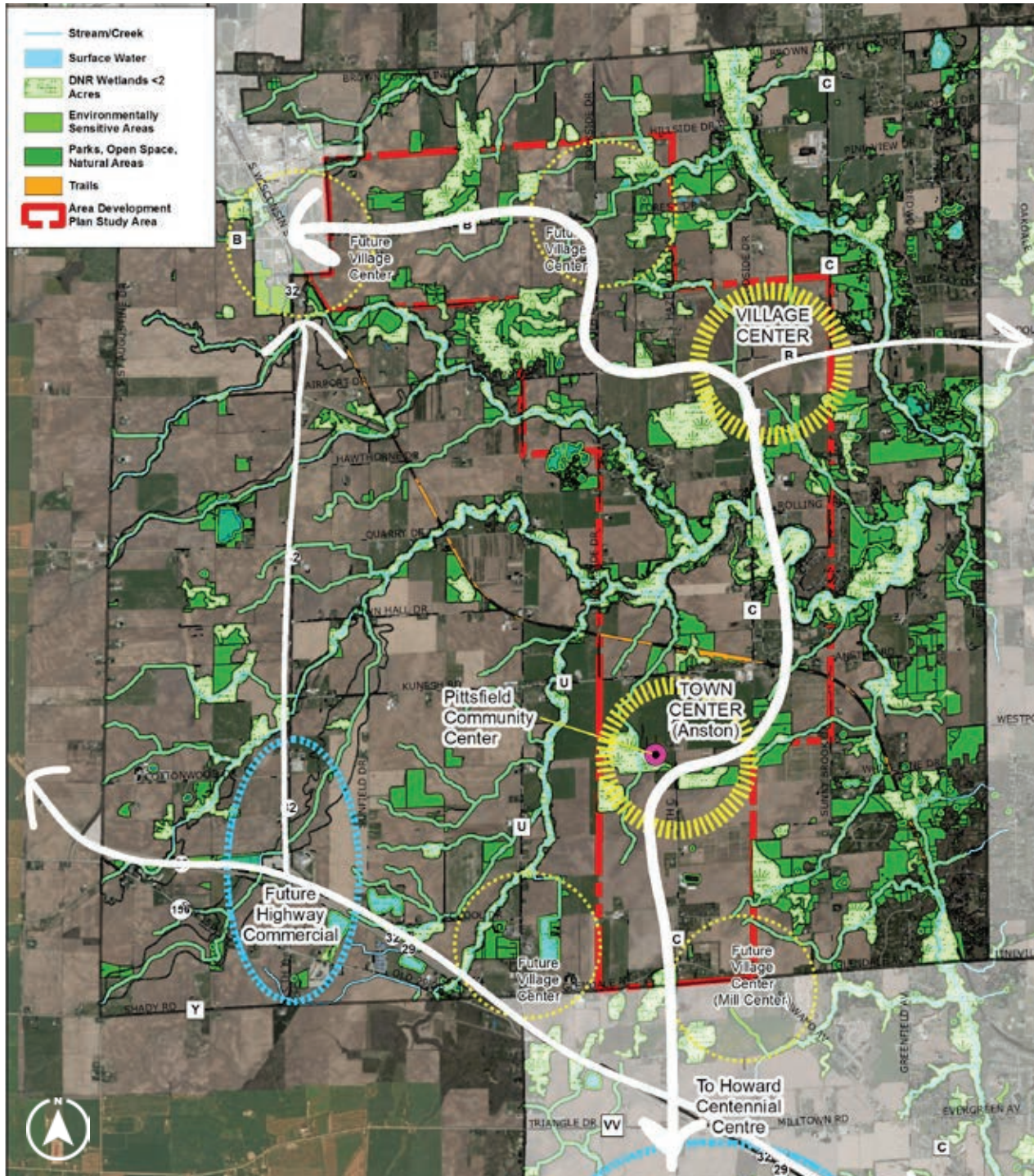
Greenways may be environmentally sensitive lands, natural resource areas, programmed parks, or trails. Some of these areas may be highly programmed and highly accessible, such as a community park, while some may be passive with limited access, such as a conservancy area.

Greenways offer opportunities for passive and active recreation, wildlife corridors, natural preserves for the Town's residents to live in harmony with nature.

Open Spaces outside of Greenways add community character and quality of life. These may include clusters of vegetation, lakes, ponds, trail, bike paths, uplands, wetlands, passive recreation, and active recreation. These may be included as integral elements of the built environment that allow for connection to the outdoors or used as buffer areas between pockets of development.



https://calleva.org/extra-curricular-fall-2022/img_8049/



USE TRANSITIONS

Transitions between residential and non-residential uses, and large commercial or industrial uses are critical for defining the character of a place and sustained economic viability. Addressing transitions in initial design can mitigate potential nuisance issues that may arise as a result of incompatibility: noise, heavy trucking, outdoor storage, etc. The following are several examples of what to look for in use transitions.

CIRCULATION

Good circulation helps define public and non-public roads and spaces and encourages their use and maintenance and allows them to be defensible (see image at right).



BUILDING PLACEMENT

Building placement is an important factor in effective transitions. Lining buildings along the road frontage with parking in the rear (shown at left) provides a softer transition than placing the building right against the residential use (shown below).





VEGETATION SCREENING

Vegetation planted along a property line (shown at left) will take time to mature. To improve its effectiveness, a berm with landscaping on top can be added (shown below) or the distance to non-residential uses could be increased.



ELEVATION CHANGES

Changes in elevation can provide a natural buffer between residential and non-residential uses (shown at right).

RESIDENTIAL DENSITY

Transitions between residential and non-residential uses can be buffered with more dense residential development such as multi-unit development (shown below).



VISUAL PREFERENCE SURVEY RESULTS

Q6: Rate the Image of Rural Development shown above

Answered: 83 Skipped: 3

Rural Development



3.92



Q5: Rate the Image of Hamlet/Cluster Development shown above.

Answered: 83 Skipped: 3

Hamlet/Cluster Development



3.18



Q7: Rate the Image of 1 Dwelling Units per Acre (1 - 2 Acre lots) shown above

Answered: 83 Skipped: 3

1 Dwelling Units per Acre (1 - 2 Acre lots, solar oriented and residential)



3.12



Q12: Rate the Image of Town Center Development shown above

Answered: 83 Skipped: 3

Town Center Development (Mixed Commercial/Residential around a Town Square)



1.98



Q13: Rate the Image of Equestrian Development shown above

Answered: 83 Skipped: 3

Equestrian Development (Residential with adjacent stables and riding trails throughout - shown in red)



2.46



Q14: Rate the Image of Single Family Housing shown above

Answered: 83 Skipped: 3

Single Family (Colonial)



4.07



Q17: Rate the Image of Single Family Housing shown above

Answered: 83 Skipped: 3

Single Family (Rural)



3.83



Q20: Rate the Image of Two-Family Housing shown above

Answered: 83 Skipped: 3

Two-Family (Colonial)



1.76



Q26: Rate the Image of Stand Alone Commercial Development shown above

Answered: 83 Skipped: 3

Stand Alone Commercial



2.57



Q28: Rate the Image of Stand Alone Commercial Development shown above

Answered: 83 Skipped: 3

Stand Alone Commercial



2.51



Q32: Rate the Image of the rural transportation facility shown above

Answered: 83 Skipped: 3

Multi-Use Trail



3.61



Q35: Rate the image of bioswales shown above

Answered: 83 Skipped: 3

Bioswale Rain Garden



3.46



Q9: Rate the Image of 10 Dwelling Units per Acre shown above

Answered 85 Skipped 3

10 Dwelling Units per Acre (0.10 - 0.25 Acre lots, short, well connected and available blocks with sidewalks)



1.27



Q10: Rate the Image of Condominium Development shown above

Answered 85 Skipped 3

Condominium Development



1.51

Q8: Rate the Image of 4 Dwelling Units per Acre shown above

Answered 85 Skipped 3

4 Dwelling Units per Acre (0.50 - 0.25 Acre lots, connected streets with some sidewalks)



1.53

Q22: Rate the Image of Multi-Family Housing shown above

Answered 82 Skipped 5

Multi-family (in units)



1.49



Q21: Rate the Image of Multi-Family Housing shown above

Answered 82 Skipped 5

Multi-family (in units)



1.55

Q18: Rate the Image of Single-Family Attached Housing shown above

Answered 82 Skipped 5

Single-Family Attached



1.61

Q30: Rate the Image of Mixed Commercial Development shown above

Answered 82 Skipped 8

Mixed Commercial/Office/Residential



2.00



Q23: Rate the Image of Strip Commercial Development shown above

Answered 82 Skipped 8

Strip Commercial (Several suites in a single building)



2.18

Q29: Rate the Image of Mixed Commercial Development shown above

Answered 82 Skipped 8

Mixed Commercial/Office/Residential



2.32

Q24: Rate the Image of Strip Commercial Development shown above

Answered 82 Skipped 8

Strip Alone Commercial



2.35

Q36: Rate the image of boulevards shown above

Answered 80 Skipped 8

Boulevards



2.64

Q37: Rate the image of Suburban transportation facility shown above

Answered 80 Skipped 8

Suburban Neighborhood



2.23



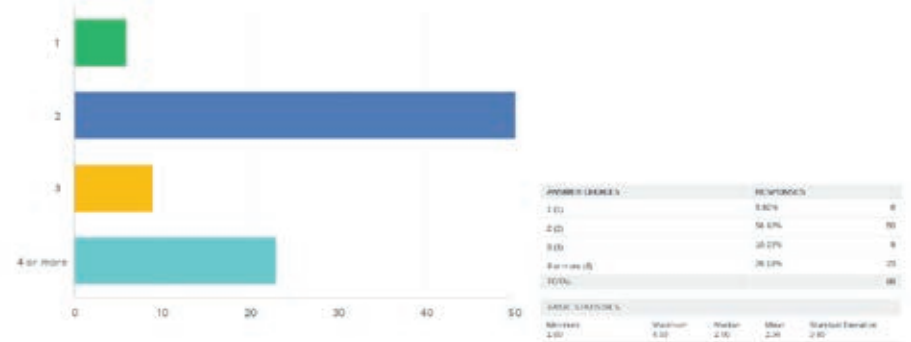
Q1: Are you currently a resident of Pittsfield?

Answered: 88 Skipped: 0



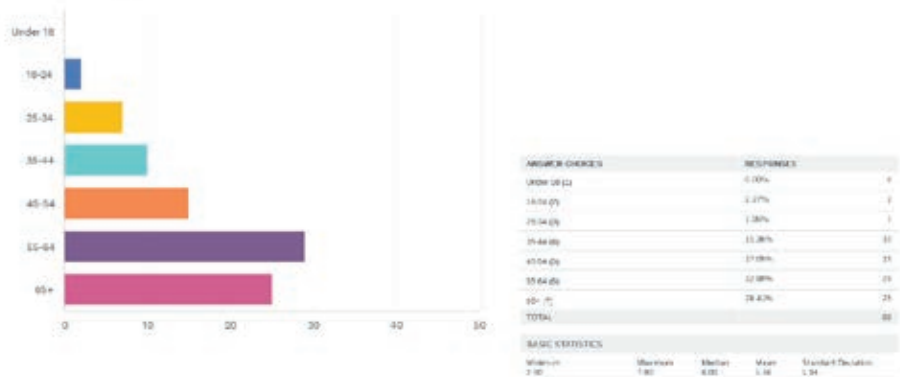
Q3: How many people currently live in your household?

Answered: 88 Skipped: 0



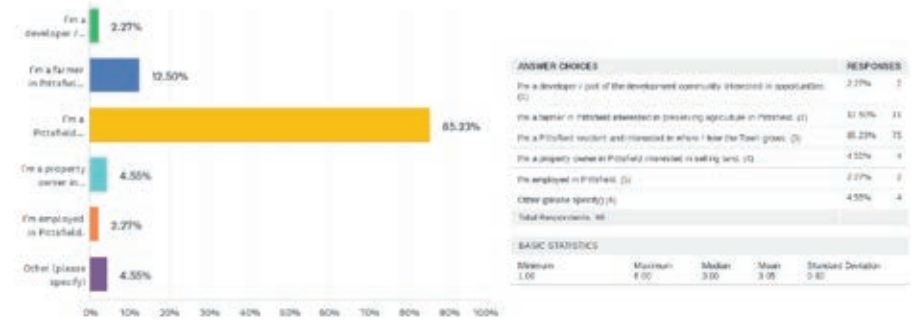
Q2: What is your age?

Answered: 88 Skipped: 0

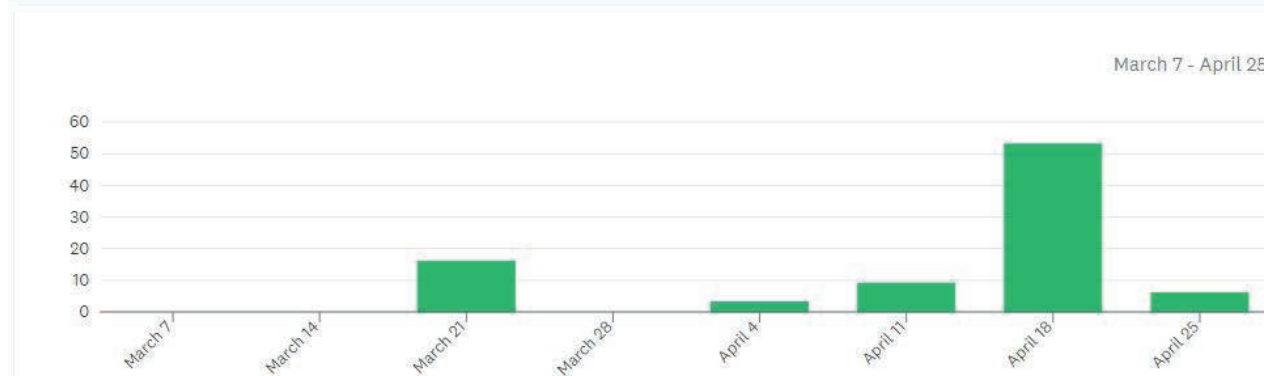


Q4: What is your interest in completing this survey? Please select all that apply.

Answered: 88 Skipped: 0



Responses Volume



Q40: Before you go, is there anything else you'd like to tell us? Please comment here.

Answered: 40 Skipped: 48

"Keep rural development to the east side of town and preserve farmland on the west side of town."

"I would prefer Pittsfield to remain a small rural type community."

"We would like to see Pittsfield preserved as it is as much as possible."

"I would like to see the Mountain Bay Trail connect to more recreational trails, and be opened up to walkers, bikers, horseback riding, cross country skiing, and snowmobiling."

"I would prefer a themed look to a commercial or downtown area that ties buildings together with a quaint setting."

"I strongly believe in maintaining farmland and open areas as much as possible."

"Natural areas are needed in parks. Future developments should be walkable, i.e. trails or sidewalks, walking lanes - out of traffic."

"A focus on high quality is an excellent benchmark... a mix of development types is important."

"Take into consideration different road designs that are better for denser development. Narrow them for closure crosswalks for pedestrians with disabilities and no cul-de-sac. Having a nice central park in a dense area will bring life to an area. Utilize the trail that runs through the town."





— Town of —
Pittsfield
—