



**PLANNING COMMISSION
MEETING AGENDA
REGULAR MEETING**

500 W. Big Beaver
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Donald Edmunds, Chair, Philip Sanzica, Vice Chair
Ollie Apahidean, Karen Crusse, Michael W. Hutson, Tom Krent
Padma Kuppa, Thomas Strat and John J. Tagle

February 24, 2015

7:00 P.M.

Council Board Room

1. ROLL CALL
2. APPROVAL OF AGENDA
3. MINUTES – February 10, 2015
4. PUBLIC COMMENT – For Items Not on the Agenda
5. ZONING BOARD OF APPEALS (ZBA) REPORT
6. DOWNTOWN DEVELOPMENT AUTHORITY (DDA) REPORT
7. PLANNING AND ZONING REPORT

OTHER BUSINESS

8. MASTER PLAN UPDATE – Update on Big Beaver Symposium, High School Forum and Neighborhood Association Forum
9. PUBLIC COMMENT – Items on Current Agenda
10. PLANNING COMMISSION COMMENT

ADJOURN

NOTICE: People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk by e-mail at clerk@troymi.gov or by calling (248) 524-3317 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

Chair Edmunds called the Regular meeting of the Troy City Planning Commission to order at 7:00 p.m. on February 10, 2015 in the Council Chamber of the Troy City Hall.

1. ROLL CALL

Present:

- Ollie Apahidean
- Karen Crusse
- Donald Edmunds
- Michael W. Hutson
- Tom Krent
- Padma Kuppa
- Thomas Strat

Absent:

- Philip Sanzica
- John J. Tagle

Also Present:

- R. Brent Savidant, Planning Director
- Ben Carlisle, Carlisle/Wortman Associates, Inc.
- Allan Motzny, Assistant City Attorney
- Kathy L. Czarnecki, Recording Secretary

Chair Edmunds welcomed Ms. Kuppa and Mr. Apahidean to the Planning Commission.

2. APPROVAL OF AGENDA

Resolution # PC-2015-02-006

- Moved by: Hutson
- Seconded by: Strat

RESOLVED, To approve the Agenda as prepared.

- Yes: All present (7)
- Absent: Sanzica, Tagle

MOTION CARRIED

3. APPROVAL OF MINUTES

Resolution # PC-2015-02-007

- Moved by: Krent
- Seconded by: Crusse

RESOLVED, To approve the minutes of the January 27, 2015 Regular meeting as published.

- Yes: All present (7)
- Absent: Sanzica, Tagle

MOTION CARRIED

4. PUBLIC COMMENTS – Items not on the Agenda

There was no one present who wished to speak.

PRELIMINARY SITE PLAN REVIEW

5. PRELIMINARY SITE PLAN REVIEW (File Number SP 1002) – Proposed The Mark of Troy, Southeast corner of Maple and Axtell (2785 W Maple), Section 32, Currently Zoned IB (Integrated Industrial and Business) District

Mr. Carlisle reported on the Preliminary Site Plan application since last reviewed by the Board at their January 27, 2015 meeting. He addressed significant changes that the revised Site Plan reflect, as follows:

- Shift in Axtell to line up at Maple.
- Shift in buildings that front Maple to comply with required setbacks.
- Parking deviation request from 496 required parking spaces to 494 parking spaces.
- Internal traffic circle; if granted preliminary approval, traffic circle will be reviewed as part of Final Site Plan approval.
- Elimination of entrance gates along Axtell; if proposed in future, entrance gates will be reviewed by Engineering, Police and Fire departments.

Mr. Carlisle recommended the Planning Commission grant Preliminary Site Plan approval with the parking deviation.

The applicant, Steve Schafer, was present. Mr. Schafer addressed:

- Axtell road alignment on Maple.
- Future traffic signal at intersection.
- Building elevations; relief in design, balconies, windows, storage.
- Proposed traffic circle; good transition, traffic calming measure, element of interest.
- Neighboring restaurant access.
- Landscaping along Axtell.
- Elimination of entrance gates.

Resolution # PC-2015-02-008

Moved by: Hutson

Seconded by: Strat

RESOLVED, The Planning Commission hereby approves a reduction in the total number of required parking spaces for the proposed The Mark of Troy apartment complex to 494 when a total of 496 spaces are required on the site based on the off-street parking space requirements for multiple-family developments. This 2-space reduction is minimal and will still allow the development to meet parking demands, as per similar projects developed by the applicant. This reduction meets the standards of Section 13.06; and,

BE IT FINALLY RESOLVED, That Preliminary Site Plan Approval, pursuant to Article 8 of the Zoning Ordinance, as requested for the proposed The Mark of Troy, located on the southeast corner of Maple and Axtell (2785 W. Maple), Section 32, within the IB (Integrated Industrial and Business) District, be granted, subject to the following:

1. Provide planting details for the Landscape Plan, including bioswales, prior to Final Site Plan Approval.
2. Design of internal traffic circle to be approved by the Engineering Department prior to Final Site Plan Approval.

Yes: All (7)
 Absent: Sanzica, Tagle

MOTION CARRIED

OTHER BUSINESS

6. **PUBLIC COMMENT** – Items on Current Agenda

There was no one present who wished to speak.

7. **PLANNING COMMISSION COMMENT**

The new members were welcomed by all. Ms. Kuppa and Mr. Apahidean gave a brief introduction of themselves.

Discussion followed on:

- Proposed Zoning Ordinance Text Amendment relating to Oil and Gas Extraction.
- Recent applications received for proposed Site Condominium developments.
- Planners Gathering, March 6, 2015; conversion of vacant store in Pontiac to mixed residential/commercial use.
- 15forFifteen presentation.
- Resumes of Board members.
- Meeting room venue(s).

The Regular meeting of the Planning Commission adjourned at 7:31 p.m.

Respectfully submitted,

Donald Edmunds, Chair

Kathy L. Czarnecki, Recording Secretary



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Troy Master Plan Update

CWA and staff continue to advance the Master Plan update. Three (3) public outreach events have occurred since the last update to the Planning Commission. The purpose of this memo is to update the Planning Commission of the results of those outreach events and highlight next steps towards the adoption of the Master Plan.

Big Beaver Symposium

To address pedestrian issues along and across Big Beaver, the City hosted a Symposium with key stakeholders and the general public to discuss issues and solutions. Many of the Planning Commissioners were involved in the Symposium.

Based on the results of the Symposium, a report was drafted highlighting the issues and providing physical improvements to Big Beaver to address pedestrian issues. The report identifies three (3) key near-term projects:

1. Develop a crossing at the Automation Alley SmartZone.

A new mid-block crossing should be installed, approximately 850 ft west of John Road, to allow employees of Automation Alley SmartZone to easily access Starbucks and the numerous restaurant and retail options on the north side of the street. The crossing should include the following:

- A new traffic signal.
- Continental crossings using thermoplastic or paint at all legs of the intersections within the node. Work with Automation Alley SmartZone to incorporate their branding into one of the crossings.
- Directional and distance signs for dining and/or shopping destinations in all four directions consistent with larger wayfinding system along the corridor.
- Signage to make pedestrians aware of the new crossing.
- New pedestrian walkways through the parking lots of both Altair Engineering and the shopping center of the north side of the street.

The City has retained OHM Engineering to develop construction drawings of the crossing. These construction drawings will be submitted to the County for review.

2. Develop a pedestrian crossing and explore implementing a full vehicular intersection at Civic Center Drive and Big Beaver.

At a minimum, the City should construct a new signaled pedestrian crossing at Civic Center Drive.

Crossing Graphics:





In addition, the City should explore the installation of a full vehicular intersection at Civic Center Drive and Big Beaver to allow for left-hand turns from Civic Center Drive. With the new DMC coming on line and increased development potential on Civic Center and Town Center Drive, a new vehicular intersection may be warranted. A significant issue to overcome is the proximity of this intersection to the I-75 ramps.

Lastly, the City should also explore a midblock crossing at Spencer Street connecting Columbia Center and Liberty Center across the center median, and update Livernois Road intersection with Toolbox treatments.

3. Provide pedestrian improvements along I-75.

The I-75 highway underpass is a barrier that separates the two sides of Big Beaver for pedestrians. The many challenges it poses include diminished light, narrow sidewalks positioned much closer to vehicle right-of-way, amplified vehicle noise, in addition to generally unpleasant aesthetic conditions. Additionally, the on-ramps to I-75 are one of the most dangerous places for pedestrians because vehicles do not have to stop and are accelerating to get up to the speed of vehicles on I-75. Because reconfiguring these underpasses can be prohibitively expensive and time intensive, instead focus on cosmetic changes which can effectively alleviate some of these harsh conditions for pedestrians:

- Create standard 90 degree intersections - relocate ramp entrances and exits so they create 90 degree intersections with Big Beaver Road.
- Soften the concrete edges of the underpass with plantings and public art
- Increase lighting and separation with new under bridge lighting and fencing

In addition to the three (3) near-term projects a number of long term projects were listed in the report.

A presentation was given to the City Council on the report. Post the City Council update, staff and CWA held a meeting with Michigan Department of Transportation (MDOT) and Road Commission of Oakland County (RCOC) to discuss implementation of the report.

A full copy of the report is attached.

High School Forum

In order to gain input from (hopefully) future Troy leaders, we gathered twenty (20) high school students. The students were intended to serve as a cross-section of the high school population and included ten (10) from Athens High School and ten (10) from Troy High School.

One-Word Game

To establish a future vision of the community, we asked each student to give us one (1) word to describe Troy today and one (1) word to describe Troy in ten (10) years. The results:

Troy Today	Troy in Ten Years
Versatile	Affordable
Peaceful	Beautiful
Family-oriented	Busy
Upscale	Professional
Quiet	Less-Congested
Potential	Changing
Diverse	Creative
Well-rounded	Modern
Residential	Innovative
Safe	More Diverse
Fun	Expanded
Busy	Educated
Close	Safer
Engaging	Professional
Boring	Utopia
Suburbia	Fun
Opportunity	Pedestrian-Friendly

Interactive Question Session

After the one-word game we asked a series of questions using an interactive polling tool. The students answered questions with a polling pad and the results were displayed in real time. Questions included what do student like living best and least about Troy, why would you or why would you not move back to Troy post college graduation, what type of community would you like to live in post college graduation, and what does Troy need most?

The students were quite impressive and we were motivated at their responses. The students enjoy the quality of schools; however most students noted that they do not plan on moving back to Troy in the future. If they did move back to Troy it would be because of family and the quality of the schools. They note that Troy is missing entertainment options, and "cool" housing options, and does not provide walkable or bike-able places. Most students desire to live in a big city after college graduation.

A more detailed summary and results from the questions is attached to the memo

Neighborhood Association Forum

In order to address localized concerns specific to neighborhood issues, the City hosted a neighborhood association forum with association presidents. The city has contact information for nineteen (19) neighborhood associations. Nine (9) neighborhood association representatives attended.

The format was similar to the high school forum with the one-word game and an interactive question session.

One-Word Game

The results:

Troy Today	Troy in Ten Years
Suburban	Advanced
Future	Economic Leader
Random	Attractive
Evolving	Progressive
Bedroom-community	Education
Attractive	Birmingham; W/ more Parking
Opportunity	Envied
Diverse	Futuristic
Accommodating	The standard
Modern	Smart

Interactive Question Session

Similar to the student forum, we asked a series of questions using an interactive polling tool. The residents answered questions with a polling pad and the results were displayed in real time. Questions included what you like best and least about living in Troy, what is the most important issue facing your neighborhood, what is the best way to address transitions between residential and commercial properties, what are the housing options missing in Troy, where should assisted living facilities be located, and what amenities and services are missing?

A significant portion of the discussion focused on what is Troy's identity. What is Troy known for? What is Troy's sense of place? One participant noted that Troy is "random" and does not seem to have a cohesive vision. A spirited conversation ensued regarding if Troy should evolve to a place with housing options and entertainment options or rather should focus on single-family residential.

For the most part, the homeowners association representatives were positive in the direction Troy was headed. They appreciated living in Troy for the schools, and safe, family-friendly atmosphere. They noted that the biggest challenge was lack of transportation options.

The forum ended with a discussion regarding Big Beaver. Most felt positive about the recent development on Big Beaver and did note that additional density, height minimums and residential options should be considered.

A more detailed summary and results from the questions is attached to the memo

Next Steps

Staff and CWA continue to focus on community engagement activities. Remaining engagement activities include:

- Senior Forum focused on issues facing Troy's Senior Citizens.
- Rochester Road Subarea Forum with businesses and residents bordering Rochester Road
- Maple Road Subarea Forum with a focus group from real estate forum
- North Troy Subarea Forum with a focus group from real estate forum
- Joint City Council/Planning Commission
- Planning Commission Public Hearing

I look forward to discussing the items in more detail with the Planning Commission



CARLISLE/WORTMAN ASSOC., INC.

Benjamin R. Carlisle, LEED AP, AICP

Attachments:

- Move Across Troy-Big Beaver Symposium Report
- Senior High School Forum Summary Notes and Question Results
- Neighborhood Association Summary Notes and Question Results

Sam
Schwartz
Engineering
D.P.C.

Move Across Troy

Big Beaver Symposium



Executive Summary

The Big Beaver corridor represents one of the most important components to economic development in Southeast Michigan. Home to the Somerset Collection, numerous corporations, foundations, and other thriving businesses, the corridor draws tens of thousands of people to Troy on a daily basis. Additionally, the roadway itself has always functioned as a critical vehicular arterial, carrying 50,000 vehicles per day, many of which use it to access Interstate 75, Interstate 94 or travel east-west across the region. Because of this vehicular demand and connection, the corridor was designed and constructed to move vehicles as efficiently as possible.

One of the most dramatic changes that has recently occurred along the corridor is the increased amount of pedestrian activity. Reflecting a trend that is occurring both regionally and nationally, more people are walking on Big Beaver Road. Whether it's to grab a coffee in the morning, get lunch, or socialize after work, these "pedestrian pioneers" are taking advantage of the existing infrastructure for pedestrians. Pedestrians along the corridor enjoy continuous sidewalks and retail frontage along both sides of Big Beaver. These are examples of the many benefits of form-based code which requires new businesses to have their front door adjacent to the sidewalk. However, there exist many challenges that pedestrians need to overcome to reach their destination. Simply crossing Big Beaver can be difficult for many people, particularly those with limited mobility. Both big barriers, for instance crossing the interchanges to I-75, and small, such as the large turning radii at key intersections, impact the walkability of the corridor as a whole. Additionally, the overall length of the corridor makes it unlikely that a person will walk long distances during their lunch hour.

The opportunity exists to create a transportation corridor along Big Beaver Road that is not only unique in Michigan, but in the United States – a corridor that not only carries a high volume of vehicles, but is walkable, hosts continuous pedestrian activity, and provides a variety of transportation options. Recognizing that the majority of people will still likely drive to their place of work along the corridor, the guiding philosophy of this

plan is "Park Once". Employees and visitors will park once when they arrive to their initial destination, then will be able to walk, bike, or take transit along the corridor to reach other destinations throughout the day.

Accomplishing this goal will require considerable change ranging from how the existing infrastructure operates, to the design of future developments, to the overall culture of all users of the corridor. This is a big task that will require a number of large infrastructure projects such as pedestrian bridges, new transit options, and the elimination of infrastructure barriers. But, there are a number of projects that can immediately improve conditions for Big Beaver's pedestrian pioneers and build more pedestrian activity. These now-term projects are the first step toward building momentum and support for catalytic infrastructure projects.

Sam Schwartz Engineering and Carlisle/Wortman Associates were retained by the City of Troy to develop this plan. The project included a workshop with key stakeholders and an open house that brought out a considerable number of residents, business owners, and employees. The recommendations in this report reflect the feedback received during these meetings.

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Existing Conditions

Big Beaver Road is a six-mile long, six-lane boulevard with a 50-55 ft landscaped median separating eastbound and westbound traffic along much of the corridor. Traffic signals are provided with major mile roads, Interstate 75 ramps, and a number of other intersections. Between Coolidge Highway and John R Road, there are 22 left-turn opportunities for eastbound vehicles and 23 left-turn opportunities for westbound vehicles. Big Beaver Road is under the jurisdiction of the Road Commission for Oakland County.

The average daily traffic volumes (and the year they were collected) at different locations along the corridor are listed below:

- Coolidge Highway – 41,153 vehicles (2011)
- Butterfield Road – 35,976 vehicles (2011)
- Crooks Road – 54,987 vehicles (2012)
- Wilshire Drive – 56,599 vehicles (2011)
- Civic Center Drive – 41,153 vehicles (2011)
- Livernois Road – 50,280 vehicles (2010)
- Charter Drive – 32,890 vehicles (2014)
- Rochester Road – 53,629 vehicles (2012)

The corridor's geometrics were designed to accommodate these large traffic volumes during the weekday morning and evening peak hours. However, this leaves a considerable amount of capacity during the day and on weekends. This sometimes encourages vehicles to travel above the posted speed limit.

There is a considerable amount of pedestrian infrastructure along the Big Beaver corridor. Wide sidewalks are provided on both sides of the street for the entire corridor. Continental style crosswalks are located at most signalized intersections. Refuge islands are provided in the landscaped median at midblock crossing locations. Pedestrian signal heads are provided at all signalized locations, with countdown timers informing pedestrians how much time is left to cross the street at most locations. Pedestrian push buttons are also at all signalized intersections to allow pedestrians to call a walk signal.

Additionally, recent developments along the corridor have been planned and constructed to make it much easier for pedestrians to access. Instead of the typical commercial building that is set far back from the sidewalk—which forces pedestrians to walk through a surface parking lot—recent developments, including the Starbucks and

Carrabba's Italian Grill have been built adjacent to the sidewalk. This orientation encourages pedestrian access. This is a result of the progressive form based code that the City of Troy recently developed and implemented.

There still remain a number of challenges for pedestrians that want to walk along the corridor to their destination, including:

- High speeds of vehicular traffic, particularly during hours outside of the normal morning and evening commuting hours.
- There are only seven pedestrian crossings across Big Beaver along the entire corridor. The spacing between the crossings in some locations exceeds one mile.
- There are only three signalized midblock crossings along the entire length of the corridor.
- The width of Big Beaver Road, particularly at major intersections, requires pedestrian crossings at some locations to exceed 150'. For some pedestrians, this equates to 50 seconds to cross the entire street.
- Interstate 75 essentially divides the corridor for pedestrians. The pedestrian underpass is narrow, dark, and feels unsafe and unpleasant and the ramp designs encourage vehicles to speed on to the ramps and not stop for pedestrians.
- The radii at most intersections are designed for large trucks, further increasing the distance pedestrians have to cross and encouraging higher speed turns for vehicles.
- Surface parking lots are the most common land use next to the sidewalk.
- There exists a lack of pedestrian crossings on the minor streets and access drives intersecting Big Beaver Road.
- There exists a lack of places to sit along the entire corridor.

The Suburban Mobility Authority for Regional Transportation (SMART) runs a fixed route bus service along the Big Beaver Corridor. However, it only operates during the morning and afternoon/evening commuting hours and has 30 minute headways. They also run a Somerset Collection Shuttle that provides point to point service in the area, but requires a phone call within 60 minutes of your desired pick-up time.

Case Studies

The following case studies provide real examples of how other communities in the United States and across the globe have addressed pedestrian connectivity.

Canyon Boulevard

Boulder, Colorado

Canyon Blvd has two vehicle lanes in each direction and a wide, contiguous sidewalk along its north side. Canyon (between 9th and 14th) has several examples of midblock, and side-street connection crossings through planted medians using pedestrian actuated Rapid Flash Beacons. This stretch of roadway utilizes raised curbs and landscaping in the central median for aesthetic appeal; this has the added benefit of discouraging jaywalking outside of designated crossings.



Mandela Parkway

Oakland, California

Mandela Parkway is a median divided street with an on-street bike lane in each direction. The street is designed with a linear park occupying an extremely wide center median, complete with a wide walking path, landscaped and grassy lawns. This spatial configuration makes sense for safe pedestrian passage; Mandela Parkway is lined with industrial land use with many truck loading docks breaking up the sidewalks on either side of the street. A center running pedestrian walkway allows for safe, uninterrupted walking or biking along the corridor, and adds much needed green space to the immediate area.



West Side Highway

New York City, New York

New York's West Side Highway (reconstruction completed 2001) is a 6- to 8-lane urban boulevard. Alongside the highway roughly between Battery Park and the Washington Bridge there is a barrier protected two-way bike lane, called the Hudson River Greenway, alongside a walking path. The active transportation is separated from vehicular traffic in most places by a planted median. The large central median splitting the two directions of vehicular traffic provides a refuge island for pedestrians crossing this busy street.



Da Praia Street

Rio de Janeiro, Brazil

This beach-side highway has 2-3 lanes of vehicular traffic in each direction, and a two-way bike facility at street level, separated from vehicular traffic by a 2 ft curb. At intersections, the bike lane is raised to sidewalk level, giving pedestrians the priority as they cross the bike lane. A large central median provides a pedestrian refuge island for those crossing the street. The central median and sidewalk use decorative pavers to highlight the wide pedestrian boardwalk lined with small kiosks and shops. The patterns of these pavers vary by neighborhood.



Highway 7

Toronto, Canada

Highway 7 in Toronto integrates Bus Rapid Transit into a multi lane roadway, complete with pedestrian crossing safety measures, and bike facilities. Textured pavers add visual interest to the continental marked crossing paint. Due to the width of the roadway, pedestrians must cross using two pedestrian countdown cycles, after waiting in the pedestrian refuge islands in the center medians. Highway 7 illustrates the importance of clear signage for all modes.



The Toolbox

Both the speed of cars along Big Beaver and the overall roadway width pose challenges for pedestrians attempting to cross the street safely. Visibility and consistent physical treatment of crossings is key to ensuring that motorists recognize a pedestrian crossing far enough in advance of the crosswalk to stop safely, without encroaching on the pedestrian's space. By repeating the elements of crossing treatments at many nodes along the Big Beaver corridor, a predictable relationship will be built between cars and pedestrians at intersections.

The following treatments are best practices and should be installed consistently along the corridor.

Marked crosswalks

Fundamentally, marked crosswalks designate paths where pedestrians may safely cross the street, and where drivers can expect them to cross. Continental style crosswalks provide the highest visibility to pedestrians. At a higher cost, material options such as bricks or decorative pavers are often used as an alternative to white paint designating a pedestrian crossing for their aesthetic benefit to the pedestrian environment. At signalized intersections, the vehicular stop bar should be placed at least 10 ft before the pedestrian crossing to ensure cars do not encroach on the crosswalk. Use decorative patterns or color to make pedestrian crossings exciting and unique. Decorative crossing patterns such as those in Pasadena, CA can be created using basic paint and stencil methods.

Application

Marked crosswalks are already located at a number of locations along the corridor. Marked crosswalks should be installed at all crossing locations. Faded or otherwise deteriorating crosswalks should be improved.



Pasadena, CA

Pedestrian Countdown Timers

A pedestrian countdown timer is an alternative to the typical pedestrian crossing signals, with the addition of numbers counting down the time remaining for pedestrians to clear the crosswalk. The pedestrian countdown timer begins in conjunction with the flashing “DON’T WALK” signal interval.

Application

The majority of crossings along the corridor already have pedestrian countdown timers. All new or modernized traffic signals should include countdown timers. Existing signalized intersections can be retrofitted with this type of signal. All countdown timers should be programmed to allow pedestrians to cross the street at a maximum walking speed of 3.5 ft per second. Walking speeds slower than 3.5 ft per second should be considered at all locations, particularly at crossings typically used by children, seniors, and people with disabilities.

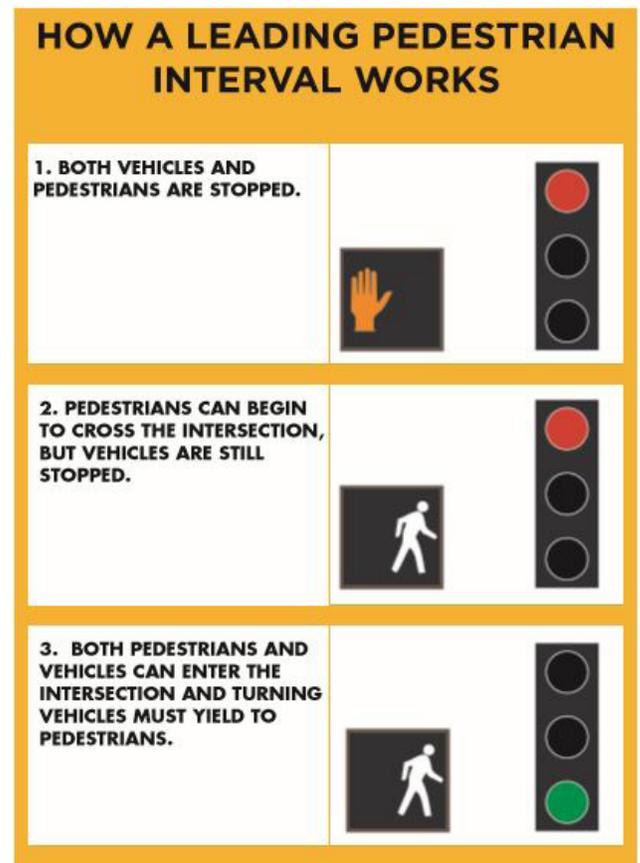


Leading Pedestrian Intervals

A leading pedestrian interval (LPI) gives pedestrians a head start into an intersection before vehicles by changing the signal timing of the intersection.

Application

LPIs should be installed at intersections with high pedestrian crossing volumes, and are installed by re-timing an existing traffic signal. Typically, the ‘WALK’ signal is turned on approximately three seconds before vehicles are given a green signal.



Pedestrian Refuge Islands

A pedestrian refuge island is a protected area in the center of a multi lane crossing which gives pedestrians a space to pause safely between traffic lanes in each direction. Pedestrian refuge islands should be at least 6 ft wide and should be protected by a curbed median on both sides. Detectable warnings, using truncated dome surface areas, must also be installed to allow pedestrians who are visually impaired to detect the refuge island.

Application

Pedestrian refuge islands located within the existing median should be considered at all crossing locations on Big Beaver.



Corner Radius Design

Reducing corner radii can be achieved by reconstructing curbs at the corners of an intersection or simply using paint. Smaller corner radii effectively slow turning vehicles, resulting in a shorter pedestrian crossing distance and better pedestrian ramp alignment. The size of the corner radius relates directly to the length of the crosswalk. Larger turning radius requires pedestrians to walk a longer distance in the roadway to reach the opposite sidewalk.

Application

Smaller corner radii should be considered at all intersections and side-street connections along Big Beaver. Where it is not possible to reconstruct a curb immediately, a new radius can be delineated using interim material such as paint, planters, and bollards. The actual radius should be designed to accommodate delivery vehicles with a turning speed of 15 mph or less.



Crossing Ramps & Truncated Domes

All pedestrian crossings should be designed to the Americans with Disabilities Act (ADA), specifications which outline the slope, rise, width, and landing requirements. Ideally there should be a separate curb ramp for each crosswalk; ramps installed diagonally toward the center of an intersection serving two crosswalks are not preferred. All new crossing treatments should be outfitted with truncated dome textured ground surface indicators which advises the visually impaired of a change from pedestrian path to vehicular path.

Application

Truncated domes should be installed in consistent design and color to new and existing crossings. The color must provide contrast from the path/ramp.



Speed Tables and Raised Crosswalks

A speed table and a raised intersection are essentially longer speed humps used to raise the crosswalk or intersection and reduce vehicle speeds. This type of intersection treatment gives priority to the pedestrian by making a seamless, sidewalk level connection across vehicle lanes.

Application

Speed tables or raised crosswalks can be installed at channelized right-turn lanes or minor side-street connections to Big Beaver to alert drivers to the sidewalks continuing across these small streets.



Lighting

Sidewalks and intersections should have lighting installed at a pedestrian scale, and directed onto pedestrian paths. Lighting installed along a major roadway is positioned such that the roadway is washed with as much even lighting for vehicle lanes as possible. Sidewalks adjacent to such roadway do not have direct lighting at an appropriate height to serve pedestrians.

Application

A secondary system of pedestrian scale lighting should be installed adjacent to all sidewalks and crossings, similar to the existing segment on the north side of Big Beaver, west of I-75. The lights should be installed more frequently approaching each intersection. Many lighting designs offer the opportunity to incorporate banners or signage. These types of additional aesthetic enhancements should also consistently appear more frequently around designated central crossing nodes.



Planted curbs and edges

Consistent landscaping and edge treatments can also be used to make the pedestrian environment safer and more predictable for drivers. Planting trees between sidewalks and the roadway provide physical barriers, improved aesthetic environment, and sound absorption. A contiguous buffer of low plants along the sidewalk edge approaching a pedestrian crossing discourages pedestrians from jaywalking, or crossing outside the crosswalk itself. Snow mounds resulting from street snow removal must be shoveled out of pedestrian ramps and sidewalk connections at intersections. In addition, efforts should be made to identify native or salt-tolerant plants for these areas.

Application

Landscaping around intersections should be low so as not to block views of pedestrians approaching a crosswalk. Trees and tall landscaping should not be planted within a 25 ft view triangle at intersections or side street connections. Most lengths of sidewalk along Big Beaver are offset 10-15 ft from the shoulder. Locating a small trench along the shoulder will help chemicals and salt water runoff drain away from plants lining the sidewalk.

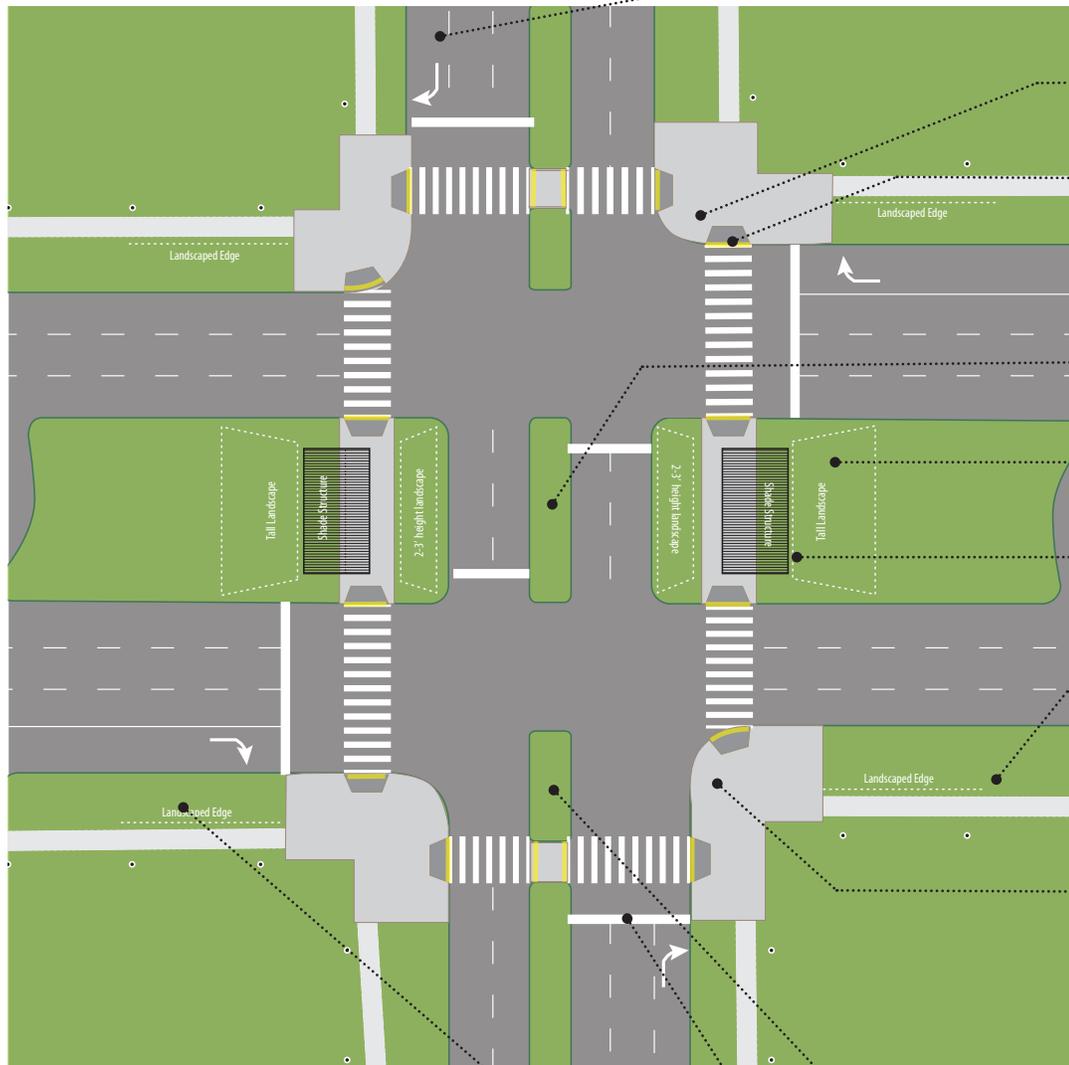


Multi-Use Path

A multi-use pathway is a facility built for combined bicycle and pedestrian traffic, and is physically separated from motor vehicle traffic. Multi-use trails intended to accommodate both pedestrians and cyclists need to be wide enough and have clear sight-lines to accommodate users moving at different speeds, and should be clearly marked. The minimum width for such pathways is 10 ft to accommodate both pedestrians and bicyclists. Where possible, a minimum 5 ft buffer should exist between the multi-use path and the roadway; vertical separation is preferred.



Toolbox: Typical Intersection



Dedicated turning lanes with 'No Turn On Red' restrictions

Generous waiting space at each corner

ADA compliant ramps to street level with detectable warning strips

Planted central median island

Landscaping, art installations, and shade structures on center median, provided they do not obstruct sight distance

Pedestrian scale lighting positioned frequently along path approaching intersection

Reduced curb radius to slow turning vehicles and reduce pedestrian crossing distances

Build curb out to edge of vehicle through lanes creating pedestrian refuge islands

Pull stop bar away from crosswalk

Landscape street-side of sidewalk to discourage jay-walking

Recommendations

The Basics:

Continuity - Pedestrians should have a continuous path from the sidewalk along Big Beaver Road, across intersections, and to the front entrance of adjacent businesses along the corridor.

Consistency - Use intentional and consistent physical treatments of intersections and pathways ensure predictable movement of pedestrians, cyclists, and cars to minimize conflicts.

Ease - Make it easy, safe, interesting, and fun to walk around the Big Beaver corridor nodes to encourage more people to walk to nearby destinations.

Start Now

1. Establish 'Nodes' Along Big Beaver Road

Due to the overall size of the corridor, it is recommended that improvements be focused in specific areas, or nodes, instead of a scattershot approach. This method will not only provide the maximum benefit to the area, but will also allow for trial and error to determine if changes should be made before moving on to the next node.

Within each node, establish a high-priority crossing (or crossings) which will receive the full set of intersection treatments described in the Toolbox. Focus first on the crossing at Automation Alley Smart Zone. Identify future crossing locations so crossings are within 600 ft of each other.

Recommended nodes and key intersections are included in the Short-term and Long-term Recommendations.

2. Focus Initial Efforts at Automation Alley Smart Zone Crossing

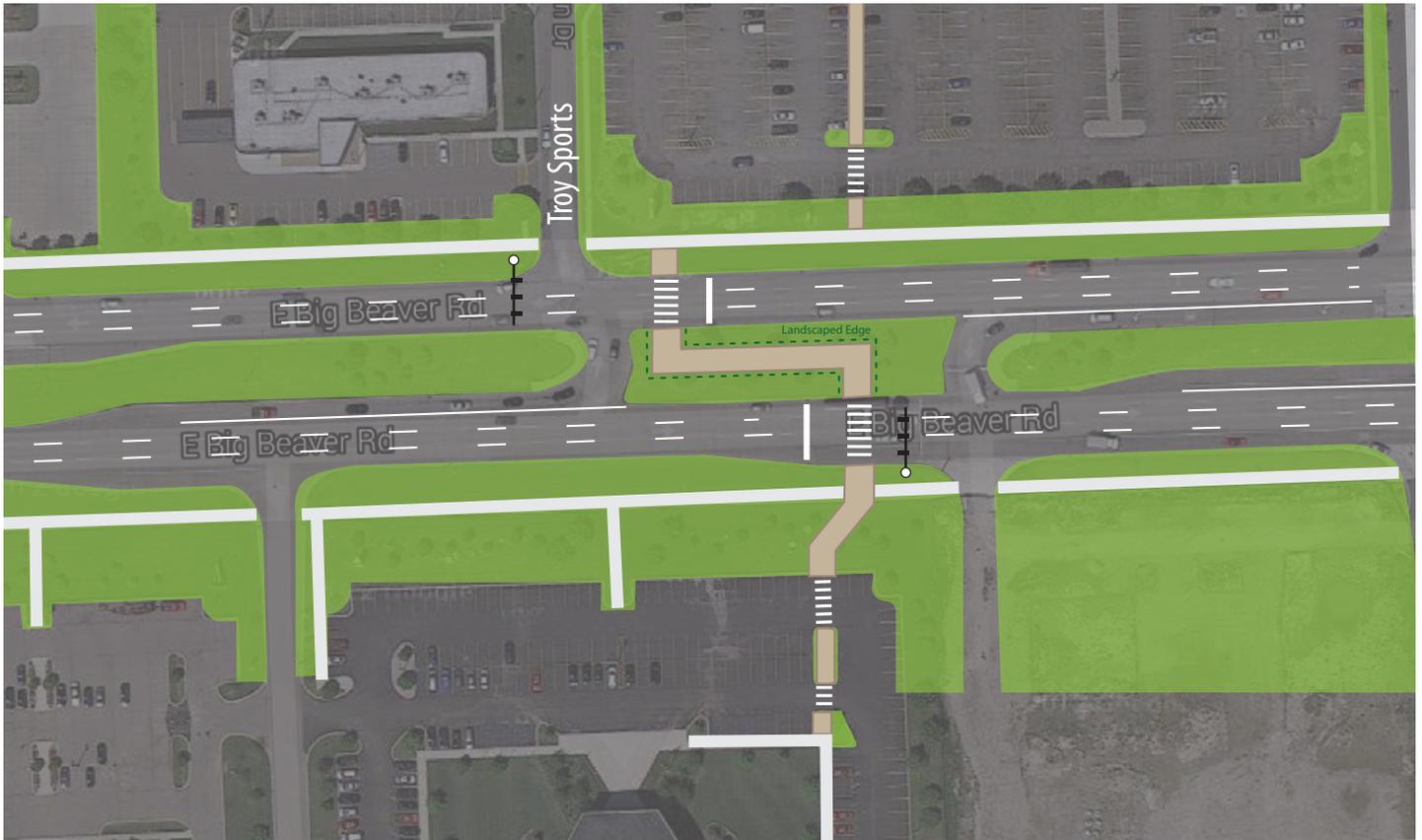
A new mid-block crossing should be installed, approximately 850 ft west of John Road, to allow employees of Automation Alley Smart Zone to easily access Starbucks and the numerous restaurant and retail options on the north side of the street. The crossing should include the following:

- A new traffic signal.
- Continental crossings using thermoplastic or paint at all legs of the intersections within the node. Work with Automation Alley Smart Zone to incorporate their branding into one of the crossings.
- Directional and distance signs for dining and/or shopping destinations in all four directions consistent with larger wayfinding system along the corridor.
- Signage to make pedestrians aware of the new crossing.
- New pedestrian walkways through the parking lots of both Altair Engineering and the shopping center of the north side of the street.

3. Outreach

- Focus immediately on establishing website and basic graphics and marketing materials -- such as maps and pamphlets -- for use in future outreach and awareness events.
- Set a goal for the number of outreach events to occur in the following year.

John R Road Node - Automation Alley Smart Zone Midblock Crossing

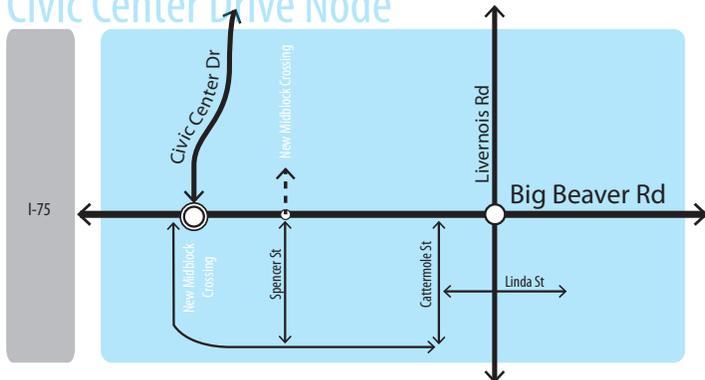


Short Term

1. Establish Nodes Along Big Beaver Road

The node diagrams included here provide general guidance on the location of new midblock crossings, and high priority crossings to be considered for full install of intersection treatments described in the Toolbox. All new midblock crossings should have a full traffic signage for vehicles.

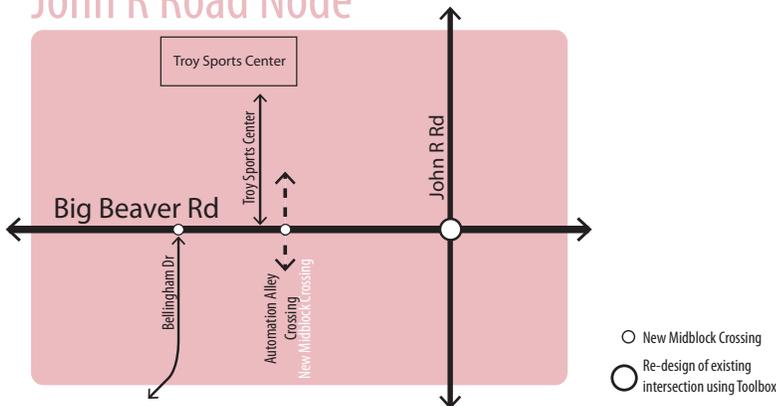
Civic Center Drive Node



Civic Center Drive Node*

- Install new intersection at Civic Center Drive with signalized pedestrian crossing.
- Explore midblock crossing at Spencer Street connecting Columbia Center and Liberty Center across the center median
- Update Livernois Road intersection with Toolbox treatments

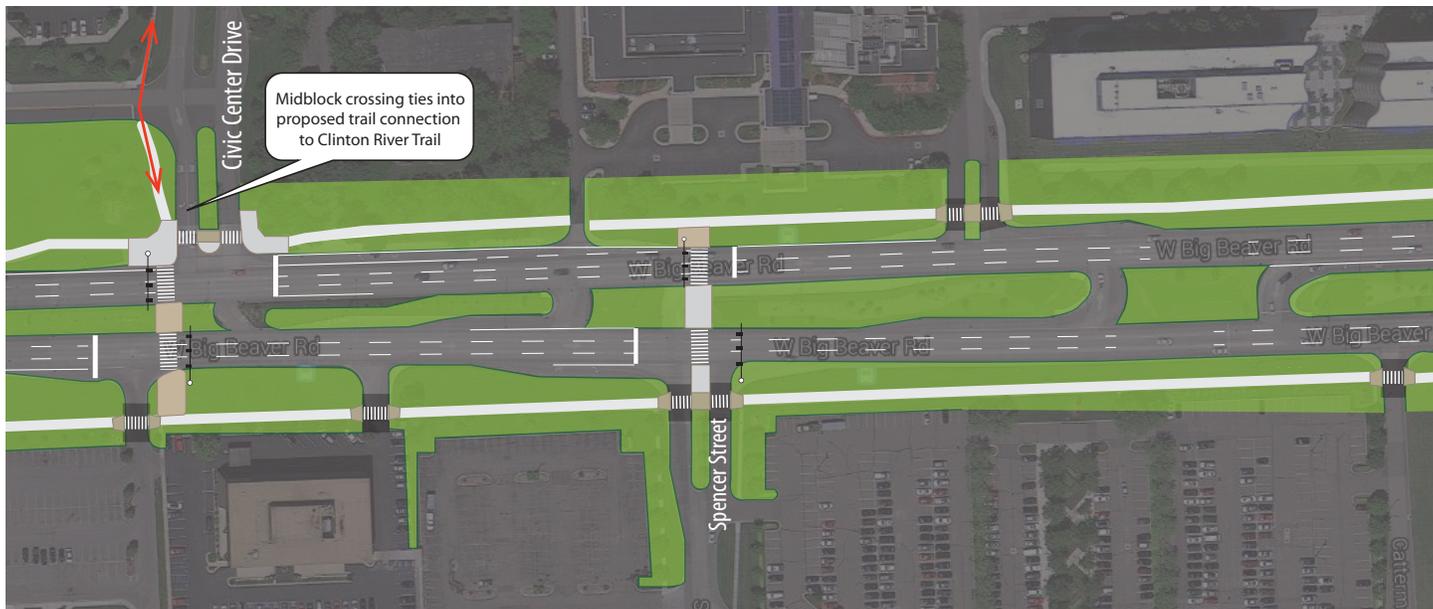
John R Road Node



John R Road Node

- Explore additional midblock crossing connecting at Bellingham Drive
- Update John R Road intersection with Toolbox treatments
- Consider a pedestrian overpass to connect Automation Alley Smart Zone with the development on the north side of the street

Civic Center Drive Node Reconfiguration



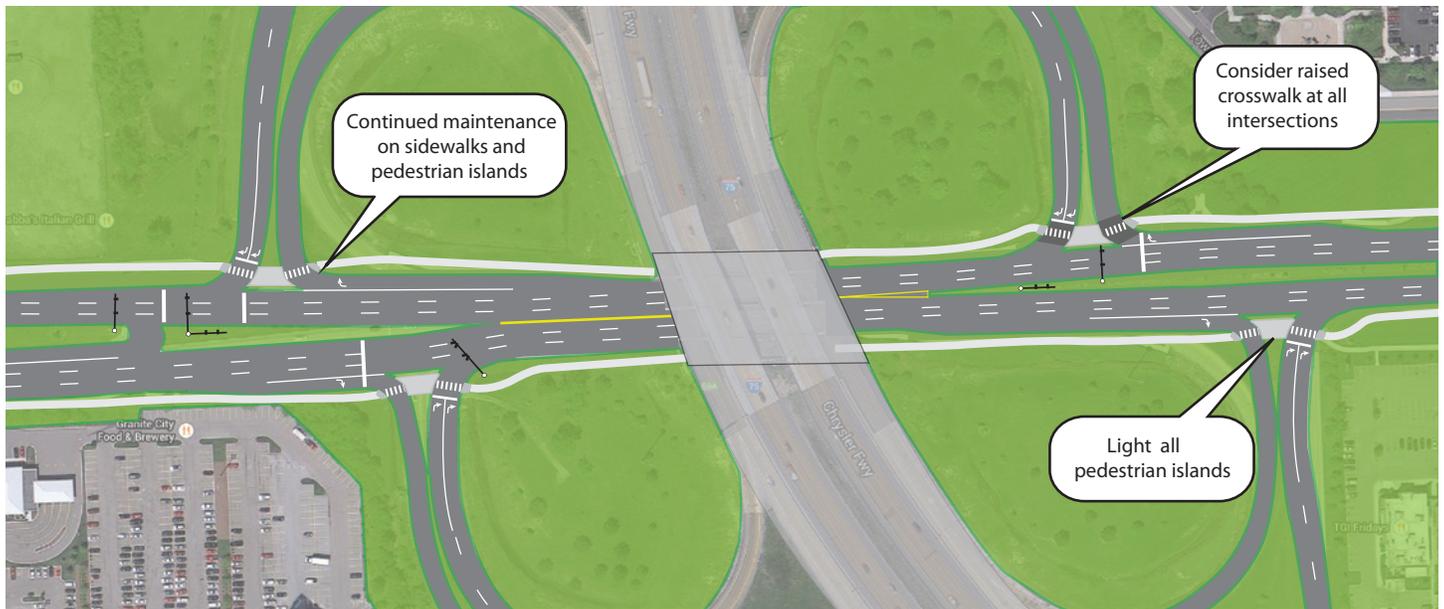
2. Interstate 75

The I-75 highway underpass is a barrier that separates the two sides of Big Beaver for pedestrians. The many challenges it poses include diminished light, narrow sidewalks positioned much closer to vehicle right-of-way, amplified vehicle noise, in addition to generally unpleasant aesthetic conditions. Additionally, the on-ramps to I-75 are one of the most dangerous places for pedestrians because vehicles do not have to stop and are accelerating to get up to the speed of vehicles on I-75. Because reconfiguring these underpasses can be prohibitively expensive and time intensive, instead focus on cosmetic changes which can effectively alleviate some of these harsh conditions for pedestrians.

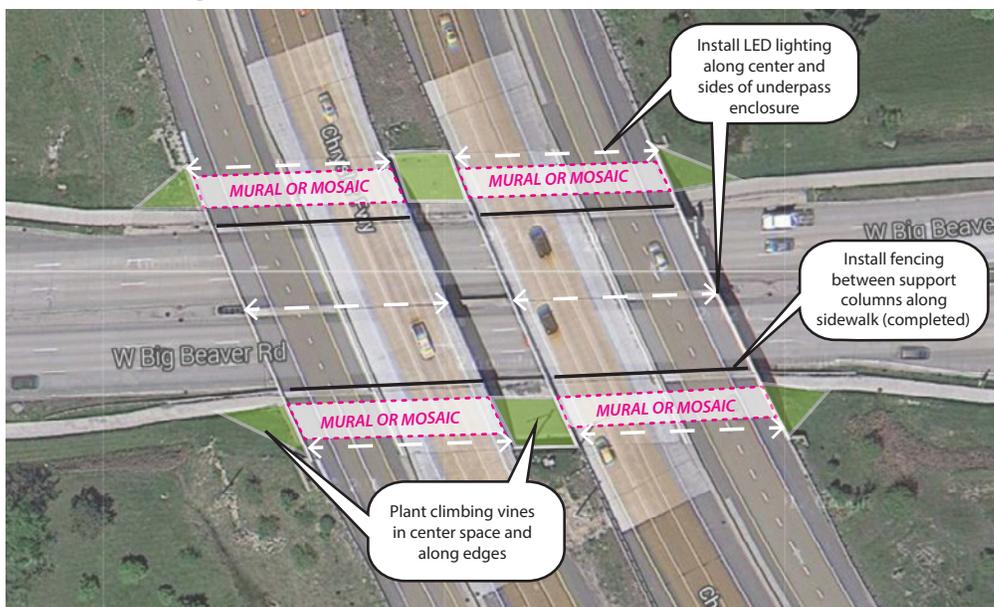
Create standard 90 degree intersections

- Relocate ramp entrances and exits so they create 90 degree intersections with Big Beaver Road.

I-75 Interchange Reconfiguration



I-75 Underpass Interventions



Soften the concrete edges of the underpass

- Plant climbing plants at the edges of the underpass, as well as in the open space between the two-highway directions. This will soften the concrete edges in the space, and bring greenery in from the outside toward the enclosed sidewalk. Building a trellis in the center gap space and along the sides of the underpass will encourage growth in these areas. These types of plants must be maintained to avoid their creeping onto the roadways above and below. Plants will also help to dampen echoes in the space by absorbing bouncing vehicle noise.
- Engage the community in the design or installation of a large mural or mosaic installed along the angled concrete faces underneath the overpass. If a mosaic is selected, integrate reflective materials to bounce light further into the space. Explore three-dimensional artwork and sculpture to break up the concrete faces. This texture and visual interest will significantly improve the pedestrian experience.



Increase lighting and separation

- Install bright LED lighting along all sidewalks. In addition, direct light down the angled concrete faces illuminating the art installation at night. Differentiate -- through light color or lighting style variation-- between pedestrian space and vehicular space.
- Install segments of fencing between support columns separating the sidewalk and vehicle right of way. Position the fencing as close to the vehicular edge of the support structure as possible. In addition to the safety benefits, this fencing will reinforce the psychological separation between these spaces.



3. All Intersection Treatments:

All intersection treatments described in the Toolbox should be considered at high priority and midblock crossings. In addition to those baseline treatments, implement the following at high priority and midblock crossings:

- Install MUTCD compliant signage on the approach to and at all pedestrian crossings along the corridor.
- Document and evaluate intersection geometry pilot projects installed with paint and bollards.
- Install speed tables at high volume access drives along Big Beaver Road .
- Install “Sharrow” symbols on all possible low-/mid-volume streets intersecting Big Beaver. Begin building a bicycle network to support need for multi-use trail conversion (Long term).
- Increase the supply of highly visible bicycle parking at all establishments along Big Beaver to encourage active transportation along the corridor. This lays the groundwork for the long-term goal of expanding the sidewalks along Big Beaver Road into a multi-use trail.

4. Lighting and Landscaping improvements:

- Install pedestrian scale sidewalk lighting along full length of Big Beaver per Toolbox guidance. Begin with higher frequency clustering around major intersections and midblock crossings. Follow with infill between nodes.
- Establish landscaping guidelines for the Big Beaver corridor. Include a selection of native or salt-tolerant plants. Focus first on landscaping sidewalk segments approaching midblock and major crossings with trees and shrubs per Toolbox guidance. Follow with tree infill between nodes.
- Encourage businesses along the corridor to participate in City placemaking and outreach initiatives.

5. Transit

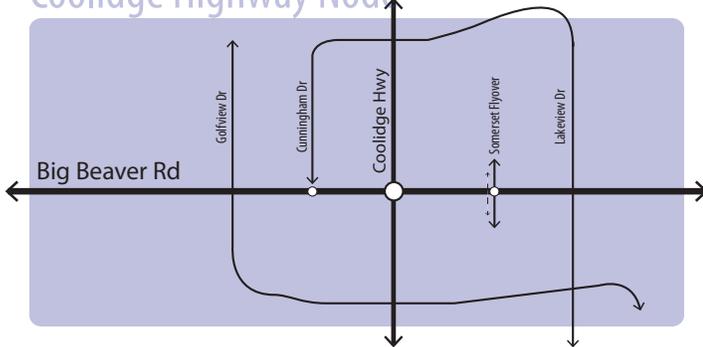
- Pilot a trolley system on the corridor for one summer, a few days a week. Consider partnering with another municipality to share costs.
- Install shelters, benches, and bike racks at all bus stop locations with real-time bus arrival data.

6. Legal/Ordinance:

- Consider pursuing a “shared parking lot” development ordinance.

Long Term

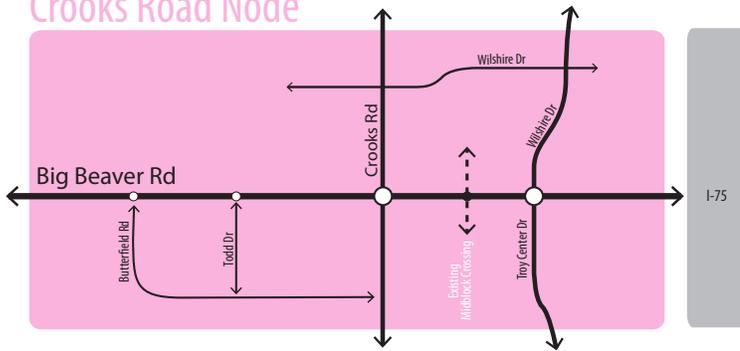
Coolidge Highway Node



Coolidge Highway Node

- Update Coolidge Highway intersection with Toolbox treatments
- Update midblock crossing at Somerset Flyover with Toolbox treatments
- Explore midblock crossing at Cunningham Drive

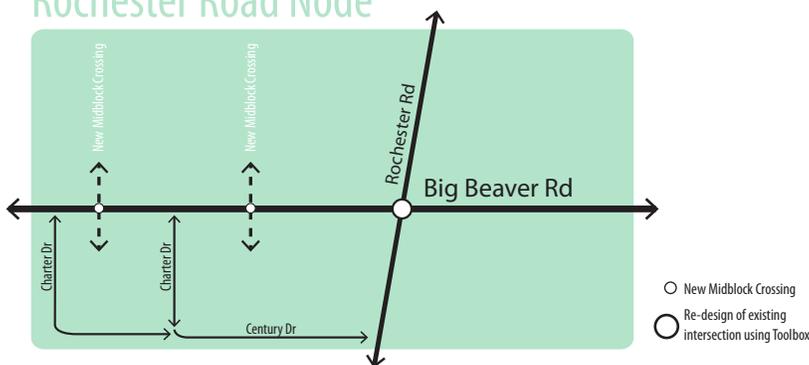
Crooks Road Node



Crooks Road Node

- Update Crooks Road intersection and Troy Center Drive/Wilshire Drive with Toolbox treatments
- Explore midblock crossing at Butterfield Road or Todd Drive
- Existing midblock crossing at Troy Center Drive/Wilshire Drive connecting to the City Center building entrance

Rochester Road Node



Rochester Road Node

- Explore midblock crossing location between Charter Drive(west) and Charter Drive(east)
- Explore midblock crossing near Pei Wei Asian Diner. Extend sidewalk connections to shopping center(s) across parking lots
- Update Rochester Road intersection with Toolbox treatments

Additional Recommendations

- Determine feasibility of streetcar, bike share, or other high capacity pedestrian accelerator. Conduct feasibility study for the corridor.
- Expand sidewalk along one side of Big Beaver into a multi-use trail. Connect pathway to all housing adjacent to the Big Beaver corridor.
- Build pedestrian bridges at major intersection crossing locations, both signalized and mid-block.
- At all high-priority intersections with wide medians, install shade structures. Installing high-profile features such as artistic or colorful shade/weather protection structures for pedestrians crossing the street will signal to drivers that pedestrians are likely to be present in the space.
- Infill development of retail businesses within established nodes. Incentivize shared parking lots and buildings positioned facing Big Beaver; make direct connections with Big Beaver multi-use trail.
- Continue to expand bicycle infrastructure throughout the area providing direct connections to the Big Beaver multi-use trail.

Placemaking, Outreach and Events

For the City: Initiatives

Simply building infrastructure does not ensure that people will use it. An encouragement effort, led by the City, will have a tremendous impact on increasing the amount of pedestrian activity along the corridor.

1. Create a Move Across Troy website:
 - This should be a one-stop shop with updates on new multi-modal infrastructure, safety tips, event information, and “Node-Maps” listing destinations and businesses within walking distance.
 - Post a list of “walking facts,” information about the economic benefits of driving less, and the numerous health benefits of walking.
2. Create and distribute a Big Beaver corridor “Node-Maps” or “Lunch-Maps” to large business centers/towers informing workers of the walkable food, personal services and shopping destinations nearby. These maps should show the contiguous sidewalks and highlight new intersection designs. This could be part of a business promotion campaign highlighting lunch-time specials at individual establishments.
3. Install wayfinding and directional signage along the corridor. At all major intersections, post similar sign posts with nearby businesses and amenities. By creating a cohesive signage system, pedestrians navigating the corridor know they can depend on consistent information along the way.
4. Produce an eye-catching pamphlet with information on walking and biking connections along the corridor, and destinations to provide to hotel reception desks, and post at business entrances, message boards, and coffee shops.
5. Use the sidewalk as a canvas. Post distance and directional queues to nearby businesses or destinations, and “walking facts” on the pavement in temporary paint or decals. Informing pedestrians how far they are from the next safe crossing will encourage the use of the crossing instead of jaywalking. Parking lots and sidewalks also serve as great canvases for temporary community artwork. Many washable, or chalk based paints exist for such purposes.

For the City: Events

Hold 2-3 outdoor events in the community during fair-weather months to raise awareness and encourage outdoor activity. Also, consider locating events on the lawn in front of the Civic Center complex after the Civic Center Drive improvements are complete.

Events to consider might include:

- **Ciclovía:** A number of cities, large and small, have had great success with closing major corridors on an annual basis and using the day to encourage walking and biking. The City should work with Somerset Collection and other businesses to ensure an event like this helps businesses and doesn't harm them.
- **Sidewalk or parking lot game days:** Create oversized game boards on unused parking lot or sidewalk space.
- **Restaurant Walk Weeks:** Raise awareness for walkable dining destinations by featuring one restaurant per week of the summer; offer prizes to those who walked or biked to reach them.
- **Celebrate Big Beaver's food options:** Host food truck or local food markets in business center parking lots.
- **Bike/Walk-to-Work Week or Pedometer Challenge:** Kick off a week-long bike or walk to work competition. Participating businesses log miles traveled on foot or bike into the event website. Host a kickoff celebration, daily prizes or smaller events, and offer prizes to the company and individual who log the most miles.
- **Walk-a-thon or Fun-Run:** Host a charity walk-a-thon or Fun-Run utilizing sidewalks along the length of Big Beaver.
- **Parking Day:** Work with local businesses to install temporary mini-parks in parking spaces. Consider making successful projects permanent.

Sam Schwartz Engineering D.P.C.

Help Start-up Running, Walking, or Stroller Clubs:

Contact local businesses and residents to start running, walking, or stroller clubs around the area. Promote and encourage the use of paths with pedestrian infrastructure improvements.

Create an Outdoor Beautification Campaign:

Encourage all businesses to improve their sidewalks and outdoor space to help give the Big Beaver corridor a more comfortable outdoor environment. Encourage the businesses to install signage drawing attention to the larger area-wide effort.

Find Opportunities for Community Driven Murals and Artwork:

Wall murals and sidewalk/pavement art adds life and personality to the built environment. There are many ways to garner community involvement in creating a public art piece. For instance, artwork options could be posted as a web-vote, artwork could be created by local schools, or an artist could be selected in a public competition.

Focus first on the Interstate 75 Underpass. Install a mural or mosaic using vegetation, reflective materials, and lots of color to increase light and comfort walking through the space.

Celebrate New Pedestrian Infrastructure:

Install large eye-catching temporary installations on the central median to celebrate the new pedestrian improvements at major intersections or midblock crossings. Median awareness should also be included, such as ribbon cuttings, press releases, and email announcements.

Pop-Up Events:

Look for opportunities to create a display of information at non-City sponsored events planned in the area. Contact schools, churches, and businesses along the corridor to find out when they have scheduled large events. Use these opportunities to spread the word about the City's new walking amenities, events, and opportunities.

Adopt-a-Sidewalk along Big Beaver Road:

Encourage businesses to 'adopt' the stretch of Big Beaver adjacent to their building or parking lot. Provide support for additional landscaping, maintenance, connections, or sidewalk expansion along their adopted segment.



Placemaking, Outreach and Events (cont'd)

For Law Enforcement:

Bolster law enforcement to support physical changes along Big Beaver.

- Issue warnings and ticket drivers who fail to stop behind the white stop bar at intersections.
- Issue warnings and ticket drivers who fail to yield to pedestrians while turning right.
- Feature local police officers and firemen in a short video describing pedestrian and bike safety best practices, and post it on the City's information website.
- Install radar speed signs along the corridor to alert drivers to the Big Beaver corridor speed limit.

For Drivers:

Add signage for drivers clarifying vehicle movements approaching intersections with pedestrian crossings. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for clarification on sign selection and legal signage placement.

- To supplement traffic signal control, 'STOP HERE ON RED' signs (MUTCD: R10-6 or R10-6a) can be considered to keep vehicles away from crosswalks. Along the Big Beaver corridor, these signs should be paired with moving the stop bar at least 10 ft away from the pedestrian crosswalk at all intersections.
- A 'Pedestrian Crossing' (MUTCD: W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where 'Yield Here To ('Stop Here For') Pedestrians' signs have been installed in advance of the crosswalk.
- 'Yield Here To (Stop Here For) Pedestrians' (MUTCD: R1-5 series) signs can be used if yield (stop) lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. This sign may be used even if a stop bar is not present to indicate where a driver may stop.
- 'In-Street Pedestrian Crossing' (MUTCD: R1-6 or R1-6a) signs or the 'Overhead Pedestrian Crossing' (MUTCD: R1-9 or R1-9a) signs may be used to remind drivers of laws regarding right-of-way at an unsignalized pedestrian crosswalk.

For Families:

- Focus on youth and families to begin to change the culture of transportation on Big Beaver.
- Distribute information to all day-care, pre-school, and elementary school locations.
- Encourage community leaders and educators to visit and share facts and information from the Move Across Troy website.
- Host pop-up tables during school pick-up times and community events with information about new pedestrian infrastructure and walkability.

For Businesses:

- Encourage businesses to not only advertise their proximity to walkable destinations, but to participate in events and educational campaigns run by the City.
- Encourage all businesses to create and update their profiles on social media with key words like "walk-up" "outdoor seating" or information with distances from the nearest major intersection and connections to sidewalks on Big Beaver. Include a link to the 'Node-Map' on website with walking directions.
- Encourage businesses to engage the sidewalk. Encourage the use of temporary sidewalk chalk paint or decals to direct people to destinations. Also, encourage businesses to provide outdoor shade structures, lighting, and seating to patrons.
- Distribute destination "Node-maps" or "Lunch-Maps" to large business centers/towers informing workers of the walkable destinations nearby.

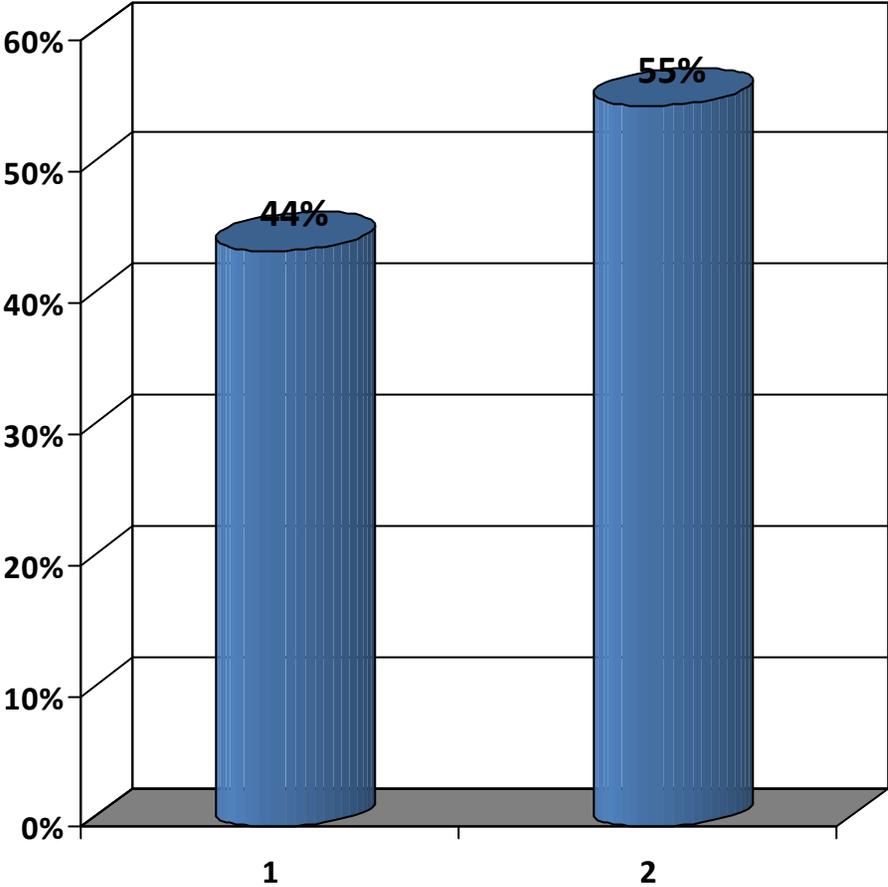
HIGH SCHOOL FORUM

Your Troy

Master Plan 2015

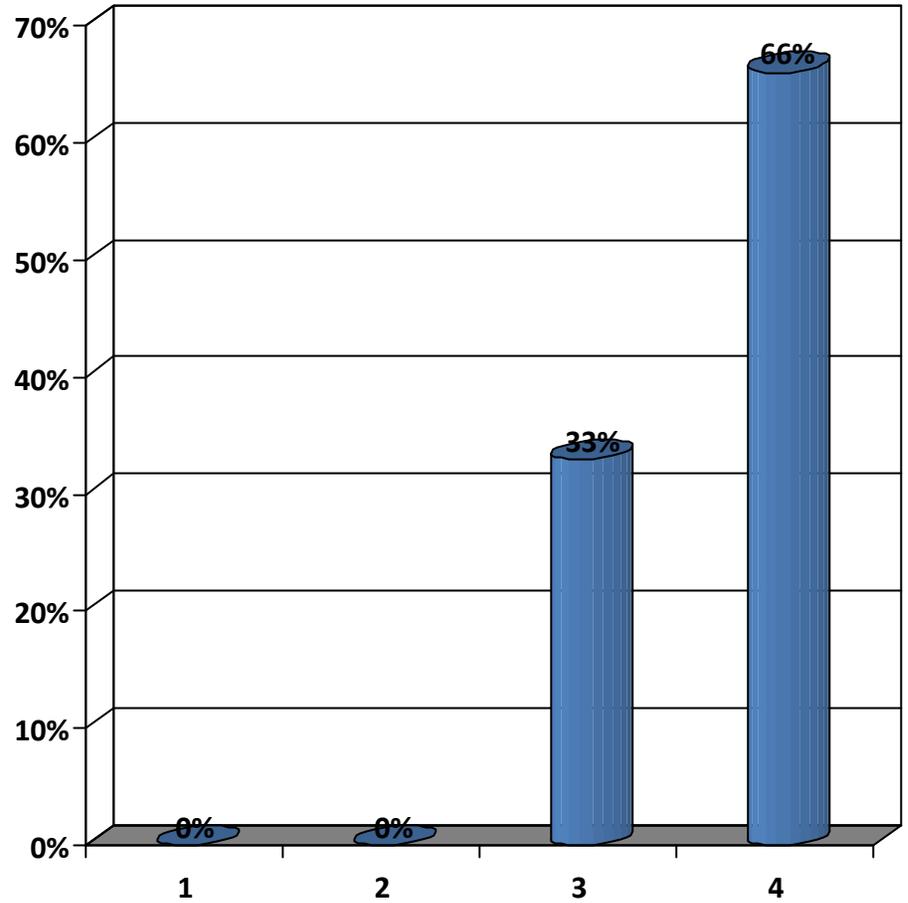
Which High School do you attend?

- 1. Troy High School
- 2. Athens High School



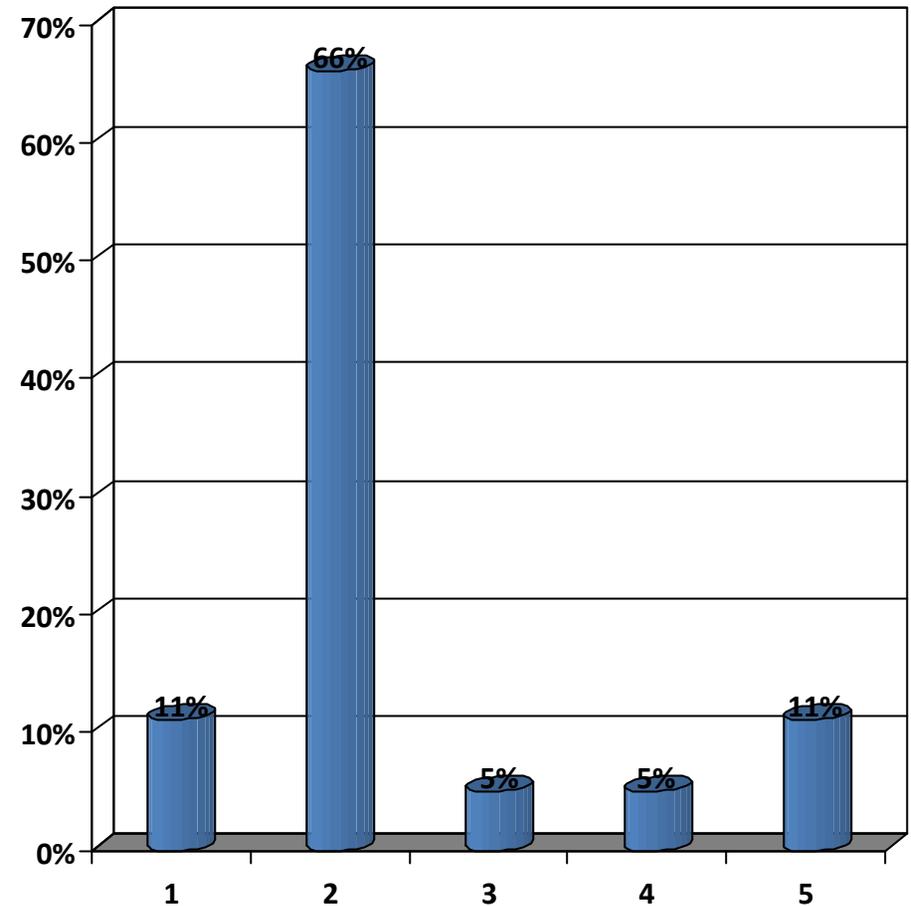
What grade are you in?

1. Freshman
2. Sophomore
3. Junior
4. Senior



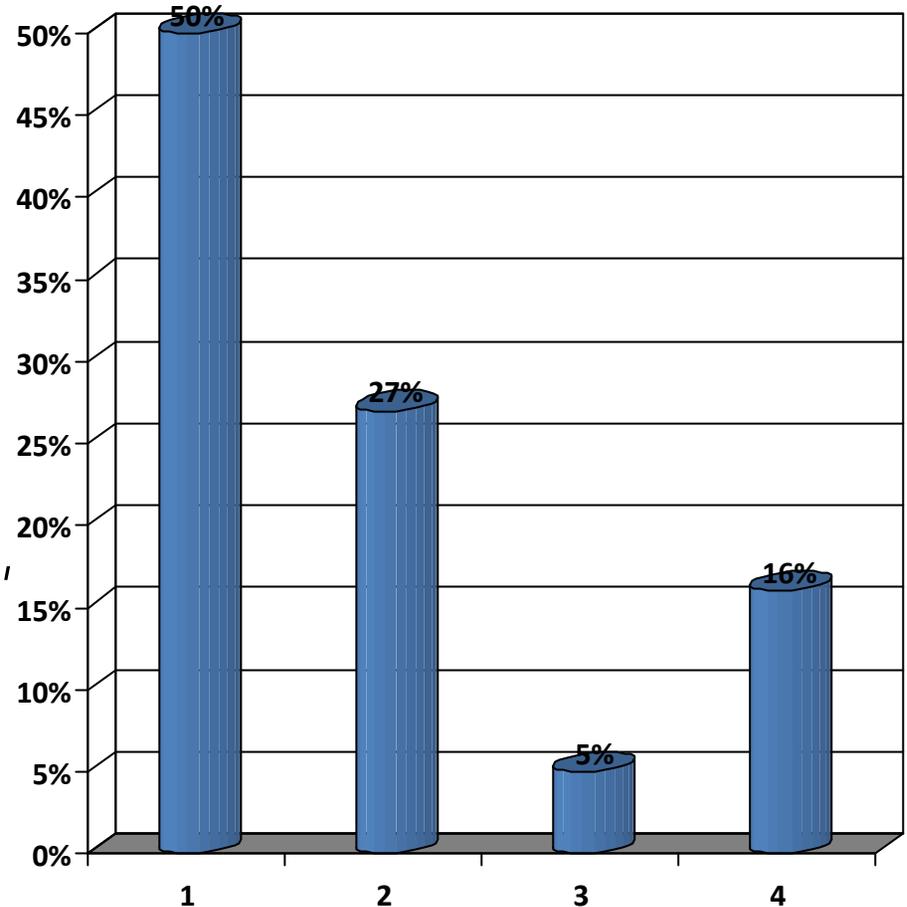
What do you like best about living in Troy?

1. Parks / Amenities
2. Schools
3. Entertainment options
4. Clubs / Organizations / Sports
5. Other



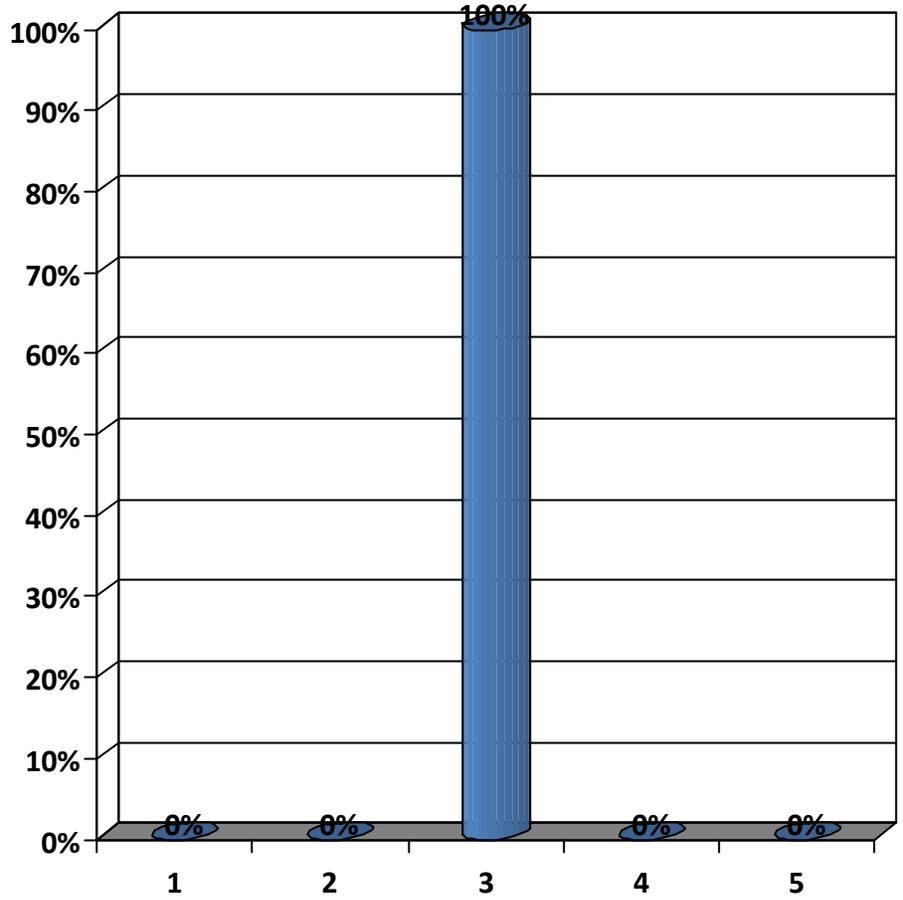
What do you like least about living in Troy?

1. Lack of entertainment
2. Limited transportation (walking / biking / public transportation)
3. Lack of amenities (parks, trails, etc.)
4. Other



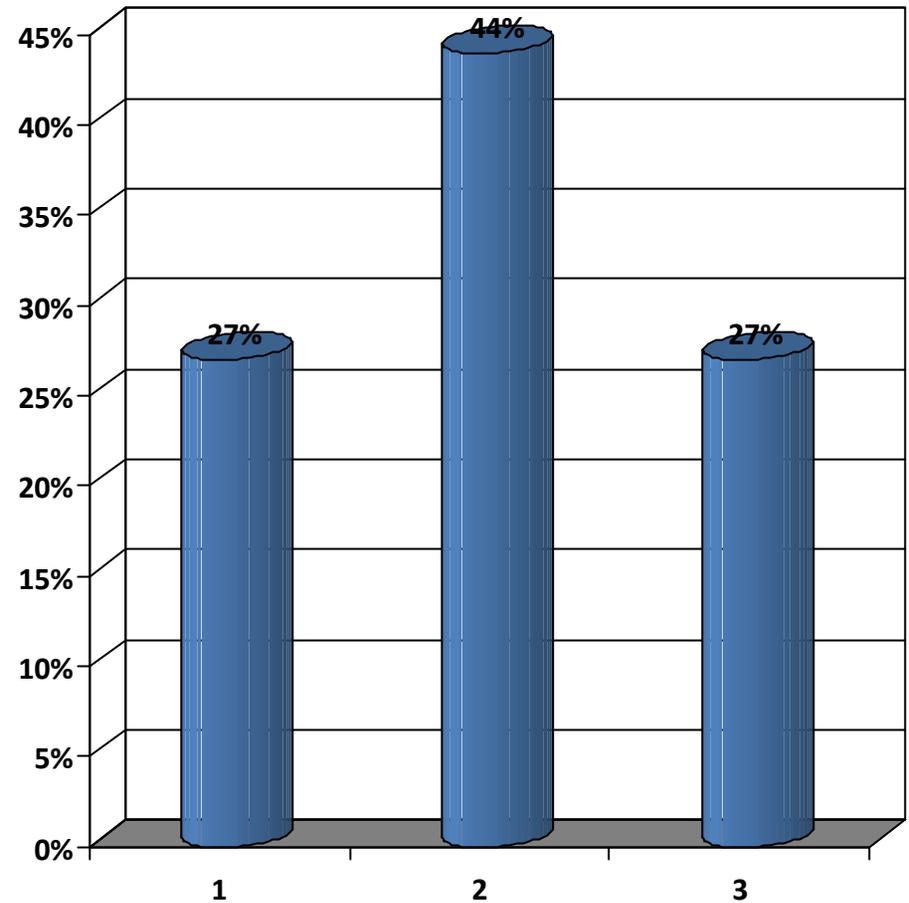
What are your plans after graduation?

- 1. Start working
- 2. Two-year college
- 3. Four-year college
- 4. Unsure
- 5. Other



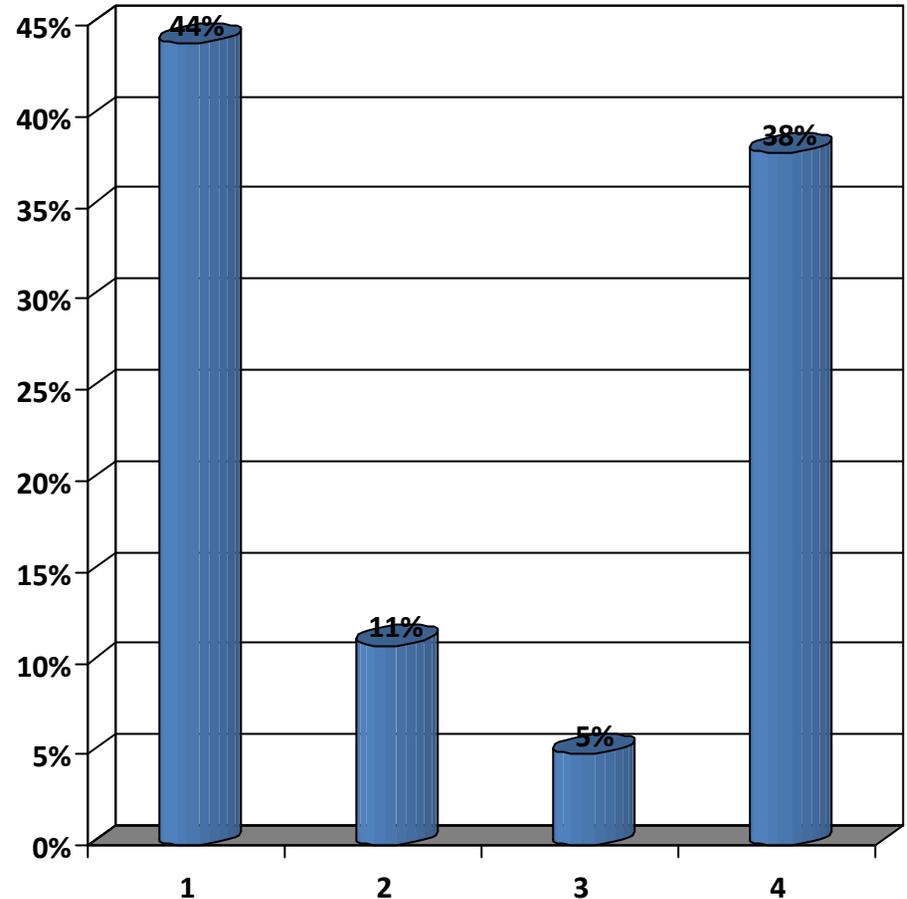
Would you move back to Troy after you graduated or stay when you started working?

- 1. Yes
- 2. Maybe
- 3. No Way



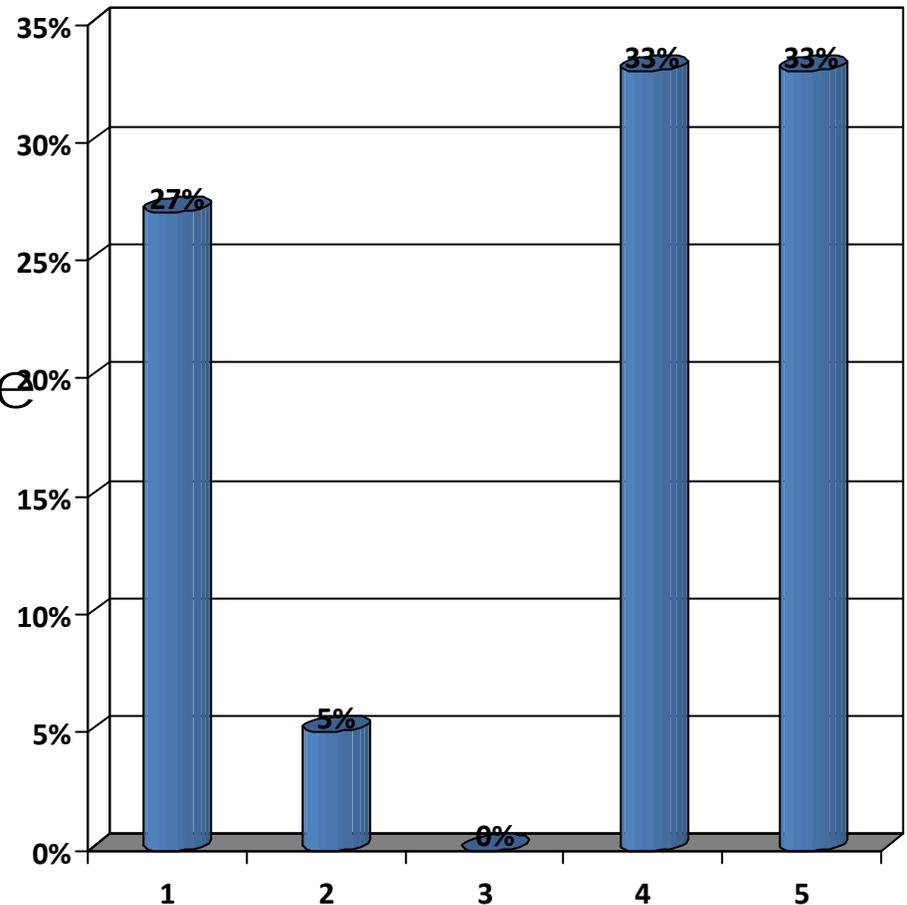
Let's say you do move back to Troy, what's the reason?

1. To be close to family / friends
2. Job
3. I want to be here, it's a cool place to be
4. Other



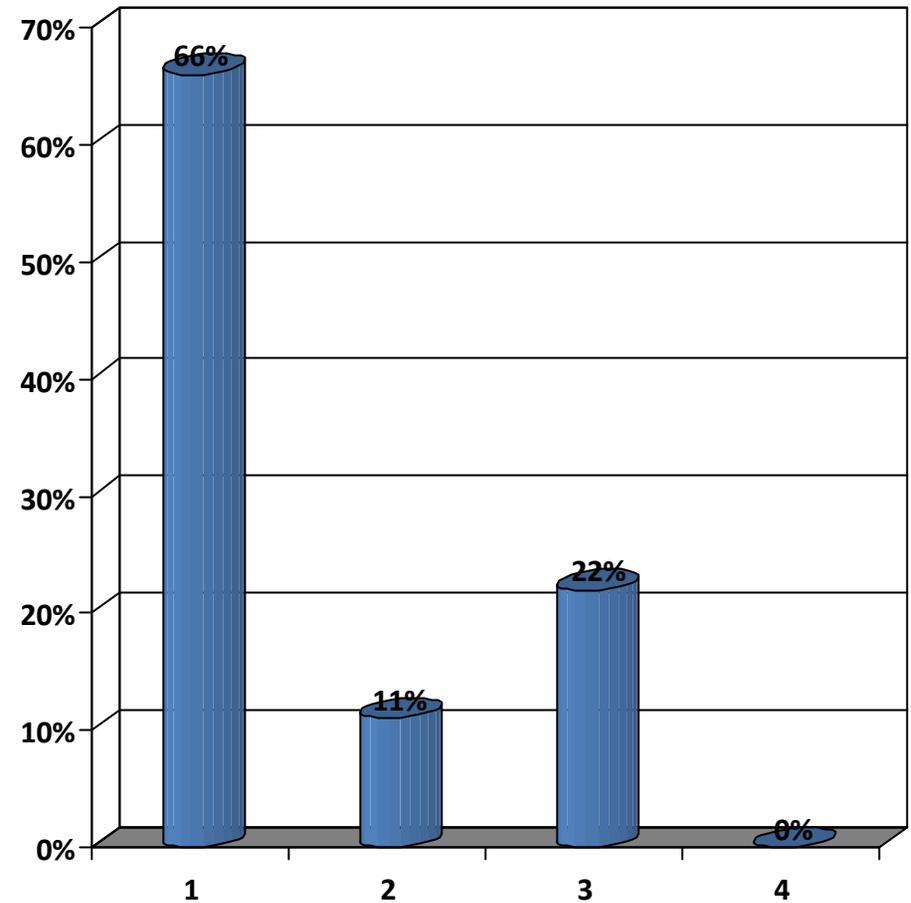
Why would you not move back to Troy?

1. Lack of jobs
2. No place to live
3. I want to live where there is public transit
4. Lack of entertainment
5. Other



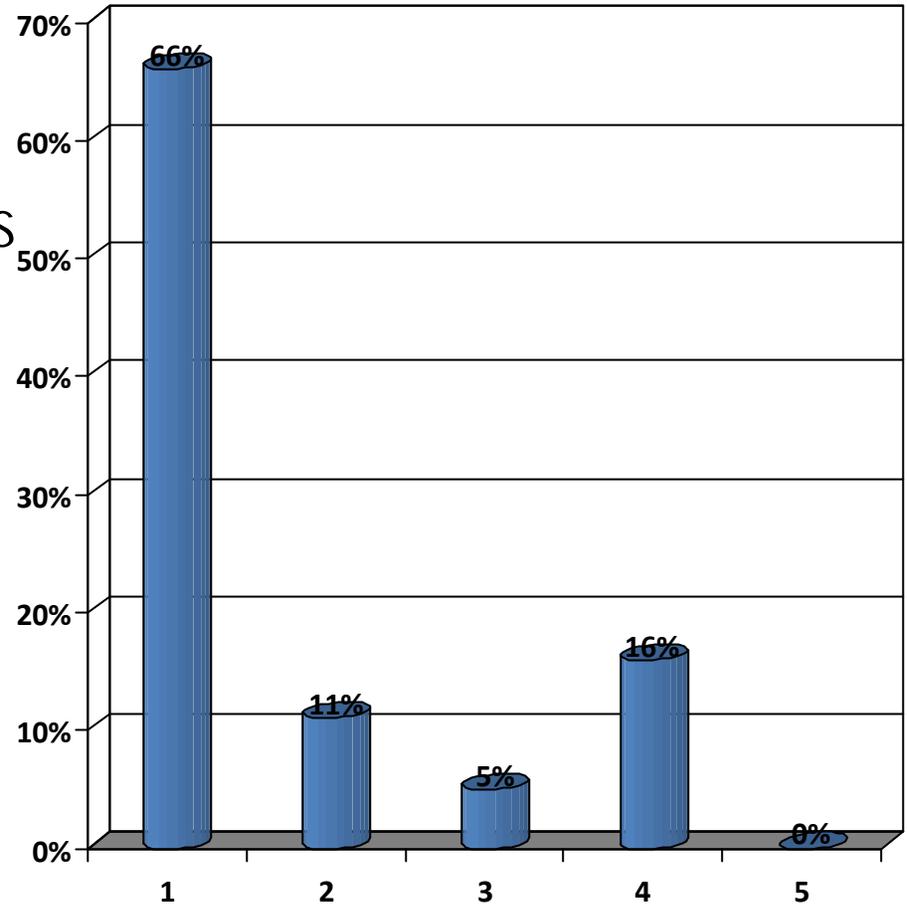
What type of community do you want to live in when you start your career?

1. Big city
2. Small city
3. Suburbs
4. Rural



What does Troy need?

1. More entertainment
2. Different housing options
3. Public transit
4. More public amenities (parks, trails, etc.)
5. Other



Troy Student Forum

January 19, 2015. Eighteen (18) High School students attended.

Troy Today

- Versatile
- Peaceful
- Family-oriented
- Upscale
- Quiet
- Potential
- Diverse
- Well-rounded
- Residential
- Safe
- Fun
- Busy
- Close
- Engaging
- Boring
- Suburbia
- Opportunity



1) What High School

- Ten from each

2) What Grade?

- Mostly senior, few junior

3) Schools was top answer

- Educational opportunities you aren't afforded elsewhere (troy high)
- AP classes and the teachers (athens)
- It's oriented towards living – provides the amenities for raising a family. Not loaded with corporate stuff except on big beaver
- Small town feel, community, everyone knows everyone
- There's a lot to do – malls restaurants, parks when we were younger
- They hang out at the mall (it's legit)

4) Lack of entertainment was top answer

- no social place to gather – leads to parties and trouble
 - want a place to hang out for people who can't drink/smoke – ping pong, video games, etc...
 - wifi is a necessity (there was LOLing)
 - want a place to walk like a downtown Rochester, Royal Oak Birmingham, etc...
- Lack of diversity (African American community) in students and staff at the schools
- Troy Roads Rock was not fun
- Troy is very car-oriented because everything is so spread out
- They want bike lanes to help traffic flow
- No place to walk to (no destination)
- Sidewalks just stop abruptly, have to plan out your route if you want to get anywhere
- Want to be able to bike to places (bike to the movies) – it's not safe, not convenient
- Want a biking/running trail – most would use it.
- Wooded area in troy continues to get torn down (tiny neighborhoods) – getting rid of green space
- Trail upkeep is important

5) Everyone is going to a four-year school

More of them plan to go out of state

- Columbia
- Carnegie Mellon
- LIU
- Harvard
- Syracuse
- Northwestern
- Howard

In state

- Michigan
- Saginaw Valley

6) Split answers

- No Way

- Troy doesn't have the aspirations for certain job descriptions
 - Niche job offerings
 - financial
 - working at a magazine
- Want something different
 - Would move to Rochester

Yes

- Want their kids to go to school here
- It's a safe and educated place
- Very central, everything is around it
- You can go to places for entertainment outside of Troy

7) Family and friends is the top reason to come back to Troy

- would move back "somewhere down the road"

Great place to be

- Close community

Job

- If a job is here for me, I'd take it
- Teach at Athens

Other

- Children's education
- Safety

8) NOBODY WANTS PUBLIC TRANSIT

Lack of Jobs

- Medical (even though there are a ton)
- Not sure about opportunities for work in Troy

Lack of entertainment

- Want to live in a big city – more exciting, more entertainment
- Want better ways to get to things

Other

- Troy is too expansive. Not condensed enough. You have to drive everywhere
- Weather. Michigan weather sucks.

9) Big City was the top answer

Big City

- Opportunity
- Troy has “sheltered” them in a way. Big cities are more “real” experiences
- Everything is close by and there is some anonymity
- They like Chicago, Detroit – one vote for Atlanta
- Big cities are typically more diverse

Suburbs

- Big City is too crowded, rural too... “rural”
- Wants to live in the suburbs to raise a family
- Likes to know everyone in his community

Small City

- Doesn't like the pollution of big cities, wants something like Grand Rapids

10) Troy needs more entertainment

Housing

- Doesn't see where he could get a place to live on his own in Troy
 - o Wants a smaller place. The houses are too big in Troy
- Really expensive in Troy
 - o Cheaper in Royal Oak, with the same benefit of central location
- More apartments in the northern parts of the City
 - o More modern buildings
 - o Want buildings oriented towards young professionals

Entertainment

- Stuff that brings people into Troy
 - o Concert halls
 - o Sports arenas
- Nothing to do in the winter
 - o Flood an ice rink in one of the parks
- Making Big Beaver more like a downtown corridor
 - o Big Beaver is considered Troy's downtown
 - o Want shops, things to do when you go down there
- Putt-putt golf courses
- More retail, upscale stuff – more than just eating
- They like the restaurants
- More mom and pop restaurants
- Outdoor movie (family and young adult oriented movies playing opposite one another)

Snow plowing takes a long time

School starts too early

NEIGHBORHOOD ASSOCIATION FORUM

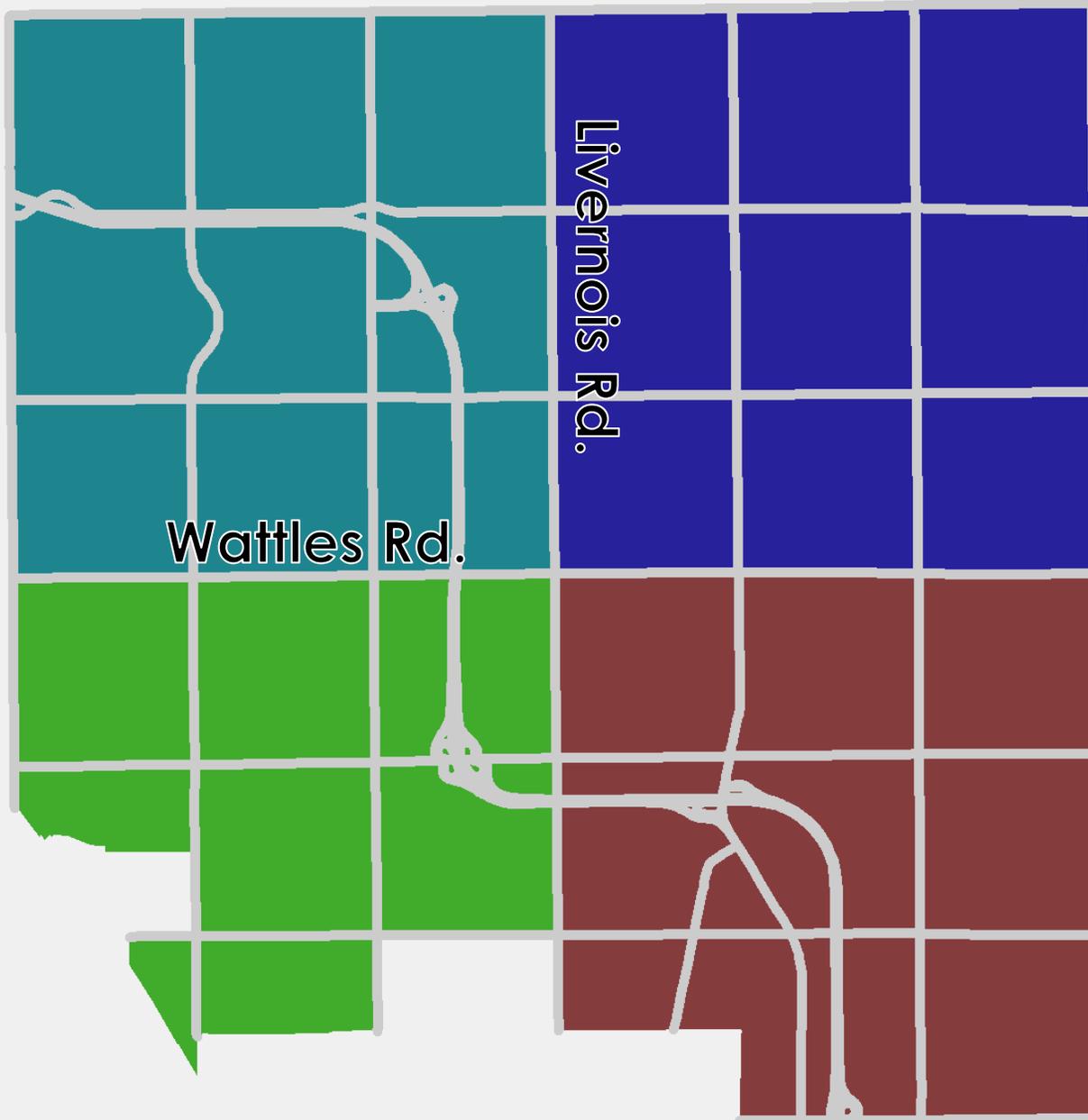
Your Troy

Master Plan 2015

Where do you live in Troy?

1. West of Livernois, north of Wattles

2. East of Livernois, north of Wattles

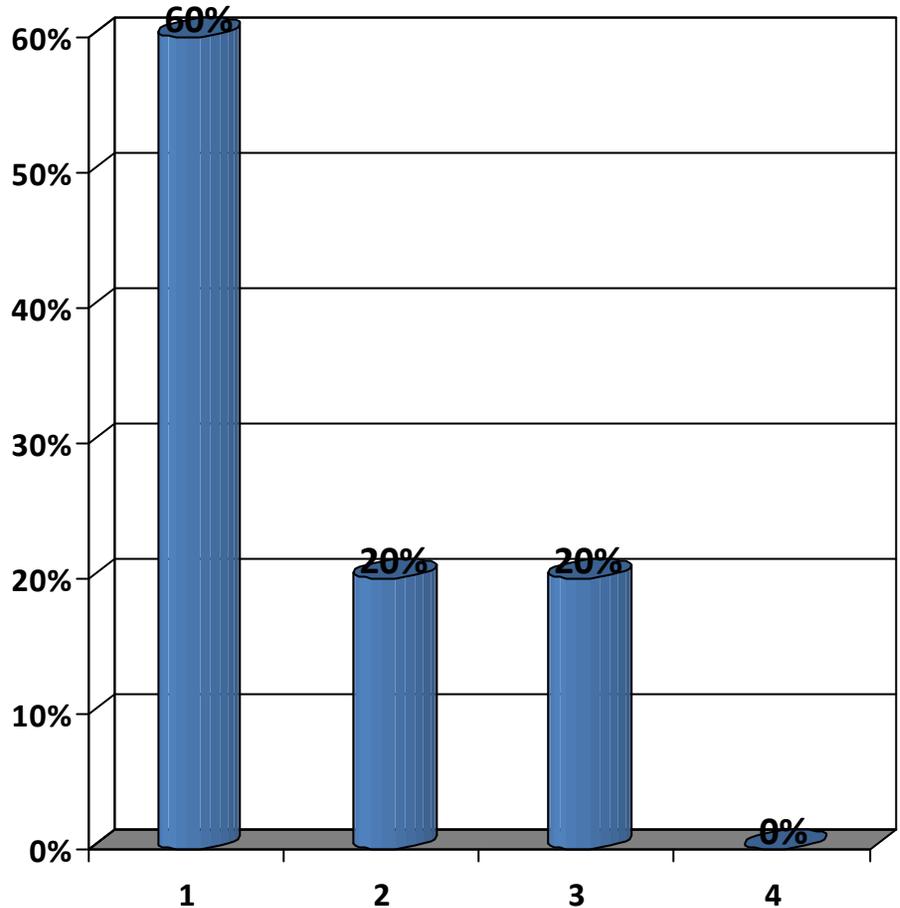


2. West of Livernois, south of Wattles

2. East of Livernois, south of Wattles

Where do you live in Troy?

1. West of Livernois, north of Wattles
2. West of Livernois, south of Wattles
3. East of Livernois, north of Wattles
4. East of Livernois, south of Wattles



Which School District do you live in?

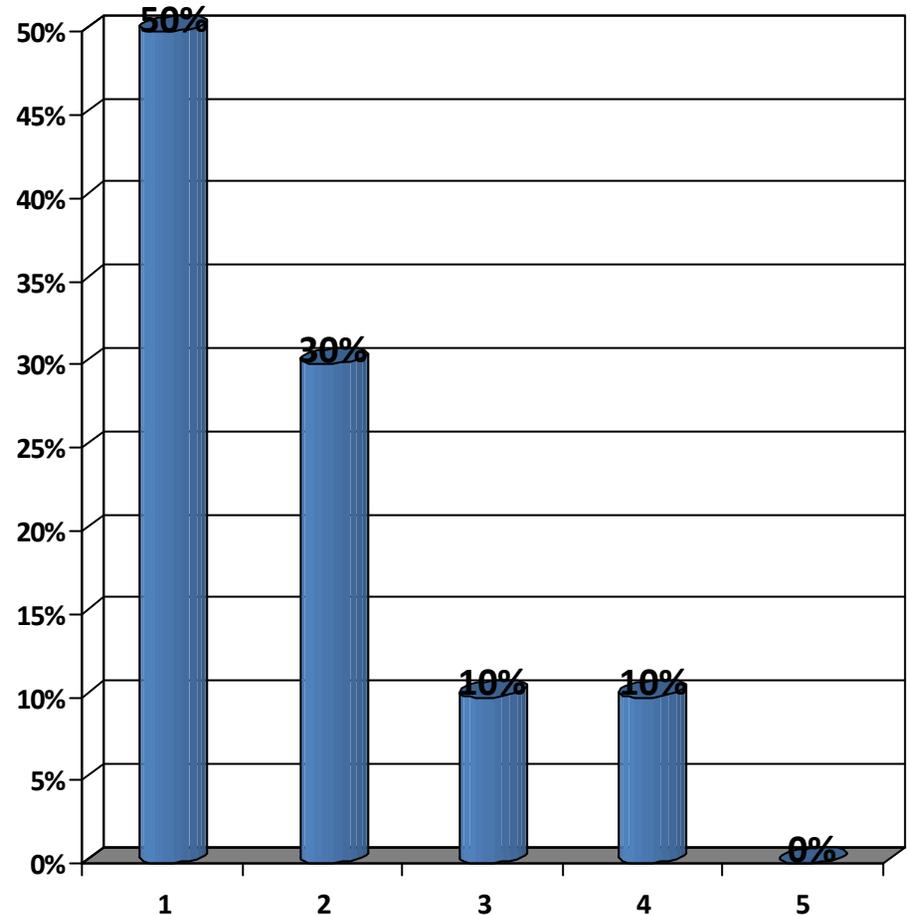
1. Troy School District – Troy High School

2. Troy School District – Troy Athens High School

3. Avondale/Bloomfield Hills School District

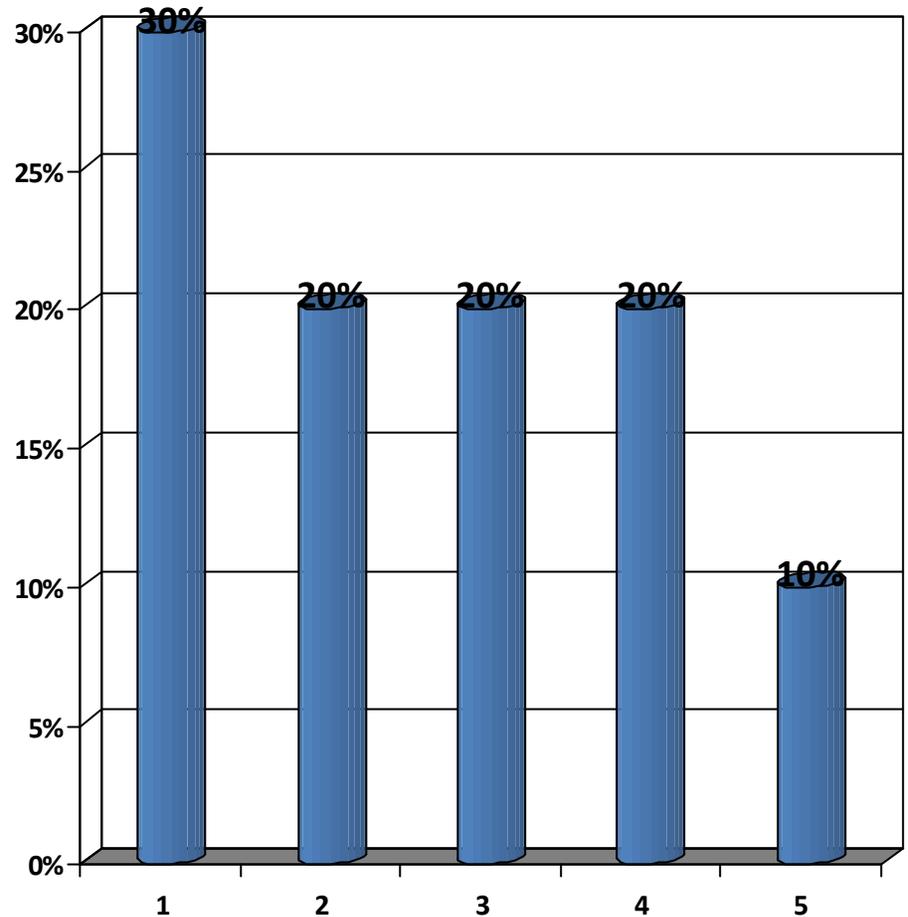
4. Birmingham School District

5. Warren/Lamphere/Royal Oak School District



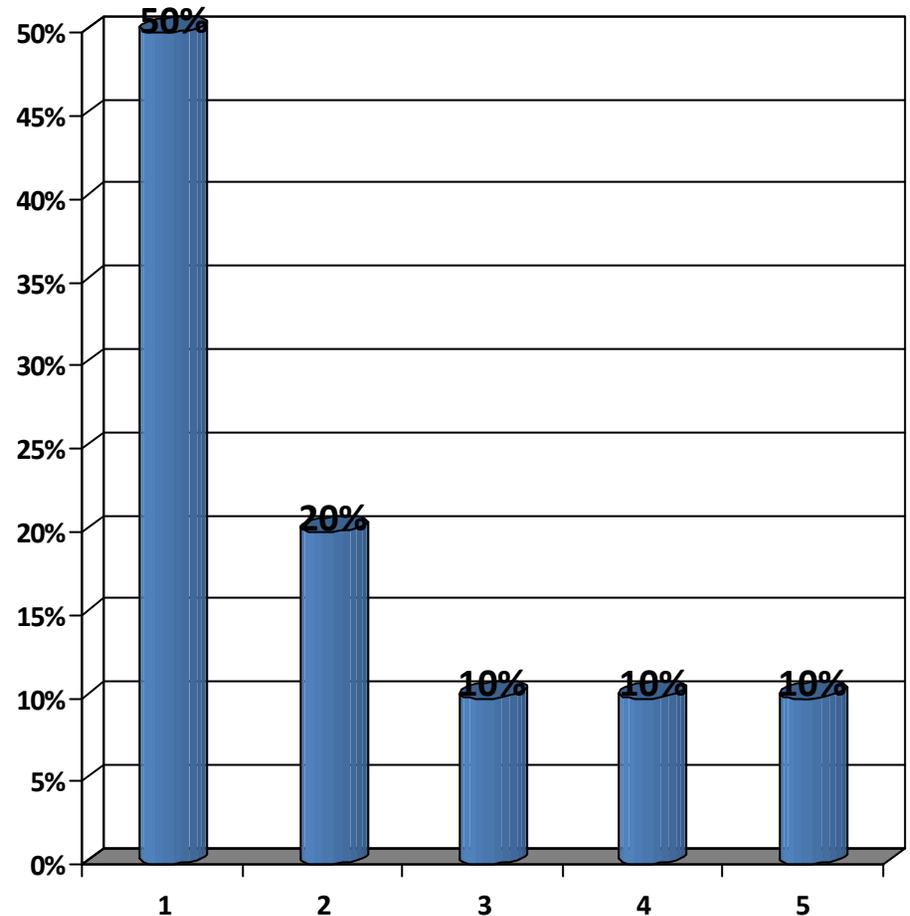
What do you like best about living in Troy?

1. Quality schools
2. Entertainment options
3. Public safety/city services
4. Housing
5. Other



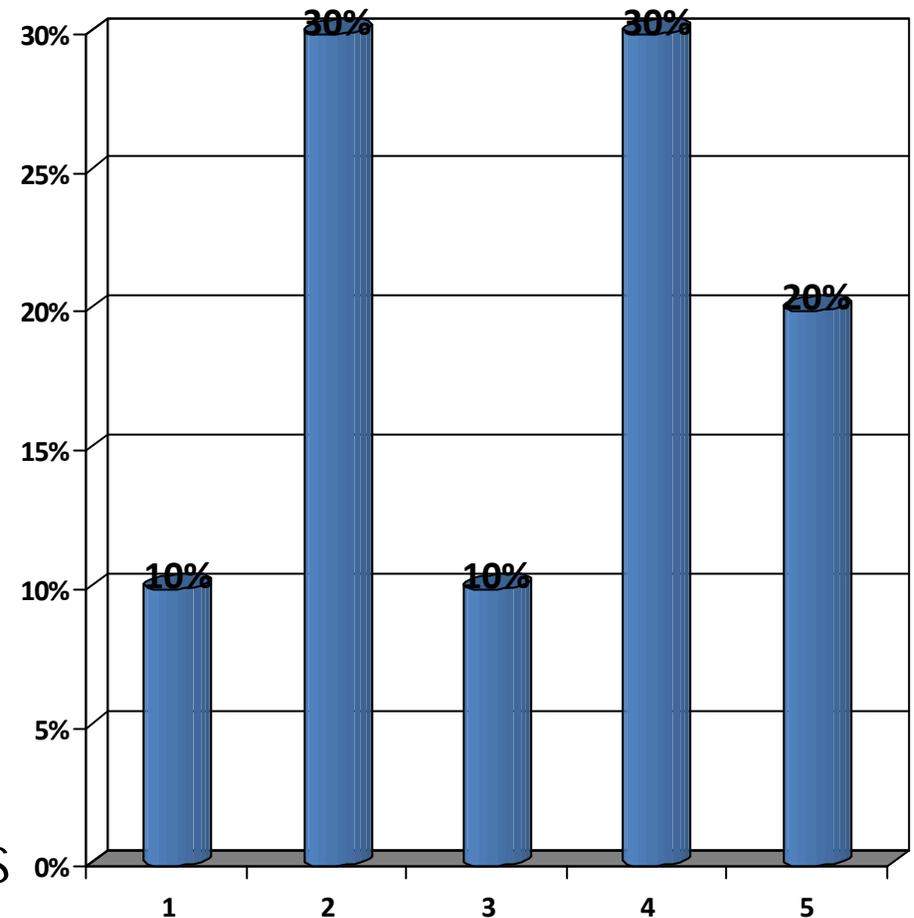
What is the biggest challenge living in Troy?

1. Limited transportation options
2. Lack of entertainment options/amenities
3. Lack of housing options
4. Cost of living
5. Other



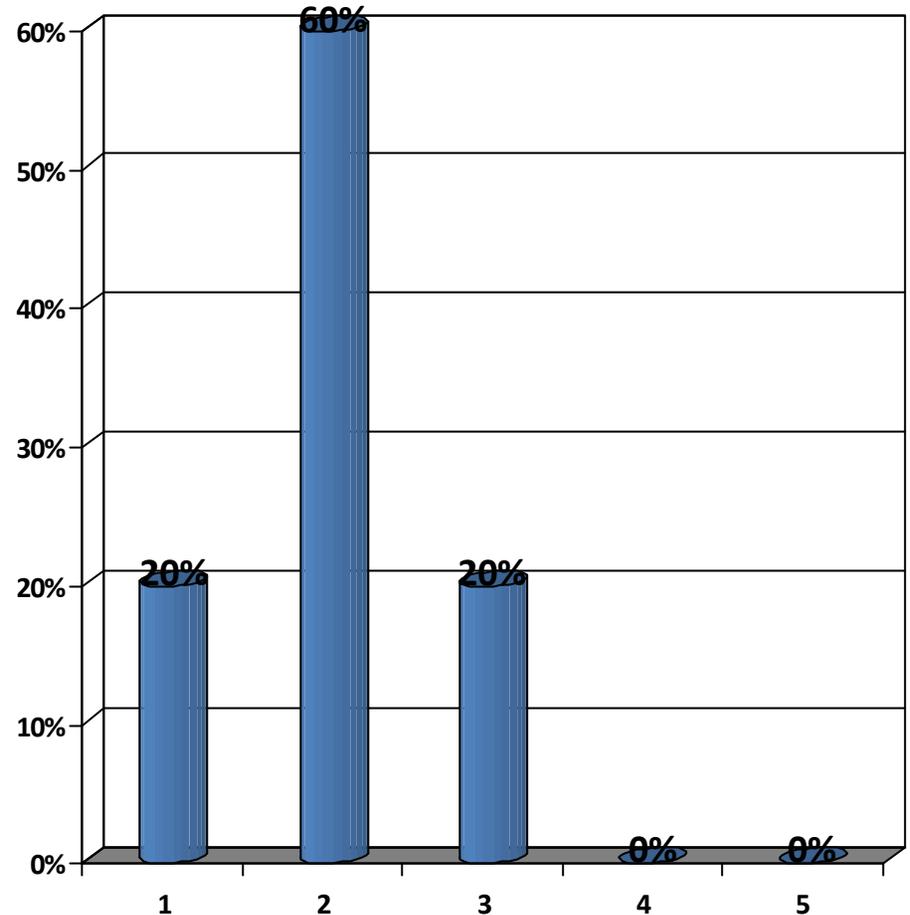
What is the most important issue facing your neighborhood?

1. Transition/buffer between commercial and residential properties
2. Property upkeep/code enforcement
3. Traffic speed, cut-through, etc.
4. No walkable destinations
5. Other



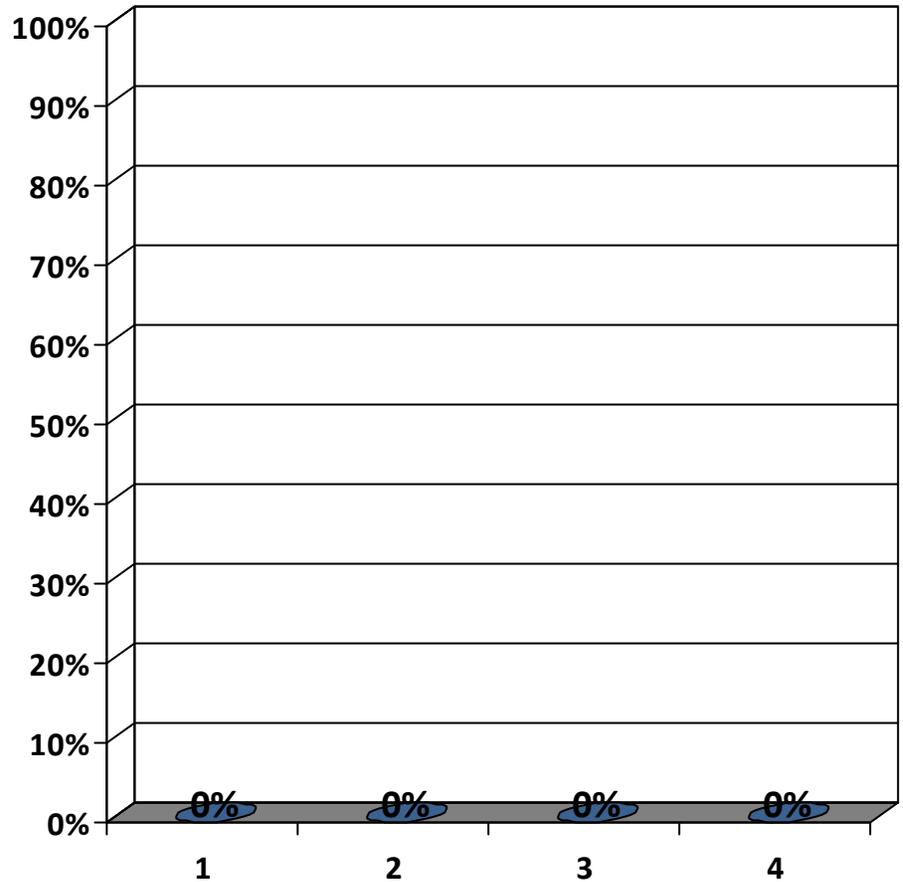
How do we best address buffers between single-family residential and commercial properties?

1. Require compatible uses adjacent to residential
2. Require greater landscape buffer
3. Limit height of commercial properties
4. Not an issue
5. Other



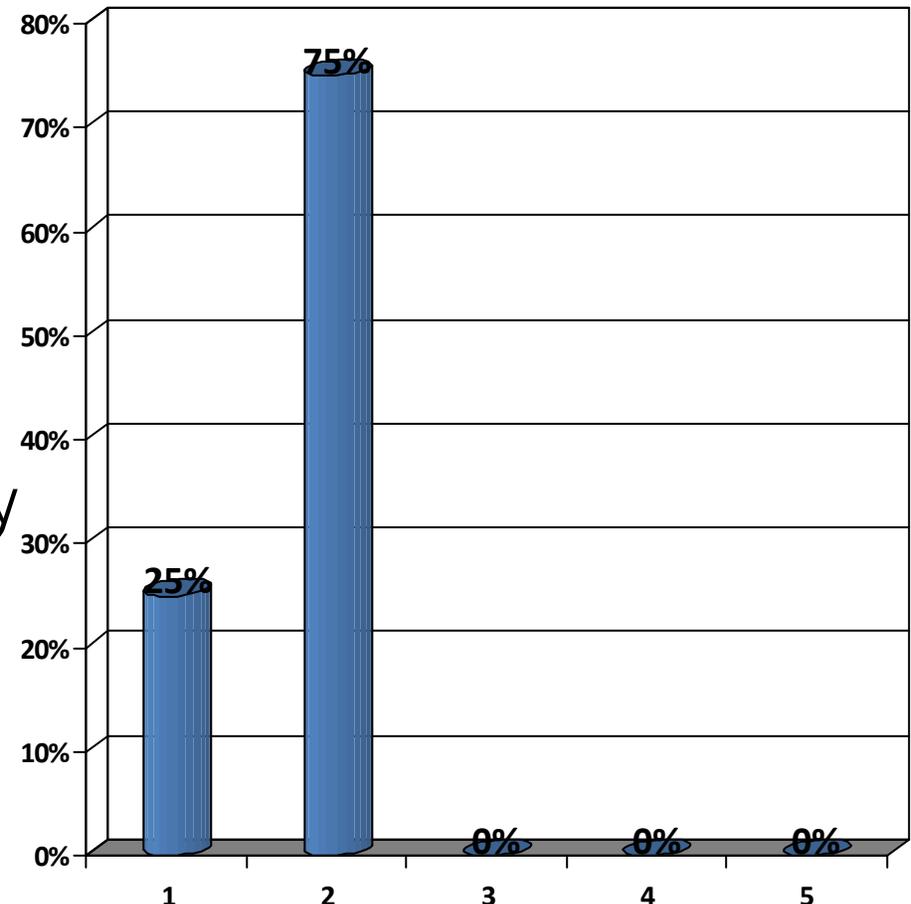
What is the biggest concern with senior assisted living facilities?

1. Traffic/noise
2. Height/scale
3. Loss of property value
4. Other



Where should senior assisted living facilities not be located?

1. Along major miles streets or in commercial areas
2. Within single-residential neighborhoods
3. Within multiple-family residential neighborhoods
4. On edges of single-family and multiple-family residential neighborhoods
5. Other



Which housing option is missing in Troy?

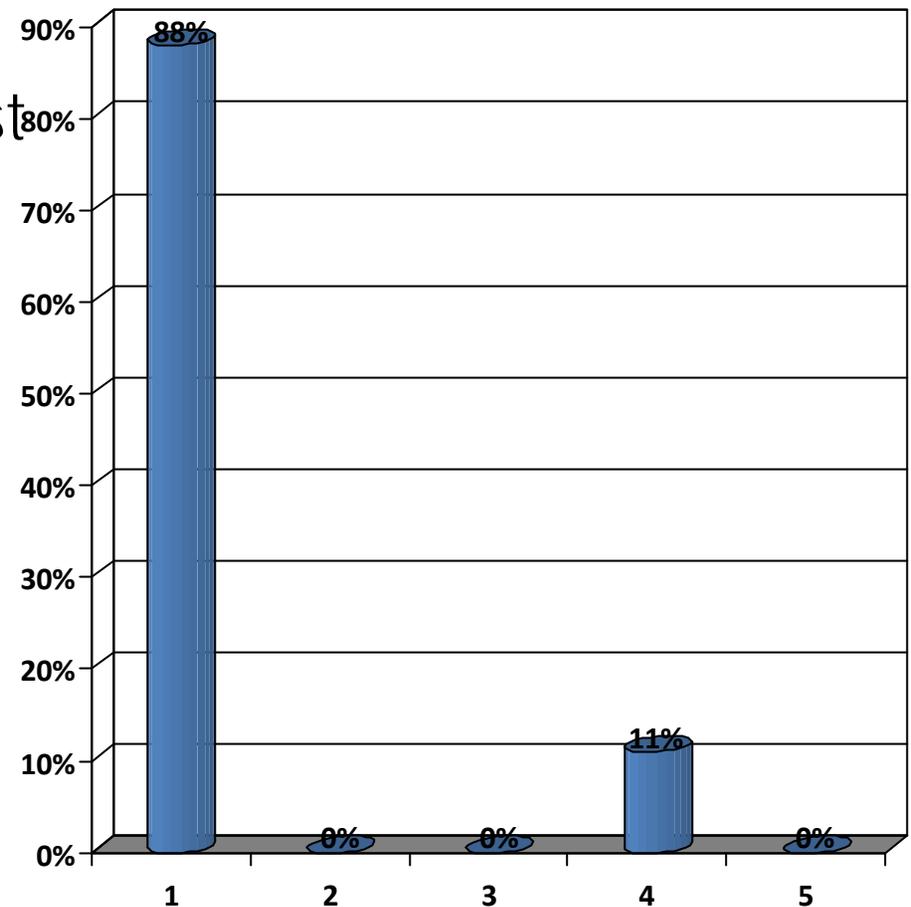
1. Senior independent/small single-family residential (1,500-2,000 square feet, first floor masters)

2. Large single-family residential

3. "Missing middle" – duplexes, four-plexes, townhouses

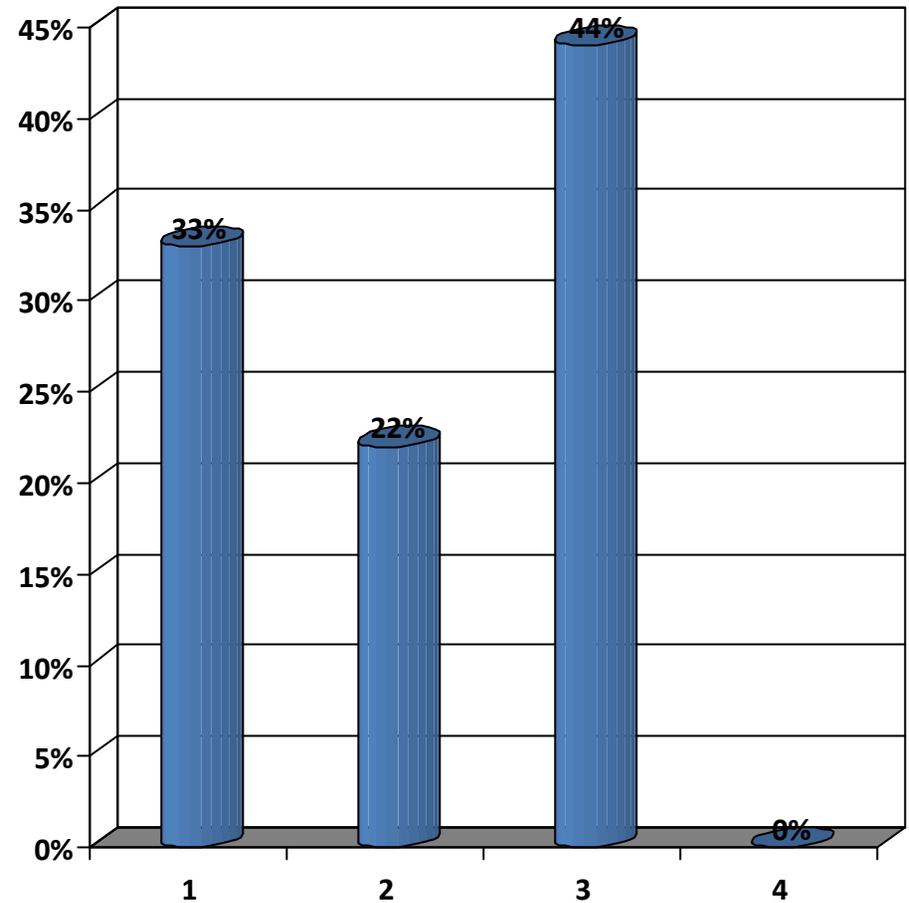
4. Senior assisted living

5. Other



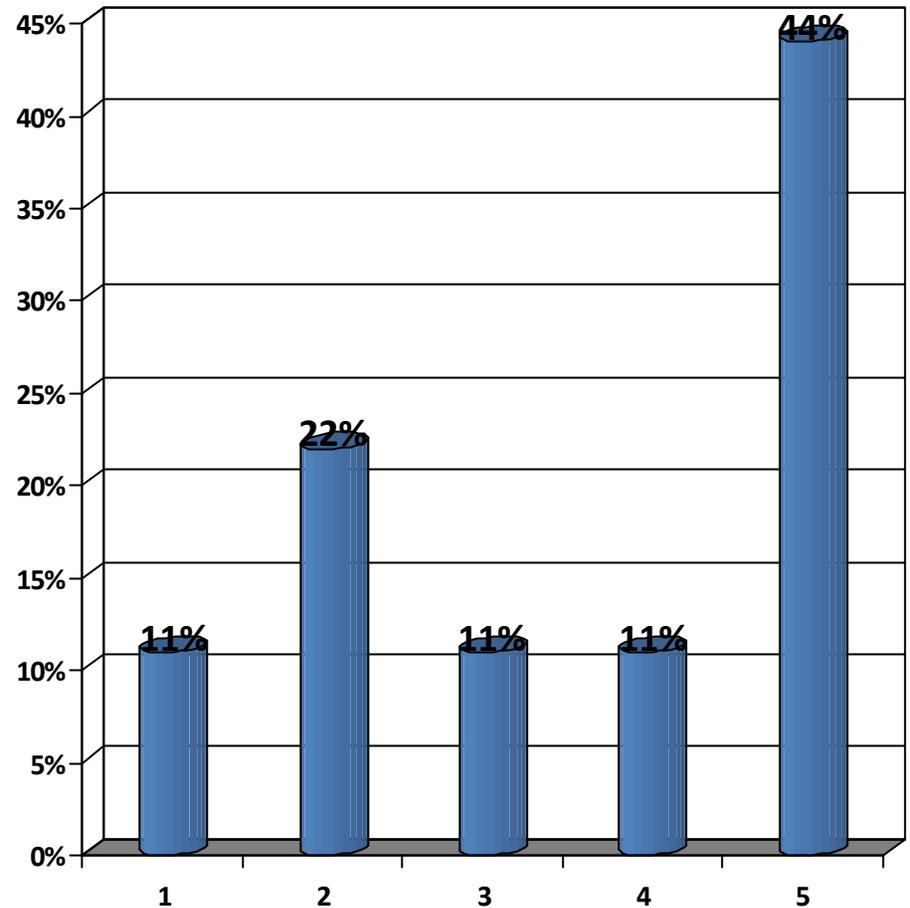
What non-automobile transportation option is missing?

1. Bike lanes
2. Trails and paths
3. Bus
4. Other



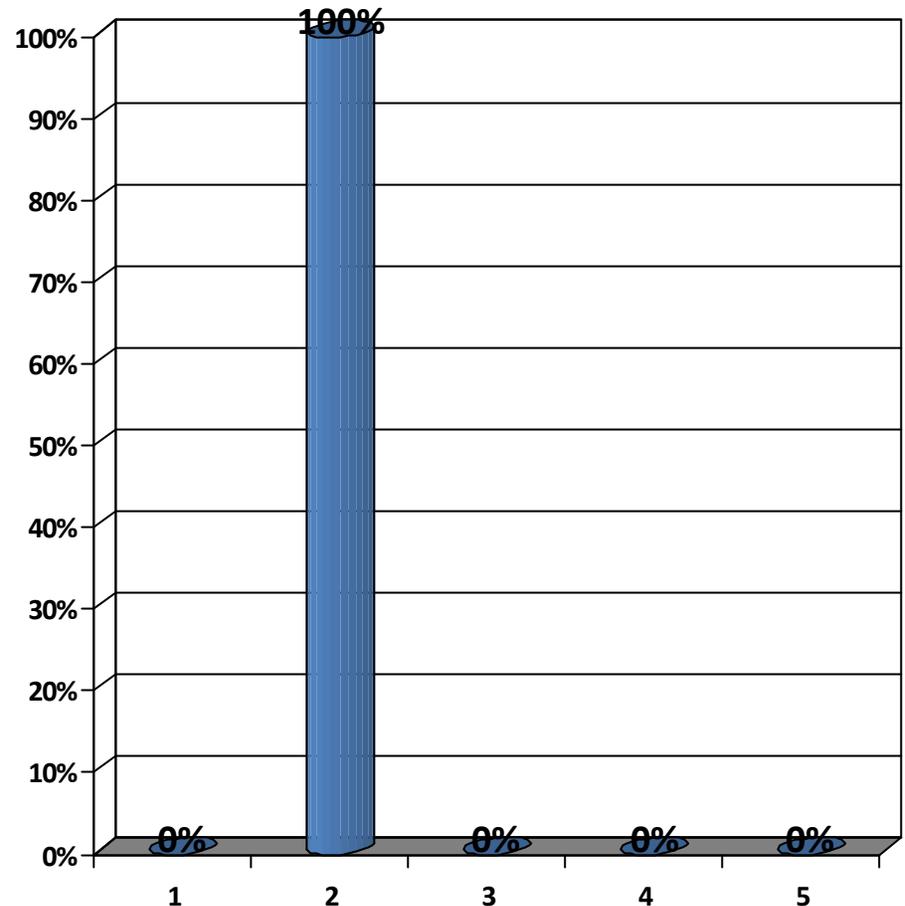
What city or community amenities are lacking?

1. Amenities for seniors
2. Amenities for youth
3. Amenities for minority populations
4. Amenities for families
5. Other



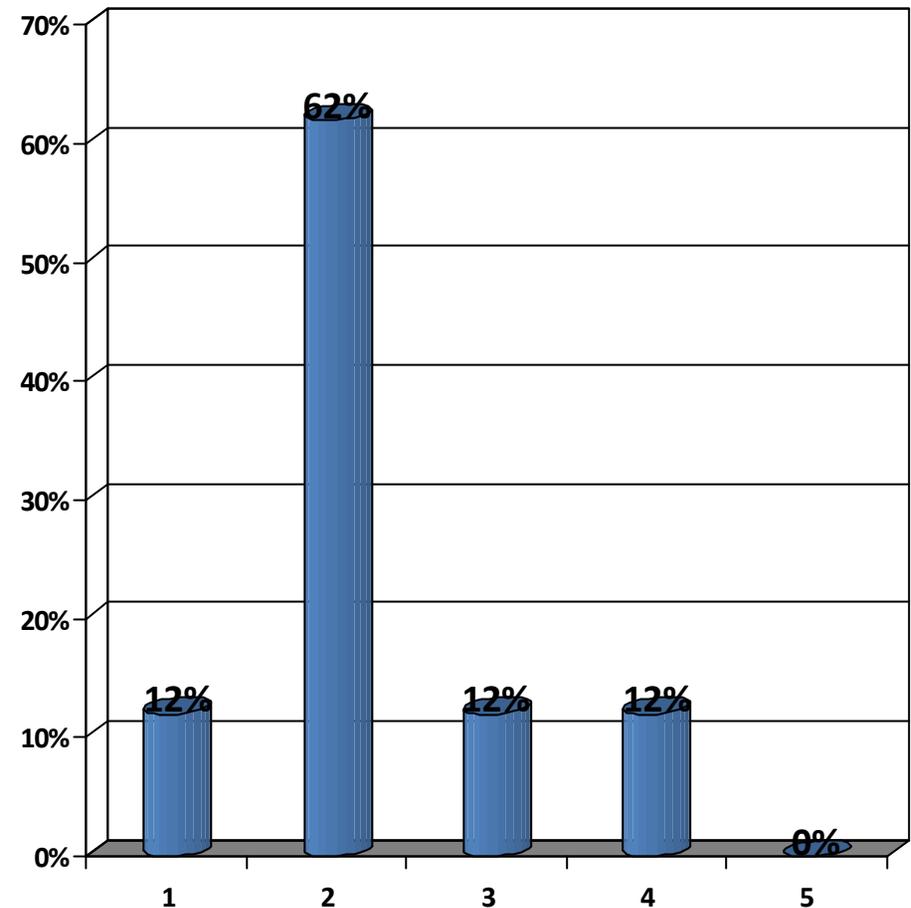
How can we maintain/attract young professionals?

1. Expand housing options
2. Expand entertainment options
3. Provide greater transportation options
4. Create greater business/entrepreneurial opportunities
5. Other



What area/corridor of Troy should the city focus planning efforts?

1. Maple Road
2. Big Beaver Road
3. Rochester Road
4. North Troy
(Crooks/Square Lake)
5. Other



Neighborhood Association Forum

2/16/2015

Troy Currently

- Suburban
- Future
- Random
- Evolving
- Bedroom-community
- Attractive
- Youth
- Opportunity
- Diverse
- Accommodating
- modern

Troy in 10 Years

- Advanced
- Economic Leader
- Attractive
- Progressive
- Education
- Birmingham; More Parking
- Envied
- Futuristic
- The standard
- Smart

Clicker Questions

- 1) *Where do you live*
- 2) *What school district do you live in*
- 3) What do you like best about living in Troy
 - a. Other – safe, good schools, family-oriented, activities for families
 - b. MJR Theatre has added to the entertainment value
 - c. Would like to see more art/theatre/culture in the City, besides Ridgedale
 - d. No places for teenagers/young adults to interact
 - e. Civic Center/Towne Center Drive should become the “town square”
- 4) What is the biggest challenge living in Troy
 - a. Transportation (50%)
 - i. No way to get anywhere if you don't want to drive

- ii. Don't feel safe letter kids ride bikes because of traffic
 - iii. Don't want to drive 8 miles for a loaf of bread
 - iv. Lack of bus services (don't know about it, where it goes, etc...)
 - b. Other (10%)
 - i. No culture, no identity
 - ii. Nothing associated with Troy
 - iii. Rochester is building sidewalks, paths, etc...
 - iv. Birmingham has the square, etc...
 - v. City of Tomorrow... Today :(
 - c. Sense of Place
 - i. Associated with good schools, Somerset, and diversity
 - ii. Cultures and community becoming one
 - d. Give people a place to hang out after work
 - i. Food trucks
 - ii. Restaurants
 - iii. Form a central district
 - 1. Somerset is the only place you could consider that
 - iv. Kmart land should be developed
- 5) Most important issues facing your neighborhood?
- a. Renters coming into the neighborhood
 - i. Don't care about keeping up the property
 - b. Random homeowners who are selfish
 - i. Don't take care of the yard, etc...
 - ii. Banks don't take care of home
 - c. Group homes
 - d. Road upkeep
- 6) How to best address buffers between single-family residential and commercial properties?
- a. Landscape buffer was the highest vote (60%)
 - b. Worried we will lose the makeup of Troy if we change too much
 - c. Sunil wants to kick all the old people out
 - d. Some want a definition of who we are so that we can use that to form our development practices
- 7) What is the biggest issue with senior-assisted living facilities?
- a. Loss of property value (50%)
 - b. Traffic pattern concerns
- 8) Where should senior-assisted living facilities not be located?
- a. Within single-residential neighborhoods (75%)
 - b. On the edges of single (25%)

- 9) Which housing option is missing in Troy?
 - a. Senior Independent facilities (95%)

- 10) What non-automobile transportation option is missing?
 - a. Bus (45%)
 - b. Bikes

- 11) What city or community amenities are lacking?
 - a. Other (44%)
 - i. Dog Park
 - ii. Dog Pool

- 12) How can we maintain/attract young professionals?
 - a. Not sure they want young people here...

- 13) What area/corridor of Troy should the city focus planning efforts?
 - a. Big Beaver (62%)
 - b. Other areas each got 1 vote

Questions afterward

- Big Beaver Corridor
 - o Developments close to the road, in front of office buildings
 - o Will they date themselves? Will they fall out of fashion?
 - o What will make the corridor look spectacular?
 - Should we create vertical density?
 - Changing the ordinances to allow it
 - o Mixed use buildings
 - One person said it was a disaster, but everyone else said it wasn't. Not sure who to believe, Brent. Please advise.
 - Birmingham is building up, because they can't move out
 - Lofts/apartments/retail