Complete Streets for Lathrup Village

MAKING TRANSPORTATION SYSTEMS PART OF A HEALTHIER AND SAFER COMMUNITY

Birchler Arroyo Associates, Inc. Complete Streets Plan City of Lathrup Village
Outline

- Introduction
- Public Input Process
- Format Concept and Outline
- Complete Streets
- Transportation Improvements Program
- Complete Streets Ordinance
- Other Actions to Stimulate Economic Development
• Why do most of us drive everywhere?
• Why should we care about streets?
• What makes up a street?
• What are Complete Streets?
• What are the benefits of Complete Streets?
Why do most of us drive everywhere?

- Impact of Interstate Highway Act of 1953
- Incomplete network for pedestrians/cyclists
- Lack of safe pedestrian crossings on major roads
- Lack of safe bicycle parking
- Numerous destinations, all spread out in sprawling fashion
Why should we care?

- Public health concerns – rise in obesity rates & chronic conditions
- High gasoline prices / High cost of car ownership
- Lack of mobility options for very young and very old
- Aging population
- Traffic congestion
- Air pollution/greenhouse gases
- New Michigan legislation

Lathrup Village’s senior population (65+) is forecast to grow by 74% from 2000 to 2035 (SEMCOG) = about 20% of 4,300 people
Public Input and Process

April 2011

Online Complete Streets Survey

Public Forum and Open House
AGENDA
Public Input Workshop
Wednesday, April 27, 2011
6:30—8:00 p.m.

1. Welcome: 6:30

2. Complete Streets Overview: 6:35-6:55 p.m.
   Rod Arroyo, Birchler Arroyo Associates, Inc.

3. Open House: 6:55-8:00 p.m.
   Participants encouraged to walk around, view the informational stations.
   and offer comments.

Flyers & Handouts:
All participants are encouraged to take available handouts.

- Comment packet
  - Set of 6 post-it notes for City map: Green notes are
    to make road, sidewalk, and transportation facility
    suggestions; Pink for identifying problem areas in the
    City of Lathrup Village
  - Lined comment form for additional comments

- Complete Streets Information sheet with City map on
  back

Additional materials are available upon request.
<table>
<thead>
<tr>
<th>Access</th>
<th>Mobility</th>
<th>Barriers to Non-Motorized Mobility Affected by Roadway Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Few/no access points</td>
<td>High</td>
<td>Speed</td>
</tr>
<tr>
<td>Freeway</td>
<td></td>
<td>High</td>
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<tr>
<td>Principal Arterials</td>
<td></td>
<td></td>
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<tr>
<td>Principal Arterial - Village</td>
<td></td>
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<tr>
<td>Freeway Service</td>
<td></td>
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<tr>
<td>Minor Arterial</td>
<td></td>
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<tr>
<td>Collector</td>
<td></td>
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<tr>
<td>Village Collector</td>
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<tr>
<td>Village Local</td>
<td></td>
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<tr>
<td>Local</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Many access points</td>
<td>Low</td>
<td>Low</td>
</tr>
</tbody>
</table>
Lathrup Village Sidewalk Gaps
Oakland County, Michigan

West of Santa Barbara Neighborhood

West of Santa Barbara Neighborhood
The neighborhood character of this area includes a transportation network that generally does not include sidewalks. Many roadways in this area are unpaved.

- Intersection Sidewalk Gaps
- Sidewalk Gaps
- Shared-use Path
- Municipal Boundary

Birchler Arroyo Associates, Inc.  Complete Streets Plan  City of Lathrup Village
This zone is called a “linear greenway,” and is specifically designed for the Village Center area to add more street trees and landscaping than may be included in the amenity zone. The effect of this zone will be to soften the streetscape, provide additional shade, character, and opportunities to address storm water management.
Minor Collector—Village
100 ft. ROW

- Destination Zone: 12 ft.
- Walking Zone: 13 ft.
- Amenity Zone: 13 ft.
- Street:
  - Two 11 ft. travel lanes;
  - Two 6 ft. bicycle lanes;
  - Two 8 ft. parking lanes;
  - 2 ft. curb/gutter
- Walking Zone: 12 ft.
- Destination Zone
Americans, we tend to prefer having options and choices, and yet, we are just now starting to realize that choices in transportation make sense. People often feel resigned to the automobile as their only method of transportation, even with high gasoline prices and overall cost of car ownership. For many, it truly is the only option.

**Public Health Concerns**

Safety plays a major role in non-motorized travel. Even the perception of non-motorized travel safety may impact decisions about alternative modes of travel for many. Vehicle speeds contribute to unsafe roadways for pedestrians, and there is higher chance of a fatal accident with higher vehicle speeds. According to the National Highway Traffic Association and the insurance Institute for Highway Safety:

- Pedestrian fatalities account for 11 percent of motor vehicle fatalities.
- Pedestrians comprise the second largest category of motor vehicle accident deaths following occupant deaths.
- On average, a pedestrian is injured in a traffic accident every 8 minutes.
- On average, a pedestrian is killed in a traffic accident every 111 minutes.
- In 2005 a total of 4,881 pedestrians were killed in motor vehicle accidents.
- In 2003, the per capita pedestrian death rate was 1.6 per 100,000 people.

**Inactive Lifestyles**

Beyond choice, however, there are other reasons why communities should consider how complete their streets really are. As many people struggle with their weight, as a community we battle rising public health costs for chronic conditions associated with obesity. Over the past 25 years, obesity rates have skyrocketed across the country. According to the Center for Disease Control (CDC), "obese" people have a body mass index (BMI) of more than 30. The

The obesity rates in Michigan rose from less than 14% in 1989 to nearly 30% of the population in 2009.

CDC reports that between 1989-2009, the obesity rates in Michigan rose from less than 14% to nearly 30% of the population. A wide range of chronic diseases and conditions are attributed to obesity, including diabetes and heart disease. Currently, 80% of adults age 65 and older have at least one chronic health condition; 50% have at least two (CDC).

**Disabilities**

In 2000, the City of Lathrup Village had about 660 residents, or 15% of the City's population, with some type of long lasting condition or disability. 2010 Census figures are not yet available for this segment, but given the longer living population and other health-related trends, the City will likely not see the number of those with disabilities decline. Conditions and/or disabilities include:

- Sensory disabilities involving sight or hearing
- Conditions limiting basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying.
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**Public Health Concerns**

**Safety**

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How does this all fit in with the City’s Vision?

- Downtown Planning & Implementation
How does this all fit in with the City’s Vision?

• Updated Zoning Regulations to be More User-friendly and Facilitate the Downtown Form
### VC Village Center District

#### A. INTENT

The intent of the VC Village Center District is to create a compact and unique downtown district for the City by encouraging the redevelopment of property where buildings feature a mix of residential, retail and office uses and are laid out in a pedestrian-oriented manner that reflects a mid-rise small town urban form. There will be two types of roads in the VC District: Primary roads that function as the main streets and other roads that support the grid network. Parking will be provided on street and in shared parking areas. Alley will provide service and parking access.

**User Note:** For uses listed in **bold blue**, refer to Article 4, or on this use, for use-specific standards.

#### B. VILLAGE CENTER DISTRICT USES

<table>
<thead>
<tr>
<th>Use</th>
<th>Ground Floor</th>
<th>Upper Floor</th>
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</thead>
<tbody>
<tr>
<td><strong>Commercial Uses</strong></td>
<td></td>
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<tr>
<td>Restaurants, bar, tavern, live entertainment</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Personal Services*</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Bed &amp; Breakfast, Inn, Hotel</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Retail commercial uses** up to 6,000 sq. ft.</td>
<td>P</td>
<td>S</td>
</tr>
<tr>
<td>Grocery store up to 10,000 sq. ft.</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Post office, retail, government services</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Professional &amp; administrative offices**</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Medical offices and clinics</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Office supply shops</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Copy and print shops</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Establishments involving the manufacture or sale of any alcoholic beverages regulated by the Michigan Liquor Control Act, MCL 436.1101 et seq.</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td><strong>Recreation, Education &amp; Assembly</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Library, museum</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>Child care center <strong>§36-62</strong></td>
<td>P</td>
<td>S</td>
</tr>
<tr>
<td>Theater, cinema, performing arts, places of worship, §364.2</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Recreation centers for academic and fine arts purposes</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Healthy/Fitness facility</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td><strong>Residential Uses</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Home occupations/Live Work</td>
<td>P</td>
<td>A</td>
</tr>
<tr>
<td>Single family attached</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Multi-family</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Accessory use, customarily incidental to permitted uses</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Uses similar to the above uses, as determined by the Planning Commission <strong>P/S</strong></td>
<td>P/S**</td>
<td></td>
</tr>
</tbody>
</table>

*P = Permitted  S = Special Land Use  A = Accessory use
** if similar to a permitted use on this level, as determined by the Planning Commission
*** if similar to a special land use permitted on this level, as determined by the Planning Commission, and subject to reasonable conditions to address impacts of similar special land uses.
3.1.8 VC Village Center District

D. BUILDING PLACEMENT

1. Primary Roads: Buildings shall be constructed to the Building Line and occupy 75 percent or more of the full width of the parcel, subject to the following:
   a. Build-to-Zone: To allow variations in design and flexibility, portions of the building facade may include signs up to two feet from the Build-to-Line. Additional variances in setback for architectural features that meet the intent and spirit of this ordinance may be permitted at the discretion of the Planning Commission.
   b. Building Entrances: Recessed areas from three to five (5) feet from the Build-to-Zone shall be provided for primary building entrances.

C. Forecourt: The Planning Commission may grant an exception for a building facade to retreat to an fifteen (15) feet from the Build-to-Zone, into the building recess, but shall maintain a minimum height of 35 feet as measured from the floor of the Building Zone. The Planning Commission shall determine the height of the forecourt and the extent of the recess.

2. Pavement Areas: All areas located between the building and the street shall be paved for pedestrians unless specific landscaping areas within the paved sections are approved.

3. E. BUILDING ELEMENTS

   a. Unlike aspects, the requirements issued in this subsection shall apply to all facades and architectural features, as well as facades that directly face a park or plaza. Walls shall be below. Walls shall include windows and architectural features that are found on the front of a building in a traditional downtown setting such as awnings, window sills, doors, cornices, decorative materials, and decorative lighting. The following additional requirements shall apply:

   i. Building Composition: Building facades shall be composed of two distinct components: a base or ground floor, a middle, and a top.
   a. Base: The base of a building shall be designed to clearly define where the building begins. It shall enhance the pedestrian experience by providing quality durable materials, as well as architectural features that encourage views into a ground floor space. Finishes base types shall be one of the following on Primary Roads:
   b. Storefront: A facade built to the line at the edge of the right-of-way (within the Build-to-Line). The entrance to the building, which may be recessed, is at the grade of the sidewalk.

   B. Middle: For buildings with more than one story, the middle of a building, which begins above the ground floor, shall be separated from the ground floor by a visible break that may include a change of color, material, or window pattern. This break may include the stair area.
   c. Upper floor windows shall be inset and grouped to reflect the rhythm of the ground-floor openings.
   d. Roof Top: The top of the building shall distinguish the building with cornices or continuous roof edge. Flat roofs shall be covered with skylights.

   II. Equipment: Rooftop mechanical and other equipment shall be positioned and screened to screen views from adjacent properties and obscure views from the public right-of-way.
   e. Availability: Roofs may be accessible and may be used as balconies or terraces. Vegetated areas are encouraged to roof buildings and limit stormwater runoff.

2. Windows and Doors
   a. Generally
   b. Materials: Structural elements to support columns or spandrels, along with railings and frames, are required for windows and doors shall be painted, powder-coated or stained. Glass shall be clear or lightly tinted. Reflective glass is not permitted. Glass block windows shall not be permitted unless the Planning Commission grants an exception for use as an accent.
   c. Shutters: When used, whether operating or decorative, they shall be equal to the width of one half of the adjacent window opening.
   d. Reveal Openings: All sash, doors, columns, and upper floor windows shall be vertically proportioned.

   B. Ground Floor windows and doors:
   a. Integral Design: All storefronts shall have doors, windows, and signage that are integratedly designed.
   b. Transparency: Each storefront shall have transparent or lightly tinted areas, equal to at least 30 percent, but not more than 50 percent, of the visible portion of the facade, between two (2) and eight (8) feet from the ground. These required window areas shall be either in windows that allow views into retail space, dining areas, office work areas, lobbies, or lobbies. Merchandise display windows or other windows consistent with encouraging a lively public space.

VC Village Center District

3.1.8

Birchler Arroyo Associates, Inc.

Complete Streets Plan

City of Lathrup Village
Next Steps

Public Hearing on Complete Streets Plan – October

Adopt Transportation Improvements Program – November

Adopt Complete Streets Ordinance - November
Complete Streets for Lathrup Village

THANK YOU

Rod Arroyo, Vice President
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