Stoney Creek and Winkler Mill Pond Historic Districts

May 3, 2010

A report on the key findings and recommendations for the Stoney Creek and Winkler Mill Pond Historic Districts

Mayor's Advisory Committee

Mayor Bryan K. Barnett established the Advisory Committee to document residents' concerns regarding traffic, safety, future development, and preservation of the Tienken and Washington Road Corridor from the Sheldon Roundabout to Dequindre Road. With consideration for the historic importance of the area, the Committee developed a set of realistic goals and recommended potential improvements. The members of the Mayor's Advisory Committee include:

City of Rochester Hills

- Derek Delacourt, Planning Deputy Director
- Patrick McKay, Museum Supervisor
- Judy Bialk, Planning Assistant
- Marc Matich, Traffic/Permit Division

Oakland County Planning & Economic Development Services

- Bret Rasegan, Registered Architect/Planning Supervisor
- Ron Campbell, Preservation Architect/Principal Planner
- Kristen Wiltfang, Associate Planner

Road Commission for Oakland County

- David Evancoe, Planning and Development Director

ROAD COMMISSION for OAKLAND COUNTY

CITY OF ROCHESTER HILLS, MICHIGAN
AVON 1835
1984
Bryan K. Barnett, Mayor

WHERE PEOPLE & TECHNOLOGY PROSPER
Oakland County Michigan
Planning & Economic Development Services
L. Brooks Patterson, County Executive

This report was prepared by Oakland County Planning & Economic Development Services, the Road Commission for Oakland County, and the City of Rochester Hills.

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Introduction

The Mayor's Advisory Committee was formed in February 2009 by Mayor Bryan K. Barnett to investigate residents' concerns and identify opportunities for improvement within the boundaries of the City's two contiguous Historic Districts. The Mayor charged the Committee with seeking public input from residents and to provide recommendations for potential improvements. The Committee focused on the Tienken and Washington road corridors from the Sheldon Roundabout to the City border at Dequindre Road. Additional area surrounding the corridors was evaluated as necessary. The Committee includes staff from the City's Planning, Parks, and Engineering Departments, members of Oakland County's Planning and Economic Development Services Division, and staff from the Road Commission for Oakland County (RCOC).

The Stoney Creek Village Historic District is a Nationally Registered Historic District, and both the Stoney Creek Village and Winkler Mill Pond districts are designated locally by the City of Rochester Hills. Recognition of the significance of these districts to the City's history and the greater Rochester area, and the importance of protecting the integrity of that history, was the impetus for the creation of the Mayor's Committee. This is the first time a committee has been established to create a vision for the protection and improvement of both historic districts with a focus on Tienken and Washington Roads.

Tienken and Washington are county primary roads that run through unique historic residential areas. Both roads within the study area exhibit characteristics that make the typical road planning and design process more challenging. It is the goal of the Committee to establish recommendations that recognize the RCOC's primary road designation, strongly consider the residents' concerns and ideas, clearly reinforce the City's desire to protect the historic districts, and preserve the residential nature and neighborhood feel of the area.

Roberson Mill Pond

Advisory Committee Time Line of Events

- February 25, 2009 Mayor Forms Advisory Committee
- March 12, 2009 First Internal Advisory Committee Meeting
- May 7, 2009 Residents' Forum
- May 30, 2009 Awareness Walk
- August 26, 2009 Report Preliminary Draft To Residents
- January 2010 Final Report

The Committee conducted an Awareness Survey and held two public input sessions including a Residents' Forum and an Awareness Walk of the historic districts. The intent of those efforts was to gather input from as many residents as possible, and experience the study area from the perspective of the people who live there. The Committee reviewed, evaluated, and strongly considered the input while drafting the following recommendations. These recommendations represent the professional opinion of the committee members as arrived at through discussion and consensus agreement. The time needed to implement specific recommendations will vary and unforeseen circumstances will influence specific design aspects and should be expected. What is important to guard against is losing the vision of what these recommendations are trying to achieve, the historic character and context they are trying to protect, and the unique areas that command creative thinking to meet the design challenge.

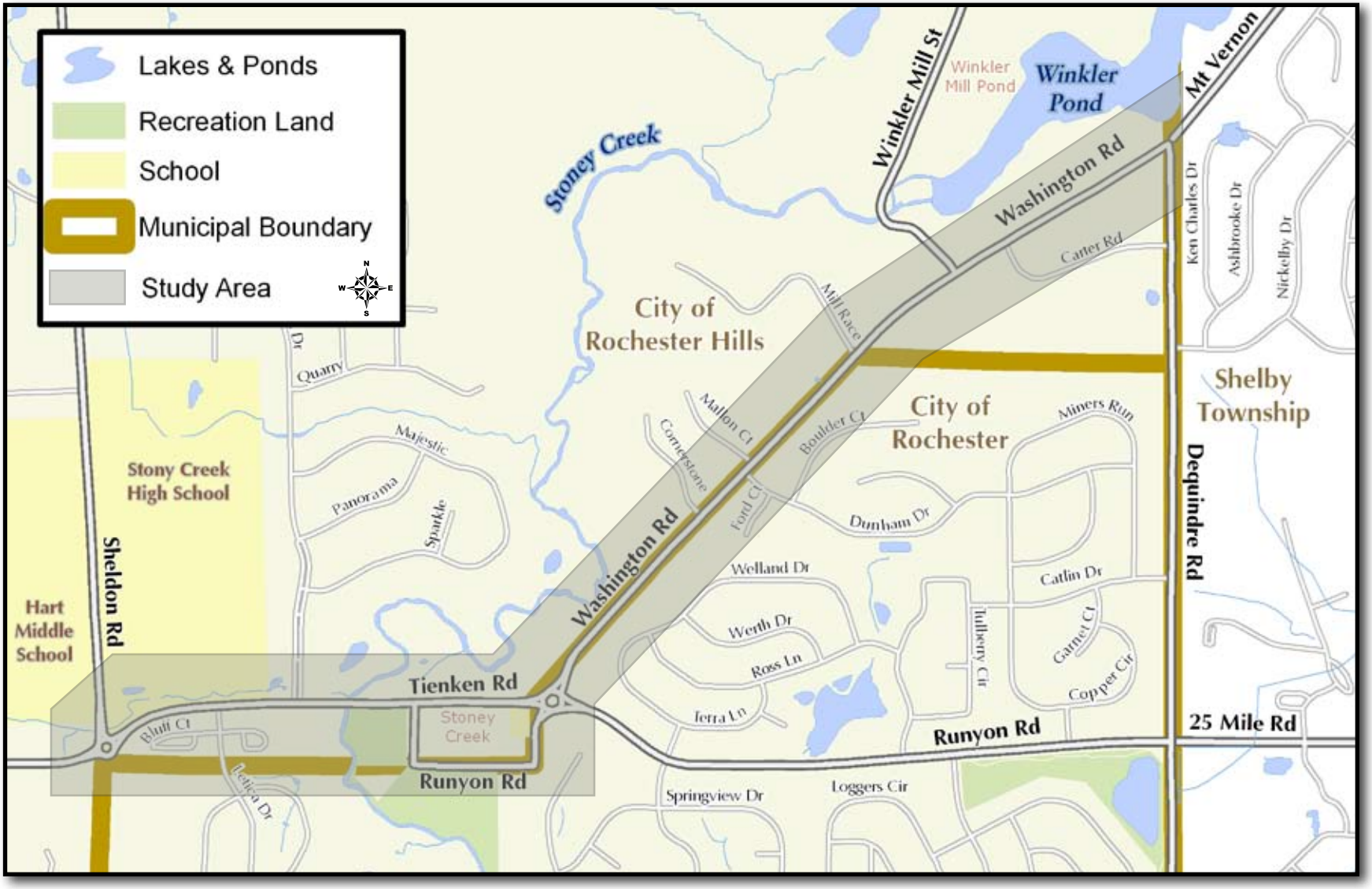
Many of these recommendations involve multiple jurisdictions with varying review standards, and it is not within the City's power to impose these recommendations unilaterally. Additionally, for most of the recommendations, funding sources have not been identified or allocated. Also, the recommendations have not been evaluated relative to other citywide commitments and priorities. However, with that said, it is important that the City find consensus in a defined vision for Tienken and Washington Roads in the historic districts, so as they move forward with other agencies to implement projects, there is a common understanding of the City's priorities.

Sarah Van Hoosen in front of the Red House circa 1850

Study Area

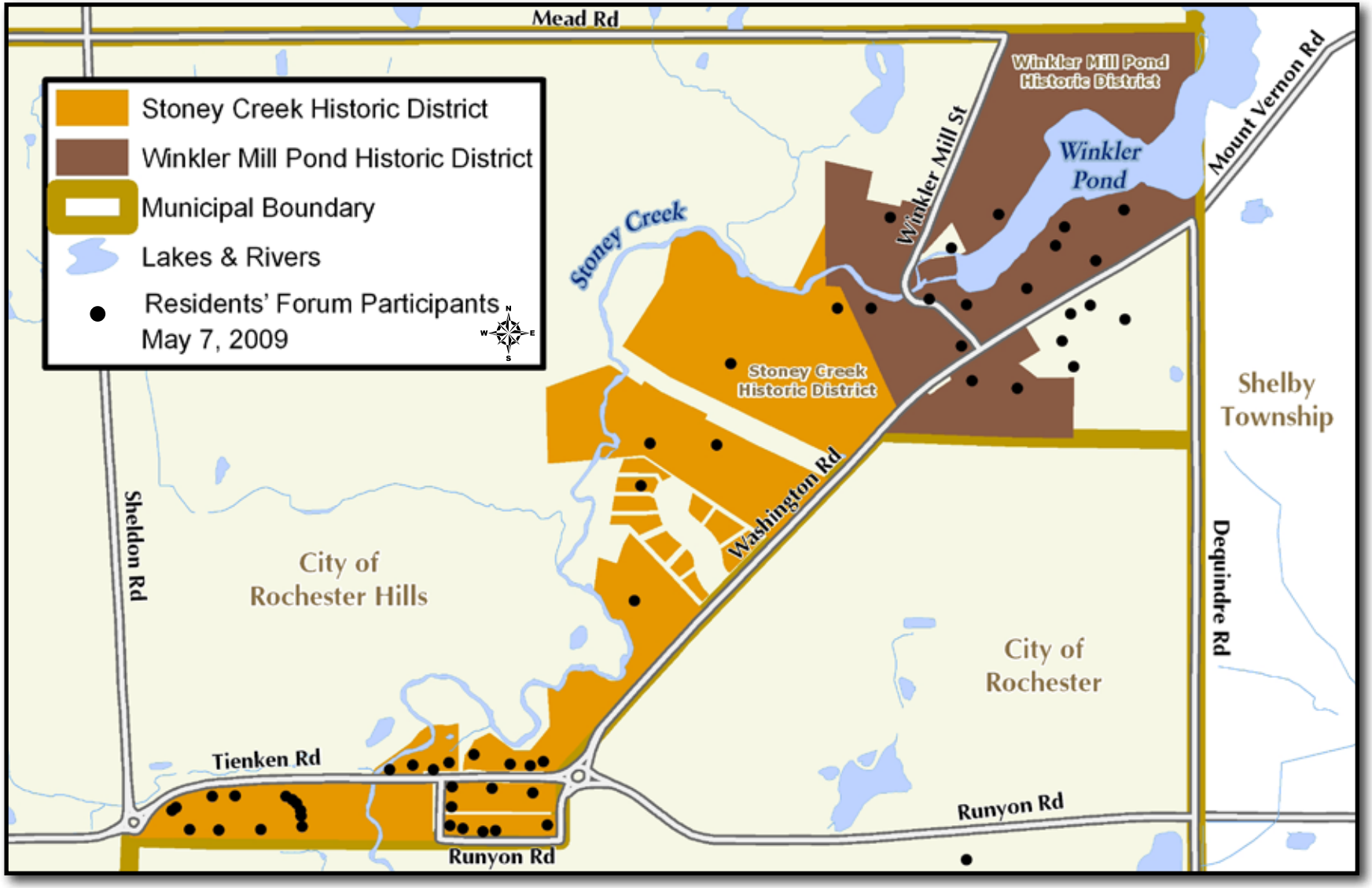
The study area traverses Tienken and Washington Roads and extends from the Sheldon Roundabout to the intersection at Washington, Mount Vernon, and Dequindre Roads.

PROJECT BOUNDARY



HISTORIC DISTRICTS

The Stoney Creek Village area was listed in the National Register in 1972, and a slightly larger area was listed in the Avon Township (City of Rochester Hills) Historic Districts Ordinance in 1978.



Historical Context and Assessment

Stoney Creek Village was first settled when Lemuel Taylor and his family built the first permanent dwelling there in 1823. Development as a true village followed in 1824 when a saw mill, grist mill, blacksmith shop, and distillery were erected along with additional homes. A hotel and woolen mill soon followed, and by 1836 Joshua Van Hoosen, the name most closely associated with the Village, made this the site of his family's farm. By 1848, the Village was significant enough to build the one room Stoney Creek School, which still exists on Washington Road south of the roundabout. The Village developed in a rectangular plan, typical of early 1800s, along the east-west axis of Tienken Road. Stoney Creek Village is the only intact community exhibiting nineteenth century development patterns and rural architecture in the area. Seventeen historic structures, mostly of the Greek Revival style, along with the Van Hoosen Farm remain. The Village became a State Historic District in 1971, and in 1972 it was recognized by the Federal Government as a National Historic District; with the period of significance from 1823 to 1952.

"… roads are still gravel, arched over by thick branches of hardwood trees."

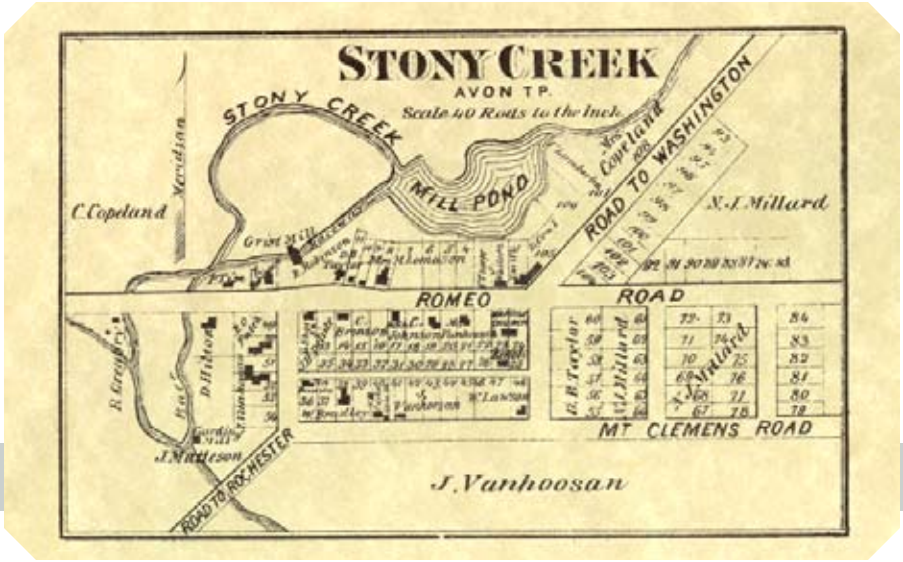
The Historic Nomination describes the contextual setting of the Stoney Creek Village as "… roads are still gravel, arched over by thick branches of hardwood trees."

For nearly thirty years after the nomination was written, the Village context essentially remained true to this description. Then, beginning in the late 1990s and early 21st century, dramatic changes began to occur to the context of the Village. Changes include the two lane paving of Runyon Road to the east and the rapid development of large home, single family subdivisions directly south, east, and west of the Village. The most recent development was the completion of Stoney Creek High School in 2001. Limited new construction has occurred within the Village, but as the Michigan State History Division states, "Some modern homes have been added within the district but are sensitive to the surrounding historic structures." Thus the Village remains intact and is being more adversely affected from external, rather than internal development. Adverse impact is occurring primarily due to traffic volume and vehicle speeds on Tienken Road.

On the other hand, Winkler Mill Pond, a locally designated historic district northeast of the Village, appears to have been more affected by development within the district itself. Winkler Mill Pond historically developed as a farm region just outside of the Village. It is recognized as such today, with the structures set further apart and further back from the road than they are in the Village. The road frontage retains much of its rural character, but encroachments are occurring that will continue to compromise the historical character if not appropriately managed.

The internal and external impacts of growth and development are something experienced by nearly all historic and cultural resource sites. While it is something that can't be avoided, its impact can be lessened to preserve the context, history, and character of the historic resource. With little, no, or inappropriate intervention, growth and development can thoroughly weaken a historic area to a point of irrelevance.

The formation of this committee was well timed to look at and develop preservation strategies to protect these two very different and historically significant areas. Stoney Creek Village is just that, a village. Measures need to be taken to retain it and re-identify it as a village. Winkler Mill Pond is the 19th century rural area just outside of the Village and measures need to retain and re-identify this area as well. If properly preserved, both of these areas can make an ever increasing economic contribution to the City of Rochester Hills and the surrounding area. The preservation of distinctive places and their stories are seen as a primary ingredient in Michigan's New Economy. Resolute application of the preservation and design recommendations of this study will enhance the qualities that already make this a desirable place to live. Implementation of the recommendations may also present opportunities to highlight these historic areas in the fastest growing segment, heritage tourism, of one of Michigan's largest industries.



1872 Stoney Creek Village Plat Map

The measures and strategies recommended herein place residents' concerns and the historic importance of the area at the fundamental core of the report. The recommendations are framed after long deliberations, consideration of alternative solutions, and expression of diverse expertise and opinions.

The report has been formatted into six major headings. Under each major heading are specific recommendations. The major headings are:

- Vehicular Speed
- Truck Traffic
- Washington Road
- Stoney Creek Bridge and Approaches
- Non-Motorized Connections
- Design Elements and Considerations

Vehicular Speed

The Mayor's Advisory Committee feels the most critical goal to accomplish is to reduce the travel speed of vehicles throughout the study area, with particular emphasis on the segment between the Stoney Creek Bridge and the Washington Roundabout (the Village). It is clear to the Committee that the study area, although designated a county primary road by the RCOC, is a residential corridor in design, feel, and use. Vehicle speed should be consistent with that neighborhood character. The Committee recommends that the following actions be taken to accomplish the goal of reduced vehicular travel speeds.

1. The City should request travel lane width reductions, from the appropriate authority, to the minimal safe standard as allowed by the AASHTO design exemptions for the segment of Tienken and Washington Roads between the Sheldon Roundabout and Dequindre Road.

2. Tienken and Washington Roads between Clear Creek and Dequindre Road should remain 2 lanes.

3. As part of the Tienken Road project, the City should work with the RCOC to evaluate the Sheldon Roundabout to determine if it meets current design standards. If possible, the roundabout should be reconfigured, within safe standards, to reduce travel speeds entering the study area.

4. Work with the Oakland County Sheriff's Office to increase speed enforcement throughout the area.

INCREASE ENFORCEMENT

5. The Stoney Creek Bridge replacement project should be used as an opportunity to slow traffic entering the Village and improve pedestrian safety. Every effort should be made to keep the bridge as narrow as possible by requesting exemptions from strict bridge design requirements, where appropriate, and utilizing available flexibility in the design of the new bridge. It is the Committee's recommendation that a pedestrian component is imperative to the study area and must be incorporated into the current replacement project (refer to the Stoney Creek Bridge section for full design recommendations).

6. The Committee recommends that the existing road surface be maintained on Tienken Road between the Stoney Creek Bridge and the Washington Roundabout. But because at some point in time this segment will need to be reconstructed, the City should also work with the RCOC to investigate alternative paving treatments for this segment. The research should consider cost and funding, color, texture, noise generation, maintenance, snow removal, and appropriateness relative to the Secretary of the Interior's Standards for Historic Preservation.

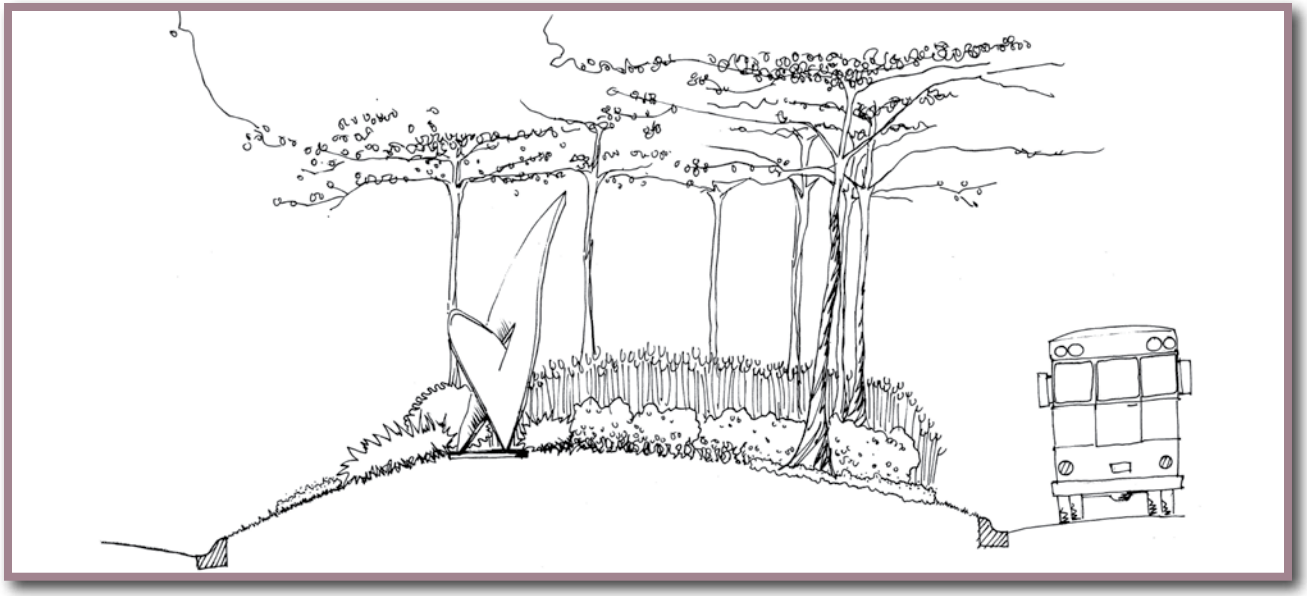
7. Work with the RCOC to determine the proper location and install "Your Speed" indicator signs for east and west bound traffic approaching the Stoney Creek Bridge, and for east and west bound traffic on Washington Road.

8. The City should engage the Rochester Community School District regarding the potential to request the area between the Sheldon Roundabout and the Washington Roundabout be posted as a "School Zone".

9. Identify opportunities through the Village, from Stoney Creek Bridge to Washington Roundabout, to install traffic calming devices and to further reduce speed through the Historic District. Possible traffic calming devices could include: landscaping, adjusting lane widths, and pedestrian refuge islands. The City should work with the RCOC to determine appropriate traffic calming measures and to identify funding sources to implement proposed improvements.

SLOW VEHICULAR SPEED

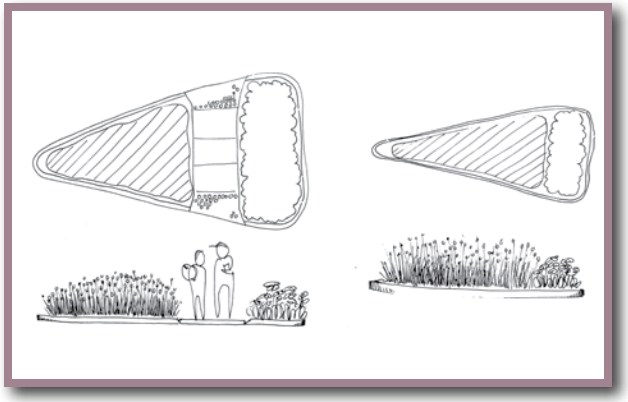
10. The center island of the Sheldon Roundabout should be landscaped to help slow traffic. The City should work with the RCOC to determine a safe plan to incorporate vegetation as a means to break up visibility across the center island. By breaking up visibility across the center island, drivers may tend to slow down, encouraging them to navigate the roundabout less like a "through street". Entrance signage to the Village should also be incorporated into the center island. Any art, signage, or fixtures in the center island should be of a breakaway design.



▲ Sheldon Roundabout Center Island Concept

OAKLEY PARK RD EXAMPLE

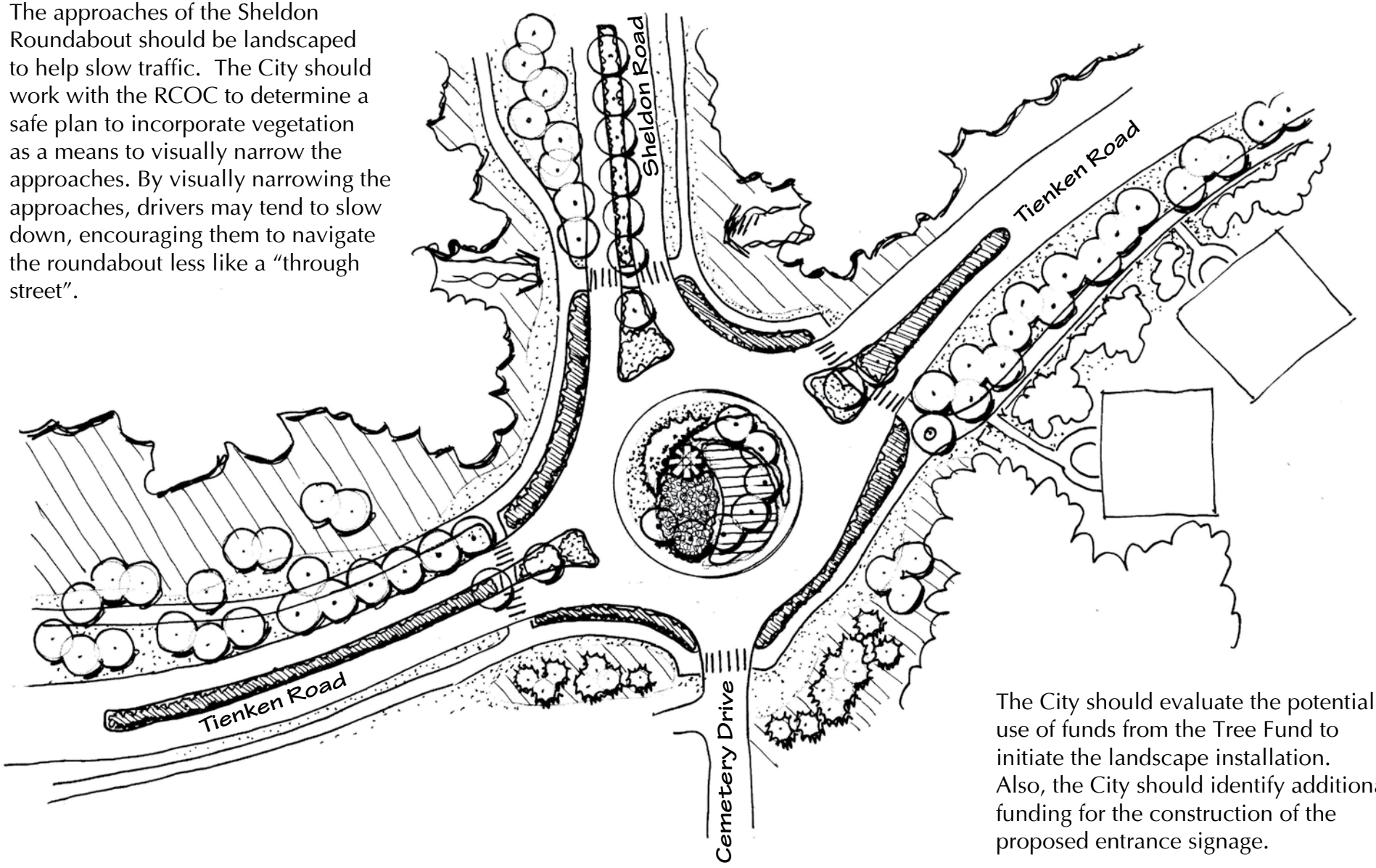
SPLITTER ISLAND EXAMPLE



EXISTING CONDITIONS

**Please note that this is an artist concept rendering and has not necessarily been approved by the appropriate agencies.

11. The approaches of the Sheldon Roundabout should be landscaped to help slow traffic. The City should work with the RCOC to determine a safe plan to incorporate vegetation as a means to visually narrow the approaches. By visually narrowing the approaches, drivers may tend to slow down, encouraging them to navigate the roundabout less like a "through street".



The City should evaluate the potential use of funds from the Tree Fund to initiate the landscape installation. Also, the City should identify additional funding for the construction of the proposed entrance signage.

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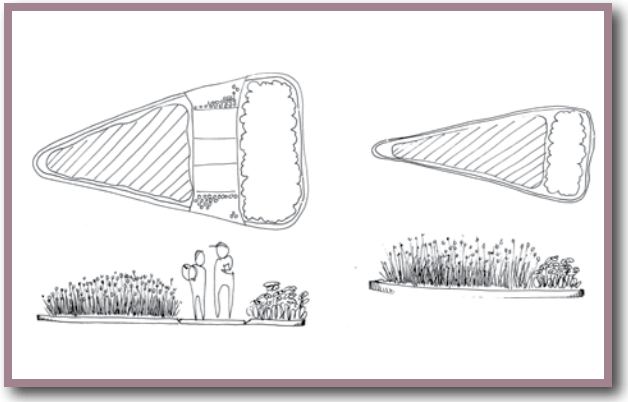
12. The center island and approaches of the Washington Roundabout should be landscaped to help slow traffic. The City should work with the RCOC and the City of Rochester to determine a safe plan to incorporate vegetation as a means to visually narrow the approaches and break up visibility across the center island. By breaking up visibility across the center island and visually narrowing the approaches, drivers may tend to slow down, encouraging them to navigate the roundabout less like a "through street". Entrance signage to the Village should also be incorporated into the center island. Any art, signage, or fixtures in the center island should be of a breakaway design.

▲ Washington Roundabout Center Island Concept

OAKLEY PARK RD EXAMPLE

SPLITTER ISLAND EXAMPLE



EXISTING CONDITIONS

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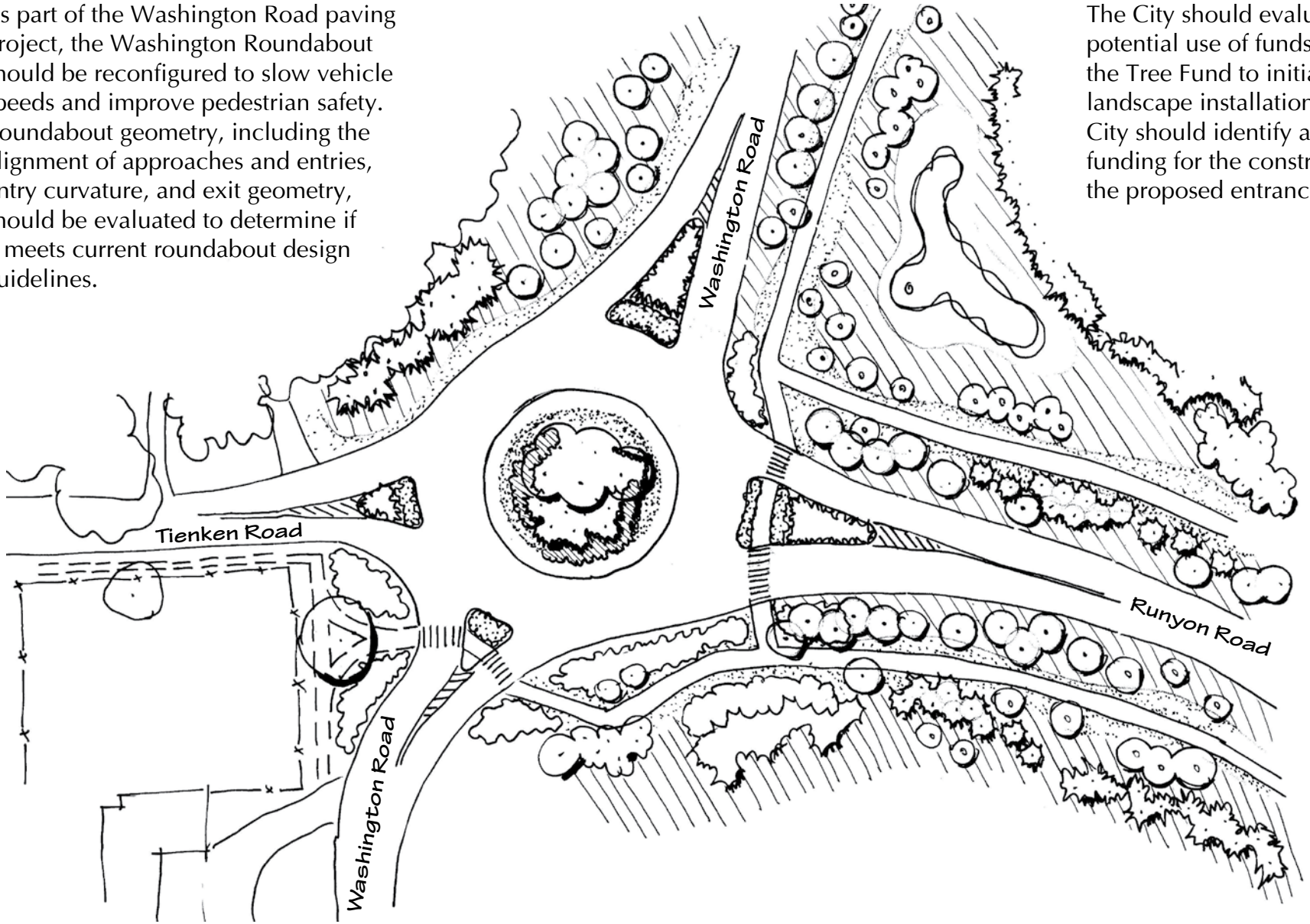
13. As part of the Washington Road paving project, the Washington Roundabout should be reconfigured to slow vehicle speeds and improve pedestrian safety. Roundabout geometry, including the alignment of approaches and entries, entry curvature, and exit geometry, should be evaluated to determine if it meets current roundabout design guidelines.

The City should evaluate the potential use of funds from the Tree Fund to initiate the landscape installation. Also, the City should identify additional funding for the construction of the proposed entrance signage.



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14. Create transition zones that identify a change to motorists and make it clear that they are entering a residential area and to slow their speed. The transition zones are: Tienken Road between the Sheldon Roundabout and the Stoney Creek Bridge and Washington Road between the Washington Roundabout and northeast of Avon Players.

In addition, there are road segments in the City of Rochester, outside of this project study area, where transition zones into the Village, would be appropriate. They are located on Runyon Road between the Washington Roundabout and Ramblewood Street, Washington Road across from Avon Players, and on Washington Road north and south of Dunham. The planning and design of these zones has not occurred. The City of Rochester should be contacted to determine their interest in exploring this concept further.

▲ Proposed Transition Zone Locations

15. East of the Sheldon Roundabout and prior to the Stoney Creek Bridge, the City should work with the RCOC to incorporate a mid-block pedestrian refuge island to improve pedestrian safety when crossing Tienken Road. The proposed island will act as a traffic calming device to slow traffic entering the Village. The proposed landscaped transition zones, on the north and south side of Tienken Rd, will also help to reduce vehicular traffic speeds.

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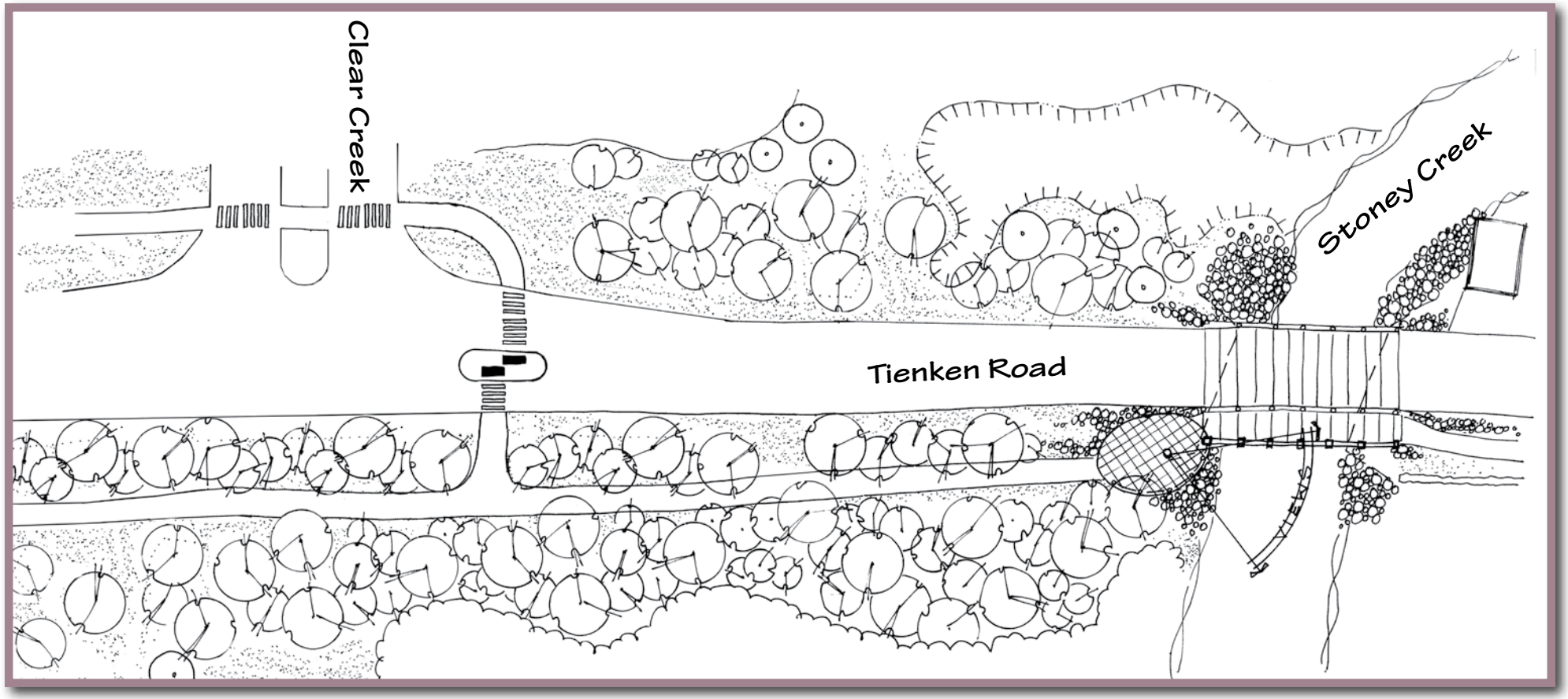


▲ The proposed landscaped transition zones and proposed pedestrian refuge island

Truck Traffic

Truck speed and, to a lesser degree, the volume of truck traffic have negative impacts on the study area. The Committee is recommending measures to help slow and reduce truck traffic through the study area. The Committee recognizes that Tienken and Washington are county primary roads and understandably will experience a certain amount of truck traffic. However, the Committee also recognizes this area is historically significant and residential in nature and as such should not be utilized for truck trips not servicing the immediate area if other alternative routes exist.

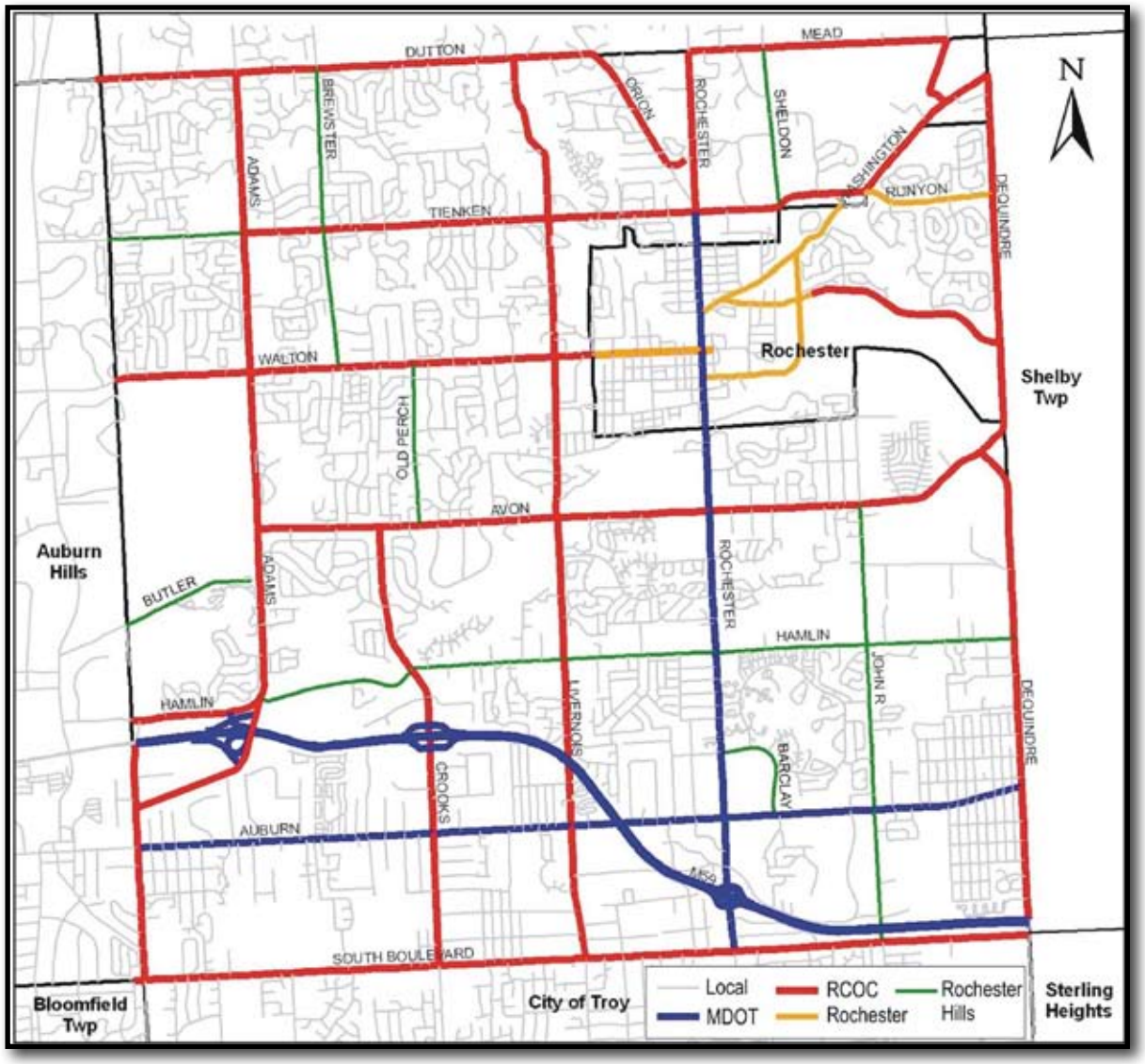
A tool to help regulate the amount and speed of truck traffic is a Traffic Control Order (TCO). The Road Commission for Oakland County, through its Board of County Road Commissioners, has the authority to issue TCOs. However, requests for TCOs require that all appropriate truck speed and count studies be conducted prior to the request being placed.

Currently, a Traffic Control Order (TCO) is in place for Washington Road between Tienken and Dequindre roads. The TCO prohibits trucks and other commercial vehicles from using this segment of Washington Road except for local deliveries. The TCO was put in place by the RCOC following a May 2003 request by former Mayor Pat Somerville. At that time, it was determined that excessive truck use was prematurely damaging the road resulting in increased maintenance. The Cities of Rochester Hills and Rochester supported the TCO with the understanding that it would be rescinded once Washington Road was paved.

1. The City should work with the City of Rochester to request the RCOC keep the current TCO in place that prohibits trucks and other commercial vehicles from using Washington Road, between Tienken and Dequindre roads, except for local deliveries. The Committee recommends that the TCO remain regardless of whether Washington Road is paved or not paved. In conjunction with maintaining the TCO, the City should work with the City of Rochester and the RCOC to formally establish accepted truck routes for both cities.
2. The City should request a TCO from the RCOC to lower permissible truck speeds within the study area.
3. The City should request a review of the entire study area for a TCO from the RCOC. The TCO should evaluate the possibility of posting the area to limit truck traffic, without putting an undue burden on other residential areas of the City.
4. The City should work with the Oakland County Sheriff's Office to increase speed enforcement throughout the area.
5. The City should create a City adopted "Truck Route" policy and map for the study area. If possible, work with the RCOC to install City signage regulating truck traffic through the study area.
6. Implement the Vehicular Speed recommendations in this report. These improvements will help to reduce both the amount of truck trips and speed.

This map illustrates the many agencies that have jurisdiction over roads in the City of Rochester Hills.

STREET JURISDICTIONS



Washington Road

Similar to Tienken Road in the Village, Washington Road has its own unique characteristics, and the recommendations for this area are designed to protect its rural character. Washington Road extends northeast from the Washington Roundabout to the City's border at Dequindre Road. The entire segment is part of either the Stoney Creek Historic District or the Winkler Mill Pond Historic District. Currently the surface of the gravel road varies from about 20 to 25 feet in width. The road width "breathes" in and out as the topography, curves, vegetation, and driveways change. The Committee recognizes that, similar to Tienken, Washington Road is a county primary road. However, the road is rural in design and feel and is developed almost exclusively as single family residential. Many homes along Washington front directly onto the road increasing the importance of preserving the rural residential character.

1. Pave Washington Road. This recommendation is made contingent on the following recommendations being incorporated into the project. The Committee recognizes that funding is allocated to pave the road and should be utilized. It is the opinion of the Committee that the project can be designed in a manner that protects the existing rural residential character of the road and at the same time improves EMS access, addresses drainage issues, driveway grading issues, and reduces dust, while complementing its function as a primary road. The paving project may be subject to review based on applicable local ordinances or standards.

2. Request that the RCOC maintain the current TCO that prohibits trucks and other commercial vehicles from using Washington Road, between Tienken and Dequindre roads, except for local deliveries.

3. Protect existing mature trees and vegetation. The trees and vegetation along the corridor are key components of the existing character of the area. Because of the close proximity to the road edge, the trees and vegetation function as traffic calming devices, assisting in reducing traffic speeds through the area. The paving plan may incorporate both curb and gutter and natural drainage, whichever construction technique is most effective at preserving adjacent trees and vegetation. Where appropriate, plant additional trees and native vegetation.

PROTECT VEGETATION

4. Additionally, the Committee recommends that all sanitary sewer, storm sewer, water, gas, non-motorized pathway, and/or electric power infrastructure projects be coordinated, planned, and designed in a manner that protects the adjacent trees and vegetation in areas that are critical to preserving the existing character. These projects may be subject to review based on applicable local ordinances or standards. The Committee recommends that the City be the responsible body to communicate and coordinate plans among and between implementing agencies, ensuring that adjacent trees and vegetation are protected. Also, the City should discuss with the City of Rochester the potential of shared sanitary sewer in this area.

5. The impact on vegetation that is removed due to road and/or infrastructure projects should be mitigated, by replacing the vegetation in a manner that replicates the existing conditions.

6. Traffic speeds should be kept to a minimum throughout the area. The Washington Road paving project should investigate the incorporation of traffic calming measures such as bike lanes, shared lane markings (sharrows), the narrowing of travel lanes, and other traffic calming devices into its design. To assist in slowing traffic, acceleration lanes, deceleration lanes, and center and right turn lanes should be used minimally, or not at all. They may be selectively used, if their selective use allows the existing topography and curvature of the road to be maintained. Additionally, the final posted speed and actual speed that drivers drive should be safe for a residential neighborhood.

TRAFFIC CALMING

7. The City should also work with the RCOC to investigate alternative paving treatments for Washington Road. The research should consider cost and funding, color, texture, noise generation, maintenance, snow removal, and appropriateness relative to the Secretary of the Interior's Standards for Historic Preservation. The treatments would not necessarily need to be used for the entire segment, but used selectively as an aid in calming traffic.

COLOR & TEXTURE

8. Redesign the intersection of Washington and Dequindre roads. If Washington Road is paved, it is important to utilize the opportunity to change the intersection. The intersection should be redesigned to create a "T" type intersection that would direct traffic towards Dequindre Road instead of Washington Road.

CURRENT CONDITIONS

REDESIGNED CONCEPT

9. Maintain the narrow feel and existing design characteristics of the existing road. The current feel of the road is important to the residents and integrity of both historic districts. The City and the RCOC need to work together to ensure that the road maintains its current "rural" appearance. The City and the RCOC should consider minimal straightening or flattening of the road, as long as safety is not compromised.

WASHINGTON ROAD

BUTLER ROAD EXAMPLES

Stoney Creek Bridge and Approaches

The primary goal of the Committee, with regards to this design element, is to have a context sensitive bridge replacement for Tienken Road over Stoney Creek at the western edge of the historic village. The Committee believes this bridge project will likely have the most significant impact on the Historic Village of any other infrastructure improvement in the foreseeable future. Beyond its function as a transportation link, the Stoney Creek Bridge historically has served as the "Gateway Entrance" to the Village. Its successful design will respect the contextual history of the area, while greatly influencing and contributing to the success of other recommendations in this report.

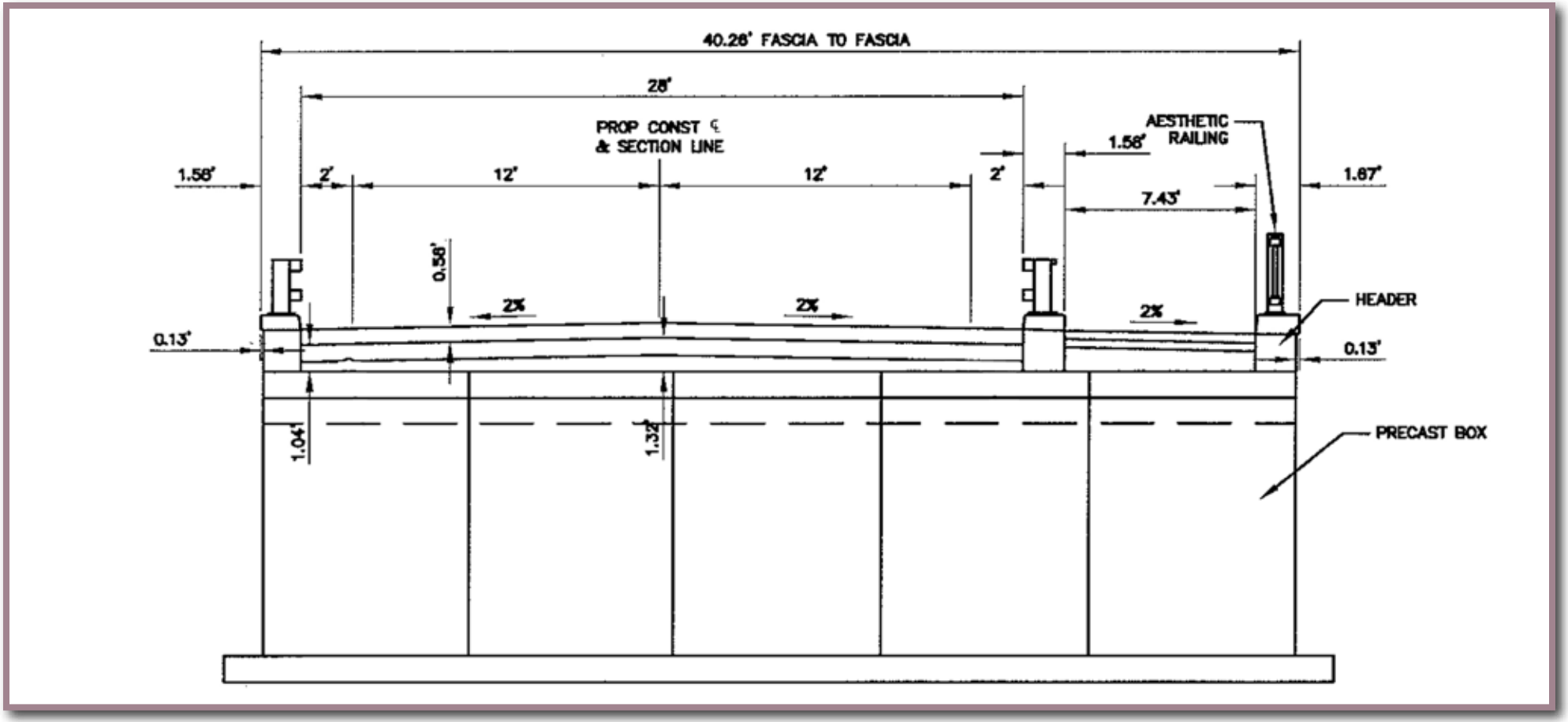
NOTE: During the time that the Committee was finalizing this report, committee members were also providing input to the RCOC on the design of the bridge. The Committee feels that the bridge design prepared by the RCOC and approved by the Rochester Hills Historic Districts Commission meets the intent of the following bridge recommendations. Even though the bridge design has been approved, the Committee elected to include the complete set of recommendations in this report.

Stoney Creek Bridge circa 1978 ►

◄ Tienken Road looking east circa 1978

1. The bridge should, in appearance and actuality, be as narrow as possible. The bridge should have two travel lanes and minimum shoulders. Travel lane widths of 12' or less and shoulders of 2' are recommended.

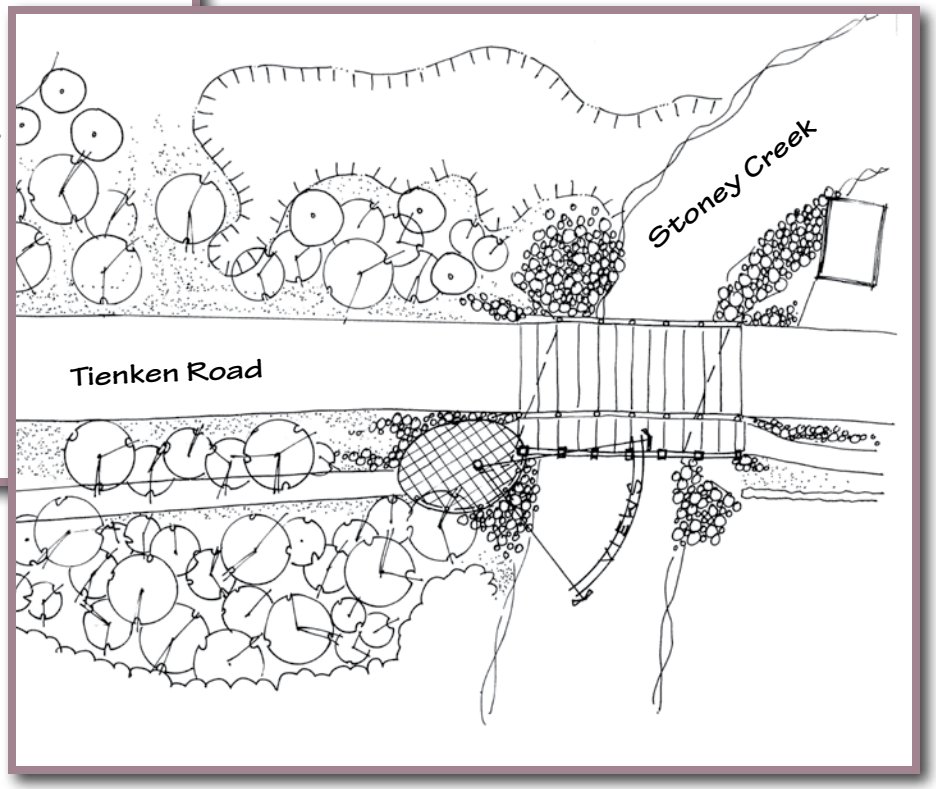
2. The elevation of the new bridge deck and approaches should maintain the existing road topography and road alignment.



▲ Proposed Stoney Creek Bridge Deck Cross Section

3. Providing a pedestrian crossing of Stoney Creek is essential and can be accomplished with design sensitivity with its integral incorporation into the bridge deck itself.

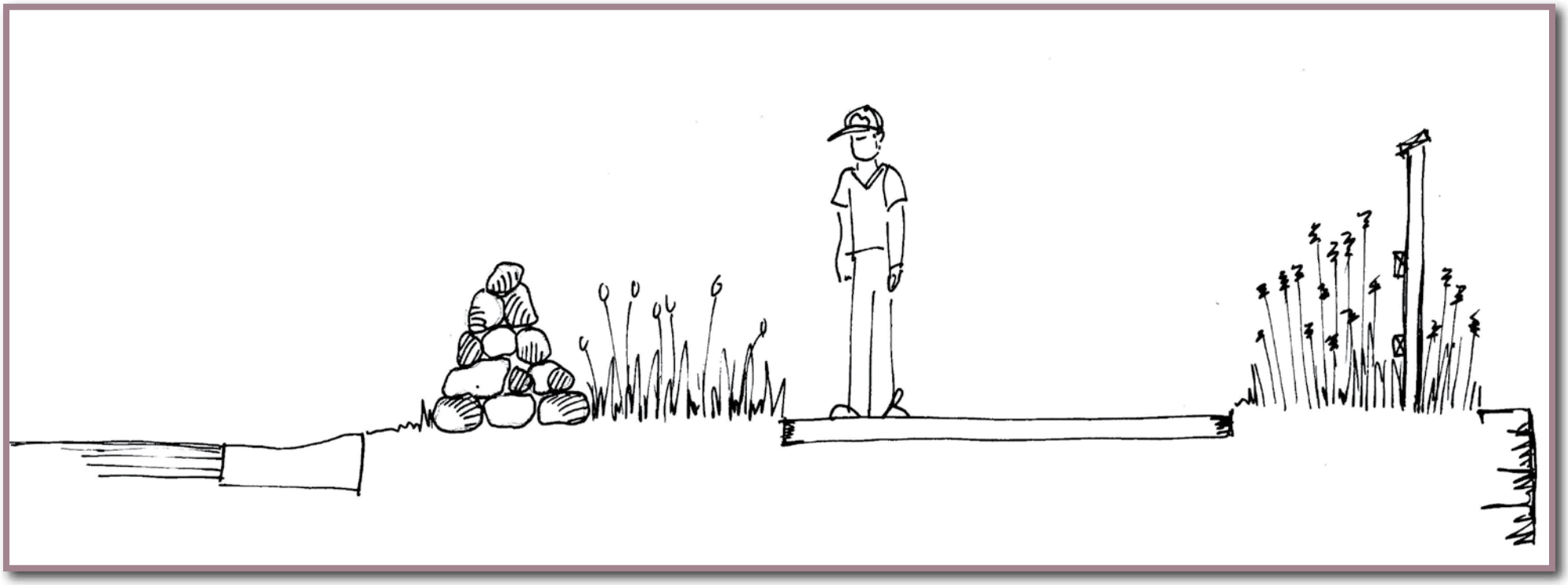
◄ Concept of the non-motorized path, on the west side of the Stoney Creek Bridge, looking to the east.



Concept of the non-motorized path attached to the south side of the Stoney Creek Bridge. ►

**Please note that this is an artist concept rendering and has not necessarily been approved by the appropriate agencies.

4. As the pedestrian path on the south side of Tienken Road approaches the bridge (from both the west and east) it should be separated from the road. Native landscape and appropriate roadside features should be used to enhance the space between the road and pedestrian path. The path should take advantage of existing landscape and natural features, particularly at the east bridge abutment, and swing south as soon as possible in order to preserve the existing vegetation.



▲ *Concept of using native vegetation and other natural materials to separate the non-motorized path from Tienken Road on the east side of the Stoney Creek Bridge.*

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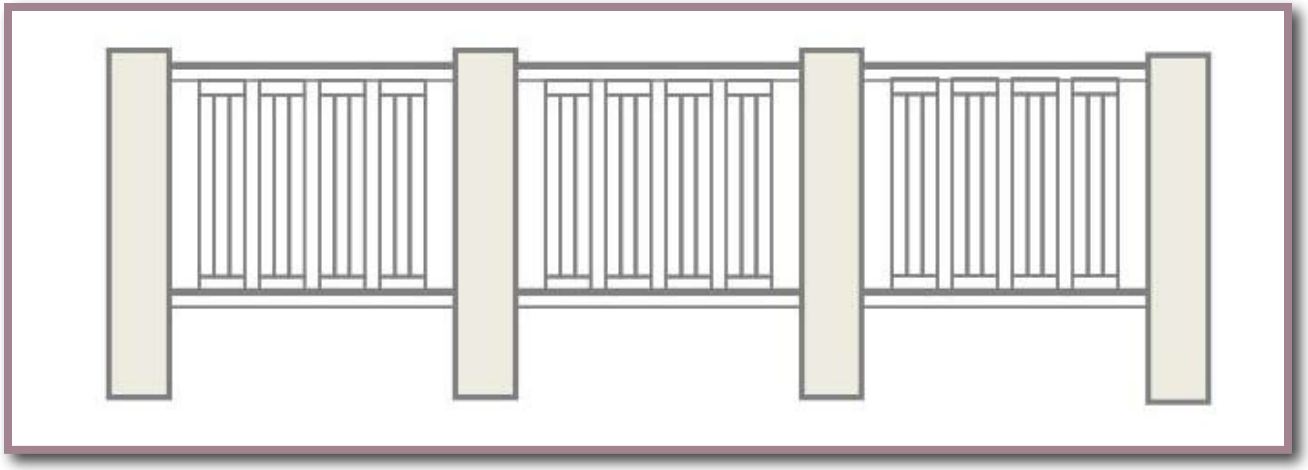
5. In addition to size and basic form, a successful context sensitive solution for the bridge should also consider materials and detailing of the feature elements. A metal open rail in combination with low profile concrete deflection curb is recommended. Standard concrete finish is recommended for the bridge abutments and road surface. Lighting of the bridge and/or roadway is not recommended.



▲ Example of an appropriate open metal railing.

▼ Example of a loose laid stone wall. National Cemetery in Holly, MI.

6. The bridge approaches are critical to the overall design success and requires special attention. Standard steel guard rail approaches are not recommended. Fieldstone walls, mortared or loose laid, should be considered in conjunction with native landscaping, provided that safety is not compromised. Painted wood posts with open steel cables, allowing maximum scenic views, would be an acceptable alternative for cost considerations or integration with fieldstone walls.

7. Larger trees and existing hedgerow should be protected. The vegetation impacted during construction should be restored using native plant materials.

▲ Existing tree and hedgerow along Tienken Road.

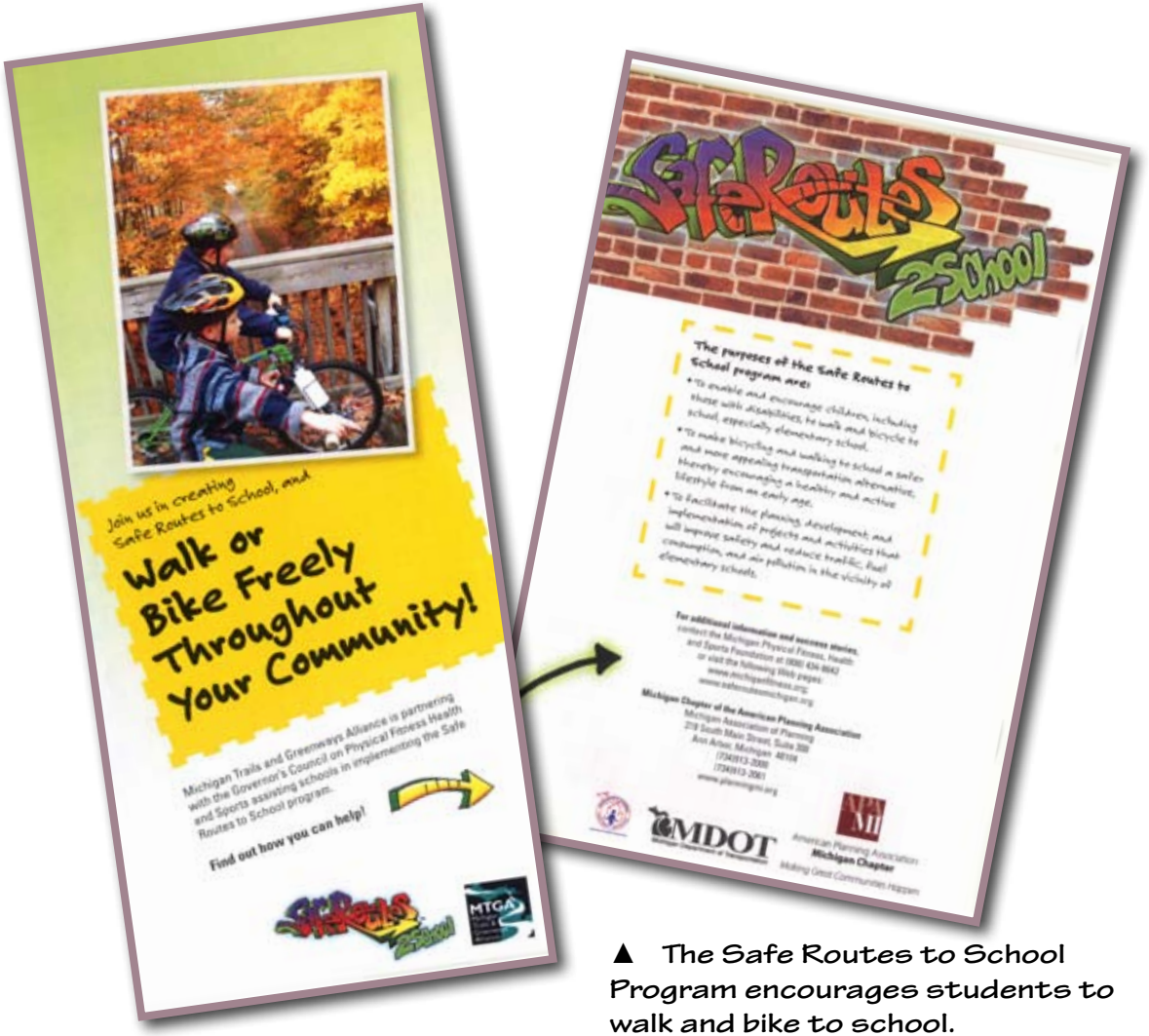
▼ Existing vegetation along Stoney Creek.

8. Measures must be taken to stabilize the stream bank from erosion during and after construction to protect water quality.

Non-Motorized Connections

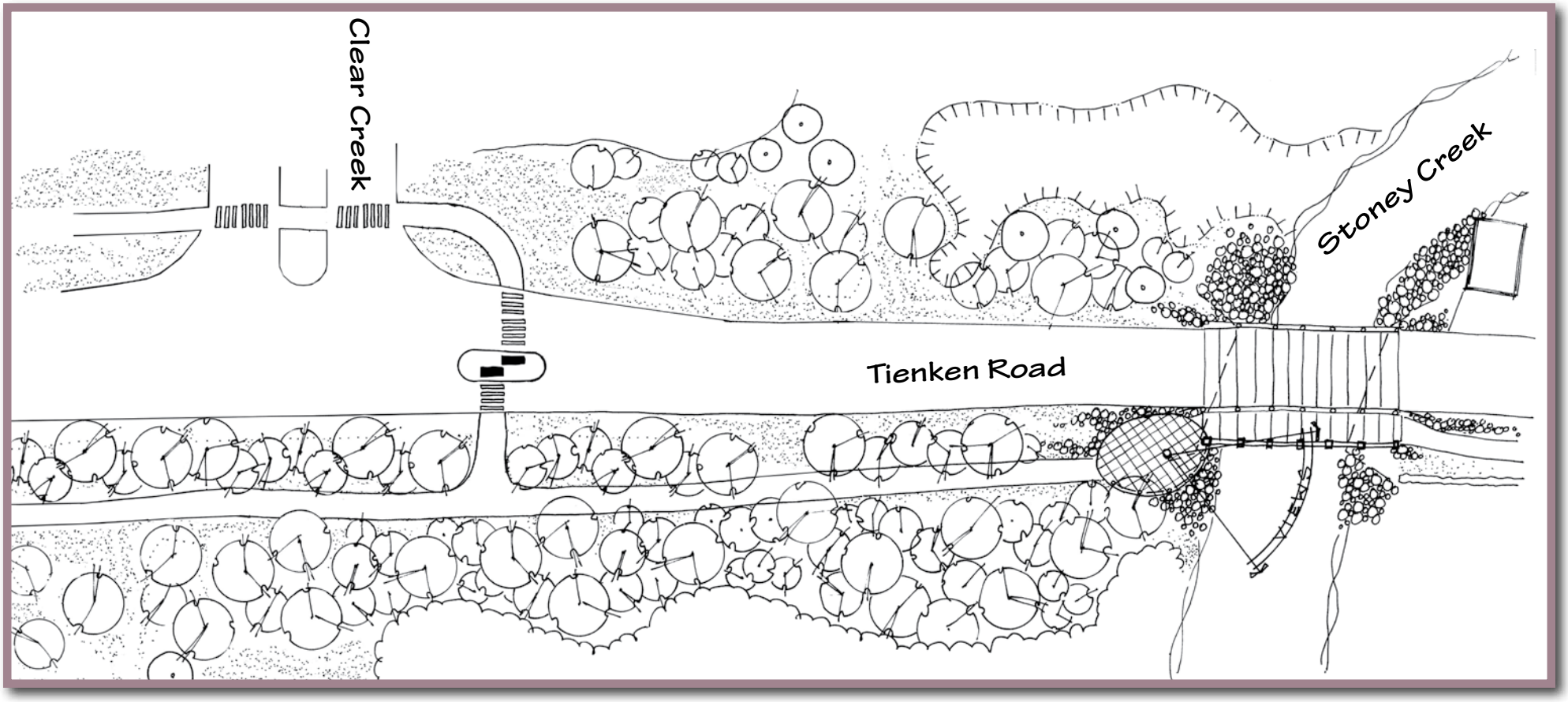
It is the Committee's recommendation that the non-motorized network be addressed throughout the study area. The Committee has identified gaps in the non-motorized network that compromise essential linkages between the two historic districts, nearby schools, cultural attractions, neighborhoods, and other regionally significant trails. The Committee recommends that the following actions be taken to accomplish the goal of creating linked, non-motorized facilities.

1. Work with local schools to establish a "Safe Routes to School" program.



▲ The Safe Routes to School Program encourages students to walk and bike to school.

2. East of the Sheldon Roundabout and prior to the Stoney Creek Bridge, the City should work with the RCOC to incorporate a mid-block pedestrian refuge island to improve pedestrian safety when crossing from the non-motorized path on the north side of Tienken Road to the south side. The island should be incorporated into the Stoney Creek Bridge replacement project. The proposed island will also act as a traffic calming device to slow traffic entering the Village. If necessary, lighting is recommended to be basic, non-glare producing with the lamp itself non-conspicuous; only the effect of the downlight should be noticeable.



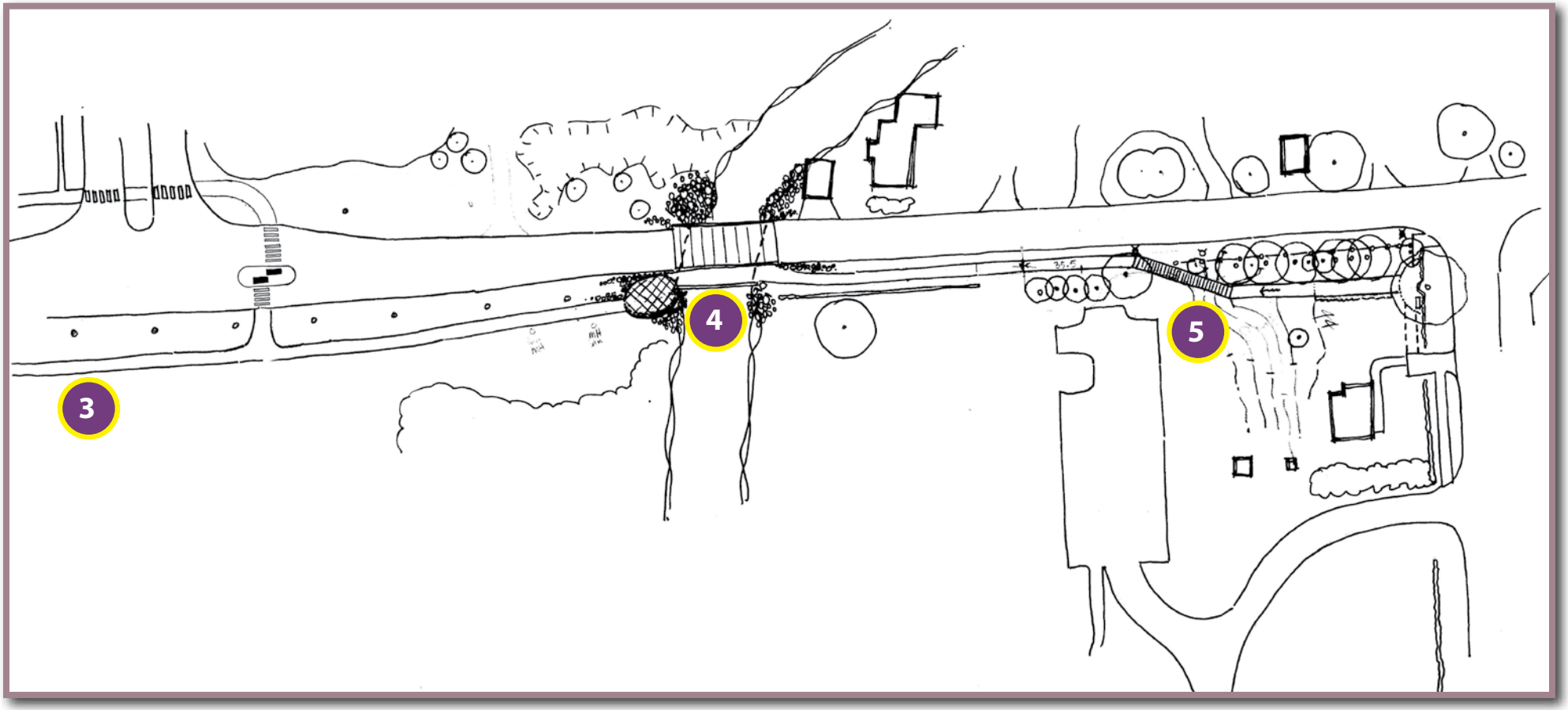
▲ Proposed pedestrian refuge island on Tienken Road.

**Please note that this is an artist concept rendering and has not necessarily been approved by the appropriate agencies.

3. Construct a pathway on the south side of Tienken Road from the existing pathway at the Mill Stream Village Condominiums-east to the Stoney Creek Bridge.

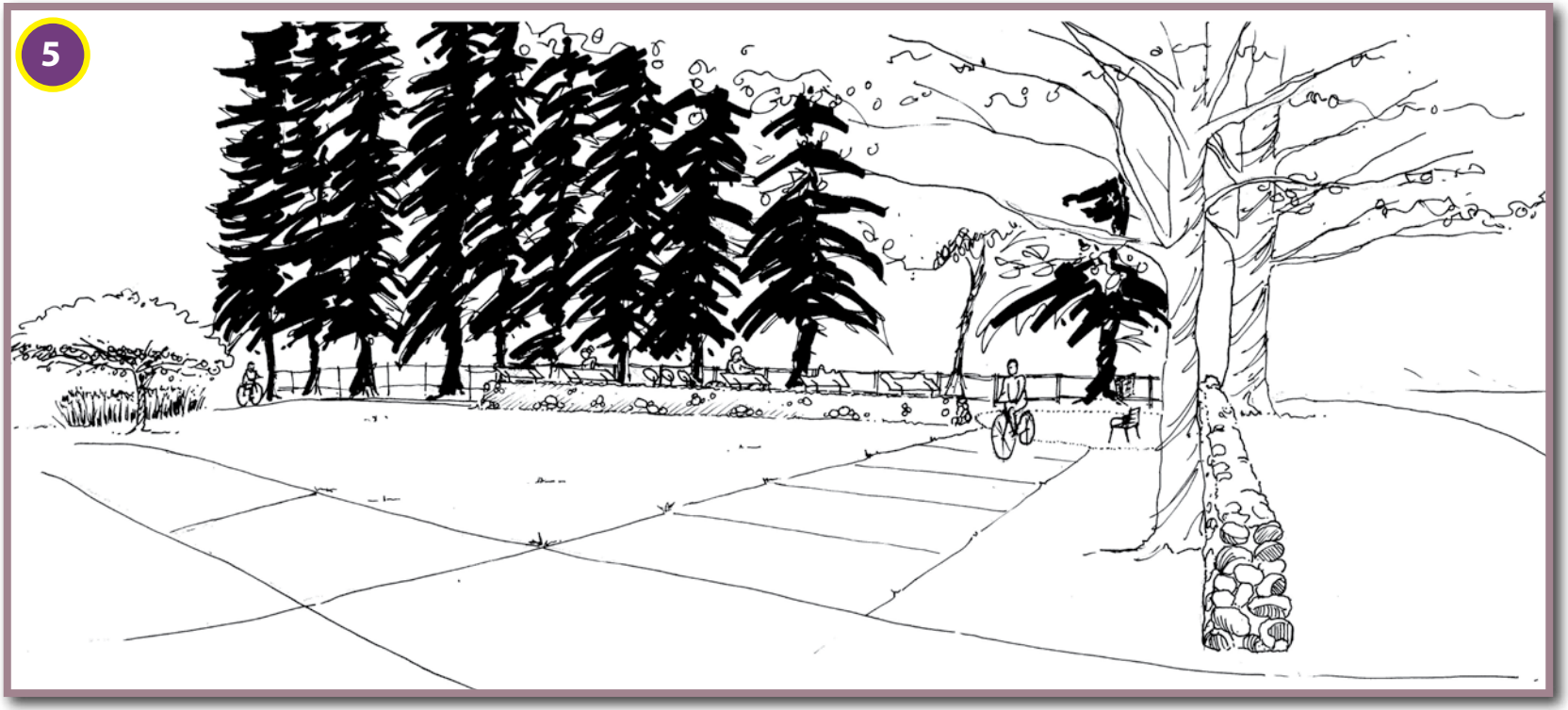
4. As part of the Stoney Creek bridge replacement project, construct a pedestrian bridge on the south side of Tienken Road over Stoney Creek (see Stoney Creek Bridge & Approaches section).

5. Construct a pathway from the Stoney Creek Bridge to the Red House driveway on the south side of Tienken Road. The existing vegetation should be preserved and restored to act as a screen.

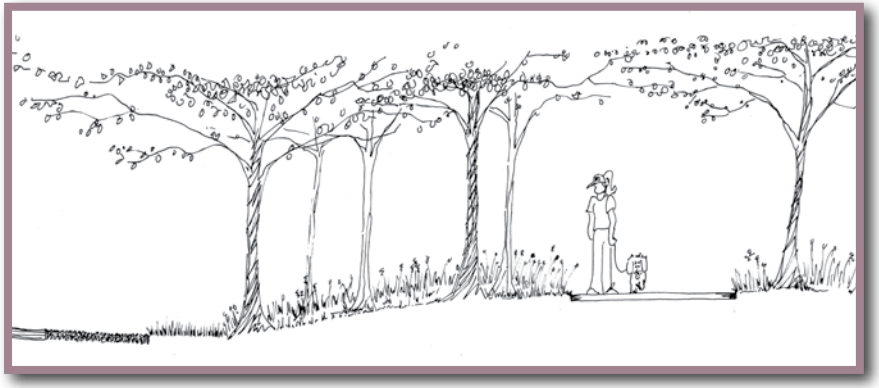


▲ Non-motorized concept for Stoney Creek Village.

**Please note that this is an artist concept rendering and has not necessarily been approved by the appropriate agencies.



▲ Non-motorized concept near the Red House that incorporates a low stone wall with interpretive signage.



◄ Concept view of non-motorized pathway along the south side of Tienken Road on the west side of the Stoney Creek Bridge.

Proposed non-motorized pathway exposed aggregate surface. ►

**Please note that this is an artist concept rendering and has not necessarily been approved by the appropriate agencies.

6. If pedestrian traffic increases due to the construction of the new non-motorized connections west of Van Hoosen Road, the Committee recommends constructing a 3 foot wide sidewalk on the south side of Tienken Road from Van Hoosen Road to the Washington Roundabout. The sidewalk should be set back from the curb, in the road right-of-way. Sufficient space between the back of curb and sidewalk should be provided to allow for ground cover/ native vegetation to thrive and it also provides a separation between vehicular traffic and pedestrians. An exposed aggregate concrete surface is recommended, similar to the sidewalk in front of the Red House. The recommended 3 foot wide sidewalk may require variances from applicable requirements.

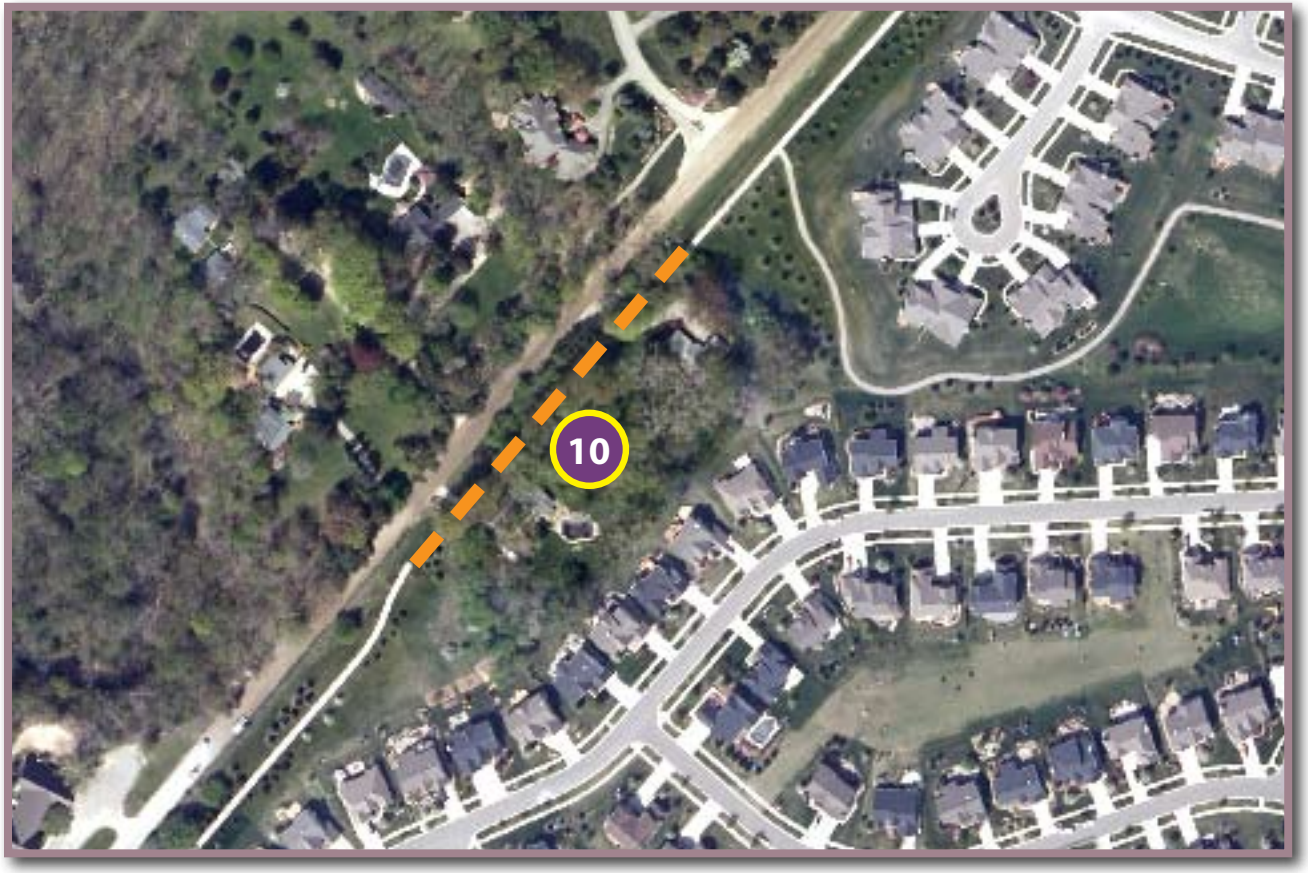
7. Create a signed, on road "Bike Route" on Van Hoosen Road (south of Tienken), Runyon Road (between Van Hoosen and Washington), and Washington Road (south of the Washington Roundabout).

▲ Bike route and sidewalk concept in Stoney Creek Village.

8. Construct a pathway in the southwest quadrant of the Washington Roundabout.

9. Construct a pathway in the northwest quadrant of the Washington Roundabout.

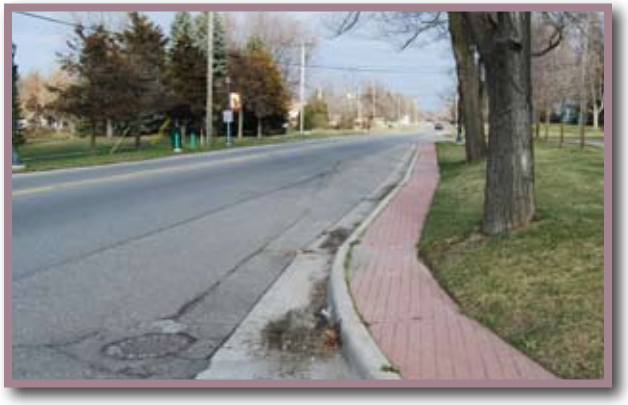
10. Work with the City of Rochester to construct a pathway along the south side of Washington Road to fill in the gap between the existing pathway at Stoney Creek Ridge North No. 2 Subdivision and the Maple Ridge Creek Village Condominiums.



▲ Proposed non-motorized path along Washington Road.

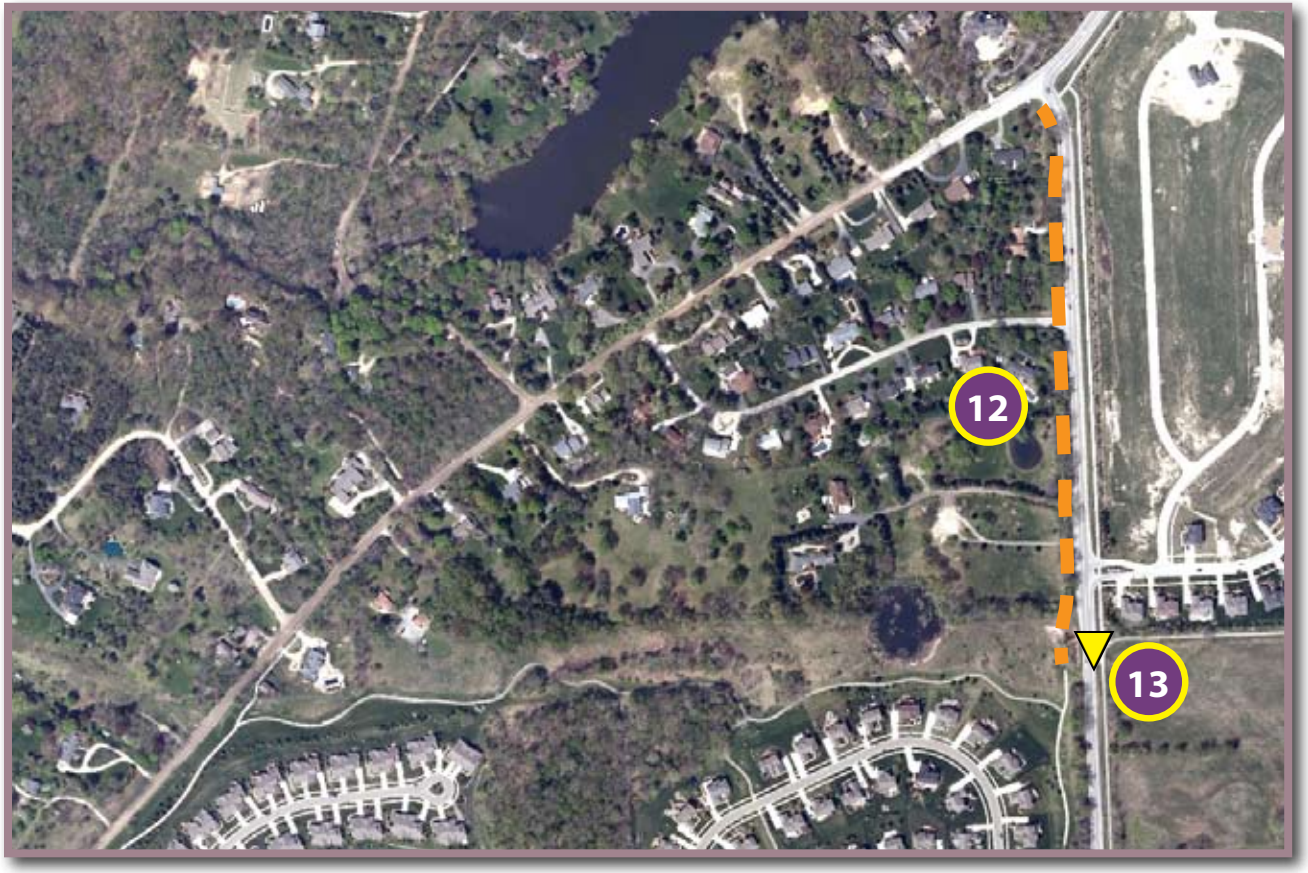
11. The Committee does not recommend a sidewalk, or separate safety path, along Washington Road between Mill Race and Dequindre. If bicycle or pedestrian facilities are felt to be necessary at a later date, the Cities of Rochester Hills and Rochester should work with the RCOC to determine how they may be provided to meet user needs in a manner that is safe with minimal environmental impact. A demonstration project of limited duration may be appropriate to test techniques for accommodating non-motorized users.

POTENTIAL NON-MOTORIZED DEMONSTRATION PROJECT



12. Work with the City of Rochester to construct a pathway along the west side of Dequindre Road from the intersection of Washington/Dequindre/ Mt. Vernon to the existing pathway at the Pheasant Creek Village Sub No 2 Subdivision.

13. Work with the City of Rochester, Shelby Township, Macomb County Road Commission, and the RCOC to install a pedestrian crosswalk on Dequindre Road south of Nickelby Drive. This pathway provides direct access to Stony Creek Metropark.



▲ Proposed non-motorized path and crosswalk along Dequindre Road.

Design Elements and Considerations

This portion of the report addresses smaller design elements that collectively are no less important than major elements within the infrastructure. Collectively, they will make a major contribution to the character of Stoney Creek Village and Winkler Mill Pond. This is also the only portion of the report that individual residents can make a direct contribution to its success. Specific recommendations have been developed within the historic context of each district. Historically, Stoney Creek Village was the community surrounded by the farms on which it depended. Historic photos indicate that the character of the Village was less rural and more developed. The urban character and features of the Village are apparent from the close proximity of houses near the road, picket fences, and rail fences made of milled lumber in lieu of the large expanses of land and houses set further from the road and rustic split rail fences that are common in the Winkler Mill Pond Historic District. All of these features contribute to the unique and individual character of each district.

Within the private residential areas in both historic districts, residents have the opportunity to directly affect the character and context for historical interpretation by way of maintaining and developing their own property. For example, similar mailbox support posts have already been designed and installed by many of the residents in the Village. The mailbox posts are context sensitive and suggest a sense of place and structure without being overbearing. The following design suggestions are offered as a guide for residents desiring to make enhancements on their own property in the Stoney Creek and the Winkler Mill Pond historic districts.

STONEY CREEK VILLAGE CHARACTERISTICS

PUBLIC AREA SITE IMPROVEMENTS

1. Street lighting is not recommended for Tienken Road within the boundary of the historic district. Historically, and to this day, the Village has never received street lighting, with the exception of the intersections at Van Hoosen Road and at the Washington Roundabout. By not installing street lighting, the historic context of the Village will be preserved and will further distinguish the Historic Village from the adjacent non-historic areas.
2. Landscaping within the public right-of-way, within the Village proper, should be native species with natural growth permitted. The Transition Zone landscaping should be of native materials and allowed to grow naturally and to expand to the edge of the road pavement, as illustrated, provided that the landscaping does not obstruct sight distance. A variety of large deciduous trees should be planted along both sides of Tienken Road and spaced so as to form a canopy over the roadway.
3. The utility lines in the Village should be buried underground, where it is determined that such installation and maintenance of the utilities will not have a negative impact on the surrounding structures, vegetation, and landform.

TRANSITION ZONES WITHIN THE VILLAGE

4. The Sheldon Roundabout is the west entry into the Stoney Creek Historic District. Its location is more associated with Stoney Creek High School and transition zone than the Village. There is greater latitude for the enhancements within this roundabout. Directional signage to the school, the Rochester Hills Museum, the Avon Players, and the fact that one is entering a historic district would be appropriate. Appropriate materials would include wood, stone, and metal. Landscaping should be native species, ground cover, wild flowers, and shrubs with seasonal appeal. Lighting is recommended to be basic, non-glare producing with the lamp itself non-conspicuous; only the effect of the downlight should be noticeable.

POTENTIAL SHELDON ROUNDABOUT ENHANCEMENTS

5. The Washington Roundabout is the eastern entry into the Village. The enhancements should be simple and dignified and should not encourage pedestrian traffic. Directional signage for the Rochester Hills Museum, the Avon Players, and the Historic Districts would be appropriate. Landscaping should include native ground species, requiring low maintenance, wildflowers, and larger deciduous and/or evergreen trees located within the center of the roundabout. The use of stone walls, wood posts, etc. is also appropriate. Lighting is recommended to be basic, non-glare producing with the lamp itself non-conspicuous; only the effect of the downlight should be noticeable.

POTENTIAL WASHINGTON ROUNDABOUT ENHANCEMENTS

PRIVATE AREA SITE IMPROVEMENTS

1. Off street lighting should be limited and minimized when found necessary, both in terms of pole and fixture selection and in the level of illumination. The current exterior lighting at the Rochester Hills Museum is a good example of minimizing the impact of exterior area lighting. Period poles and fixtures are more associated with larger urban areas and are not appropriate within Stoney Creek Village. Yard lights can be appropriate and serve modern day needs. Yard lights are recommended to be basic, non-glare producing with the lamp itself non-conspicuous; only the effect of the downlight should be noticeable.

LIGHTING EXAMPLES

2. Fences are another common design element as evidenced by photographs and will be the responsibility of the homeowner. Within the Village, it is recommended that the fences be more refined through the use of milled lumber and detailing than would be appropriate for the Winkler Mill Pond area. Reconstruction of a period fence that is known to have existed, per photographic evidence, is preferred. Snow fences, stockade, and other types of solid fences should not be used. The maximum height of any portion of a fence should be 42″ or less. Wood is the preferred material; chain link, vinyl, etc. are not recommended.

FENCE EXAMPLES

3. Landscaping within the private yards should be simple. Pre-1870 homes typically consisted of deciduous shade tree(s), fruit trees, grasses native to North America and gardens of herbs, vegetables, with a few flowers. Foundation plantings and manicured lawns were virtually non-existent.

LANDSCAPING EXAMPLES

4. Permanent signage should be limited. Signage should be bracketed from the structure face or a freestanding post with a maximum height of 4 feet or less. Signage, if illuminated, should be illuminated by external means only. Mechanical means of motion should not be allowed. Period font character and point sizes should be considered when designing the sign.

SIGN EXAMPLES

PUBLIC AREA SITE IMPROVEMENTS

1. Street lighting is not recommended for Washington Road within the boundary of the historic district. Historically and to this day, this has never received street lighting, with the exception of the intersection at the Washington Roundabout. A further exception to this non-street lighting recommendation would be at the future reconfigured intersection of Dequindre and Washington Roads. With these two exceptions, the non-street lighting/dark sky recommendation will preserve the rural character and historic context of the Winkler Mill Pond Historic District. Further, this action will distinguish the Historic District from the adjacent non-historic areas.

2. Landscaping within the public right-of-way should be native species with natural growth permitted to the edge of the roadway, as long as safety is not impacted. A variety of large deciduous trees should be planted to form pockets of 'woods' along the roadway and not a continuous row. The 10' clear cut areas should be planted with native grasses and wildflower mix.

ROAD EDGE EXAMPLES

PRIVATE AREA SITE IMPROVEMENTS

1. Off street lighting should be limited and minimized when found necessary, both in terms of pole and fixture selection and in the level of illumination. Lighting is recommended near or at the house or out building only. Drive, sidewalk, and path lighting should be discouraged.

2. Fences in the Winkler Mill Pond Historic District are recommended to be simple and rustic in character, such as stacked split rail, post and rail, and wood post/wire, etc. Appropriate materials are split wood; rough sawn and open (4"x4") wire. Chain link, stockade fences, and vinyl or plastic coated fence materials are not appropriate.

FENCE EXAMPLES

3. Landscaping within the private yards should be simple. An atmosphere of open field and meadow with groves of trees should be encouraged. Large front yard setbacks should be maintained. Small areas of fieldstone outcroppings, naturalized wildflower, and native meadow grasses are recommended. Large expanses of retaining walls, ornamental grasses and unnatural planting beds should be discouraged.

LANDSCAPING EXAMPLES

4. Permanent signage should be limited to road addresses and property name, if desired. The principal signage material should be wood or metal. Mailbox posts should be of simple construction, void of decorative features or ornamentation.

SIGN AND MAILBOX EXAMPLES

Conclusion

This report and accompanying recommendations are important, and they represent the first resident-driven review of the corridor. They identify a shared vision for the City's Historic Districts and help to establish and support the unique and important character of the study area. The Advisory Committee represents a broad range of disciplines and stakeholders; it sought to balance needs of Tienken and Washington Roads as primary thoroughfares with the equally important fact that this area is residential in character and design. The Advisory Committee attempted to coordinate the future requirements of motorists and pedestrians with the need for this area to remain a neighborhood first.

To accomplish this goal, traffic speed and truck movements must be considered differently than under normal circumstances. Additionally, acceptable context sensitive alternatives must be considered when designing road improvements within the study area. Flexibility in design standards must be utilized, when possible, to protect the existing look and feel of the neighborhood.

The report recognizes the need to establish and maintain a viable pedestrian/ non-motorized network throughout the corridor. With the proximity of schools, residential areas, and the draw of the designated historic districts, this network is imperative to both safety and quality of life.

The entire study area is a locally designated or nationally registered historic district. This fact must be taken into consideration when evaluating projects within the study area. The requirements of those designations are on par, and require the same respect, as any prevailing road design standards. At all times, every effort must be made to find a balance between the two. Mitigation of any potential negative impacts on the resources, located within the districts, may be required by law.

Residents and the City must work together to foster and protect the characteristics that make this area so unique and special. The report makes recommendations regarding design criteria that are important to the overall neighborhood aesthetics; they should provide direction for both private and public improvements.

In the end, these recommendations offer guidance for the future development and preservation of the districts. In many instances other standards, ordinances, and requirements will impact how these recommendations are implemented. This report represents an important first step to building a consensus between all stakeholders on a common direction and a shared vision for this neighborhood.

RESIDENTS' FORUM

Stoney Creek and Winkler Mill Pond Residents: What's your Vision?

Residents' Forum

Thursday May 7, 2009
Doors open at 6:30 pm,
Forum 7:00 to 9:00 pm

The City of Rochester Hills, Mayor's Advisory Committee, invites you to attend a community forum specifically for residents of Stoney Creek and Winkler Mill Pond Historic Districts, and other property owners fronting on Tienken and Washington Roads.

Mayor Bryan K. Barnett established the committee to document residents' concerns regarding traffic, safety, future development and preservation of the corridor. With consideration for the historic importance of the area, the committee will develop a set of realistic goals and recommend potential improvements. The Forum is the first step in this process.

The purpose of the forum is to gather input on issues and opportunities related to the Tienken and Washington Road corridor from Sheldon to Dequindre Road only.

Discussion topics to include:

- Pedestrian Safety, Paths and Sidewalks
- Traffic and Traffic Calming
- Road Improvements
- Development, Redevelopment and Preservation
- The Stoney Creek Bridge
- Signage, Lighting and Landscaping

Also, mark your calendar for the Stoney Creek – Winkler Mill Pond Awareness Walk Saturday May 30 from 9:00 am to noon.

You will receive in the mail the week of April 27 a short survey that will help you prepare for the May 7 Residents' Forum and the May 30 Awareness Walk.

Forum Location: Van Hoosen Dairy Barn
Rochester Hills Museum at Van Hoosen Farm
1005 Van Hoosen Road
Rochester Hills, MI 48306

For additional information, please call:
Derek Delacourt, City of Rochester Hills
at 248-841-2573

The Forum is hosted by:
The City of Rochester Hills and
Oakland County Planning and Economic
Development Services.

OAKLAND COUNTY MICHIGAN
L. Brooks Patterson, County Executive

May 7, 2009

Stoney Creek and Winkler Mill Pond Residents' Forum

Thursday May 7, 2009
Doors open at 6:30 pm,
Forum 7:00 to 9:00 pm

Agenda

Welcome
Mayor Bryan K. Barnett

Introductions 7:05 – 7:10

Local History & Geographic Orientation 7:10 – 7:25

Resident Issues & Opportunities 7:25 – 8:25

Break 8:25 – 8:30

Table Sessions 8:30 – 8:50

Table Reports 8:50 – 9:00

Conclude

Mayor's Advisory Committee
City of Rochester Hills
Derek Delacourt,
Pat Mckay, Museum Supervisor
Judy Bialk,
Marc Matich,
Oakland County Planning and Economic Development Services
Bret Rasegan, Planning Supervisor
Ron Campbell, Principal Planner
Kristen Wiltfang, GIS Technician II
Road Commission for Oakland County
David Evancoe,

The Mayor's Advisory Committee has been charged with documenting residents' concerns regarding traffic, safety, future development and preservation of the corridor; and preparing a set of realistic goals and recommend potential improvements that address those concerns.

The realistic goals and recommend potential improvements should factor in the historic importance of the area, the ideas and recommendations of residents living along the corridor, and the Advisory Committee's professional opinion.

The committee is to present their findings to the Mayor for his consideration.

The Forum is hosted by:
The City of Rochester Hills and
Oakland County Planning and Economic
Development Services.

OAKLAND COUNTY MICHIGAN
L. Brooks Patterson, County Executive

RESIDENTS' FORUM

Parking Lot Responses

The following questions were asked during the Residents' Forum and were referred to as the "Parking Lot Questions". The answers to these questions were investigated and reported back to the residents on August 26, 2009 and have not been updated since then.

1. Q. Will the report be placed on line?

   R. Yes

2. Q. What are the Macomb County Road Commission's specific road plans for 26 Mile Road and Dequindre Road, planned right-of-way width, number and configuration of traffic lanes?

   R. According to the Road Commission of Macomb County's (RCMC) Long Range Master Plan 2004–2030, no specific improvements were indicated for 26 Mile Road along the Washington Township-Shelby Township border. The only project under consideration by RCMC, at this time, is a possible widening of a one-half mile segment of 26 Mile Road from old Van Dyke to the M-53 Van Dyke Highway from a two-lane boulevard to a three-lane boulevard. The planned right-of-way width for 26 Mile Road from Washington Road to the east county line is 204'.

3. Q. The Dequindre – Washington intersection was not built as planned, what happened to the original plan?

   R. It appears that at a certain point in time a different design was proposed and discussed for the intersection of Dequindre and Washington. The design would have directed traffic towards Dequindre as opposed to the current configuration. However, that design was never adopted or approved. The current configuration is the approved design.

4. Q. Verify that all of the "No-Truck Traffic" signs that are supposed to be up are up, are visible and located properly. (Put the signs back up.)

   R. Sign issues were reviewed by the Road Commission for Oakland County's (RCOC) Traffic Safety Department. Signs that were missing or knocked down were replaced. This was confirmed by Chuck Keller, an engineer in the RCOC Traffic Safety Department.

5. Q. What are the most current plans for Washington Road, planned right-of-way width, number and configuration of traffic lanes?

   R. Washington Road is a county primary road with a planned right-of-way width of 120' or 60' each side of centerline. Current concepts call for Washington Road to be paved as a two-lane road. Engineering surveys have been completed and design work is expected to begin in winter 2009-10, with Construction tentatively scheduled for 2011-12. Among items to be addressed during design are various types of safety improvements and where curb and gutter or open ditches should be used for drainage.

6. Q. Are the City Engineering Department's road plans and the RCOC plans the same?

   R. The RCOC and City master right-of-way plans both indicate 120' for Tienken Road. The community and RCOC will be working together on this and final determination of road improvements to be constructed is to be based on the Environmental Assessment (EA).

7. Q. Development has slowed dramatically over the last 2 years. Are the traffic studies and projections conducted for the thoroughfare plan still valid?

   R. Yes, the studies and future traffic projections are still valid. Much of the data used for planning and engineering purposes was also used and validated by the Corradino Group in its 2008 Rochester Hills Master Thoroughfare Plan Update. While current traffic volumes may be down due to the economic downturn, the scope of planning is a 20 – 30 year time frame.

8. Q. Has it already been determined that Tienken will be 5 lanes from Livernois to Rochester?

   R. No decision has been made on the final improvements to Tienken Road. This is pending the results of the EA.

9. Q. What is the status of the Environmental Impact Study? What geography does it cover? When will the results be made public?

   R. An Environmental Assessment (EA) is being conducted for Tienken Road from Livernois to Sheldon. The RCOC has identified a five lane cross section as its preferred alternative in the EA*. The Rochester Hills City Council has requested a three lane cross section be identified as the preferred alternative.

   *Since the time of the 8/26/09 report to the residents, the RCOC has revised the EA to include a three lane cross section as the preferred alternative.

10. Q. What is the time line for planning, design, funding, and construction for the entire corridor?

    R. The RCOC has not conducted a corridor improvement plan. Funding has only been identified for the three projects under consideration: Tienken from Livernois to Sheldon; the Tienken Road Bridge over Stoney Creek, and the paving of Washington Road.

    Several years ago the City conducted a Tienken Road Study, that study and associated information is available for review at City Hall.

11. Q. Is there a critical need to build something now, or soon?

    R. Yes, for the below stated reasons and considering the current availability of funding, it is critical that the City take advantage of every opportunity to replace or repair failing infrastructure. However, that does not mean the City should, or will accept projects that are detrimental to the character of the community or the quality of life of its residents.

    The rating of the Tienken Road Bridge over Stoney Creek and the availability of funds through the Local Bridge Program impact that determination. The bridge needs to be replaced before it fails or needs to be closed due to its poor rating. Timing also imposes a significant impact on the improvement of the Livernois to Sheldon segment. Costs for right-of-way acquisition and construction will only increase as time passes, and it will cost substantially more to build this project in the future. Availability of funds also tends to drive project timing. Currently, funding is available for right-of-way acquisition and construction.

12. Q. How can they trust the various government agencies, departments and boards etc. - they all tell us something different?

    R. Many times inconsistent answers can be attributed to different governmental agencies being at different stages of a project. We strive to be as consistent and up to date with the sharing of information as possible, sometimes we are less successful than we would like to be.

    The appearance of different answers can also be the result of inconsistent questions being asked. Often times what appears to be the same question is not and can generate a very different response. What is a set of "conceptual plans" can be very different to a planner, an engineer and a resident. A difference in semantics can often lead to the perception of inconsistent answers.

    The following three questions may seem similar but would generate three very different, but honest answers:

    - Have plans been submitted for X project?
    - Are there plans for project X?
    - Have the consulting engineers for the RCOC developed a set of conceptual plans for project X and are those plans under review by the RCOC?

13. Q. Is the corridor one big project, or many small ones, relative to environmental impact studies, planning, design, funding, and construction?

    R. There are three separate projects: Livernois to Sheldon; the Tienken Road Bridge over Stoney Creek, and Washington Road paving. The only section of Tienken Road under consideration for improvement is from Livernois Road to Sheldon Road.

14. Q. For what segments and/or projects has design work already been started?

    R. Design work is underway on the Tienken Road Bridge over Stoney Creek project, and it is anticipated that there will be a bid letting in winter of 2009-10. The bridge is currently under review by the City's Historic Districts Commission. Funding has been set aside through the local bridge program for the Tienken Road Bridge over Stoney Creek.

    The EA for the Livernois to Sheldon segment is being finalized for review by the Federal Highway Administration (FHWA). The RCOC has identified a five lane alternative as its preferred option; the Rochester Hills City Council has requested that a three lane option be considered as the City's preferred alternative. Data collection is just starting on the Washington Road segment. Funding has been set aside through the Oakland County Federal Aid Committee (FAC) for the paving of Washington Road.

15. Q. Who has the responsibility to maintain what segments and facilities along the corridor?

    R. Tienken and Washington Roads are under RCOC jurisdiction. The travel portion of the roadway, shoulders, drainage, traffic control signs, and bridge are maintained by RCOC. Examples of things not maintained by RCOC would include Oakland County Water Resources Commission drains and structures, utilities, mailboxes, sidewalks and pathways and like items including items placed in the right-of-way by the City or adjacent property owners.

16. Q. Who controls/plans/studies/approves/decides what segment and/or project?

    R. There are many levels that are involved in the decision making process on projects. RCOC, SEMCOG, the Regional Transportation Plan (RTP), Michigan Department of Transportation (MDOT), Michigan Department of Natural Resources (MDNR), Michigan Department of Environmental Quality (MDEQ), FHWA and the city or local community all have a role in the decision making process. RCOC has jurisdiction of the roads but needs approvals by one or more of the above for certain operations or improvements.

17. Q. Are we just blowin' smoke with the Mayor's study? Will it have any impact?

    R. The intent is for this Committee and these recommendations to have an impact. The Committee will not be able to resolve all of the issues within the study area. Not everyone who participated in the process will agree with all of the recommendations. Some of the recommendations are outside of the Committee's and the City's control. The intent of the Committee is to identify the issues and propose viable solutions, short and long term. The report and the recommendations do have an impact by giving the residents, the City, and the RCOC a shared set of goals and targets to work towards in the future as new projects come forward.

AWARENESS SURVEY

Stoney Creek and Winkler Mill Pond Residents': Awareness Survey page 1 of 4

Residents' Forum

Thursday May 7, 2009
Doors open at 6:30 pm,
Forum 7:00 to 9:00 pm

Thank you for participating in this awareness survey, your input is vital to the planning process and to the future of these two historic areas. The first phase in the process is to collect your thoughts, concerns and ideas. We have prepared this survey to assist in that process. The second phase will be for all of us to gather at the ***Residents' Forum on Thursday May 7th*** and to share your input from this survey with other stakeholders. We will collect and merge all of the information and ideas from the May 7th Forum to use in the third phase of the process, the ***Awareness Walk on Saturday May 30***. But back to the task at hand; there are several Do's and Don'ts we ask that you follow:

Please do:

- Complete this awareness survey and turn it in even if you can't attend the other sessions. You can drop the survey off at the Rochester Hills Museum front desk or in the Museum's locked mailbox at Runyon and Van Hoosen Roads.
- Be objective in your reporting and observations.
- Make lots of comments, notes, sketches and any other method to present your thoughts.
- Make your observations from different times and perspectives (walking, driving, etc).
- This as an individual effort. Anyone living in your house can complete a survey.
- Add extra 8 1/2x11 sheets if you need to. Just make sure you staple them together.

Please don't:

- Share your thoughts and ideas with others – yet! This is time for you to compile your thoughts, concerns and ideas; there will be plenty of time and opportunity to share your ideas later.
- Forget to bring this with you to the May 7th Forum or to turn it in if you can't attend.

Thank you!

Forum Location: Van Hoosen Dairy Barn
Rochester Hills Museum at Van Hoosen Farm
1005 Van Hoosen Road
Rochester Hills, MI 48306

For additional information, please call:
Derek Delacourt, City of Rochester Hills
at 248-841-2573

The Forum/Survey are hosted/prepared by:
The City of Rochester Hills and
Oakland County Planning and Economic
Development Services.

OAKLAND COUNTY MICHIGAN
L. Brooks Patterson, County Executive

May 7, 2009

Stoney Creek and Winkler Mill Pond Residents': Awareness Survey page 2 of 4

OAKLAND COUNTY MICHIGAN
L. Brooks Patterson, County Executive

Please check the appropriate box:

☐ Resident in the Stoney Creek Area ☐ Resident in the Winkler Mill Area ☐ Other

Mailing Address: _____

Study Area Map
The purpose of the survey and forum is to gather input on issues and opportunities related to the Tienken and Washington Road corridor from Sheldon to Dequindre Road only.

Stoney Creek and Winkler Mill Pond Residents': Awareness Survey page 3 of 4

1. What gives Stoney Creek and Winkler Mill Pond their unique character as observed from Tienken and Washington roads? List all of the things that you can think of.

2. How are these two areas the same?

3. How are they different?

4. What safety concerns do you have as a pedestrian walking along here?

5. What safety concerns do you have operating a vehicle along here?

Stoney Creek and Winkler Mill Pond Residents': Awareness Survey page 4 of 4

6. What concerns do you have as a resident living in the area?

7. Considering that Tienken and Washington Roads carry a high volume of traffic, what would you do to improve safety and address the other concerns that you have indicated above?

8. What key design considerations should planners and traffic engineers be aware of as they consider road improvements in the Stoney Creek and Winkler Mill Pond area?

9. What would you suggest to appropriately enhance the historic character in the Stoney Creek and Winkler Mill Pond areas?

AWARENESS WALK

Stoney Creek and Winkler Mill Pond Residents':
Awareness Walk

Saturday May 30, 2009
9:00 am to Noon

Mayor Bryan K. Barnett invites you to participate in this awareness walk. Your participation is vital to the planning process and to the future of these two historic areas. The Mayor's Advisory Committee is compiling and organizing the input that was gathered at the May 7 Residents' Forum, along with the results of the Awareness Survey that many of you submitted. The results will be reported back to residents on May 30.

The Mayor's Advisory Committee has been charged with documenting residents' concerns regarding traffic, safety, future development and preservation of the corridor. With consideration for the historic importance of the area, the committee will develop a set of realistic goals and recommend potential improvements.

Please meet at Van Hoosen Dairy Barn where the walk will originate. After the walk we will meet back at the Dairy Barn and spend time exploring potential recommendations and physical design solutions. We hope to reach some preliminary consensus. Because of the size of the project area, we will not be able to walk the entire geography. Some areas that can not be visited on foot will be coverd through photography back at the Dairy Barn.

Please note that it is a walking tour ONLY. No transportation will be provided.

If you need special arrangements please contact the city at the number below. The city will attempt to make accommodations for you.

Location: Van Hoosen Dairy Barn
Rochester Hills Museum at Van Hoosen Farm
1005 Van Hoosen Road
Rochester Hills, MI 48306

For additional information, please call:
Derek Delacourt, City of Rochester Hills
at 248-841-2573

The Awareness Walk is hosted by:
The City of Rochester Hills and
Oakland County Planning and Economic
Development Services.

Bryan K. Barnett, Mayor

OAKLAND COUNTY MICHIGAN
L. Brooks Patterson, County Executive

May 30, 2009

Stoney Creek – Winkler Mill Pond

Take-Part Workshop
Saturday May 30, 2009

8:30 – 9:00	Gather/Continental Breakfast
9:00 - 9:05	Welcome, Introductions & Announcements.
9:05 – 9:30	Citizens Forum Summary Report
9:30 – 9:40	Teams Formed
9:40 – 10:00	Team Design Objectives Set a. P.A.R.K. (What to Preserve, Add, Remove, Keep Out) b. Locate Pedestrian crossing points/paths c. Gateways d. Bridge e. Other (per team)
10:00- - 10:45	Field Test by Design Teams
10:45 – 11:30	Finishing Touches to Team Designs
11:30 – 11:50	Team Presentations
11:55 – 12:00	Wrap -up

AWARENESS WALK