Partnerships for Urban Design

Thomas C. Jost
Senior Urban Strategist
Parsons Brinckerhoff
route 9
walkable development sets the stage for regional vision

- concentrated nodes of activity along corridor
  - infill development
  - walkable site design
  - each with its own identity
  - program flexible space for future transit amenities

- link nodes with complete street roadway design
  - encourage multi-modal access
  - manage access to sites for safety and efficiency
Clifton Park – Exit 9 – Infill Development Planning Scenario
Clifton Park Arts District – Conceptual Retrofit
1. Remove center lane – Route 9 median
2. Upgrade Northside Dr to a boulevard
3. Create new N – S connecting road
4. Link park-and-ride to intersection
5. 2 – 4 story mixed-use development
6. Crosswalks, pedestrian timers, and refuges
7. New roads for development
8. New park amenity
9. Extend park-and-ride

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Welcome to the Emergency Financial Manager's Page

On March 19, 2009, The Local Emergency Financial Assistance Loan Board appointed an Emergency Financial Manager for the City of Pontiac. The Board is led by Andy Dillon, State Treasurer. On September 11, 2011 Louis Schimmel was appointed the City of Pontiac Emergency Manager under Public Act 4 by Governor Rick Snyder. On August 8, 2012, Mr. Schimmel was appointed Emergency Financial Manager by the Local Emergency Financial Assistance Loan Board. Click here to read a biography of Mr. Schimmel.

Please use these pages to find out more about the Emergency Financial Manager process and to find out what is being done to secure the financial stability of our city.
Pontiac, Michigan : 1962
25,000 residents lost
30,000 jobs lost

Pontiac, Michigan by 1965
Pontiac, Michigan in 2012
Convert Woodward and Cass to two-way traffic

Introduce road hierarchy
- Western portion becomes the main vehicular route
- Eastern portion becomes the local route

Increase connectivity
- Reconnect north-bound Saginaw to Woodward

Non-motorized improvements
- On-road cycle track
- Off-road shared use path

Medians
- Median (potentially landscaped)
- Intermittent median depending on left-turn storage requirements

Some reconstruction of the roadway
- Roadway widening requires changes to curbs
- Major intersection reconstruction required
4) Northeast Lafayette (B)  
Southeast of Perry St, transition to intersection  

It is proposed that the southern curb line be moved in to provide room for a sidewalk within the Right-of-Way. A center median is proposed with space for exclusive left-turn lanes at signalized intersections.
North of Pike View Looking North

Existing ROW
Existing pavement

PROPOSED

48'
90'

10'  6'  8'  12'  12'
90'

Existing
(existing)
NASSAU COUNTY INFILL REDEVELOPMENT FEASIBILITY STUDY
21 STATION ANALYSIS
STATION AREA EVALUATIONS

- Physical suitability
- Public sector readiness
- Developer interest
- Leadership in place
Opportunity for transit supported development?

What type of development?

What is needed to make development happen?

What are likely benefits of development?

What partners are needed?

- High desire, low readiness
- Low desire, high readiness
- High desire, high readiness
- Low desire, high readiness
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Thank You!

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