

**Big Beaver Corridor Study
Vision Fair
January 18, 2006**

Topic: Parking

1. Please identify features and/or characteristics of the parking opportunities within the Big Beaver Corridor that you consider to be positive and that should be maintained in the future.
 - Somerset structure and any other parking structure is a good thing!
 - Plenty of parking but the form should change
 - Somerset N. Parking
 - Parking seems to be enough for the existing businesses
 - Parking should be transformed over time to minimize level parking to evolve to multi-level “high rise” parking
 - Adequate parking, even when stores are busy
 - Parking is very accessible
 - Efficient and convenient to the buildings, but not attractive
 - Somerset parking garage, as well as other parking garages located at hotels and offices along the corridor
 - Personally, I like the current parking lot in front of Bede Concept. I believe it enhances safety greatly. Parking behind buildings may be more visually appealing, but I feel it diminishes parkers’ safety.
 - More structures, less surface lots
 - Allowing greater property utilization
 - Reduce parking space width to 9’
 - Ideal is lots of parking but it needs to be in a structure not surface
 - Maintain existing parking structures that exist off street – e.g., Somerset parking structure, parking structure behind SBC building
 - Parking at Somerset North with its layered decks behind Nordstrom etc. is much more preferable than say parking at Oakland Mall
 - All current parking structures need to be maintained and even added on to, to keep the visual of parking away from street

2. With respect to parking, what improvements and/or changes do you believe are needed to transform the Big Beaver Corridor into a World Class Boulevard?
 - Fill in parking lots with pocket parks, condos, shops, out at the street. Trees, sidewalks.
 - Some form of mass transit offered along Big Beaver with feeder routes on Rochester, Livernois, etc.
 - Move the parking off Big Beaver, behind buildings; bring the buildings closer/develop closer to the road. Add more structures to reduce the number of surface lots.
 - Reduce surface parking by building parking decks in the back lot and utilize the front part of the lots for small retail. This would facilitate making the area more pedestrian-friendly by giving reasons for individuals to walk, as there would be storefronts that they could window shop. Unless you have the retail close to Big Beaver, who is going to walk?
 - Create shared parking decks, as Birmingham has done. Include 2-hour free parking.

- New parking should consist of “high-rise” parking structure. World class boulevards and/or golden corridors need to have high-rise in all respects. There is not enough land for parking as well as building without going vertical.
- Promote underground parking
- The photograph speaks for itself. This parking is completely underutilized, and Troy’s parking requirements need to be rethought. Stack lots and move them back, instead of fronting the boulevard.
- Parking would need to be somewhat away from primary pedestrian walkways
- Parking should be unobtrusive
- There needs to be parking near each of the businesses in the corridor to serve customers during bad weather, when customers aren’t so inclined to walk
- Parking areas should be well landscaped to maintain a pleasing appearance
- Parking behind the buildings not in front of them, maybe multi-level parking. I didn’t realize that 90% of Big Beaver corridor is paved areas until now.
- Large parking lots between the street and the entrance of buildings must be eliminated, or at least broken up with landscapes. While they are expensive, parking garages may be necessary along the corridor, behind businesses. I fear that when the K-Mart property is redeveloped, parking for Somerset may become an issue, as Somerset often uses K-Mart’s extra parking. Also, if the corridor project is successful, the City may be forced to incorporate public parking, for those attending possible restaurants, shops and other attractions.
- I do not recommend any changes. I do not like parking structures; again they detract from safety even though they protect parkers from the weather elements.
- More structures, less surface lots
- Allowing greater property utilization
- Reduce parking space width to 9’
- Parking structures and all high-rise features. People need to feel safe to park and not have a long way to walk.
- Create parking for casual visitors on both ends of the corridor with public transit running along the corridor. Businesses should create parking for their employees in a structure to cut down on the number of lots. Eliminate remaining surface lots and create business space that reaches pedestrian walkways.
- I always feel sad to see acres and acres of cement with land covered up by parking lots. It’s unhealthy for the environment. The land cannot return the rainwater – salts and oils and pollutants running off all the cement only end up polluting our lakes and rivers.
- All future buildings should have standards that hide parking – underground, behind buildings or in structures
- Buildings will have higher density, so proper parking per square foot ratios need to be maintained