

TRAVERSE CITY PLANNING COMMISSION STUDY SESSION

TUESDAY, APRIL 15, 2014

7:30 P.M.

**Training Room
Governmental Center, 2nd Floor
400 Boardman Avenue
Traverse City, Michigan 49684**

Posted: 4/11/14

AGENDA

The City of Traverse City does not discriminate on the basis of disability in the admission or access to or treatment or employment in, its programs or activities. Makayla Vitous, Assistant City Manager, 400 Boardman Avenue, Traverse City, Michigan 49684, 922-4440, T.D.D., 922-4766, has been designated to coordinate compliance with the non-discrimination requirements. If you are planning to attend and you have a disability requiring any special assistance at the meeting and/or if you have any concerns, please immediately notify the ADA Coordinator.

Planning Commission
c/o Russell Soyring, Planning Director
400 Boardman Avenue, Traverse City, MI 49684
231-922-4778

- 1. CALL MEETING TO ORDER**
- 2. ROLL CALL**
- 3. ANNOUNCEMENTS**
- 4. "TRANSFORMING OUR MAJOR STREETS" BOB GIBBS (PRESENTATION)**
- 5. PUBLIC COMMENT**
- 6. ADJOURNMENT**



Transforming Our Major Streets

Robert Gibbs, a leader in new urbanism, planning and commercial market research and one of the foremost urban retail planners in the United States will present how to transform tired, under performing streets into economic powerhouses, full of street life and energy.

Tuesday, April 15

7:30 PM

**Governmental Center, 400 Boardman Avenue
Training Room (2nd Floor)**

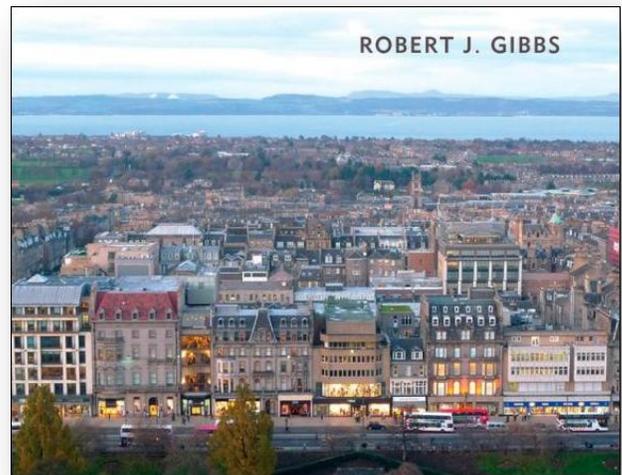
❖ For more than three decades, Gibb's expertise in commercial development and sustainable town planning has been sought by some of the most respected mayors, highly regarded architects, and successful real-estate developers in the country.

❖ He was honored by the Clinton Presidential Library for his life's contributions to urban planning and development.



❖ Gibbs recently published:
[Principles of Urban Retail Planning and Development](#) (Wiley & Sons).

The book covers: retail business models, shopping center types, planning & design case studies, leasing contracts, finance and case studies for both historic and new shopping districts.



❖ Gibbs Planning Group pioneered the development of sustainable and community-oriented principles of Traditional Town Planning and Smart Growth as an antidote to the sprawl of suburbia.

❖ Since its inception, his firm, Gibb's Planning Group, has been active in developing innovative yet practical methods for applying modern trends in commercial development to more than 500 town centers and historic districts here and abroad.

❖ His firm specializes in Historic Downtowns, New Urban Communities, Suburban Retrofitting, Mixed Use Town Centers and Retail Centers.

❖ Gibbs is a frequent lecturer at national planning conferences. Gibbs also teaches an Urban Retail Planning & Development Executive Session at the Harvard Graduate School of Design.

Learn from an expert on how we can transform Traverse City's major streets into vibrant places where we will want to shop, live and work.

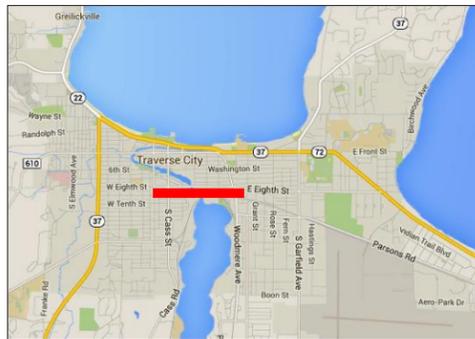
Attend Robert Gibbs' presentation on April 15.



East Portion



West Portion



 Traffic Signal



Character Images

24-hour Traffic Counts

West of Bridge

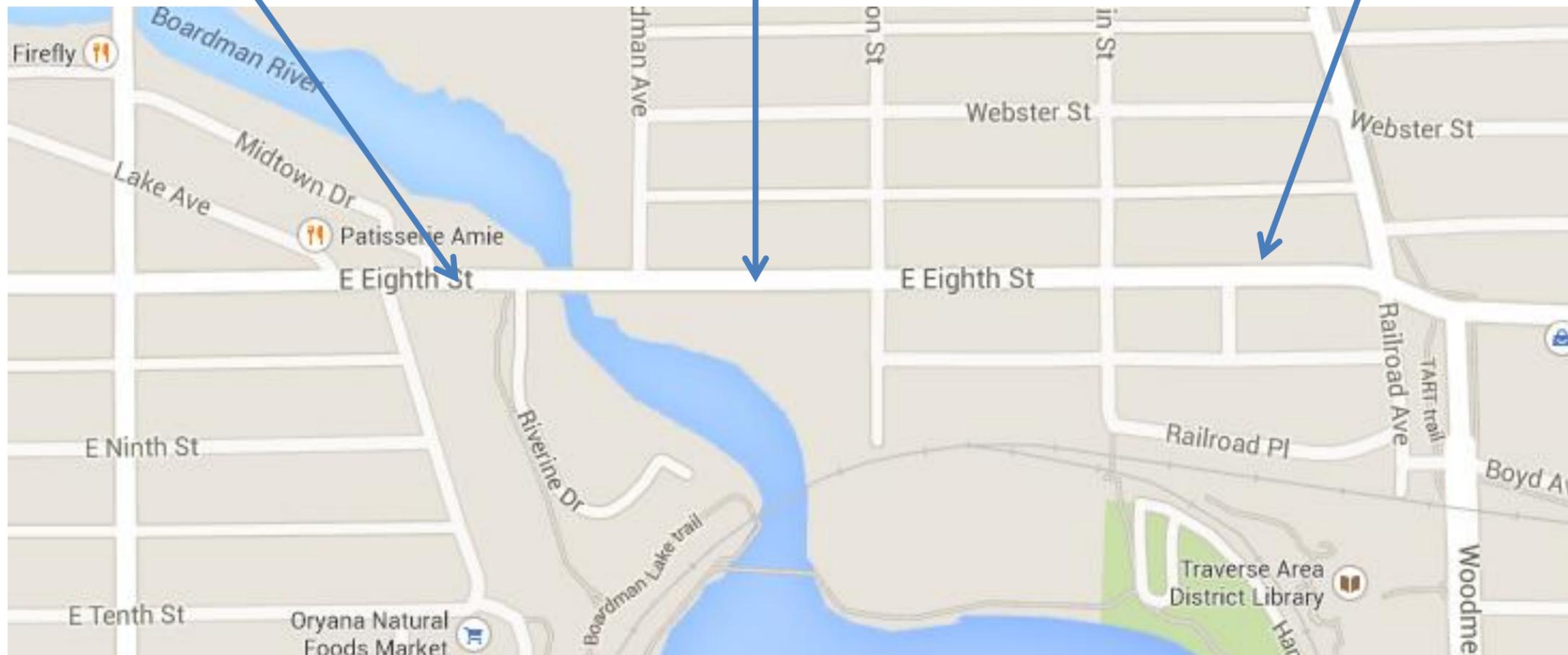
- 18,850 (10/18/11)
- 19,741 (8/9/12)
- 12,081 (6/20/13)

Between Boardman and Wellington

- 21,367 (10/18/11)
- 21,693 (8/9/12)

Between Franklin and Railroad

- 21,612 (6/20/13)



OPPORTUNITY DEVELOPMENT SITES
EIGHTH ST // WEST

Recognizing that any site could redevelop, the Eighth Street Corridor includes several sites that represent opportunities for improved development that would have the potential to serve as a catalyst for future improvement along the Corridor. These sites have been identified based on a number of factors, including parcel or structural vacancy, inappropriate or incompatible uses, existing character that is out of context with

surrounding development or natural features, and/or underperformance based on their relative prominence or visibility. It is important to note that many of these sites are not owned by the City and that this figure presents potential development scenarios that would be appropriate considering the character area of each site.



1 Randy's is a service station located at the intersection of Union and Eighth in the heart of Old Town. It is an auto oriented/centric use in the midst of a pedestrian area. While a local garage is a convenient service, there may be a more appropriate site elsewhere along Eighth Street or within the City. Should the site redevelop, the building should be adaptively reused and uses should be compatible with uses to the south and contribute to pedestrian activity.

2 A narrow development opportunity exists on the south side of the parking garage, between the parking deck and Eighth Street. Development of this City-owned parcel should explore a shallow multi-story building that could tie to the parking deck with bridges or catwalks. Ideal uses would include ground floor commercial uses, with office or residential above. Additionally, it is important that the design of the building complement the appearance of the attractive parking deck.

3 On the south side of Eighth Street, between the Playhouse Theatre and Randy's Service Station there are four houses with redevelopment potential. Some have already been converted to business uses while and some remain residential. The proximity to the parking garage allow these sites to maximize their building envelope, accommodating in the parking garage. Although the current uses are appropriate, mixed-use redevelopment would better contribute to the character and synergy of the Corridor. As another option, the addiction recovery facility at 116 E. Eighth Street may represent an opportunity for lodging, such as a bed and breakfast or boutique hotel.

4 Close to Downtown, Boardman Lake, Boardman River, the new parking garage, and the Hagerty Insurance development, this site represents one of the largest development opportunities in the City. To achieve full potential however, this opportunity will require parcel assembly, which can be difficult. Ideally the development would include all property between Lake Avenue and Eighth Street and strengthen the connection between Old Town and Downtown. The parking garage could accommodate some of the parking needs for this development that should consist of mixed-use buildings, with commercial uses on the ground floor and residential and/or office above.

5 The Old Town Playhouse Theatre is exploring redevelopment of its site or expansion of their existing building. Similar to properties to the west, redevelopment of the theatre site should capitalize on the parking garage that is within close proximity and maximize full use of the site. Any new building should be located at or near the street, creating a street wall and establishing a pedestrian scale. The Theatre should be engaging and interesting from the street. It should provide opportunities for pedestrian interest, such as the State Theatre that has exhibits and posters in their display windows along "Main Street".

6 The Thirlby property is a highly visible site within close proximity to Downtown and Old Town. The Thirlby family, and their businesses, have been in the community for many years, and it is important that the Plan recognize that any redevelopment should happen when the owners are ready to leave the site. The triangular site would allow for interesting commercial redevelopment that could contribute to activity, synergy, and the overall character of the area, providing an opportunity for an interesting vista and icon for the Old Town District.

7 The potential Boardman Lake Avenue would intersect with Eighth Street east of Lake Street and create a development opportunity at its intersection. Development of this site should have primary orientation to Eighth Street with parking in the rear accessed by either Lake Street or the new Boardman Lake Avenue. Given proposed turn restrictions on Lake Avenue, development should be mindful of the cut-through potential of this parcel if Boardman Lake Avenue is constructed.

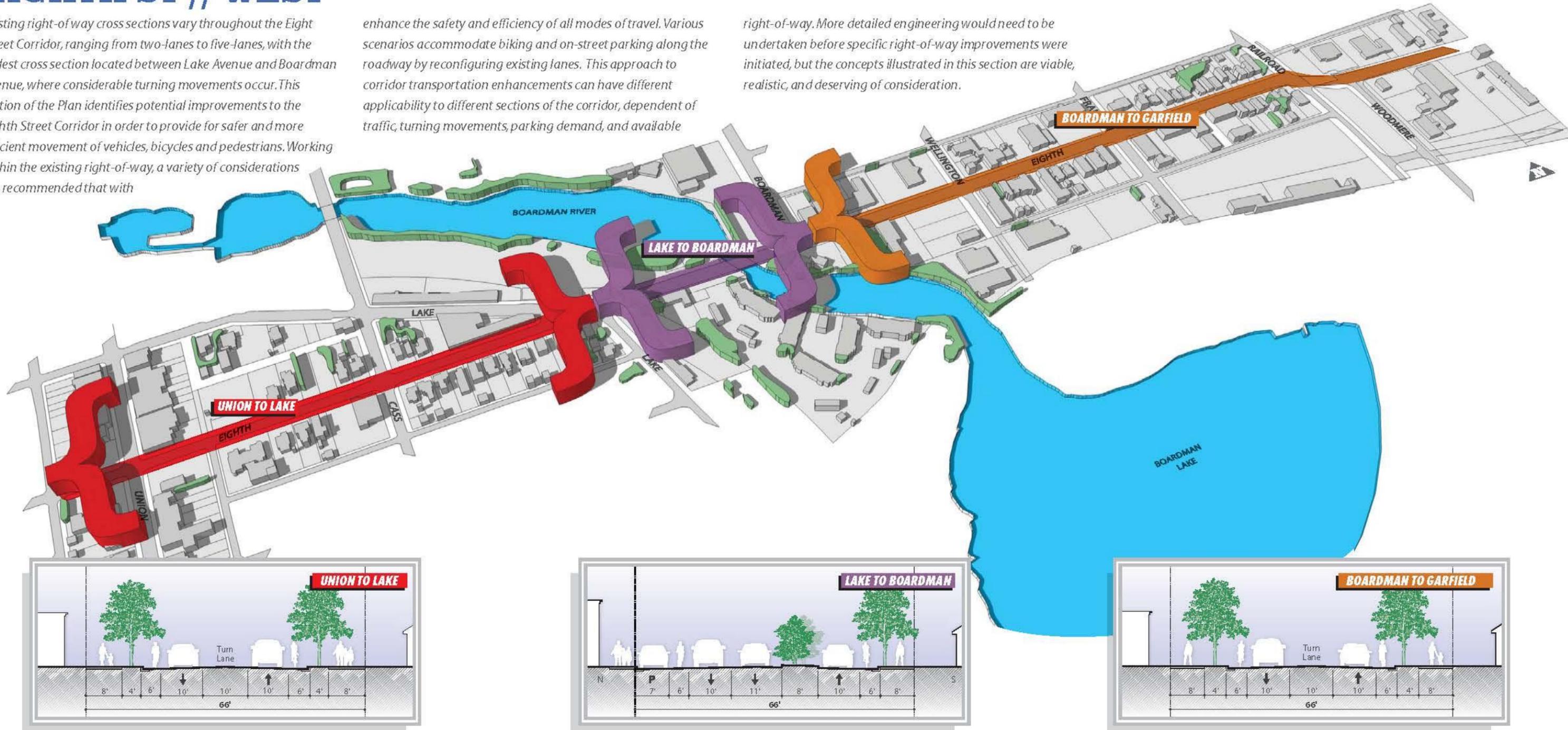
POTENTIAL RIGHT-OF-WAY IMPROVEMENTS

EIGHTH ST // WEST

Existing right-of-way cross sections vary throughout the Eighth Street Corridor, ranging from two-lanes to five-lanes, with the widest cross section located between Lake Avenue and Boardman Avenue, where considerable turning movements occur. This section of the Plan identifies potential improvements to the Eighth Street Corridor in order to provide for safer and more efficient movement of vehicles, bicycles and pedestrians. Working within the existing right-of-way, a variety of considerations are recommended that will

enhance the safety and efficiency of all modes of travel. Various scenarios accommodate biking and on-street parking along the roadway by reconfiguring existing lanes. This approach to corridor transportation enhancements can have different applicability to different sections of the corridor, dependent of traffic, turning movements, parking demand, and available

right-of-way. More detailed engineering would need to be undertaken before specific right-of-way improvements were initiated, but the concepts illustrated in this section are viable, realistic, and deserving of consideration.



Union to Lake Union to Lake should be maintained as a three-lane street, with 10-foot travel lanes and 6-foot bike lane in each direction, with a 10-foot center turn lane. Additionally, a 4-foot parkway for trees and streetscaping, along with a 8-foot sidewalk would provide a comfortable pedestrian environment. The existing pavement width is 35 feet, which would require widening to accommodate this cross section.

Lake Avenue to Boardman Avenue Eighth Street should consist of a four/five lane street. Existing on-street parking associated with the Midtown development should remain in place on the north side of the street. In addition 10-foot travel lanes and 6-foot bike lanes, in each direction, along with an 11-foot through-lane would be provided for westbound traffic. An 8-foot landscaped median is provided and is reserved for turn lanes at intersections. An 8-foot sidewalk is provided on the south side, and the existing sidewalk on private property would remain in place on the north side. The existing pavement width ranges between 44-48 feet and would not require widening the road, which would require widening to accommodate this cross section.

Boardman to Garfield Between Boardman and Garfield, Eighth Street should consist of a three-lane cross section with 10-foot travel lanes and 6-foot bike lanes in each direction and a 10-foot center turn lane. Through this section, parkways would be 4-feet, accompanied by an 8-foot sidewalk on both sides. The existing pavement width is 45 feet. The proposed pavement width is 42 feet requiring a pavement reduction. Mid block pedestrian crosswalks with landscape medians are proposed at two locations.