TRAVERSE CITY PLANNING COMMISSION
SPECIAL MEETING

TUESDAY, September 20, 2016
7:30 P.M.
Commission Chambers
Governmental Center, 2nd Floor
400 Boardman Avenue
Traverse City, Michigan 49684

Posted: 9/16/16

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. Penny Hill, 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. **CONSIDERATION OF A DRAFT AMENDMENT TO THE CITY OF TRAVERSE CITY MASTER PLAN FOR DISTRIBUTION TO THE CITY COMMISSION (Approval recommended)**

4. **CONSIDERATION OF A SPECIAL LAND USE PERMIT REQUEST BY GRAND TRAVERSE AREA CATHOLIC SCHOOLS TO ALLOW FOR A SCHOOL AT 218 VINE STREET (For introduction and possibly scheduling a Public Hearing for November 1, 2016)**

5. **CONSIDERATION OF A SITE PLAN REVIEW REQUEST BY GRAND TRAVERSE AREA CATHOLIC SCHOOLS FOR A SCHOOL LOCATED AT 218 VINE STREET (For introduction and possible action on November 1, 2016)**

6. **WEST BOARDMAN LAKE DISTRICT PLAN (Discussion)**

7. **PUBLIC COMMENT**

8. **ADJOURNMENT**

Agenda Item No. 3

Communication to the Planning Commission

FOR THE MEETING OF: September 20, 2016

FROM: Russ Soyring, Planning Director

SUBJECT: Master Plan Amendment Distribution

DATE: September 16, 2016

The draft Traverse City Master Plan 2016 amendment is before the Planning Commission for review and possible recommendation for distribution to the City Commission for review and comment and upon City Commission concurrence also sent on to interested neighboring jurisdictions for review and comment.

If you are in agreement with this, the following motion would be appropriate:

> **That the Traverse City Master Plan Proposed 2016 Amendment, be approved for distribution to the City Commission for review and comment and possible distribution to neighboring jurisdictions for review and comment.**

If approved by the City Commission, the draft Master Plan amendment will be distributed to the interested governmental entities and posted on the City's website for the general public to review. The governmental entities and public will have 42 days to respond to the draft Traverse City Master Plan 2016 Amendment.

RS/ml

Attachment: Draft Traverse City Master Plan 2016 Amendment*

*The printed plan was included in the September 7, 2016 meeting packet. Please bring it to the September 20, 2016 meeting. The Plan will be included in the electronic packet.

City of Traverse City Master Plan

2009

A Community of Neighborhoods and the Relationships They Foster

Adopted July 15, 2009

Amended Month xx, 2016

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Preamble

This Master Plan for Traverse City emerges from a simple but essential idea: that our shared values will form the future of the community. The Master Plan articulates a process by which those shared values can frame each new issue and guide each new decision. It is not meant to preside over or confine community members but to facilitate the difficult decisions that inevitably come with growth. The Plan should be seen as a process: a guide for creating inclusive responses and a tool for managing the evolution of our neighborhoods one decision at a time.

No plan can protect a culture unless there is a shared commitment to a preferred future, and no plan can speak for an entire community. But a plan can enact the core values that live beneath any surface differences. It can put a community's shared values to work for the community. It can remind individual citizens that they are responsible for the future and have a voice in creating it. Without such a plan, citizens and taxpayers can become victim to outside forces and inside divisiveness.

Because we cherish Traverse City and all that it has been, we hope the Plan will help us to protect what is unique and adopt what is best. We hope the Plan evokes within all decision-makers their better voices, their best reasoning, and their soundest judgment.

Remembering the Past

Traverse City owes much to those who have come before. Early in the city's development, great sailing ships provided the connections to transform the region into a bustling center of commerce. The city took form, with a grand downtown, tree lined streets, and electric lights. Access to the larger world was provided by ship, and later rail and road. Schools, merchant shops, churches, and city government served growing neighborhoods. Ready employment, rich natural resources and efficient transportation assured steady growth and opportunity.

Our traditional neighborhoods were designed to foster interaction among neighbors whose needs were met by closely spaced homes, accessible front porches, continuous sidewalks, neighborhood parks, schools, and small businesses. After World War II, automobile ownership represented the future and historic neighborhood designs were set aside as quaint and old-fashioned. Cars freed us to range further and more quickly than ever before. Because we no longer needed to live close to work and schools, we could develop our neighborhoods away from the city center. Alleys were no longer needed as gas and electricity replaced the need for coal delivery. Garages replaced porches as architectural focal points and modern suburban style neighborhoods were born.

These and other historic patterns formed the neighborhoods that define our community today. Which of these historic patterns do we wish to protect and encourage for the future? Which should we replace and with what? How should we, as neighbors and neighborhoods, direct our future? How shall we protect each neighborhood's sense of place and anticipate the nuisances that might emerge from these choices? How do we balance the needs of the neighborhoods with the intensity levels they create?

Balancing the Past and Present: Land Use and Intensity

Historically, planners have worked to separate incompatible uses. For instance, industrial parks were formed to consolidate and isolate large-scale activities that generated noise, dirt, and heavy vehicle traffic, while shopping plazas convened high-intensity consumption away from residential areas.
In these instances, the model of separating uses and users has served well. But in other instances, the model has created some new problems: people are increasingly separate from basic amenities, from everyday services, from community goods; and people must drive for even the most basic needs. In short, when applied on a large scale, the use model may oppose some of the community's shared values.

A close inspection of Traverse City's neighborhoods reveals an important insight about the nature of our growth: Problems arise not with an activity itself but with the intensity of the activity. For example, a small local market on the periphery of a residential neighborhood may resonate appropriately with the residents' needs. However, a large corporate retail store adjacent to a residential neighborhood would undermine intimacy and cut against shared values. The old use model may not account for or protect against these possibilities.

For these reasons, the Plan offers a new criterion—a tool for decision-making based on intensity. Rather than dictate use, the Plan focuses on the level of intensity desired for and within each neighborhood. It places high priority on services developed in scale and proportion with each neighborhood. Intensity, then, is synonymous with proportion and scale.

We realize that neighborhoods are best equipped to live in harmony with one another when the needs of one neighborhood are balanced against the needs of all neighborhoods. When balance and proportion are in harmony, residents have a sense of place borne of a sense of scale. That scale developed across all neighborhoods creates a sense of trust and community.

Envisioning Our Future: TC Neighborhoods

This Master Plan defines "neighborhood" as more than a collection of buildings. The definition expands to embrace collections of complementary and compatible activities central to the well being of our citizens. This definition recognizes the culture that has developed in each neighborhood and the benefits of embracing the layers of life that will emerge from each culture. It provides for a full range of evolving activities, services, and lifestyles while honoring the traditions that have delivered us to this time and place.

Traverse City neighborhoods have followed a traditional pattern: Rural lands stood at the town's edge. Larger "estate lots" lined the neighborhood edges. The estate lots defined the edge of a town and intrinsically connected to the neighborhood. The bulk of the neighborhoods were single-family lots ranging from thirty to two hundred feet in width. The lots narrowed closer to the center of the community. The block structure became more rigid at the center and more fluid away from the center. The highest density areas were located near the center.

This Plan supports and honors that geography. In moving forward, it encourages a social (people-oriented) perspective—one that defines neighborhoods according to the nature and intensity of human activity within a given area.

Each neighborhood nurtures a degree of human activity, which can be measured according to four ~~variables (known as H.A.M.E. standards)~~ intensity levels:

Hours: the hours of operation of an activity within a neighborhood.

~~Auto~~ Access: all motorized and non-motorized traffic within a neighborhood including but not limited to automobiles, trucks, buses, pedestrians, and bicycles.

Mass: the intensity of the buildings or structures within a neighborhood as defined by area, land coverage, height, distance to property lines, access to light, or conversely, effects of shadow.

Emissions: by-products of activities that leave the property or neighborhood within which it is created, including, but not limited to, noise, dust, odors, smoke, and light. Each neighborhood has an expected background level of emissions related to those characteristics found to be a normal part of an existence within that neighborhood's context.

The Plan uses these variables as ~~practical and quantifiable standards~~ guidelines for appropriate ~~of~~ intensity. The ~~standards~~ guidelines will be used for decision-making—for protecting and nurturing the unique culture of each neighborhood and for maintaining transition zones between neighborhoods. With these ~~standards~~ guidelines, decision-makers are not limited to geographic space as a sole criterion; they can also factor in the way people live within a particular space—what kinds of activities they want to encourage or limit. By focusing on the ~~standards~~ guidelines within a particular neighborhood type, decision-makers can become more receptive to uses that promote other goals within our neighborhoods (small neighborhood services that promote walkability, for example).

The Plan also acknowledges that intensity changes within each neighborhood—that intensity is naturally but not evenly distributed. The center or core of the neighborhood tends to be the most pure to the neighborhood type. The Plan acknowledges this distribution and allows for the transition from one neighborhood type to another. Higher intensities will be allowed at the periphery of residential neighborhoods than what is allowed in their interior. Lower intensities will be encouraged at the periphery of commercial neighborhoods than what is allowed at their interior. This protects residential neighborhoods by creating a transition zone between high-intensity commercial activity and low-intensity domestic life.

> This Plan confronts the reality that each neighborhood shares a boundary with several others—with other kinds and degrees of activity. No neighborhood is an island. Therefore, a practical, clear-headed discussion of those boundaries is crucial to the overall health of the community. That discussion must transcend any one neighborhood but include them all.

To begin the discussion, this Plan defines neighborhoods in ascending order of intensity (from least to most). The least intense neighborhood, TC-1 Conservation, has low levels of noise and a low acceptance of formal urban structures while the most intense, TC-5 Downtown, has high levels of noise and formal urban structures. If the area is residential, then the center has the least intensity ~~in terms of H.A.M.E.~~ level for that neighborhood type. If the area is commercial, then the center has the most intensity for the neighborhood type. The boundary areas become blended where similar neighborhood types meet, for example: where TC-2 Conventional meets TC-3 Traditional or where TC-4 Corridor meets TC-5 Downtown. These areas may have traits of each neighborhood type.

The boundaries between residential neighborhood types and commercial neighborhood types are hard: between TC-2 Conventional and TC-4 Corridor or between TC-3 Traditional and TC-5 Downtown. The commercial neighborhoods at the boundaries are expected to mitigate their intensity level to one that is no higher than the highest accepted intensity level of the adjoining residential neighborhood.

Vision and Principles

The Master Plan is a collective vision of the community's future. Our aim is to retain and maintain the intimacy and spirit shaped by those who have come before us and sculpted the culture of our spaces. We endorse what we are, yet recognize we are evolving. Our vision and the principles that guide it are based on the planning traditions that have shaped this place we care so much about.

Vision Statement

Traverse City is a regional center comprised of connected and related neighborhoods - residential, business, public, recreational and mixed. This plan promotes and protects the vitality, diversity and improvement of our neighborhoods.

Core Principles

Seven core principles guide our vision. These principles guide land use decisions, leading us to ask the right questions in our dialog with citizens about their ideas and concerns.

1. The intensity of any land use should be the focus of land use decisions.
2. Social, economic and residential diversity and stability are key to our future.
3. Our neighborhoods need to be preserved and protected as they evolve.
4. Natural and historic resources are limited and need to be protected.
5. Services should be conveniently located.
6. Transportation choices are important to our vitality and environmental health.
7. Maintaining a healthy and vibrant City is important to the region.

Goals

These goals presume intentional action toward the accomplishment of our vision to:

1. Enforce compatible intensities within, among and between neighborhoods.
2. Seamlessly link our neighborhoods while allowing each neighborhood's unique character and culture to evolve.
3. Become pedestrian friendly and encourage more, energy efficient, environmentally friendly transportation choices.
4. Be innovative and inventive in developing our neighborhoods through consensus.
5. Protect, conserve and preserve the natural and historic resources of our region.
6. Stabilize neighborhood economies and economic interests.
7. Locate services near users to protect the community's health, safety and welfare.
8. Expand residential choices and multi-generational recreational opportunities.
9. Open regional dialog and develop regional partnerships.

Interpreting This Plan

This Plan is a conceptual document. It preserves our community's core values and extends them as guiding principles in building a compatible future. It manages change and focuses priorities for our central role in the region. The Master Plan draws its strengths from a collective vision of our community and support for seven Core Principles to guide our actions and drive interpretation of the Plan. These principles are based on the belief that well managed cities focus on the fundamental barrier to positive change-intensity rather than land use. For it is the intensity of a use, not the use itself, which is of importance. Therefore, focusing on the intensity allows decision-makers more flexibility and nuance when addressing the real challenges ahead.

When reviewing this document, one should keep in mind that the Master Plan serves as the translator between the cherished priorities of the neighborhoods and the regulations that express those priorities. As such, the Plan is an adaptive document; one not fixed on any particular future. Its role is to:

- Address needs and preferences for future growth.
- Link evolving community and neighborhood intentions proactively.
- Provide an emphasis for positively influencing the region.

The Master Plan encourages action in harmony with community values. When consistently applied, it provides the legal basis for protecting the community, which is achieved by developing the Master Plan in concert with those values as expressed in the Plan's Vision and Core Principles statements and linking them to specific policies, implementation documents, and regulations. In some instances the goals, policies, and text will remain as guidelines and will not be translated into law. This premise is fundamental to adapting to the challenges of a prosperous future while protecting the values of our community.

TC-1 NEIGHBORHOOD

The TC-1 Conservation Neighborhood represents our least intensely developed neighborhoods. The focus is on conservation and protection of natural resources. The level of intensity generated within the confines of each property in this neighborhood type tends to be low.

Scenic Overlooks

Wildlife Habitat

Standards established for governing intensity typical of TC-1 neighborhoods would include measures enforcing:

Hours

Typically daylight use. Occasional or incidental night use. Natural lighting typical.

~~Auto~~ Access

Pedestrian oriented. Limited, informal automobile parking areas.

Mass

Buildings typically small and informal and not the primary focus of the land use.

Emissions

Low emissions, strictly limited in scope, time, and frequency.

Core Principles

TC-1

The intensity of any land use should be the focus of land use decisions. No or low-level lighting, quiet forms of recreation, restricted hours of operation.

Social, economic and residential diversity and stability are key to our future. Minimal support services. Areas enhance quality of life of all residents which lends itself to economic stability.

Our neighborhoods need to be preserved and protected as they evolve. As density of other neighborhood types increase the preservation of natural areas increases in value. Natural areas can reduce infrastructure costs by reducing flooding and sequestering pollutants.

Natural and historic resources are limited and need to be protected. Conservation of natural features, preservation of fragile environments, protection of local heritage and cultural artifacts.

Services should be conveniently located. Variety of recreation opportunities with community access.

Transportation choices are important to our vitality and environmental health. Walking, biking, skiing and other low impact choices with access to an interconnected network of trails. Informal trail head parking.

Maintaining a healthy and vibrant City is important to the region. Natural and recreational areas are critical to the well being of the community.

Natural Landscapes

Boardwalks

TC-2 NEIGHBORHOOD

The TC-2 Conventional Neighborhood is the least formally developed of the two types of residential neighborhoods. The focus is on single family residential. Multiple family is minimally interspersed and low in density. The level of intensity generated within the confines of each property in this class of neighborhood tends to be the lowest of residential uses.

Informal Landscapes

Spacious and Manicured Lawns

Standards established for governing intensity typical of TC-2 neighborhoods would include measures enforcing:

Hours

Typically night time sleeping and daytime working with few odd hours.

~~Auto~~ Access

Auto accessible. Traffic moderated through street design. Informal access for pedestrians or non-motorized vehicles (trails, paths). Public transportation access on the perimeters.

Mass

Residential in scale. Low to moderate building mass.

Emissions

Moderate daytime emissions and low night or prolonged emissions.

Core Principles

TC-2

The intensity of any land use should be the focus of land use decisions.

Low intensity of residential areas, low level lighting primarily for safety. Short duration or low levels of noise and other emissions.

Social, economic and residential diversity and stability are key to our future.

Predominantly single family detached dwellings with some lower density, multiple family dwellings at perimeters of the neighborhood.

Our neighborhoods need to be preserved and protected as they evolve.

Higher intensity neighborhoods must step down intensity when at the borders of this neighborhood type.

Natural and historic resources are limited and need to be protected.

Neighborhood parks, recreation and civic spaces with little formal infrastructure. Naturalistic planting pattern, informal development pattern and informal street edges.

Services should be conveniently located.

Home occupations, schools and places of worship.

Transportation choices are important to our vitality and environmental health.

Least formal connectivity, roads may follow contours. Access to an interconnected network of trails. Public transportation limited to perimeter of neighborhood.

Maintaining a healthy and vibrant City is important to the region.

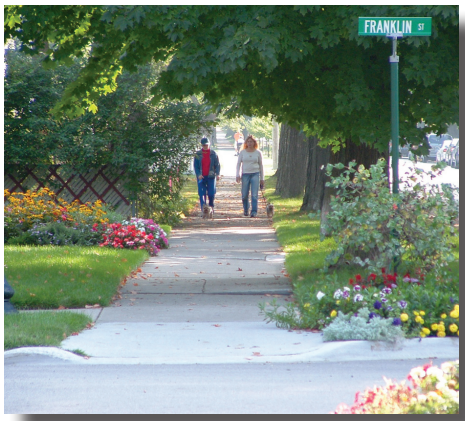
Lower intensity residential neighborhoods stabilize and strengthen Corridor and Downtown Neighborhoods.

Attached Garages

Informal Street Edges

TC-3 NEIGHBORHOOD

The TC-3 Traditional Neighborhood is the most formally developed of the two types of residential neighborhoods. The focus is on historic patterns. The level of intensity generated within the confines of each property in this class of neighborhood tends to be closely spaced single family residences.



Walkability

Neighborhood Parks

Standards established for governing intensity typical of TC-3 neighborhoods would include measures enforcing:

Hours

Typically night time sleeping and daytime working with few odd hours.

~~Auto~~ Access

Auto accessible with historic street grid. More formal designated transportation access (sidewalks, bike lanes, alleys). Accessible public transportation. Respectful use accomplished through design, education and enforcement.

Mass

Historic patterns with a residential scale. A range of building types and masses, with closely spaced buildings.

Emissions

Typical urban residential emissions levels.

Core Principles

TC-3

The intensity of any land use should be the focus of land use decisions. Moderate intensity residential areas. Moderate noise and other emissions. Moderate levels of street and pedestrian lighting.

Social, economic and residential diversity and stability are key to our future. Single family detached dwellings, moderate density with some multi-family dwellings,
and home occupations.

Our neighborhoods need to be preserved and protected as they evolve. Higher intensity neighborhoods must step down intensity when at the borders of this neighborhood type.

Natural and historic resources are limited and need to be protected. Neighborhood parks, recreation facilities and civic spaces with more formal infrastructure compared to the Conventional (TC-2) neighborhoods.

Services should be conveniently located. Neighborhood level services, schools, parks and places of worship.

Transportation choices are important to our vitality and environmental health. Formal interconnected street pattern with sidewalks and alleys. Typical Streets are curbed and tree lined. Public transportation is easily accessed.

Maintaining a healthy and vibrant City is important to the region. Healthy residential neighborhoods stabilize and strengthen Corridor and Downtown Neighborhoods.

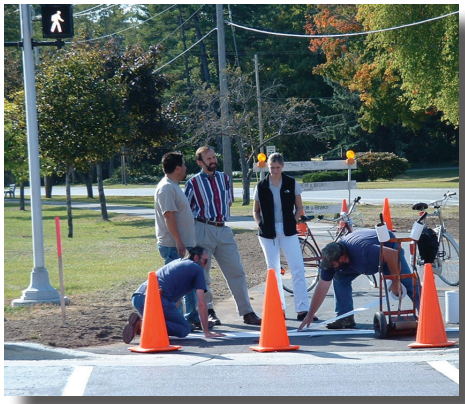
Front Porches

Neighborhood Businesses

TC-4 NEIGHBORHOOD

The TC-4 Corridor Neighborhood is the least formally developed of the two types of commercial neighborhoods. The focus is on commercial innovation. The overall level of intensity generated within the confines of each district in this class of neighborhood tends to be the lower of commercial uses.

Shopping Centers


Pedestrian Connections

Standards established for governing intensity typical of TC-4 neighborhoods would include measures enforcing:

Hours

Wide range of hours allowed as typical of overall higher activity levels. Residential uses adapted to appropriate adjacent commercial users.

~~Auto~~ Access

Geared toward motorized transportation. Should adapt well to multiple, interconnected transit systems. High level of transit services. Bike lanes incorporated with street markings along major streets.

Mass

Wide range of building masses, placement and form.

Emissions

Moderate to high emissions. Design and architectural solutions utilized to minimize effect on adjacent neighborhoods. Higher emissions contained within the neighborhood.

Core Principles

TC-4

The intensity of any land use should be the focus of land use decisions. Commercially and industrially focused with higher residential intensities, usually of commercial scale. Noise, traffic and lighting decrease where this neighborhood joins Conventional or Traditional neighborhoods.

Social, economic and residential diversity and stability are key to our future. Commercial in scale and intensity with a wide range of commercial ventures allowed. Twenty-four hour operations are possible. Housing is also of commercial scale, apartments sometimes are built on upper floors of commercial buildings.

Our neighborhoods need to be preserved and protected as they evolve. This neighborhood has a great deal of variety and flexibility in terms of design and activity.

Natural and historic resources are limited and need to be protected. Development is mitigated by using low impact designs, shared parking and driveways.

Services should be conveniently located. Regional and neighborhood services are near employment centers and dwellings.

Transportation choices are important to our vitality and environmental health. High volume transit corridors efficiently move goods and people. Access to private transportation is well coordinated with public transportation and a network of sidewalks and trails.

Maintaining a healthy and vibrant City is important to the region. Movement of goods and people are lifelines to the community and provide a special role in terms providing areas of concentrated employment and large commercial ventures.

On-site Parking

Bike Lanes

TC-5 NEIGHBORHOOD

The TC-5 Downtown Neighborhood is the most formally and intensely developed of the two types of commercial neighborhoods. The focus is on high intensity, regional, commercial activity. The overall level of intensity generated within the confines of each district in this class of neighborhood tends to be the highest of commercial uses.

Public Markets

Mixed Use Buildings

Standards established for governing intensity typical of TC-5 neighborhoods would include measures enforcing:

Hours

Day and night activities. Appropriate for all hours of business, especially when accommodating or supporting adjacent land uses.

~~Auto~~ Access

Motorized vehicle restrictions in terms of traffic speed, parking costs and access. Pedestrian focused, centralized parking facilities. High level public transit service.

Mass

Most dense. Greatest building mass within the city with appropriate balance and scale. Buildings typically placed close to street or civic spaces to provide a sense of enclosure to the public realm.

Emissions

High emission levels carefully managed with design and architectural solutions utilized to minimize effect on adjacent neighborhoods.

Core Principles

TC-5

The intensity of any land use should be the focus of land use decisions. Highest intensity of the five neighborhood types. Late night activities and associated emissions. Well lit.

Social, economic and residential diversity and stability are key to our future. Regional hub for commercial and governmental activities. High intensity, 24-hour operations, visitor and resident resources. Housing of commercial scale, typically located on upper floors.

Our neighborhoods need to be preserved and protected as they evolve. Maintain or enhance the character of downtown with new development.

Natural and historic resources are limited and need to be protected. Cultural center, formal infrastructure and civic spaces. Preserve buildings and structures within designated historic districts. Integrate Boardman River and Grand Traverse Bay into the fabric of the neighborhood.

Services should be conveniently located. Regional public service hub. Regional entertainment and service center. A variety of uses in close proximity to each other with good access to the residentially focused neighborhoods.

Transportation choices are important to our vitality and environmental health. Access to well established sidewalk network and trail system. High level of transit services. Access to high density parking strategically located within the neighborhood.

Maintaining a healthy and vibrant City is important to the region. Downtown is a key marketing feature for Northwest Lower Michigan and a regional gathering place for public events and celebrations.

Public Transportation

Community Events

TC-C NEIGHBORHOOD

The TC-C Campus Neighborhood is for those campuses that are unique within the community. The focus tends to be inward and specific to the campus. These neighborhoods will have individualized special plans approved by the Planning Commission. At the boundaries of the campus the level of intensity can not exceed the level of intensity of the adjoining neighborhoods.

Campus Areas

Munson Medical Center

Grand Traverse Commons

Munson Medical Center

Northwestern Michigan College

Traverse City Cherry Capital Airport

Traverse City's Waterfront

Oakwood Cemetery

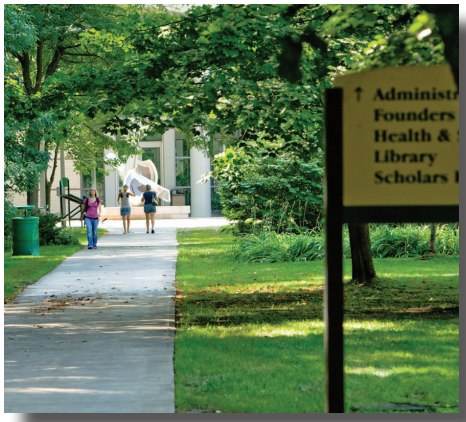
Governmental Center

Grand Traverse Commons

Grand Traverse Civic Center

Airport and Traverse Field Industrial Parks

Cherry Capital Airport


Northwestern Michigan College

Plan Elements

The Master Plan expresses the vision of our community and provides the fundamental basis by which planning decisions are made. It is supported by a number of Plan Elements that provide the framework for developing more detailed plans.

Plan Elements include but are not limited to:

Capital Improvement Element

Economic Element

Historic Resource Element

Natural Resource Element

Parks and Recreation Element

Public Utilities Element

Transportation Element

Urban Design Element

Zoning Element

Capital Improvement Element

Purpose

The Capital Improvement Element provides an investment strategy for funding public infrastructure and facility improvements for the community.

Prepared by: City Administration
Adopted by: Planning Commission and City Commission.

Introduction

The Capital Improvement Plan (CIP) is a multi-year schedule for capital expenditures that includes costs, priorities, and identified funding for the next six years. Each Master Plan Element has capital improvement implications and each neighborhood type will have varying requirements for capital improvements. Priorities are identified and evaluated according to the community goals and core principals of the Master Plan. With the exception of federal or state mandates, only capital improvement projects that are consistent with the Master Plan or any of its primary elements should be included in the CIP.

Funding levels depend upon numerous economic factors, including funding availability, market forces, and the City's bond rating. The CIP needs to be updated on an annual basis as opportunities and budgets change.

Goals

1. Prioritize projects that most directly benefit public health and safety, the local economy, and the local government.
2. Invest in energy efficient design and construction when cost-effective over the life of the improvement.
3. Identify funding sources for the construction and life-cycle maintenance of public infrastructure and facilities.
4. Pursue grants and other outside funding opportunities for appropriate public projects.
5. Develop regional partnerships to preserve and fund regional assets.
6. Evaluate the distribution of spending throughout the community.

Economic Element (see appendix)

Purpose

The purpose of the Economic Element is to direct the City's strategy for business and institutional investment in the region. The focus of that support is to encourage long-term tax stabilization and support the community's growing infrastructure needs.

Prepared by: City Commission
Recommended by: Planning Commission
Adopted by: City Commission

Introduction

Traverse City government plays an integral role in coordinating local and regional efforts to build a strong, resilient economy. This element recognizes the importance of growing our economy in a manner that balances the investment priorities of our citizens, our neighborhoods, and the environment.

Goals

1. Enhance the City's role in coordinating the regional economy, specifically, working with local and regional institutions to represent and support the needs of Traverse City's citizens.
2. Facilitate regulatory functions to insure proportional and appropriate processes to safeguard the community's economic stability and success.
3. Develop a system of prioritization that supports economic goals of other elements within the City's Master Plan.
4. Encourage development that protects and promotes the character of distinctive neighborhoods.
5. After financial and economic analysis, prioritize capital improvement and private development projects that require public funding.

Historic Resource Element (see appendix)

Purpose

To identify buildings, neighborhoods, landscapes and works of public art with historic value and to develop preservation strategies.

Prepared by: Historic Districts Commission
Adopted by: Historic Districts Commission

Introduction

The creative preservation of historic resources in Traverse City has a long history of public interest and support as evidenced by the formal designation of the Central and Boardman neighborhoods as National Historic Neighborhoods, the designation and active maintenance of the downtown historic district and the preservation of the Grand Traverse Commons.

The first marker for individual buildings having historic significance is a minimum age of 50 years. Beyond age, factors can include: unique design or materials; historically representative style, historically significant location, historically significant origin, and other characteristics important to Traverse City as deemed by the Historic Districts Commission.

The historic preservation community has also realized that landscapes can be historically significant for their design, their effect on public and/or private life, their representation of a significant style or pattern of development, their designer, their location as the site of historically significant acts or activities, or other factors of importance to the community.

Art work too, is recognized by the public as being historically significant. For the purposes of the inventory, this document is limited to works of public art (statues, fountains, etc.).

Goals

1. To locate and identify public and private properties within the City of Traverse City which are deserving of formal historic designation.
2. To create and maintain a formal inventory of historic resources.
3. To develop strategies for preserving the designated resources.

Natural Resource Element (see appendix)

Purpose

The Natural Resource Element provides the basis for developing a natural resource protection plan.

Prepared by: Planning Commission
Adopted by: City Commission

Introduction

The Natural Resource Plan consists of a natural features inventory and a strategy to conserve these features. Conserving the community's natural features helps to minimize the loss of life and property and contributes to the desirability of Traverse City. The standards in this plan provide the framework for a set of ordinances aimed to protect those natural features deemed important to Traverse City.

Goals

1. Encourage environmentally sensitive areas to be used as natural preserves or for passive recreation, and to limited development in these areas.
2. Require new buildings to be set back from the shoreline using vegetative buffers where possible, rather than engineered walls and stone revetments per established guidelines.
3. Protect surface waters, ground water, wetlands and shoreline zones.
4. Require flood plain capacity lost due to development be replaced with storage capacity elsewhere.
5. Encourage hillside development to conform to the natural topography and help to prevent erosion.
6. Encourage flexible standards that will aid in conserving woodlands and mature trees.
7. Require outdoor lighting to be shielded to minimize light emissions onto neighboring properties, public rights-of-way, and the night sky.

Parks and Recreation Element (see appendix)

Purpose

The Parks and Recreation Element provides a framework for the recreation planning and development efforts over a five-year period. The plan provides guidance on issues such as acquisition of land, recreation facilities, maintenance, neighborhood parks, and natural areas. The revised and updated plan is intended to meet the State of Michigan's standards for community recreation grant eligibility.

Prepared by: Parks and Recreation Commission
Adopted by: City Commission

Introduction

The Parks and Recreation Master Plan first phase consists of background studies, evaluation, and plan development. The second phase includes evaluation and analysis of the gathered data including input to determine recreation facilities and program deficiencies and needs.

Goals

1. Design and protect the bay primarily as an open space and recreational resource for residents and tourists.
2. Develop the Boardman Lake and River as natural resources promoting recreational activities.
3. Continue a strong, flexible recreational program affording a variety of recreational activities and experiences for a wide range of people.
4. Incorporate the need for safe, attractive pedestrian access with private or public development while maintaining and developing additional pedestrian linkages.
5. Encourage cooperative governmental relationships to establish an adequate and equitable method for financing development, operation, and maintenance of recreation facilities and programs.
6. Concentrate on upgrading and maintaining existing parks and facilities before considering new facility development.
7. Develop new recreational facilities when supported by the residents, especially in park deficient areas and along waterfronts.
8. Maximize the use of existing facilities.
9. Work with schools to make recreation facilities and programs part of the education system.

Public Utilities Element (see appendix)

Purpose

The Public Utilities Element encompasses all strategic components for serving the community with water, sewer, and electrical services.

Prepared by: City Administration
Recommended by: Planning Commission
Adopted by: City Commission.

Introduction

The continued health, safety, welfare, and growth of the community depend on reliable utility resources. The Public Utilities Element combines the service plans of the city's water, sanitary sewer, storm drains, and electrical services.

Goals

1. Develop and support plans for the community to conserve water, sewer and electricity resources.
2. Provide service improvements/upgrades to support areas of planned growth and increased density.
3. Reduce negative impact of utility services on neighborhoods by coordinating construction and repair projects across all Master Plan Elements.
4. Provide schedules for implementing improved service and efficiency-producing technologies, including commercial and residential service undergrounding.

Transportation Element (see appendix)

Introduction

The purpose of the Transportation Element is to establish policies and goals guiding public transportation system choices. Choices include public transit, non-motorized vehicular and pedestrian movement, and motorized vehicular access and distribution.

Prepared by: City Administration
Recommended by: Planning Commission
Adopted by: City Commission

Introduction

The Transportation Element coordinates efforts to expand choices among all modes of public conveyance in a balanced transportation system. The City supports more compact, mixed-use development patterns in urban residential and commercial neighborhood types. A major component of these policies will be expanding accessibility options.

Goals

1. Encourage compact development patterns, which will curtail vehicle traffic and shorten trips.
2. Make businesses, services, and amenities more accessible through safe, efficient, and environmentally sensitive transportation.
3. Provide linkages between regional and local transportation options by coordinating related capital investments with regional and local providers.
4. Require all Campus Neighborhood Master Plans and the Downtown Development Authority to develop and implement transportation management plans that encourage transportation choices, such as transit, walking, and carpooling.

Urban Design Element (see appendix)

Purpose

The purpose of the Urban Design Element is to provide a framework for creating urban design standards for the community. The principle purpose of these standards is not to indicate dimensions or quantity of things, but rather to convey a sense of the preferred quality. It is one means the community can encourage development that strengthens its quality and character. These standards fill the gap between broad planning policies found in the Master Plan and the inflexible exactitude of zoning requirements.

Prepared by: Planning Commission
Adopted by: City Commission

Introduction

Urban Design Standards need not be lengthy and complicated. To be effective, the standards need to be communicated with clear terms and illustrated with diagrams, simple charts, and other graphics. The standards should be descriptive and suggestive, rather than prescriptive or proscriptive.

The Urban Design Plan will focus on the fundamentals such as: overall site design, building orientation, public spaces, and landscaping. Each of these four subjects has within it a number of issues that can be addressed through specific guidelines. Some of these guidelines are applicable community-wide while others are only relevant to a given neighborhood type or street.

Goals

1. Foster new development that will improve the public realm.
2. Integrate new development that will emphasize, retain or enhance the City's identity.
3. Protect and enhance views to and from established landmarks, hills and the bay front.
4. Require new development that reinforces the character of distinctive neighborhoods.
5. Foster design standards that advance community safety, accessibility, and outdoor comfort.
6. Support new development that draws upon the past and allows for interpretation, creativity and innovation.

Zoning Element (see appendix)

Purpose

Regulate property use, relationship to adjacent property and relationship to the city as a whole for the health, safety and welfare of the community. The Zoning Ordinance translates the concepts of the Master Plan into specific regulations

Prepared by: Planning Commission
Adopted by: City Commission

Introduction

The City's current zoning code has been continuously updated since its original adoption in 1999.

The Master Plan anticipates that there may be more than one zoning category within the various neighborhood types.

The Zoning Ordinance will be updated based on the needs of the City and the need to bring the ordinance into closer conformance with the Master Plan. Updates will follow a public process, as required by law.

Goals

1. The Zoning Ordinance requires consideration of the variables in intensity when in evaluating future zoning and map amendments.
2. Require commercial zones adjacent to residential zones and neighborhoods to match the residential intensity and scale as described in the Master Plan.
3. Ensure that existing commercial zones within residential neighborhoods are residential in scale and intensity.
4. Maintain and improve the public, open process for evaluating proposed changes in the zoning ordinance.
5. Make maximum use of current technologies to incorporate information into the Zoning Map.

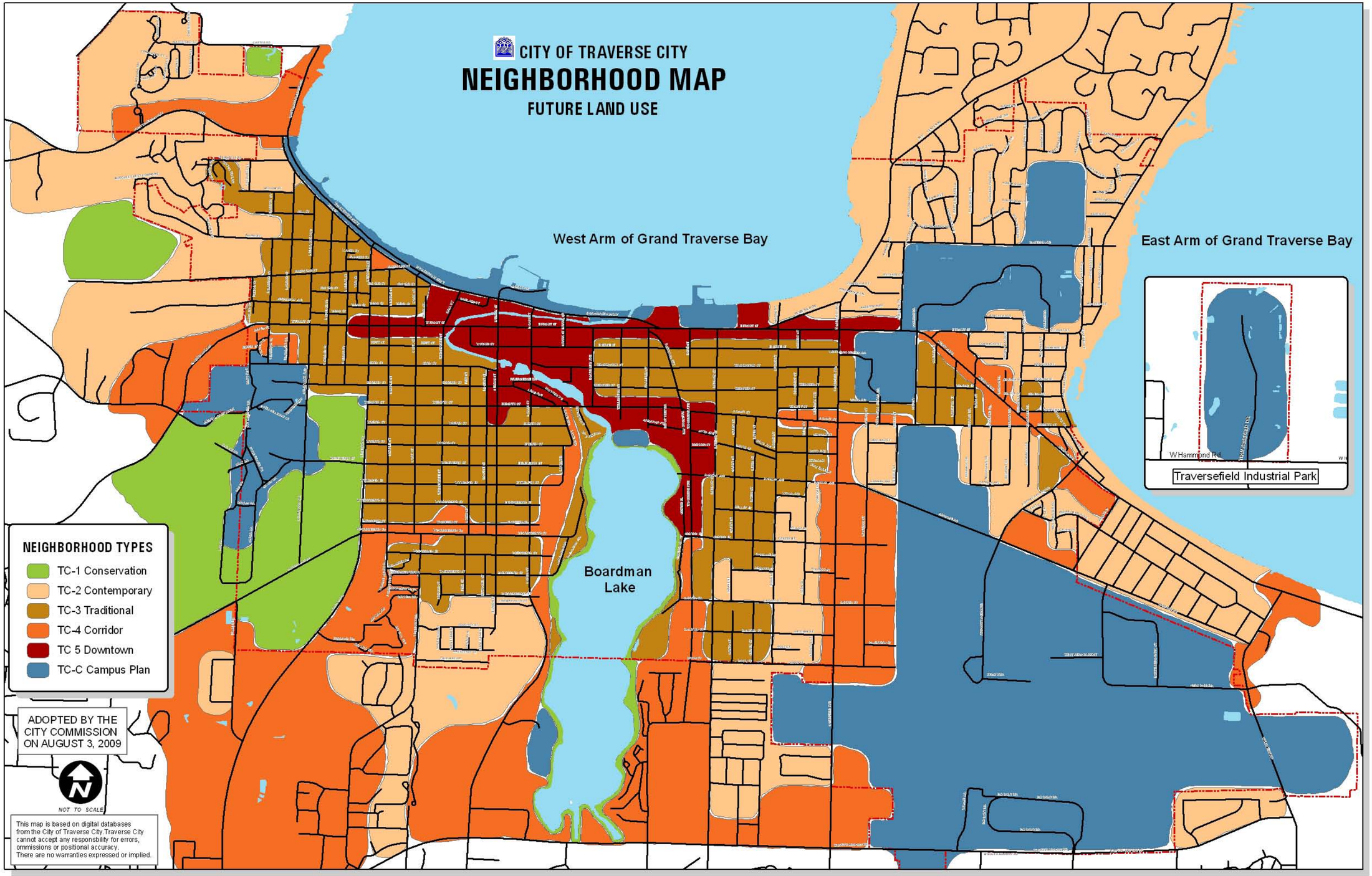
Future Land Use/Zoning Plan

Future Land Use/Zoning Plan relationship to the existing Zoning Map Districts:

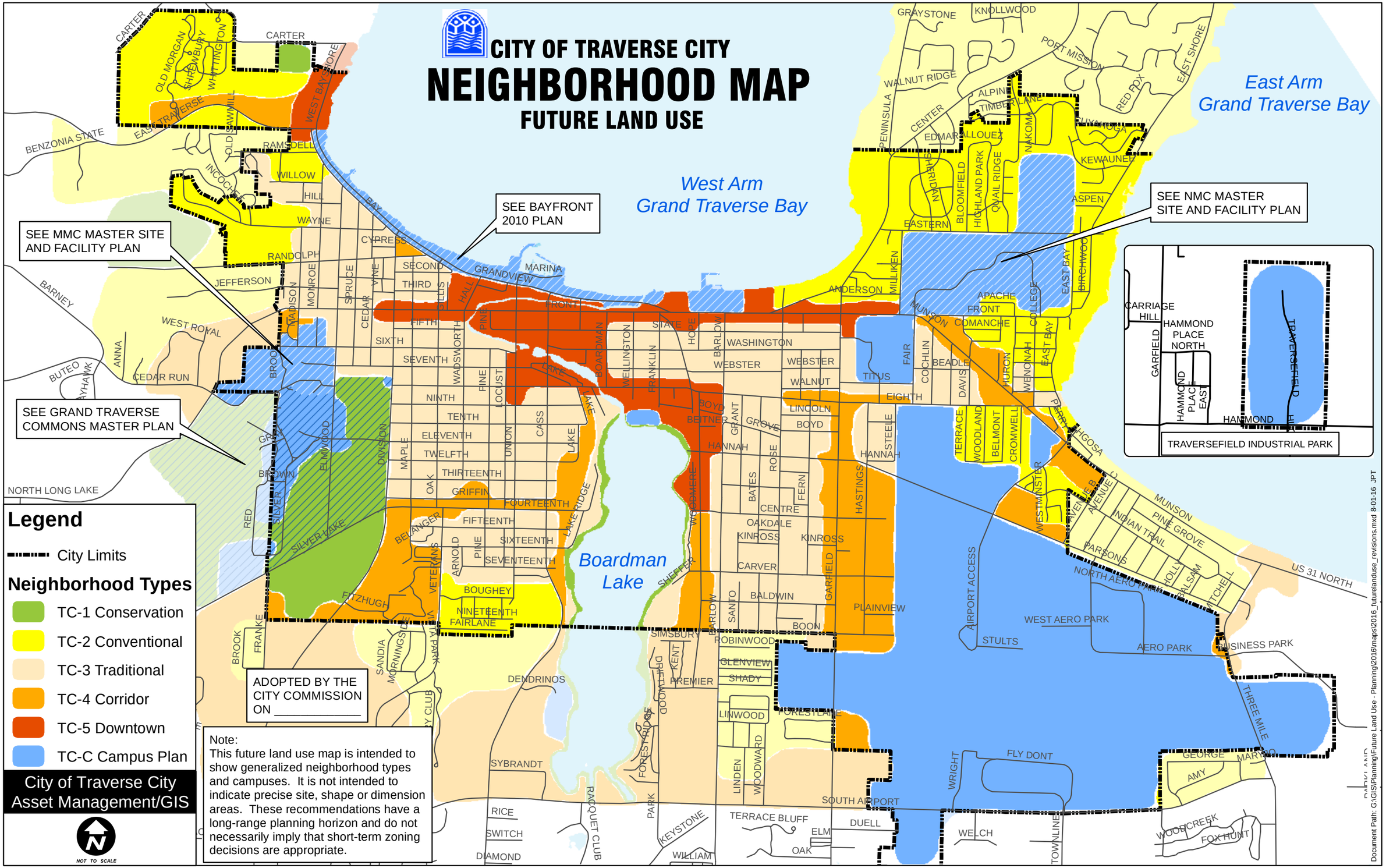
Each neighborhood type identified in the Master Plan and graphically displayed in the Future Land Use/Zoning Plan is defined by four variables of intensity. Intensity levels are measured by hours, auto, mass and emissions. Any zoning text or zoning map amendment shall be consistent with the Future Land Use/Zoning Plan, including the text of the Master Plan.

All the neighborhood types depicted on the Future Land Use/Zoning Plan contain several Zoning Map Districts and it is envisioned that in most cases the zoning district will not change. However, the zoning district regulations will be amended over time to reflect the intended intensities and desired characteristics described in the Master Plan. For example, it is not envisioned that properties currently zoned residential (RC, R-1, R-2, R-9, R-15 and R-29) will be rezoned to a non-residential zoning classification.

On the other hand, properties that are in a zoning district wholly inconsistent with the intent of the Master Plan as depicted on the Future Land Use/Zoning Plan will be re-zoned to a zoning district consistent with the Plans. For example, parcels currently zoned non-residential may be rezoned to a zoning classification that more closely matches the neighborhood type as depicted on the Future Land Use/Zoning Plan.



This Plan is to be used in conjunction with the text of the Master Plan, which guides the height, area, bulk, location, and use of buildings and premises within differing neighborhood types by setting forth the character and intensity of each neighborhood. The campus neighborhoods are intended to be developed according to specific plans approved for the different campuses.


CITY OF TRAVERSE CITY
NEIGHBORHOOD MAP
FUTURE LAND USE
West Arm
Grand Traverse Bay
East Arm
Grand Traverse Bay
Boardman
Lake
SEE BAYFRONT
2010 PLAN
SEE MMC MASTER SITE
AND FACILITY PLAN
SEE NMC MASTER
SITE AND FACILITY PLAN
SEE GRAND TRAVERSE
COMMONS MASTER PLAN
TRAVERSEFIELD INDUSTRIAL PARK
Legend
City Limits
Neighborhood Types
TC-1 Conservation
TC-2 Conventional
TC-3 Traditional
TC-4 Corridor
TC-5 Downtown
TC-C Campus Plan
City of Traverse City
Asset Management/GIS
NOT TO SCALE
ADOPTED BY THE
CITY COMMISSION
ON _____
Note:
This future land use map is intended to show generalized neighborhood types and campuses. It is not intended to indicate precise site, shape or dimension areas. These recommendations have a long-range planning horizon and do not necessarily imply that short-term zoning decisions are appropriate.
Document Path: G:\GIS\Planning\Future Land Use - Planning\2016\maps\2016_futurelanduse_revisions.mxd 8-01-16 JPT

Acknowledgements as of July 15, 2009

City Commission

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Chris Bzdok, Mayor Pro Tem

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Denise Scrudato

Ralph Soffredine

Planning Commission

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Ross Richardson

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Jan Warren

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Photos provided by Northwestern Michigan College, Michigan Land Use Institute, Rauth Photographic, R. Clark Associates, Inc., and the City of Traverse City.

1 Resource Documents

Smart Code & Manual, v.8.0, New Urban Publications.

Smart Growth Audit. Grand Traverse County, Traverse City and Peninsula Township. Smart Growth Leadership Institute. 2006.

Traverse City Master Plan. Revised May 2002.

Visioning TC, William McDonough & Partners. October 2004.

Your Bay Your Say. Traverse City's Waterfront Plan. Accepted by the Bayfront Planning Committee on September 13, 2007.

Glossary

Activities: Refers to those uses of a property that generate intensity within a neighborhood.

~~Auto~~ Access: (related to Intensity Charts) Includes all motorized and non-motorized vehicular traffic within a neighborhood including but not limited to automobiles, trucks, buses, bicycles, etc.

Balance: The relationship between the rights of the property owner to the use of his/her own property and the rights of a community to protect or enhance the overall good.

Boundaries: The areas delineating the edges of neighborhoods.

Campus: Those neighborhoods developed for specific purposes that have development plans that are inwardly focused and approved by the Planning Commission.

Compatible: Those activities which generate similar levels of intensity, similar intensity values and are similar in scale to each other.

Complementary: Those activities within a neighborhood which support or compliment other activities within that neighborhood.

Element: The portion of the Master Plan which defines purposes and sets standards and goals for developing and evaluating the Implementation Documents.

Emissions: By products of activities that leave the property or neighborhood within which it is created, including, but not limited to noise, dust, odors, smoke, light, etc. Each neighborhood has an expected background level of emissions related to those characteristics found to be a normal part of an urban existence within that neighborhood's context.

Future Land Use/Zoning Plan: A graphic illustration depicting the general location and arrangement of neighborhood types and campuses. The boundaries are not parcel specific. This document is intended to help determine the extent of the different neighborhood types which have varied characteristics.

Hard edge: Those boundaries separating neighborhoods containing significant variations of scale and intensity at their point of abutment

Hours: Refers to the hours of operation of an activity within a neighborhood, when used in the Intensity Chart.

Implementation Documents: Those elements of Traverse City's governmental regulations and plans which give specific and/or detailed guidance and direction. The Implementation Documents are intended to be in support of the Master Plan but not a part of the Master Plan.

Intensity: The level of activity within a neighborhood. Intensity is quantified by the four components: Hours (of operation), Autos (motorized and non-motorized traffic), Mass (of buildings or structures), and Emissions (of noises, dust smoke, odor, light, etc.).

Mass: The intensity of the buildings or structures within a neighborhood as defined by area, land coverage, height, distance to property lines, access to light, or effects of shadow.

Neighborhood: A geographic area with similar, compatible and complementary activities. In mapping terms, a transect.

Neighborhood political: An organized neighborhood with officers and self described political boundaries. Political neighborhoods are organized to promote and support common interests and create a sense of community. Political neighborhoods are generally, but not always, of one neighborhood type. There may be many individual political neighborhoods within a given neighborhood type.

Nuisance: A by-product of organization into communities where people live in close proximity to one another. In this Master Plan, nuisance is deemed as a product of an unacceptable level of the intensity of an activity within a neighborhood.

Proportionality: The balance between competing priorities, principles, or neighborhood activities.

Scale: The combination of activity, mass, height, site organization and site coverage which determines how a building, structure or property relates to its neighbors and community.

Scale, residential: The combination of activity, mass, height, site organization and site coverage which are compatible with and complimentary to the residential neighborhood type in which the property, building or structure is located. Residential scale in one neighborhood type may not be the same as it is in another neighborhood type.

Services: Municipal, commercial and recreational activities which provide support for neighborhoods.

Shared: Those values held in common within a community or those characteristics held in common within a neighborhood type.

Soft edge: Connotes the evolution of activities along boundaries of neighborhoods that, left unattended, may produce unintended, negative consequences to one or more of the abutting neighborhoods. Boundaries of this nature require focus and action to determine their appropriate development.

Street, collector: Streets designed to collect traffic from other, more local streets Collector streets can occur within or between neighborhoods.

Street, complete: Streets designed with equal emphasis and giving equal importance to all modes of transportation including motorized vehicular, non-motorized vehicular, and pedestrian traffic.

Suburban: A form of development characterized by wider lots, vehicular property access from the street, less formal free form streets. Many areas do not require traditional sidewalks or curbs and gutters.

Urban: A form of development characterized by formal street grids, vehicular property access from alleys, formal property organization into blocks with sidewalks and formal tree lawns in residential neighborhoods and streetscapes in commercial areas.

The City of Traverse City

Office of the City Clerk

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RESOLUTION APPROVING THE TRAVERSE CITY MASTER PLAN

Because, the City Planning Commission under the authority of Public Act 33 of 2008, as amended, is required to make and may from time to time amend in whole or by parts a master plan for the physical development of the City of Traverse City; and

Because, the City of Traverse City Master Plan provides Traverse City the fundamental ability to shape the urban environment in accordance with the principles and objective therein and to avoid costly and undesirable decisions affecting the well-being of the community; and

Because, the Traverse City City Commission and Planning Commission concluded after reviewing existing conditions, issues, and trends of the municipality and the neighboring jurisdictions that the 1994 City Plan was in need of revision and updating; and

Because, citizens of the Traverse City community played an integral part in establishing the core principles, goals, and standards of the City of Traverse City Master Plan which recommends priorities for change and improvement and that neighborhoods be defined by the nature and intensity of their human activity; therefore, be it

RESOLVED, to hereby approve the accompanying Traverse City Master Plan containing core principles, goals, standards, recommendations, elements, and Future Land Use/Zoning Plan (map), bearing the date July 15, 2009, and further that such plan replace the City Plan dated September 28, 1994.

I hereby certify that the above resolution was adopted by the City Commission at its regular meeting held August 3, 2009, in the Commission Chambers, Governmental Center, 400 Boardman Avenue, Traverse City, Michigan 49684.

Debbra A. Curtiss, MMC, City Clerk

Appendix

Economic Element (sub plan approved April 18, 2011)

Historic Resource Element (sub plan approved April 1, 2013)

Natural Resource Element (sub plan approved September 6, 2011)

Parks and Recreation Element (sub plan approved October 3, 2011)

Public Utilities Element (sub plan approved October 1, 2012)

Transportation Element (sub plan approved November 21, 2011)

Urban Design Element (sub plan approved February 21, 2012)

Zoning Element (sub plan approved September 17, 2012)

ECONOMIC ELEMENT

ECONOMIC ELEMENT GOAL #1:

Enhance the City's role in coordinating the regional economy, specifically, working with local and regional institutions to represent and support the needs of Traverse City's citizens.

1. City Staff shall continue to maintain and enhance relationships with local and regional groups involved in economic development to assist in private and public investment projects.
    a. Groups in the region that are involved in Economic Development include; among others
        i. Traverse City Downtown Development Authority
        ii. Traverse City Area Chamber of Commerce
            1. Traverse Bay Economic Development Corporation
            2. SCORE
        iii. Northwest Michigan Council of Governments
            1. Small Business & Technology Development Center
        iv. Northwestern Michigan College
        v. MSU Extension
        vi. Michigan Land Use Institute
        vii. Grand Traverse County Brownfield Redevelopment Authority and Economic Development Corporation
        viii. State of Michigan
        ix. Land Bank

2. The City will establish a priority list annually or as needed of economic development projects that city staff and city partners will focus on.
    a. These priorities shall be established with a short-term, mid-term and long-term focus and should be coordinated with the appropriate organizations listed above.
    b. Appropriate resources (human and financial capital) shall be identified for these priorities so potential funding and incentive programs can be identified at the local, state and federal levels.

3. To the greatest extent possible, activities and initiatives will be non-duplicative in nature between the city and its collaborating organizations. The City shall design and grow business and community development priorities with sufficient staffing/contract services.
    a. Where appropriate, Contracts-for-Services shall be seriously considered with community and economic development organizations.
    b. These contracts for services must address what the City wants to achieve as it relates to its short, mid and long term priorities.

ECONOMIC ELEMENT

ECONOMIC ELEMENT GOAL #2

Facilitate regulatory functions to insure proportional and appropriate processes to safeguard the community's economic stability and success.

1. On-going meetings with the development community to determine whether regulatory reforms might improve the business climate within the City.
2. Assess the current City staffing structure and make structural changes as needed to provide "one stop" for development.

ECONOMIC ELEMENT Goal #3

Develop a system of prioritization of public investment that supports economic goals of other elements within the City's Master Plan.

Multiple entities have input under this goal. The City and the County have master plan elements, and the Downtown Development Authority brings a model for development that can be applied in outlying districts of the City. The Chamber of Commerce brings the role of retention and recruitment, and Northwestern Michigan College and the Northwest Michigan Council of Governments play a role in research and entrepreneurship.

Goals for the prioritization of public investment should be led by the following factors, in order of importance within the category:

1. Projects that couple with private investment so as to increase tax base and install public improvements at the same time.
2. Projects that leverage other public funds.
3. Projects that couple with planned service upgrades, i.e. streets, utilities

ECONOMIC ELEMENT Goal #4

Encourage development that protects and promotes the character of distinctive neighborhoods.

1. Identify and prioritize for investment TC4 corridors that edge on residential neighborhoods.
2. Work to develop specific "arrival points" for residential neighborhoods that signal a change in standards for infrastructure treatment, setbacks and public spaces.
3. Protect and enhance established neighborhoods.
4. Initiate citizen programs for management of neighborhood issues.
5. Integration of small businesses providing convenient services near and in residential neighborhoods.

ECONOMIC ELEMENT

ECONOMIC ELEMENT Goal #5

After financial and economic analysis, prioritize capital improvements and private development projects that require public funding.

The Capital Improvement Plan (CIP) will encompass those projects that meet specific criteria regarding their priority in meeting the City's financial and economic needs. When considering the projects within the Capital Improvement Plan for approval and recommendation for funding, the Planning Commission will make its judgment as to the projects conformance with the Master Plan in keeping with the immediate and long-term interests of the entire community.

1. To aid in this, projects shall be the result of financial analysis by staff, including but not limited to:
   a. Forecasts covering the useful life of the project detailing economic considerations (revenue forecasts, jobs added, investments, etc.); and
   b. Forecasts covering the useful life of the project detailing operational and maintenance considerations (anticipated new operating savings/costs, changes in staffing levels, changes in depreciation funding, etc.) with resulting forecasts for changes in operating budgets.

2. Projects recommended by staff for inclusion in the Capital Improvement Plan shall be focused in three primary areas for consideration, noted below. Each of the primary areas shall have its own dedicated funding sources with all current year funding allocated. The primary areas in order of their presentation are:
   a. New projects and/or upgrades in current service;
   b. Projects required to maintain the current standard of infrastructure service (annual street maintenance projects, utility maintenance projects, etc.); and
   c. Projects that are operational in nature (vehicles and equipment, computer systems, telephone systems, etc.) For projects in this area, only a listing will be provided.

3. All projects submitted as new/upgrade projects will be categorized by type (either 2a or 2b) and evaluated as to their priority within their respective type. This will require the development of categories of projects and a weighted system for prioritizing projects within type. For 2b projects, this will be the Asset Management Program. Type categories, in order of their priority are:
   a. Projects stemming from unforeseen emergencies or opportunities usually requiring an amendment to the existing Capital Improvement Plan;
   b. Projects that contain some element of a public/private partnership that aids in the accomplishment of the City's financial plans;
   c. Specific Improvements that leverage needed investment in the City or region; and
   d. Service up-grades to City infrastructure.

Approved by the City Commission on April 18, 2011

City of Traverse City Michigan
Master Plan

Historic Resources Element

"To be rooted is perhaps the most important but least understood need of the human soul"
Simone Weil

Historic Resources Element

Nam-qua-chi-qua-ming Head Chief of the Chippewas, died October 26, 1874 at a very old age.

Indian encampment at the mouth of the Boardman River during blueberry season, 1860.

Hannah, Lay sawmill in the early days.

Slab Houses in "Bagdad"

History of Traverse City 1852-1955
Historical happenings in Traverse City's first 103 years

1852 First steamer to enter Traverse City: side wheeler Michigan.
1852 First steam sawmill: Hannah & Lay mill on the waterfront.
1853 Post office established in Traverse City.
1860 Steamer Allegheny began weekly service from TC to Chicago.
1867 January 12 First Congregational Church dedicated at 302 Washington.
1869 Hannah, Lay built gristmill on river near Union Street.
1871 Steamer City of Traverse begins regular runs to Chicago.
1872 November 15 first railroad, Grand Rapids & Indiana arrives in TC
1873 Campbell House built later called the Park Place Hotel.
1876 Ladies Library moves to the Leach Building at 202 W. Front.
1878 Fire station built on corner of Union and 7th Street.
1883 Hannah, Lay big general store opens at Front and Union. A basement generator provides the first electricity in town.
1884 New jail on courthouse square replaces log jailhouse.
1885 "Northern Michigan Asylum for the Insane" (later called the Traverse City Regional Psychiatric Hospital).
1887 Street numbers established with Front and Union streets as baseline. Odd numbers on north and east sides.
1888 New St. Francis church built on corner on Cass and Tenth Street.
1889 First brick residence for Christian Peterson built at south-east corner of 7th and Elmwood.
1890 Civil War Soldier's Monument erected near county jail.
1892 February 4 City Opera House opened.
1894 Whiting hotel opened on 150-154 E. Front.
1894 November, Boardman River Light & Power company opened.
1896 12th. Street Park opens for first football game on land donated by Ed Thirlby
1899 First golf course opened on land donated by Perry Hannah, west of St. Francis church.
1902 First canning factory built on Hall Street.
1903 First brick paved streets, Sixth St. between Union and Division.
1904 City Library built on Sixth St. with grant from Andrew Carnegie.
1904 Palace Theatre movie house opened at 128 E. Front.
1909 October 17, first flight of glider in TC by Charles Augustine.
1911 Ford dealership established by Ford's brother-in-law, M.D. Bryant at 132-134 W. Front
1916 First Chamber of Commerce organized.
1918 Rennie Oil Company opens first gas station at northwest corner of Union and State. They display one of Traverse City's first Napoleon autos
1925 May 22 First Cherry Blossom Festival
1926 First traffic lights installed on Front Street at Park, Cass and Union
1928 July 19 First Michigan Cherry Festival
1929 Ransom Field, first airport open on Rennie Hill south of city
1930 January 14 First air passenger service from Grand Rapids lands at Ransom field on skis
1933 Sewage disposal plant built on Boardman Lake
1934 Con Foster museum built
1934 Miniature City placed on display at City zoo
1934 New Thirlby Field dedicated-first lighted football stadium in the north.
1936 New city airport established on Garfield road
1941 WTCM established as first radio station by Les Biederman
1947 Traverse City Centennial, Traverse City Osteopathic hospital built on Munson Ave.
1952 Northwestern Michigan College sets up in old Coast Guard building
1953 Grandview Parkway opened and dedicated
1955 Front and State streets become one way streets

Time line courtesy of History Center of Traverse City.

Physical essence still exists today.
Some form or activity is active today.

Historic Resources Element

INTRODUCTION

To understand the present and forecast a future we need to recognize the past. Therefore it is essential to preserve, share and celebrate our historical resources. As we bear the responsibility to safeguard our heritage we must take every opportunity to promote the responsibilities of stewardship, stabilize and improve property values and foster civic beauty. Successful preservation is a collaborative effort of public and private organizations using a variety of tools and programs. The Historic Resource Element suggests developing programs to promote preserve and protect, while striking a balance that harmonizes contemporary needs, balances property rights and preserves the culture of the City's substance and form.

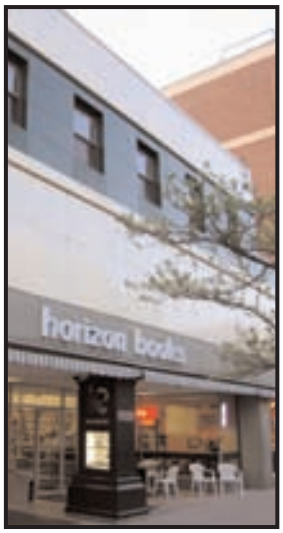
Private Residence, Bay Street
ca 1885

Private Residence, Washington Street
ca 1920

Historical Resources Element Definitions

A Historical Resource is; A public or privately owned; building, structure, site, object, feature, or open-space that is significant in; character, history, architecture, archaeology, engineering, works of art, or cultural heritage and at least 50 years of age.

Historic Districts are; Areas that have a common period of development of more than 50 years, a cultural identification with early residents, business and industry, a prevalent architectural style and a limited geographical area. In addition, areas designated as historic should have played a major role in the growth of Traverse City. They should have a sufficient concentration of original character and easily recognizable buildings to minimally suggest the original character of the area.



Business, 243 East Front Street
1927

GOALS AND OBJECTIVES

- Consider City and area history as a prominent value in land-use planning and development decisions.
- Take measures to protect designated Historic Districts against destruction or inappropriate change through private or public action.

Key; For photo dates
ca, Stands for "Circa".

Private Residence, Sixth Street
ca 1900

Historic Resources Element

Private Residence, West Fifteenth Street
ca 1895

Private Residence, Barlow Street
ca 1940

Multiple Use, Elmwood Avenue
ca 1898

Business, E. Front Street
ca pre- 1900

- Establish historic districts, landmarks and site lists that identify key historic resources to be protected.
- Encourage the adaptive reuse of the historic structures and initiate appropriate restorative and protective measures. Where structures must be removed for redevelopment, encourage relocation when feasible.
- Establish a culture of historic preservation throughout the community.
- Assist property owners within the City to identify heritage values and implement desired programs.
- Promote the preservation of historic landscapes such as the Grand Traverse Commons, Hannah Park, etc.

HISTORIC PRESERVATION POLICY (RELATIVE TO LAND USE)

- Formally expand existing Historic Districts over time to reflect the natural historic boundaries and possibly add new ones.
- Generally encourage architecture and site planning that is reflective of the City's historical context.
- Develop incentives for new construction and exterior remodeling of existing buildings within designated historical areas, to be reflective of and sensitive to historic area architectural forms and patterns.
- Discourage removal of historically significant buildings or building facades within designated Historic Districts.
- Facilitate the rehabilitation, preservation, restoration and adaptive re-use of historically significant structures in designated Historic Districts and Landmarks.
- Repair and restore existing brick streets where feasible.
- Develop historic district guidelines for residential and commercial buildings.
- Encourage the use of Secretary of the Interior's Standards when rehabilitating historic buildings.

Historic Resources Element

PLAN IMPLEMENTATION

- Recognize the City of Traverse City Historic Districts Commission and the History Center as the City's heritage preservation agents.

- Promote and encourage the adaptive re-use of historic structures.

- Assist the City's Historic Districts, City residents and geographical areas outside designated historic districts in identifying heritage values.

- Promote existing Historic Districts and encourage the expansion of more to ensure the integrity of the City's substance and form.

- Protect locally designated landmarks and buildings within designated Historic Districts through the implementation and expansion of incentive programs designed to encourage rehabilitation and preservation.

- Develop programs that create awareness of the economic and cultural benefits of historic preservation.

- Create a wayfinding system to promote the listing of historic structures, landmarks and neighborhoods.

- Develop a recognition program for historic and new developments that embody the intent of the resource.

- Prepare a manual showing techniques of rehabilitation and examples to help property owners understand what to expect during remodeling / restoration process.

- Develop additional recommendations for designated Historic Districts that reinforce established building patterns.

- Develop a process to create a comprehensive inventory of the City's cultural resources.

- Document lifecycle histories of buildings, structures and sites

Private Residence, Second Street
ca 1848

Private Residence, Milliken Court
ca 1956

Public Art, Washington Street
ca 1890

Business, East Eighth Street
ca 1955

Historic Resources Element

Private Residence, Third Street
ca 1941

Private Residence, Sixth Street
ca 1890

Business, Front Street
1948

Private Residence, South Union Street
ca 1886

HISTORIC DISTRICTS

Historic Districts Today **Section One**

The current recognized districts were designated through education and cooperation of owners and neighbors by identifying the uniqueness of the structures, location and the historical attributes in relation to an era in the timeline of the city. Owners of historic homes and buildings not only have a responsibility for maintaining the historical character and can share in benefits and resources from the Federal, State and City government. This fosters pride in ownership by giving people incentives to remain active in the community as citizens and caretakers of a shared historical experience.

These areas have active Historic Districts.
- Central Neighborhood
- Downtown
- Boardman Neighborhood
- Grand Traverse Commons

Potential Historic Districts **Section Two**

These are not formally designated areas and their mention as “historic” in this element implies no restrictive inference of any kind. These designated areas are intended to stimulate awareness that historic values exist in such areas.

If it is determined that the City should establish additional or extend historic districts and sites, the following areas may serve as the basis from which to make a decision.
- Slabtown Neighborhood
- Kids Creek Neighborhood
- Old Towne Neighborhood
- Oak Park Neighborhood

Historic Districts Today **Section One Details**

CENTRAL NEIGHBORHOOD

The classic 1891 Hannah House at Sixth and Pine Streets is an excellent example of the fine historic architecturally significant buildings in this neighborhood. With Perry Hannah's encouragement, a series of late Victorian homes, all crafted with extensive use of fine woodwork, spread out along Sixth Street and onto nearby streets. Over time, the neighborhood has retained a surprising degree of appeal and unity. Even some of the brick streets have endured. The Hannah House itself is recognized as one of the finest Queen Anne homes in Michigan, and is listed in the National Register of Historic Places.

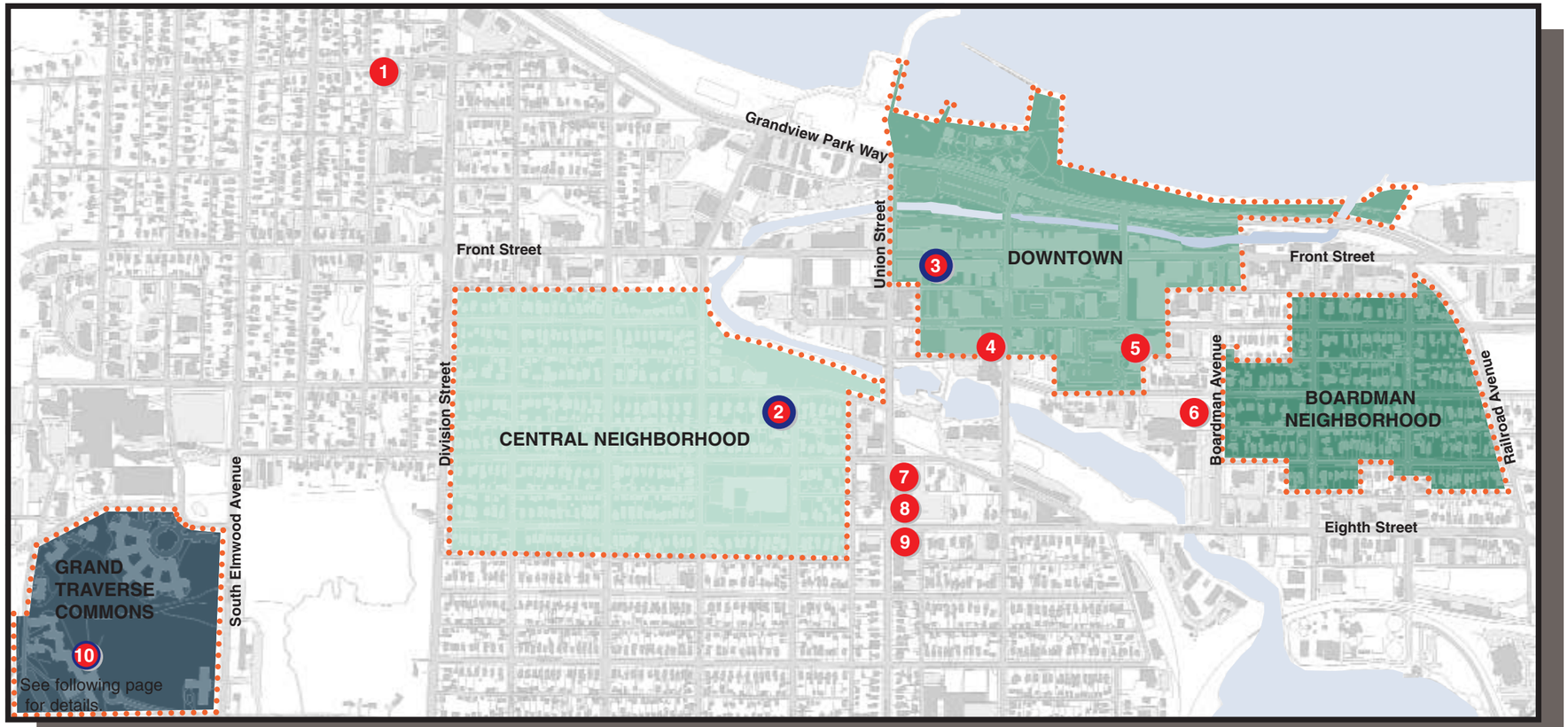
DOWNTOWN

Beginning with an area where Captain Horace Boardman had his sawmill in 1847, the City grew along the Boardman River, Front and Union Streets. The City later expanded along Washington and State Streets. Buildings that housed businesses like the Hannah Lay Mercantile and the City Opera House still stand on Front Street and together from the core of the historic Front Street commercial area. Appropriate renovations to storefronts and other buildings are encouraged, along with a continuation of the sensitive lighting plan for this historic area. Preservation of historic bridges is also encouraged.

BOARDMAN NEIGHBORHOOD

Washington Street was the choicest, and one of the earliest, residential streets in Traverse City. Along it, grew a neighborhood of elegant Queen Anne Victorian-style homes. These exquisite homes remain largely unchanged by time and the modern world. Except perhaps for the mature tree-shaded streets, they remain an excellent example of the prosperous American small town that proudly existed at the turn of the century.

MAP OF CITY HISTORIC LANDMARKS AND DISTRICTS BOUNDARIES



HISTORIC LANDMARKS

A historic landmark is a single structure or site which is of particular historic value to the City or region. There are ten state-recognized historic structures with in the City, of which, three are on the National Register of Historic Places: the Hannah House, the City Opera House and the Grand Traverse Commons.

Sleder's Tavern, 717 Randolph Street

ca 1882

Hannah House, 305 Sixth Street

1893

City Opera House, 112 East Front Street

ca 1892

Ladies Library, Building, 216 Cass Street.

1910

Park Place Hotel, 300 East State Street

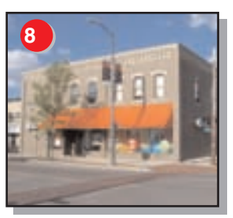
1930

Grand Traverse County Courthouse, 208 Washington Street.

1899

Novotny's Saloon (Dills Olde Towne Saloon), 423 South Union Street

Original saloon built in 1886. Rebuilt in1978 after fire.



Wilhelm Brothers Store, 427 South Union Street

ca 1886

Max's Super Service Station, 501 South Union Street

ca 1935

Key: State-recognized historic structures, 1 National Register of Historic Places 2

Section One Historical Landmarks continued on the next page.

HISTORIC LANDMARKS Continuation from previous page.

Building 50 on West Eleventh Street
ca 1885

Offices / Condo's on Cottageview Drive
ca 1892

Munson Manor Hospitality House / Medical Campus Drive
ca1900

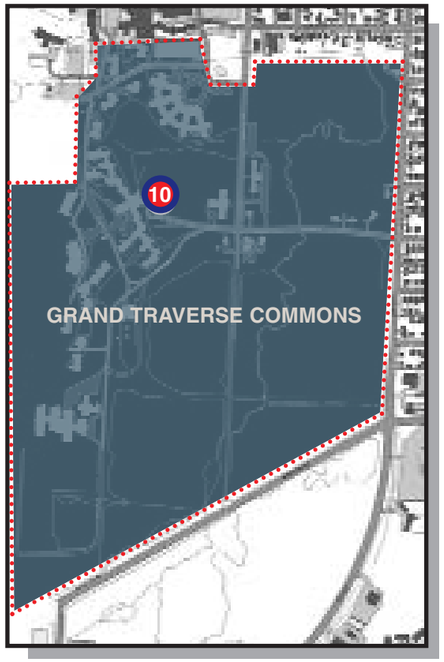
GRAND TRAVERSE COMMONS

The Grand Traverse Commons buildings and grounds produce a distinctive historic setting, and reflect the architecture and philosophical concepts that shaped the 19th Century approach to mental illness. Opened as a state hospital in 1885, the Victorian architectural details of the buildings are some of Michigan's best surviving institutional examples from this area. During the 1900's to 1950's, the population swelled to more than 3000 patients which included a general public hospital facility (forerunner to present Munson Medical Center) and the grounds expanded to include more than 50 buildings on the 484-acre site. Since that time, the population gradually decreased, and the hospital eventually closed in 1989. Today the area is experiencing a massive redevelopment which was guided by the Grand Traverse Commons District Plan, adopted in 1994 and the Grand Traverse Commons Master Plan, which was adopted in January 2010. The previous plan and the current plan both recommend that the historic campus with its grand open spaces be preserved for community, medical services, housing and a mix of commercial uses.

The Barns
ca1932

Traverse Colantha Walker Marker ca1932

GRAND TRAVERSE COMMONS HISTORIC DISTRICT BOUNDARY



Business on Red Drive
ca 1956

Business on Gray Drive
ca 1930

Business on Cottageview Drive
1890; Remodeled, 1928

Potential Historic Districts Section Two Details

SLABTOWN NEIGHBORHOOD

This area of Traverse City developed gradually after the 1850s as a working-class neighborhood whose residents were employed in the lumber industry. Its name is derived from the fact that many of the neighborhood's earliest houses were constructed from slabs of timber discarded by the nearby sawmills. In the 1880s and 1890s many of the original slab homes were replaced by a variety of interesting Victorian homes. Today , this area has a pleasing combination of architectural styles common to northern Michigan. Some homes along West Front Street have been renovated while others have been converted into charming shops intermingled with traditional storefronts.

KIDS CREEK NEIGHBORHOOD

With its proximity to the Grand Traverse Commons and Munson Medical Center, this neighborhood has a convenient location with walking access to many services. A mix of family homes, apartments and professional offices add to its vitality. With Kids Creek running through it and shaded hiking trails, this neighborhood enjoys the amenities of City living in a historic, natural setting.

OLD TOWNE NEIGHBORHOOD

St. Francis Church served as the cornerstone from which evolved a neighborhood of pleasant mid-sized homes with differing individualized qualities. Although changes have occurred in the neighborhood, many of the original homes remain. The individual treatment of homes was expressed with fine wood carvings and other small details. Modesty in treatment and size notwithstanding, this area warrants future preservation consideration.

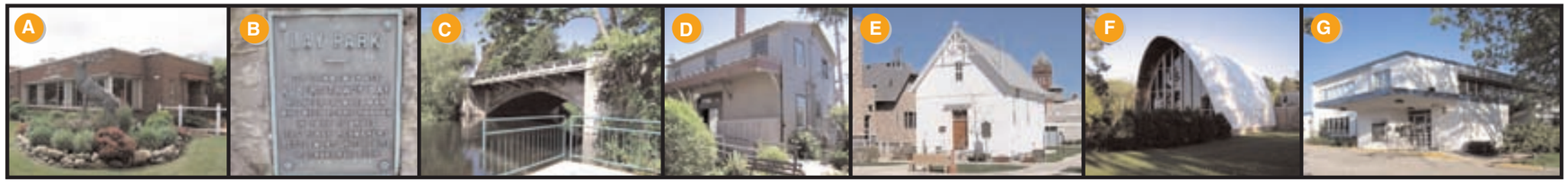
OAK PARK NEIGHBORHOOD

Once having the Oak Park Elementary School as a focal point, this neighborhood was and still is truly reflective of family life within Traverse City. Welcoming porches and spacious yards are part of the charm found here. With impressive results, many of the homes, dating back to the 1800s, have been restored to beautiful residences reminiscent of olden days.

STRUCTURES WITHIN THE OLD TOWNE, OAK PARK, SLABTOWN AND KIDS CREEK NEIGHBORHOODS

MAP OF OTHER CITY HISTORIC LANDMARKS AND PROBABLE DISTRICTS BOUNDARIES

OTHER PUBLIC AND PRIVATE STRUCTURES, STYLES AND LOCATIONS



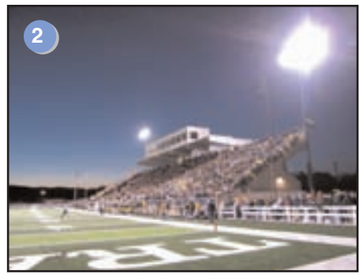
625 Bay Street	Lay Park301 S. Union Street (Historic Site)	Cass Street Bridge (Historic Structure)	205 Lake Avenue	311 Beth El Way Congregation Beth El	912 S Garfield Street Saint Michaels	821 Hastings Street
ca 1947	ca 1926	ca 1930	ca 1890	ca 1885	ca 1955	ca 1956

Historic Resources Element

OTHER PUBLIC AND PRIVATE STRUCTURES, STYLES AND LOCATIONS

Locations are located on the privies page map.

Hickory Hills, 2000 Randolph Street (Historic Site and Viewshed)
ca 1950



Thirlby Field, 343 W.Thirteenth Street (Historic Site)
1934

Central Grade School, 307 Seventh Street
ca1921 and1937

History Center of Traverse City, 322 Sixth Street
ca1904 and 1960

Hannah Park, 200 Sixth Street (Historic Site)
ca 1902

J&S Hamburg, 302 W. Front Street
ca 1938

Shipping Docks / Open Space (Historic Site) 106 W Grandview Parkway. ca1850

Con Foster
181 E Grandview Parkway.
ca 1934

City's Water Pump Station, 429 E. Front Street
ca 1962

Boardman School, 412 Webster Street
ca 1914

Native American Tree, 427 Washington Street
ca 1920

Old Oak Park Library, 873 Washington Street
ca 1928

Key: City of Traverse City's, History Center of Traverse City, 4

For more Historical information on general or individual locations, and access over 13,000 photos. Contact (231) 995-0313 or on line at: http://traversehistory.org/TraverseHistory/Home.html

CELEBRATING SUCCESS

These are but a few of the many examples of public and private renovations and respectively both private and public new builds that embody the spirit and intent of this element.

PRESERVATION

PRIVATE PRESERVATION

- A 400 Cass Street
- B 161 East Front Street
- C 826 West Front Street

PUBLIC PRESERVATION

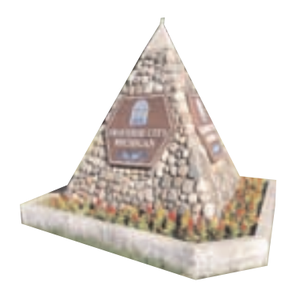
- a. 280 Washington Street
- b. Brick Streets
  Sixth Street
  Eighth Street

PRIVATE NEW BUILDS

- A 101 North Park Street
- B 125 Park Street
- C 600 East Front Street

PUBLIC NEW BUILDS

- a. 610 Woodmere Avenue
- b. 130 Hall Street
- c. 125 East Eight Street



Original State Hospital Sign
ca1885

NEW BUILDS

Natural Resources Element

The protection of Traverse City's natural resources--our Bay Front, the Boardman River, Boardman Lake, the wetlands, the parklands, rolling hills and viewsheds--are vital to our health, safety, welfare, economy and quality of life as a community. The Bay and other water sources provide for our drinking water, residential and commercial uses, fisheries, wildlife habitat and many recreational uses.

This document will prove most effective when the City:

- Views our natural resources as valuable community assets
- Includes discussion of natural resource elements within the Asset Management Committee and Capital Improvement Plan review.
- Plans and communicates across departments
- Works in collaboration with neighboring communities within the region
- Partners with area natural resource management organizations and State and Federal agencies to seek funding, reduce duplicative efforts and leverage local knowledge and expertise.
- Conducts an extensive natural features inventory (NFI), including flora, fauna, soil types, air quality, and water quality, to establish baseline criteria. After the completion of a NFI, specific priorities, goals and standards can be developed.

Protect surface and ground water quality, wetlands and shoreline zones.

Objective 1: Reduce nutrients and sediments entering all waters bodies.

- Educate City residents about the impacts from the misuse of outdoor fertilizers on water quality.
- Conduct water quality testing, identify water quality problems, prioritize remediation, and implement water quality treatments for stormwater outfalls into Grand Traverse Bay, Boardman Lake, Boardman River and Kids Creek.
- Inventory erosion sites and develop specific sediment reduction goals for the human-caused erosion on Grand Traverse Bay, Boardman Lake, Boardman River, and Kids Creek.
- Continue to monitor for illicit drain connections.

Objective 2: Manage stormwater quality and quantity on site.

- Design and implement a stormwater management program to ensure that new development or redevelopment projects use industry-accepted standards for better environmental and health performance to improve the water quality of stormwater before it leaves the site and to reduce the need for hard infrastructure.

- Review impervious cover standards by each neighborhood type for lot coverage and parking lot size to reduce stormwater runoff and protect water quality.
- Review the "Site Plan and Site Development Standards" ordinance to ensure that sufficient information about stormwater management, protection of vegetated buffers, trees, other natural features, and natural drainage patterns are provided in the site plan review process.

Objective 3: Work with private landowners to protect and restore natural vegetation around all water bodies, including rivers, streams, lakes, and wetlands.

- Educate residents and property owners about the importance of riparian areas to water quality protection, erosion control, and wildlife habitat conservation.
- Encourage and incentivize the establishment of natural vegetation buffers on all sites adjacent to water bodies and wetlands to increase nutrient filtering, erosion control, wildlife habitat and property values.
- Identify and prioritize shorelines that need vegetated buffers.
- Codify the existing stormwater control ordinance guidelines protecting vegetated buffers starting above the ordinary high water mark of any wetland, lake or stream.
- Based on the NFI, set a standard for maintaining and possibly increasing wetlands.
- Require new buildings to be set back from the shoreline and the use of vegetative buffers where possible, rather than engineered walls and stone revetments.
- Based on the NFI, set a standard for limiting and/or mitigating hardened shoreline on Boardman Lake, Boardman River, Kids Creek and Grand Traverse Bay.

Objective 4: Manage the City's public lands, right-of-ways, and facilities to protect water quality.

- Limit the use of outdoor fertilizers on City properties to only those properties where soil testing indicates a need for additional nutrients.
- Maintain excellent wastewater treatment control measures.
- Regularly review street cleaning and salt/sand application procedures for best management practices to protect water quality.
- Protect existing naturalized shorelines on surface water bodies and wetlands with a vegetative buffer or other low impact development practices above the ordinary highwater to limit erosion, trap nutrients, and provide fish and wildlife habitat and identify additional shoreline areas that could be naturalized.
- Incorporate green infrastructure approaches into street, sidewalk, path, and other city projects where possible to improve water quality before stormwater enters the stormwater system.
- Identify environmentally sensitive areas on City properties and protect them as natural preserves or for passive recreation.

Objective 5: Protect the City's water resources from other threats to water quality.

- Monitor identified sites where toxins, pathogens, and thermal impacts have been found above accepted water quality standards and work with all interested parties to implement remediation when standards are exceeded.
- Protect groundwater quality and surface waters from toxic contamination, pathogens, and thermal impacts including the potential impacts of underground injection wells.
- Implement measures to ensure that all public swimming areas meet or surpass health standards for *E.coli.*
- Develop and implement programs to stop Great Lakes aquatic invasive species from being introduced to the City's water bodies, including adoption of boat washing ordinances and installation of boat washing facilities at City boat launches.
- Educate institutions, businesses and residents on the proper way to dispose of pharmaceutical byproducts through public education and pharmaceutical drop off programs.
- Track the remediation of leaking underground storage tanks within the City limits.

Objective 6: Exemplify sustainable water use.

- Review the need for and scheduling of irrigation on City properties.
- Adopt practices and policies to conserve water resources to become a model of water conservation for the Grand Traverse region.

Protect Natural Landforms and Topography

Objective 1: Protect land forms and topography

- Review restrictions on development of sites with slopes of greater than twenty percent.
- Encourage clustering of residential units.
- Encourage the design of buildings that fit into sloping sites to minimize alteration of the topography and natural vegetation.
- Adopt an ordinance to require non-regulated floodplain capacity lost due to proposed development design to be replaced with storage capacity elsewhere.

Objective 2: Develop infrastructure standards that protect topography and preserve viewsheds.

- Avoid loss of scenic natural resources.
- Design roads, driveways, and sidewalks to minimize excessive cutting and filling.
- Minimize driveway surface area and encourage common driveways.
- Route utilities away from terrain that requires excessive cutting and filling.

Protect and Enhance Indigenous Biological Diversity

Objective 1: Protect and/or improve ecosystem services and biological diversity.

- Encourage the protection, restoration, creation, and management of native wetlands.
- Prioritize protection and restoration of natural drainage patterns in review of projects.
- Identify fish habitat areas and implement restoration and protection measures for those areas.
- Adopt a "no net loss" tree policy on City properties.
- Develop a strategic plan for invasive species education, prevention, and mitigation that includes eliminating the presence and use of High Priority Non-Invasive Species on City properties.
- Plant non-invasive canopy trees in City easements to filter rainfall, slow traffic, reduce light trespass and provide neighborhood landscaping.

Objective 2: Partner with other organizations to protect, maintain, and manage natural areas and open spaces on both public and private lands.

- Adopt a management plan for City parklands and natural areas that protects and improves the diversity, quality, and integrity of terrestrial and aquatic ecosystems.
- Assist regional efforts to connect, consolidate and increase public holdings and the protection of unfragmented habitat.
- Coordinate and support biodiversity protection measures with regional and neighboring communities.
- Update City Forestry Plan once a Natural Features Inventory is completed.

Protect local and regional human and ecosystem health by meeting or exceeding the National Ambient Air Quality Standards in the Grand Traverse Bay Region.

Objective 1: Recognize our responsibility for Climate Change and take rectifying action.

- Continue to work on a formal local action plan for reducing greenhouse gas emissions with specific goals and timelines consistent with the US Mayors' Climate Protection agreement adopted by the City Commission in 2007 and seek funds for implementation.

Objective 2: Establish criteria for local air pollutants.

- Implement a baseline air quality study of the region including the 6 criteria air pollutants as determined by the EPA
- Create an action plan to address the results of the baseline air study.

- Work with area energy providers to create an energy plan that balances our demand for electricity with a supply of energy sources that have the lowest possible net-use of fossil-based carbon fuels.

Protect Human Habitat

Objective 1: Preserve the night sky by limiting outdoor lighting that is misdirected, excessive or unnecessary while permitting reasonable uses of outdoor lighting for safety, security and enjoyment.

- Set maximum illumination levels and lighting hours for each neighborhood type and recreational areas based on best scientific practices.
- Review and establish height and shield lighting standards by neighborhood types.
- Require site lighting plans for new construction.
- Set lighting curfews for commercial businesses during closed hours.
- Set standards to limit hours and minimize the use of electric signage.
- Encourage use of motion detector lights to encourage conservation and provide safety and security when necessary.
- Educate the public on appropriate and safe levels of lighting.
- Work to shield high intensity municipal lights to eliminate light trespass.
- Allow for provisions for holiday lighting and special events.

Objective 2: Reduce the impact of excessive noise on our living environment

- Set noise levels based on best scientific practices by neighborhood types.
- Educate citizens on current noise ordinance.

Objective 3: Reduce the amount of visual pollution within Traverse City

- Work in conjunction with utility providers to place utilities underground with a focus on areas of high density when feasible.
- Work to reduce and limit signage in major corridors.

Approved by the City Commission on September 6, 2011

MASTER PLAN
PARKS AND RECREATION ELEMENTS

Introduction

In setting our goals we have to make a commitment to maintain and expand our parks and recreational areas to serve a growing and active population Our parks not only impact the quality of life for our citizens, they play an important role in attracting visitors to our city and add significantly to our economy.

Goals and Objectives

Goal 1: Design and protect the bay as a recreational resource for residents and tourists.

Design and implement our Traverse City Bayfront 2010 plan as means to care for our public waterfront primarily as an urban recreational resource for use by all, with care and attention given for preserving and enhancing the natural and environmental qualities.

Objectives:

- Prioritize phases of the Traverse City Bayfront 2010, plan.
- Work on short term improvements that tie in with future revitalization plans
- Utilize Leadership in Energy and Environmental Design (LEED) and green building standards on site and building solutions when feasible.

Goal 2: Develop the Boardman Lake and River as natural resources

- Promote water related use of Boardman Lake and River, such as the Traverse Area Community Sailing program and craft rentals on both the lake and the river.
- Explore the possibility of establishing a recreational area on the west side of Boardman Lake
- Support the establishment of public access points along the Boardman Lake and River

Goal 3: Continue a strong, flexible recreational program affording a variety of recreational activities and experiences for a wide range of users.

Objectives:

- Continue to support the location of a senior center on the bay.
- Continue to support the Grand Traverse Commission on Aging to provide recreational programs, education and assistance to seniors.
- Support revenue enhancing activities at Hickory Hills, to diversify winter sports and promote year round use.
- Encourage growth of passive and active recreational opportunities at the Grand Traverse Commons.
- Encourage the county owned civic center to remain in Traverse City.

Goal 4: Incorporate the need for safe, attractive pedestrian access with private or public development while maintaining and developing additional pedestrian linkages.

Objectives:

- Continue our commitment to extend, repair and replace sidewalks annually as part of our ongoing infrastructure upgrading program

.

- Plan for sidewalks leading to and where appropriate, within our parks
- Improve overall transportation choices that would also improve recreational access.
- Implement universal accessibility design principals as a design standard for all new facilities

Goal 5: Encourage cooperative governmental relationships to establish an adequate and equitable method for financing development, operation, and maintenance of recreation facilities and programs.

Objectives:

- Continue to work with the Traverse City- Garfield Recreational Authority to maintain and purchase key recreational lands within the two jurisdictions
- Seek financial support from adjacent units of government whose residents are significant users of Hickory Hills.

- Encourage regional support of the Heritage Center.

Goal 6: Concentrate on upgrading and maintaining existing parks and facilities.

Objectives:

- Develop consistent wayfinding signs to improve orientation, overall identity and name recognition of the City Parks.

- Repair and replace playground equipment, benches, tables and other installations as needed at parks and recreational areas featuring these amenities

Goal 7: **Develop new recreational facilities when supported by the residents, especially in park deficient areas and along waterfronts.**

Objectives:

- Continue the Boardman Lake Trail as a top priority for the city and seek grants for new recreational facilities.

- Pursue the possibility of a community park in the Traverse Heights neighborhood possibly on the school-owned land adjacent to Traverse Heights Elementary School.

Goal 8: Maximize the use of existing facilities.

Objectives:

- Develop a marketing plan that promotes the use of city parks and recreational programs.

- Recognize July as National Parks Month and celebrate by holding special events during the month.

- Use the high school tennis courts and the tennis courts at the senior center for city sponsored tennis and pickle ball lessons for city residents.

Goal 9: Work with schools to make recreation facilities and programs part of the education system.

Objectives:

- Work with Traverse City Area Public Schools (TCAPS) to enhance recreational facilities and programs as part of the education system.

- Continue to work with TCAPS, Grand Traverse County Recreation Department and other municipalities towards developing area-wide recreation plan.

- Support the Safe Routes to School Program.

- Support the use of Thirlby Field for year-round recreational uses.

Public Utility Plan Element – Water

In concert with the Natural Resources Element, the protection of Traverse City's natural resources, our Bay Front, the Boardman River, Boardman Lake, the wetlands, the parklands, rolling hills, and view sheds, are vital to our health, safety, welfare, economy and quality of life as a community. The Bay and other water sources provide for our drinking water, residential and commercial uses, fisheries, wildlife habitat and many recreational uses.

In addition, economic development, growth, and type of development will depend in great measure on the ability to treat and distribute clean water in the area. To that end, the general goals and objectives of the Water Plan Element are:

1. Water rates should encourage water usage consistent with local goals.
2. The treatment system should consist of state of the art technology.
3. An ongoing evaluation and assessment of the distribution system should be conducted.
4. A continued assessment of the Bulk Water Sale Agreements should be performed to monitor the demand for water from outside the City through the transmission system.
5. User rates should be sufficient to provide funds for operational costs and for maintaining infrastructure and its replacement. The City should make efforts through revisions to the Bulk Water Sale Agreements to insure that market rates reflect the total true cost of service.
6. Coordination amongst all City utilities should be insisted for all improvements.
7. Campus plans should include a hydraulic assessment of their impact on the water transmission and distribution system from the treatment plant.
8. Recognizing that the water utility has a regional impact, the City should be constantly coordinating with other governmental entities.

Neighborhood Type	Distribution Capacity	Intensity
TC 1	Minimal	Very Low
TC 2	Small	Low
TC 3	Small	Low/Moderate
TC 4	Medium	Moderate/High
TC 5	Large	High
Campus	Small/Medium/Large	Low/Moderate/High

Public Utility Plan Element - Stormwater

In concert with the Natural Resources Element, the protection of Traverse City's natural resources, our Bay Front, the Boardman River, Boardman Lake, the wetlands, the parklands, rolling hills, and view sheds, are vital to our health, safety, welfare, economy and quality of life as a community. The Bay and other water sources provide for our drinking water, residential and commercial uses, fisheries, wildlife habitat and many recreational uses.

In addition, economic development, growth, and type of development will depend in great measure on the ability to contain and treat storm water in the area. To that end, the general goals and objectives of the Stormwater Plan Element are:

1. Water quality is of more importance than the quantity of water being treated.
2. Coordinate with the Natural Resources Plan Element.
3. Manage stormwater to reduce deleterious impact on the bay and other bodies of water.
4. Conform to Best Management Practices for removal of sediment and other contaminants from stormwater released into natural water courses.
5. Strive to contain/retain water on site both to reduce loads on stormwater infrastructure and to allow sediments to settle out before the water is released.
6. Monitor the stormwater and sanitary sewer systems for illicit connections and maintain their separation.
7. Identify a dedicated and sustainable funding mechanism for the operation and maintenance and capital improvement of the stormwater system.
8. Require that a Stormwater runoff ordinance be maintained.
9. Encourage use of the City's tree canopy and street sweeping efforts where practicable to assist in natural cleaning of stormwater.
10. Campus Plans shall include a plan for stormwater management and provide for the continued repair and maintenance of that system.

Neighborhood Type	Level of Treatment	Design
TC 1	Onsite	Low Impact
TC 2	Onsite	Low Impact
TC 3	Onsite/Tie into System	Medium Impact
TC 4	Onsite/Tie into System	Moderate/High Impact
TC 5	Tie into System	Very High Impact
Campus	Onsite/Tie into System	Low/Medium/High Impact

Public Utility Plan Element - Sanitary Sewer

In concert with the Natural Resources Element, the protection of Traverse City's natural resources, our Bay Front, the Boardman River, Boardman Lake, the wetlands, the parklands, rolling hills, and view sheds, are vital to our health, safety, welfare, economy and quality of life as a community. The Bay and other water sources provide for our drinking water, residential and commercial uses, fisheries, wildlife habitat and many recreational uses.

In addition, economic development, growth, and type of development will depend in great measure on the ability to treat waste water in the area. To that end, the general goals and objectives of the Sanitary Sewer Plan Element are:

1. The treatment system should consist of the most cost effective state of the art technology.
2. An ongoing evaluation and assessment of the collection system should be conducted.
3. A continued assessment of the Master Sewer Agreement should be performed to monitor the contribution of flow from outside the City into the collection system.
4. User rates should be sufficient to provide funds for operational costs and for maintaining infrastructure and its replacement. The City should make efforts through revisions to the Master Sewer Agreement to insure that market rates reflect the total true cost of service.
5. Coordination amongst all City utilities should be insisted for all improvements.
6. Campus plans should include a hydraulic assessment of their impact on the wastewater collection system to the treatment plant.
7. Recognizing that the sanitary sewer utility has a regional impact, the City should be constantly coordinating with other governmental entities.

Neighborhood Type	Collection Capacity	Intensity
TC 1	Minimal	Very Low
TC 2	Small	Low
TC 3	Small	Low/Moderate
TC 4	Medium	Moderate/High
TC 5	Large	High
Campus	Small/Medium/Large	Low/Moderate/High

Public Utility Plan Element – Electric

In concert with the Natural Resources Element, the protection of Traverse City's natural resources, our Bay Front, the Boardman River, Boardman Lake, the wetlands, the parklands, rolling hills, and view sheds, are vital to our health, safety, welfare, economy and quality of life as a community. The function of our water, sanitary sewer, and storm water utilities are critical in accomplishing the above stated goal and these utilities can not function properly without a dependable and reliable source of electricity.

In addition, economic development, growth, and type of development will depend in great measure on the ability to provide reliable and inexpensive electricity. To that end, the general goals and objectives of the Electric Plan Element are:

1. Ensure employee and public safety.
2. The electric system should continue its upgrades with state of the art technology as deemed appropriate by staff.
3. An ongoing evaluation and assessment of the distribution and transmission systems should be conducted.
4. In order to maintain reliability, a system with redundancy is encouraged.
5. Sufficient local generation including distributive generation should be pursued commensurate with local support for such projects.
6. Coordination amongst all City utilities should be insisted for all infrastructure improvements.
7. Campus plans should include an assessment of electric requirements.
8. User rates should be kept as low as possible.
9. A balance between aesthetics and cost efficiency should be considered in determining the benefit of a capital project to the system as a whole.
10. Encourage energy conservation and educate customers to utilize electricity more efficiently.
11. Provide for proper disaster planning.
12. Any growth in the utility's service territory should benefit the City residents and businesses.

Neighborhood Type	Distribution Capacity	Intensity
TC 1	Minimal	Very Low
TC 2	Small	Low
TC 3	Small	Low/Moderate
TC 4	Medium	Moderate/High
TC 5	Large	High
Campus	Small/Medium/Large	Low/Moderate/High

Approved by the City Commission on 10/1/12

Transportation Element

INTRODUCTION

Transportation choices are crucial to the economic, social, and environmental vitality of our community and neighborhoods. Traverse City will design and maintain its transportation networks and public rights-of-way to maintain safe, convenient, inviting and efficient conditions for all who use them to improve the quality of life for its residents and visitors alike. Being cognizant of the importance of placemaking when planning, constructing and maintaining our streets, the Urban Design Element must be consulted when considering transportation investments. To provide safe and efficient access to people and goods, all modes of travel and how these modes connect to one another need to be evaluated. In making evaluations of streets, bridges, public transit, bicycle facilities, pedestrian ways, freight facilities and routes, ports and railroads, all legal users of the public rights-of way need to be considered. In addition, transportation projects need to reflect and contribute to the character of the neighborhood they traverse.

To accomplish this, Traverse City will:

STREET FORM AND FUNCTION

- Provide well-planned connections within and throughout the transportation network improving the efficient distribution of travel throughout the network and promoting reduced motorized vehicular trips and lengths. Identify a framework of major streets providing connectivity throughout the City and region with a focus on the access to goods, services, and people. Routinely promote the use of alternatives to the single occupancy vehicle in both trip planning and cost related comparisons to the general public.

    - Objectives:
        - Use design elements to increase mobility and decrease speed (i.e. Front Street downtown)
        - Fewer emissions (fumes, noise, road pollution, etc.)
        - Fewer single-occupancy motor vehicle miles traveled
        - Increased accessibility and use of mass transit, carpools, and non-motorized modes of transportation
        - Achieve appropriate operating characteristics (i.e. traffic volume, speed, types of vehicles) for all streets

CONNECTIVITY AND VEHICLE HIERARCHY

- All components of the City's transportation system and its inter-connectivity will be designed and maintained to provide safe, convenient, inviting and efficient movement of people and goods in a manner that is appropriate to the context of the community and neighborhood through which it passes. The City shall consider all legal users of the public rights-of-way in its designs. When planning and designing new or reconstructed streets the City will give consideration to the following: (1) public safety, (2) pedestrians, (3) public transit users, (4) bicyclists, (5) commercial vehicles, (6) car-pooling vehicles, and (7) single occupancy vehicles.

    - Objectives:
        - Redesign street rights-of-way to reflect the planned character and context of the neighborhood type.
        - Increased use on "framework" streets through designation of a well-connected commercial network. Framework streets serve as regular emergency routes.
        - More efficient distribution of all types of trips
        - Increased use of non-motorized transportation options

        - Develop and refine traffic calming policies and implementation schedules
        - Support regional transportation planning efforts

ACTIVE TRANSPORTATION

- Develop an active transportation network providing safe, convenient, inviting and efficient infrastructure serving people of all abilities, on bicycles or on foot both within the City and throughout the region focusing on expanding active transportation as a viable transportation option.

    - Objectives:
        - Improve and expand the active transportation network including bicycle lanes, sidewalks, crosswalks, multi-use trails, etc.
        - Focus investment for infrastructure around activity centers. Major nodes shall be represented by activity centers such as significant job hubs, major shopping destinations, primary medical facilities, leisure activity facilities, schools, park and ride lots, major residential developments, other static and intermittent major traffic generators, etc.
        - Expansion of maintenance activities focused on four season use of active transportation elements
        - Reduction in street maintenance costs

PUBLIC TRANSIT

- Develop and promote reliable, efficient fixed-route transit services connecting major nodes within the City and throughout the region.
    - Objectives:
        - Increase transit ridership
        - Cooperation and promotion by major employers, retailers, schools, and tourism vendors for the use of mass transit by employees, residents and visitors
        - Strategically locate park-and-ride facilities
        - Timely routes that are convenient and direct
        - Installation of facilities for public transit patrons (all-season bus shelters, route signs at bus shelters depicting services, bicycle racks on buses, reduced headway times, frequency of buses, etc.)
        - Support regional collaboration

COMMERCIAL AND FREIGHT TRANSPORTATION

- The City will promote and facilitate high occupancy regional transportation systems including water, air, rail, and private bus and taxi services. It shall be the policy of the City to connect the inter-regional and regional transportation modes to the existing and planned services provided to meet the goals and strategies of this plan. The plan supports enhanced mobility that is beneficial to community livability and the businesses that are directly served.

    - Objectives:
        - Support regional transportation planning efforts
        - Support and provide input on strategic policies for air transportation that recognizes the economic impact of the Cherry Capital Airport to the local economy. Support the location of the airport within the city limits and the integration of air transportation with multi-modal transportation options.
        - Develop strategic plan for the integration and support of rail and water transport including employees, passengers, and goods. This plan will outline specific cooperative support for the integration of local mass transit, taxi, commercial, and shuttle support for employees, passengers and goods arriving and departing rail and water transport facilities.

PARKING

- The City will maintain a comprehensive parking policy that determines decisions on the placement, regulation, and investment in parking.
    - Objectives:
        - Adopt a comprehensive parking strategy
        - Reduce land dedicated to the use and investment of parking associated with private uses
        - Increase use of mass transit and active transportation options
        - Increase siting and number of bicycle parking
        - Increase ratio of commercial space to public surface parking

Approved by the City Commission on November 21, 2011

Urban Design Element TC-2

INTRODUCTION

The TC-2&3 residential neighborhoods contain a diverse mix of housing types and uses: single and multi-family dwellings; business offices; home occupations; public spaces; recreational opportunities; and retail establishments that meet the daily needs of residents. The goal is to strengthen existing neighborhoods and ensure that housing is accessible to residents of all age and income levels. It is envisioned that new dwellings will be built within existing neighborhoods to increase density and accommodate expected population growth within the city.

BUILDING PLACEMENT

- Varies based on topography.
- Deeper setbacks.
- Attached garages usually located to the side of home or recessed from the front of home.
- Variations in setbacks to celebrate open spaces and long distance views.

BUILDING SCALE

- Large lots.
- Similar proportions, scale and roof lines.
- Larger multi-family dwellings have massing and articulation in proportion with existing structures on the same block.

BUILDING ORIENTATION

- Varies based on topography and views of open space.
- Wide side of house typically faces the street.

STREETS, PARKING AND LANDSCAPING

- Typically streets without sidewalks and curbs.
- Streets tend to follow the topography and often meander.
- Traffic is channeled to arterial or collector streets.
- Deep driveways provide additional parking.
- Parking lots for institutional or multi-family uses should be screened from adjacent properties and public rights-of-way.
- Retain existing natural features and vegetation, especially along ridge-lines and street corridors.
- Open lands used as buffers to contrasting land uses.

CONNECTIVITY

- Pathways mainly for recreation.
- Fewer intersections.
- Pedestrians sharing the street with vehicles.
- Links to regional trail systems.

PUBLIC SPACES

- Neighborhood schools and places of worship.
- Neighborhood parks.

Urban Design Element TC-3

BUILDING PLACEMENT

- Dwellings vary in size and type.
- Residential buildings are located close to the street and often incorporating front porches.
- Established build to lines for formal order.

BUILDING SCALE

- Compact lots.
- Mostly two story houses.
- Similar proportions, scale and roof lines.
- Commercial buildings and large multiple family dwellings shall have massing and articulation in proportion with existing structures on the block.

BUILDING ORIENTATION

- Typically parallels the street.
- Front doors and porches face the street.
- Garages front the alley.
- Narrow part of home faces the street.

STREETS, PARKING AND LANDSCAPING

- Curbed streets with tree lawns and sidewalks.
- Streets connected through a complete urban grid system.
- Narrow streets, short blocks tight curb radii to promote pedestrian friendly streets.
- Service alleys provide access to rear yard parking areas and to garages.
- Bus stops located on neighborhood streets.
- Pedestrian scale lighting primarily for sidewalks and street intersections.
- On street parking permitted to reduce the need for driveways and parking lots.
- Streets are well defined with uniform tree lawns and formal rows of shade trees.

CONNECTIVITY

- Sidewalk network and strong pedestrian orientation.
- Generally a grid pattern of interconnecting streets.
- Links to regional trail systems.

PUBLIC SPACES

- Neighborhood schools and places of worship.
- Neighborhood parks.

Urban Design Element TC-4

INTRODUCTION

The TC-4 neighborhood is the least formally developed of the two commercially focused neighborhoods. It is envisioned this neighborhood type will provide the nucleus for new development. In some cases these areas are underdeveloped, or could be redeveloped in a more efficient manner to accommodate additional shops and services. The addition of residential units is encouraged. Expansion within existing neighborhoods is looked upon more favorably than developing isolated commercial sites. New buildings should not be compelled to mimic their historic predecessors, but should pay attention to local practices regarding roof pitches, eave lengths, window-to-wall ratios, and the socially significant relationship of buildings to their site and street.

BUILDING PLACEMENT

- Locate buildings so as to frame the street and screen parking.
- Deeper setbacks on heavily traveled streets where right-of-way is limited.
- Encourage infill development that anchor and define corners at intersections.

BUILDING SCALE

- Multi-stories.
- Step down the height of new development adjacent to TC-2 and TC-3 Neighborhoods.
- Allow for greater height and density for new development in TC-2 and TC-3 Neighborhoods when adjacent to TC-4 Neighborhoods.
- Primary facades should be in proportion with the building types recommended for the block or in the neighborhood.
- Divide long facades into smaller increments.

BUILDING ARTICULATION

- Encourage windows, main entrances or street level activities for the first story street wall facing any public street.
- Place building mechanical and/or support functions away from the primary frontage or street.
- Buildings should be sited to encourage outdoor pedestrian gathering.
- Require minimum building widths to occupy a high percentage of the property width at the street.

APPROPRIATE RESIDENTIAL BUILDING TYPES

- **COMMERCIAL LOFTS** consisting of a commercial ground floor topped by one or more stories of dwellings.

Urban Design Element TC-4

- **APARTMENT HOUSES** consisting of buildings located along streets rather and integrated with commercial structures.
- **LIVE/WORK BUILDINGS** consisting of a single family dwelling containing a formal work place.
- **ROW HOUSES** consisting of narrow party-wall houses facing the street.

STREETS AND PARKING

- Bike lanes preferred unless near streets can provide superior access.
- Sidewalks along heavily traveled streets.
- On-street parking where feasible.
- Long blocks will have mid-block crossings to enhance pedestrian connectivity.
- Landscaped medians where possible.
- Locate parking to the rear or side of the principle building(s).
- Parking access from alley or service street if available.
- Limit/consolidate driveways and interconnected with adjacent lots.
- Encourage shared parking.
- Reduce off-street parking requirements in areas served by transit or bike routes and have strong pedestrian links to neighborhoods.
- Screen parking areas if exposed to public streets or residential areas.
- Incorporate canopy trees on street edges and hardscapes that promote an attractive walking environment.

CONNECTIVITY

- Provide sidewalks along streets and construct crosswalks to be highly visible.
- Provide curb side bus stops along transit routes.
- Connect sidewalks to adjacent residential neighborhoods.
- Provide clear and identifiable pedestrian connections from streets to front doors of buildings.

MATERIALS

- Sustainable
- Durable building products that age gracefully over time.

PUBLIC SPACES

- Incorporate civic spaces and squares that serve as activity focal points.
- Encourage streetscape improvements for walkability.

INTRODUCTION

The TC-5 neighborhood is, and is, envisioned to consist of a diverse mix of retail establishments, restaurants, residential housing and offices. This neighborhood type encourages buildings that support a wide mix of uses, and designed to add visual interest and street activity. The emphasis on pedestrian scale development is encouraged and it is important for buildings to maintain pedestrian interest along all sidewalks. A balance must be found that creates variety in the height and bulk of buildings, and satisfy other, equally valid needs (views and increased open space).

BUILDING PLACEMENT

- Encourage buildings to locate near the public sidewalks to help frame the street.
- Minimal front yard setbacks with side party walls.
- Encourage buildings to be constructed on surface parking lots that have exposure to streets.
- Deeper setbacks on streets where posted speeds exceed 25 m.p.h.

BUILDING SCALE

- 2-4 stories with taller buildings permitted thorough a Special Land Use Permit (single story buildings not allowed).
- Massing and articulation in proportion with existing structures on the block or intended neighborhood type.
- The upper floors of buildings taller than four stories should be recessed along public streets to keep the buildings in proportion with typical street rights-of-ways.
- Step down the height and massing of development adjacent to TC-2 and TC-3 Neighborhoods.
- Require new buildings to occupy most of the property width.

BUILDING ARTICULATION

- Retail and office buildings should include large windows (with clear glass) and building details to add visual interest for pedestrians.
- Entrances, porches, balconies, decks and seating should be located to promote pedestrian use of the street edge.
- Main entrances should face the street.
- Primary facades should be in proportion with existing structures on the block or neighborhood.
- Divide long facades into smaller increments.

APPROPRIATE RESIDENTIAL BUILDING TYPES

- **COMMERCIAL LOFTS** consisting of a commercial ground floor topped by one or several more stories of dwellings.
- **APARTMENT HOUSES** consisting of buildings located along the street edge with an optional courtyard facing the street.
- **ROW HOUSES** with party-wall houses placed on narrow lots.

STREETS AND PARKING

- Parking should be delivered in a manner that is the least obtrusive to the streetscapes and riverfront.
- Surface parking lots should be replaced with buildings and civic spaces as parking structures are constructed and transit service improves.
- Create lively street edges with interesting store fronts and attractive civic spaces.
- Cross walks should be clearly marked and spaced at frequent intervals along the street.
- Driveways that cross sidewalks should be limited to public parking areas.
- Over time, replace private parking with parking decks.
- Provide adequate bike parking and convenient bus stops.
- Tree lawns on streets where posted speeds exceed 25 m.p.h.

CONNECTIVITY

- Encourage pedestrian travel by creating interesting street edges.
- Sidewalks should be maintained year round and furnished with benches, bike racks, drinking fountains, trees, public transit stops, public restrooms and trash receptacles.
- Encourage the use of street level windows, landscaping, arcades, plazas, decorative paving and lighting to enhance the environment for walking.

MATERIALS

- Sustainable.
- Durable, requiring reconstruction or replacement only in the distance future.
- Age gracefully over time.
- Local to the degree practical.

PUBLIC SPACES

- Incorporate civic spaces and squares a part of the mix-use development in prominent locations.
- Encourage streetscape improvements that create safe and attractive walking environment.

Zoning Element

Introduction

The intent of the Zoning Element of the City of Traverse City Master Plan 2009 (herein after referred to as 'the Master Plan') is to articulate a strategy for bringing the existing Zoning Ordinance into compliance with the City of Traverse City Master Plan. It addresses issues and concerns and sets the foundation for future zoning ordinance and zoning map modifications.

HAME

The Master Plan has as a core principal the utilization of HAME – Hours, Auto, Mass and Emissions and uses these measures of intensity as a way to differentiate neighborhood types (TC-2, TC-3 etc.). The utilization and the development of a working HAME model was not addressed in the Master Plan document. Is HAME measured subjectively or objectively? Is it a number or a comparison to the existing conditions of a neighborhood type or neighborhood edge?

HAME will not be measured by a numerical benchmark, but instead includes those aspects of development that can and should be regulated – hours, traffic volume, noise, and building mass – and as such should be 'the focus' of discussion and decision-making processes. The intent of HAME is to ensure that language used in land development discussions is centered on these intensities.

There are a variety of options for incorporating HAME into the planning review and approval process, with the understanding that HAME standards empower, but do not compel the use of rigid numerical measures in the planning process. A separate decision-making process based strictly on HAME measurements would not be effective or advisable at this time. Instead, intensities relative to hours, autos, mass, and emissions should be a part of the dialogue as we move into discussions on recommendations for consolidation of the Zoning Ordinance and the Master Plan, which includes the Future Land Use Map.

Step Down

As stated in the Master Plan, higher intensity uses must step down in intensity at borders with less intense neighborhoods. It is recommended that corridor overlay districts be developed to address the issues associated with step down in intensities especially where TC-4 and TC-5 neighborhoods are next to TC-2 or TC-3 neighborhoods. These corridor overlay district plans must accommodate the neighborhood concerns and avoid the issue of 'down zoning'. This may require a step up in intensity at the neighborhood border with a higher intensity area and lowering of intensity at border by the more intense use. Corridor study initiatives currently underway may be the foundation for development of a comprehensive means to monitor and regulate development intensities at neighborhood borders. The City of Traverse City Planning Commission must develop an approach and process to deal with the interface areas where two different neighborhood types meet.

T

Zoning Element

Zoning Code Changes

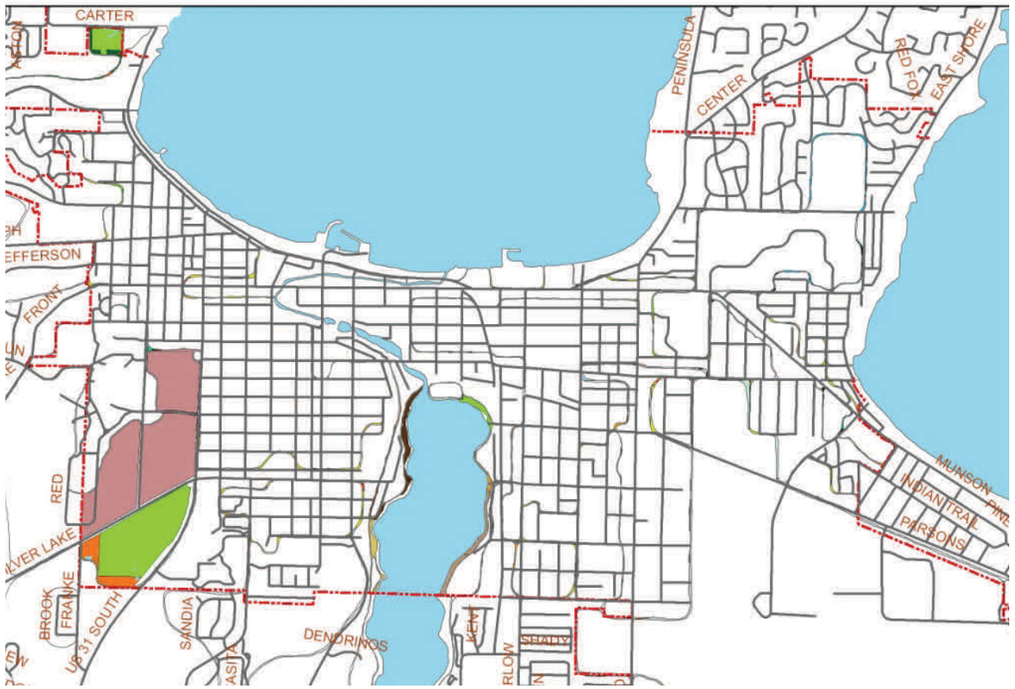
In the following assessment of zoning districts in each neighborhood type, there are specific zoning districts that are substantially consistent with the Master Plan and some where, changes to the Zoning Ordinance are needed in order to bring the existing zoning regulations into compliance with the Master Plan.

For each potential change to the Zoning Ordinance an indication is given as to whether this is a long term or short-term objective. It is considered a short-term objective if the change could be accomplished in 6 – 12 months and would probably not result in significant discussion or problems or this change is considered a high priority. More substantive issues that will likely warrant more lengthy public input processes and may be more contentious, or of lower priority, are identified as long term. The long-term issues are envisioned to require up to 3 years to accomplish. It should be noted that all of the changes are needed to bring the current Zoning Ordinance fully into compliance with the Master Plan and all of the Sub Plans.

Form Based Zoning

The recommendation for the City of Traverse City is: to develop a form-based zoning code in place of the existing use-based zoning code. The combination of form-based and smart code utilization could result in less confusion and more certainty in the zoning process. It could also shorten time to implement new development that is consistent with the zoning code. The development of a form-based zoning code will require considerable time and effort. It is recommended that initial attempts to develop a form-based code be limited to specific sub areas of the city. (Garland Street, Grand Traverse Commons, major corridors, etc.) The knowledge gained from these projects can serve as the basis for the development of a more comprehensive form-based zoning code for Traverse City.

Zoning Element TC-1, Conservation Neighborhood



ZONING DISTRICTS IN THE TC-1 NEIGHBORHOOD

OS	Open Space District
PR	Planned Redevelopment District
C-3	Community Center District

Zoning Element TC-1, Conservation Neighborhood

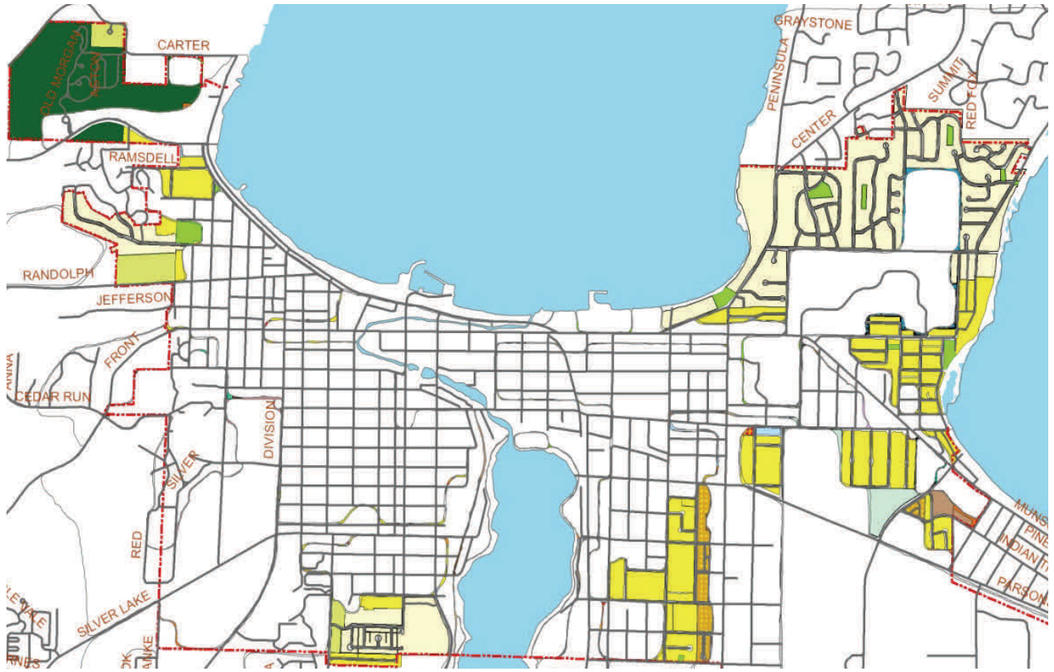
ZONING DISTRICTS CONSISTENT WITH THE TC-1 NEIGHBORHOOD

- The area zoned PR District represents City Park Land and City of Traverse City and Charter Township Recreational Authority property and is governed by its own Master Plan and Zoning Code. The Grand Traverse Commons Master Plan designates this area as “Conservation and Recreation” and is consistent with the Core Principles of the TC-1 Neighborhood.
- The OS District adjacent to Carter Road is designated as a City Park and is identified in the City of Traverse City Recreation Plan as a “natural area” and is consistent with the Core Principles of the TC-1 Neighborhood.
- The OS District between Silver Lake Road and Division Street is a designated wetland and is consistent with the Core Principles of the TC-1 Neighborhood.

POTENTIAL CHANGES TO ZONING

- The C-3 District at the south east corner of Franke Road and Silver Lake Road is a designated wetland and could be rezoned to OS District or the City could adopt a Wetland Ordinance. ***Long term recommendation***
- The C-3 District located on the west side of Division Street at the southern City limits is a parking lot for a fast food restaurant and is adjacent to a TC-4 Neighborhood. The Future land Use Map should be amended to represent this area as TC-4 or it should be interpreted as a TC-4 neighborhood since it is at the transition point between two neighborhoods. ***Long term recommendation***

Zoning Element TC-2, Contemporary Neighborhood



ZONING DISTRICTS IN THE TC-2 NEIGHBORHOOD

OS	Open Space District
RC	Residential Conservation District
R-1a	Single Family Dwelling District
R-1b	Single Family Dwelling District
R-2	Two Family Dwellling District
R-15	Multiple Family Dwelling District
C-1	Office Service District
R-1b / Mixed Use PUD - Morgan Farm Area	

Zoning Element TC-2, Contemporary Neighborhood

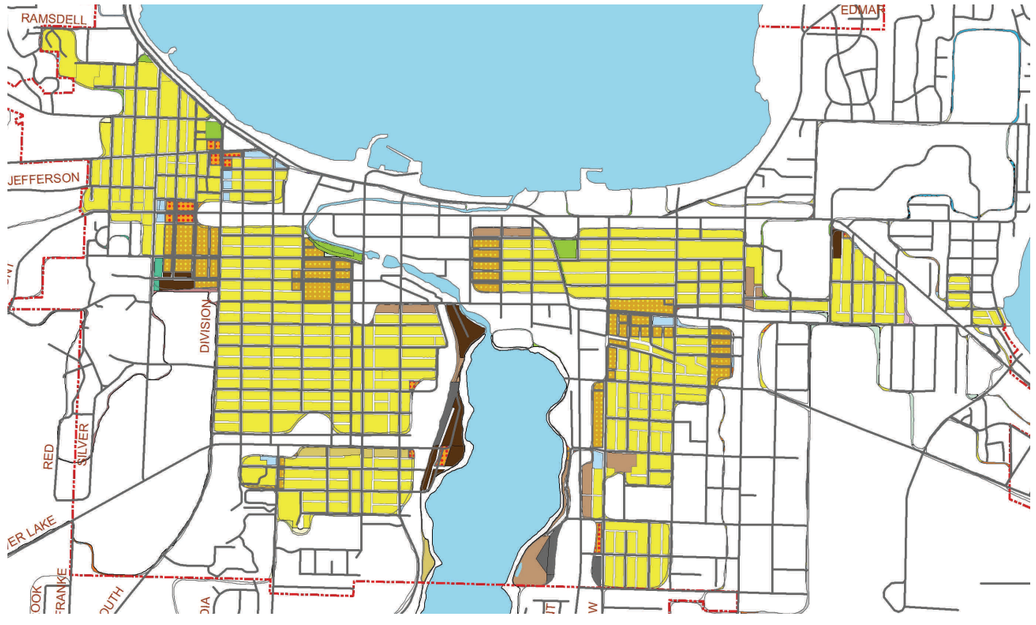
ZONING DISTRICTS CONSISTENT WITH THE TC-2 NEIGHBORHOOD

- The RC Zoning District satisfies the core principles of the TC-2 Neighborhood and allows for a tool (clustered housing) to protect natural resources.
- R-1a Zoning District satisfies the core principles of the TC-2 Neighborhood.
- Most areas zoned R-1b in this neighborhood should not change. These areas typically have an informal infrastructure which includes uncurbed streets, no sidewalks or alley access. This will eliminate the creation of nonconforming lots due to lot widths, area and setbacks.
- The R-2 Zoning District in this neighborhood should not change. The location of these parcels is adjacent to the TC-4 Neighborhood and higher densities at these transition points satisfy the principles of the TC-2 Neighborhood.

POTENTIAL CHANGES TO ZONING

- The R-15 Zoning District could be rezoned to R-9 (the lowest multiple family density in the Zoning Code). Low density multiple family dwellings located at the perimeters of the neighborhood is identified as one of the core principles in the TC-2 Neighborhood. ***Long term recommendation***
- The C-1 location in this neighborhood is on a corridor of significance and should be developed as an overlay district or in conjunction with any future corridor studies or plans. ***Short term recommendation***
- The underlying Zoning for the R-1b/MU District should be changed to R-1a. ***Long term recommendation***

Zoning Element TC-3, Traditional Neighborhood



ZONING DISTRICTS IN THE TC-3 NEIGHBORHOOD

OS	Open Space District
R-1b	Single Family Dwelling District
R-2	Two Family Dwellling District
R-9	Multiple Family Dwelling District
R-15	Multiple Family Dwelling District
R-29	Multiple Family Dwelling District
C-1	Office Service District
C-2	Neighborhood Center District
I	Industrial District
H-1	Hospital District

Zoning Element TC-3, Traditional Neighborhood

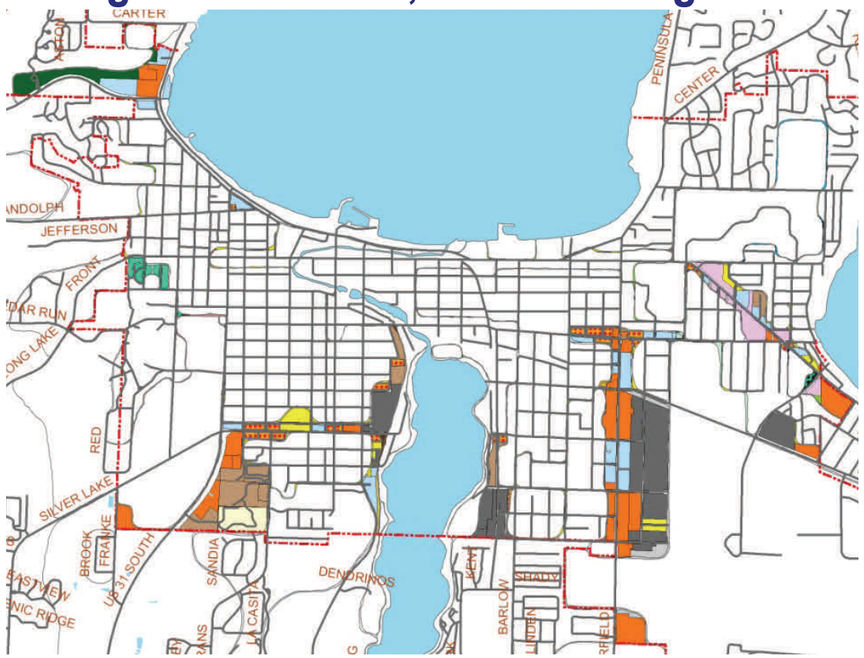
ZONING DISTRICTS CONSISTENT WITH THE TC-3 NEIGHBORHOOD

- The OS District in the TC-3 Neighborhood represented neighborhood parks and is consistent with Core Principles of the TC-3 Neighborhood.
- The R-1b District is consistent with the Core Principles of the TC-3 Neighborhood.
- The TC-3 Neighborhood identifies moderate residential density with some multi-family dwellings. The R-2 District and the R-9 and R-15 District are consistent with this Core Principle.
- The R-29 District south of Eighth Street along Boardman River and Boardman Lake is adjacent to TC-4 and TC-5 Neighborhoods and the higher residential density is consistent with the intensity of these neighborhoods.
- The C-1 District and C-2 District allow for basic neighborhood services and is consistent with the Core Principles of the TC-3 Neighborhood.

POTENTIAL CHANGES TO ZONING

- The R-1b District should be modified to allow more opportunities for neighborhood services. ***Short term recommendation***
- The R-29 District located on the north and south side of Seventh Street near Elmwood Avenue is predominately single and two family dwellings and should be rezoned to R-15 to reflect "moderate" residential density as identified in the Core Principles of the TC-3 Neighborhood. ***Long term recommendation***
- C-1 District uses should be expanded to allow for more opportunities for neighborhood services (i.e. limited retail). ***Short term recommendation***
- Recommend ordinance amendments in the R-1b District that would allow for accessory dwelling units (ADUs) as Special Land Use Permit. ***Long term recommendation***
- Recommend ordinance amendments that would permit a cottage overlay district in the R-1b District. ***Long term recommendation***
- The parcels zoned R-1b located on the south west side of North Division and Third Streets should be rezoned to C-1 to reflect the current land use and be a transition are between the TC-3 and TC-5 neighborhoods.

Zoning Element TC-4, Corridor Neighborhood



ZONING DISTRICTS IN THE TC-4 NEIGHBORHOOD

OS	Open Space District	HR	Hotel Resort District
R-1a	Single Family Dwelling District	H-1	Hospital District
R-1b	Single Family Dwelling District	I	Industrial District
R-15	Multiple Family Dwelling District		
C-1	Office Service District		
C-2	Neighborhood Center District		
C-3	Community Center District		

ZONING DISTRICTS CONSISTENT WITH THE TC-4 NEIGHBORHOOD

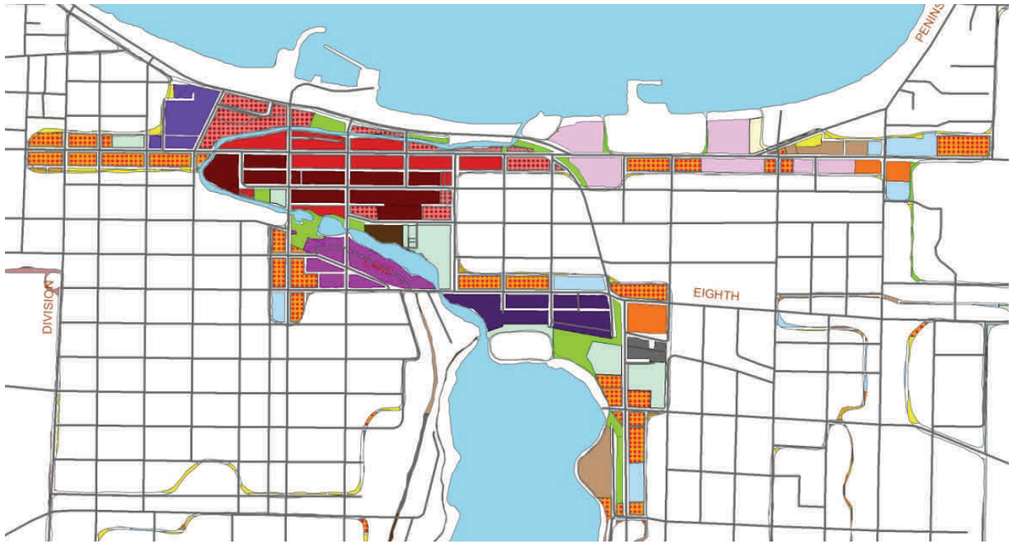
- The R-1b District along 14th Street represents a conforming athletic field with seasonal increases in intensity and is consistent with the core principles of the TC-4 Neighborhood.
- The R-15 District east of Lake Street is adjacent to a TC-3 neighborhood and the lower residential density adjacent to this traditional neighborhood meets the core principles of the TC-4 Neighborhood.
- C-2 District and the C-3 District are consistent with the core principles of the TC-4 Neighborhood.
- The R-1b/MU District along East Traverse Highway allows for C-2 District uses and these uses are consistent with the core principles of the TC-4 Neighborhood.

Zoning Element TC-4, Corridor Neighborhood

POTENTIAL CHANGES TO ZONING

- The R-1a District west of Veterans Drive at the southern City limits should be rezoned to R-29 District to reflect the current land use as well as meet the core principle of higher residential density in the TC-4 Neighborhood. ***Long term recommendation***
- The R-1b District on Plainview Street should be rezoned to I District and include C-2 District uses similar to Woodmere Avenue Corridor. ***Long term recommendation***
- The R-15 District west of Veterans Drive should be rezoned to R-29 District to reflect the current land use as well as meet the core principle of higher residential density in the TC-4 Neighborhood. ***Long term recommendation***
- The R-15 District on the west side of Woodmere Avenue between Centre and Carver should be rezoned to C-2 District. The Woodmere corridor primarily includes I District uses (which includes C-2 uses) and C-2 District uses and this change would be consistent with the core principles of the TC-4 Neighborhood as well as eliminate existing nonconforming uses. ***Long term recommendation***
- Garfield Avenue is a corridor of significance and should be developed as an overlay district or in conjunction with any future corridor studies. Unless an overlay district or future corridor study states differently, the C-1 District along Garfield Avenue should be rezoned to C-3 District. Regulations that reduce intensity levels at the boundaries of Conventional or Traditional neighborhoods should be developed (i.e. larger setback, limited hours of operation). ***Long term recommendation***
- The C-1 Districts along Eighth Street, On the east side of Cass Street and the south side of East Sixteenth should be rezoned to C-2. ***Long term recommendation***
- 14th Street is a corridor of significance and should be developed as an overlay district or in conjunction with any future corridor studies. Unless an overlay district or future corridor study states differently, the C-1 District along the north side of 14th Street should be rezoned to C-2 District to unify the zoning along this corridor. ***Short term recommendation***
- Munson Avenue is a corridor that should be developed as an overlay district or in conjunction with any future corridor studies. Unless an overlay district or future corridor study states differently, the C-1 District along Munson Avenue should be rezoned to C-2 District to allow for more uses which is consistent with the core principles of the TC-4 Neighborhood. Additional uses should be added to the HR District, or eliminate the HR District, rezone to C-2 and incorporate those HR District uses that are not currently in the C-2 District. Regulations that reduce intensity levels at the boundaries of Conventional and Traditional neighborhoods should be developed (i.e. larger setback, limited hours of operation). ***Short term recommendation***
- Larger buildings (offices, retail shops, restaurants and drinking places) in the HR District and the C-2 along arterial or collector streets should be allowed by an Administrative Special Land Use Permit or a City Commission Special Land Use Permit. ***Long term recommendation***
- The C-1 District along East Traverse Highway and M-22 should be rezoned to C-3 with additional regulations that reduce intensity levels at the boundaries of Conventional and Traditional neighborhoods. Additional amendments that address vehicular access drives along this state highway should accompany any rezoning. ***Long term recommendation***
- Additional uses that residents and employees would find useful on a regular basis should be added to the H-1 District uses. ***Short term recommendation***

Zoning Element TC-5, Downtown Neighborhood



ZONING DISTRICTS IN THE TC-5 NEIGHBORHOOD

OS	Open Space District	C-4b	Regional Center District
R-15	Multiple Family Dwelling District	C-4c	Regional Center District
R-29	Multiple Family Dwelling District	D-1	Development District
C-1	Office Service District	D-2	Development District
C-2	Neighborhood Center District	D-3	Development District
C-3	Community Center District	GP	Government/ Public District
C-4a	Regional Center District	I	Industrial District
		HR	Hotel Resort District

ZONING DISTRICTS CONSISTENT WITH THE TC-5 NEIGHBORHOOD

- The OS District in the TC-5 Neighborhood represents city parks, recreational trails and the Farmers Market and is consistent with the core principles of the TC-5 Neighborhood.
- The GP District, C-2 District, C-4 Districts and the D Districts are consistent with the core principles of the TC-5 Neighborhood.
- The I District along Woodmere Avenue includes C-2 District uses and is consistent with the core principles of the TC-5 Neighborhood.

POTENTIAL CHANGES TO ZONING

- The R-29 District on the south side of Washington Street between Cass Street and Boardman Avenue should be rezoned to C-4a District. The change will allow for higher intensities and more opportunities for mixed-use which is consistent with the core principles of the TC-5 Neighborhood. ***Long term recommendation***

THE

Zoning Element TC-5, Downtown Neighborhood

- The R-15 District on the east side of Boardman Lake should be rezoned to R-29 to allow for higher residential density. ***Long term recommendation***
- East Front Street from Railroad Avenue, east to Milliken Drive is a corridor of significance and should be developed as an overlay district or in conjunction with any future corridor studies. Additional regulations that reduce the intensity levels at the boundaries of Conventional and Traditional Neighborhoods should be developed. Unless an overlay district or future corridor study states differently, the C-1 District in this corridor should be rezoned to C-2. Additional uses should be added to the HR District in this corridor, or eliminate the HR District, rezone to C-2 District and incorporate those HR District uses that are not currently in the C-2 District. The R-15 District in this corridor should be rezoned to R-29. These changes will allow for additional uses and higher residential densities which is consistent with the core principles of the TC-5 Neighborhood. ***Short term recommendation***
- The C-3 District uses should be modified to more adequately reflect the core principles of the TC-5 neighborhood (i.e. elimination auto oriented uses such as drive-throughs and car lots). ***Long term recommendation***
- Larger building footprints in the HR and C-2 Districts along arterial and collector streets should be allowed by an Administrative Special Land Use Permit or a City Commission Special Land Use Permit. ***Short term recommendation***
- Eighth Street from Boardman Avenue to Barlow Street is a corridor of significance and should be developed as an overlay district or in conjunction with any future corridor studies. Unless an overlay district or future corridor study states differently, the C-1 District along this corridor should be rezoned to C-2 to more closely reflect the core principles of the TC-5 Neighborhood. ***Long term recommendation***
- Unless an overlay district or future corridor study states differently, the D-1 District north of Eighth Street to the alley right-of-way and to the Old Town Parking Deck Parcel should be rezoned to C-4a. ***Long term recommendation***
- Unless an overlay district or future corridor study states differently, he D-1 District south of Lake Street, west of Cass Street, north of the alley right-of-way and the D-1 District north of Lake Street to the Boardman River and east of Cass Street should be rezoned to C-4b. ***Long term recommendation***
- Unless an overlay district or future corridor study states differently, the D-1 District north of Lake Street and west of Cass Street should be rezoned to C-4c. ***Long term recommendation***
- Unless an overlay district or future corridor study states differently, the D-1 District adjacent to Lay Park should be rezoned to C-4a. ***Long term recommendation***
- The C-1 District south of Eighth Street and east of Union Street should be rezoned to C-2. ***Long term recommendation***
- The D-3 District should be rezoned to C-4b once a public parking deck is constructed within 500 feet. ***Long term recommendation***
- Amend Chapter 1374, Circulation and Parking to not require on site parking within 500 feet of a transit center. ***Short term recommendation***

Approved by the City Commission on 9/17/12

Agenda Item No._____

Communication to the Planning Commission

FOR THE MEETING OF:SEPTEMBER 20, 2016

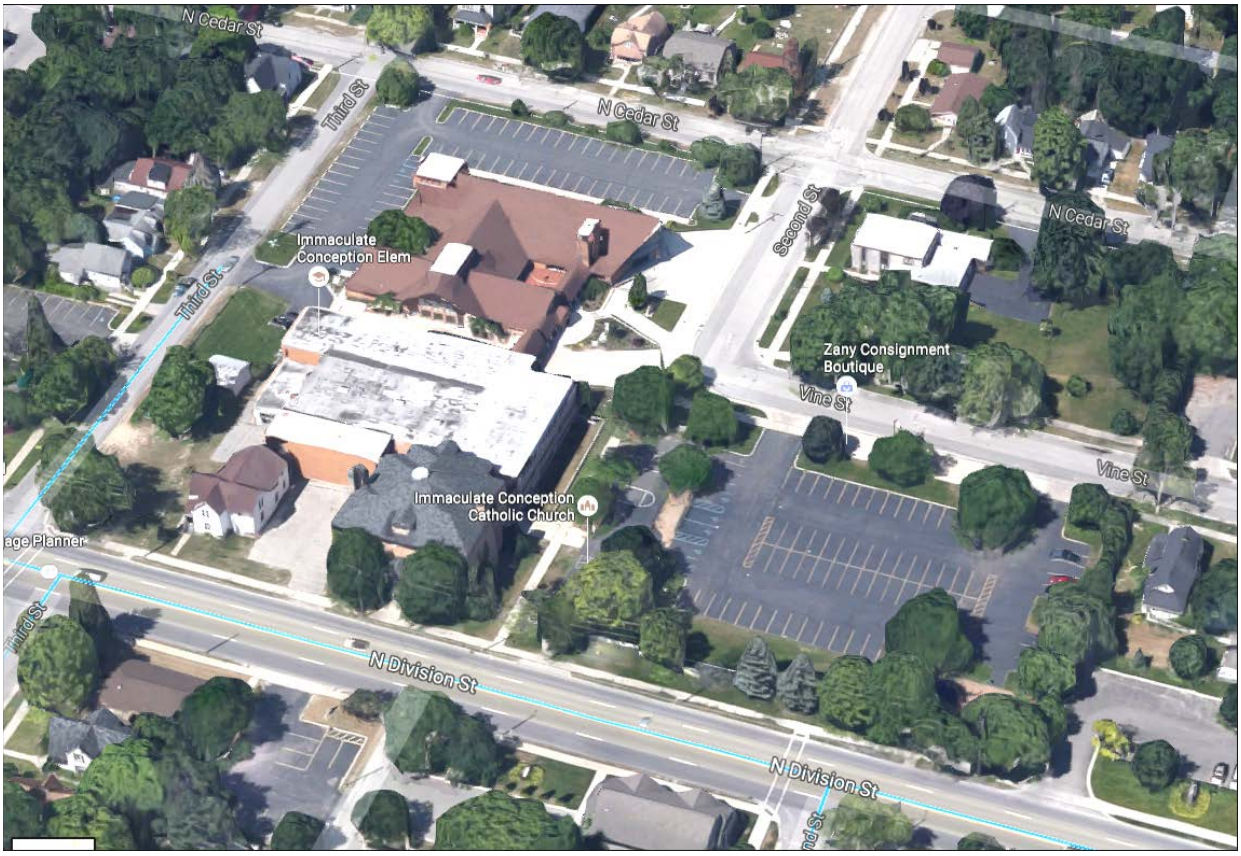
FROM: RUSS SOYRING, PLANNING DIRECTOR

SUBJECT: SPECIAL LAND USE PERMIT, SITE PLAN REVIEW REQUESTS BY MIKE BUELL, GRAND TRAVERSE AREA CATHOLIC SHCOOLS TO CONSTRUCT A SCHOOL AT 218 VINE STREET

DATE: SEPTEMBER 16, 2016

The Planning Department received a request from, Mike Buell, Superintendent of Grand Traverse Area Catholic Schools for a Special Land Use Permit to construct a School at 218 Vine Street. A request to approve the site plan is also being requested at this time. The school is proposed to be located partly on the portion of Vine Street that was recently approved for a vacation by the City on the condition that the school is built. Most of the new school building would be positioned on land that is currently occupied by a parking lot.

The proposed building would replace an existing 2-story school building. The new 2-story school will have 32 classrooms in the 44,410 square feet building. The main entrance faces south. The east side of the school would front Division Street. Current parking locations and circulation routes would be altered. Access to the existing church and school would be from Third, Cedar and Vine Streets. No direct vehicular access to Division Street is proposed.



The property is zoned R-1b (Single Family Dwelling District) which allows Schools by Special Land Use Permit.

The Master Plan designates this area as a TC-3 Traditional Neighborhood where it states these neighborhood types will focus on historic patterns. Neighborhood level services, schools, parks and places of worship are envisioned to be part of this neighborhood type.

If you find after reviewing the submission material, you have sufficient information assess whether the general and specific standards can be met or cannot be met in Section 1364.02 Section 1364.08(k) the following motion is appropriate:

> **I move that the request by Mike Buell, Superintendent for Grand Traverse Area Catholic Schools for a Special Land Use Permit for a School at 218 Vine Street be introduced and scheduled for a public hearing for the November 1, 2016 Regular Meeting.**

If you find that the site plan information is complete, the following motion is appropriate:

> **I move that the request by Mike Buell, Superintendent for Grand Traverse Area Catholic Schools for site plan approval be introduced and set for review and possible action at the November 1, 2016 Regular Meeting.**

RAS

Attachments: Special Land Use Permit Application
Site Plan Review Application
Letter from Scott Jozwiak, Consulting Engineer
Site Plan dated 9/12/16
Elevations and floor plan set dated 5/13/16
Traffic Study dated November 16, 2015

City of Traverse City

SPECIAL LAND USE PERMIT APPLICATION

Planning Department, 400 Boardman, Traverse City, MI 49684 (231) 922-4778 Telefax (231) 922-4457

NOTE: BEFORE SUBMITTING AN APPLICATION, AN APPLICANT SHALL MEET WITH THE PLANNING DIRECTOR TO REVIEW THE PROPOSED PROJECT, THE TRAVERSE CITY CODE OF ORDINANCES AND THE CITY PLAN. Traverse City Code, Sec. 1364.04(a)

APPLICATION FEE: $830.00	DATE:
CHECK NO. 1069	HEARING DATE:
RECEIPT NO. 18187	PARCEL NUMBER:

Property address: 218 Vine St, Traverse City

Legal description: Lots 1-5 of Block 5 of Hannah Lay & Co's 3rd Addition, Lots 1-5 of Block 6 of Hannah Lay & Co's 3rd Addition, Lots 5-7 Block 2 of Hannah Lay & Co's 3rd Addition, Lots 5-12 of Block 1, Hannah Lay & Co's 3rd Addition and a portion fo land located in Section 4, Town 27 North, Range 11 West,, City of Traverse City, Grand Traverse County, Michigan, the entire parcel more fully described as follows:
BEGINNING at the Southeast corner of Lot 5, Block 5, Hannah Lay & Co's 3rd Addition; thence N 87°55'03" W, 422.95 feet; thence N 02°06'16" E, 465.46 feet; thence S 87°41'46" E, 148.56 feet; thence along a 66.00 foot radius curve to the left for a distance of 103.86 feet (central angle =90°09'37", chord bearing =N 47°13'25" E, chord distance = 93.47 feet); thence S 87°46'52" E, 199.61 feet; thence S 01°10'52" W, 530.41 feet to the POINT OF BEGINNING..
Containing 4.80 acres, more or less.

Description of Request:
Complete redesign of school campus. See Cover letter for more information.

THE COMPLETED APPLICATION, FOURTEEN (14)* COPIES OF THE SITE PLAN, AND ONE (1) ELECTRONIC COPY OF THE APPLICATION AND SITE PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT PRIOR TO THE MEETING AT WHICH THE REQUEST WILL BE CONSIDERED FOR INTRODUCTION. THE SITE PLAN SHALL MEET ALL THE REQUIREMENTS OF TRAVERSE CITY CODE, CHAPTER 1366, *SITE PLANS AND SITE DEVELOPMENT STANDARDS.*

Names of all property owners: Grand Traverse Area Catholic Schools (Diocese of Gaylord)

Applicant's name: Grand Traverse Area Catholic Schools (Diocese of Gaylord)

Address: 123 E. Eleventh St., Traverse City, MI 49684

Telephone: 231-946-8100 Telefax:

The undersigned acknowledges that in the event that it is determined by the Planning Director or the Planning Commission pursuant to Sections 1322.01 or 1322.05 of the Zoning Ordinance that the Application Fee will not cover the actual costs of processing this Application, including, but not limited to, costs for per diem expenses of staff, staff review and preparation time, professional reviews, attorney fees and other related expenses, outside professional planners, engineers, surveyors, architects or landscape architects, the undersigned shall be responsible for such additional fees in an amount determined by the Planning Director or the Planning Commission as provided by the Zoning Ordinance

Signature of owner(s):

Signature of applicant (if different than owner):

Relationship of applicant to owner:

*Note: After the Planning Commission has acted upon the request, ten (10) additional copies of the site plan shall be submitted to the City Clerk.

The applicant acknowledges that the City may be required from time to time to release records in its possession. The applicant hereby gives permission to the City to release any records or materials received by the City as it may be requested to do so as permitted by the Freedom of Information Act, MCL 15.231 et seq.

Revised 9/11/14

City of Traverse City

PLANNING COMMISSION SITE PLAN REVIEW APPLICATION*

Planning Department, 400 Boardman, Traverse City MI 49684 (231) 922-4778 (231)922-4457 fax

NOTE: BEFORE SUBMITTING AN APPLICATION, AN APPLICANT SHALL MEET WITH THE PLANNING DIRECTOR TO REVIEW THE PROPOSED PROJECT, THE TRAVERSE CITY CODE OF ORDINANCES AND THE CITY PLAN. Traverse City Code, Sec. 1364.04(a)

APPLICATION FEE:	$200.00	DATE:	
CHECK NO.	1070	HEARING DATE:	
RECEIPT NO.	14187	PARCEL NUMBER:	

Property address: 218 Vine St, Traverse City

Legal description: Lots 1-5 of Block 5 of Hannah Lay & Co's 3rd Addition, Lots 1-5 of Block 6 of Hannah Lay & Co's 3rd Addition, Lots 5-7 Block 2 of Hannah Lay & Co's 3rd Addition, Lots 5-12 of Block 1, Hannah Lay & Co's 3rd Addition and a portion fo land located in Section 4, Town 27 North, Range 11 West,, City of Traverse City, Grand Traverse County, Michigan, the entire parcel more fully described as follows:
BEGINNING at the Southeast corner of Lot 5, Block 5, Hannah Lay & Co's 3rd Addition; thence N 87°55'03" W, 422.95 feet; thence N 02°06'16" E, 465.46 feet; thence S 87°41'46" E, 148.56 feet; thence along a 66.00 foot radius curve to the left for a distance of 103.86 feet (central angle =90°09'37", chord bearing =N 47°13'25" E, chord distance = 93.47 feet); thence S 87°46'52" E, 199.61 feet; thence S 01°10'52" W, 530.41 feet to the POINT OF BEGINNING..
Containing 4.80 acres, more or less.

Description of Request:

Complete redesign of school campus. See Cover letter for more information.

THE COMPLETED APPLICATION , FOURTEEN (14)* COPIES OF THE SITE PLAN SHALL, AND ONE (1) ELECTRONIC COPY OF THE APPLICATION AND SITE PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT A MINIMUM OF 21 DAYS PRIOR TO THE MEETING AT WHICH THE REQUEST WILL BE CONSIDERED FOR INTRODUCTION. THE SITE PLAN SHALL MEET ALL THE REQUIREMENTS OF TRAVERSE CITY CODE, CHAPTER 1366, *SITE PLANS AND SITE DEVELOPMENT STANDARDS.*

Names of all property owners: Grand Traverse Area Catholic Schools (Diocese of Gaylord)

Applicant's name: Grand Traverse Area Catholic Schools (Diocese of Gaylord)

Address: 123 E. Eleventh St., Traverse City, MI 49684

Phone: 231-946-8100 Fax:

Signature of owner(s):

Signature of applicant (if different than owner):

Relationship of applicant to owner:

*For Planning Commission-approved special land use permits, planned unit developments or for land use permits for a use generating more than 500 motor vehicle trips per day.

jozwiak consulting po box 5342 | traverse city, mi 49696 | (231) 218-1201 | www.jozwiakconsulting.com

September 13, 2016

Russ Soyring
Planning Director
City of Traverse City

RE: Special Land Use Application
Immaculate Conception Campus Reconstruction Project

Dear Russ:

Grand Traverse Area Catholic Schools (GTACS) has continued to work on the project that we started laying the ground work for over a year ago and is now in the final stages of fund raising which appears to put the project on track for a Spring 2017 start. Revamping the campus of Immaculate Conception is first on the list of improvements both at this and the St. Francis campus on 11th St. As demonstrated to you previously, evaluations of the existing school have deemed it to be beyond the useful life and too costly to renovate in order to meet current codes and needs. The most feasible solution is to construct a new school.

Last year, we introduced this project to the planning commission as we sought to increase the impervious restriction and to vacate a portion of Second Street and Vine Street. Both requests were accepted. Since those applications, the building and the site plan were carefully reviewed and some minor tweaks were made. The changes made, though minimal, include a slight reduction in the school footprint and an increase to the landscape island areas. The plans have been further scrutinized to minimize impervious surfaces including sidewalk areas around the existing church. Overall, the project currently sits at 58 percent impervious lot coverage and parking counts that put us right on track with the ordinance and with the church's needs.

We are now looking to finalize our approval project by submitting our plans and application for the Special Land Use process. We look forward to showing other aspects of the project that are now incorporated that follow the comments we heard through the prior reviews. Stormwater, green space (including tree canopy coverage), along with pedestrian interconnectivity were some of the more prominent comments that we heard.

<u>Stormwater Management</u>
We have reviewed the existing drainage system for the Immaculate Conception Campus and found that almost all of the campus plus the soon to be removed Second and Vine Streets directly flows into the city storm. This does not include the existing parking lot that is along Division Street which currently is served by infiltration basins. Our initial thoughts on stormwater were to provide an infiltration system for the parking lot and church and develop another means that would allow the school runoff to drain to the city storm. Our plans changed and now provide capacity for the school runoff as well. We have not finalized our design of the system since we are working with various manufacturers to determine the product that will best serve our needs. We will continue to develop the underground system and will do so with staff input. Our office has successfully used underground infiltration systems within the city on other projects and are confident that this type of system will best serve this project. To reiterate, we are receiving the stormwater from the site and reintroducing it into the ground. For storms that exceed our 25-year design, we will request a connection to the city storm system where we will introduce an overflow device. In other words, all stormwater will enter our system. When a higher intensity storm is experienced, the water will flow through the overflow once our system tops out.

Green Space

We have reviewed our site plan and have now developed it such that we have 58% lot coverage by asphalt and buildings. This does not include sidewalks which accounts for another 10%. Therefore, over 30% of the property will be vegetated. Trees are proposed throughout as it is our desire to develop a plan the nearly replicates the existing tree canopy.

Landscaping

We have secured a contract with Anita Silverman who is a locally know landscape architect who lives in the city limits to review our project and to provide us with a landscaping plan. Her initial review of the project resulted in a few ideas which we incorporated. One idea was to increase the green area in front of the church by removing a portion of the sidewalk near the entry. This provided ample space to include a few more trees which increases the canopy cover that was discussed during a previous planning commission meeting. The plans we are submitting today do depict the landscaping plan ideas that Anita preliminarily for us. In the coming week, she will update her concept plan and we will share it with you on September 20th. She will further develop the plan into a complete landscape plan upon a favorable review of our project.

Pedestrian Interconnectivity

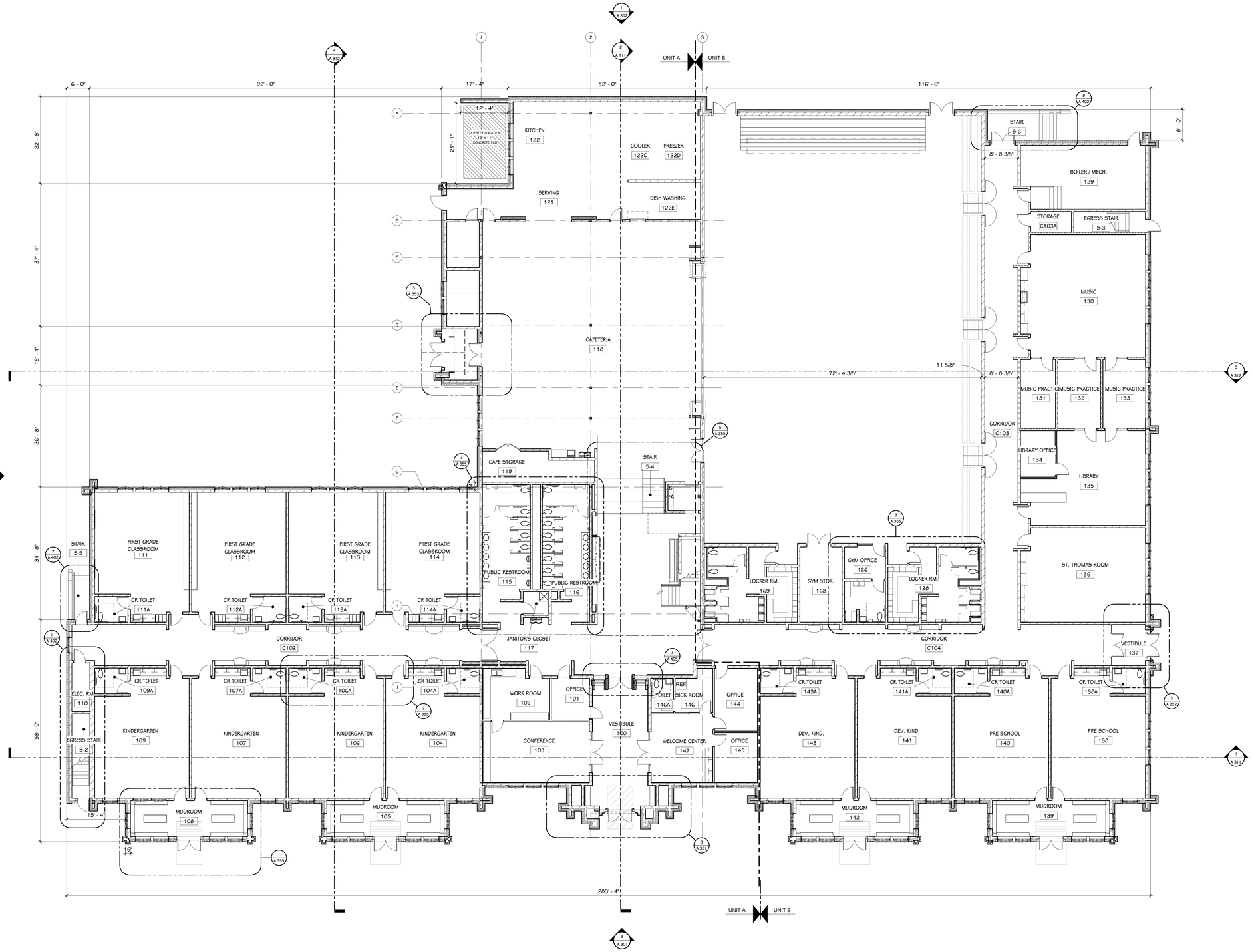
Pedestrian routes and sidewalks are paramount in using the campus to its fullest. Perimeter sidewalks have always been a part of the plan and we are open to discussions on where additional sidewalks may be introduced. We reviewed some of the sidewalks that we had in our previous plan and revamped our thoughts based on actual conditions in the field and based on a thought of not increasing impervious surfaces where not specifically warranted. We did omit the sidewalk along the north side of the new Second Street. Our thought on this was that we would maintain a maximum amount of privacy the adjacent homeowner and we can keep three additional trees that would be impacted if we were to add the sidewalk. The sidewalk along the south side of the new Second Street remains.

The sidewalk that we had depicted along the west side of the church parking lot along Cedar has been removed. Currenty, there are several trees planted in that area tree lawn area. Introducing a sidewalk along that stretch did not appear to be a good idea to our project team. Again, we are not opposed to sidewalk at this location but request guidance from city staff and or the planning commission on how that stretch can be best developed. We have added a connection through the campus that connects with the sidewalk on the west side of Division Street. This connection will be gated while school is in session and opened at all other times. As always, we allow the community to use the playgrounds at all of our campuses when school is not in session.

We look forward to discussing these items and other components of our project at the September 20th planning commission meeting. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,
Jozwiak Consulting, Inc.

Scott M. Jozwiak, P.E.
Principal



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DATE

MAY 13, 2016

CONSTRUCTION DOCUMENTS 100%

PROJECT TITLE

NEW IMMACULATE CONCEPTION ELEMENTARY SCHOOL

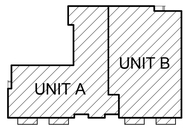
GRAND TRAVERSE AREA CATHOLIC SCHOOLS
TRAVERSE CITY, MI

ISSUED FOR DATE

SHEET TITLE

OVERALL FIRST FLOOR PLAN

IMMACULATE CONCEPTION



KEY PLAN
SCALE: NO SCALE

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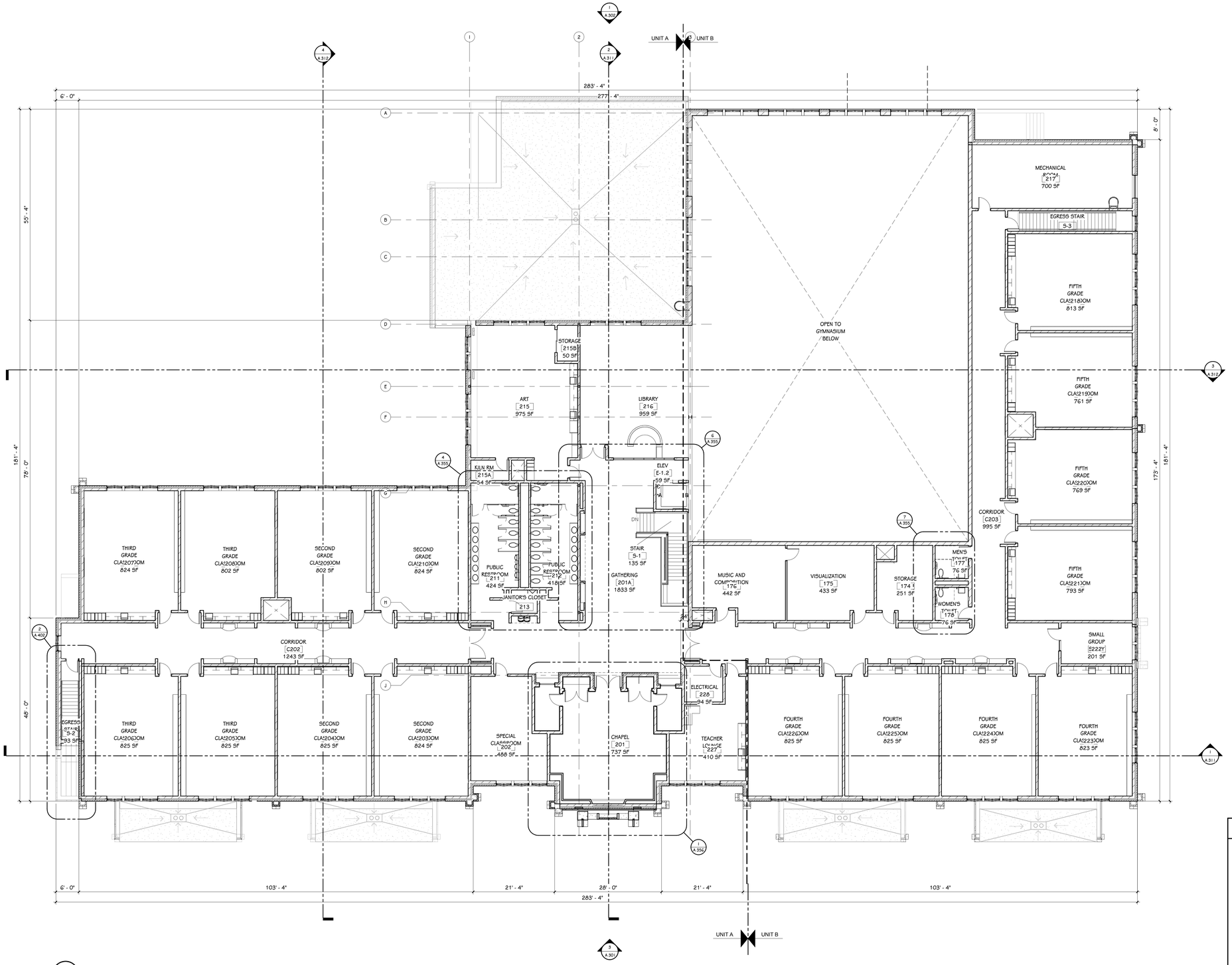
1/8" = 1'-0" GRAPHIC SCALE

PRELIMINARY
NOT FOR CONSTRUCTION

SHEET NUMBER

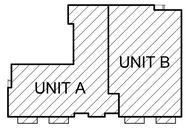
A 101

14188.10



OVERALL SECOND FLOOR PLAN
3/32" = 1'-0"

IMMACULATE CONCEPTION



KEY PLAN
SCALE: NO SCALE

0' 5' 10' 15' 25'
1/8" = 1'-0" GRAPHIC SCALE

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SHEET TITLE
OVERALL SECOND FLOOR PLAN

PRELIMINARY
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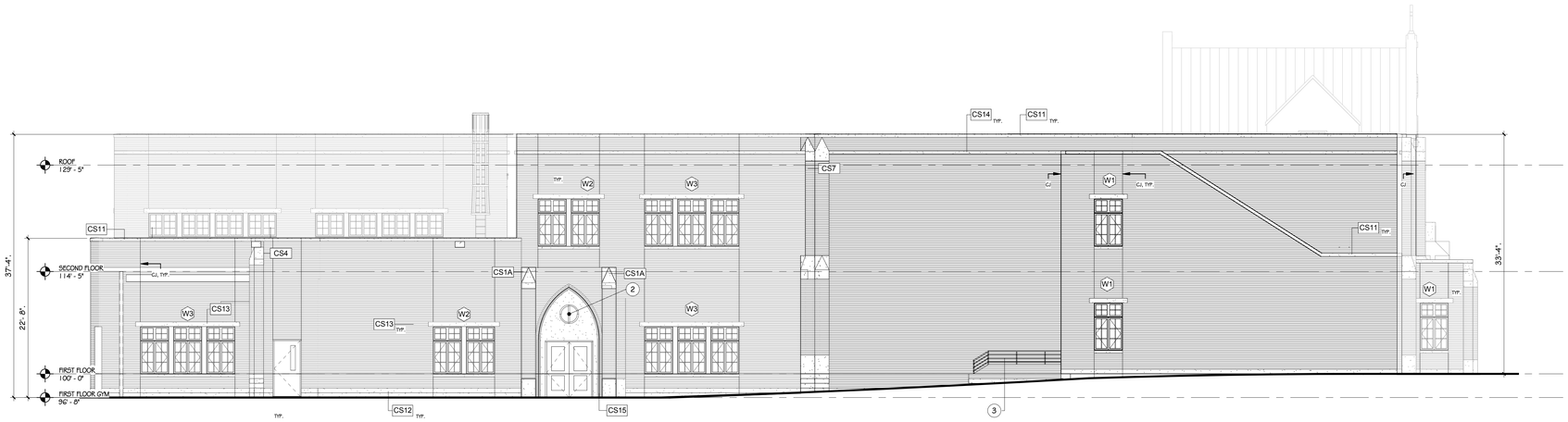
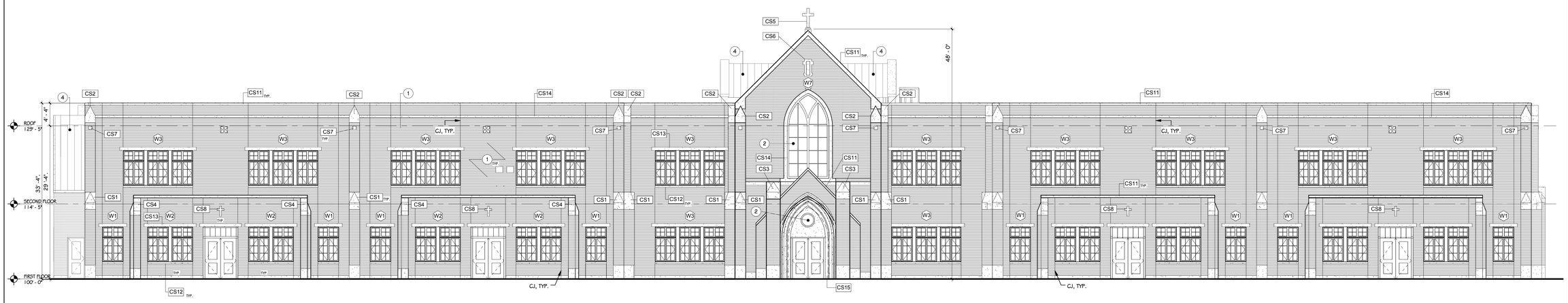
SHEET NUMBER
A 102
14188.10



4 / A 301 WEST ELEVATION
1/8" = 1'-0"



3 / A 301 SOUTH ELEVATION
1/8" = 1'-0"

EXTERIOR ELEVATION KEY NOTES

1	FACE BRICK
2	STAINED GLASS
3	METAL RAILING
4	STANDING SEAM METAL ROOF

EXTERIOR ELEVATION KEY

	BRICK 1
	CAST STONE
CS-#	CAST STONE SPECIALTY PIECE
EJ	EXPANSION JOINT
CJ	CONTROL JOINT

EXTERIOR ELEVATION GENERAL NOTES

1. REFER TO SHEET A-303 AND A-304 FOR CS1 - CS14, CAST STONE SPECIALTY PIECES.
2. REFER TO SHEET A-502 FOR WINDOW SCHEDULE AND DETAILS.
3. REFER TO SHEET A-351, A-352, A-353, AND A-354 FOR ADDITIONAL ELEVATION NOTES.

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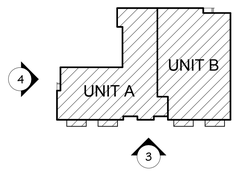
TRAVERSE CITY, MI

ISSUED FOR DATE

SHEET TITLE

EXTERIOR ELEVATIONS

IMMACULATE CONCEPTION



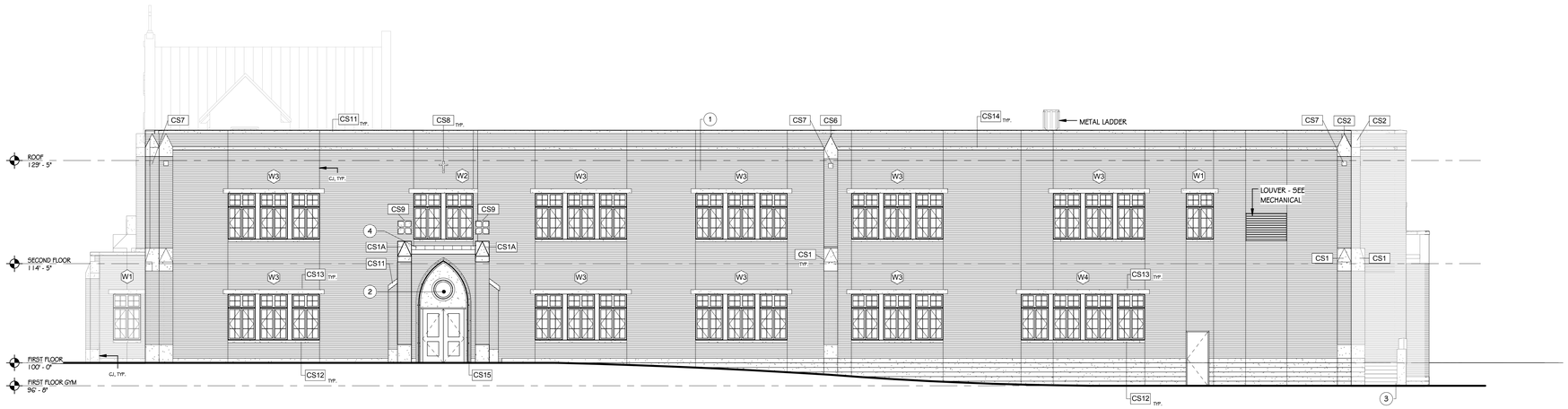
KEY PLAN
SCALE: NO SCALE

PRELIMINARY
NOT FOR CONSTRUCTION

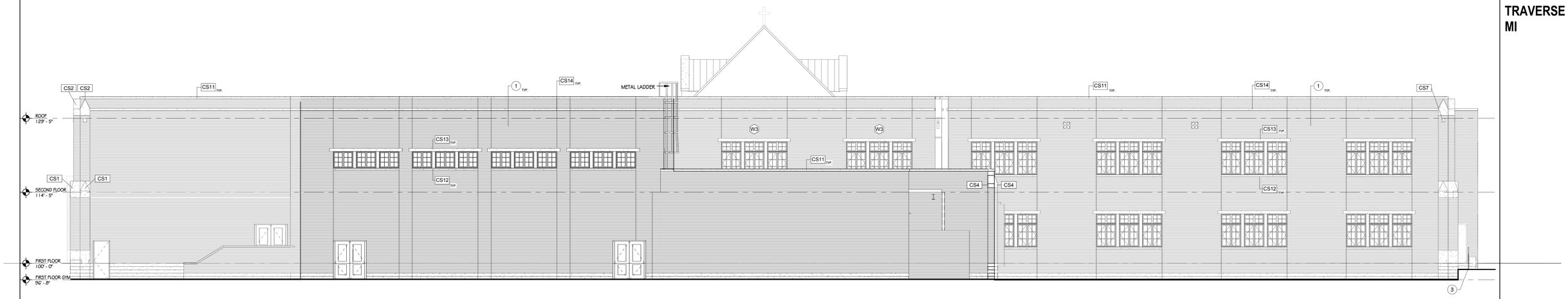
SHEET NUMBER

A 301

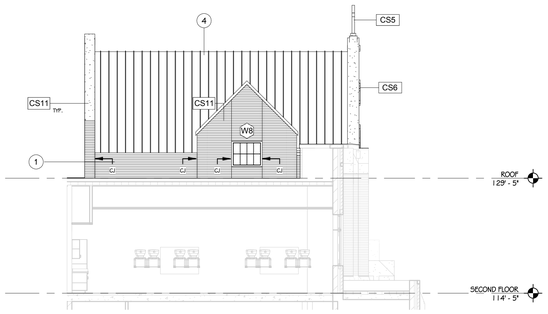
14188.10



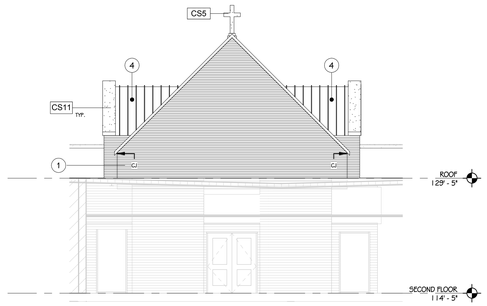
2 / A 302 EAST ELEVATION
1/8" = 1'-0"



1 / A 302 NORTH ELEVATION
1/8" = 1'-0"



3 / A 302 CHAPEL ENLARGED ELEVATION
1/8" = 1'-0"



4 / A 302 CHAPEL ENLARGED NORTH ELEVATION
1/8" = 1'-0"

EXTERIOR ELEVATION KEY NOTES

1	FACE BRICK
2	STAINED GLASS
3	METAL RAILING
4	STANDING SEAM METAL ROOF

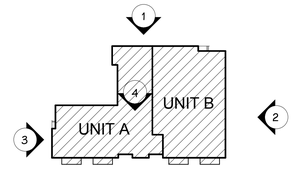
EXTERIOR ELEVATION KEY

- BRICK 1
- CAST STONE
- CS-# — CAST STONE SPECIALTY PIECE
- EJ — EXPANSION JOINT
- CJ — CONTROL JOINT

EXTERIOR ELEVATION GENERAL NOTES

1. REFER TO SHEET A-303 AND A-304 FOR CS1 - CS14, CAST STONE SPECIALTY PIECES.
2. REFER TO SHEET A-502 FOR WINDOW SCHEDULE AND DETAILS.
3. REFER TO SHEET A-351, A-352, A-353, AND A-354 FOR ADDITIONAL ELEVATION NOTES.

IMMACULATE CONCEPTION



KEY PLAN
SCALE: NO SCALE

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ISSUED FOR DATE

SHEET TITLE
EXTERIOR ELEVATIONS

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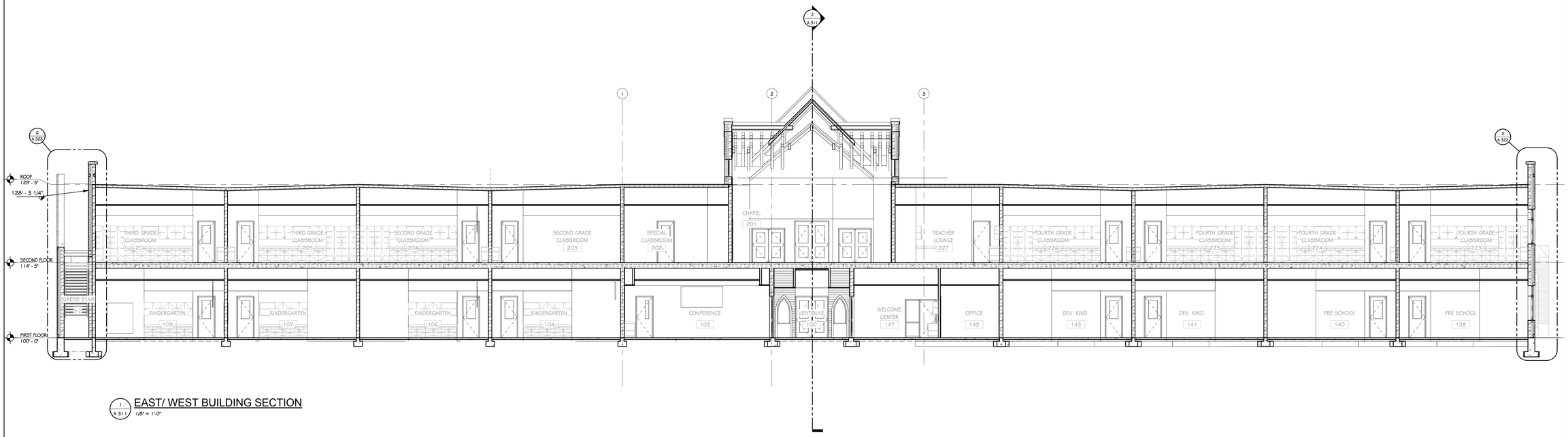
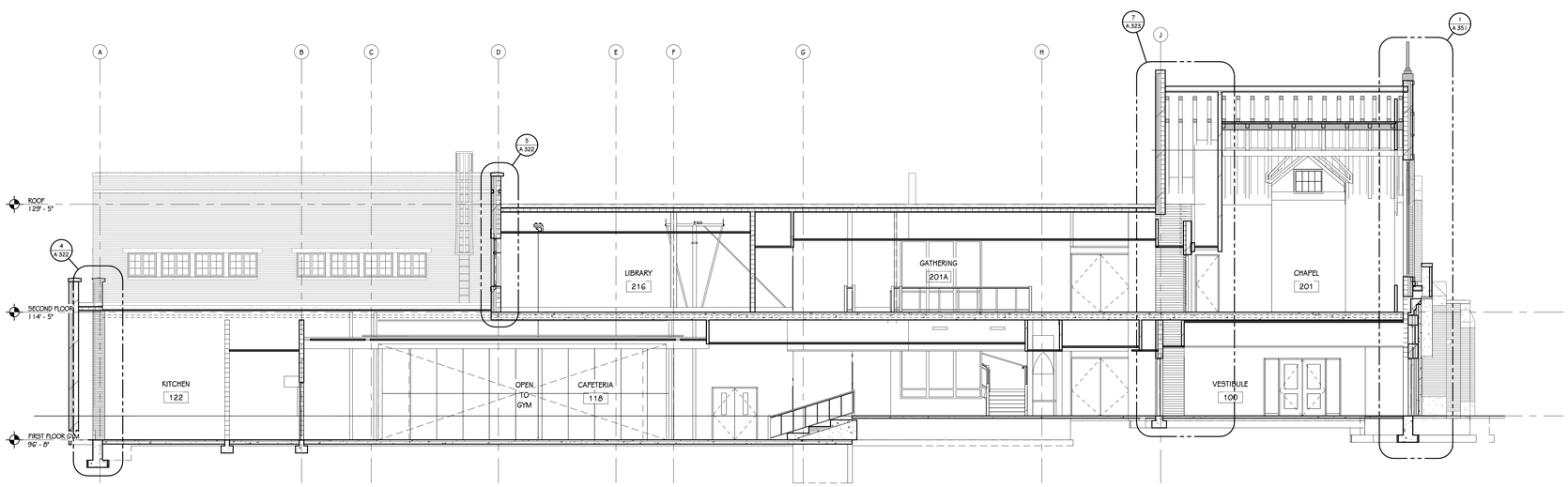
NOT FOR CONSTRUCTION

SHEET NUMBER
A 302
14188.10

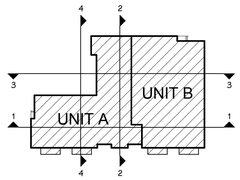


1 / A311 EAST/ WEST BUILDING SECTION
1/8" = 1'-0"



2 / A311 BUILDING SECTION THROUGH CAFETERIA
1/8" = 1'-0"

IMMACULATE CONCEPTION



KEY PLAN
SCALE: NO SCALE

TowerPinkster
ARCHITECTS | ENGINEERS

Tower Pinkster Titus Associates Inc.

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TOWERPINKSTER.COM

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DATE
MAY 13, 2016
CONSTRUCTION DOCUMENTS 100%

PROJECT TITLE
NEW IMMACULATE CONCEPTION ELEMENTARY SCHOOL

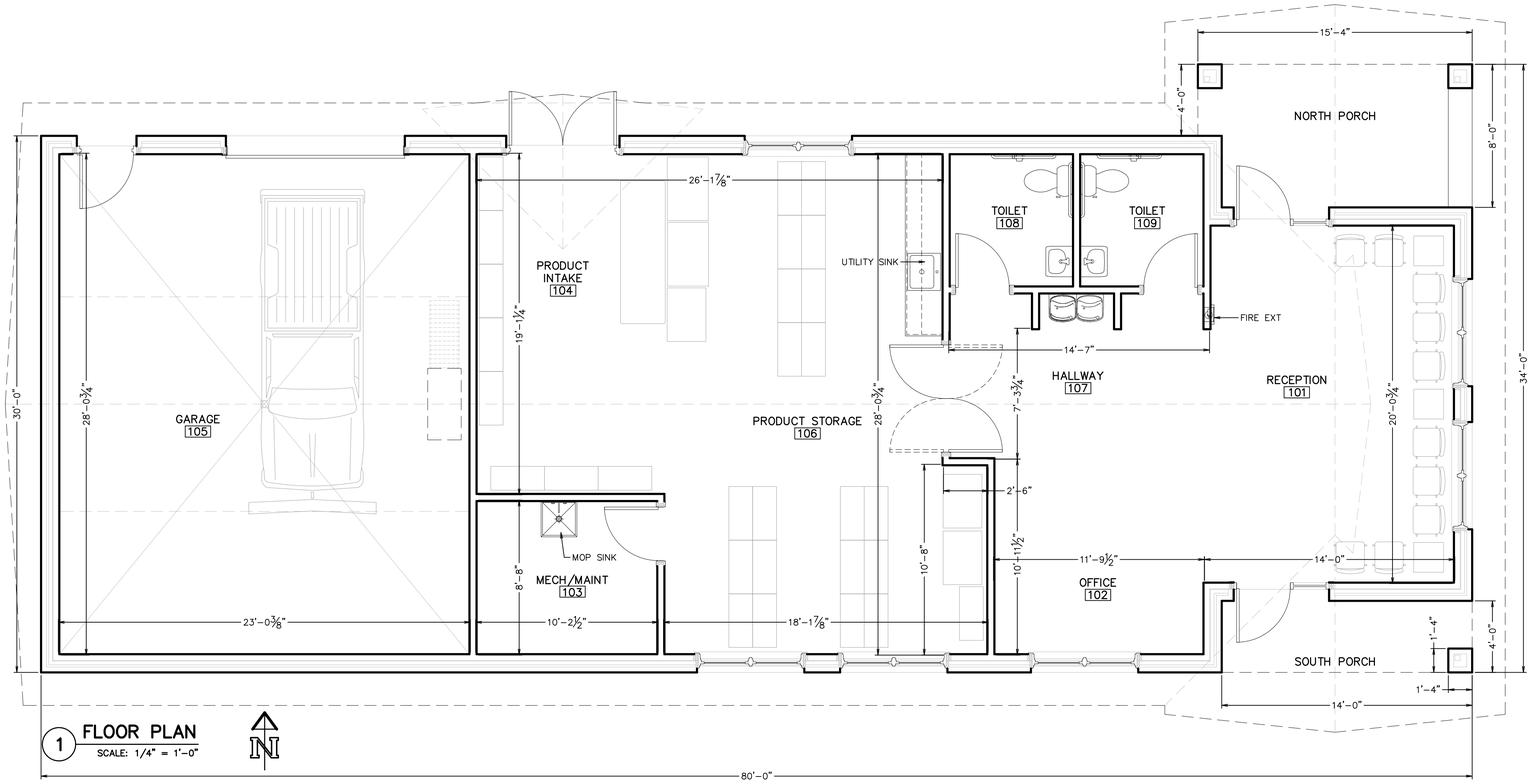
GRAND TRAVERSE AREA CATHOLIC SCHOOLS
TRAVERSE CITY, MI

ISSUED FOR DATE

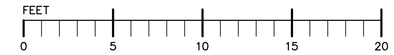
SHEET TITLE
BUILDING SECTIONS

PRELIMINARY
NOT FOR CONSTRUCTION

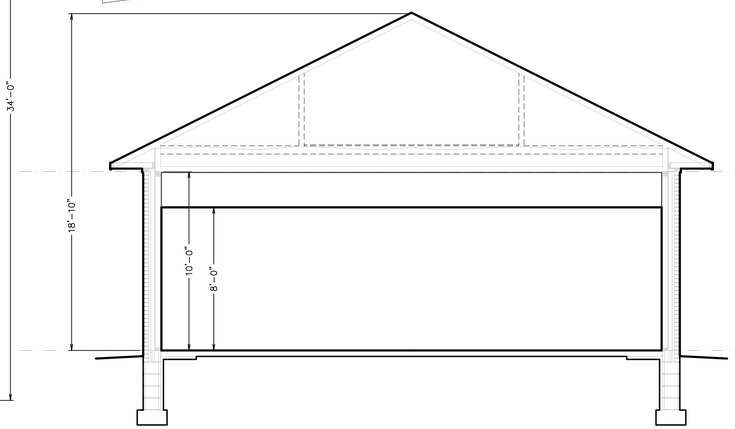
SHEET NUMBER
A 311
14188.10



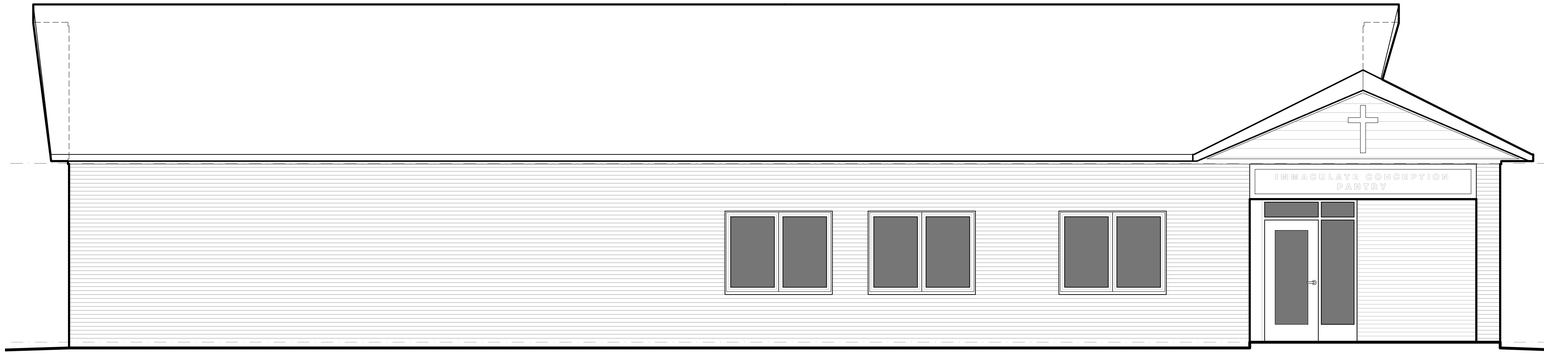
1 FLOOR PLAN
SCALE: 1/4" = 1'-0"



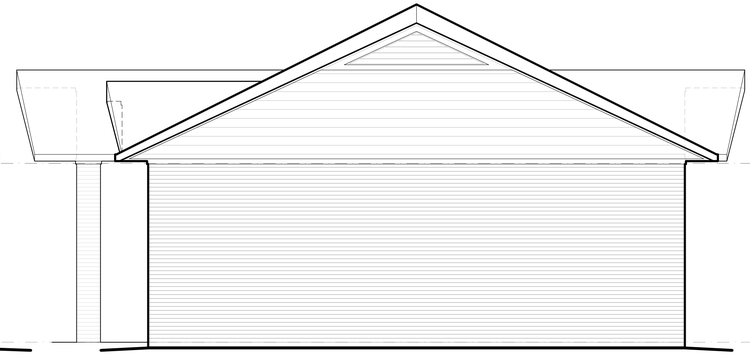
PRELIMINARY
NOT FOR CONSTRUCTION



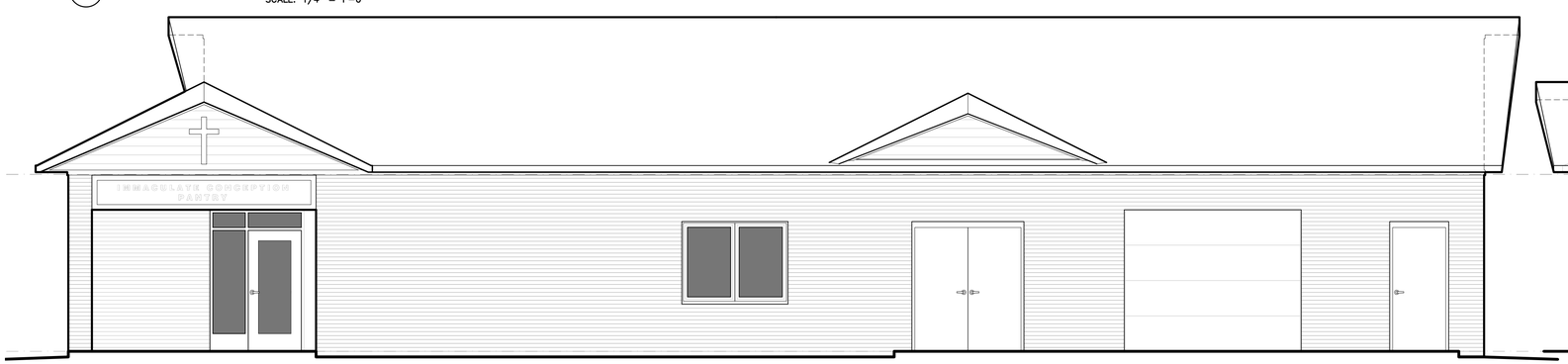
2 BUILDING SECTION
SCALE: 1/4" = 1'-0"



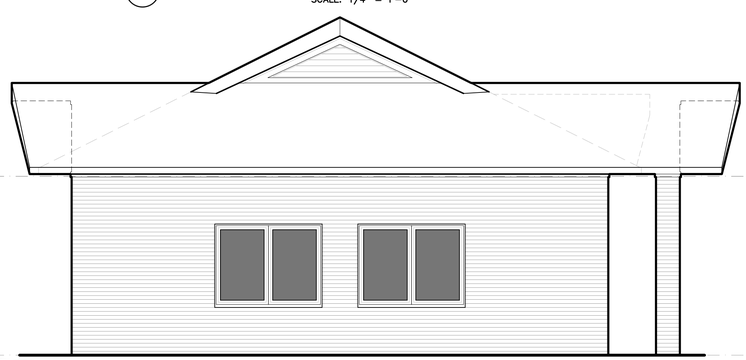
3 NORTH EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"



4 WEST EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"



5 SOUTH EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"



6 EAST EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"

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ARCHITECTURE AT TECHNOLOGY

ARCHITECT:
ARCHITECTURE TECHNOLOGY, P.C.
1304 BUSINESS PARK DRIVE
TRAVERSE CITY, MI 49686
(231) 933-4489

OWNER:
GRAND TRAVERSE AREA CATHOLIC SCHOOLS
123 EAST ELEVENTH STREET
TRAVERSE CITY, MI 49684

PROJECT:
IMMACULATE CONCEPTION PANTRY
205 NORTH DIVISION STREET
TRAVERSE CITY, MI 49684

SHEET CONTENTS:
PRELIMINARY DESIGN

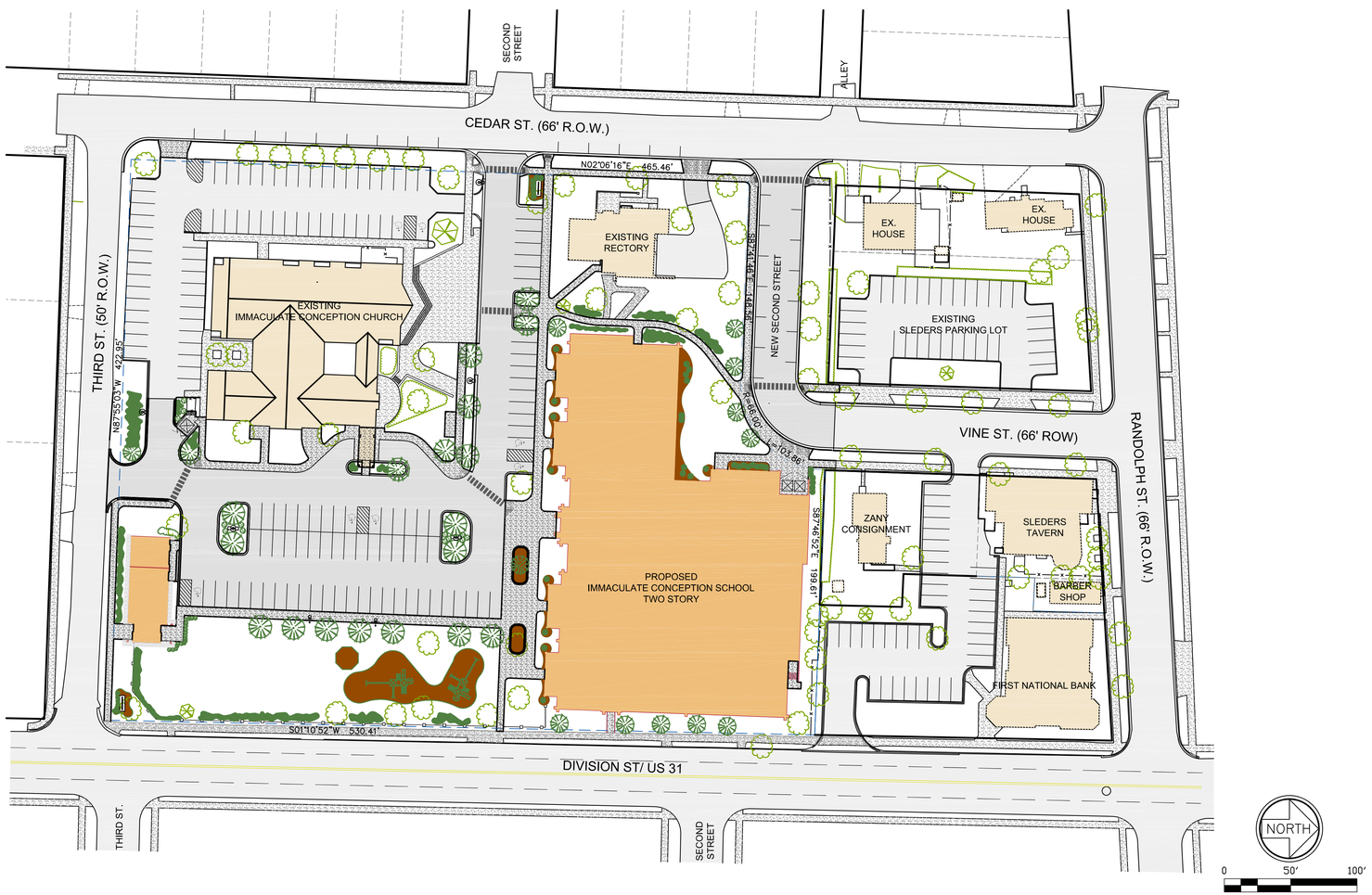
ICF_PLAN

ISSUED:	10-16-15
REV:	04-07-16
REV:	05-06-16
REV:	06-02-16
REV:	
REV:	

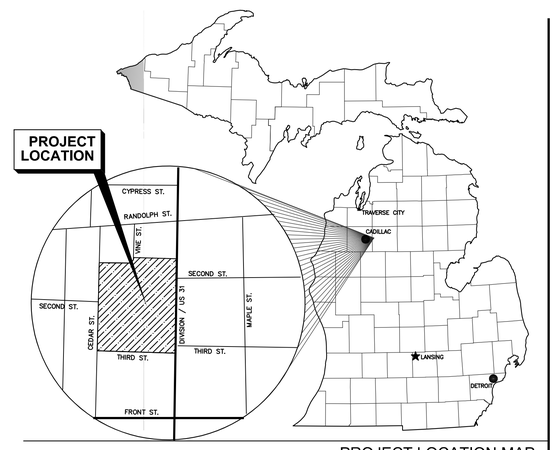
A1

IMMACULATE CONCEPTION CAMPUS REDEVELOPMENT PLAN

GRAND TRAVERSE AREA CATHOLIC SCHOOLS AND THE DIOCESE OF GAYLORD



OVERALL DEVELOPMENT MAP



PROJECT LOCATION MAP

Lots 1–5 of Block 5 of Hannah Lay & Co's 3rd Addition, Lots 1–5 of Block 6 of Hannah Lay & Co's 3rd Addition, Lots 5–7 Block 2 of Hannah Lay & Co's 3rd Addition, Lots 5–12 of Block 1, Hannah Lay & Co's 3rd Addition and a portion fo land located in Section 4, Town 27 North, Range 11 West,, City of Traverse City, Grand Traverse County, Michigan, the entire parcel more fully described as follows:

BEGINNING at the Southeast corner of Lot 5, Block 5, Hannah Lay & Co's 3rd Addition; thence N 87°55'03" W, 422.95 feet; thence N 02°06'16" E, 465.46 feet; thence S 87°41'46" E, 148.56 feet; thence along a 66.00 foot radius curve to the left for a distance of 103.86 feet (central angle =90°09'37", chord bearing =N 47°13'25" E, chord distance = 93.47 feet); thence S 87°46'52" E, 199.61 feet; thence S 01°10'52" W, 530.41 feet to the POINT OF BEGINNING..

Containing 4.80 acres, more or less.

Subject to and together with agreements, covenants, easements, and restrictions of record.

LEGAL DESCRIPTION

SHEET	SHEET TITLE
C0	GENERAL PLAN INFORMATION
C1.0	ZONING SUMMARY
C1.1	SITE DEMOLITION PLAN
C1.2	UTILITY DEMOLITION PLAN
C1.3	SITE PLAN
C1.4	GRADING AND DRAINAGE PLAN
C1.5	UTILITY PLAN
C3.1	ENLARGED VIEW: PANTRY SITE PLAN
C3.2	ENLARGED VIEW: SCHOOL SITE PLAN
C3.3	ENLARGED VIEW: PARKING LOT SITE PLAN
C3.4	ENLARGED VIEW: NEW SECOND STREET

SHEET INDEX

SITE ENGINEER:
jozwiak consulting
p.o. box 5342 traverse city, mi 49696 231-218-1201
www.jozwiakconsulting.com

PLAN DATE HISTORY:
9-12-16 SUBMITTAL SET.

PROJECT:
CAMPUS REDEVELOPMENT PLAN
NEW IMMACULATE CONCEPTION ELEMENTARY SCHOOL

LOCATION:
218 VINE ST.
TRAVERSE CITY, MI

CLIENT:
GRAND TRAVERSE AREA CATHOLIC SCHOOLS
123 E. ELEVENTH ST
TRAVERSE CITY, MI 49684

PROJECT NO.:
2014-107

GENERAL PLAN INFORMATION

C0

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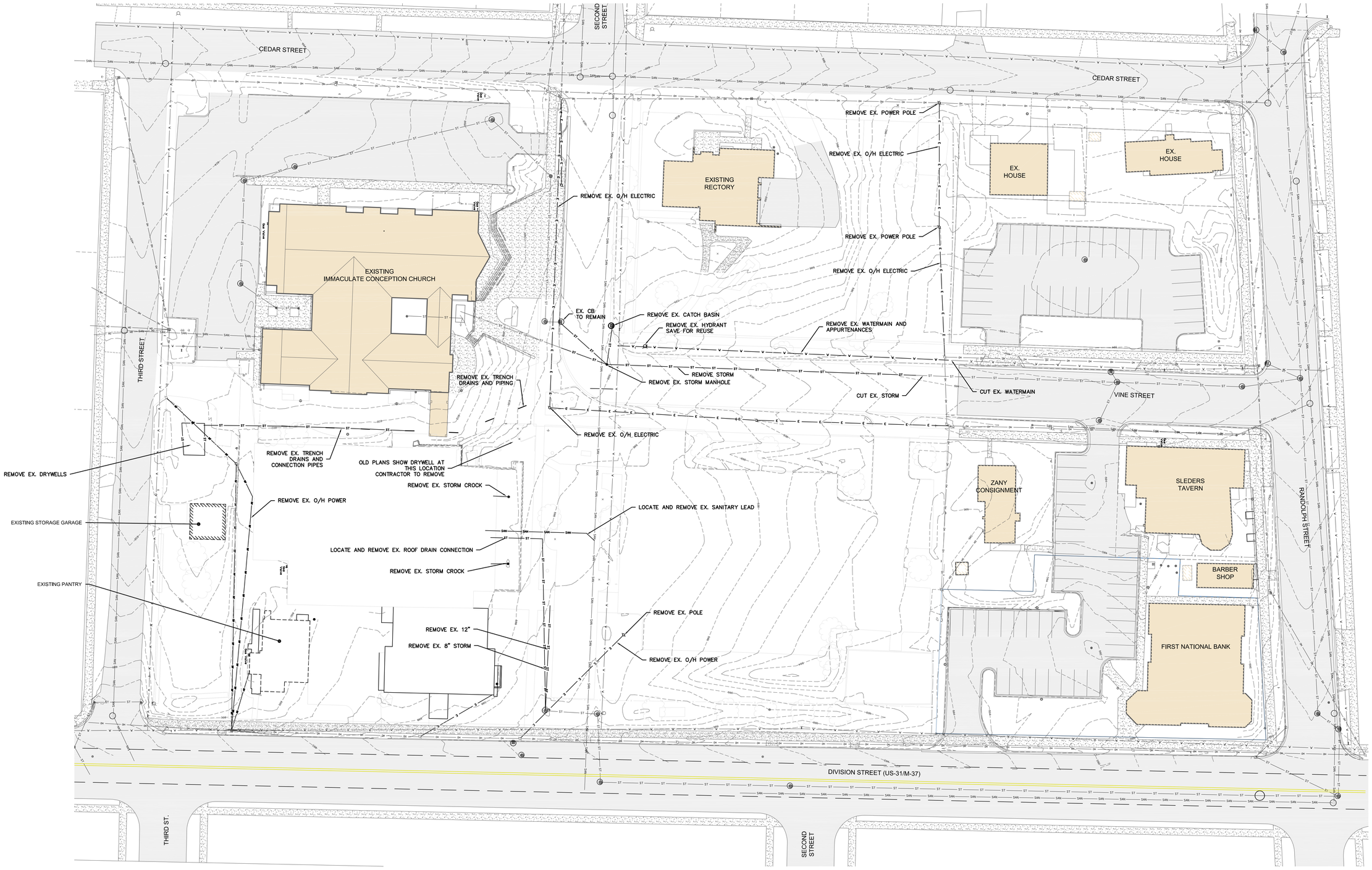
EXISTING CONDITIONS AND DEMOLITION PLAN

C1.1



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UTILITY DEMOLITION PLAN

C1.2

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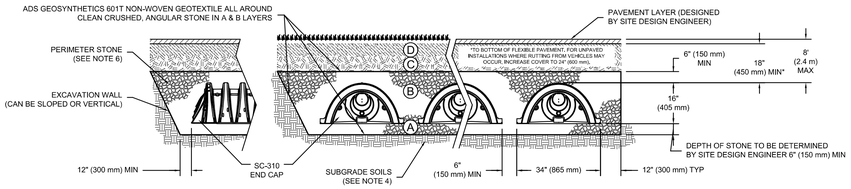
LOCATION:
218 VINE ST.
TRAVERSE CITY, MI

PROJECT NO.:
2014-107

SITE PLAN

C1.3



DETAILS AND IMAGE ABOVE REPRESENTS ONE POSSIBILITY FOR THE UNDERGROUND STORMWATER INFILTRATION SYSTEM AND PROVIDES A VISUAL AID FOR THE PROPOSED SYSTEM.

UPON COMPLETION, NO VISIBLE EVIDENCE OF THE UNDERGROUND SYSTEM WILL EXIST WITH THE EXCEPTION OF THE CATCH BASIN INLET GRATES AND INSPECTION PORTS THAT ARE FLUSH WITH THE ASPHALT.

STORMTECH SC310 IS DEPICTED. OTHER MODELS PROVIDED BY STORMTECH WILL BE CONSIDERED.

CONSIDERATIONS INCLUDE:
STORMTECH CHAMBERS
ADS PERFORATED PIPE
CONTECH CHAMBERMAXX
TRITON

THE PROPOSED STORM SYSTEM WILL CENTER ON A LARGE UNDERGROUND STORMWATER INFILTRATION SYSTEM THAT IS DESIGNED TO BE LOCATED UNDER THE NEW PARKING LOT.

SOIL BORINGS IN PROXIMITY OF THE PROPOSED SYSTEM CONSIST OF SAND/FINE SAND WITH A HIGH INFILTRATION CAPACITY. FURTHER TESTING OF THE SOILS WILL IDENTIFY THE EXACT INFILTRATION CAPACITY THAT WILL BE USED IN THE DESIGN. FOR OUR INITIAL DESIGN, AN INFILTRATION RATE OF 10 IN/HR IS ASSUMED.

THE EXISTING CAMPUS WITH THE EXCEPTION OF THE MAIN PARKING LOT AND THE CONCRETE BETWEEN THE EXISTING SCHOOL AND CHURCH IS CONNECTED EITHER DIRECTLY OR INDIRECTLY TO THE CITY STORM SEWER SYSTEM.

THE PROPOSED DEVELOPMENT WHICH INCLUDES BOTH THE REMAINING EXISTING STRUCTURES AS WELL AS THE NEW SCHOOL AND THE OLD SECOND STREET WILL BE MANAGED BY THE UNDERGROUND STORMWATER MANAGEMENT SYSTEM. THE AREA DRAINING TO THE UNDERGROUND SYSTEM IS DEPICTED IN THE PLAN.

THE BASIS OF DESIGN FOR THE STORMWATER SYSTEM IS FOR THE 25 YEAR FREQUENCY STORM EVENT. TYPICALLY THIS BASIS OF DESIGN WOULD DISCOUNT FROM THE DESIGN A PORTION OF THE PREVIOUS FLOWS INTO THE STORM SYSTEM. THIS DESIGN DOES NOT TAKE THAT INTO ACCOUNT AND THEREFORE PROVIDES A HIGHER LEVEL OF CAPACITY. THIS CAPACITY TAKES INTO CONSIDERATION ALL IMPERVIOUS AREAS WITHIN THE DRAINAGE DISTRICT AND INCLUDES BUILDING, ASPHALT, CONCRETE AND CONCRETE SIDEWALKS.

FOR STORMS IN EXCESS OF THE 25 YEAR EVENT, AN OVERFLOW CONNECTION WILL BE MADE WITH THE EXISTING STORM SEWER SYSTEM. THIS STRUCTURE WILL BE CONSTRUCTED TO REGULATE THE ELEVATION AT WHICH STORMWATER WILL EXIT THE SITE AND WILL ALSO BE MADE ADJUSTABLE SUCH THAT EXITING FLOW RATES CAN BE REGULATED.

CALCULATIONS HAVE BEEN COMPLETED THAT DEMONSTRATE THE PROPOSED SYSTEM IS VALID. A FINAL DESIGN AND DETAILING OF THE UNDERGROUND SYSTEM IS BEING PREPARED. WE ARE CONDUCTING A COST/BENEFIT ANALYSIS OF THE VARIOUS MANUFACTURERS AND WILL WORK TO FINALIZE THAT DESIGN PRIOR TO THE PUBLIC HEARING.

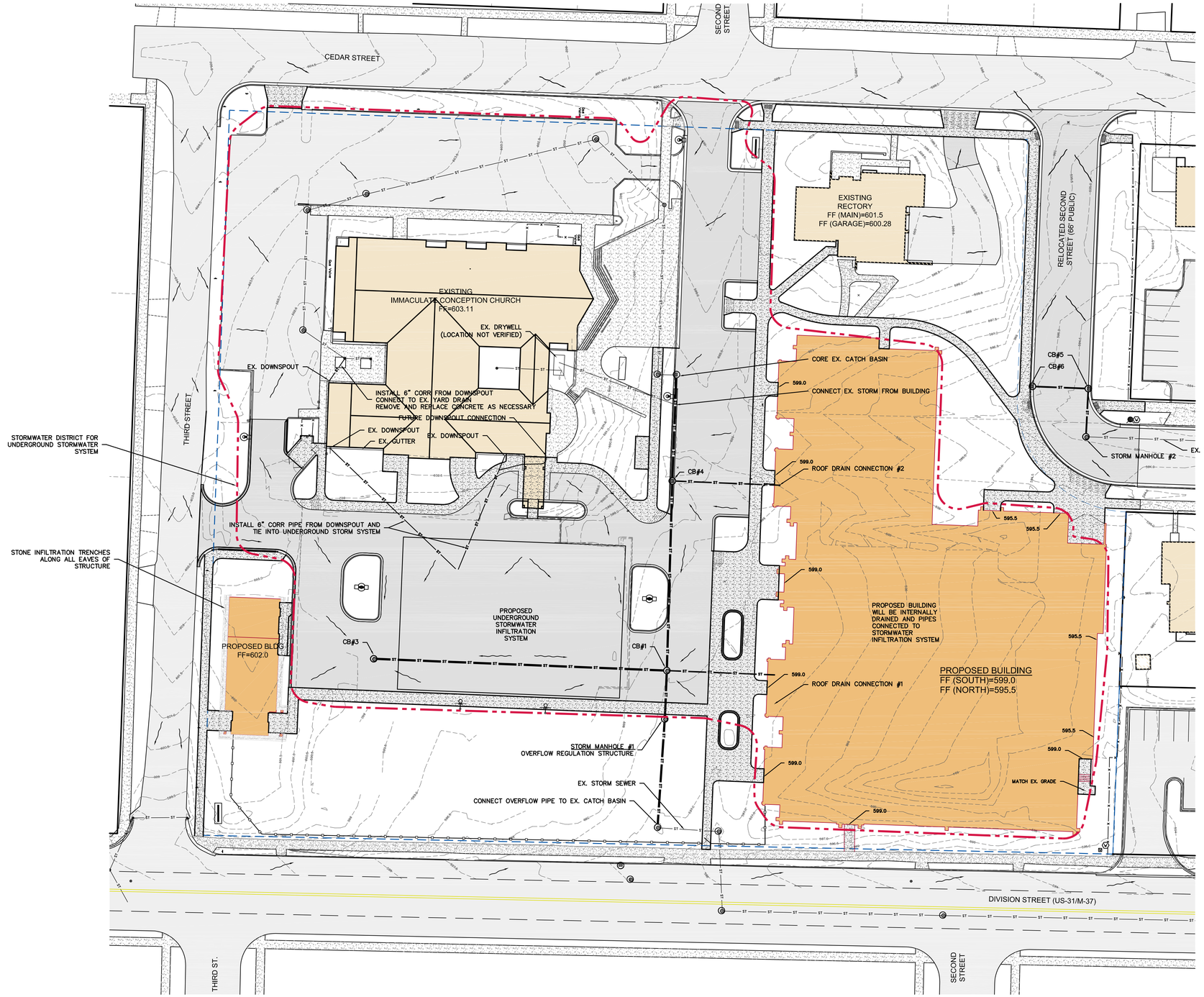
STORMWATER MANAGEMENT FOR THE NEW SECOND STREET WILL INCLUDE A NEW SERIES OF CATCH BASINS CONNECTED TO THE CITY STORM SEWER.

WATER TABLE AT THE LOCATION OF THE PROPOSED UNDERGROUND SYSTEM IS 590.5 AS MEASURED SEPTEMBER 10, 2016.

BOTTOM OF STONE WILL BE SET AT 591.5.

FINISH GRADE OVER SYSTEM WILL BE 601.1 (APPROX)

STORMWATER MANAGEMENT PLAN



SITE ENGINEER:
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123 E. ELEVENTH ST
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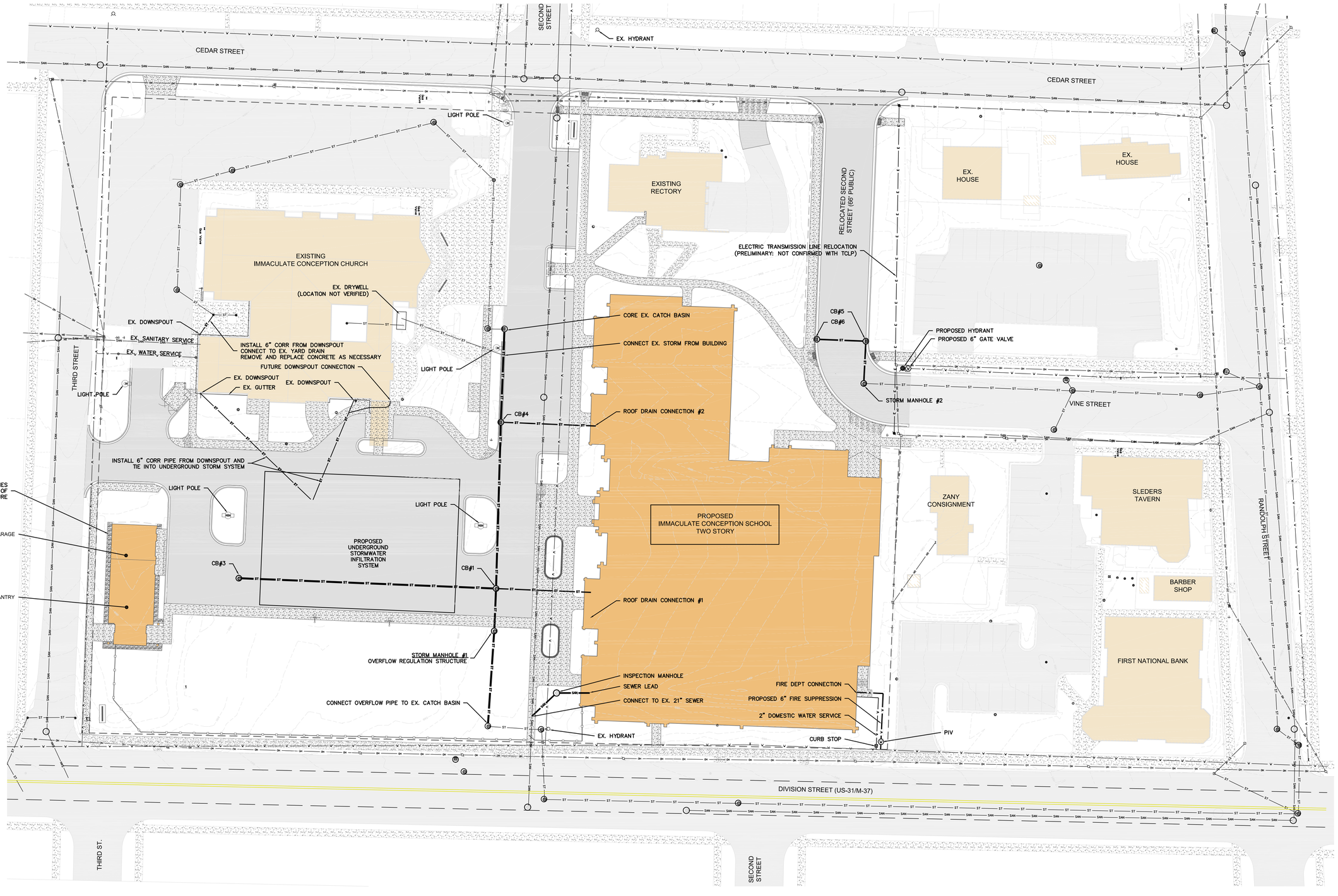
2014-107

GRADING AND DRAINAGE PLAN

C1.4



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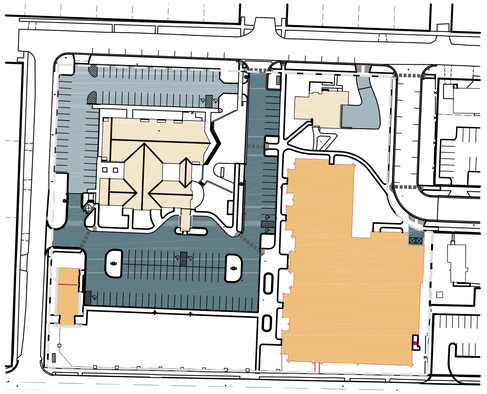
UTILITY PLAN

C1.5



MAXIMUM LOT COVERAGE ALLOWED = 70%

IMPERVIOUS SURFACES		
EXISTING STRUCTURES	18,662 SF	
EXISTING DRIVE SURFACES	21,719 SF	122,116 SF
PROPOSED DRIVE SURFACES	37,325 SF	
PROPOSED STRUCTURES	44,410 SF	
TOTAL PARCEL SIZE		209,029 SF
PERCENT LOT COVERAGE PROVIDED		58.4%

LOT COVERAGE CALCULATION

LIGHTING PLAN:
A LIGHTING PLAN WILL BE DEVELOPED PRIOR TO LAND USE APPLICATION.

LIGHTING PLAN WILL BE FULLY COMPLIANT WITH THE CITY ORDINANCE.

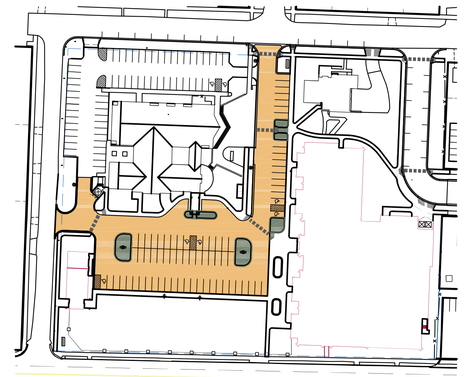
LIGHTING PLAN NOTE

LANDSCAPE PLAN:
DETAILED LANDSCAPE PLAN TO BE PROVIDED BY ANITA SILVERMAN.

PRELIMINARY LANDSCAPE PLAN WILL BE PROVIDED FOR THE SEPTEMBER 20TH PLANNING COMMISSION MEETING.

LANDSCAPING DEPICTED ON THESE PLANS DEPICT THE AREAS INTENDED TO BE LANDSCAPED AND ARE IN FOLLOWING WITH THE DIRECTION PROVIDED TO US BY ANITA SILVERMAN.

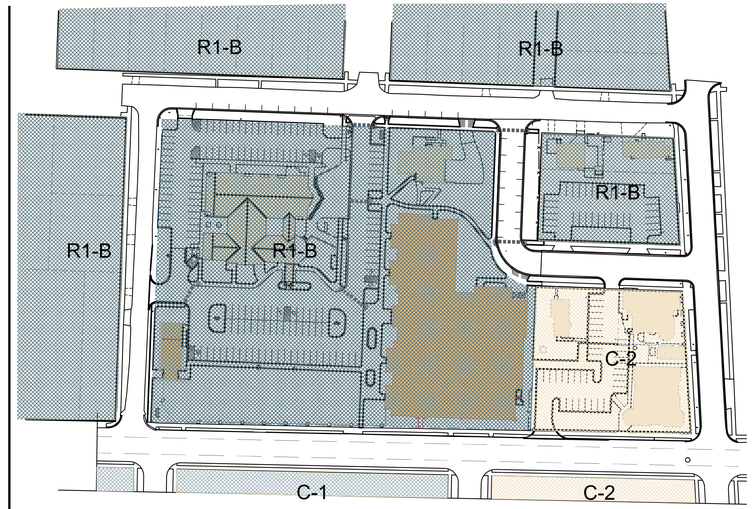
LANDSCAPE PLAN NOTE



INTERNAL LANDSCAPED ISLANDS TO BE PROVIDED EQUIVALENT TO 8% OF THE IMPROVED PARKING AREA

IMPROVED PARKING AREA	36,500 SF	REQUIRED INTERNAL ISLAND AREA: 36,500 SF X 8% = 2,920 SF
INTERNAL ISLAND AREAS (PROVIDED)	3,300 SF	3,300 SF (PROVIDED) > 2,920 SF (REQUIRED)

PARKING LOT INTERIOR LANDSCAPING CALCULATION



ZONING MAP

EXISTING OFF-STREET PARKING = 136

POST-DEVELOPMENT OFF-STREET PARKING = 139

CAMPUS INCLUDES A CHURCH, PANTRY AND AN ELEMENTARY SCHOOL.

CHURCH	1 PARKING SPACE PER 4 SEATS	520 SEATS	130 PARKING SPACES
SCHOOL	1.5 PARKING SPACES PER CLASSROOM	32 CLASSROOMS	48 PARKING SPACES
		OFF-STREET PARKING PROVIDED	139 PARKING SPACES

SCHOOL AND CHURCH WILL CONTINUE TO SHARE PARKING.

SINCE SIGNIFICANT EVENTS AT THE CHURCH DO NOT OCCUR WHILE SCHOOL IS IN SESSION, PARKING CALCULATION STUDY ONLY INCLUDES THE CHURCH SINCE IT IS GREATER THAN THE REQUIRED NUMBER OF PARKING SPACES FOR THE SCHOOL.

THE DIOCESE ALSO HAS HAD (AND CONTINUES TO HAVE) AGREEMENTS FOR CROSS-SHARING PARKING WITH SLEDERS IN THE EVENT THAT EITHER SLEDERS OR THE CHURCH NEEDS ADDITIONAL CAPACITY. (I.E. SLEDERS BLOCK PARTY OR IC HOLIDAY MASS)

ON-STREET PARKING IS AVAILABLE

PARKING EVALUATION

OVERVIEW
THE PROPOSED TRAFFIC PATTERN DEPICTED ON THIS PLAN IS INTENDED TO PROVIDE AN INITIAL FRAMEWORK FOR THE OPERATION. LIKE MANY THINGS, THIS PATTERN WILL BE AMENDED AS REAL-LIFE CIRCUMSTANCES DICTATE.

STUDENT DROP-OFF/PICK-UP
THE PROPOSED DROP-OFF/PICK-UP PATTERN FOR THE NEW SCHOOL WILL RESULT IN STACKING OF AT LEAST 40 VEHICLES ALL WITHIN THE CAMPUS PROPERTY.

IF DEEMED NECESSARY, A DOUBLE STACKING PATTERN CAN ALSO BE CREATED.

CURRENTLY, STACKING DURING THE DROP-OFF/PICK-UP PERIOD IS UTILIZING 100% RIGHT-OF-WAY THAT INCLUDES SECOND STREET AND CEDAR STREET.

BUSSING SERVICE:
TWO TO THREE TCAPS OPERATED SHUTTLE BUSES WILL BE AT THE SITE AT THE BEGINNING AND END OF THE DAY.

TWO TYPES OF SHUTTLE BUS SERVICE IS PROVIDED.

SHUTTLE BUS SERVICE IS AVAILABLE FOR MIDDLE SCHOOL STUDENTS WHO LIVE ON THE WEST SIDE TO GET TO THE ST. ELIZABETH ANN SETON MIDDLE SCHOOL LOCATED IN EAST BAY TOWNSHIP.

ELEMENTARY STUDENTS WHO UTILIZE TCAPS BUSSING SERVICE ARE TRANSPORTED TO AND FROM CENTRAL HIGH SCHOOL WHERE THE STUDENTS HOME ROUTE BUS IS LOCATED. ROUTE BUSSING DOES NOT ORIGINATE FROM THE IMMACULATE CONCEPTION CAMPUS.

STUDENT DROP-OFF AND PICK-UP EVALUATION

SHUTTLE BUS STAGING
SHUTTLE BUS SERVICE PROVIDES BUSSING OF STUDENTS TO THE ST. ELIZABETH ANN SETON CAMPUS IN EAST BAY TOWNSHIP.
A SECOND SHUTTLE BUS PROVIDES BUSSING SERVICE TO AND FROM CENTRAL HIGH SCHOOL FOR STUDENTS REQUIRING BUS SERVICE TO THEIR HOME. CENTRAL HIGH SCHOOL IS WHERE THE STUDENTS BOARD THE ROUTE BASED BUS.

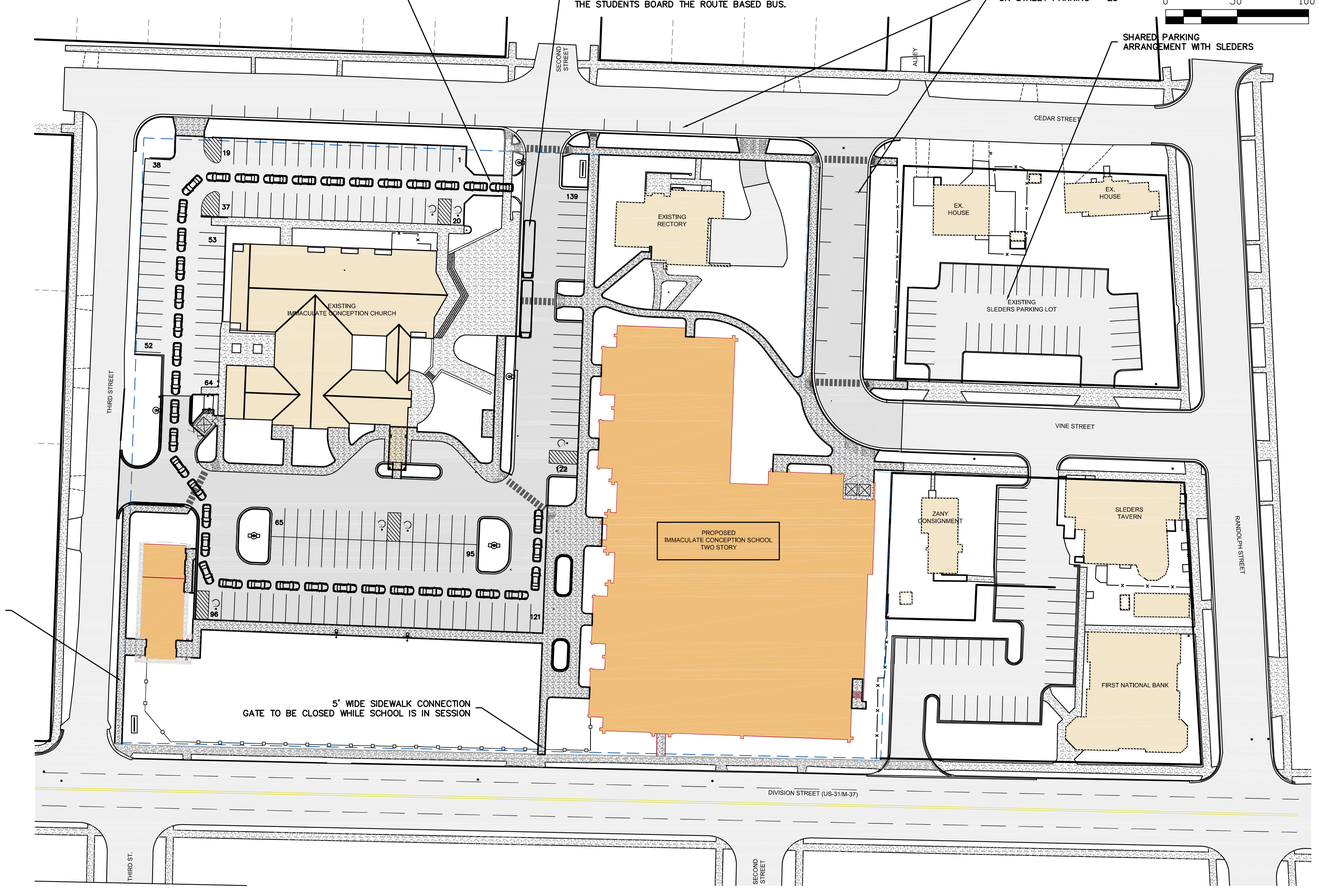
PROPOSED VEHICLE DROP OFF/PICK UP PATTERN
CAPACITY = 40 VEHICLES

ON STREET PARKING = 23

SHARED PARKING ARRANGEMENT WITH SLEDERS

PROPOSED SIDEWALK

5' WIDE SIDEWALK CONNECTION
GATE TO BE CLOSED WHILE SCHOOL IS IN SESSION



PEDESTRIAN, PARKING AND CIRCULATION PLAN

SITE ENGINEER:
jozwiak consulting
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2014-107

ZONING SUMMARY

C1.0

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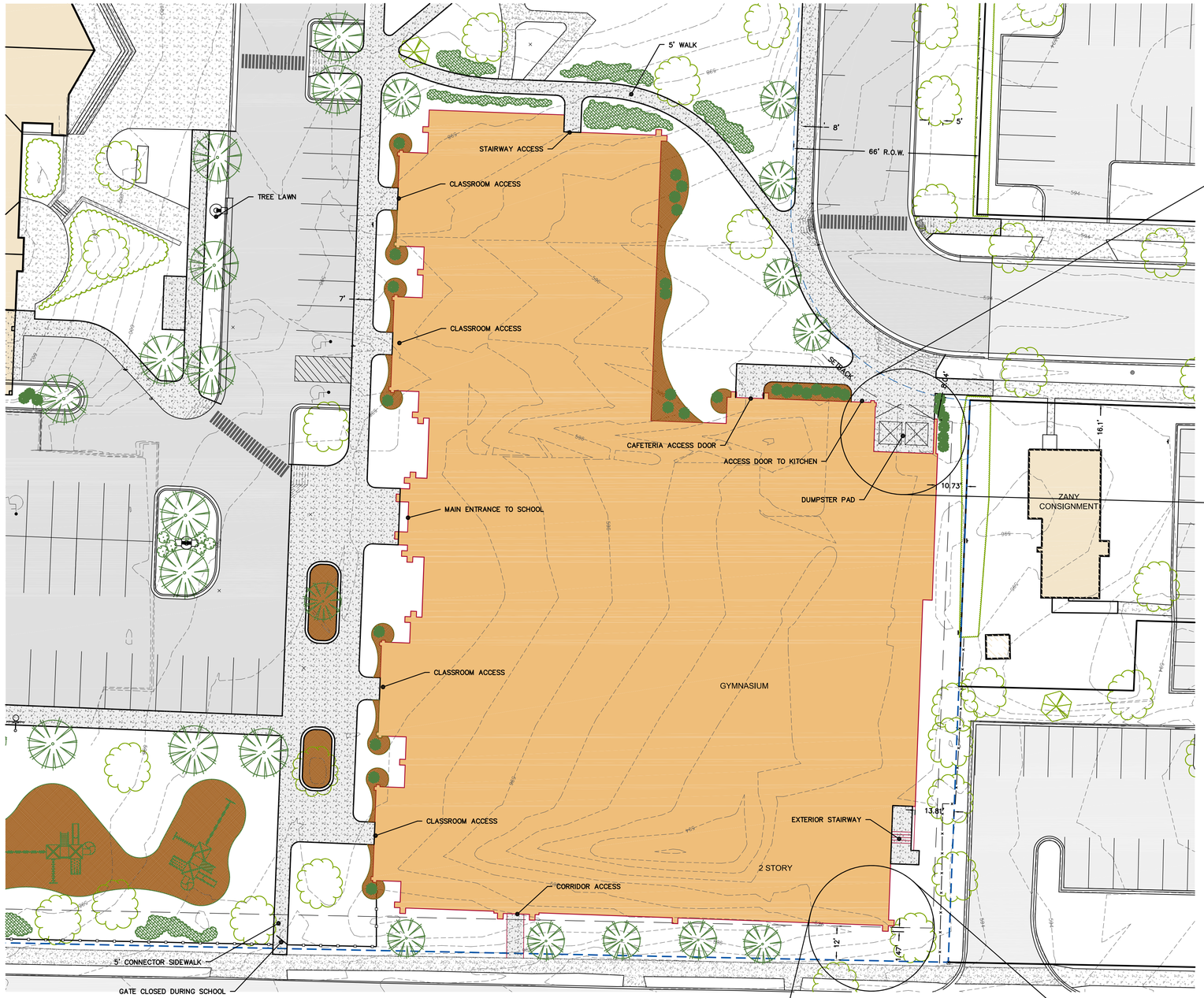
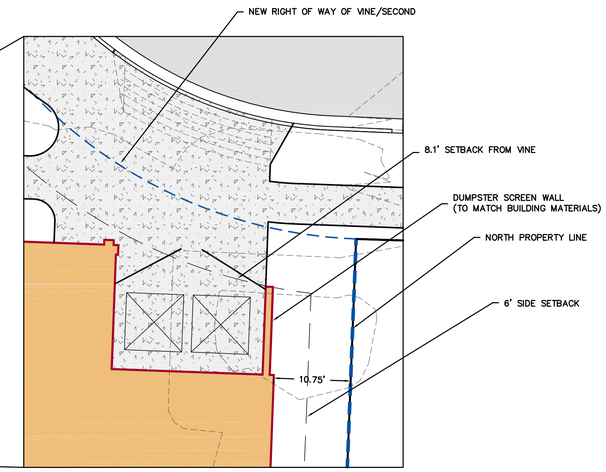
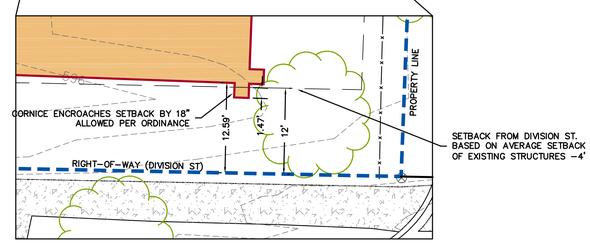
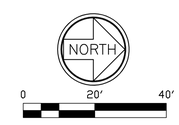
PANTRY SITE PLAN

C3.1









SITE ENGINEER:
jozwiak consulting
p.o. box 5342 traverse city, mi 49696 231-218-1201
www.jozwiakconsulting.com

PLAN DATE HISTORY:
9-12-16 SUBMITTAL SET.

PROJECT:
CAMPUS REDEVELOPMENT PLAN
NEW IMMACULATE CONCEPTION ELEMENTARY SCHOOL

LOCATION:
218 VINE ST.
TRAVERSE CITY, MI

CLIENT:
GRAND TRAVERSE AREA CATHOLIC SCHOOLS
123 E. ELEVENTH ST
TRAVERSE CITY, MI 49684

PROJECT NO.:
2014-107

SCHOOL SITE PLAN

C3.2

SITE ENGINEER:
jozwiak consulting
p.o. box 5342 traverse city, mi 49696 231-218-1201
www.jozwiakconsulting.com

PLAN DATE HISTORY:
9-12-16 SUBMITTAL SET.

PROJECT:
CAMPUS REDEVELOPMENT PLAN
NEW IMMACULATE CONCEPTION ELEMENTARY SCHOOL

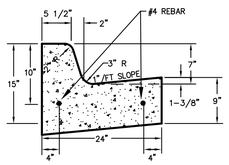
CLIENT:
GRAND TRAVERSE AREA CATHOLIC SCHOOLS
123 E. ELEVENTH ST
TRAVERSE CITY, MI 49684

LOCATION:
218 VINE ST.
TRAVERSE CITY, MI

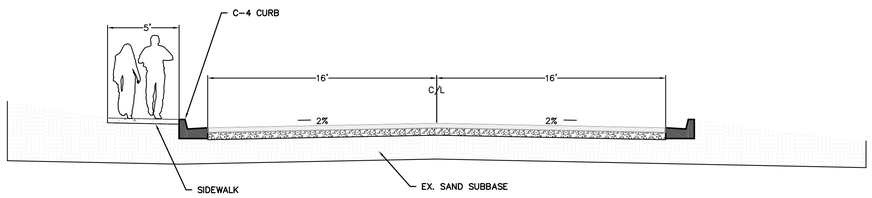
PROJECT NO.:
2014-107

PARKING LOT
SITE PLAN

C3.3



C-4 CURB DETAIL



SECOND STREET CROSS-SECTION

SECOND STREET CROSS-SECTION

SITE ENGINEER:
jozwiak consulting
p.o. box 5342 traverse city, mi 49696 231-218-1201
www.jozwiakconsulting.com

PLAN DATE HISTORY:
9-12-16 SUBMITTAL SET.

PROJECT:
CAMPUS REDEVELOPMENT PLAN
NEW IMMACULATE CONCEPTION ELEMENTARY SCHOOL

CLIENT:
GRAND TRAVERSE AREA CATHOLIC SCHOOLS
123 E. ELEVENTH ST
TRAVERSE CITY, MI 49684

LOCATION:
218 VINE ST.
TRAVERSE CITY, MI

PROJECT NO.:
2014-107

SECOND
STREET PLAN

C3.4

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Memo

DRAFT VIA EMAIL

To:	**Mr. Michael R. Buell, Superintendent** **Grand Traverse Area Catholic Schools**
From:	**Michael J. Labadie, P.E.** **Julie M. Kroll, P.E., PTOE** **Steven J. Russo, E.I.T.** **Fleis & VandenBrink Engineering**
Date:	**November 16, 2015**
Re:	**Immaculate Conception Campus** **Traverse City, Michigan** **Traffic Impact and Site Circulation Study**

Introduction

The Grand Traverse Area Catholic Schools (GTACS) is currently developing plans to combine the operations of the Holy Angels Elementary and Preschool and Immaculate Conception Elementary School on a central campus to be located on the existing Immaculate Conception site. Fleis & VandenBrink was retained to complete a Traffic Impact Study (TIS) and site circulation evaluation for the proposed school consolidation.

The scope of this study was developed to address the traffic related impacts of the consolidation and provide recommendations for any road improvements and/or traffic management plans that would be required to mitigate any traffic impacts. Additionally, F&V provided analysis and recommendations for on-site traffic circulation and parking layouts to adequately accommodate buses and parent pick-up / drop-off activities.

This study was conducted in accordance with accepted traffic engineering practice to provide information and recommendations to the District and address concerns of the Michigan Department of Transportation (MDOT) and City of Traverse City. The evaluation includes the following study intersections:

- US-31 / M-37 (Division Street) & Front Street,
- US-31 / M-37 (Division Street) & Randolph Street,
- US-31 / M-37 (Division Street) & Second Street,
- US-31 / M-37 (Division Street) Third Street,
- Randolph Street & Vine Street,
- Cedar Street & Second Street / Vine Street,
- Third Street & Existing Site Driveway, and
- The proposed site driveways

Data Collection

The analysis study focuses on the AM student arrival hour (7:00 AM to 8:00 AM) and the PM student dismissal hour (2:00 PM to 3:00 PM), when traffic volumes generated by the school are at their peaks. On October 20th-22nd, 2015 F&V collected AM and PM peak hour traffic volume data at the study intersections.

A review of the PM count data at the existing site driveways indicates traffic volumes were highest during the last 15-minute interval counted and therefore may not reflect the peak hour for school traffic; therefore, in

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order to validate the PM count data the site-generated trips during the AM and PM peak hours were compared. The results of this comparison indicate that the site-generated trips during the PM peak hour were approximately 30% less than the AM peak hour. Based on this information, the PM peak hour traffic volumes were adjusted upward and distributed to the study road network based on existing traffic patterns.

Existing Conditions

Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro, Version 9 traffic analysis software. The results of the analysis of existing conditions were based on the existing lane usage and traffic control shown on the attached Figure 1, the existing traffic volumes shown on the attached Figure 2, and the methodologies presented in the Highway Capacity Manual, 2010 (HCM). Descriptions of LOS "A" through "F" as defined in the HCM are attached for unsignalized and signalized intersections. Typically, LOS D is considered acceptable, with LOS A representing minimal delay, and LOS F represent failing conditions. The results of the analysis of existing conditions are attached and summarized in Table 1.

Table 1
Existing Intersection Operations

			AM Peak		PM Peak	
Intersection	Control	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1. US-31 / M-37 (Division Street) & Front Street	Signalized	EB	53.7	D	59.7	E
		WB	39.1	D	61.0	E
		NB	58.0	E	39.0	D
		SB	47.0	D	38.0	D
		Overall	**51.2**	**D**	**46.7**	**D**
2. US-31 / M-37 (Division Street) & Third Street	STOP (Minor)	EB	20.7	C	20.5	C
		WB	11.8	B	27.1	D
		NB LT	10.1	B	10.2	B
		SB LT	10.1	B	10.4	B
3. US-31 / M-37 (Division Street) & Second Street	STOP (Minor)	WB	34.8	D	21.2	C
		NB	Free		Free	
		SB LT	10.0	B	10.4	B
4. US-31 / M-37 (Division Street) & Randolph Street	STOP (Minor)	EB	114.6	F	125.0	F
		WB	55.6	F	46.3	E
		NB LT	9.7	A	10.1	B
		SB LT	9.8	A	10.4	B
5. Randolph Street & Vine Street	STOP (Minor)	EB	Free		Free	
		WB LT	7.4	A	7.5	A
		NB	10.4	B	11.0	B
6. Cedar Street & Second Street	STOP (Minor)	EB LT	7.2	A	7.3	A
		WB LT	7.3	A	7.3	A
		NB	9.3	A	9.8	A
		SB	10.8	B	10.3	B
7. Third Street & Site Drive	STOP (Minor)	EB LT	0.0 [1]	A	7.4	A
		WB	Free		Free	
		SB	9.0	A	9.2	A

The results of the existing conditions analysis indicate that the signalized intersection of US-31 / M-37 & Front Street currently operates at an overall LOS D during both peak periods; however, the northbound approach during the AM peak hour and eastbound and westbound approaches during the PM peak hour currently operate at a LOS E. At the unsignalized study intersections and driveways all approaches currently operate acceptably at a LOS D or better during both peak periods except the eastbound and westbound approaches

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at the intersection US-31 / M-37 & Randolph Street which currently operate at a LOS E of F during the peak periods.

The study network operations and vehicle queues were evaluated using the SimTraffic simulation. The network was calibrated based on the actual and simulated number of entering vehicles based on MDOT standards. Review of the network simulations indicates acceptable traffic operations during the AM peak hour. Brief periods of long vehicle queues are observed during the PM peak hour for the eastbound and westbound approaches on Front Street at the intersection of US-31 / M-37; however, the queues dissipate and are not present throughout the duration of the peak period.

Trip Generation

The number of AM and PM peak hour trips that would be generated by the proposed school consolidation was forecast based on the existing and projected future enrollment information provided by GTACS. The existing 2015 enrollment of the two schools is 498 students. The potential max enrollment with the new consolidated building is 560 students. Based on information provided by GTACS, approximately 25% of existing students at both Holy Angels and Immaculate Conception either ride the bus, or are enrolled in the before/after school program (St. Joseph Club) and therefore do not generate peak hour vehicle trips. The peak hour trip generation for the remaining students was forecast based on the current ratio of 1.6 students per family and existing trip distribution percentages during the peak hours. The existing peak hour trips were then removed from the future trip generation forecast in order to determine the number of site generated trips that would be new to the road network. The trip generation forecast is summarized in Table 2.

Table 2
Site Trip Generation

			AM Peak Hour			PM Peak Hour		
Land Use	Amount	Units	In	Out	Total	In	Out	Total
Existing Trips			*185*	*176*	*361*	*180*	*171*	*351*
Trip Distribution			*51%*	*49%*		*51%*	*49%*	
Bus / After School Program	140	Students	0	0	0	0	0	0
Elementary School	420	Students	263	253	516	263	253	516
NEW TRIPS	**560**		**78**	**77**	**155**	**83**	**82**	**165**

Note: Not all students from the Holy Angels School will result in new trips to the road network. Based on information provided by the district, approximately 81 parents currently pick-up and drop-off students at both the Immaculate Conception and Holy Angles students.

Traffic Assignment

The peak hour site trips shown in Table 2 were assigned to the adjacent road network based on existing peak hour traffic patterns. Further, existing peak hour trips for the school were reassigned to the study road network where appropriate based on the proposed site circulation plan which indicates all vehicles wishing to pick-up / drop-off must enter the site via the site driveway to Cedar Street aligned with Second Street from the south. This involved the following steps:

1. Determine the existing traffic patterns for the trips currently generated by the school.
2. Remove the existing trips from the school from the existing traffic volumes within the study road network.
3. Determine the future traffic patterns for the existing trips based on the proposed site circulation plan and available routes for school traffic.
4. Reassign the school trips to the adjacent road network to and from the school site.

The trip distribution model for the trip assignments is shown in Table 3 and the traffic assignments are shown on the attached Figure 3. The site-generated trips and reassignments were added to the existing traffic

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volumes shown on the attached Figure 2 in order to determine the future traffic volumes shown on the attached Figure 4.

Table 3
Site Trip Distribution

		AM		*PM*	
From	via	IN	OUT	IN	OUT
North	M-37 / US-31 (Division)	30%	16%	34%	11%
South	M-37 / US-31 (Division)	14%	43%	14%	35%
East	Front Street	8%	9%	9%	11%
West	Front Street	48%	32%	43%	43%
		100%	100%	100%	100%

Future Conditions

Future peak hour vehicle delays and LOS ***with the proposed school campus*** were calculated based on the existing lane use and traffic control, the proposed site access and circulation plan, the future traffic volumes, and the methodologies presented in the HCM. Additionally, SimTraffic simulations were utilized to evaluate network operations and vehicle queues. The results of the analysis of total future conditions are attached and are summarized in Table 4.

Table 4
Future Intersection Operations

			AM Peak		PM Peak	
Intersection	Control	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1. US-31 / M-37 (Division Street) & Front Street	Signalized	EB	60.3	E	61.4	E
		WB	39.9	D	63.2	E
		NB	59.4	E	39.5	D
		SB	46.7	D	38.1	D
		Overall	**53.3**	**D**	**47.6**	**D**
2. US-31 / M-37 (Division Street) & Third Street	STOP (Minor)	EB	21.7	C	21.9	C
		WB	11.8	B	42.0	E
		NB LT	10.3	B	10.9	B
		SB LT	10.1	B	10.4	B
3. US-31 / M-37 (Division Street) & Second Street	STOP (Minor)	WB	33.3	D	21.0	C
		NB	Free		Free	
		SB LT	10.0	B	10.4	B
4. US-31 / M-37 (Division Street) & Randolph Street	STOP (Minor)	EB	155.1	F	224.0	F
		WB	47.8	E	39.3	E
		NB LT	9.8	A	10.2	B
		SB LT	9.8	A	10.4	B
6. Cedar Street & Second Street	STOP (Minor)	EB LT	7.4	A	7.3	A
		WB LT	8.1	A	8.1	A
		NB	14.3	B	29.0	D
		SB	25.8	D	27.4	D

The future conditions results indicate that the proposed school consolidation would not have a significant impact on the signalized intersection of US-31 / M-37 & Front Street. Future vehicle delays and LOS as shown in Table 4 will be similar to existing conditions and minor increases in vehicle delay will not be

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discernable. Additionally, future traffic volumes at the intersection will increase by 2% or less during the peak periods, which is not significant.

At the unsignalized study intersections all study intersection approaches will continue to operate in a manner similar to existing conditions except the westbound approach on Third Street at the intersection of US-31 / M-37 which will be reduced to a LOS E during the PM peak period. However, HCM calculated 95th percentile queue lengths for this approach are calculated to be one vehicle, which is not significant. Review of network simulations also indicates future traffic operations will be similar to existing conditions.

The eastbound and westbound approaches on Randolph Street at US-31 / M-37 will continue to operate at a LOS E or F during the peak hours, with increased vehicle delays. Therefore, improvements to help improve traffic operations at the intersection were investigated. The results of this analysis indicate that the City should consider prohibiting parking on Randolph Street between Vine Street and US-31 / M-37 and restriping the approach to provide a shared left turn/through lane and exclusive right turn lane. With this addition of this improvement, future traffic operations at the intersection will be similar to existing conditions as shown in Table 5.

Table 5
Future Intersection Operations With Improvements

			AM Peak		PM Peak	
Intersection	Control	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS
4. US-31 / M-37 (Division Street)	STOP	EB	95.2	F	156.1	F
& Randolph Street	(Minor)	WB	47.8	E	39.3	E
		NB LT	9.8	A	10.2	B
		SB LT	9.8	A	10.4	B

On-Site Facilities

In order to accommodate school traffic volumes on-site, proper vehicle facilities must be provided for bus, parking, and pick-up / drop-off activities. Providing the necessary on-site operations minimizes the impact to adjacent off-site traffic operations. The recommended site access for the buses, staff parking, visitor parking, and pick-up / drop-off facilities are summarized below. In general, the buses, pedestrians and pick-up /drop-off facilities should be separated to reduce conflicts between circulating traffic and pedestrians, and to create a controlled traffic pattern to accommodate peak period traffic demands.

Bus Circulation / Parking Supply
Based on information provided by the district, the school will be served by two to three shuttle buses. F&V recommends that a bus pull-out be located along the south side of Cedar Street for the loading and unloading of buses. Additionally, parents wishing to park and walk their child into school should utilize the parking lot shared with Sledder's adjacent to Vine Street.

Pick-Up / Drop-Off Area
Data collected by F&V staff for previous school studies indicate that 80% of AM peak hour traffic typically arrives in a peak 20 minute period and 70% of PM peak hour traffic typically arrives in a peak 30 minute period. During the AM peak period a minimum of 150 feet of on-site loading space should be provided, based on an average drop-off rate of 45 seconds per vehicle. During the PM peak period, a minimum of 675 feet of on-site loading space should be provided, based on an average pick-up rate of 5.5 minutes per vehicle.

In order to accommodate both pick-up and drop-off activities, 675 feet of on-site loading space should be provided. The pick-up / drop-off loading area should be designed with a one-way counterclockwise circulation with a width of 24 feet. This design will provide for student loading on the passenger side of the vehicle and allow for vehicle passing in the loading zone with minimal vehicle-pedestrian conflicts.

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Pedestrian Activity
F&V also completed a review of existing pedestrian and bicycle activity in the area. Based on the count data collected, school pedestrian activity in the area is minimal and school crossing guards are not required.

Conclusions

1. The signalized intersection of US-31 / M-37 & Front Street currently operates at an overall LOS D during both peak periods; however, the northbound approach during the AM peak hour and eastbound and westbound approaches during the PM peak hour currently operate at a LOS E.
2. All unsignalized study intersections and driveway approaches currently operate acceptably at a LOS D or better during both peak periods except the eastbound and westbound approaches at the intersection US-31 / M-37 & Randolph Street which currently operate at a LOS E of F during the peak periods.
3. The proposed school consolidation will generate 155 AM peak hour trips (78 inbound and 77 outbound) and 165 PM peak hour trips (83 inbound and 82 outbound).
4. Existing vehicle trips were reassigned to the study road network based on the proposed site access and circulation plan.
5. Future traffic operations at the signalized intersection of US-31 / M-37 & Front Street will be similar to existing conditions and minor increases in vehicle delay will not be discernable.
6. At the unsignalized study intersections all study intersection approaches will continue to operate in a manner similar to existing conditions except the westbound approach at the intersection of US-31 / M-37 & Third Street which will be reduced to a LOS E during the PM peak period. However, HCM calculated 95th percentile queue lengths for this approach are calculated to be 1 vehicle, which is not significant.
7. Pedestrian and bicycle activity is minimal and school crossing guards are not required at any study intersections.

Recommendations

1. Access to and from the bus, parking, and pick-up / drop-off activities should be separated.
2. 675 feet of on-site loading space should be provided for the pick-up / drop-off area
3. In order to improve traffic operations at the intersection of US-31 / M-37 & Randolph Street the City should consider prohibiting parking on Randolph Street between Vine Street and US-31 / M-37 and restriping the approach to provide a shared left turn/through lane and exclusive right turn lane.

Any questions related to this memorandum, study, analyses, and results should be addressed to Fleis & VandenBrink.

Attached: **Traffic Volume Data**
Figures 1 – 4
Synchro Results

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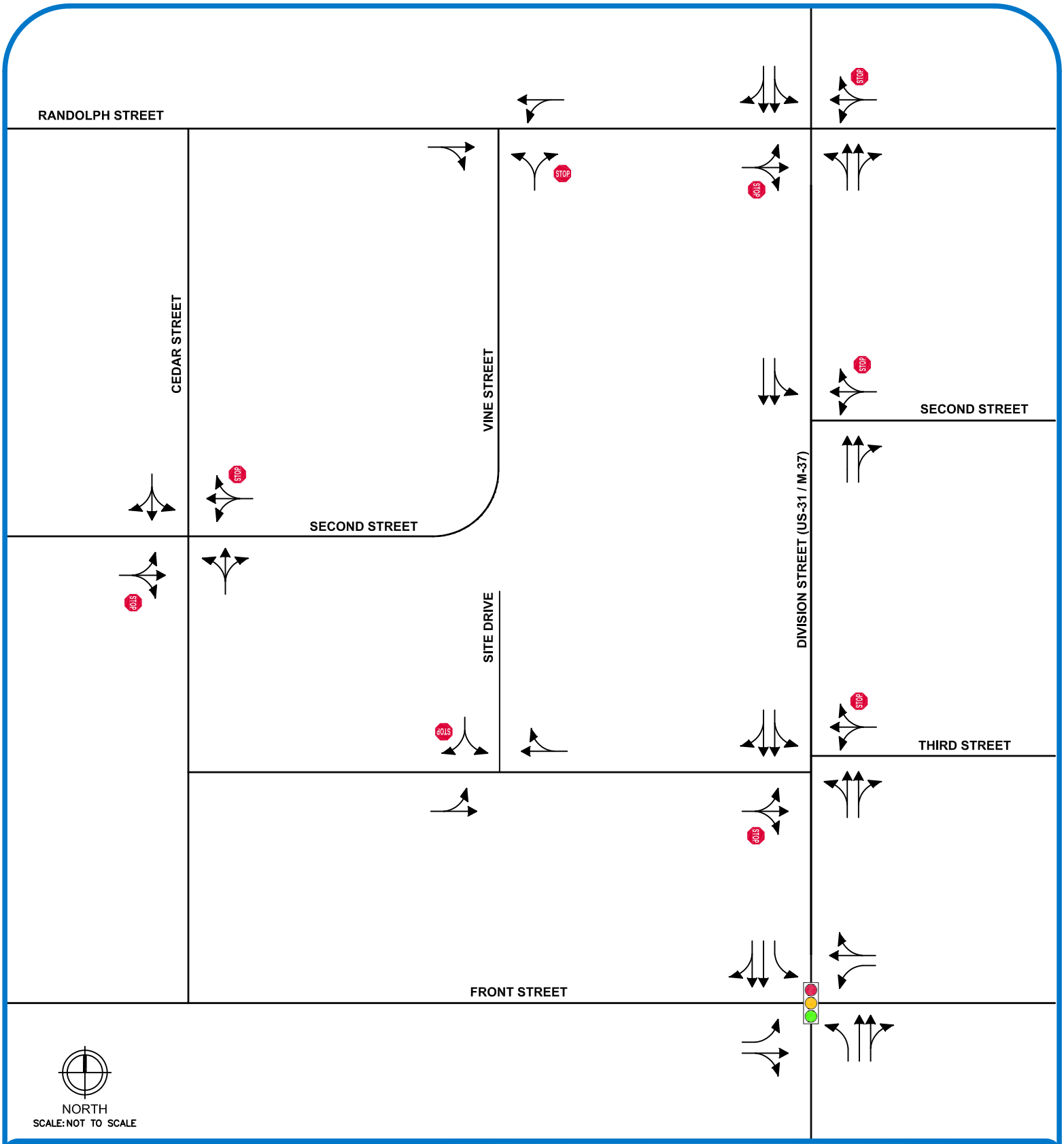


FIGURE 1
LANE USE AND TRAFFIC CONTROL

IMMACULATE CONCEPTION - TRAVERSE CITY, MI

LEGEND

- ROADS
- LANE USE
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

2015

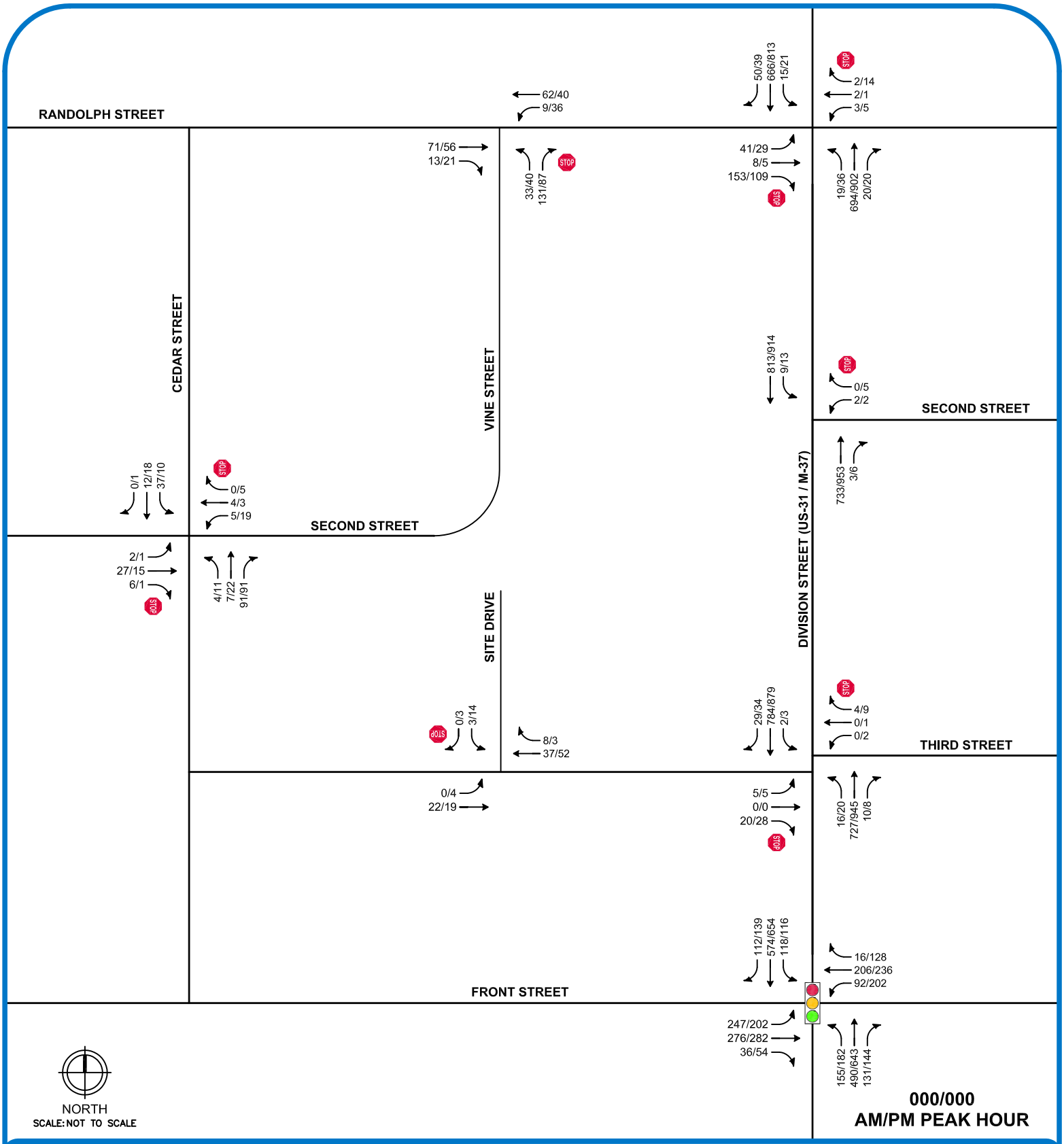


FIGURE 2
EXISTING TRAFFIC VOLUMES

IMMACULATE CONCEPTION - TRAVERSE CITY, MI

LEGEND

- ROADS
- TRAFFIC VOLUMES (AM/PM)
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

2015

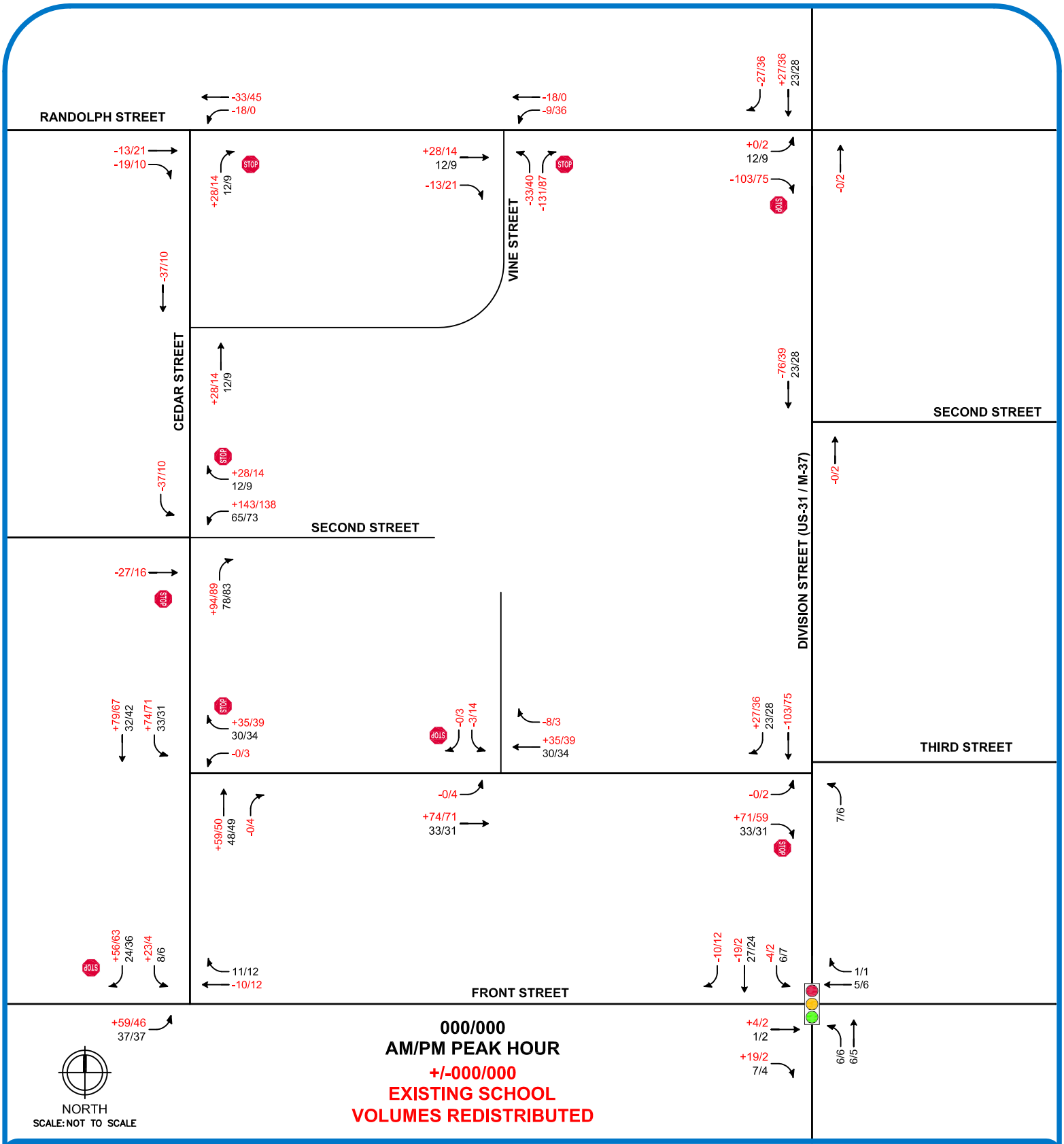


FIGURE 3
SITE-GENERATED TRAFFIC VOLUMES

IMMACULATE CONCEPTION - TRAVERSE CITY, MI

LEGEND

- ROADS
- TRAFFIC VOLUMES (AM/PM)
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

2015

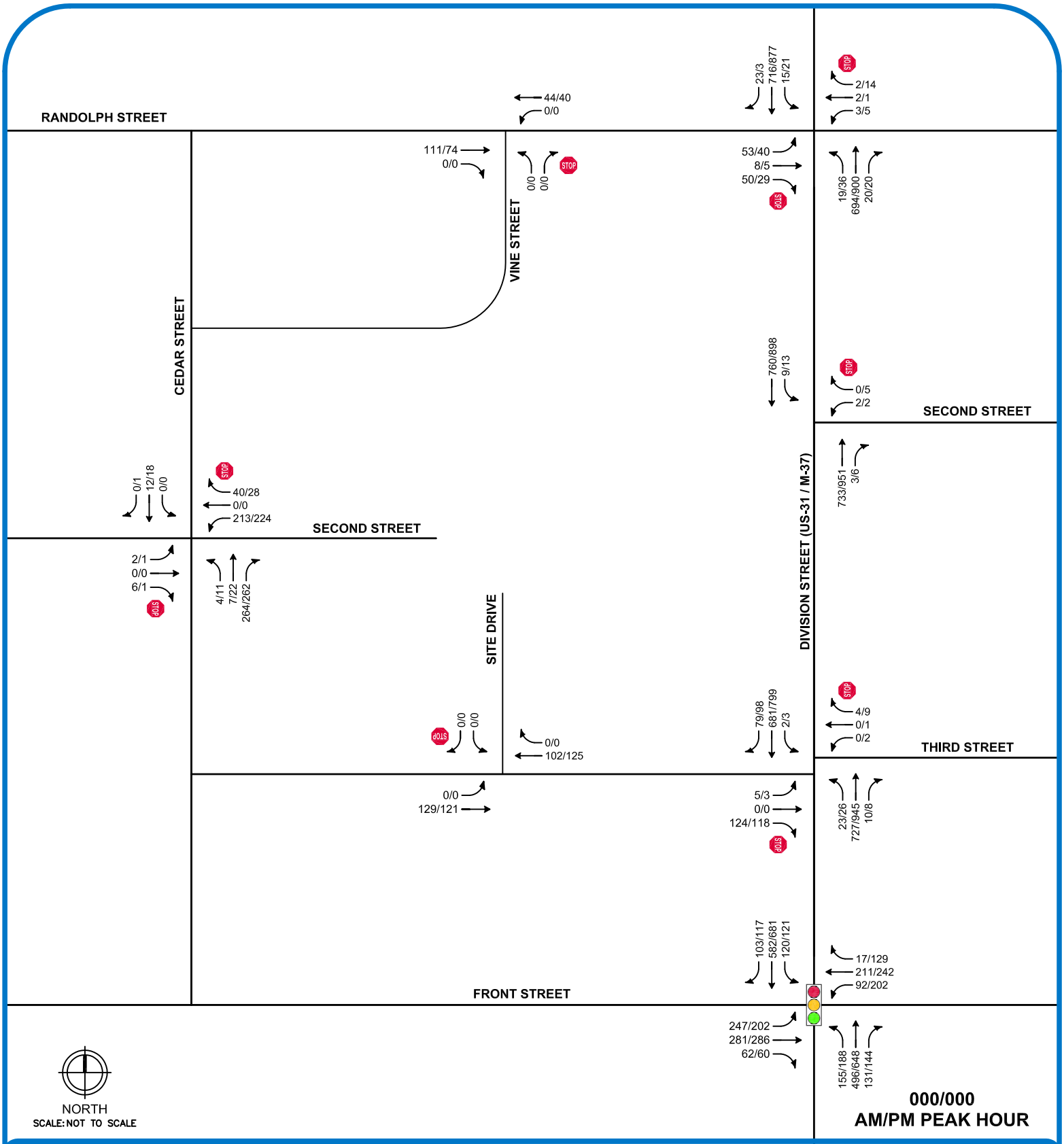


FIGURE 4
FUTURE TRAFFIC VOLUMES

IMMACULATE CONCEPTION - TRAVERSE CITY, MI

LEGEND

- ROADS
- TRAFFIC VOLUMES (AM/PM)
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

2015

Agenda Item No. 6

Communication to the Planning Commission

FOR THE MEETING OF: September 20, 2016

FROM: Russ Soyring, Planning Director

SUBJECT: West Boardman Lake District Plan discussion

DATE: September 16, 2016

The September 12, 2016 presentation on the West Boardman Lake District Plan is before the Planning Commission for discussion. The consultant team is working on delivering the final report in October.

Staff would like comments on the plan from the Planning Commission that can be articulated to the consultants in advance of the final report.

RS/ml

Attachment: West Boardman Lake District Plan presentation dated 9/12/16

West Boardman Lake District Plan

September 12, 2016 City Commission Meeting

LSL Planning
A SAFEbuilt. Company

SMITHGROUP JJR

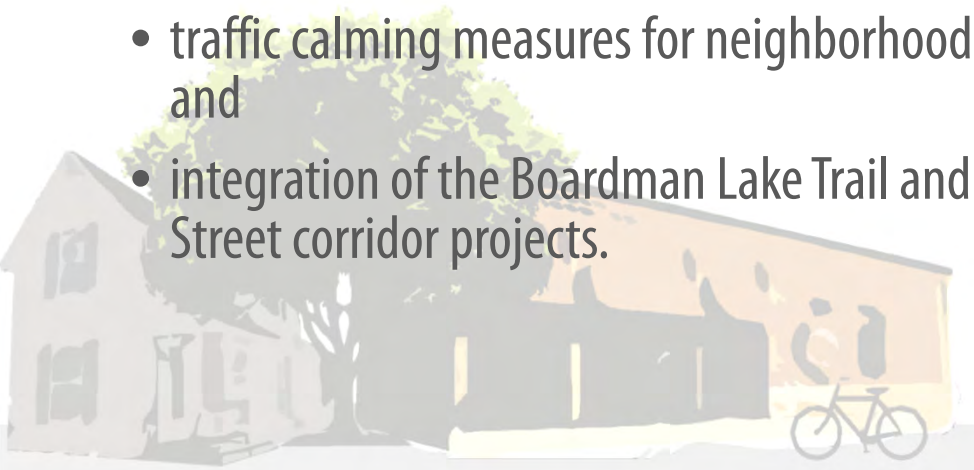
CDM Smith

W Boardman Lake District

West Boardman Lake District

The County and City partnered to engage the public to <u>develop an area plan for the West Boardman Lake District that includes:</u>

- land use concepts for the development of Brownfield properties,
- transportation infrastructure,
- traffic calming measures for neighborhood streets, and
- integration of the Boardman Lake Trail and Eighth Street corridor projects.



Stakeholder Committee

Karla Stretten

Jack Cramer

Jerry Harwood

Andy Olds

Bill Danly

Seamus Shinners

Mary Erickson Burget

Cecil McNally

Jamie Martin

Mark Crane

Cristina Crissman

Steve Nance - Oryana

Lindsay - McGough's

Jay Feldman

Public Input

October (Kickoff)

- Staff, Stakeholders

March (Goal Session)

- Staff, Stakeholders, City Commissioners, Business Owners

April (Conceptual Drawings)

- Staff, Stakeholders, City Commissioners, Business Owners, Old Towne Neighborhood
- Open House

May (8th Street Coordination)

- 8th Street team, Staff

June (Alternative Edits)

- Stakeholders, Staff, Open House, Planning Commission

August (Fine Tuning)

- Stakeholder Committees (2)

Alternatives Discussed

A word about development potential

A word about development potential

	Development Challenges			
	MDOT R-O-W Acquisition (surplus)	MDOT R-O-W Acquisition (New)	Private Land Involvement	Other
Area A: 8th to 10th	Yes	No	Property Owners would need to collaborate.	Potential site contamination; Overhead utilities
Area B: 11th to 12th	Yes	No	Requires interest on Cone Drive's Part for development	Potential site contamination
Area C: 12th to 14th	Yes	No		Potential site contamination
Area D: Riverine Expansion	No	No	Expansion of Riverine may limit interested development partners	Sale of public land requires community vote
Area E: Lake Ridge Expansion	No	Yes	Expansion of Lake Ridge may limit interested development partners	Potential site contamination; Requires relocation of path; Overhead utilities

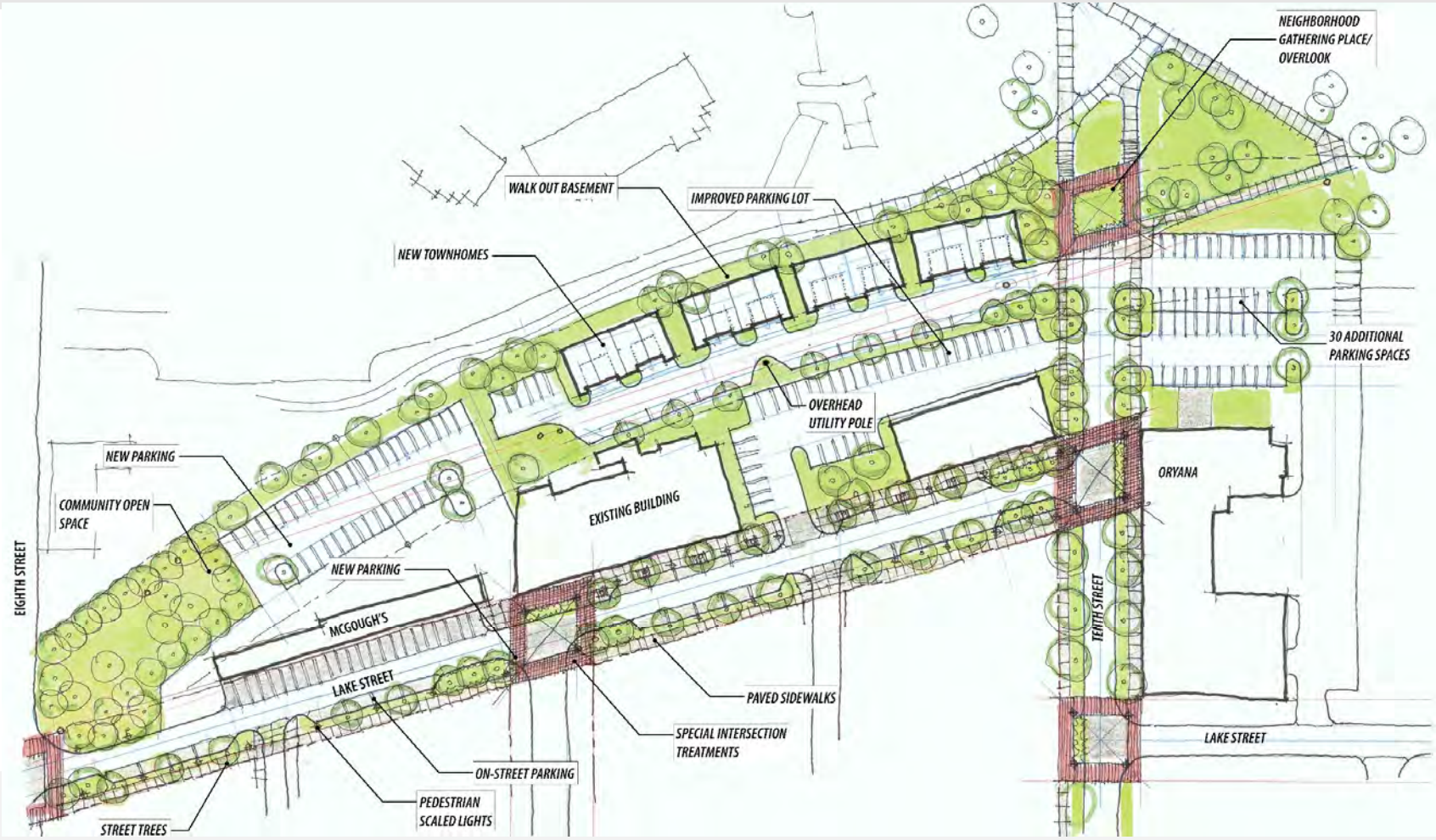
Comparative Alternative: No New Street

Comparative Alternative: No New Street

Comparative Alternative: No New Street

Detailed Design Studies

Detailed Design Studies: Developing in the Rail R-O-W



Detailed Design Studies: Comprehensive Redevelopment

Detailed Design Studies: Improving Lake Street

Comparative Alternative: No New Street

Measurables

- 8.3 acres of developable land illustrated, access from local streets
- 177 new residential units
- 15,000 square foot of neighborhood retail/maker's space
- $12.5-17 million in post development SEV
- $1.5-2.5 million in construction costs to improve Lake Street
- $150-200,000 in construction cost for relocated path
- Increases daily traffic volume on Cass Avenue by 5% with modest development scenario.

Alternative A

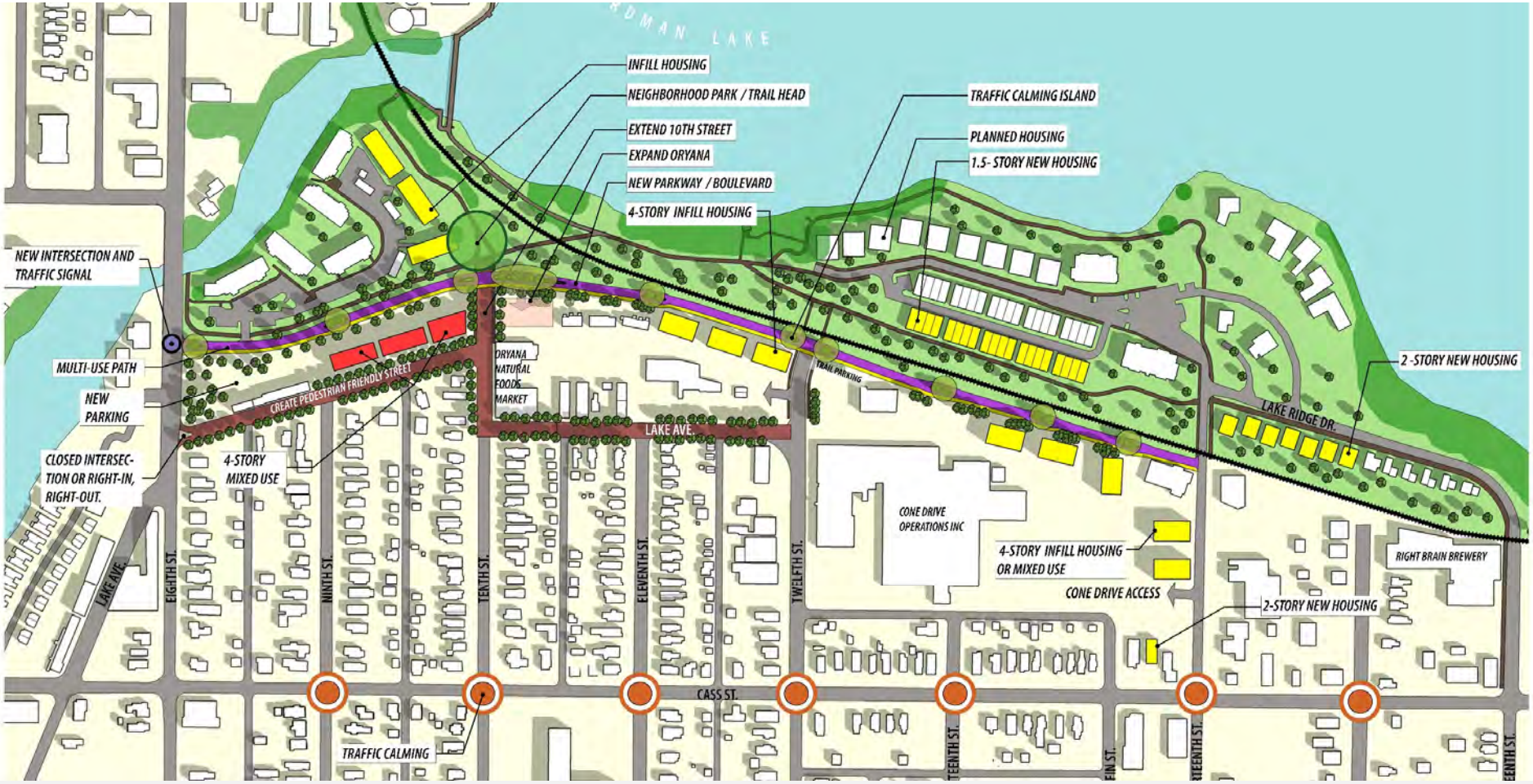
Pros

- Offers opportunities for redevelopment and parking without a new street
- Changes shown along Lake Ave would benefit the neighborhood character and walkability
- Less civic investment ($) by Brownfield Authority
- Opportunity to expand parking lots at Oryana and Cone Drive
- Improves truck access to Cone Drive

Cons

- Does not mitigate current or future traffic demand
- Does not reduce congestion at 10th and Lake for trucks, shoppers, neighbors and "by-passers"
- Poor intersection at 8th/Lake Ave would experience more traffic

Preferred Alternative: New Neighborhood Street



Preferred Alternative: New Neighborhood Street

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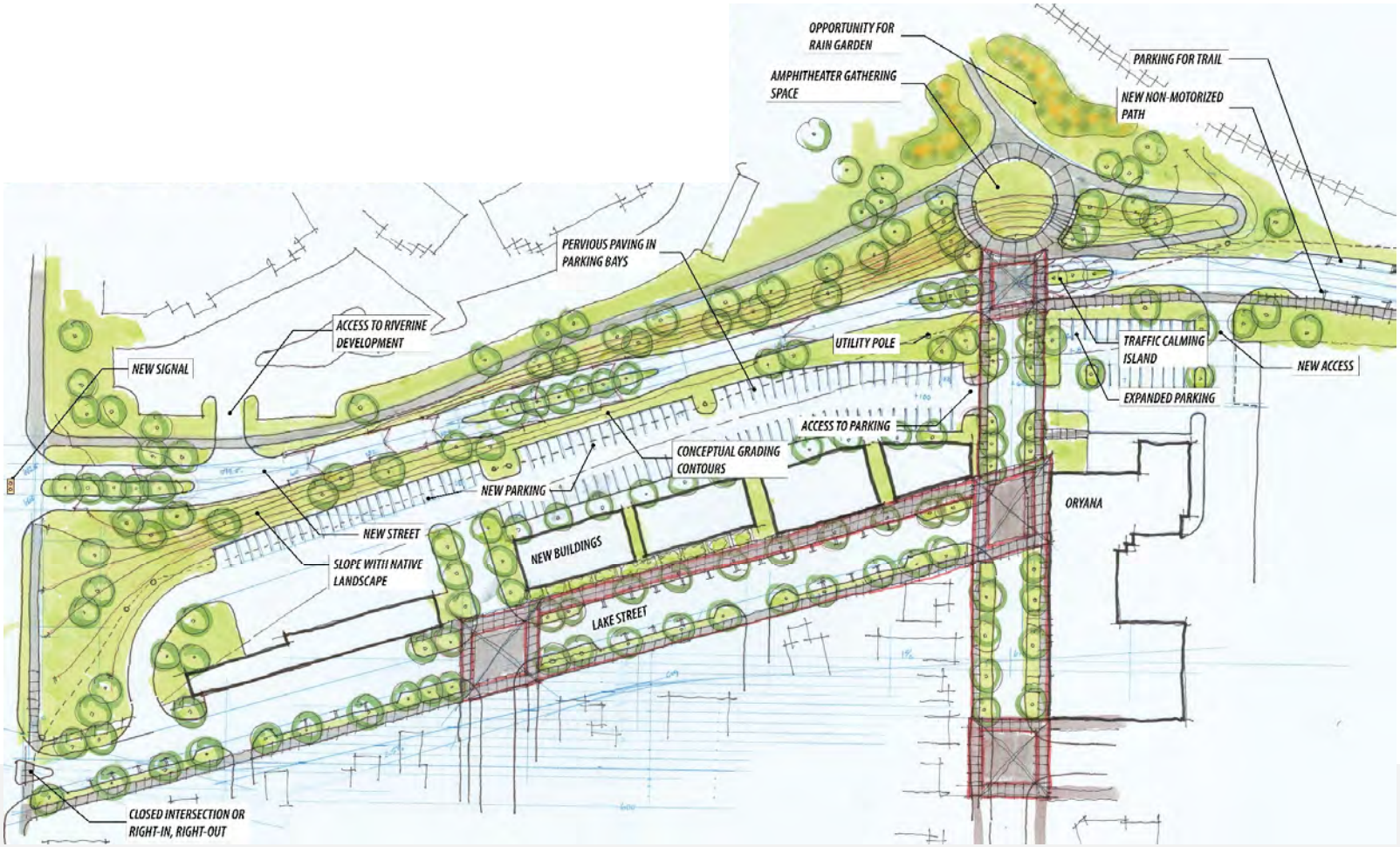
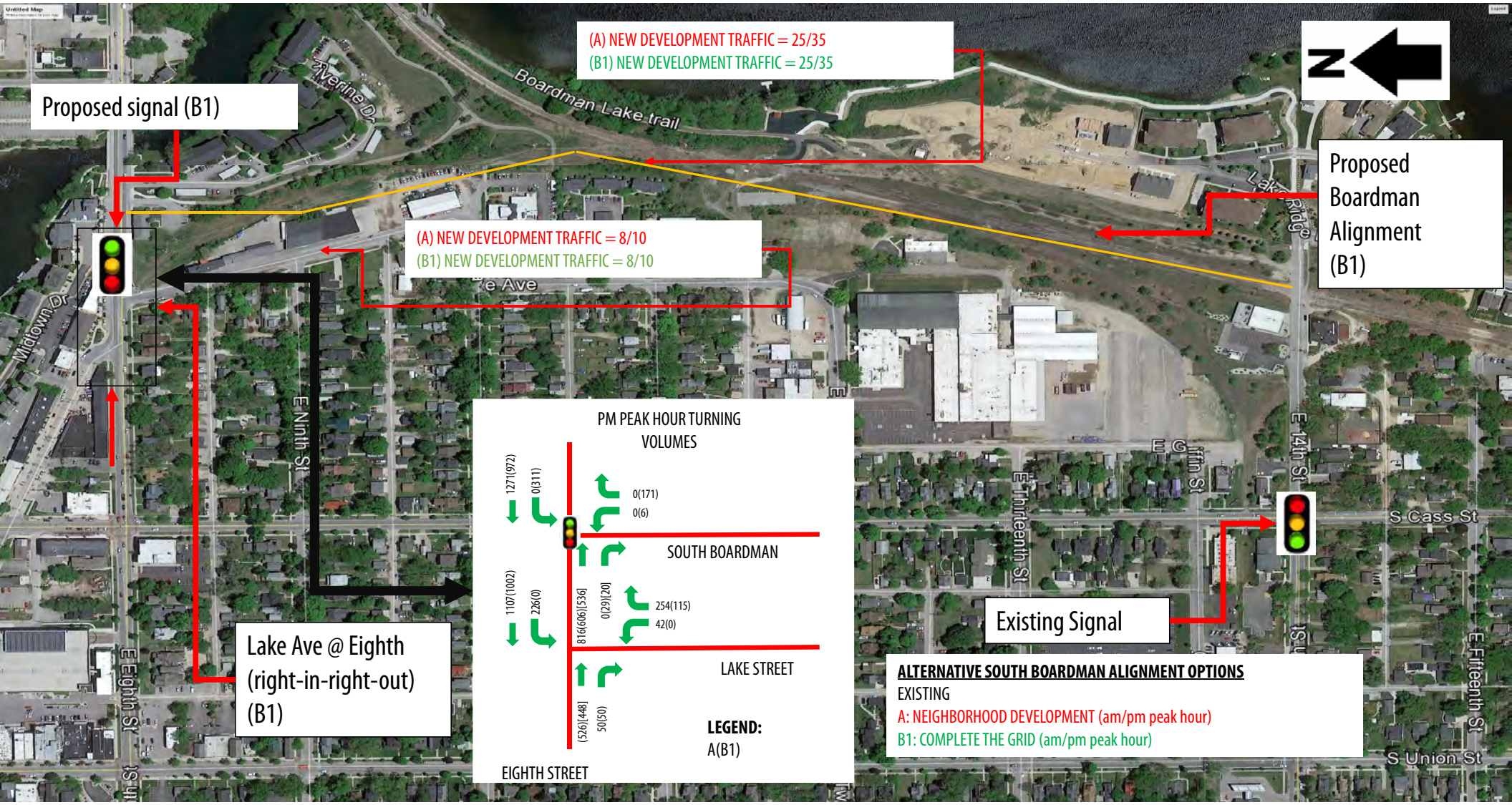
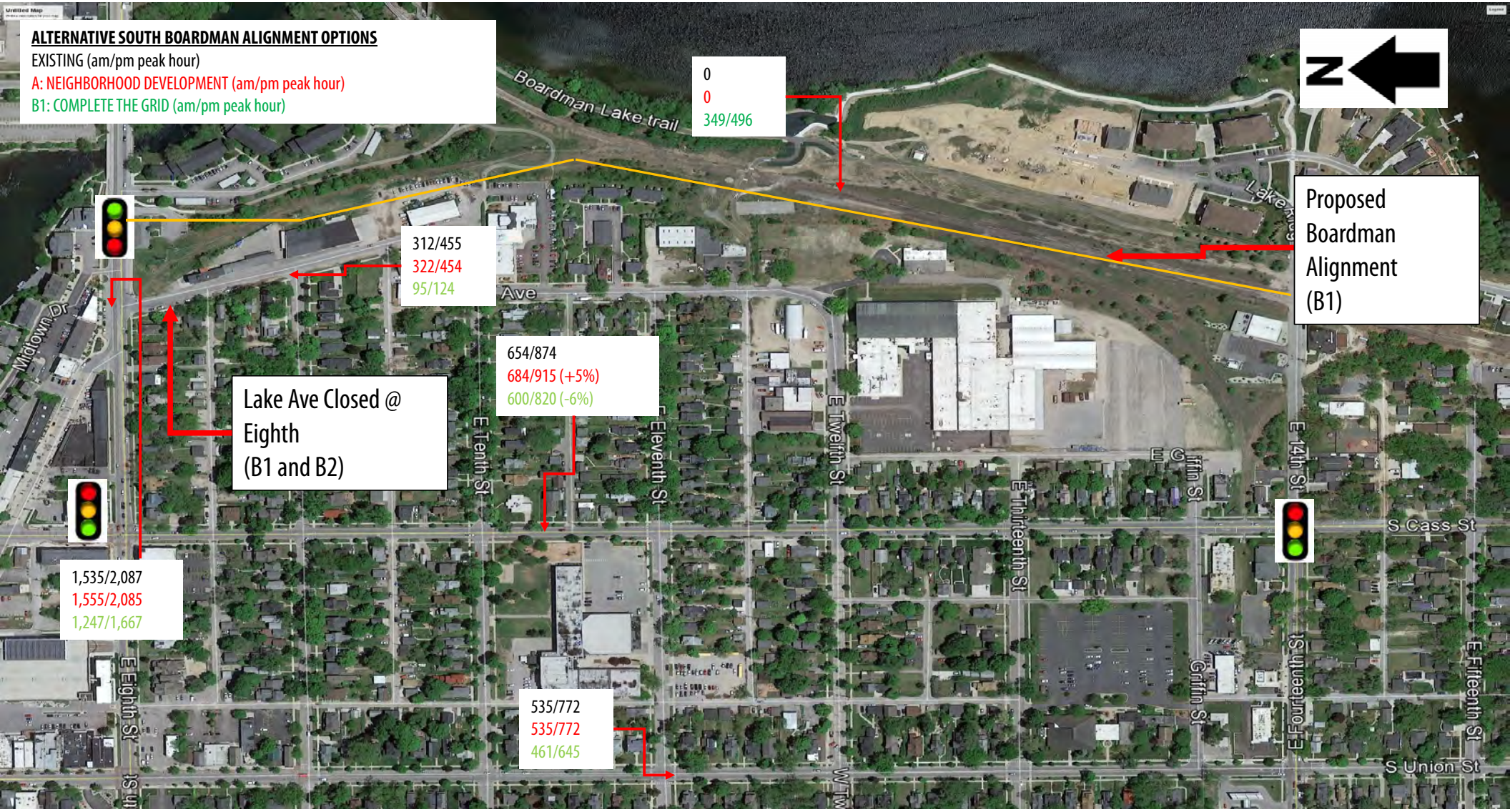
Detailed Study at 8th



Detailed Study at 8th



SOUTH BOARDMAN: DEVELOPMENT HOURLY TRAFFIC



SOUTH BOARDMAN: COMBINED TOTAL HOURLY TRAFFIC

Project traffic benefits

- Moves the main intersection to a better spaced and signalized location along 8th Street
- Gives trucks serving local businesses an alternative to going through the neighborhood
- Shifts through traffic currently using local streets to a new street
- Adds another access for emergency vehicles

Issue: Will this street induce more traffic?

- Induced traffic occurs when there is congestion and a capacity improvement fills up with new traffic. This can happen with major projects like widening an arterial street or building a new highway.
- In contrast, the prime purpose of this project is not to relieve congestion. Instead it will complete the grid system and provide an alternate route for existing traffic.
- Little induced or new traffic will occur other than associated with new development in the district:
  - There is no capacity improvement to the south, north or east
  - New street is limited in length with traffic calming features, not a faster bypass
  - Traffic using the new street will be from the adjacent neighborhood and businesses, with about 8% shifting from Cass Ave

Preferred Alternative: New Neighborhood Street

Measurables

- 6.9 acres of developable land illustrated, access from local streets and new street
- 189 new residential units
- 5,000 square foot of neighborhood retail/maker's space
- $12.5-17 million in post development SEV
- $1.5-2.5 million in construction costs to improve Lake Street
- $150-200,000 in construction cost for relocated path
- $2.0-2.7 in construction costs for new street
- Decreases daily traffic volume on Cass Avenue by 11% with modest development scenario.

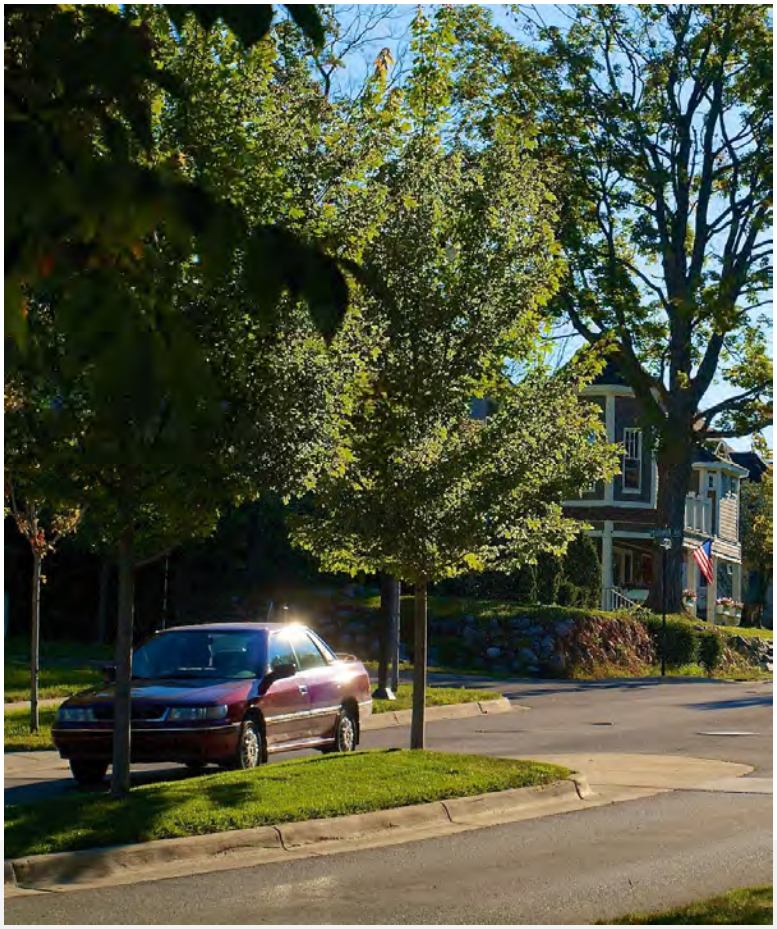
Preferred Alternative: New Neighborhood Street

Pros

- Connects new street to neighborhood grid, reduces daily volume on Cass by 11% , assuming modest new development
- Improves emergency and truck service access for neighbors and businesses.
- Less congestion near Lake and 10th increases walkability of neighborhood
- Provides visual and physical access to Boardman Lake and a "front door" for new development

Cons

- Adding a new street increases capitol costs to Brownfield Authority and maintenance costs
- Requires crossing another street between neighborhood and lake/trail (managed through traffic calming)
- Restricts access at Lake and 8th, but provides another lighted intersection for connecting to 8th



Traffic Calming

- "**Traffic Calming** is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users" **Lockwood, Ian, *ITE Traffic Calming Definition*, ITE Journal, July 1997, pg.22.**

- Cass Avenue, Union Street, and proposed Potential South Boardman Street

Traffic Calming

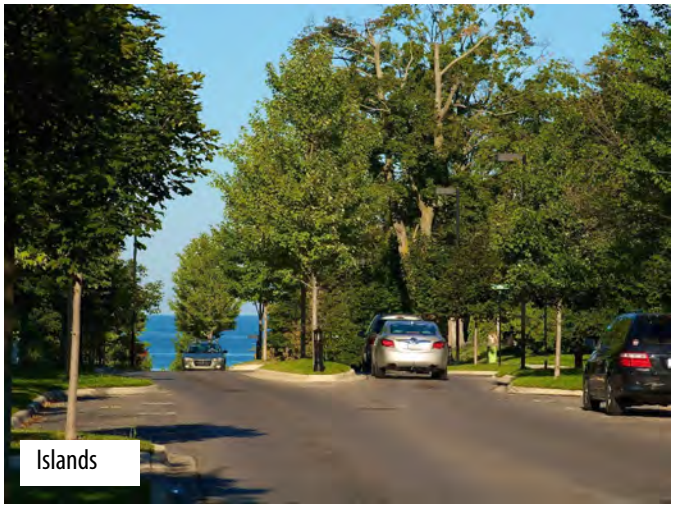
SPEED HUMP

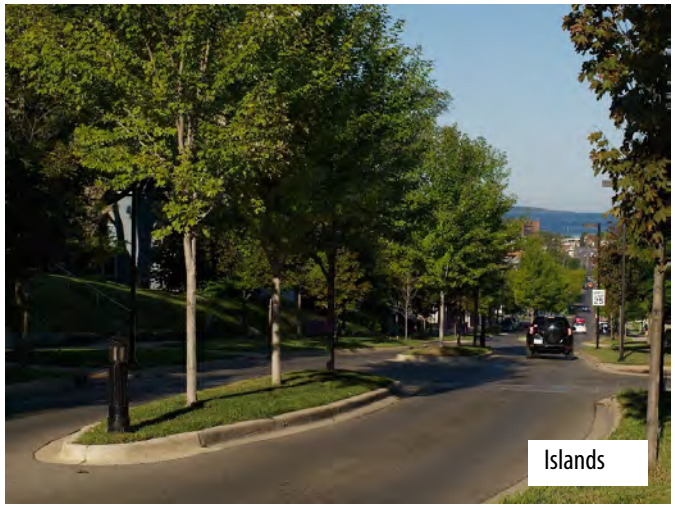
RAISED CROSSWALK/MEDIAN ISLAND

RESIDENTIAL ROUNDABOUT

- Reduce speeds
- Divert cut through traffic
- Narrow lanes
- Pedestrian safety improved

Traffic Calming





- Reduce desire for speed and cut-through
- Slows travel speed to that posted
- Protected pedestrian crossing

Conclusions

- Traffic from new development will have less impact on Cass and local streets with a new street
- A new street will manage traffic from new neighborhood development while reducing vehicles on Cass Street, and reduce congestion on Lake Street.
- Development potential and its traffic can occur with or without a new street
- New street and development would require a signalized intersection on 8th Street to ease congestion and improve safety.
- The street could be a low speed, pedestrian and bike oriented with multiple crossings to the Boardman Trail and lake
- Lake Street can be built into a more attractive pedestrian, neighborhood focused street.