

TRAVERSE CITY OLD TOWN NEIGHBORHOOD



*THE ANDREWS UNIVERSITY PLAN
FOR TRAVERSE CITY, MI
JANUARY 2002*



14th street, as well as one multi-family lot just east of the new civic building at Cass Street between Griffin and 14th Streets. North of 14th Street, on the west side of Boardman Lake Boulevard, there are twelve (12) single family lots between Griffin and 12th streets and twenty-six (26) single family lots between 10th and 8th Streets and Lake Street and the Boardman Lake Boulevard [PAGES 48,49] (the latter of which become available only in the second phase of the Boardman Lake Boulevard construction—see below). There are also two (2) multi-family lots fronting the residential square at 12th Street and the Boulevard [PAGE 51], and three (3) multi-family lots fronting the residential square at 10th Street and the Boulevard [PAGE 50]; for a total of eighty-five (85) new single family lots (which include options for granny flats and coach houses—see “Draft TND Ordinance”), fifty-nine (59) new flex house lots, and six (6) new multi-family lots in Old Towne west of the proposed Boardman Lake Boulevard.

THE BOARDMAN LAKE BOULEVARD

Construction of the Boardman Lake Boulevard is proposed in two (2) phases. Phase 1 [PAGE 47] is to construct the boulevard from its connection to Cass Street where the latter runs along the lakefront south to South Airport Rd. north, terminating at 8th Street just west of Boardman Avenue and the Boardman River. This leaves intact an existing apartment complex just south of the intersection of 8th Street and Boardman Avenue, and allows for immediate traffic relief for the residents of Old Towne, removing much of the through traffic that currently runs north and south through Old Towne on Cass and Union Streets. This phase entails nothing more than the construction of the boulevard and the street infrastructure for the proposed squares at 10th and 12th Streets. It should also be noted here that the new boulevard is intended to replace Cass and Union Streets as a designated emergency vehicle access route.

Phase 2 [see PAGES 40, 48] is our long-term proposal for Boardman Lake Boulevard, however; and entails not only a reconstruction of the north portion of the Boulevard to connect it to Boardman Avenue at 8th Street (and further north to the Grandview Parkway), but also the creation of development and recreational opportunities that help connect the northwest corner of Boardman Lake back to the rest of Traverse City. We also believe that completion of Phase 2 is necessary to begin to address the traffic problems that currently plague the Traverse City region, which we will discuss in greater detail below.

Connections west of the Boulevard to Old Towne have been discussed in the preceding section. Connections east from the Boulevard to Boardman Lake are hampered by the existence of a rail line that runs east of the proposed boulevard and is being retained for possible future light rail use; and automobile connections from the Boulevard east to Boardman Lake are permitted only at 16th and 14th Streets. With these constraints in play, we have proposed that the Boardman Lake Boulevard occupy a 100' R.O.W. that includes one automobile and one bicycle lane in each direction separated by a planted median, with a local traffic lane to the west of the southbound lane also separated from the latter by a planted median [PAGE 65]. The local traffic lane would serve the proposed residential development to the west; and the area east of the tracks and the Boulevard would be made available for new lakefront park development north of 12th Street, and for either new residential or additional park development between 14th and 16th Streets to the south [see “options,” PAGES 52, 53].

The village residential development option for the southeast corner of 14th Street and Boardman Lake Boulevard [PAGE 52] includes the following features:

- 31 single-family building lots in a network of narrow streets and small blocks
- a paved square at the north end of the village just south of 14th Street
- public access from the neighborhood to a proposed marina and Boardman Lake Trail circumscribing the lake
- pedestrian access across the roundabout to the commercial development just west of the Boulevard

Alternatively, the park development option for the southeast corner [PAGE 53] would create a neighborhood lakefront park with access to the proposed Boardman Lake Trail, which would also connect to the TART Trail at the northern end of Boardman Lake. Pedestrian access to the park or parks east of the Boulevard would be available from Old Towne at 10th, 12th, and 14th Streets.

TRAFFIC AND GEOGRAPHY

Our final concerns entail recommendations not for solving but rather for ameliorating the traffic problems that have so dominated our conversations with the residents of Traverse City. The very features that make Traverse City attractive—its topographical characteristics; its location at the base of a bay on a great body of water—are also the things that contribute to its traffic problems. Traverse City is both a destination and a pass-through point. Cars heading north to

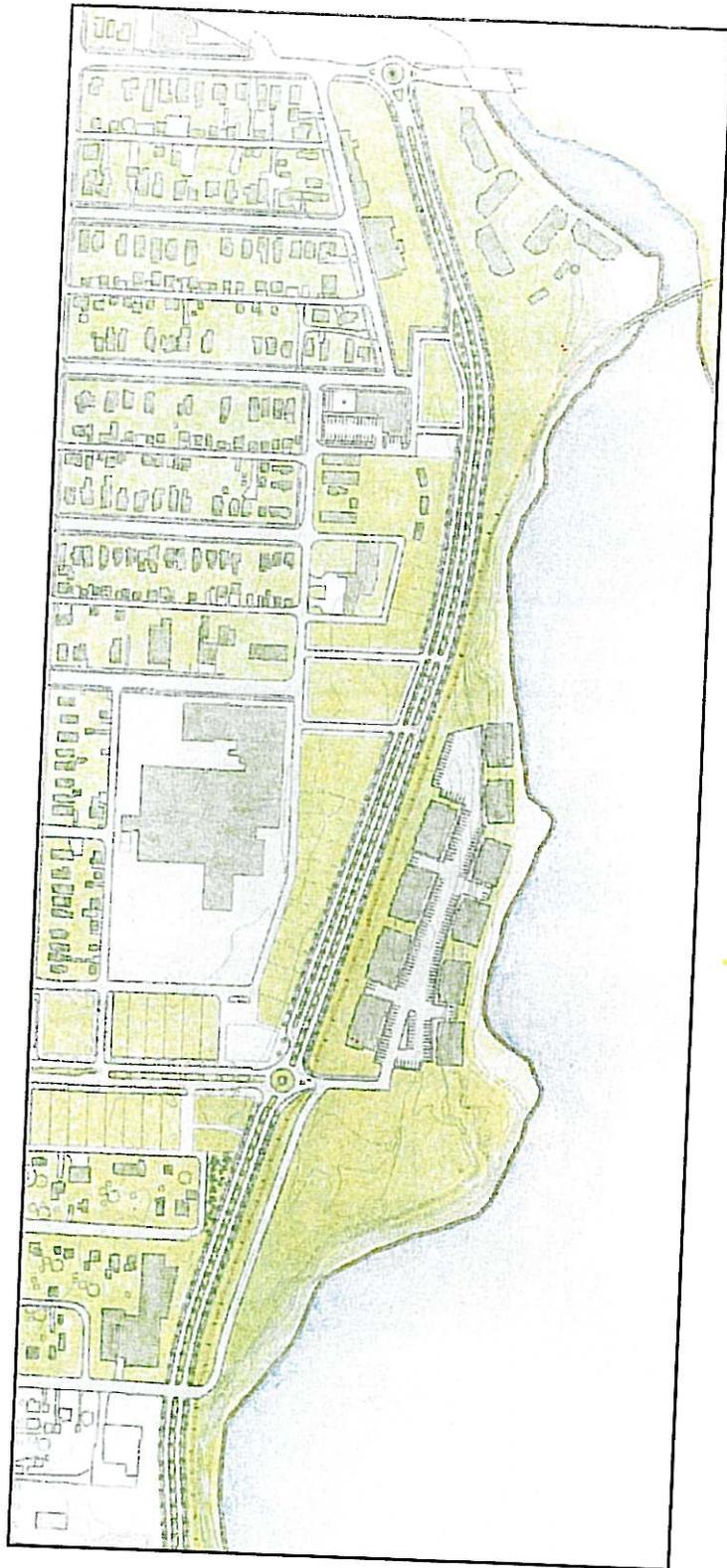


Proposed Master Plan

Old Towne Neighborhood
 Traverse City, Michigan

Andrews University Division of Architecture
 Urban Design Studio Fall 2001



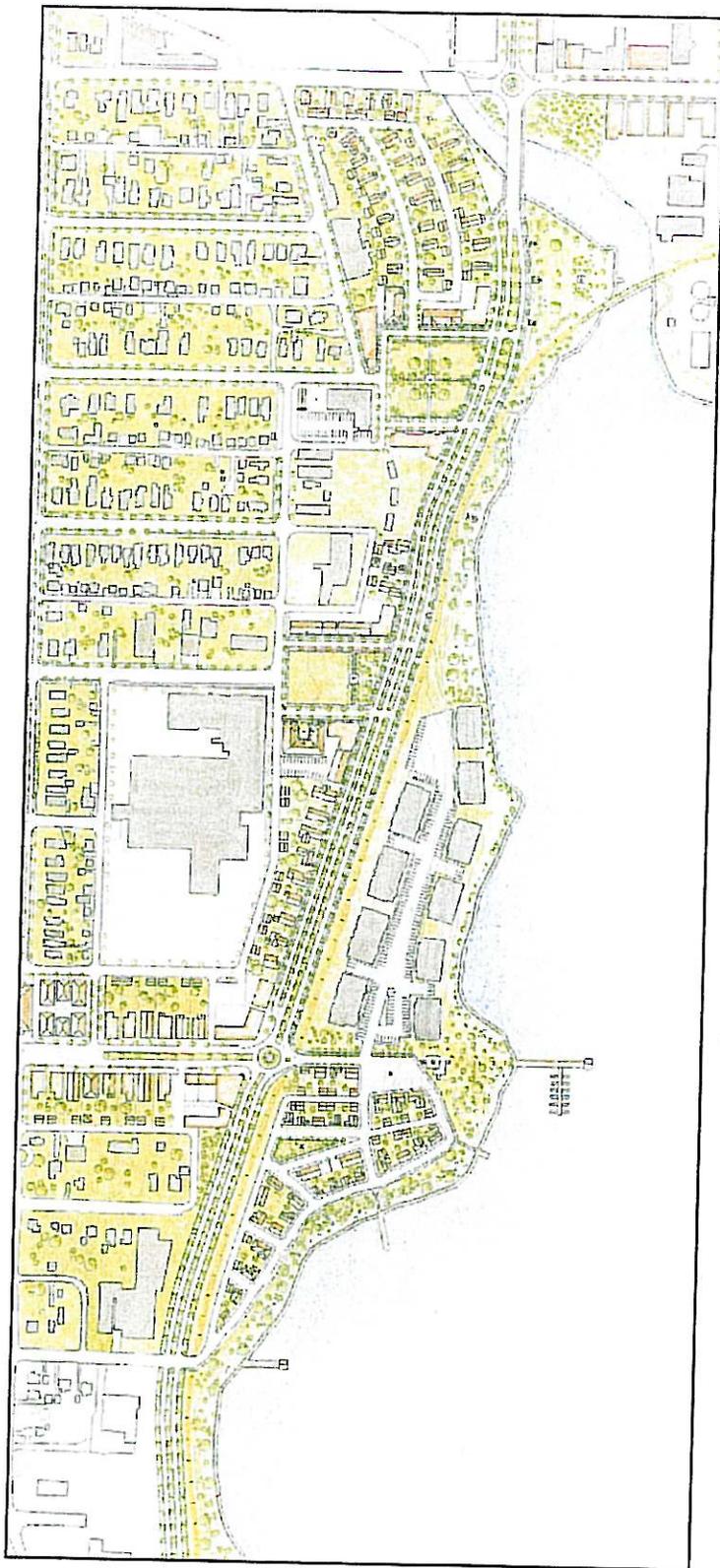


Boardman Boulevard Construction: Phase I

Old Towne Neighborhood
Traverse City, Michigan

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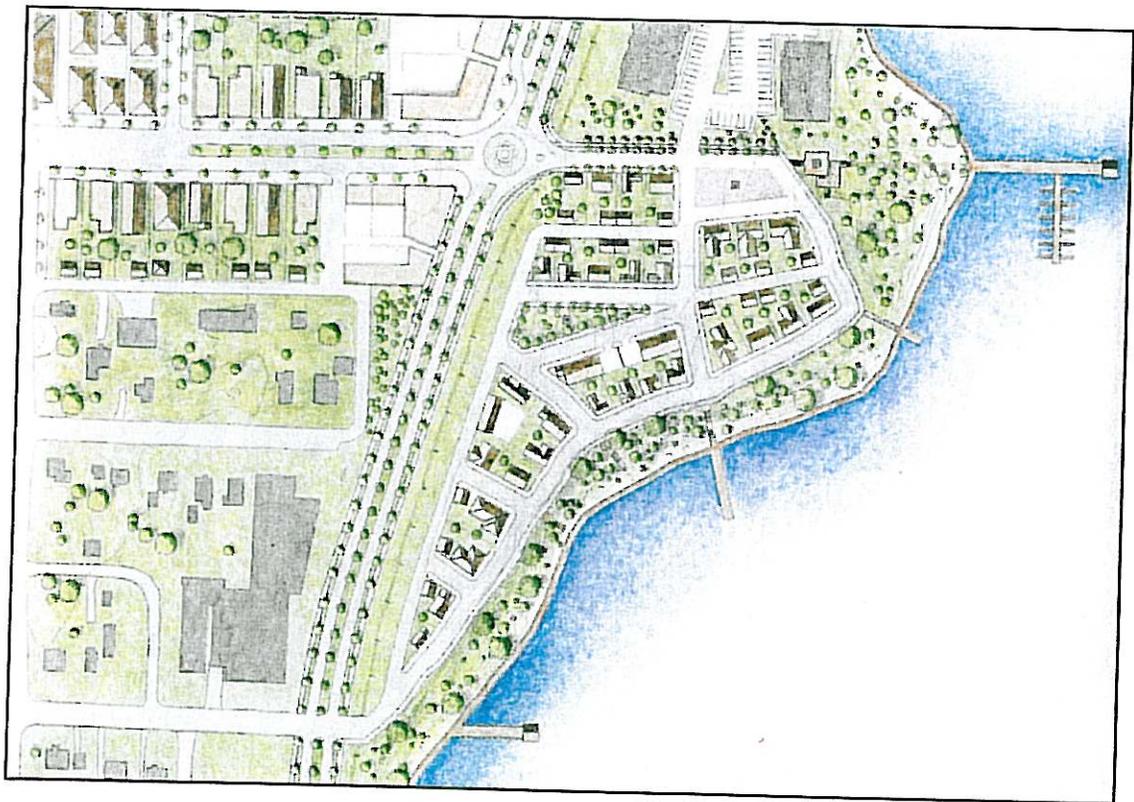
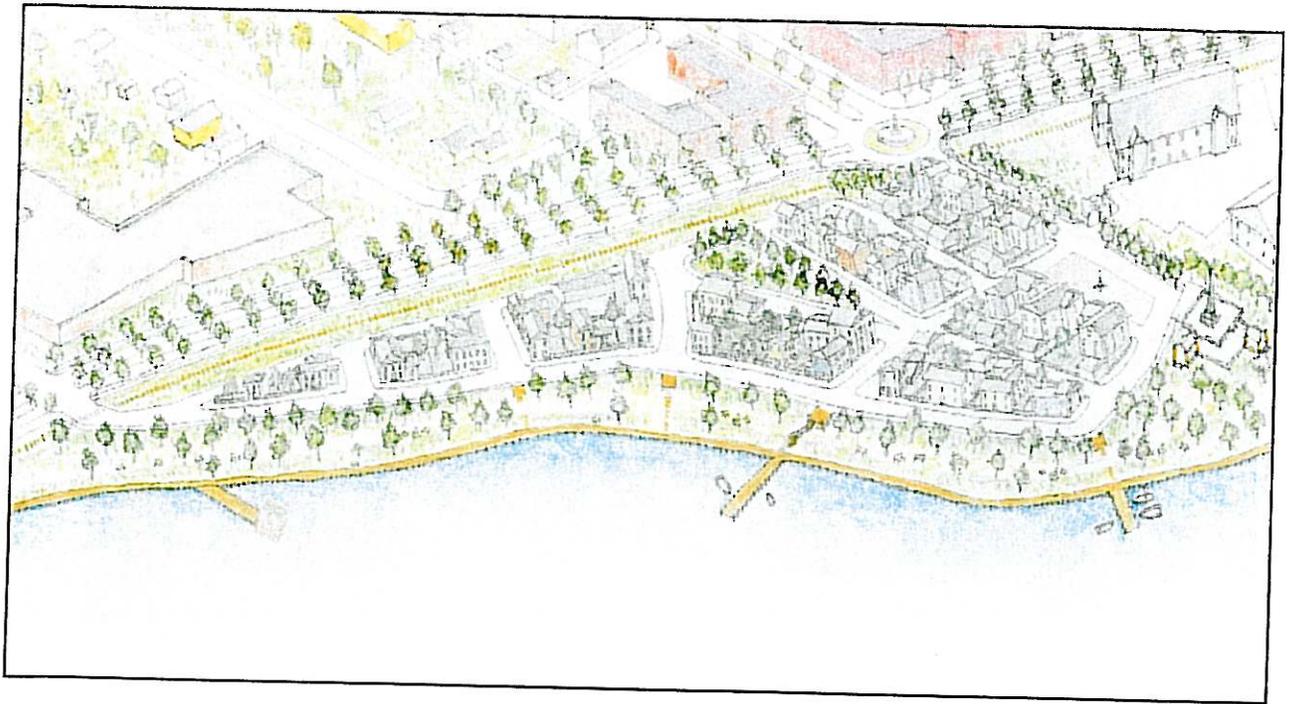


Boardman Boulevard Construction: Phase II

Old Towne Neighborhood
Traverse City, Michigan

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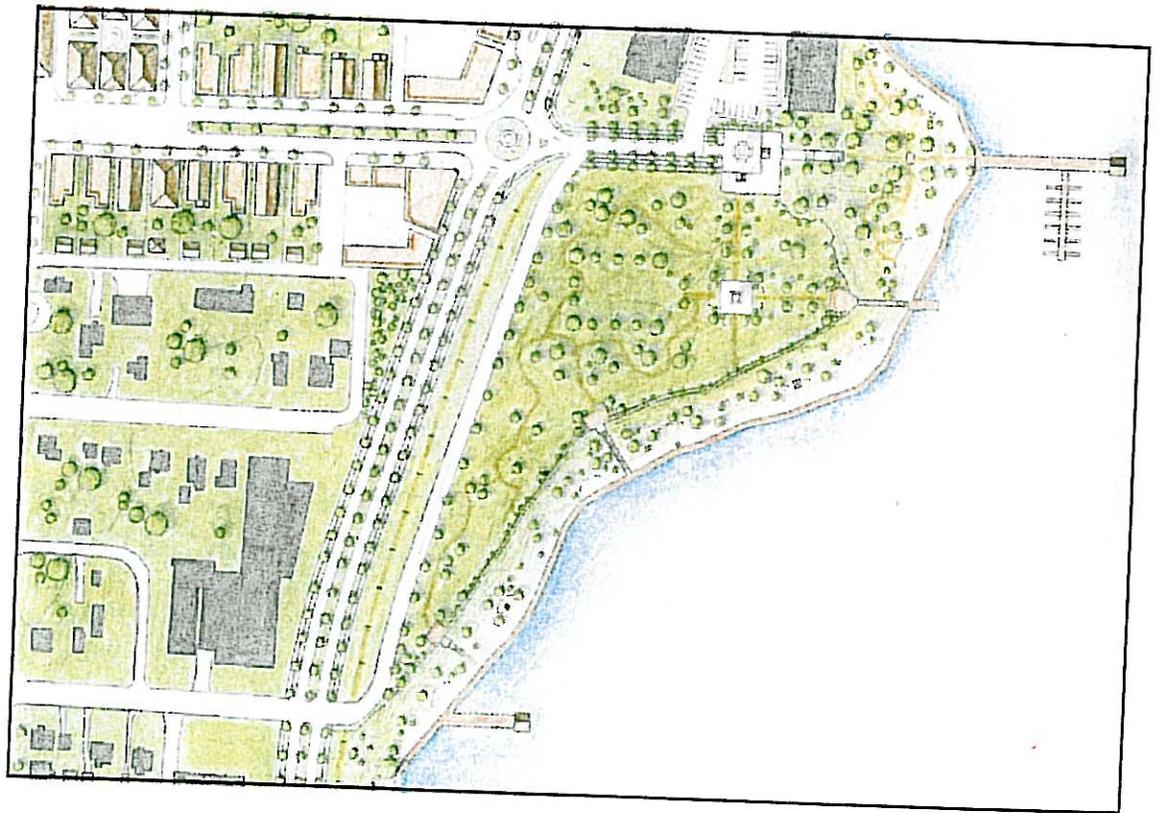


South Lakefront Village

Old Towne Neighborhood
Traverse City, Michigan

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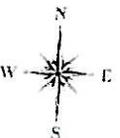


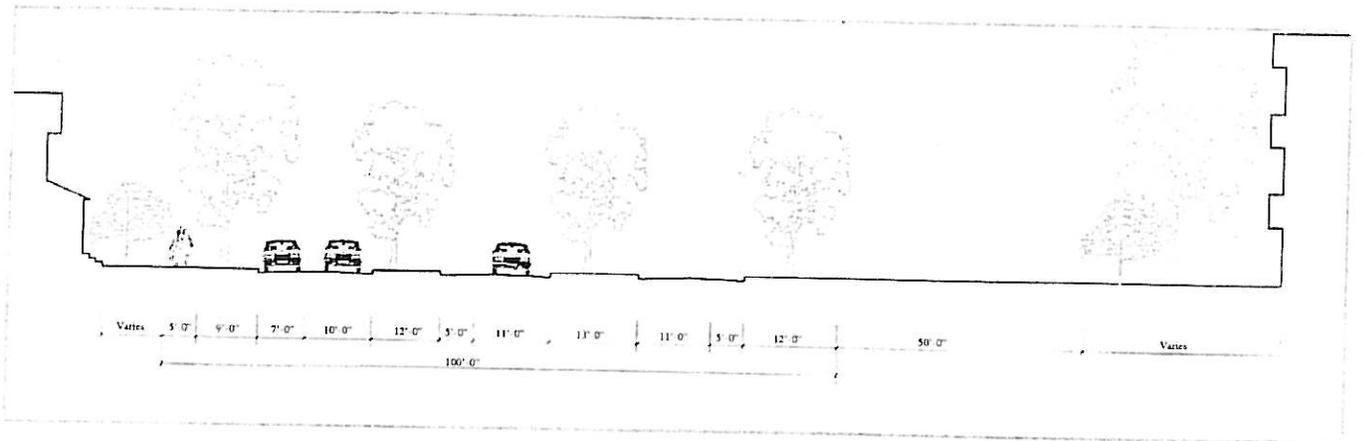
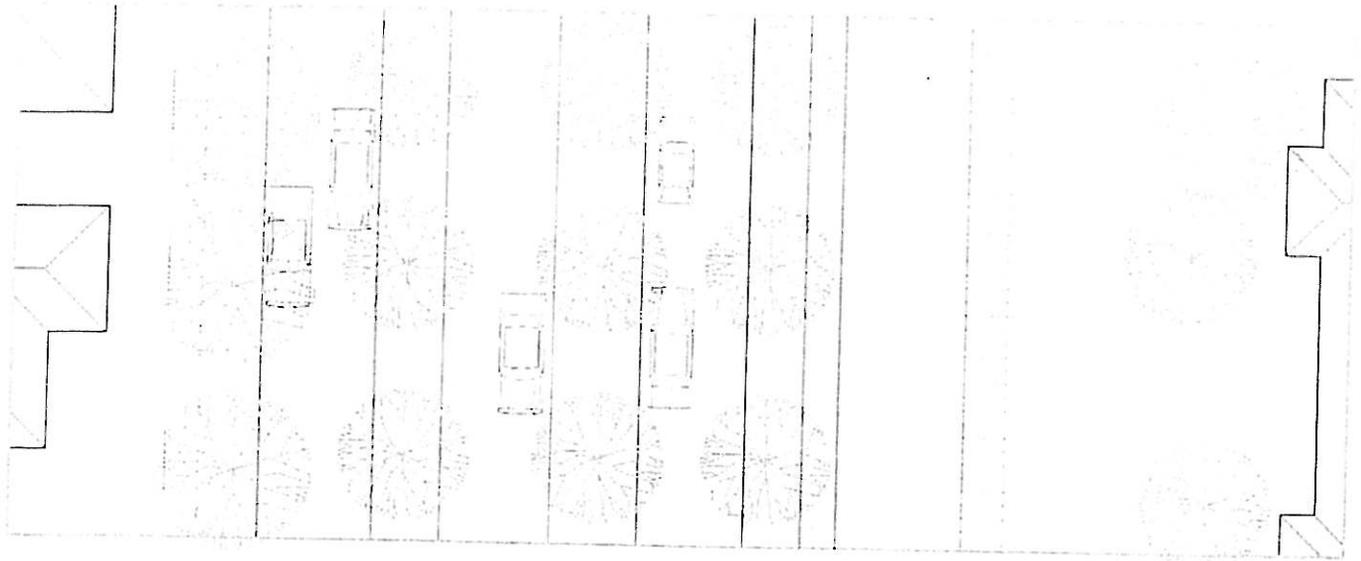


Option: South Lakefront Park

Old Towne Neighborhood
Traverse City, Michigan

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Street Type I - Boardman Boulevard

Old Towne Neighborhood
Traverse City, Michigan

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