

BUILDING CHARACTER

WEST FRONT STREET URBAN DESIGN

DIVISION STREET



PINE STREET

#TCMI

[agenda]

DIVISION STREET ←————→ PINE STREET

1. Collaboration with City Planning & Engineering
2. Why improve West Front Street?
3. Key Principles to Urban Street Design
4. Existing Conditions & Analysis Plan
5. Cross-Section Study
6. Visual Preference and Character Intent

[agenda]

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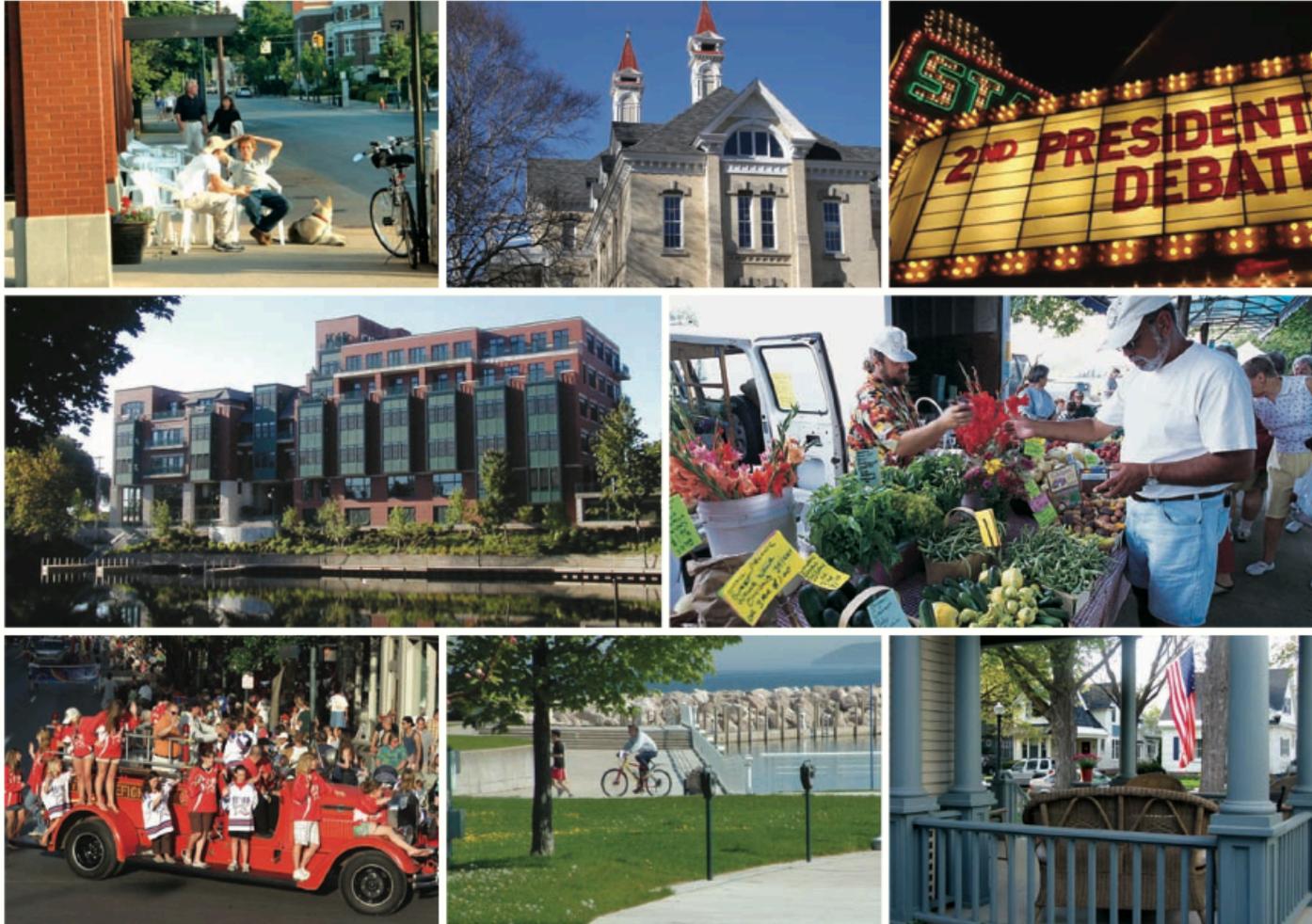
7. Preliminary Design

What is access management?

Shift from conventional bikelanes to protected

CITY OF TRAVERSE CITY MASTER PLAN

2009



A Community of Neighborhoods and the Relationships They Foster



Complete Streets

...streets that include sidewalks, bike and car lanes, some green infrastructure component, and are accessible to “all ages and abilities.”

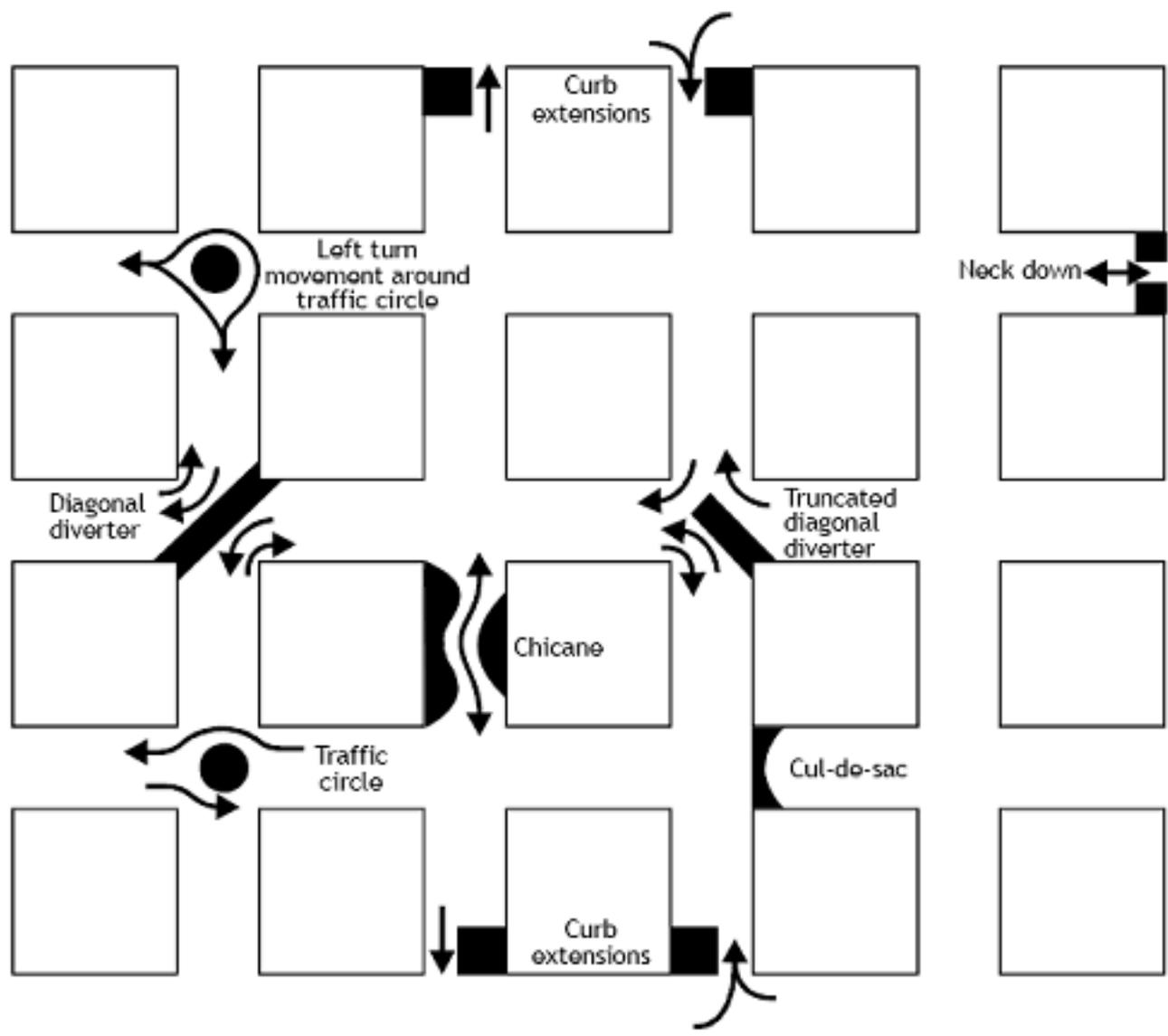
“make streets part of public space” and green and attractive. Streets should be community assets, compatible with built and natural environments, and reflect the balanced needs of the community and transportation networks.



1. TREE CANOPY - Non-native and low growth trees reduce habitat and contribute to "urban heat island" effect.
2. STREET LIGHTING - Sodium and mercury vapor street lights are inefficient, powered by dirty coal energy which emits carbon into the atmosphere. Lights are also located above the trees, which results in less light reaching the sidewalk.
3. WALKABILITY / ACCESSIBILITY - Broken and narrow sidewalks limit access for disabled persons and strollers, and may violate the Americans with Disabilities Act. (ADA)
4. BIKE ACCESS - Lack of dedicated bike lanes reduce safety, discourage bike use and promote cars as the only way to get around on wheels. The wide street promotes speeding, making it even less safe for bikes and pedestrians.
5. STORMWATER - The storm water drains debris and pollutants directly into local rivers through the underground sewer system. This poisons fish and other wildlife, promotes illness among people, and contributes to the death of the Chesapeake Bay.



1. TREE CANOPY - Native large canopy trees increase habitat, clean air, and cool street, sidewalks and homes.
2. STREET LIGHTING - Light emitting diode (L.E.D.) streetlight fixtures are extremely efficient, and will be powered by clean wind energy. The lights will be closer to the street to maintain effectiveness to public safety.
3. WALKABILITY / ACCESS - ADA compliant (36" wide) sidewalks promote wellness, walking and community.
4. BIKE ACCESS - Clearly marked bike lanes promote safety, wellness, an alternative to cars, and offer connectivity to bike trails and transit.
5. STORMWATER - "Bioretention" gardens and treeboxes are the destination for stormwater instead of the sewer system. The water is then naturally filtered of pollutants and debris, helping restore our rivers and the Bay.
6. The "bump-out" design produces a "wiggle" in the street, slowing traffic for bike and pedestrian safety.





EXISTING CONDITIONS WEST FRONT ST

The West Front Street Corridor extends from the City municipal limits/Madison Street on the west to the Front Street Bridge on the east. Front Street is a key east/west route through the City, and the West Front Street is a key gateway and connection between the City's western neighborhoods and neighboring communities and Downtown.

Along its length, West Front Street has several different "character areas," each influenced by traffic volumes, existing land uses, proximity to Downtown, Munson Medical Center, Kids Creek, and other factors that will increase each area's potential.

The Framework Plan for West Front Street presents a guide for land use along the Corridor and identifies potential development and redevelopment opportunities. Specific recommendations for site and right-way improvements are provided to enhance the Corridor's appearance and character. Transportation related recommendations are also presented on the following pages to improve mobility along the corridor for motorist, pedestrian, and cyclists.

Pedestrian Comfort Similar to Front Street within Downtown, this segment of Front Street has a stronger pedestrian orientation, especially when compared to East Front Street. As a western gateway to the City, the road is well travelled, but on street parking and wide parkways west of Cedar Street separate pedestrians from traffic and foster a more comfortable pedestrian environment.

Sidewalks Although sidewalks are provided along the corridor, in non-residential areas east of Cedar Street they exist as carriage walks, and the walks are narrow (5'). Within shopping areas and areas of higher pedestrian activity a wider sidewalk is desirable.

Intersections While most intersections along Front Street function well, queuing and delays can be experienced at Division Street. As a result of the queuing delays at Division. In addition, traffic entering the corridor from the west approach Madison Street at relatively high speeds, compromising safety at this intersection.

Roadway West Front Street is a two lane cross section, with one travel lane provided in each direction and on-street parking provided periodically east of Spruce Street. The only signalized intersection in the West Front Corridor is at Division Street.

Access Management There are sections of the West Front Street Corridor where access to properties is well controlled, but in other sections access management is limited, resulting in left turn conflicts for vehicles and driveways/pedestrians. Access management is an important consideration for the West Front Corridor. By eliminating redundant driveways, consolidating curb cuts, and connecting adjacent parking lots, the function and safety of West Front Street can be improved.

ADA Compliance The Americans with Disabilities Act has created a set of guidelines to ensure that transportation infrastructure is constructed to standards that ensure accessibility for the disabled. Although sidewalks exist along Front Street, there are areas of non-compliance due to the lack of curb ramps, sidewalk width, and parked vehicles hanging over into the sidewalk realm.

Bicycle Lanes Designated bicycle lanes on a street provide a dedicated area of the roadway for bicycles. In addition to providing a safer environment for bicycles, bike lanes also provide more separation between traffic and sidewalk, further buffering pedestrians from moving cars. Bike lanes exist only east of Maple Street.



OPPORTUNITY DEVELOPMENT SITES
WEST FRONT ST

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

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



Legend

■ These buildings illustrate the built form and development potential of opportunity sites along the corridor. Development should be consistent with other Plan recommendations as well as the site design and land use recommendations for the appropriate Character Areas identified on the previous page.

■ These parking areas represent suitable locations based on recommendations for the appropriate Character Area. The layout, size and configuration are conceptual and may vary based on actual build out. All future parking lots should be consistent with other Plan recommendations as well as the parking design recommendations contained in the Urban Design Plan for West Front Street.

■ The mature trees and tree canopy along West Front Street contribute to the character of the street and the community. Large established trees can be found throughout the corridor, including several on sites that are likely to redevelop or experience reinvestment. The City should encourage the preservation of existing trees as sites redevelop within the corridor.

1 This is a unique opportunity along West Front Street and an opportunity to establish a high quality gateway for the City and Corridor. Redeveloped medical buildings should be attractive and high quality with strong orientation to Front Street with additional access from Beech Street via Madison. Any redevelopment should maintain the residential scale of the buildings and have a minimal impact on the nearby residential neighborhood.

2 A vacant site at the northwest corner of Madison Street and West Front Street provides an opportunity for residential development. Six or seven row homes could be accommodated on the site, with walkup entries along Front Street. Garages for the units should be located in the rear, serviced by a new alley accessible from Madison Street.

3 Ace Hardware, a successful and popular local retailer, could explore opportunities to redevelop their site to modernize and expand the existing building. Incorporating Latte-Dah into future plans would increase the flexibility and number of potential redevelopment scenarios, and allow for a larger store. Parking for the site should be relocated to the rear and provided on street (along both Cedar and Front).

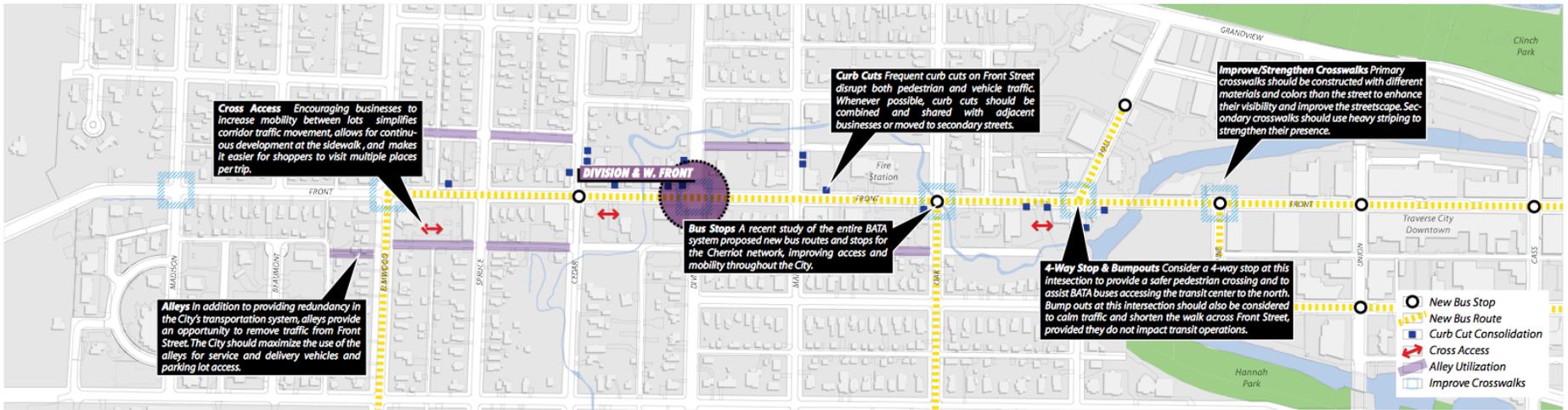
4 The single family home on the corner of Front and Cedar and the partially unimproved commercial lot next to it is an incompatible land use arrangement that could be addressed with redevelopment. Considering the context of the area, appropriate uses for this site are commercial service, professional office, or mixed-use with upper story multi-family residential units. Incorporating the medical office to the east into a larger parcel could allow for potential synergies and connections with the recently constructed medical building to the east.

5 The CVS store recently constructed on the western half of this block will increase the commercial activity in the area. Consideration should be given to requiring CVS to construct a low profile masonry wall to screen their parking from Front Street and preserve the pedestrian oriented character of the street. One business in a converted single family home (currently for sale) remains and has some redevelopment potential. Redevelopment of this remaining parcel should utilize the alley as a means of cross access with CVS and locate its parking needs in the rear.

6 Redevelopment of the existing restaurant/tavern at the Front and Maple intersection could provide a stronger, continuous street wall along Front Street, similar to the development on the south side of the intersection. There is also potential to connect the development to Kids Creek on north side of the property but the existing alley may complicate this connection. Small, neighborhood-scaled commercial uses, such as retail or restaurants, are appropriate for the neighborhood. Despite being well buffered by trees to the north, any redevelopment should respect the residential setting.

7 Although a small site, redevelopment of this corner could make a big difference to one of the Corridor's prominent destinations, Burritt's Fresh Market. The current configuration block views of the store from Front Street. The undeveloped portion of the site allows for Burritt's to expand, similar to the adjacent commercial building to the west, and to provide access from Oak Street. While parking should ideally be located in the rear, the established built form suggests leaving the current building setback unchanged.

8 The Huntington Bank is an attractive building, but it caters to the automobile, with a prominent drive-through and no front pedestrian entry along Front Street. The site is large and under unified ownership, providing a great opportunity to expand activity along Front Street. Redevelopment as mixed-use with the bank occupying offices could be considered, provided the bank's drive-through is in the rear of the building. Redevelopment should have a strong orientation toward Front Street with parking located in the rear.

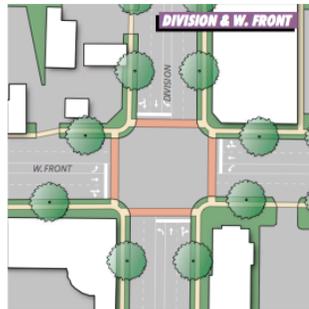


TRANSPORTATION FRAMEWORK PLAN WEST FRONT ST

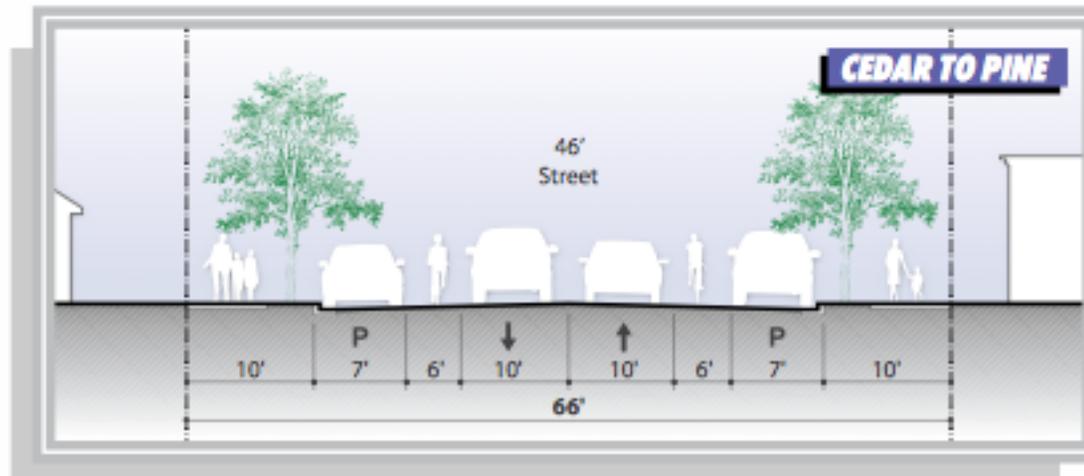
Safe and efficient transportation of vehicles, bicyclists, and pedestrians along the Front Street Corridor must be a priority for the City. However, given the existing right-of-way dimensions and lane configurations, adequately accommodating all modes of travel can be challenging. Consideration must be given to traffic traveling along the Corridor. Coordination with essential parking and property access along the roadway is important in order to provide a functional and viable corridor for commerce and future development.

The key components of transportation are addressed in a manner geared toward enhanced mobility and safety for all modes of travel. Recommendations address access management, intersections, sidewalks, pedestrian comfort, ADA compliance, bicycle lanes, and more. Also, coordinated with transportation improvements, there must be beautification and urban design enhancements designed and implemented in a way that is integrated into circulation and access rather than accommodated as an afterthought.

Note on Upgrade Signalized Intersection Future traffic volumes and detailed traffic analysis are needed to determine lane configuration at intersection based on current peak hour counts.



Division & W. Front It is recommended that the City maintain the existing northbound and southbound configuration of the intersection at Division and Front including a left, through and through-right turn lane for westbound traffic and a left, through and through-right turn lane for eastbound traffic. Consideration should be given to adding a designated through lane for westbound and eastbound traffic. This reconfiguration is a tradeoff. It would reduce traffic queues, left turn conflicts, and related congestion along Front Street but it will increase the distance pedestrians have to walk to cross the street.



{—} Cedar to Pine Cedar to Pine should be maintained as a two-lane street, with 10-foot travel lanes, and a 6-foot bicycle lane, with 7-feet dedicated to on-street parking. On-street parking is recommended for both sides of the street which would require lane reconfiguration on the south side of Front, west of Maple. This cross section also identifies a 10-foot “flexible” space to accommodate a sidewalk for pedestrians and a parkway for trees and streetscaping. The existing pavement width ranges between roughly 43 and 46 feet. The proposed pavement width for West Front is 46 feet.

“STREETS ARE THE LIFE BLOOD OF OUR COMMUNITIES AND THE FOUNDATION OF OUR URBAN ECONOMIES, THEY MAKE UP MORE THAN 80% OF ALL PUBLIC SPACE IN CITIES.”

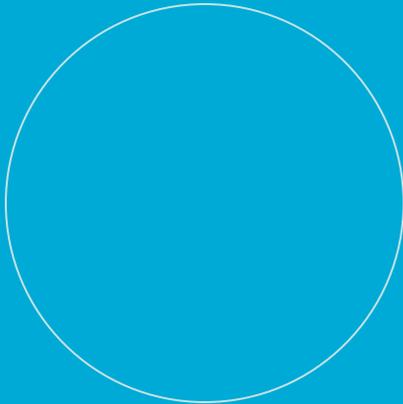
-Urban Street Design Guide, 2013

“GROWING URBAN POPULATIONS OF MILLENNIAL AND RETIRING EMPTY NESTERS MOVING BACK TO THE CITY ARE DEMANDING THEIR STREETS SERVE NOT ONLY AS CORRIDORS FOR THE CONVEYANCE OF PEOPLE, GOODS, AND SERVICES, BUT AS FRONT YARDS, PARKS, PLAYGROUNDS, AND PUBLIC SPACES.....STREETS MUST BE DESIGNED TODAY TO ACCOMMODATE AN EVER EXPANDING SET OF NEEDS.”

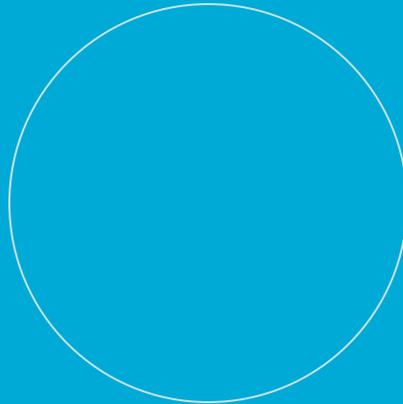
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safety parking driving recreation parks front yards playgrounds **public space** sustainability
resilience green multi-modal development minded economic development urban retail shopping
accessibility universal access walkability **safety** parking driving recreation parks front yards
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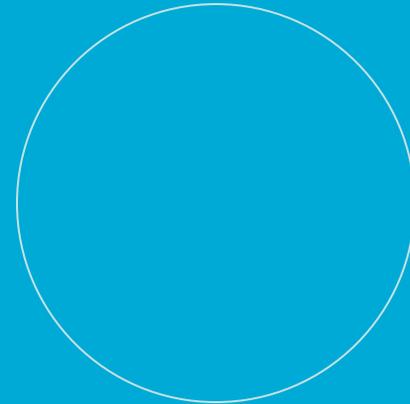
[**key principles of urban street design**]



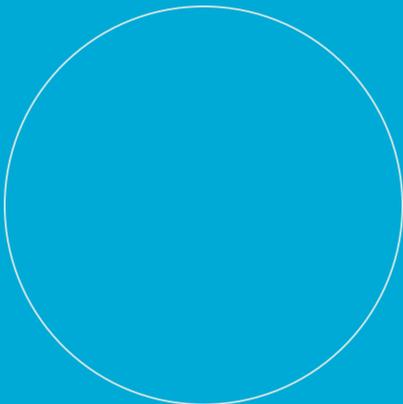
Streets Are Public Spaces



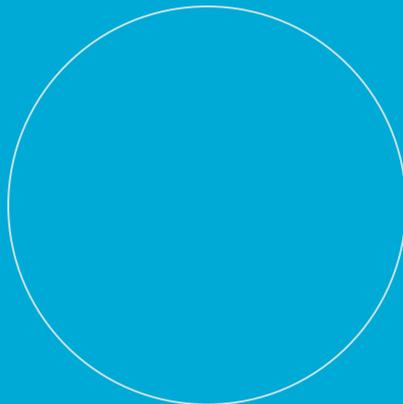
Great Streets are Great for
Businesses



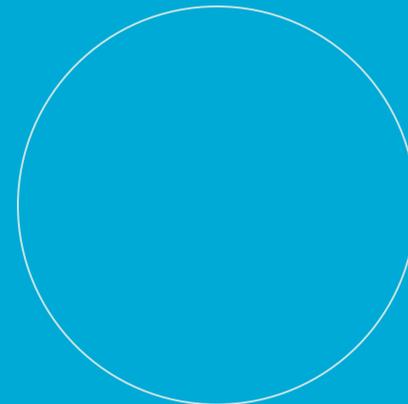
Streets Can Be Changed



Design For Safety



Streets are Ecosystems



Act Now

[existing conditions & analysis]

EXISTING LAND
USE & ZONING

EXISTING ROAD
CROSS-SECTION
& DESIGN SPEED

PARKING
MANAGEMENT

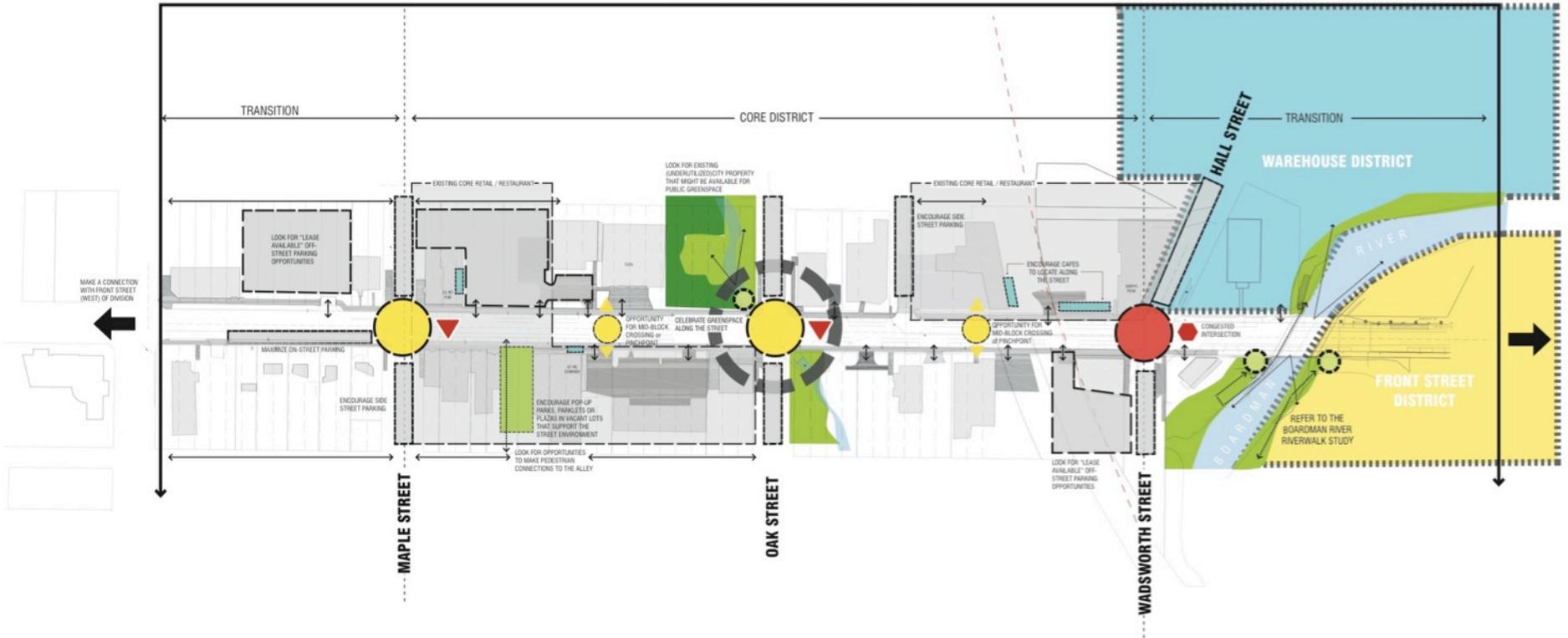
EXISTING
ARCHITECTURAL
CHARACTER

EXISTING
SIGNAGE

EXISTING
PEDESTRIAN &
BICYCLE
INFRASTRUCTURE

EXISTING UTILITY
INFRASTRUCTURE

WEST FRONT STREET PROJECT AREA



Wants to be a Downtown Street - but struggles under the existing context and functions more like a commercial strip zone.

EXISTING LAND USE & ZONING

Existing land use and zoning has policy or lack of policy that does not support a downtown street including parking requirements, curb-cuts, and signage.

EXISTING ROAD CROSS-SECTION & DESIGN SPEED

The existing cross-section and traffic controls allow for speeds well over 20 mph, possibly as high as 30-35mph. A driver's visual focus decreases as speed increases - speed's over 20 mph do not support retail business on a downtown street.

EXISTING PARKING MANAGEMENT

West Front Street is outside of the DDA District and parking management has been left up to the merchants and business owners which has caused business owners to react and construct as much "store frontage" parking as possible which in return has caused many businesses to maintain multiple driveway curb-cuts and maximize on-site parking to support their business.

EXISTING ARCHITECTURAL CHARACTER

Architectural character struggles to define itself along the street - not because of building style or design, but instead by the lack of buildings and large "gaps" along the street.

EXISTING SIGNAGE

The oversized scale of existing business signs are not appropriate. Monument signs and even billboard signage is present along the street. Policy changes may need to occur in order to support the redesign of the street.

EXISTING PEDESTRIAN & BICYCLE INFRASTRUCTURE

Pedestrian and bicycle infrastructure is either severely limited or non-existent on the street. Multiple driveway curb-cuts and the geometry of the existing cross-section both contribute to the ability of the street to perform safely for pedestrians and bicyclists. Interim pavement striping has been added to narrow drive lanes and provide a bike lane, but adequate support infrastructure is needed.

EXISTING UTILITY INFRASTRUCTURE

Existing infrastructure related to stormwater is outdated and outfalls are currently diverted into Kid's Creek. The opportunity exists to combine green infrastructure and Low-Impact Development design principles with traffic calming techniques.



EXISTING LAND USE & ZONING



EXISTING CROSS-SECTION

Vision Cone

A driver's visual focus diminishes as speed increases.



15 mph



20 mph



25 mph



30 mph



EXISTING PARKING MANAGEMENT



EXISTING ARCHITECTURAL CHARACTER



EXISTING SIGNAGE

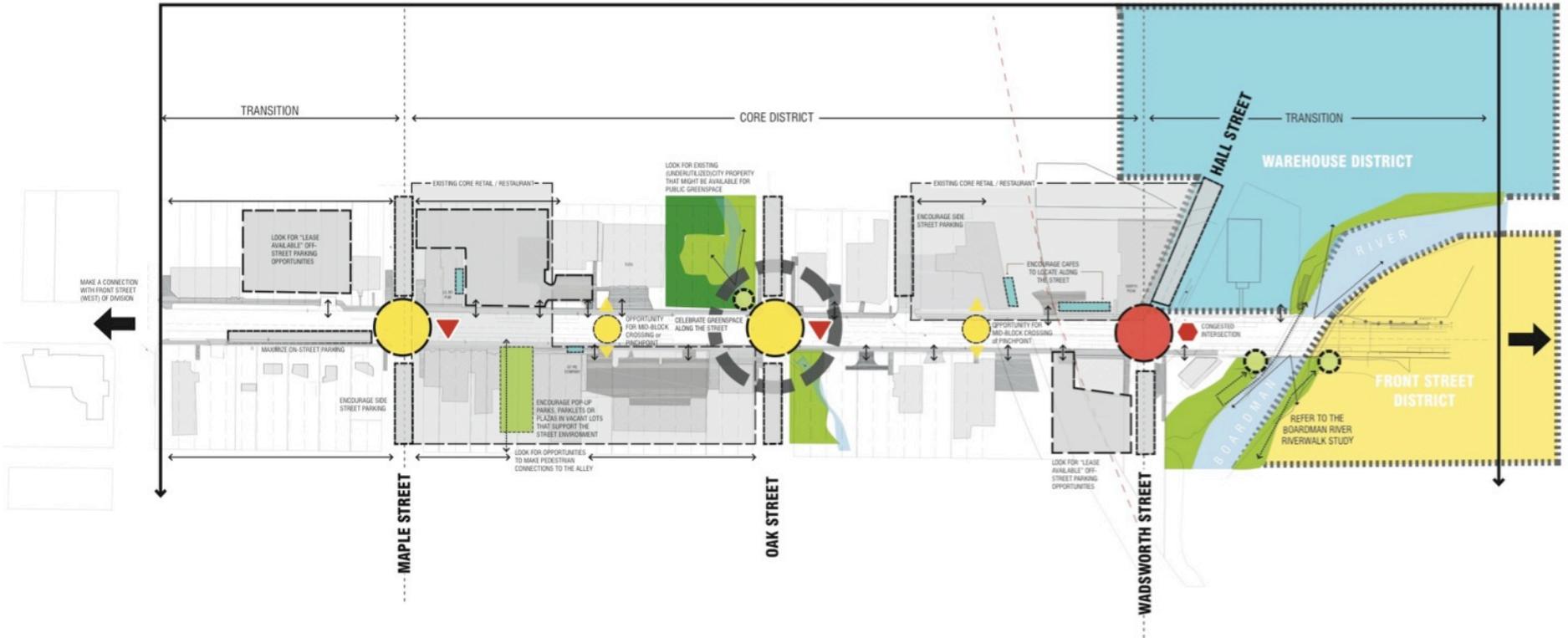


EXISTING PED AND BICYCLE INFRASTRUCTURE



EXISTING UTILITY INFRASTRUCTURE

WEST FRONT STREET PROJECT AREA



Existing (Context) of Street Design

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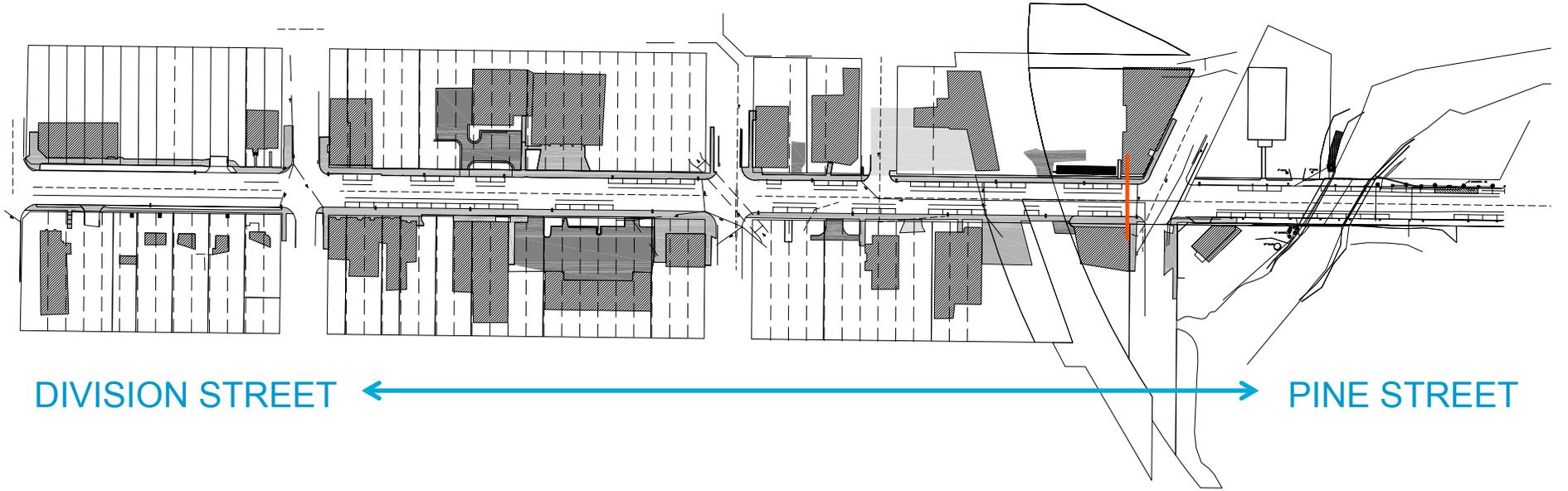
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[cross-section study]

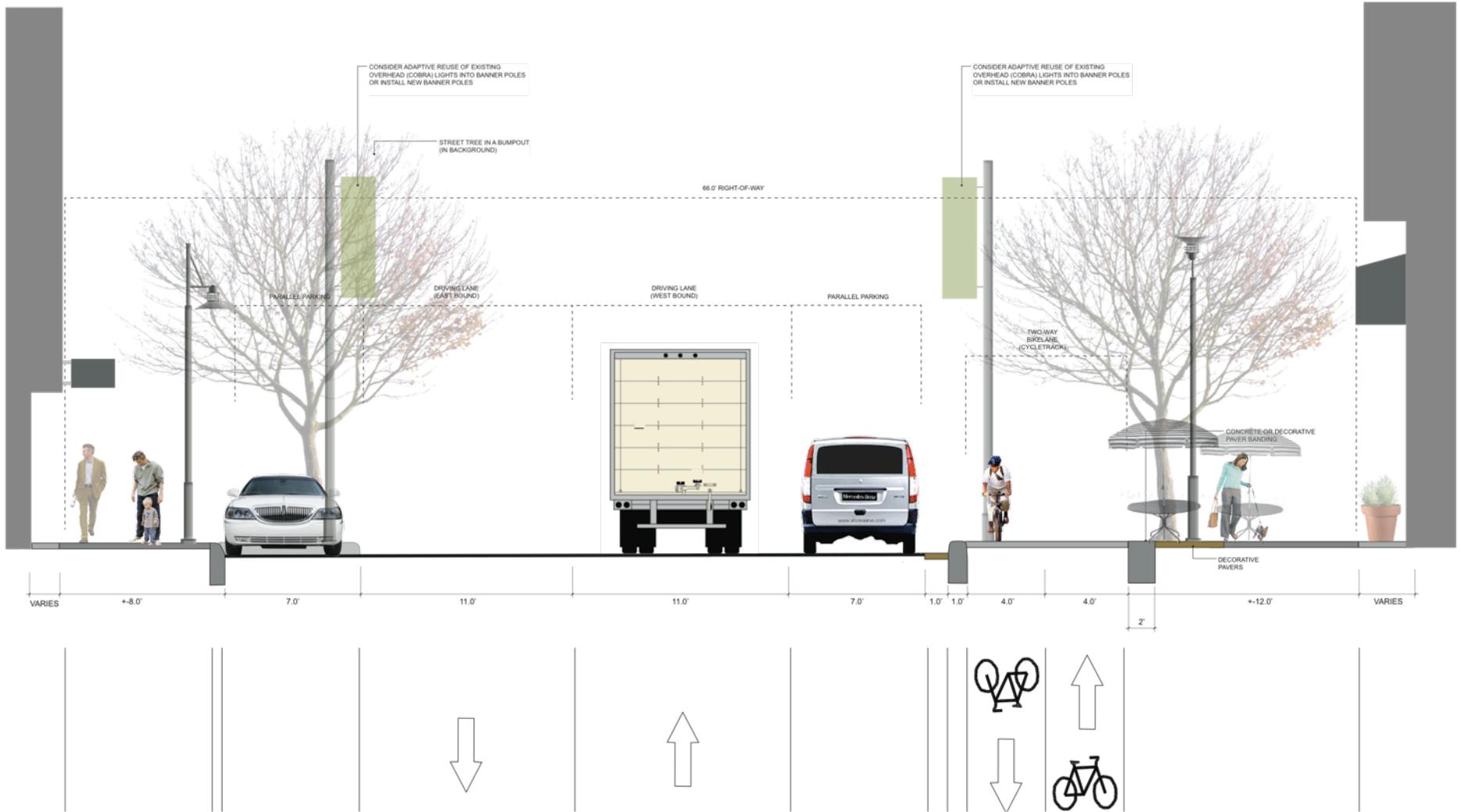
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OPTIONS

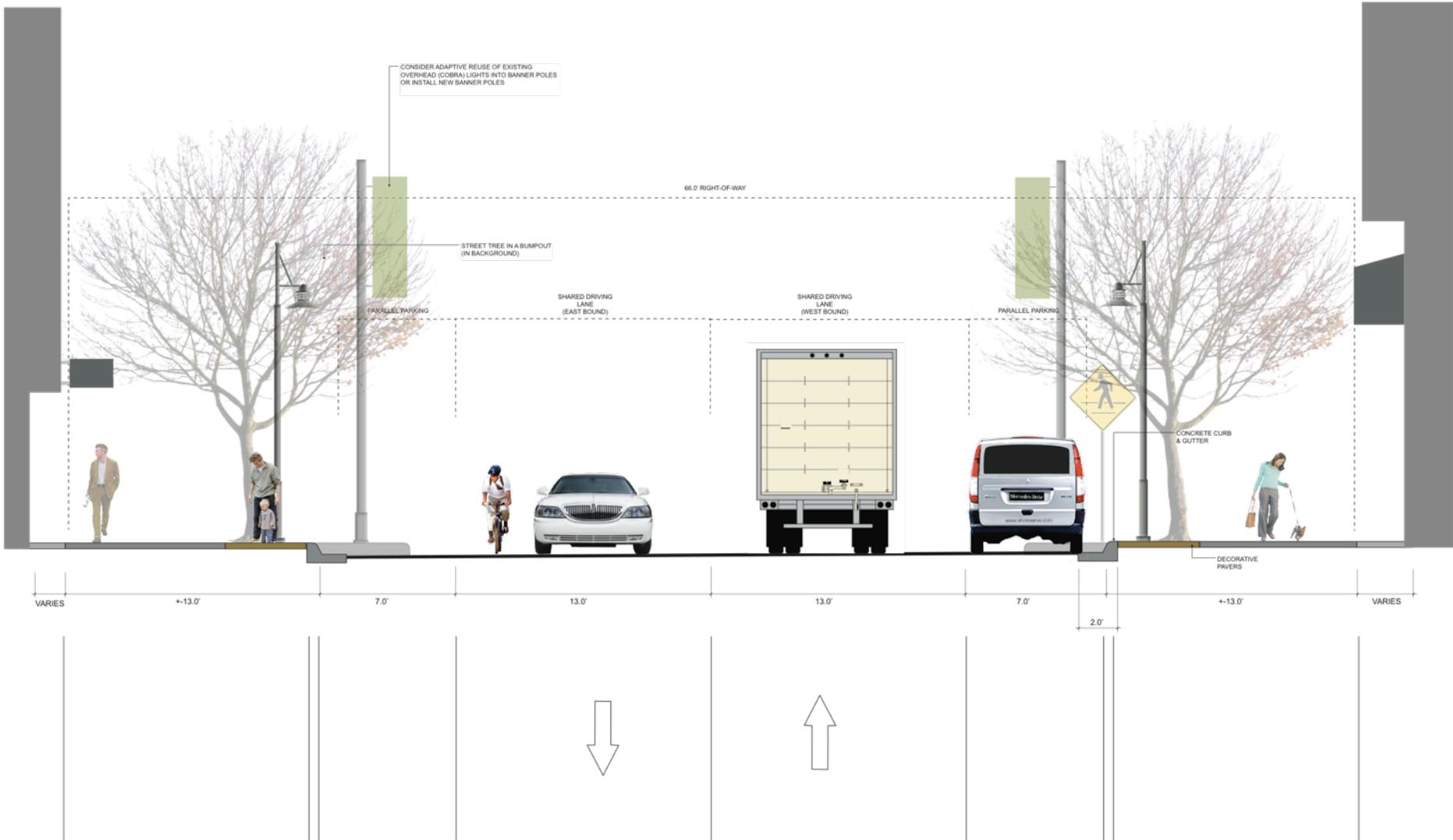


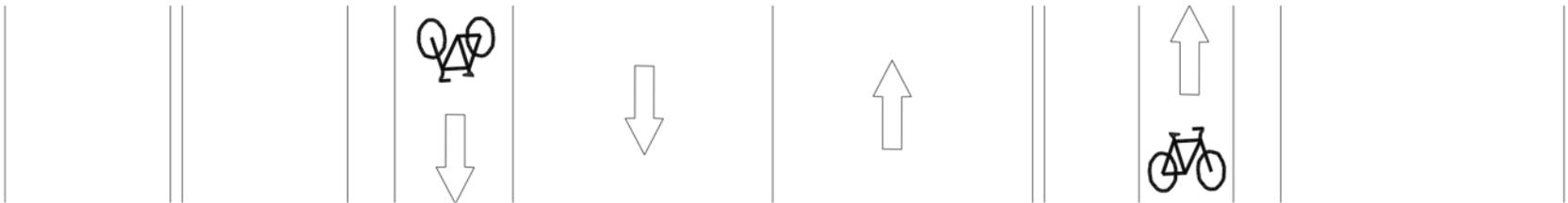
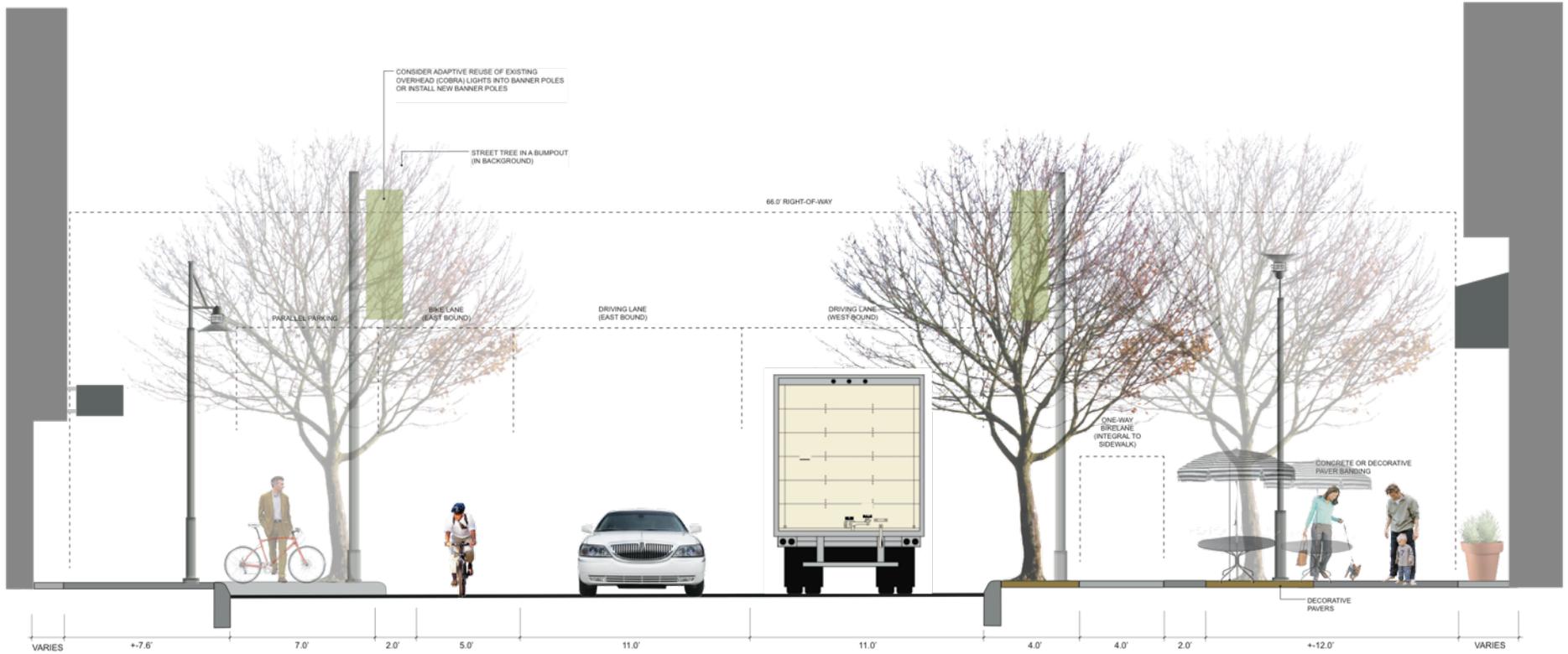
DIVISION STREET

PINE STREET



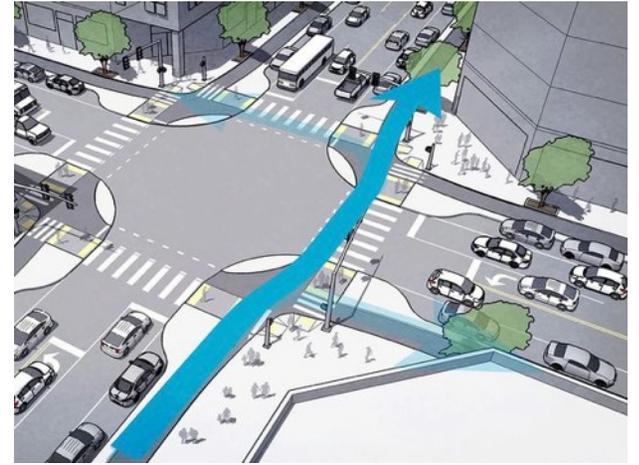






[**visual preference & character intent**]













[agenda]

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7. Preliminary Design

Design Program

Goals of Access Management

Elements of Access Management

Preliminary Layout & Design Development

[design program]

Traffic Controls

Parking & Access Management

Pedestrian & Non-Motorized

Stormwater

Utilities

Street Furniture

Transit

Lighting

Street Trees

Parklets, Plazas

Operations & Maintenance

[goals of access management]

Improved walkability

Improved vehicular & pedestrian safety

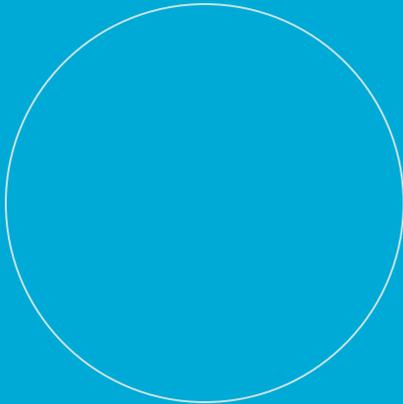
More attractive

Increased street capacity

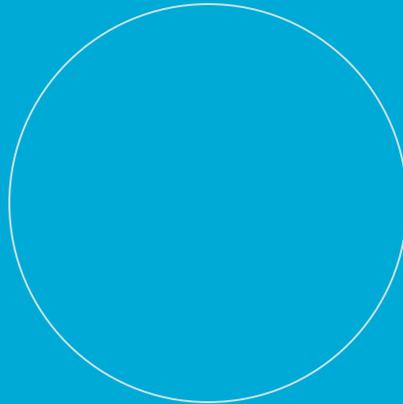
Limited number of conflict points

Good for business

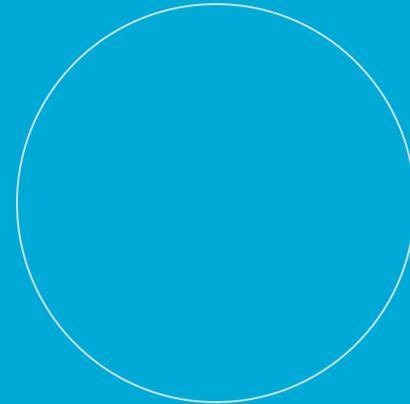
[elements of access management]



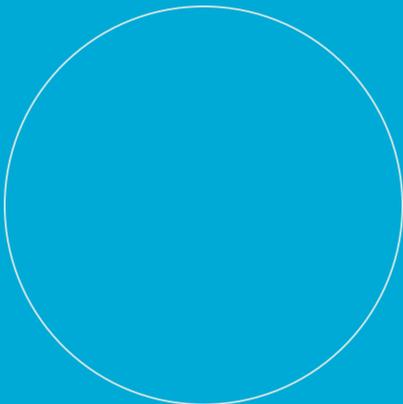
Aligned Driveways



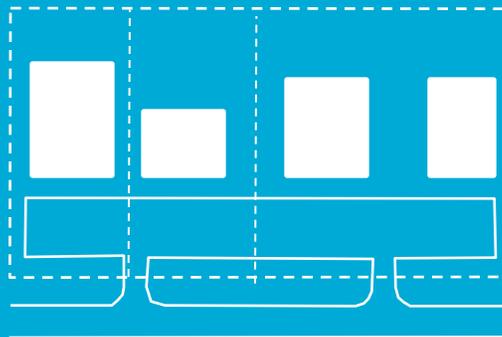
Shared Driveways



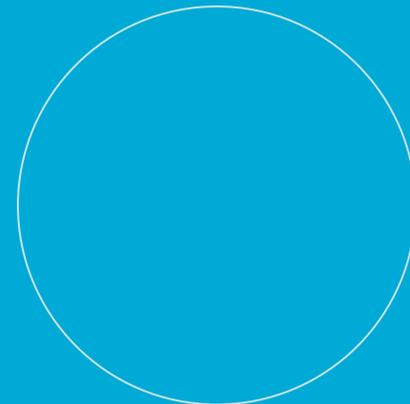
Rear Parking



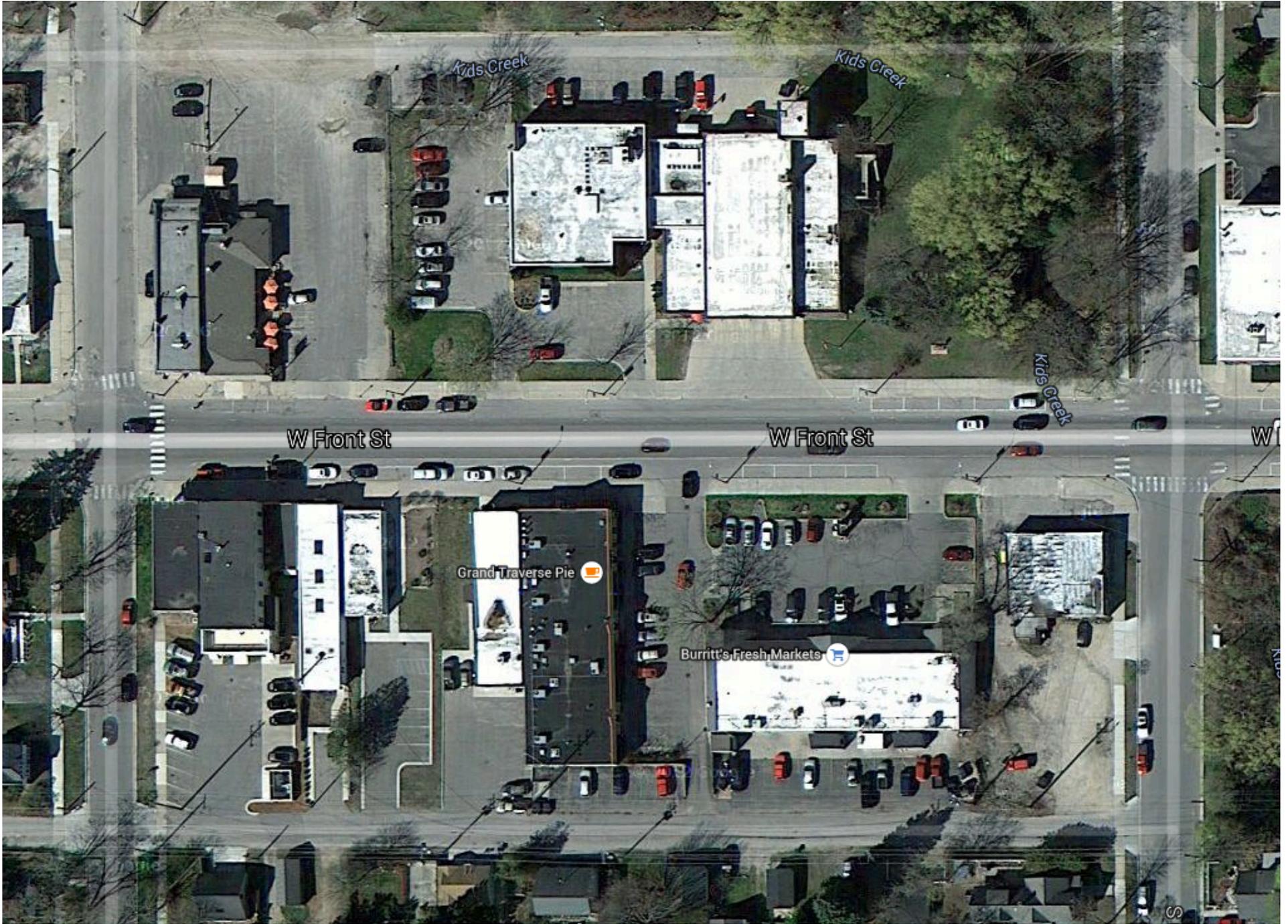
Side Street Access

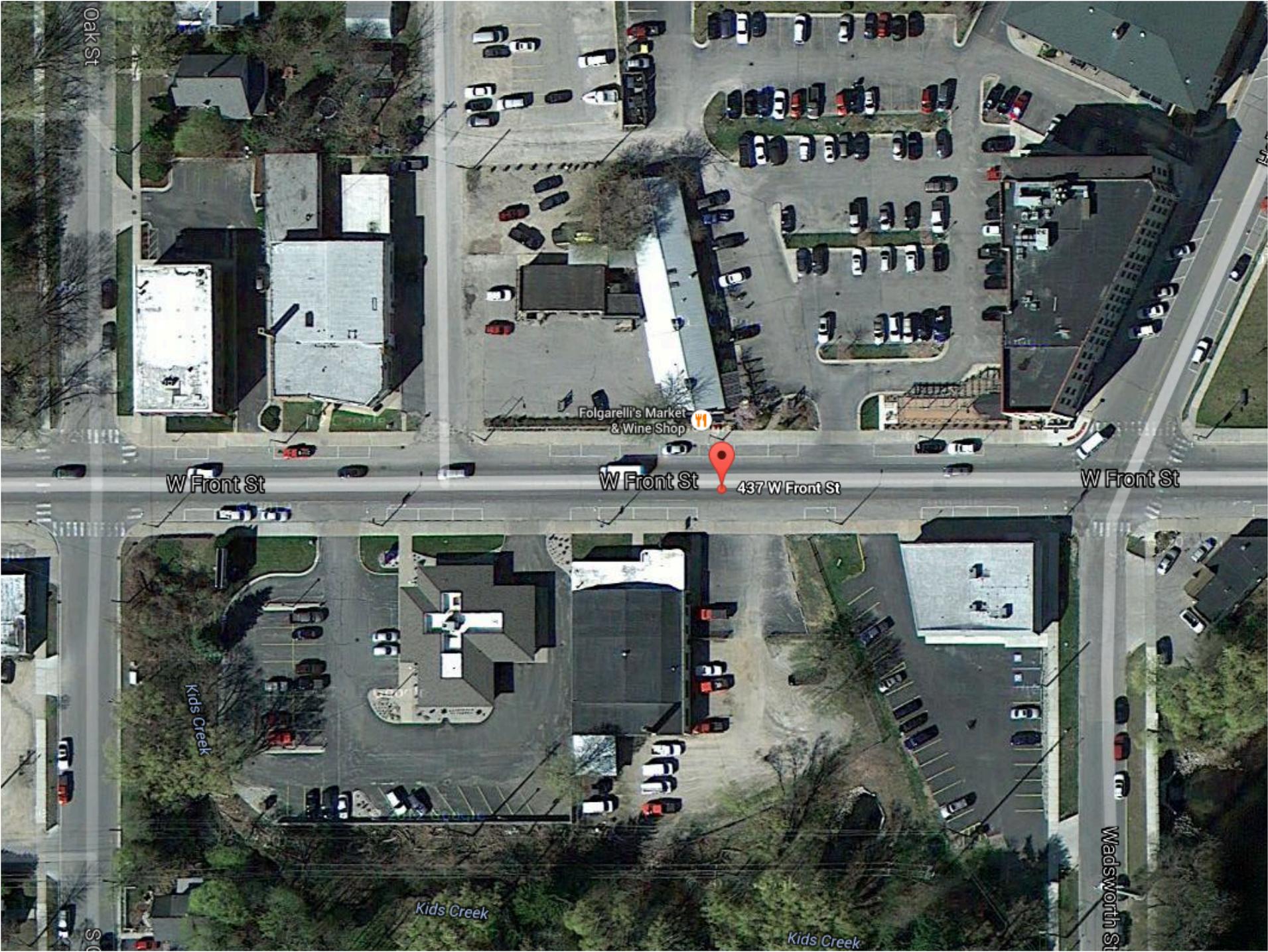


Interconnectivity



Pedestrian Connectivity





Oak St

W Front St

W Front St

437 W Front St

W Front St

Kids Creek

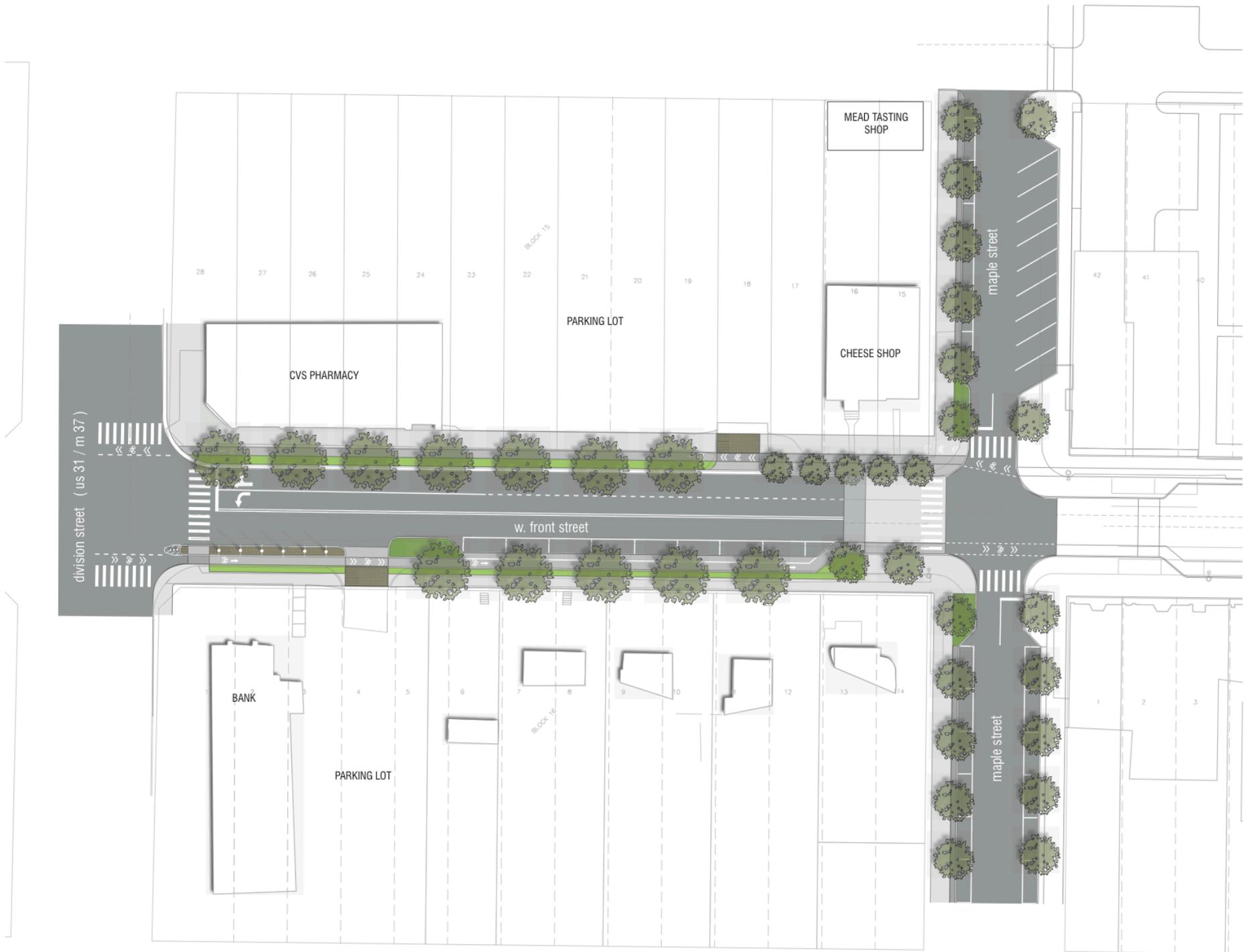
Kids Creek

Kids Creek

Wadsworth St

St

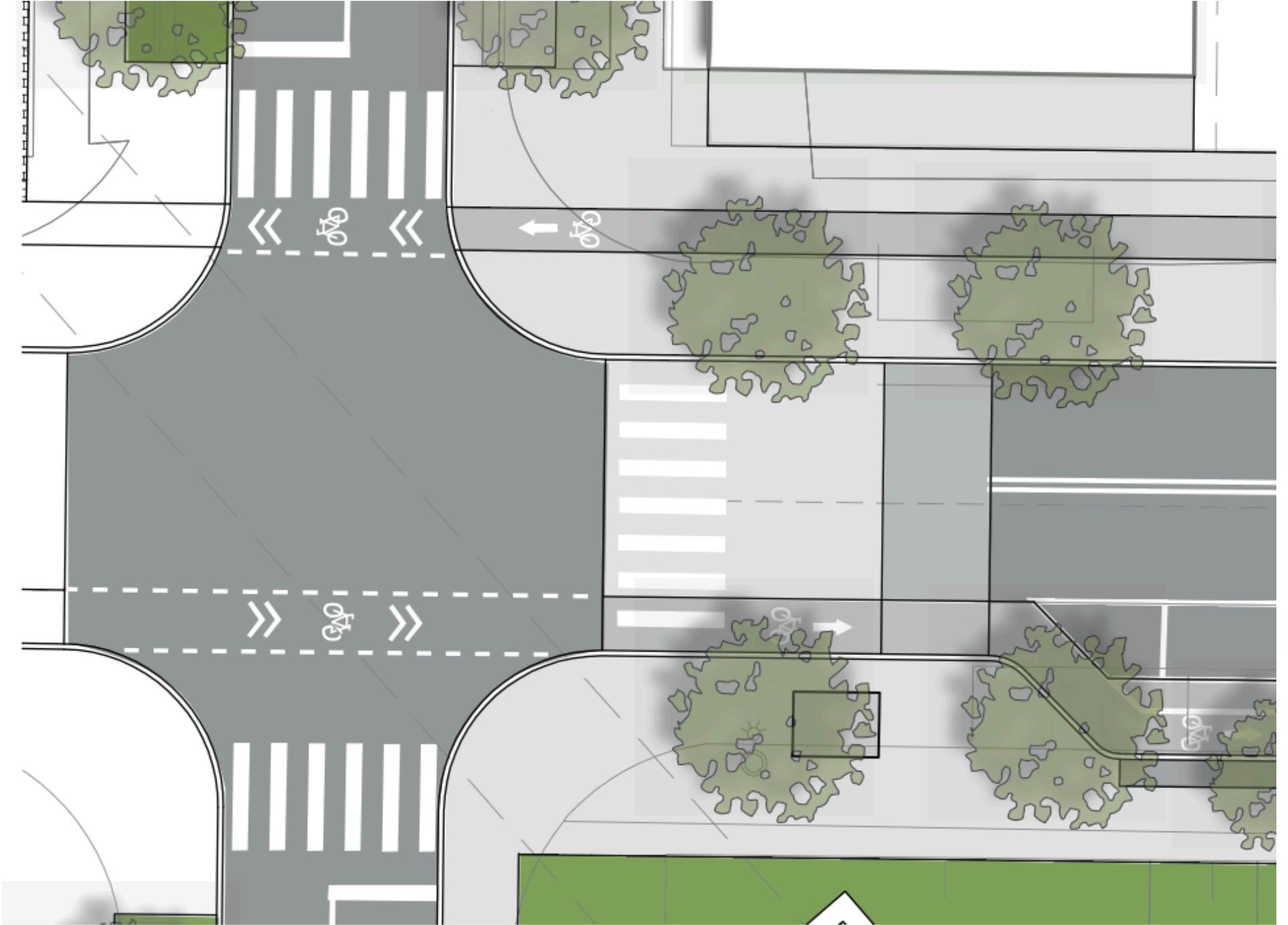
[preliminary layout & design development]





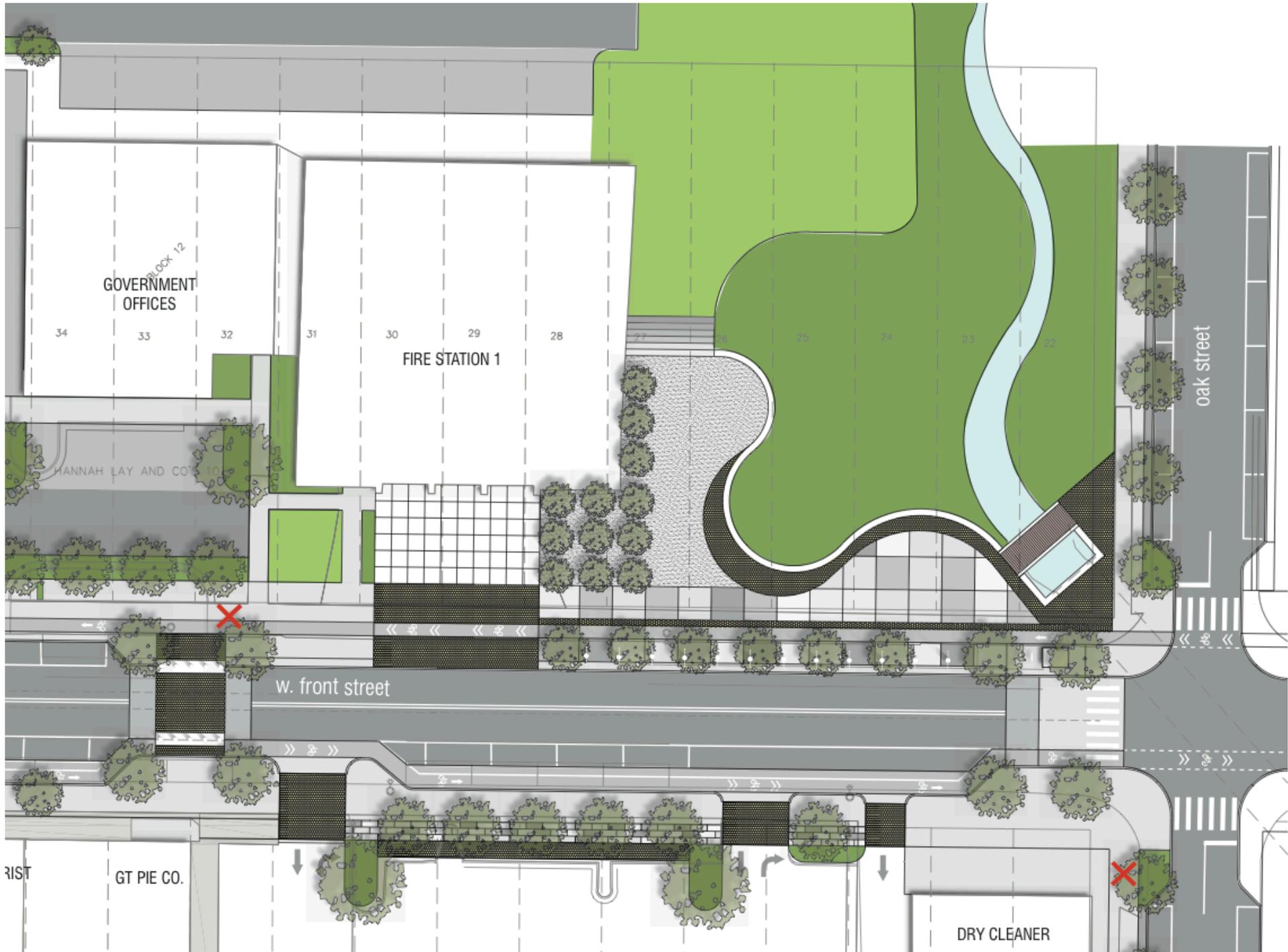


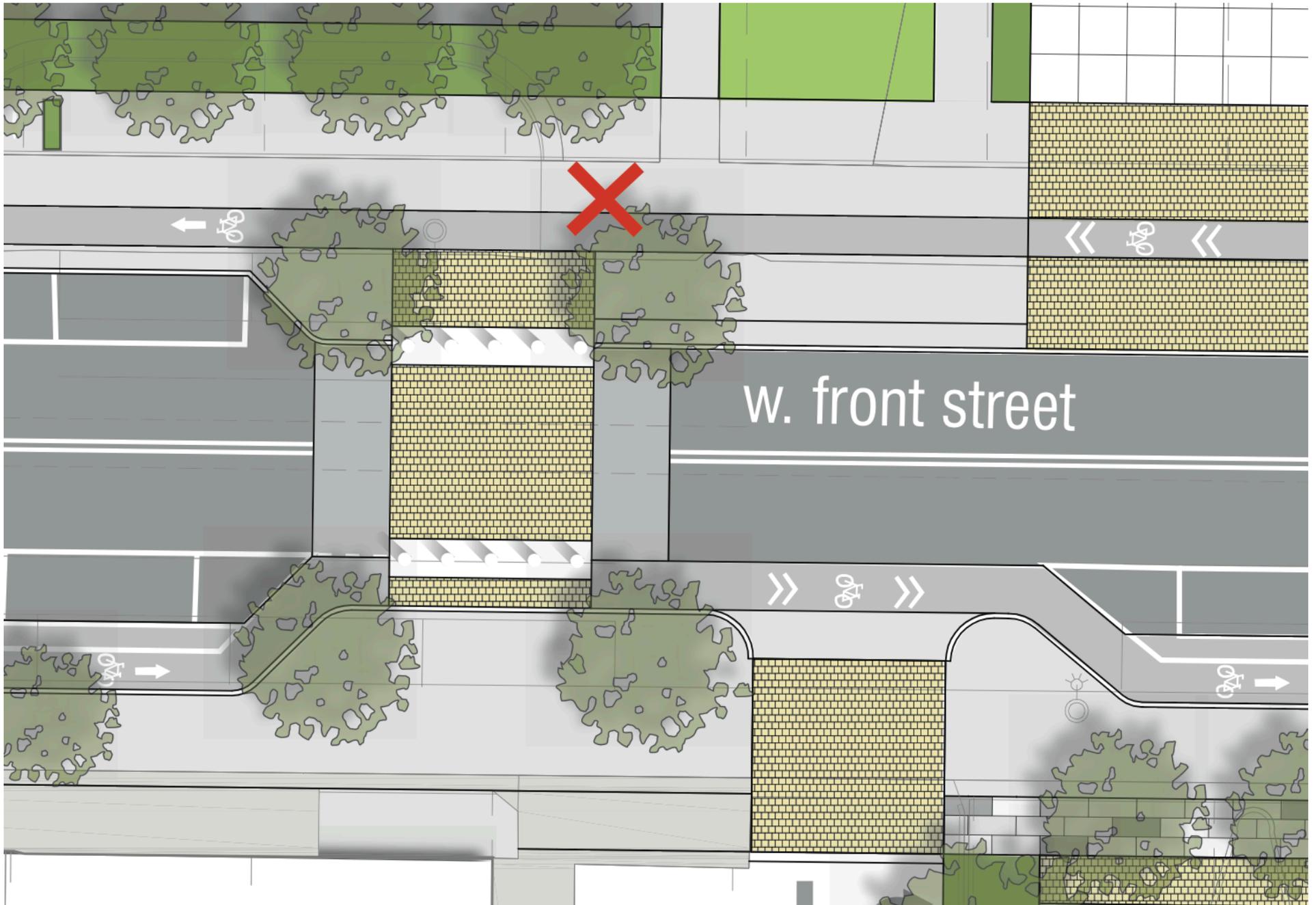




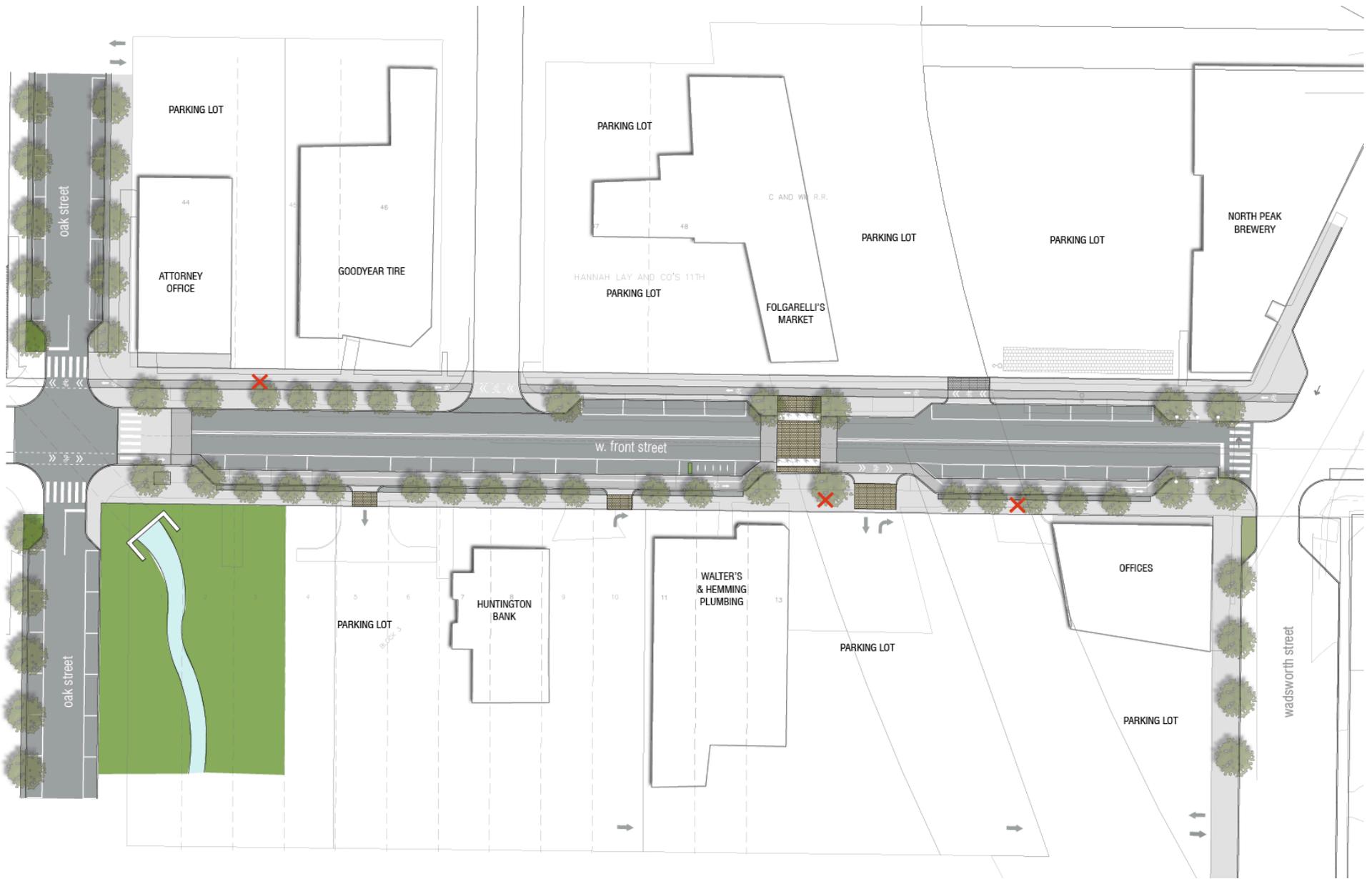


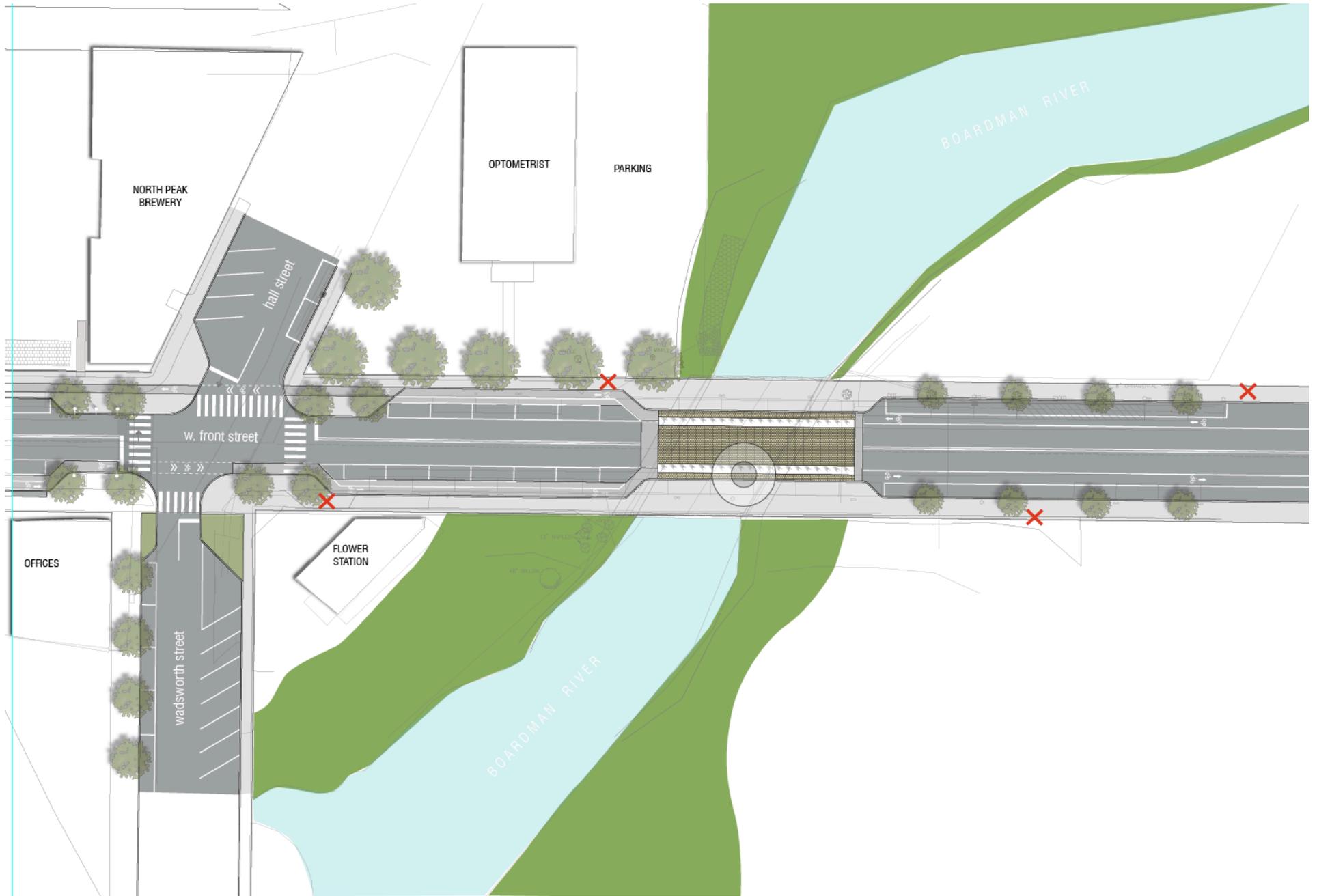












THIS PRESENTATION WAS PREPARED BY

INFLUENCE DESIGN FORUM

BASED IN TRAVERSE CITY MICHIGAN AND AVAILABLE WORLDWIDE – INFLUENCE DESIGN FORUM (IDF) IS A COLLABORATION OF PROFESSIONALS EXPLORING THE SEAMS THAT MAKE UP THE ECOLOGICAL AND SOCIAL CONTEXT OF LANDSCAPE, ART, CULTURE, AND THE BUILT ENVIRONMENT.

WE DO RESEARCH, PLANNING, AND DESIGN PROJECTS THAT STRIVE TO POSITIVELY IMPACT SOCIAL CAPITAL, STRENGTHEN RESILIENCE, AND PROVIDE A FOUNDATION FOR ECONOMIC GROWTH. THESE PROJECTS ARE INITIATED BY COMMUNITY GROUPS, CITY AGENCIES, AND NONPROFIT ORGANIZATIONS WHO LOOK TO IDF'S EXPERIENCE ENGAGING MULTIPLE STAKEHOLDERS AND COORDINATING COMPLEX PLANNING AND DESIGN PROJECTS.

OUR UNCONVENTIONAL PROJECT TEAMS BRING TOGETHER CITIES, COMMUNITY GROUPS, DEVELOPERS, AND PRIVATE SECTOR EXPERTS WITH A DIVERSE GROUP OF DESIGNERS, PLANNERS, ARTISTS, SCIENTISTS, ENGINEERS, AND POLICY MAKERS TO PROBLEM SOLVE, INNOVATE, AND RESEARCH NEW IDEAS FOR THE FUTURE.

WE ARE VISIONARIES, WHO THINK SYSTEMATICALLY HOW DESIGN WORKS - FROM PUBLIC SPACES, BUILDINGS, AND THE WORKPLACE TO TRANSPORTATION, FOOD SYSTEMS, AND ENTIRE NEIGHBORHOODS.

MICHIGAN OFFICE
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Cycle Tracks
Two-Way Raised Cycle Track





itdp/Flickr

