

**CITY OF TRAVERSE CITY  
HOUSING AND BUILDING COMMITTEE**

**MONDAY, MARCH 17, 2014**

**9:00 A.M.**

**Planning and Engineering Conference Room  
Governmental Center, 2nd Floor  
400 Boardman Avenue  
Traverse City, Michigan 49684**

**Posted 3/12/14**

**AGENDA**

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

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

- 1. CALL MEETING TO ORDER**
- 2. ESTABLISH COMMITTEE CHAIRPERSON (ACTION REQUESTED)**
- 3. CITIZEN-AT-LARGE COMMITTEE MEMBER (ACTION REQUESTED)**
- 4. HOMELESS SHELTER REGULATIONS (DISCUSSION)**
- 5. AFFORDABLE HOUSING DEVELOPMENT SITES ALONG OUR 5 CORRIDORS (DISCUSSION)**
- 6. PUBLIC COMMENT**
- 7. ADJOURNMENT**

## Meeting materials for Housing and Building Committee

Excerpt from Traverse City Code of Ordinances §1320.07 Definitions:

**Transitional housing** means a facility which is operated by a government or a nonprofit agency providing interim sleeping and bath accommodations; interim eating and cooking facilities; and professional services to assist individuals or families in locating permanent housing.

Excerpts from Traverse City Code of Ordinances § 1364.01(b)(16): **Transitional housing** allowed in an HR, C-1, C-3, H-1 or H-2 district and §1364.08(q) Special Land Use Permits Granted by the City Commission:

**Transitional housing**, subject to the following:

- (1) The facility is located in an HR, C-1 or C-3, H-1 or H-2 District.
- (2) The facility is located on an arterial or collector street, as shown on the Zoning Map.
- (3) The lot is not located within 1,500 feet of another lot devoted to transitional housing or a residential care and treatment facility.
- (4) The use shall have a maximum of 30 beds.
- (5) The site provides a minimum of 625 square feet of lot area per resident and a minimum lot area of 10,000 square feet.
- (6) The facility shall have 24 hour supervision.
- (7) The use shall have an effective ongoing professional housing assistance program on the premises to place the residents into permanent housing.
- (8) Except for employees, only persons with no other residence or domicile shall occupy the structure and then for no more than one year.
- (9) The operators of the facility shall maintain a list of all persons residing at the facility and record each person's length of stay.

Household Income Projections Eighth Street				
Drive Time: 10 minutes				
Households by Income	2011		2016	
	Number	Percent	Number	Percent
<\$15,000	2,322	15.8%	2,335	15.1%
\$15,000 - \$24,999	2,109	14.3%	1,770	11.4%
\$25,000 - \$34,999	2,218	15.1%	1,883	12.1%
\$35,000 - \$49,999	2,653	18.0%	2,758	17.8%
\$50,000 - \$74,999	2,438	16.6%	3,122	20.1%
\$75,000 - \$99,999	1,340	9.1%	1,689	10.9%
\$100,000 - \$149,999	980	6.7%	1,160	7.5%
\$150,000 - \$199,999	285	1.9%	369	2.4%
\$200,000+	380	2.6%	423	2.7%
<b>Median Household Income</b>	\$38,023		\$43,352	
<b>Average Household Income</b>	\$53,847		\$60,219	
<b>Per Capita Income</b>	\$25,180		\$28,380	

Household Income Projections Eighth Street				
Drive Time: 20 minutes				
Households by Income	2011		2016	
	Number	Percent	Number	Percent
<\$15,000	4,389	13.2%	4,392	12.5%
\$15,000 - \$24,999	4,215	12.7%	3,496	10.0%
\$25,000 - \$34,999	5,044	15.2%	4,202	12.0%
\$35,000 - \$49,999	6,035	18.1%	6,200	17.7%
\$50,000 - \$74,999	6,406	19.3%	8,109	23.1%
\$75,000 - \$99,999	3,323	10.0%	4,163	11.9%
\$100,000 - \$149,999	2,416	7.3%	2,808	8.0%
\$150,000 - \$199,999	630	1.9%	805	2.3%
\$200,000+	805	2.4%	885	2.5%
<b>Median Household Income</b>	\$41,075		\$47,550	
<b>Average Household Income</b>	\$56,094		\$62,158	
<b>Per Capita Income</b>	\$23,694		\$26,535	

Household Income Projections Eighth Street				
Drive Time: 30 minutes				
Households by Income	2011		2016	
	Number	Percent	Number	Percent
<\$15,000	5,789	12.4%	5,730	11.7%
\$15,000 - \$24,999	5,708	12.2%	4,686	9.6%
\$25,000 - \$34,999	6,828	14.6%	5,676	11.6%
\$35,000 - \$49,999	8,530	18.2%	8,633	17.6%
\$50,000 - \$74,999	9,570	20.5%	11,896	24.3%
\$75,000 - \$99,999	4,971	10.6%	6,122	12.5%
\$100,000 - \$149,999	3,470	7.4%	3,990	8.2%
\$150,000 - \$199,999	864	1.8%	1,095	2.2%
\$200,000+	1,035	2.2%	1,130	2.3%
<b>Median Household Income</b>	\$42,573		\$49,412	
<b>Average Household Income</b>	\$56,596		\$62,398	
<b>Per Capita Income</b>	\$23,576		\$26,276	

## Residential Development

With the exception of the Depot property, future residential development within the study areas will likely be in the form of multi-family apartment or condominium units. Depending on location, this may include standalone apartments, rowhomes or townhomes, or units on upper floors above ground-floor commercial. Aside from those that are already present, it is not anticipated that new single-family detached structures would be located along any of the five corridors. Single family homes constitute the core of the strong surrounding neighborhoods that are contiguous with each corridor. In that the new single family home market will continue to cater primarily to families, the market for residential within the corridors will be primarily driven by the empty nester and young professional age cohorts.

The future does bode well for housing in the City. There are projections of decline in the 45-54 year old age cohort; however, households between 25 and 44 are projected to grow in both percentage and affluence. While this is a positive indication for market rate housing (both rental and for-sale) there remains a need to recognize the overall need for affordable housing in the City in general.

The above tables indicates household incomes and projections within a 10, 20, and 30 minute drive from the Eighth Street Corridor. This is not intended to represent a residential market area for a particular housing type, rather it is intended to provide context to households and incomes within the City and study areas.

Although, as mentioned, affordable housing is a City wide issue, proximity to key corridors is important in terms of access to public transit, employment, and schools. While this does not translate to or advocate construction of affordable housing product directly on the corridors, the City and appropriate agencies should be mindful of this in administering and planning housing policies.

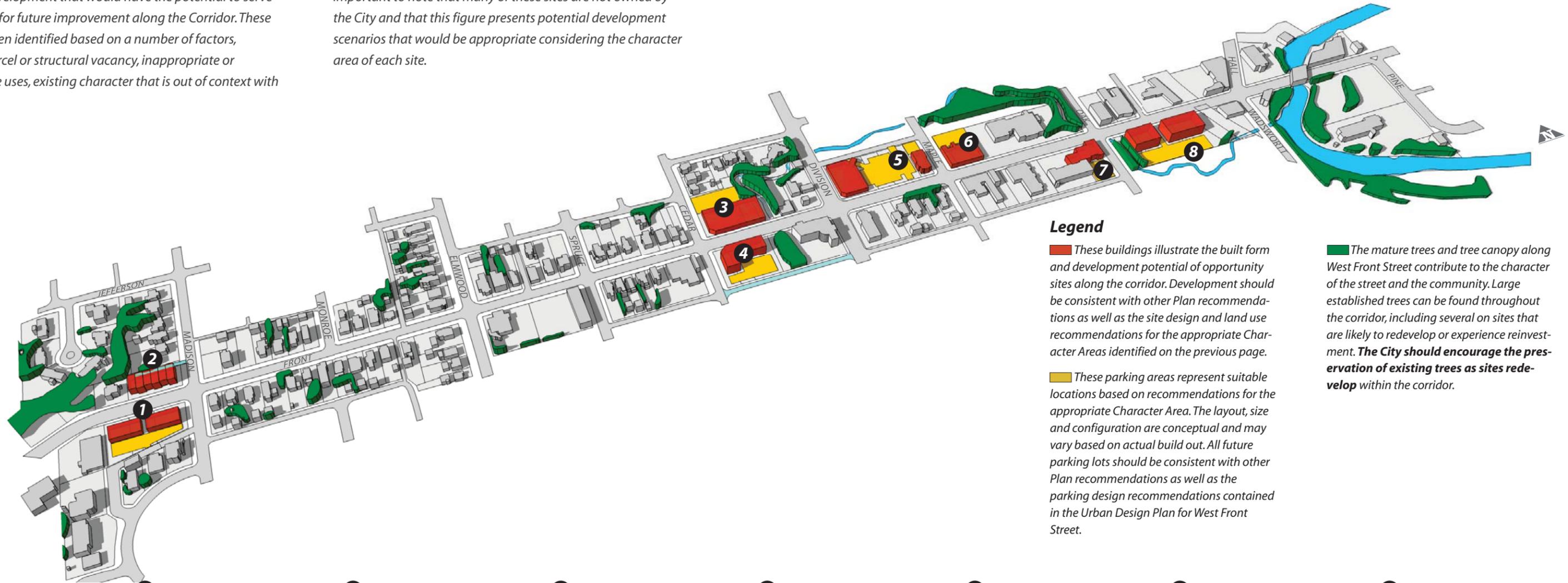
Overall, the residential market continues to improve, albeit slowly. In the short to mid-term, residential development opportunities are more likely to be linked to rental than for-sale product. The three areas that may have more immediate shorter term potential are: East Front proximate to the campuses to accommodate affordable rental housing for students; West Front proximate to Munson Medical Center in relation to that expansion; and Eighth Street in association with the Depot property.



# 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.

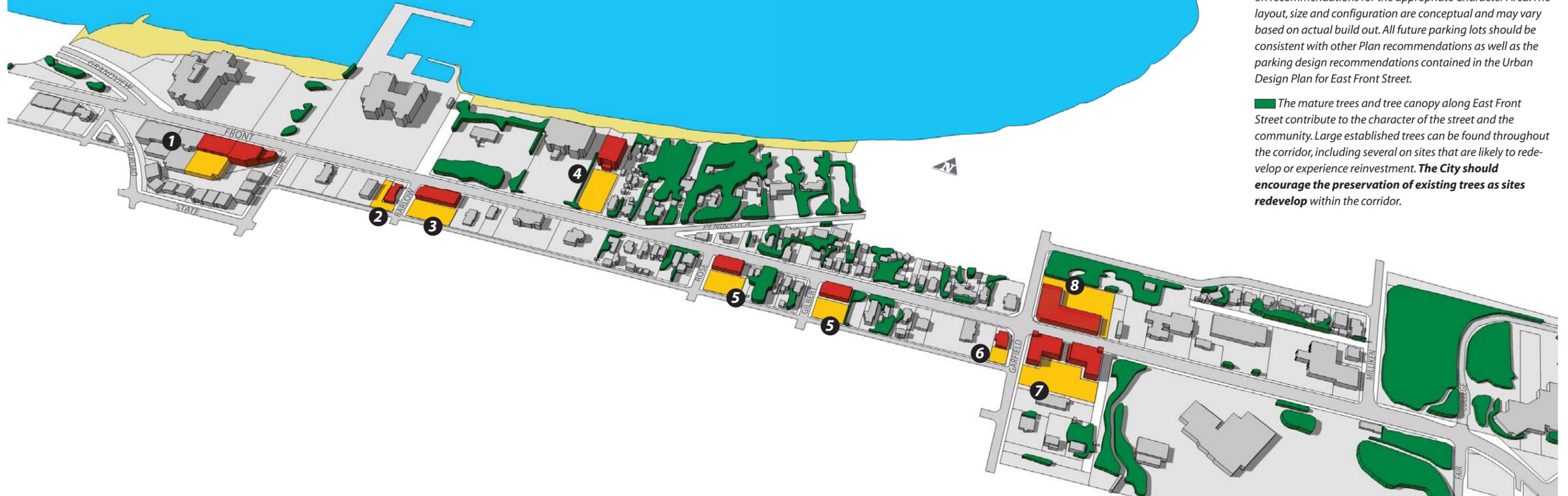
**8** The Huntington Bank is an attractive building, but it caters to the automobile, with a prominent drive-through and no front pedestrian entry along Front Street. The site is large and under unified ownership, providing a great opportunity to expand activity along Front Street. Redevelopment as mixed-use 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.

## OPPORTUNITY DEVELOPMENT SITES EAST FRONT ST

Recognizing that any site could redevelop, the East 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

**Red** 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.

**Yellow** 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 East Front Street.

**Green** The mature trees and tree canopy along East 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** Because of its location, this site has the potential to be a natural extension of downtown. A hotel or office Development similar to the building to the east are appropriate uses. The development pattern of the Plante Moran offices to the west could be continued, and redevelopment could be integrated into the existing building. New construction should have a strong orientation toward Front Street, with secondary entrances on Hope Street, and parking in the rear.

**2** The auto service uses at Front and Barlow are not consistent with the character of the surrounding neighborhood. Even when considered together, this small opportunity site has limited possibilities, but its redevelopment would remove uses unfit for the corridor. Commercial uses that have low trip generation may be preferred given the fact that access can be problematic during peak periods. At minimum, repositioning the service station within the site would be an improvement.

**3** This vacant lot is an excellent development opportunity. Extending the site to include the Happy Hog Café to the east would expand the potential redevelopment scenarios. A professional office or hotel use with strong orientation toward Front Street and secondary entrances on Barlow Street would be most appropriate. Parking should be located in the rear and accessed by the existing alley.

**4** East of the Bayshore Resort are motel-style cottage accommodations, a noticeable contrast to newer hotels in the corridor. This opportunity site could be redeveloped into a modern hotel or mixed-use development with access to the bayfront. The City may also consider proposals that include acquiring residential parcels to the east, increasing the site's frontage on both Front Street and the Bay. However, any new development needs to respect the adjacent residential neighborhood, and should have parking and setbacks consistent with the Bayshore Resort.

**5** The Grand Traverse Motel at Gilbert and Front and the office building at Rose and Front are similar in that they are larger corner parcels with redevelopment potential. Professional office, commercial service, mixed-use, or multi-family development are appropriate for either of these sites. Any new development should have a strong orientation toward Front Street and secondary entrances on adjacent side streets. Parking should be located in the rear and accessed by the existing alley.

**6** The Cuppa Joe at Front and Garfield is a repurposed former bank drive-thru, and large front setbacks gives the corner a vacant feel. Redevelopment near the intersection should add height and density with buildings closer to the street. Any new development should have a strong orientation toward both Front Street and Garfield Avenue. Parking should be located in the rear, accessed by the existing alley, and ideally coordinated with the neighboring Burger King to create a shared parking lot.

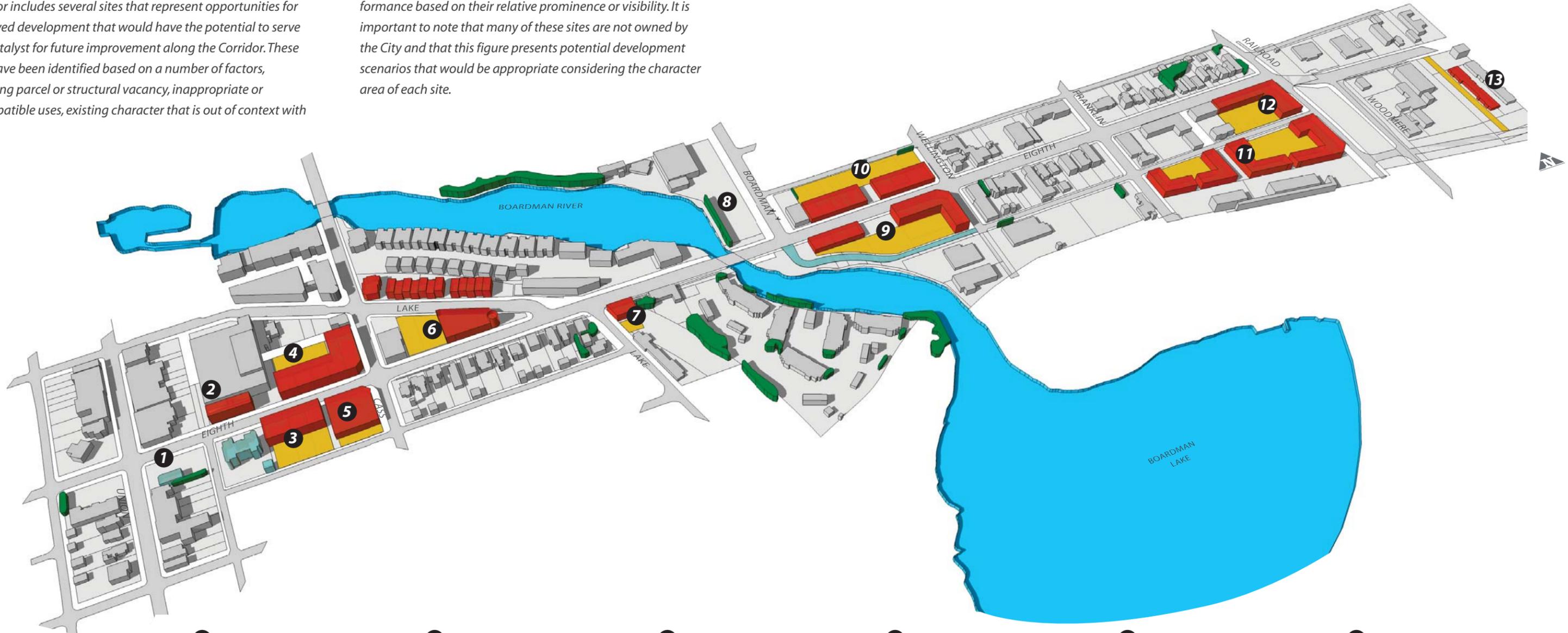
**7** Redeveloping the vacant Arby's lot along with adjacent uses to the east and west could be a catalyst for transformation of this key intersection. The City should promote mixed-use development with connections to the Civic Center and views to West Grand Traverse Bay. Redevelopment near the intersection should add height and density with buildings closer to the street. Any new development should have a strong orientation toward both Front Street and Garfield Avenue with parking located in the rear.

**8** While tax generating uses are generally preferred for East Front Street, well planned and positioned public uses can contribute to activity in the corridor. The Faith Reformed Church should be encouraged to develop a formal plan for improving the connectivity of their campus. The church should consider parceling off the western portion of the site to allow commercial development at the intersection of Front and Garfield. Any new development at the corner should have a strong orientation toward both Front Street and Garfield Avenue with parking located in the rear accessed from Garfield.

OPPORTUNITY DEVELOPMENT SITES  
**EIGHTH ST // WEST**

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

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



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

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

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

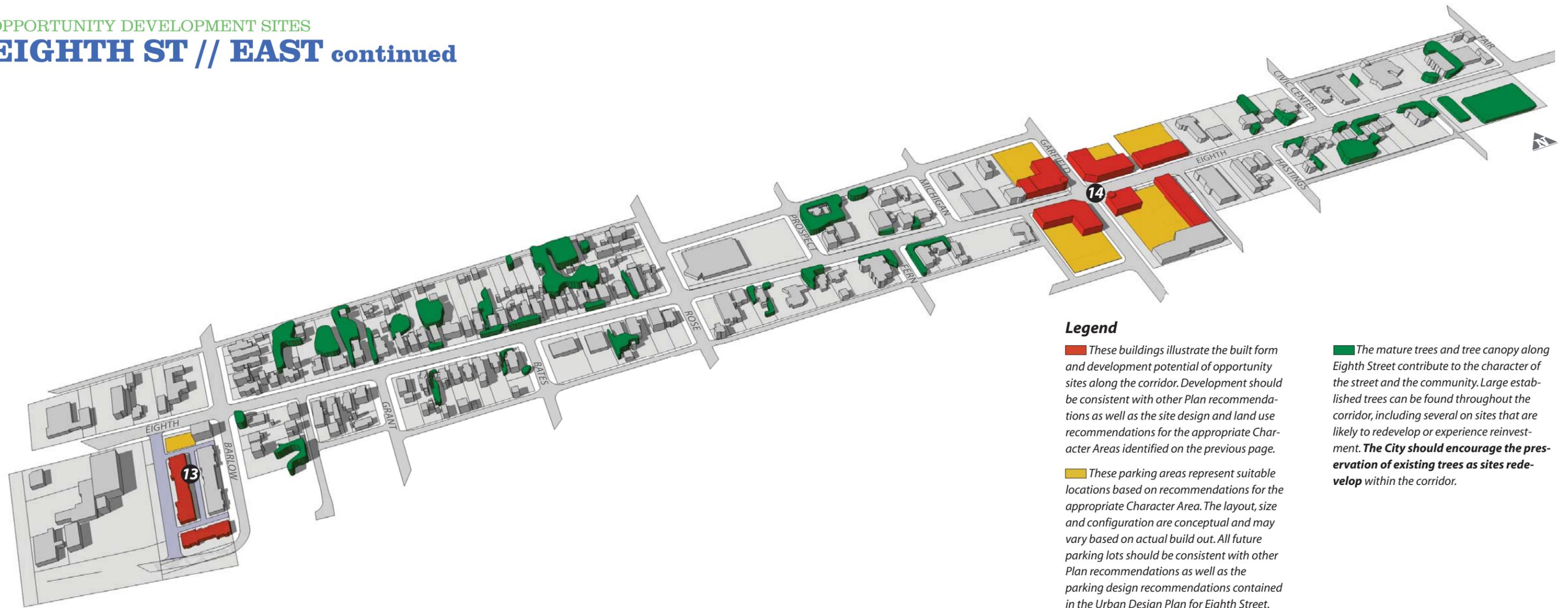
**4** Close to Downtown, Boardman Lake, Boardman River, the new parking garage, and the Hagerty Insurance development, this site represents one of the largest development opportunities in the City. To achieve full potential however, this opportunity will require parcel assembly, which can be difficult.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

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

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

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

# EIGHTH ST // EAST continued



### 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 Eighth Street.

**■** The mature trees and tree canopy along Eighth 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.**

**8** The south parking lot of the Governmental Center may represent a potential development opportunity along Eighth Street. The public parking lot is primarily used by government employees, and to realize this opportunity, the parking needs for both existing and future uses must be addressed. This location does however, provide a unique riverfront opportunity as well as an opportunity to strengthen the connection between the Eighth Street Corridor and Downtown.

**9** A small office building is situated at a signalized intersection along Eighth Street, with Boardman River frontage and close proximity to Downtown. This location provides a unique riverfront opportunity as well as an opportunity to provide redundancy in the transportation network, creating a linkage from Boardman to Woodmere paralleling Eighth Street. Ideally, redevelopment of this site would extend east to Wellington Street, including the existing business use and the vacant site. Uses that provide enjoyment and views of the water should be promoted on the ground floor with multi-family residential on upper floors, and public open space provided along Boardman River.

**10** Situated close to Downtown and the Governmental Center, this site is well suited for commercial redevelopment along Eighth Street. Redevelopment could extend to Boardman Avenue and include the Cigar Box Company Building. Parking should be located on the rear of the site, connected to storefronts and the public sidewalk with pedestrian arcades through or between buildings. Parcel depths are shallow, which will place additional constraints on building size. If larger buildings are placed at the corners with parking provided midblock, the parking lot should be screened with a low masonry wall and landscaping.

**11** The “Depot Property” represents an opportunity for mixed use or multi-family development. Situated between the Stations development to the north and the old railroad depot to the south, this site provides a unique opportunity to integrate into the Station’s development which could provide Eighth Street access and exposure. Access to this development should also be provided from Woodmere Avenue to the east via a new road extension. Development of this site could also include Junior’s Tires; however adaptive reuse of that building would be preferred. If executed properly, redevelopment of this site could have a catalytic affect on adjacent properties, including Site 11.

**12** North of the “Depot Property” there are a number of single-family homes that have limited redevelopment potential as individual parcels. However, if they can be assembled, their redevelopment could complement, or be incorporated into, the Stations and Depot Property redevelopment. Assembly and comprehensive redevelopment is preferred and the built form and land uses should complement the existing Stations development.

**13** In the short-term, infill development opportunities include the rear of the site and the unimproved area between Brick Wheels and McLain Cycle and Fitness. However, consideration should be given to comprehensive redevelopment of the entire block as a long-term objective. At a minimum, new development should explore extending a new north-south street through the middle of the site which would provide the opportunity to build another row of row houses facing the new street (west) and conceal the rear of the existing row houses. An alley could also be constructed to provide access to rear garage entries.

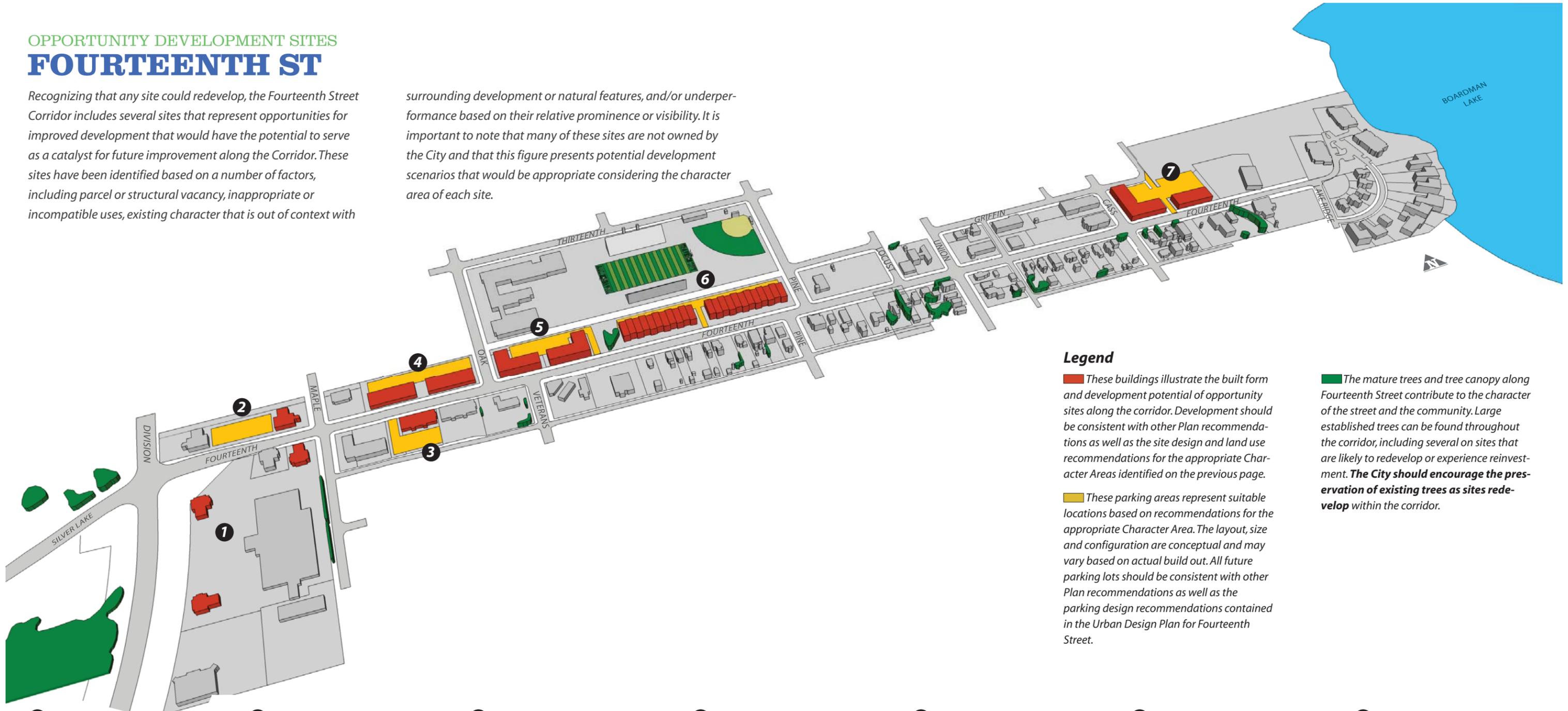
**14** The intersection of Eighth and Garfield is one of the busiest intersections in the community. Current uses fail to maximize the potential that the traffic provides, largely due to the built form and development pattern of the properties. Each corner of this intersection could undergo incremental improvements on a site by site or building by building basis. However, a full-scale redevelopment is preferred to reposition these corners and dramatically transform this key intersection of the City. The current frontage road and building types are outdated. Abandoning the frontage road for a more traditional cross-section with on-street parking, coupled with comprehensive redevelopment, is recommended.

## OPPORTUNITY DEVELOPMENT SITES

# FOURTEENTH ST

Recognizing that any site could redevelop, the Fourteenth 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.



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The mature trees and tree canopy along Fourteenth 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** The recent bank development in the northern section of the Tom's Food Market parking lot is a creative approach to repurposing underutilized pavement along Fourteenth Street. A similar opportunity for additional areas for new convenience/retail commercial uses may exist in other areas of the site. Any development should integrate new parking and cross-access with what already exists, and should not negatively impact Tom's Food Market by obscuring views, eliminating necessary parking spaces, or making access difficult.

**2** The Fifth-Third Bank building is oriented awkwardly with a long linear parking lot and drive-thru consuming valuable street frontage along Fourteenth Street. Reconfiguring the lot and drive-through would allow for development on the east end of the site of a new convenience, retail, or service commercial use that compliments the surrounding neighborhood. Parking for the new development should be shared with the bank and screened from Fourteenth Street with a low masonry wall and landscaping.

**3** The commercial building on the south side of Fourteenth Street is serviced by a rear alley that is not being used to improve circulation, and is oriented so as to provide tenants little visibility from the corridor. The site should be reconfigured to have a strong presence on Fourteenth Street and parking in the rear that is accessible from the alley and adjacent lot to the east. A neighborhood-scale commercial use should be targeted for this opportunity site, potentially by extending it westward to Maple Street and including the nearby commercial buildings.

**4** This strip mall is an opportunity site because of its large size and single owner. Although the uses are appropriate for its location and the site is unlikely to change in the short-term, the owner should consider long-term improvements to the layout. Removing the eastern building would create a continuous view of the main building from Fourteenth Street, and incorporating the existing 7-11 to the east would enhance the redevelopment scenario. Parking should be provided midblock or in the rear, and should be screened with a low masonry wall and landscaping.

**5** Redevelopment of this site should prioritize the west end uses at Oak Street, but consider incorporating Leone's Frosty Treat, a seasonal business closed in winter months. New development should be more compatible with the adjacent school and the Fourteenth Street corridor. Appropriate uses include commercial, office, or possibly mixed-use with residential upper floors. Alley accessed rear parking, while ideal, might conflict with school traffic patterns. The east end of the site might therefore be needed as visitor parking.

**6** This vacant site exposes the rear of Thirby Field's bleachers and makes this section of Fourteenth Street feel vast and desolate. Redevelopment should contribute to the Corridor's streetwall while preserving and incorporating the existing trees. The current single family zoning may be limiting the site's potential and how this site is perceived by the school. On the east end, either row houses or multi-family units, could transition to commercial uses that are more appropriate for the site's west end. The parcel's shallowness may require parking to be provided midblock, screened with a low masonry wall and landscaping.

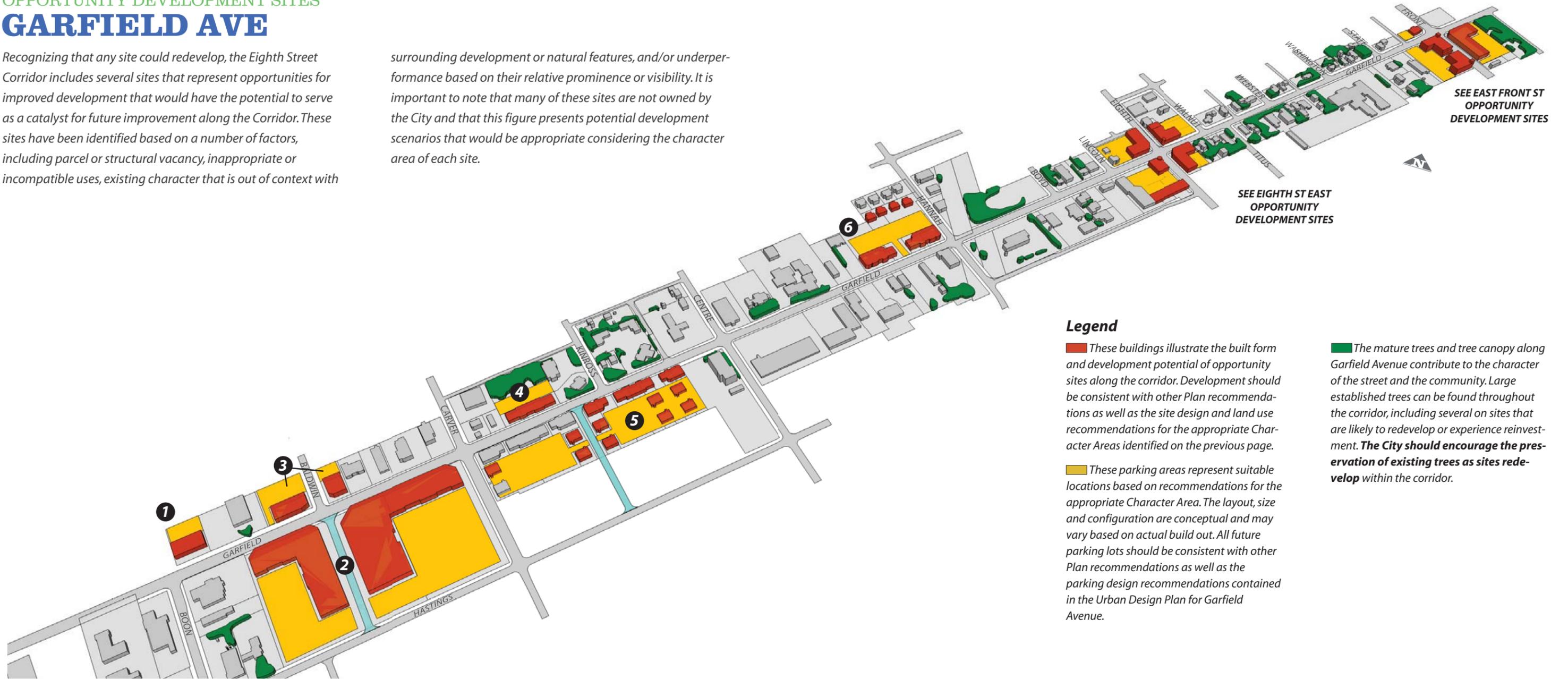
**7** The busy intersection at Fourteenth and Cass creates a valuable site for businesses seeking high visibility, convenient access, and potential connection to the planned Boardman Lake Avenue. The site's existing uses could be relocated to more appropriate, less prominent locations in the City. New development could include unused parts of the Cone Drive Gearing Solutions site and the proposed decommissioned railroad right-of-way, reconfigured to front Fourteenth Street. An office or commercial service use with multi-family upper stories would be appropriate at the intersection and along Cass Street, with parking in the rear.

OPPORTUNITY DEVELOPMENT SITES

# GARFIELD AVE

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

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



### 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 Garfield Avenue.

■ The mature trees and tree canopy along Garfield Avenue 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 small but visible site is at a key entry point into the City. Currently for sale, redevelopment should recognize this site's importance as a major gateway. New buildings should have a strong orientation to both Garfield Avenue and Boon Street. Parking should be located in the rear, serviced by the existing alley and cross access from the site to the north.

**2** The size and conspicuousness of this site give it the potential to change the entire character of the corridor and lead to further investment. Despite the complications created by having to coordinate with multiple property owners, redevelopment would be a catalyst for the southern end of Garfield Avenue. Redevelopment could include a mixed-use center. Baldwin Street should be extended to Hastings Street to break up the superblock into more manageable sized lots. The City should explore opportunities in more detail and potentially incentivize redevelopment.

**3** If Opportunity Site 2 is redeveloped as described and illustrated, these two sites have strong, immediate potential to create a unique commercial node. If not, these sites would most likely be long-term opportunities. Ideally, new development would frame either side of an extended Baldwin Street and be integrated into a mixed-use center on the opposite side of Garfield Avenue.

**4** This mostly vacant, heavily wooded site is small to redevelop independently, but could be extended to include the uses to the south. New development should match the built form and mix of uses of the complex across Garfield Avenue to create synergy in the corridor. Any existing high-quality trees should be preserved and incorporated into future plans.

**5** These single-family homes are located in a busy section of the corridor and are surrounded by commercial uses. Given the context, commercial uses are most appropriate for this site. Although assembly of the individual homes could be problematic, extending the commercial development to the north onto these parcels would be the best approach. The City should be cautious of partial development as it would have detrimental impacts on any remaining single-family uses.

**6** This underutilized, large corner lot at a signalized intersection of two well traveled corridors is an excellent opportunity for large-scale development. Assembling the parcels for comprehensive redevelopment, however, could be difficult. New commercial uses should front Garfield Avenue with multi-family units in the rear, transitioning to the residential development to the west. In addition, the site is also provided with an opportunity to connect to the nearby TART trail network, providing an opportunity for shopping or refreshments along the trail system.