

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
7. Preliminary Design Program

[Master **plan**]

Complete Streets

GREENSTREETS

Low Impact Development (LID)

Best Management Practice (BMP)

Sustainable Design



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.

“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.”

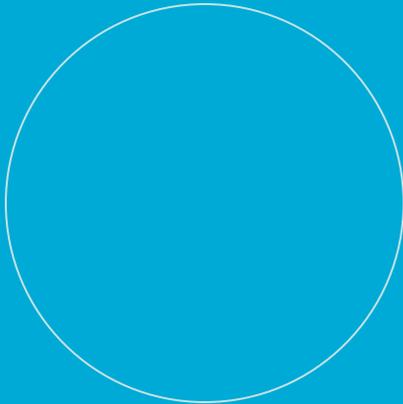
-Urban Street Design Guide, 2013

“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.”

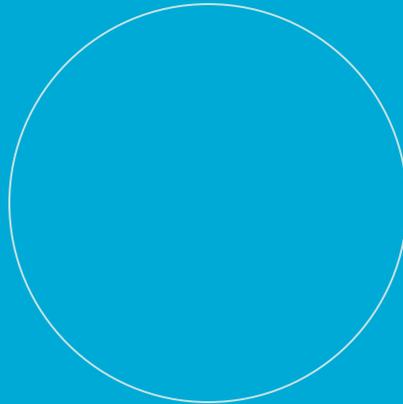
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safety parking driving recreation parks front yards playgrounds **public space** sustainability
resilience green multi-modal development minded economic development urban retail shopping
accessibility universal access walkability **safety** parking driving recreation parks front yards
playgrounds public space sustainability resilience green **environment** multi-modal economic
development minded **economic development** urban retail shopping accessibility universal access
walkable safety parking driving recreation parks front yards **playgrounds** public spaces sustainable
resilience green multi-modal development minded economic development urban retail **shopping**
accessibility universal access walkable safety parking driving

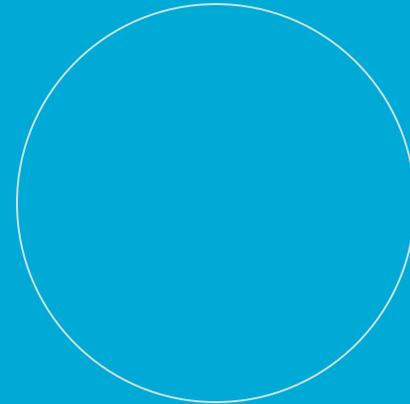
[**key principles of urban street design**]



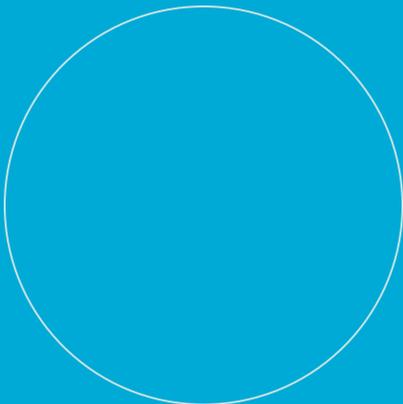
Streets Are Public Spaces



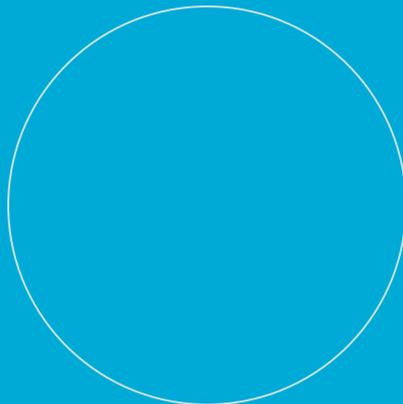
Great Streets are Great for
Businesses



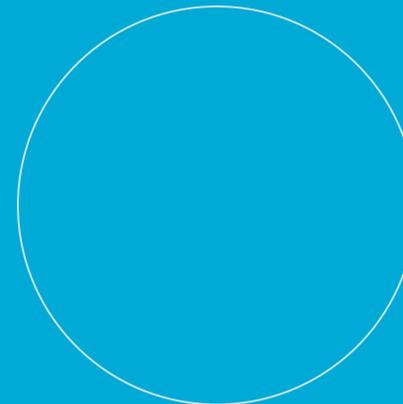
Streets Can Be Changed



Design For Safety



Streets are Ecoystems



Act Now

[**existing conditions & analysis**]

EXISTING LAND
USE & ZONING

EXISTING ROAD
CROSS-SECTION
& DESIGN SPEED

PARKING
MANAGEMENT

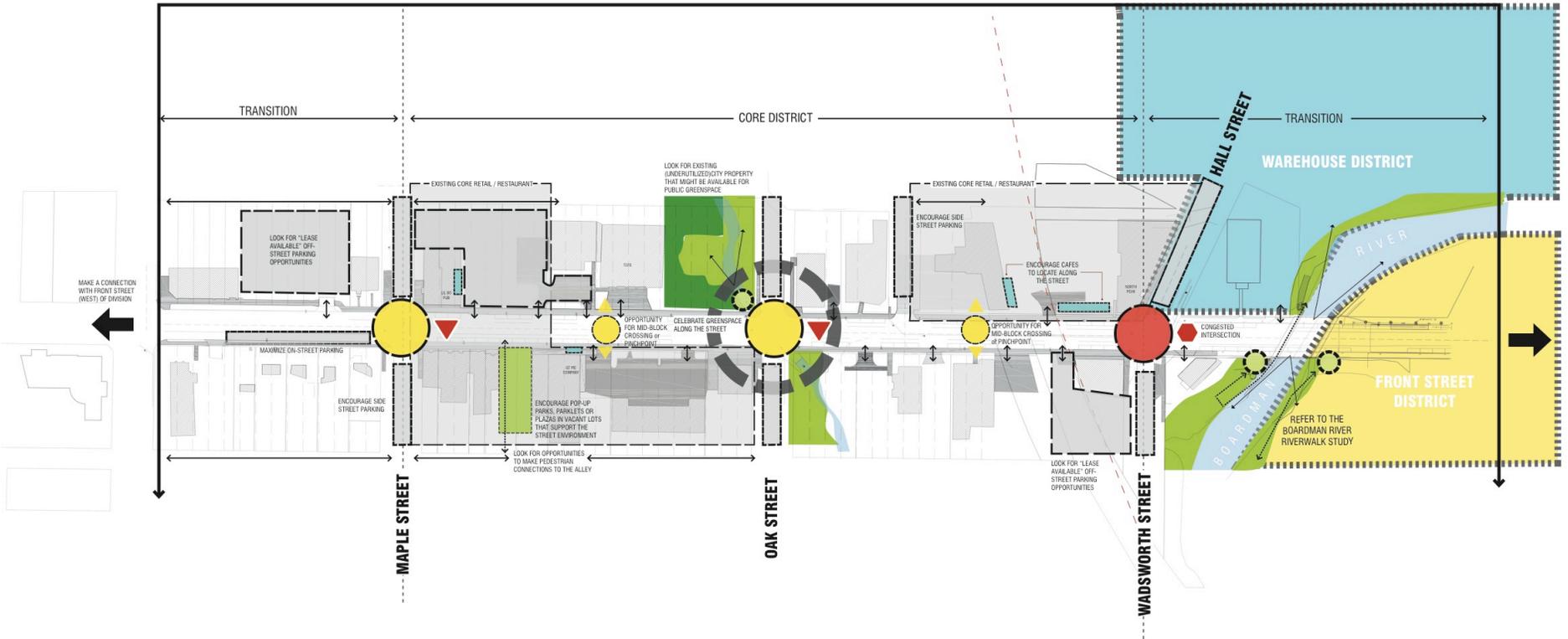
EXISTING
ARCHITECTURAL
CHARACTER

EXISTING
SIGNAGE

EXISTING
PEDESTRIAN &
BICYCLE
INFRASTRUCTURE

EXISTING UTILITY
INFRASTRUCTURE

WEST FRONT STREET PROJECT AREA



Existing (Context) of Street Design

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 initiated 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

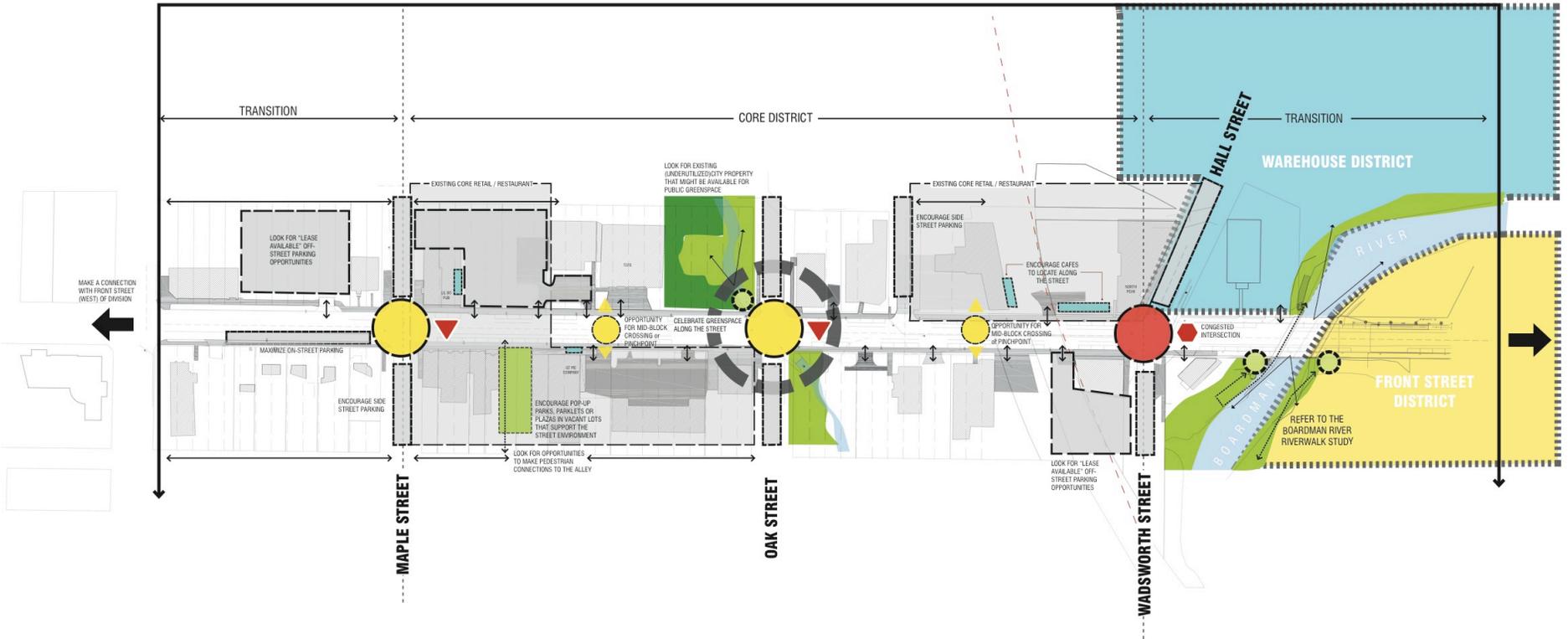


EXISTING PED AND BICYCLE INFRASTRUCTURE



EXISTING UTILITY INFRASTRUCTURE

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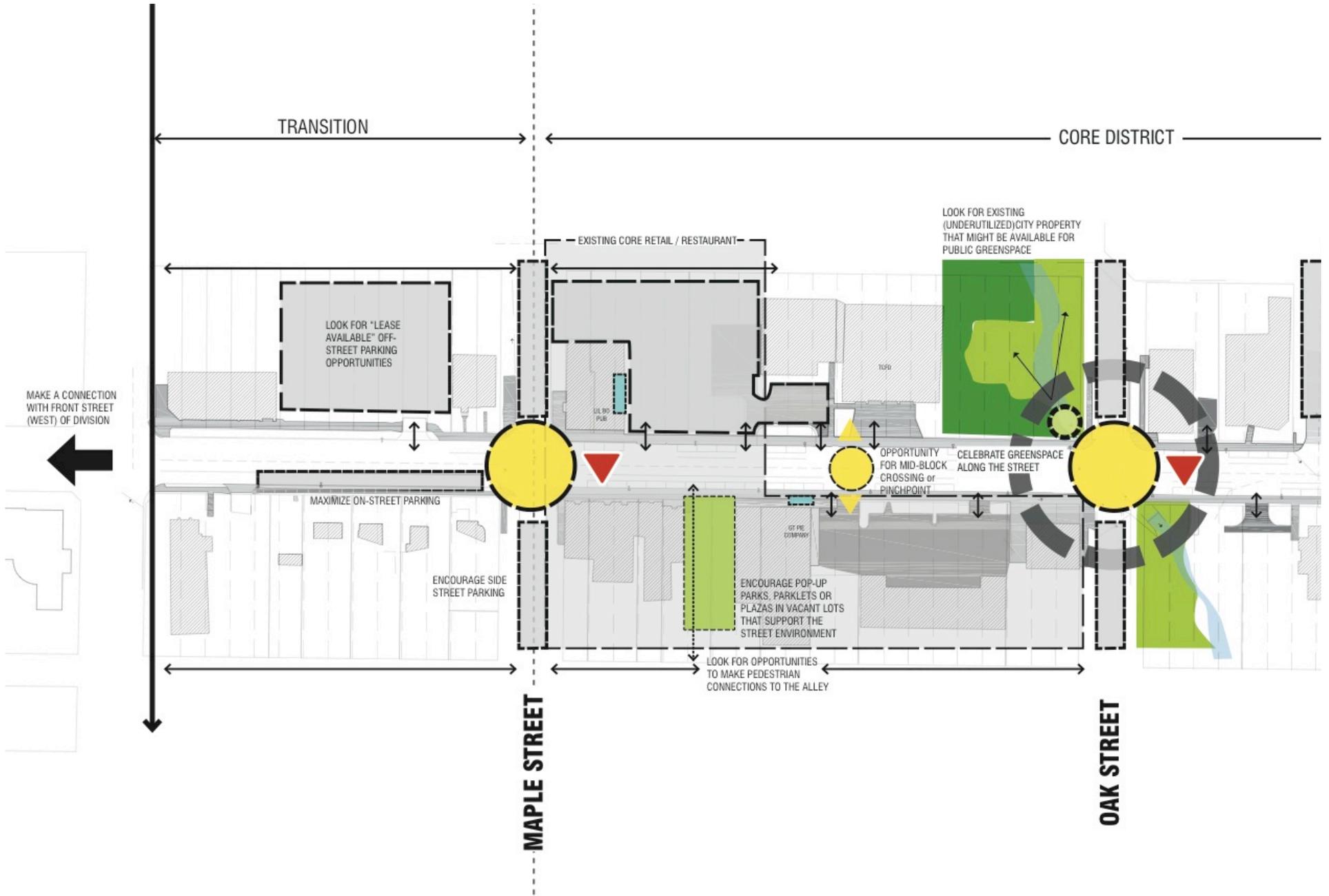
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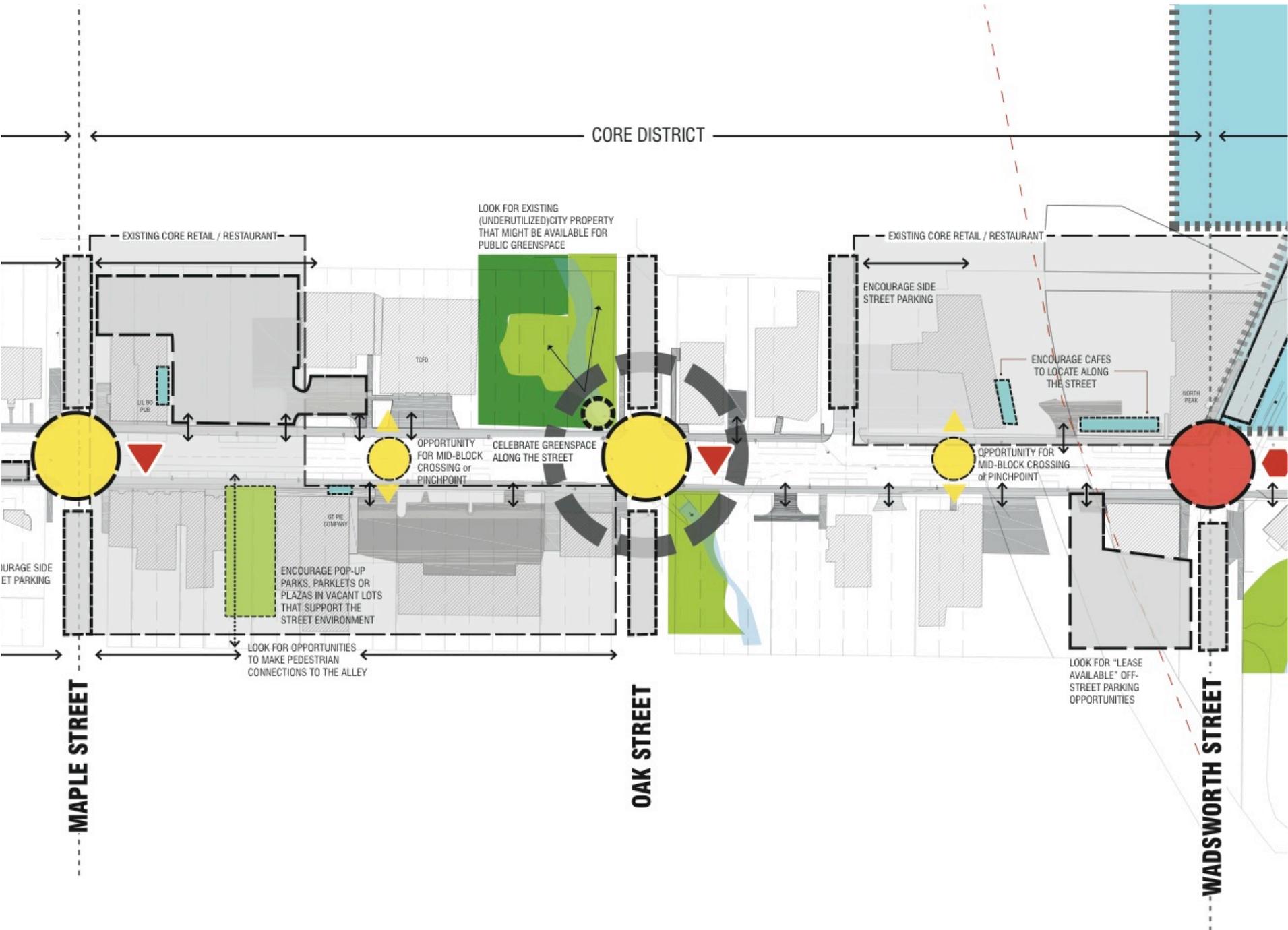
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CORE DISTRICT

LOOK FOR EXISTING (UNDERUTILIZED) CITY PROPERTY THAT MIGHT BE AVAILABLE FOR PUBLIC GREENSPACE

EXISTING CORE RETAIL / RESTAURANT

EXISTING CORE RETAIL / RESTAURANT

ENCOURAGE SIDE STREET PARKING

ENCOURAGE CAFES TO LOCATE ALONG THE STREET

OPPORTUNITY FOR MID-BLOCK CROSSING or PINCHPOINT

CELEBRATE GREENSPACE ALONG THE STREET

OPPORTUNITY FOR MID-BLOCK CROSSING or PINCHPOINT

ENCOURAGE POP-UP PARKS, PARKLETS OR PLAZAS IN VACANT LOTS THAT SUPPORT THE STREET ENVIRONMENT

LOOK FOR OPPORTUNITIES TO MAKE PEDESTRIAN CONNECTIONS TO THE ALLEY

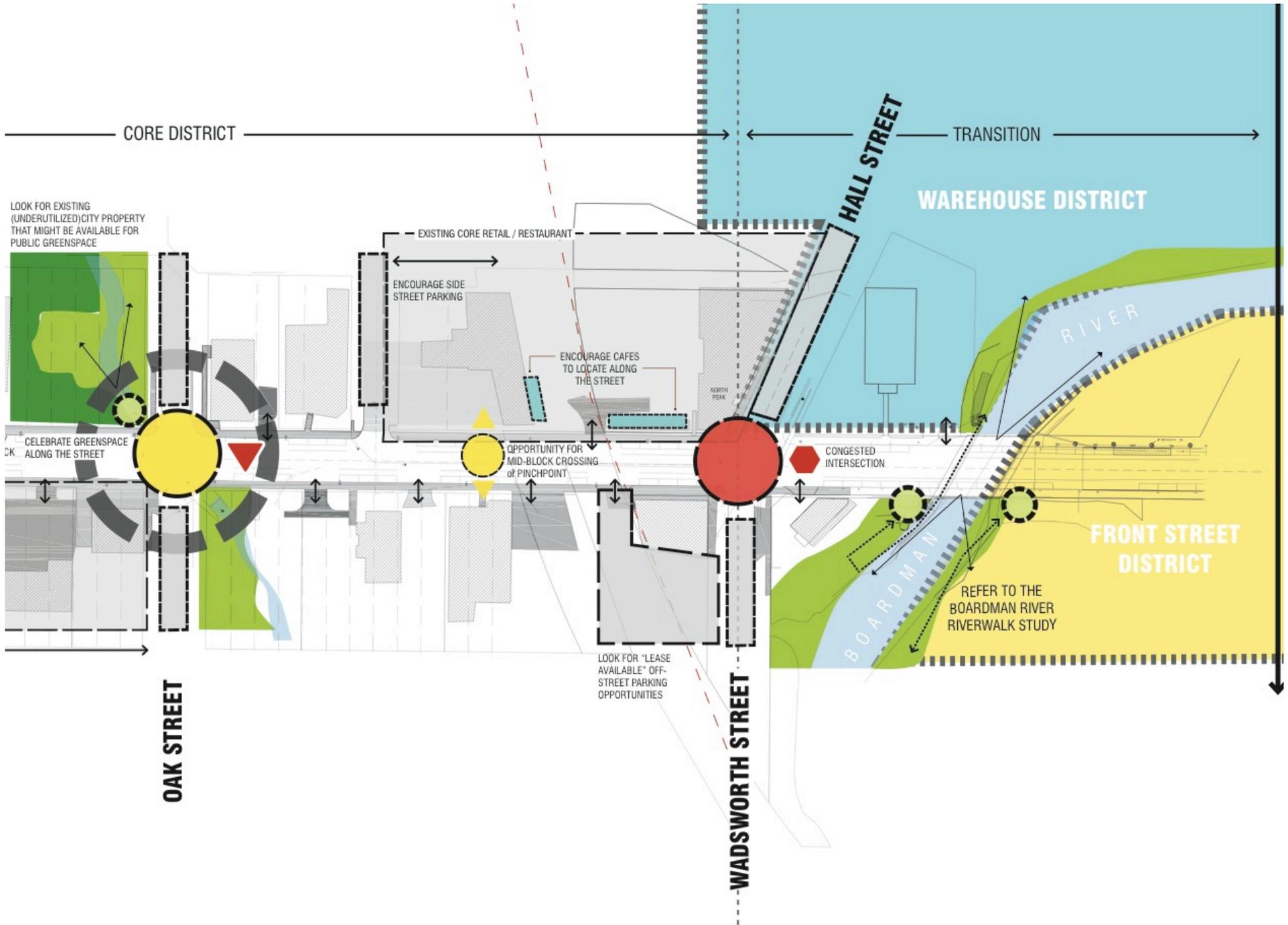
LOOK FOR "LEASE AVAILABLE" OFF-STREET PARKING OPPORTUNITIES

MAPLE STREET

OAK STREET

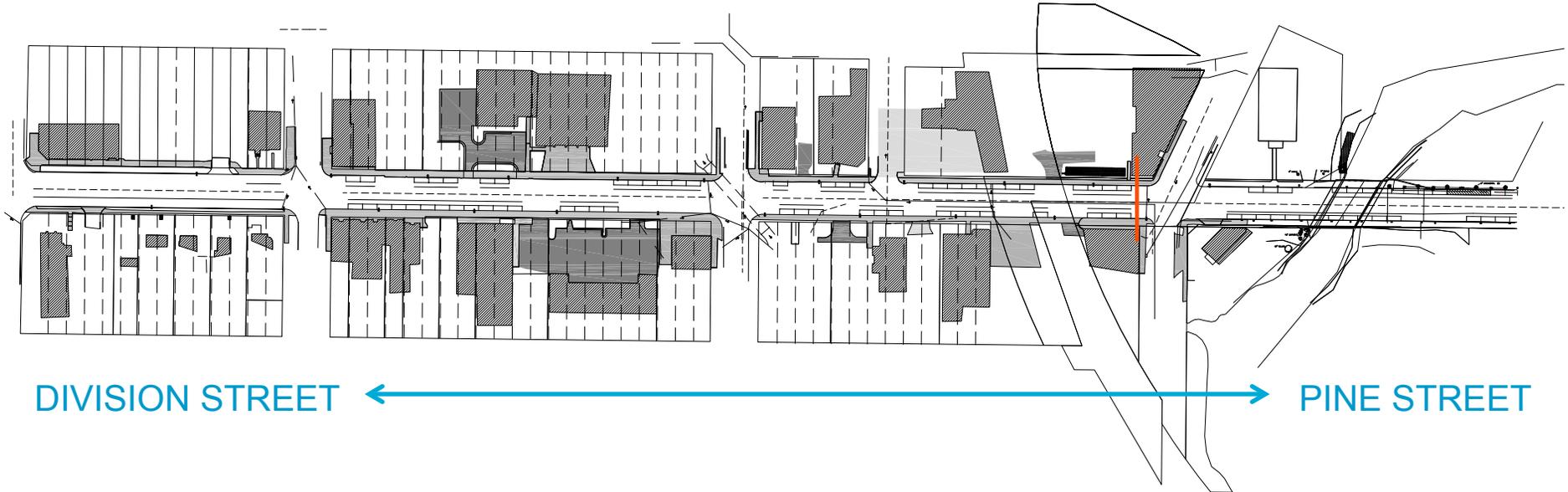
WADSWORTH STREET

ENCOURAGE SIDE STREET PARKING



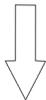
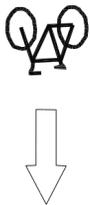
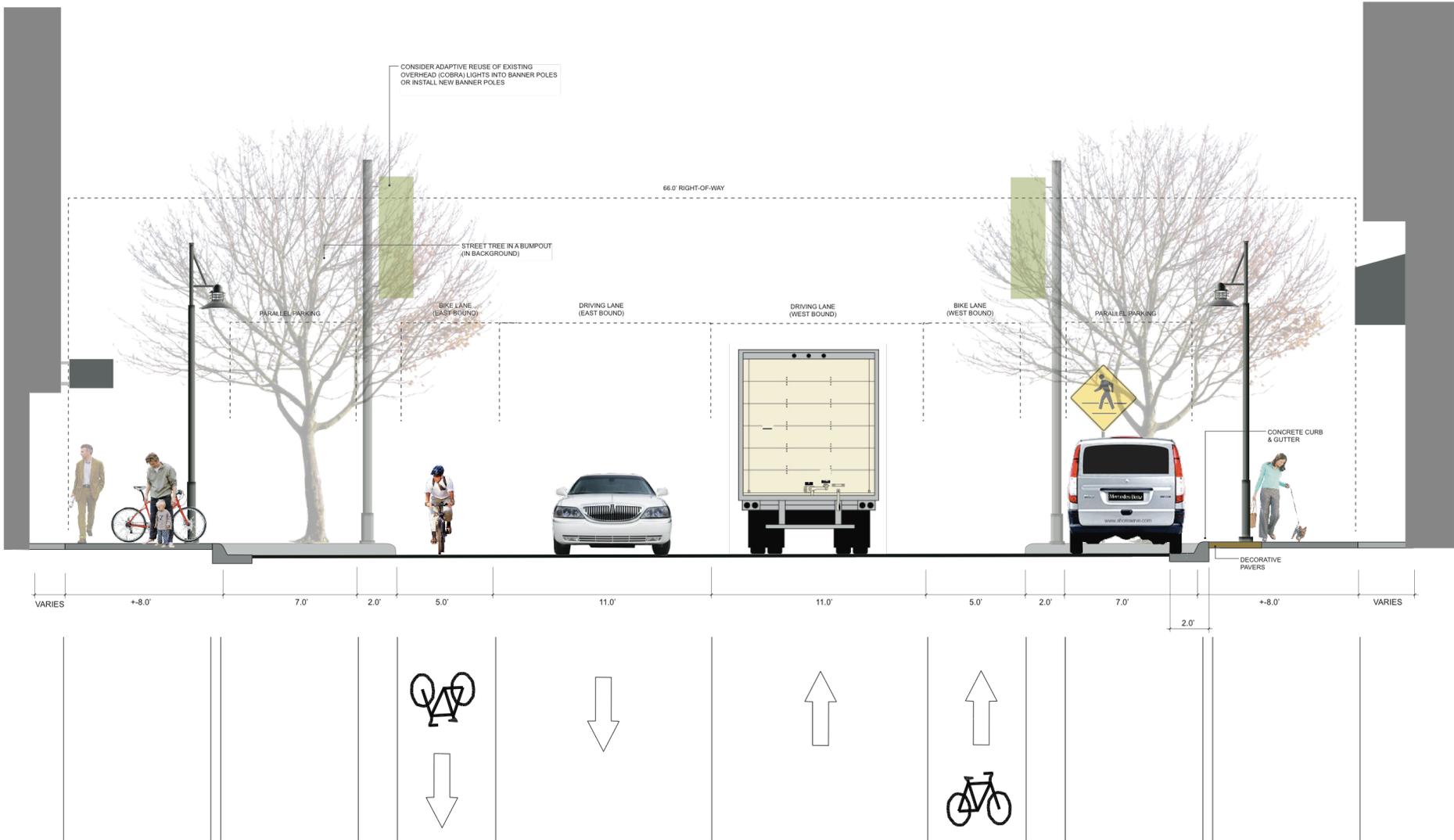
[cross-section study]

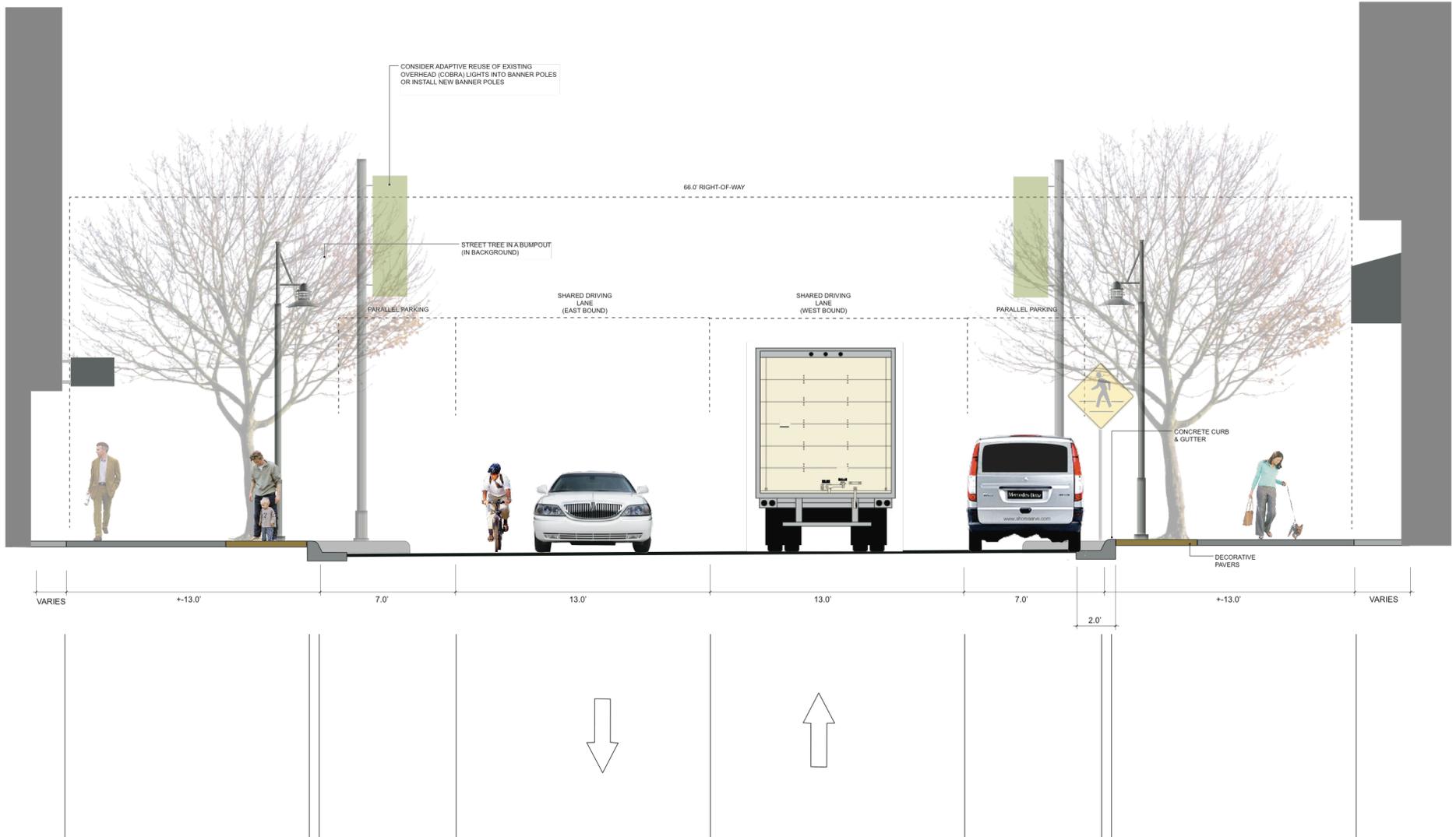
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OPTIONS

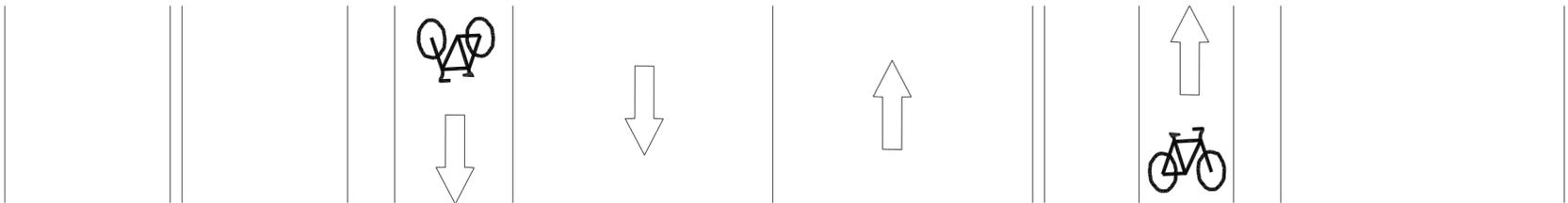
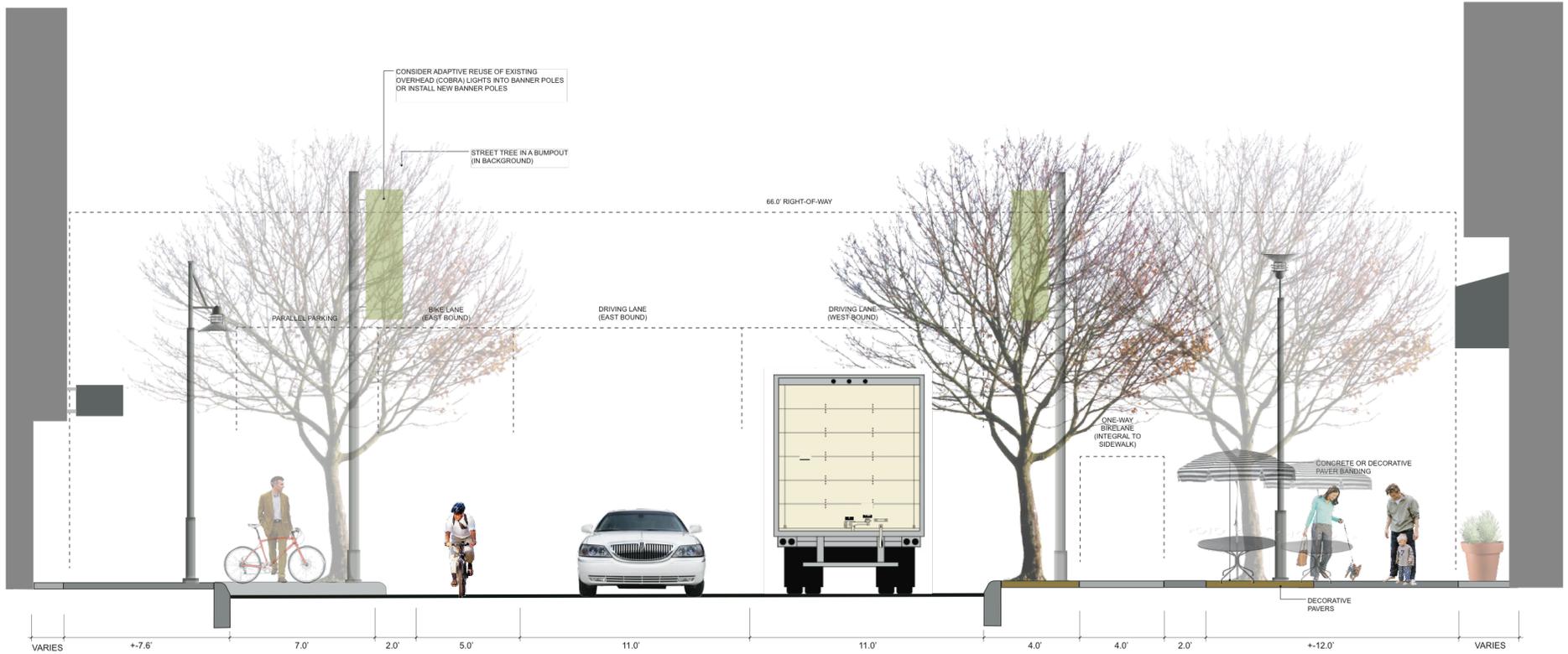


DIVISION STREET

PINE STREET

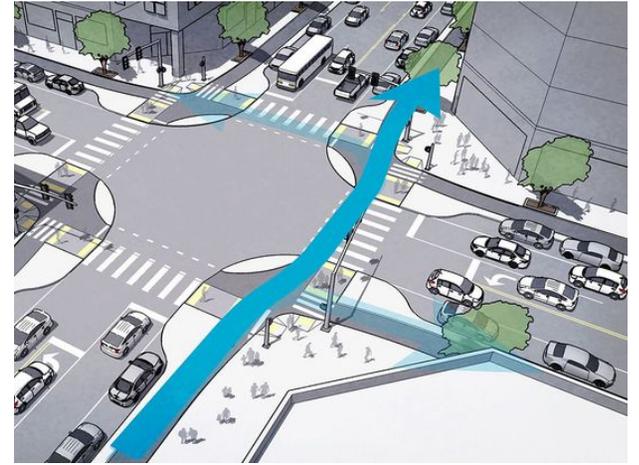






[**visual preference & character intent**]













[pre-programming]

Traffic Controls

Parking Management

Pedestrian & Non-Motorized

Stormwater

Utilities

Street Furniture

Transit

Lighting

Street Trees

Parklets, Plazas

Operations & Maintenance

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.

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