

*"Our bayfront has untapped potential.  
Through thoughtful design reflecting community values,  
our waterfront will become a resource that can be enjoyed by all."*

Mayor Chris Bzdok, July 8, 2010

# Traverse City Bayfront 2010

July 2010



# TRAVERSE CITY BAYFRONT 2010

Adopted by Traverse City City Commission: \_\_\_\_\_, 2010

## City Commissioners

- Mayor Chris Bzdek
  - Jody Bergman
  - Barbara Budros
  - Jim Carruthers
  - Mike Gillman
  - Mary Ann Moore
  - Ralph Soffredine
- ## Bayfront Steering Committee
- Nate Elkins (Chair) – Parks & Recreation Commission
  - Michael Borer – Parks & Recreation Commission
  - Jim Carruthers – City Commission
  - T. Michael Jackson – Downtown Development Authority
  - Jennifer Jaffe – Planning Commission
  - Rick Shimmel – Parks & Recreation Commission
  - Gary Howe – Parks & Recreation Commission

## City Staff

- Russ Soyring, Planning Director
  - Bryan Crough, Community Development Director
  - Lauren Vaughn, Parks and Recreation Director
  - Ben Bifoss, City Manager
  - Makayla Vitous, Assistant to the City Manager
  - Tim Lodge, City Engineer
  - Captain Steve Morgan, Traverse City Police Departments
- ## Stakeholders Groups
- Downtown Development Authority
  - Downtown Traverse City Association
  - Michigan Department of Transportation
  - Traverse City Engineering
  - Rotary Charities
  - Traverse City Light and Power

## Aerial Photography

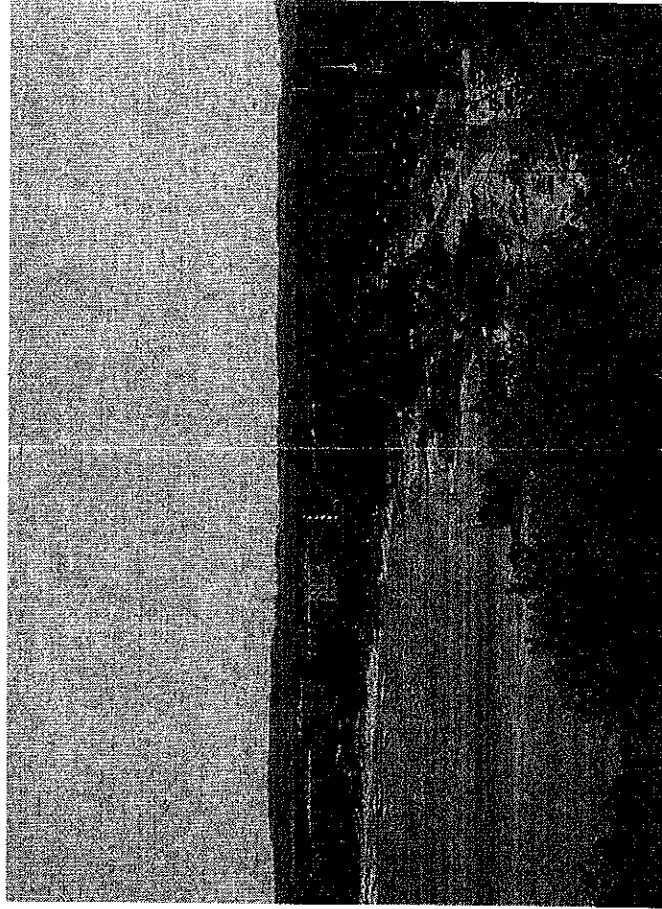
- Anderson Aerial Photography
- Elmer's Crane and Dozer

## Prepared by:

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- AECOM
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# 00 TABLE OF CONTENTS

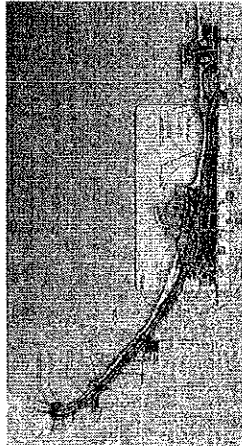
01 INTRODUCTION.....	1
Summary & Purpose .....	1
Study Areas .....	1
Goals .....	1
Process .....	2
02 EAST END .....	3
Murchie Bridge & Fishing Pier.....	3
Sunset Park .....	4
Access Easements .....	4
Senior Center .....	4
03 CORE AREA .....	5
Clinch Beach .....	5
Con Foster Commons.....	7
Open Space .....	9
04 WEST END .....	12
05 UNIFYING ELEMENTS .....	13
Sustainability .....	14
Promenade .....	15
TART Trail Improvements.....	14
Landscape .....	15
Lighting .....	16
Connectivity .....	17
06 PHASING PLAN .....	19
07 ENGINEERING PLANS .....	20
08 COST ESTIMATES .....	40



# 01 INTRODUCTION

## SUMMARY & PURPOSE

The Traverse City Bayfront Preliminary Engineering design project addresses improvements to public parkland recreational facilities for over two miles of shoreline from the intersection of Grandview Parkway (M-72) and M-22 east to the Traverse City Senior Center. The plan is a detailed refinement of the Traverse City Waterfront Concept Plan developed by the "Your Bay, Your Say" project in 2007.



"Your Bay, Your Say" Plan

The proposed improvements developed from stakeholder and public input include a balance of enhancements to both the urban and natural environments along the Traverse City Bayfront.

## STUDY AREAS

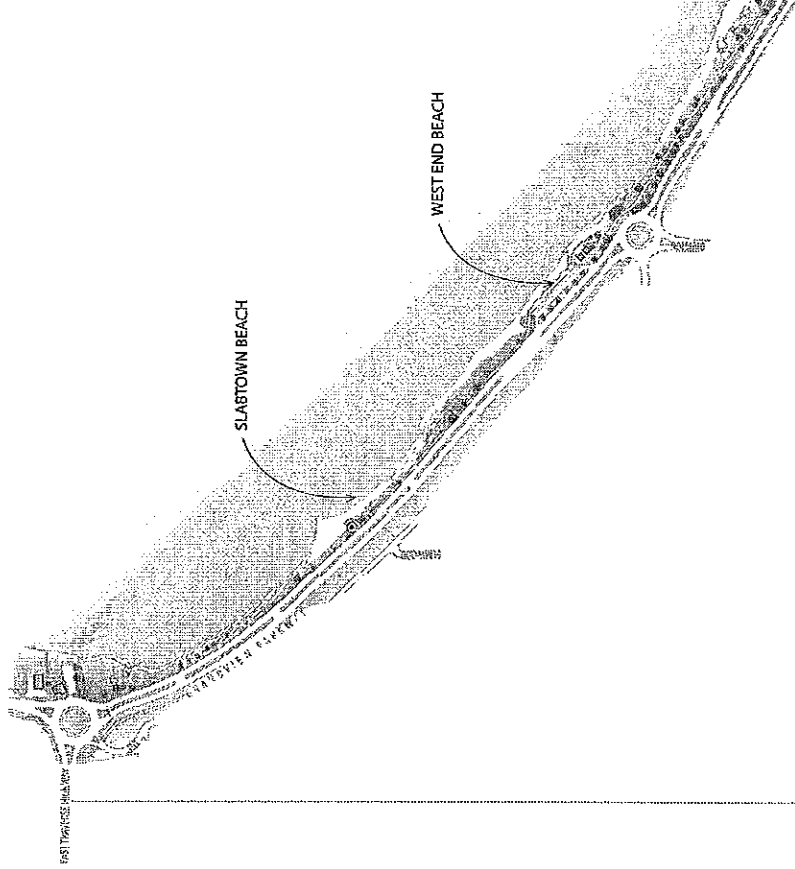
For the purpose of this design exercise the study area between the intersection of Grandview Parkway (M-72) and M-22 and the Traverse City Senior Center was divided into three distinct areas:

- The East End beginning at the east edge of Clinch Park Beach and extending east to the Senior Center.
- The Core Area bracketed by the volleyball courts on the west end and Clinch Park Beach on the east end.
- The West End beginning at the west edge of the volleyball courts and extending west along the Bayfront to the intersection of M-72 and M-22.

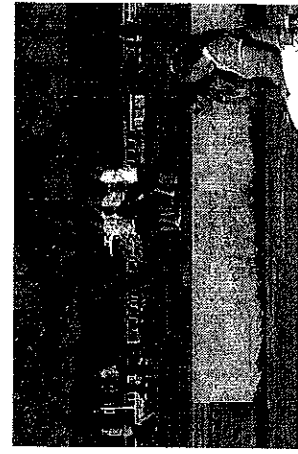
## GOALS

The specific goals addressed by the Preliminary Engineering Plan include:

- Provision of designs for crosswalks and gateways that enhance pedestrian circulation and provide connectivity between the Bayfront and the downtown districts and residential neighborhoods located south of Grandview Parkway.
- Provision of designs for the public spaces on the Bayfront that are responsive to the hopes and desires of the community which were embodied in the preferred Traverse City Waterfront Concept Plan, developed by the "Your Bay, Your Say" project.
- Provision of drawings and renderings that illustrate the Preliminary Bayfront Engineering plan provide understanding and seek endorsement from stakeholders.
- A professional and transparent process that supported stakeholder and community involvement in furthering the design of the improvements for the Traverse City Bayfront.
- Provision of preliminary engineering plans, phasing plans, a cost estimate and supporting documentation.



## WEST END



In mid-May, the design team presented a spatially mapped show of the design concepts to many of the stakeholders that participated in the charrette. Once again, all stakeholder groups were invited to submit additional input and comments to the special e-mail address specifically created for the project. Public input was collected throughout the process. We estimate more than three hundred citizens participated in the open houses and public presentations, or submitted comments via e-mail.

**FINAL DELIVERABLES**  
In June, the design team finalized the preliminary engineering plans, prepared a cost estimate and developed the additional graphics and illustrations contained within this report.

A presentation in the Traverse City Opera House closed the charrette process, with a request that further public comment for the design team be directed to a special e-mail address specifically created for the project.

**PRELIMINARY ENGINEERING PLAN DESIGN**  
In April and early May the design team proceeded with the development of the preliminary engineering plan based on the design concepts derived from stakeholder and public input defined during the charrette. Three separate meetings with the Steering Committee helped to verify that the progress of the preliminary design was consistent with expectations.

In addition, the bathroom facilities, existing structures, and pedestrian ways require significant improvements to comply with the Americans with Disabilities Act and Universal Access Design Standards.

**CHARRETTE**  
Working under the direction of the Bayfront Steering Committee, the project team conducted a three-day charrette in March. The charrette served to both validate the Traverse City Waterfront Concept Plan and collect new stakeholder and citizen input regarding its refinement. In order to effectively provide for an accessible public forum, the charrette took place in a vacant storefront beneath the City Opera House in downtown Traverse City.

A series of hour long meetings with more than thirty stakeholders groups started the charrette process. During these sessions, participants provided commentary on both the overall plan and individual elements of specific interest to their organization. A walk through the Grandview corridor provided the team a clearer understanding of pedestrian and vehicular interaction along Grandview Parkway.

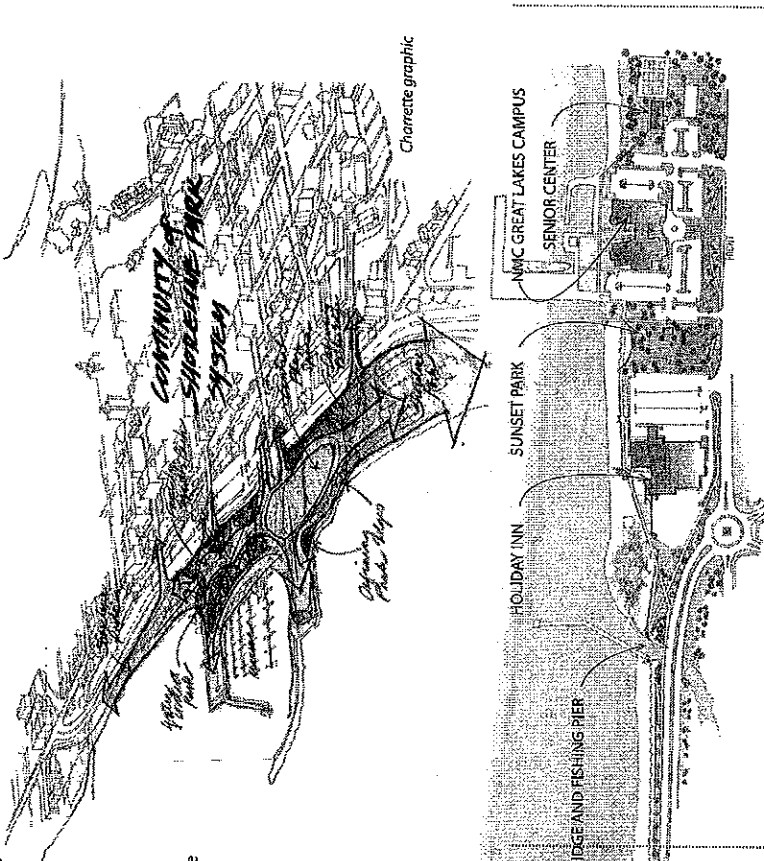
Following this initial information gathering stage, multiple design sessions were held to refine and distill the suggestions into a cohesive plan. The design process was open to the public for comments throughout every stage of the process.

**PROCESS**

**INVESTIGATION**  
In order to understand the expectations, goals and issues of the stakeholders and community, the Bayfront project team reviewed relevant reports and other documentation. These documents included the following:

- Key Recommendations – Traverse City’s Waterfront Plan “Your Bay, Your Say”
- West Bay Image and Character Study – Small Town Design Initiative Michigan State University, May 2006
- Across Grandview Parkway – Traverse City Character Study prepared by Masters Students from the University of Michigan
- Engineering plans for existing infrastructure on file with the City of Traverse City
- Grand Traverse Bay Watershed Protection Plan
- FEMA Flood Plain Maps and TCLP Flood Inundation Mapping and Modelling
- City of Traverse City Master Plan, 2009
- New Designs for Growth Development Guidebook
- Low Impact Development (LID) in the Grand Traverse Region

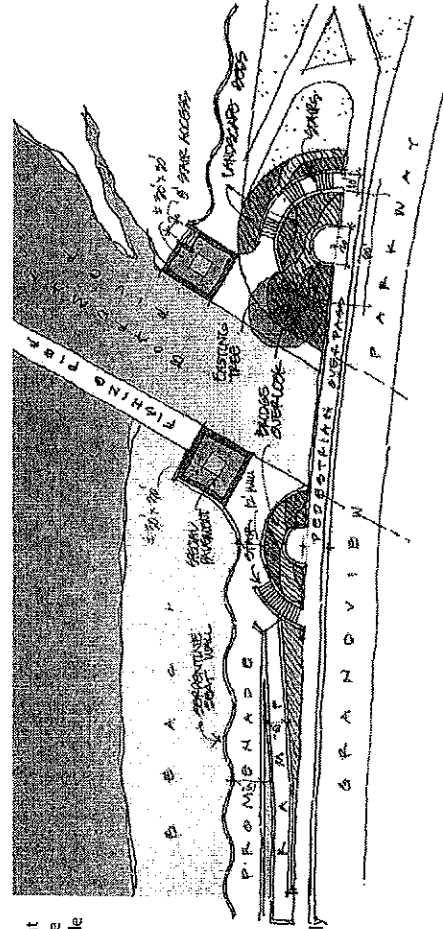
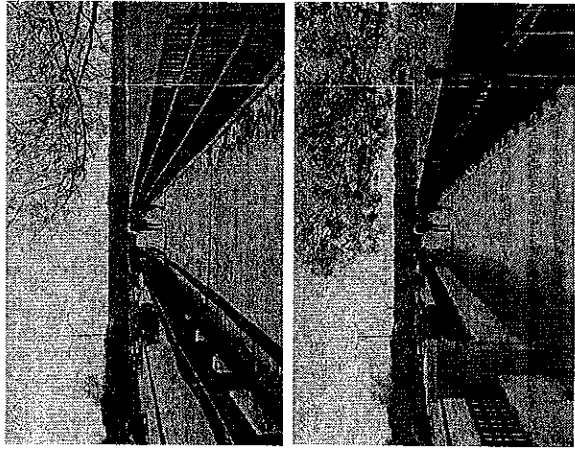
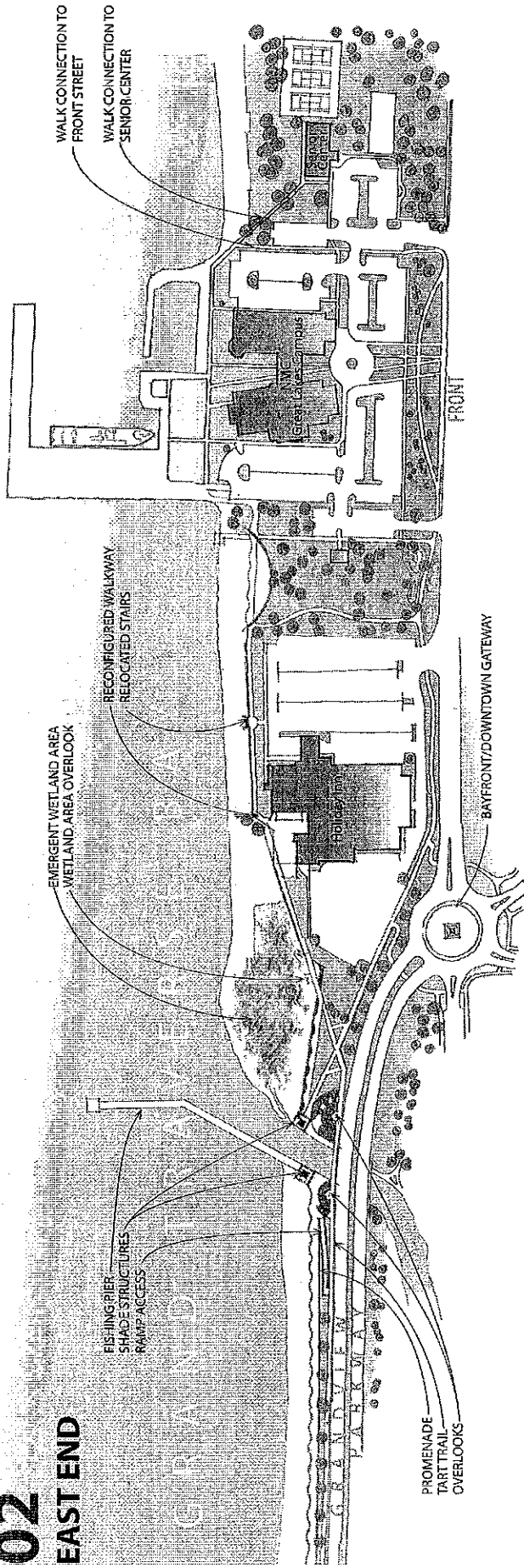
**SITE INVESTIGATIONS**  
The design team completed site walkthroughs of the Bayfront and assessed the existing infrastructure and facilities. In general, the design team determined the majority of pedestrian infrastructure and facilities constructed prior to the renovation of Clinch Park Marina can be classified as functional but nearing the end of their lifecycle.



EAST END

CORE AREA

# 02 EAST END



## MURCHIE BRIDGE & FISHING PIER

The most significant element of the Murchie Bridge area plan is a public fishing pier that would extend out into Lake Michigan adjacent to the Boardman river outlet. The pier would provide universal access for fishing from the shore. It would also create a significant destination point at the east end of the shoreline promenade. Views of the downtown and sunsets to the west would be comparable to those enjoyed by boaters on the bay.

Other recommendations in this area include stair and accessible ramp connections from the TART trail to the fishing pier and promenade, overlooks on both sides of the bridge with cultural and natural history interpretive opportunities, and the enhancement of the TART trail underneath the Murchie Bridge with the addition of cantilevered decking to widen the passage.

Finally, because the Murchie Bridge treatments are strictly utilitarian, the bridge lacks any visual cues that a river is being crossed. It is recommended that the bridge be enhanced with more aesthetically appropriate lighting and railing treatments that identifies it as a bridge and allows it to be part of the gateway to the waterfront.

## QUALITY BEGINS WITH QUALITY-BASED SELECTION (QBS) Background Material for the Traverse City Pier Study Team

**NOTE: To select a consultant to design the Traverse City Pier, we are interested in using the Qualifications Based Selection process. Following is background information about that process.**

The selection of a consulting engineer is one of the most important decisions you will make in completing a successful project. While the cost of engineering services for the average facility represents less than one percent of the total lifetime costs of construction, operation and maintenance, the design can have a major impact on all other costs. Investing in quality design services at the outset of the project often results in long-term savings.

Cost effective problem solving and high quality design can only be achieved with competence and experience. The Qualifications Based Selection (QBS) Process helps clients find qualified design consultants for their projects. It is a time-proven method endorsed by federal, state and local government and used by many private sector owners and institutions.

Following the simple QBS process, consultants are selected first on competence, creativity and performance and second on negotiation of a fair and reasonable price. By selecting a consulting engineer based on price competition you limit the professional's resources to undertake a thorough analysis of a problem and to search for innovative solutions. You also deny yourself access to the most valuable assets the professional has to offer: creativity and professional judgement.

Cheap design is expensive. An investment in quality design will enable the most qualified consultant to apply technical knowledge and relevant project experience to develop a functional and cost-effective solution.

### WHY QBS?

Many state and local governments including Michigan, as well as private industry, have followed the lead of the federal government in the procurement of consulting engineering services based on Qualifications Based Selection. In 1972, the U.S. Congress recognized the merits of competition based on qualifications and established as federal law, a policy that engineers are to be selected on the basis of competence and unique abilities for each project and at a fair and reasonable price. The American Bar Association has endorsed this qualifications based selection and negotiation process in its "Model Procurement Code for State and Local Governments."

*Qualifications Based Selection (QBS) does not mean that you cannot negotiate a fair and reasonable price for services. It does, however, mean that price is negotiated after competent, qualified professionals are selected.*

## BASIC QBS PROCESS

### STEP 1 – REQUEST FOR QUALIFICATIONS

Prepare a formal Request for Qualifications (RFQ) for a proposed project and distribute to a list of firms. Ask respondents to indicate their interest in the project and illustrate their relevant project experience and overall capabilities to perform the services required for the project. The initial RFQ should include:

- \_ A description of the proposed project
- \_ Any special expertise or unusual services that might be required

- \_ A time schedule for the project, including the selection process to retain a consulting engineer
- \_ A list of selection criteria (location of firm, small business set-aside, current workload)

## **STEP 2 – EVALUATION OF FIRMS**

Evaluate the written qualifications of the firms and select the top firms to be interviewed.

The evaluation should be based on the following factors:

- \_ Individual qualifications of personnel as a team
- \_ Overall experience of personnel as a team
- \_ Ability of team to perform within time constraints
- \_ Firm's awareness of project's issues, opportunities and constraints
- \_ Project team's experience on similar projects
- \_ Quality of past work
- \_ Performance evaluation from past clients

## **STEP 3 – INTERVIEW**

Arrange for interviews with top firms. An evaluation form with predetermined selection criteria should be used.

The evaluation form should include the following components:

- \_ Project team management plan
- \_ Previous experience of project team
- \_ Location and quality of office facilities
- \_ Project control measures to monitor schedule and budget
- \_ Availability of staff resources based on firm workload
- \_ Project approach
- \_ Quality of work on similar projects
- \_ Awards and past client recommendations
- \_ Financial stability of firm
- \_ Overall team ranking

## **STEP 4 – SELECTION/NEGOTIATION**

Select the top-ranked firm and initiate the negotiation for the scope of work, the terms and conditions of a contract and compensation. The negotiation process includes:

- \_ Preparation of comprehensive proposal by the top-ranked firm
- \_ Presentation of scope of work, schedule and level of effort by the top-ranked firm
- \_ Agreement on scope of work, schedule fee, and areas of responsibility and liability
- \_ Preparation of written contract binding both parties to agreement