

# ENVISION 8TH PLAN

A VISION PLAN FOR THE EIGHTH STREET CORRIDOR



**TND Engineering**

influence  
design  
forum  
LLC.





**CITY OF TRAVERSE CITY RESOLUTION  
APPROVING THE CONCEPTUAL DESIGN OF  
THE ENVISION 8<sup>TH</sup> STREET MASTER PLAN**

- Because, a Corridor Master Plan was completed and adopted in 2013 identifying five major corridors in the City of Traverse City: East Front Street, West Front Street, Garfield Avenue, Eighth Street and Fourteenth Street; and
- Because, the City of Traverse City has received public comment, petitions initiated by businesses and neighbors to address the improvement for 8th street; and
- Because, the City of Traverse City, in response, approved the commencement of a Charrette process which provided for a collaborative public planning process to establish a vision and design for Eighth Street; and
- Because, the Charrette Process, identified as "Envision 8<sup>th</sup>," incorporated a robust public engagement process offering residents, business owners, and other stakeholders numerous opportunities to participate in the Charrette process; and
- Because, the Charrette process included a concentrated series of meetings, presentations and sessions, and
- Because, the preferred design from the Charrette process identified a three-lane section, with planters and off-street cycle tracks; and
- Because, the preferred design recognized by the Charrette process identified the North Boardman Lake District (NBLD) as an emerging business district that makes important connections around the north end of Boardman Lake for the City of Traverse City; and
- Because, The City Commission has identified 8th street improvements in the Capital Improvements Plan for numerous years, and is now prepared to recognize the preferred design to begin implementing said design for the improvements to this area for the citizens of Traverse City. Now, therefore, be it
- Resolved,** that the City Commission of Traverse City, approves the 8th Street Design as presented by Envision 8<sup>th</sup> as the preferred design to implement within the Capital Improvements Plan.

I hereby certify that the above Resolution was adopted by the Traverse City, City Commission at its Special Meeting held on

February 13, 2017, in the Commission Chambers of the Governmental Center, 400 Boardman Avenue, Traverse City, Michigan.

Benjamin C. Marentette, MMC, City Clerk



# ENVISION 8TH PLAN

Traverse City is poised in the coming years to transform Eighth Street into the center of the North Boardman Lake District (NBLD). The NBLD emerged in early 2015 as the result of a culmination of projects that begin to make important connections around the north end of Boardman Lake. The emerging District is the focus of significant east-west connections - current and ongoing planning projects include the Boardman Lake Trail, Eighth Street, and the West Boardman Lake District.

Today, Eighth Street is a mix of both walkable development that channels downtown and auto-oriented development with large parking lots – all on one of Traverse City’s busiest streets. The City offered residents the chance to explore these issues and establish a vision and design solutions for Eighth Street and its surrounding land uses.

The street design for Eighth Street was approached through several methods including transportation planning and engineering, streetscape design, and codified form-based code street types.



DEBRA GRAETZ,  
M.D. PC  
BROOKSIDE  
FAMILY  
MEDICINE  
1000 W. 10TH ST.  
WISCONSIN

BROOKSIDE  
FAMILY  
MEDICINE  
1000 W. 10TH ST.  
WISCONSIN





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# PUBLIC ENGAGEMENT

The Envision 8th project incorporated a robust public engagement process offering residents, business owners, and other stakeholders numerous opportunities to participate in the project.

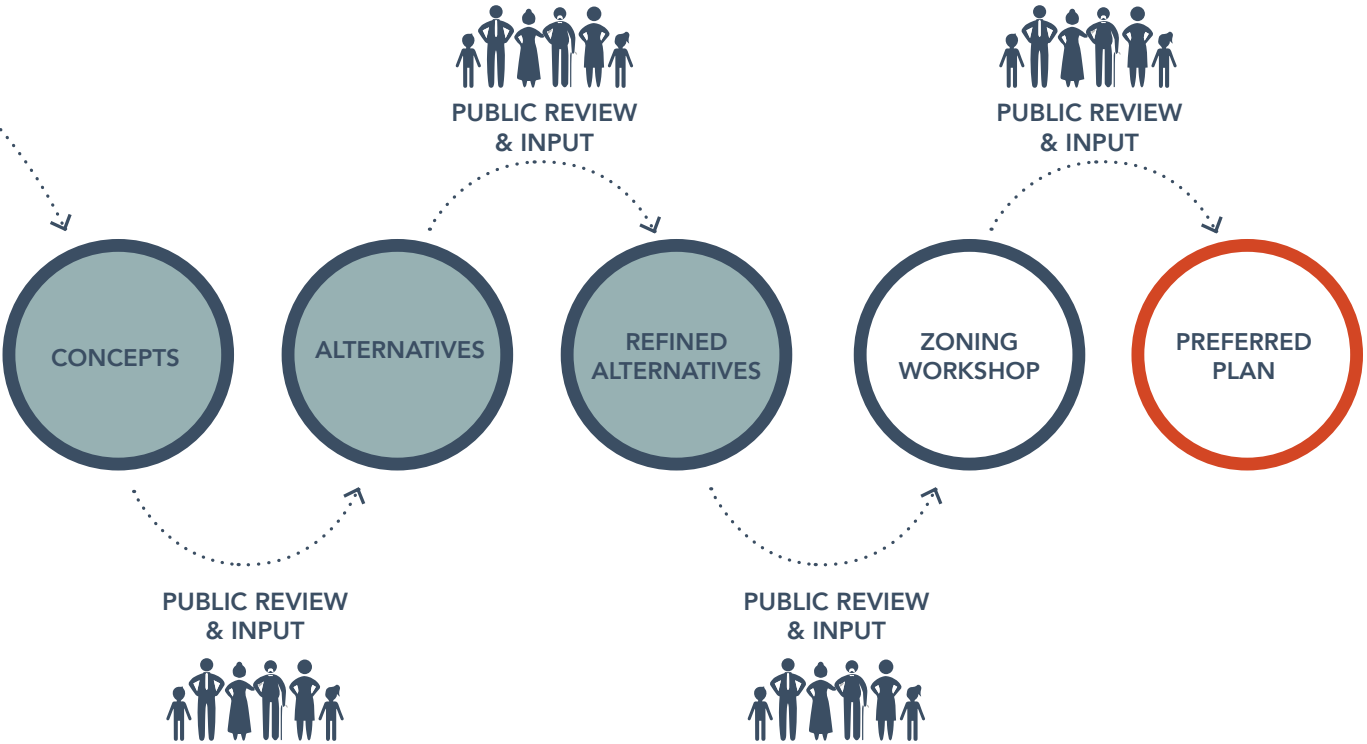
While a majority of the design work took place during the “Charrette Week”, a number of meetings were held prior to solicit initial input and provide stakeholders with a thorough understanding of the project. During the initial meetings, several stakeholders were interviewed, including City staff, so the design team could get reactions from different perspectives. A SWOT (strengths, weaknesses, opportunities, and threats) exercise was conducted during the public meeting which provided the Design Team’s decision with some initial guidance, moving into the Charrette process.



- MEETING
- EIGHTH STREET CHARRETTE
- OPEN HOUSE



The Farr Associates team led a 5-day design charrette in Traverse City near the Study Area. The charrette included a concentrated series of meetings, presentations and sessions, during which the team generated a comprehensive vision for the corridor while soliciting the input of policymakers, as well as community residents. Designers and stakeholders gathered in a dedicated charrette studio space to study, develop, review, and revise schemes, ultimately arriving a preferred scheme to move forward with and refine.



A woman with long brown hair, wearing a dark blue top, is shown in profile from the chest up. She is holding a microphone in her right hand and a large sheet of paper in her left. She appears to be speaking at a public meeting or community planning session. In the background, several people are seated at tables, some looking towards her. The setting is an indoor room with a light-colored wall and a whiteboard visible in the distance.

*When planning for a new park, public space, or street the design should become the expression of the community, add value, and be transformative.*



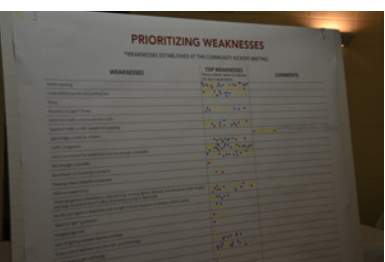
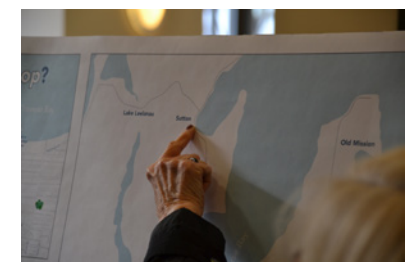
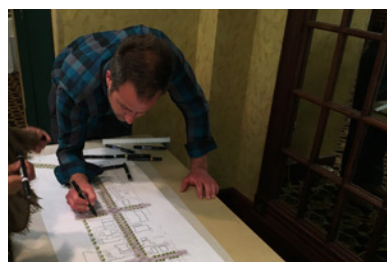
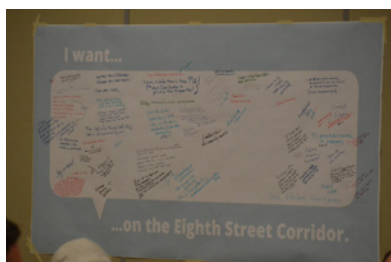
#### **Four Schemes Led to a Preferred Scheme**

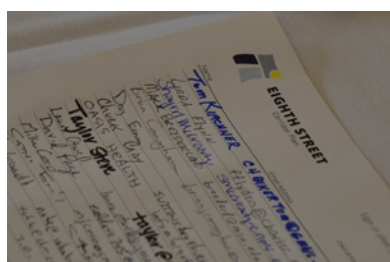
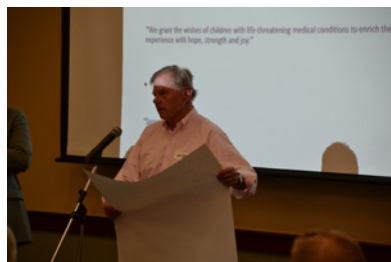
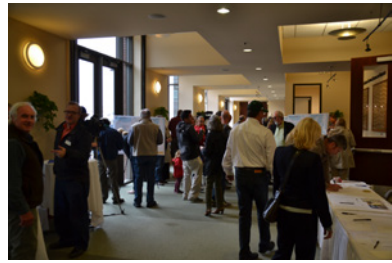
The Eighth Street corridor is due for an upgrade. Physical and functional flaws made the process of improving for the future an urgent priority. Much disagreement about the number of vehicle travel lanes and potential for an evolving identity came to the forefront leading up to charrette week.

In order to identify a preferred street section, the first public meeting included a vote on two-, three-, four-, or five-lanes as potential sections for Eighth Street. A set up of the pros and cons of traffic lanes, limitations of an already established right-of-way, and complications and expenses related to land acquisition set the stage for a vote. After night one, the four- and five-lane street sections were eliminated, leaving the two- and three-lane options. Additionally, a 'kit of parts' of street section components were presented with typical dimensions. After voting for number of traffic lanes, these kit of parts were prioritized with their respective lane counts. This resulted in tree planters and off-street bicycle facilities emerging as key street section components.

The second public meeting integrated street section components with a two-lane, two-lane with turn lane at the intersection, and three-lane street section. Advantages to having three-lanes of vehicle traffic were articulated by both the consultant team and through public comments.

*Ultimately, the three-lane section with planter and off-street cycle track revealed itself as the preferred street section moving forward.*







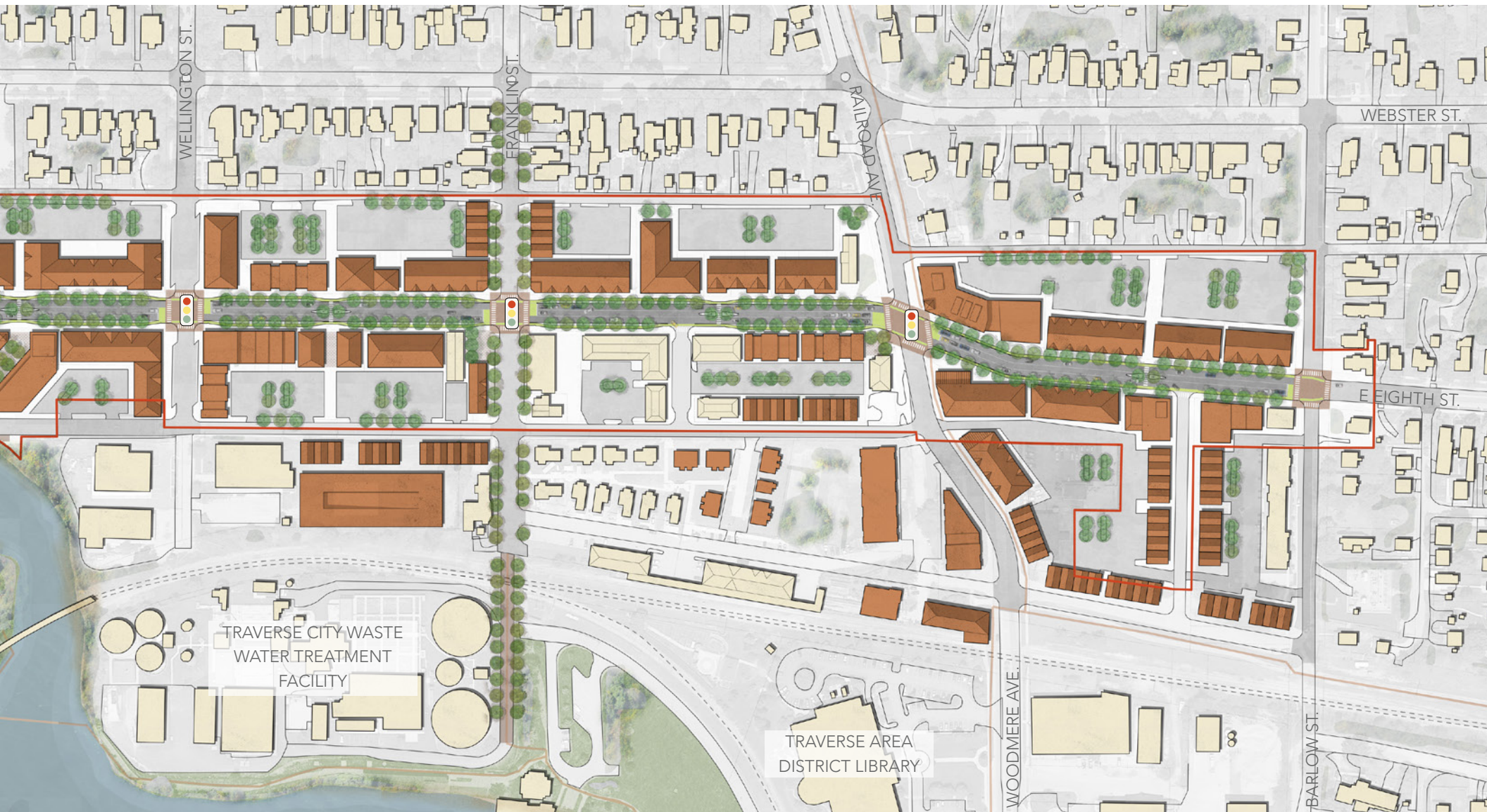


# 8TH STREET VISION PLAN

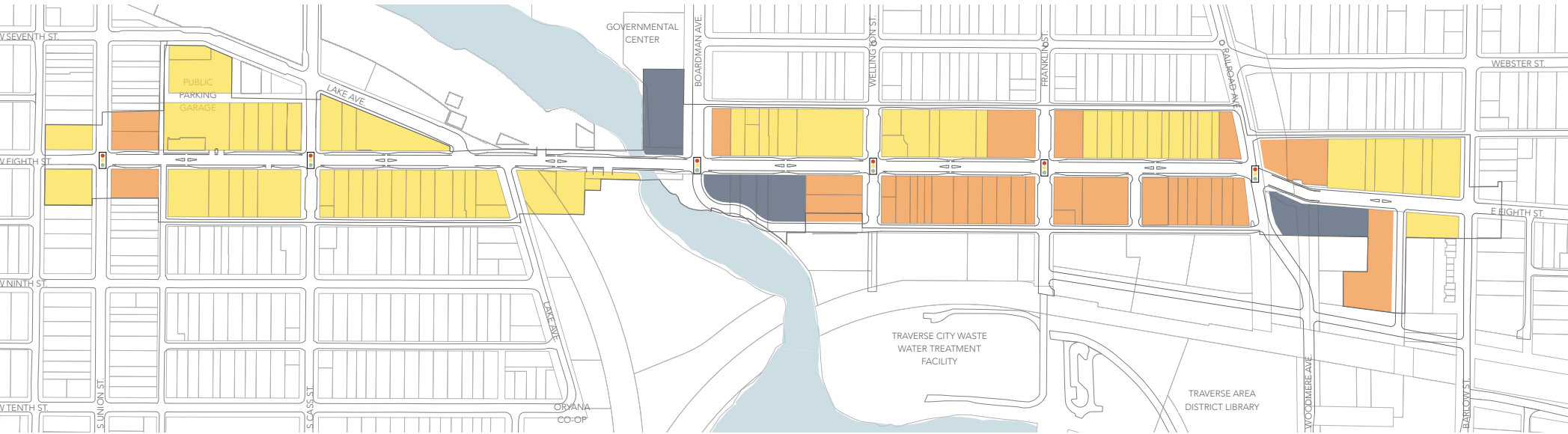




- EXISTING BUILDING
- PROPOSED BUILDING
- PROPOSED SIGNALIZED INTERSECTION



# 8TH STREET REGULATING PLAN



- MC-1 (4-STORIES MAX HEIGHT)
- MC-2 (5-STORIES MAX HEIGHT)
- GATEWAY (7-STORIES MAX HEIGHT, WITH CONDITIONS)

## MIXED USE CORRIDOR 1 (MC-1)

The MC-1 Context Area is applied to parcels adjacent to existing residential, to promote a high level of walkability and vibrancy at an appropriate neighborhood scale. MC-1 promotes a mixed of uses and a diversity of building types at a less intense scale.

MC-1 is characterized by a variety of buildings at or near the sidewalk in order to create a defined street wall and promote commerce, services, and shopping. Buildings may contain commercial uses and residential uses at the street level, with residential and office uses on the upper floors.

Minimum Height: 2 stories (25')  
Maximum Height: 4 stories (45')

## MIXED USE CORRIDOR 2 (MC-2)

The MC-2 Context Area is applied to parcels within the Eighth Street Corridor core adjacent to Boardman Lake and the Depot District. MC-2 promotes medium-density mixed-use commercial activities that reinforce and enhance a vibrant and walkable city.

MC-2 is characterized by mixed-use buildings set next to the sidewalk in order to create a defined street wall and promote commerce, services, shopping, and residential uses. These buildings contain a mix of street level commercial and residential uses with residential and office uses on the upper floors.

Minimum Height: 2 stories (25')  
Maximum Height: 5 stories (55')\*

\*Above the 4th story, the upper stories of any building must be stepped back from the lower stories a minimum of ten feet.

## GATEWAY (GW)

The Gateway Context Area is applied to strategic parcels at the gateway intersections of Boardman Avenue and Woodmere Avenue to promote higher intensity nodes that provide opportunities for increased height with the inclusion of community amenities such as workforce housing.

GW is characterized by primarily mixed use or residential buildings at or near the sidewalk in order to create a defined street wall and promote commerce and shopping. Buildings may contain street level commercial uses with residential uses on the upper floors.

Minimum Height: 2 stories (25')  
Maximum Height: 5 stories (55')\*

\*Additional height up to 7 stories is available with the inclusion of community amenities such as workforce housing per City requirements.

## ZONING APPROACH

### Maximum Height

The existing zoning at the time of the Envision Eighth Charrette in 2016 in the C-1, C-2, C-3 Districts permitted 45' maximum building heights. The D-2 Depot Development District permitted 75' maximum building heights with design conditions and a special land use permit.

The new permitted maximum height in the MC-2 and GW context areas of 5 stories is below that of the previously permitted 75'. The 5-story mixed use building type, with the 5th floor stepped back, exists currently in Downtown Traverse City, and is a preferred building type for Eighth Street in the MC-2 context area. While the market does not exist yet for this kind of project, it is an important aspect of Eighth Street's new vision. The time to align planning visions and goals with regulations is before the large infrastructure investment— setting the stage for redevelopment after the corridor reconstruction is complete. A 7-story maximum height is only permitted in the GW context area, and must include community amenities, such as workforce housing, subject to City approval. Stepbacks above the 4th story are required.

### Minimum Height

All Eighth Street context areas have a minimum height requirement of two stories. This requirement strengthens economic development potential, encourages residential uses on the corridor, and drives quality urban design and placemaking.

*Opportunities, like at the northwest corner of Eighth Street and Boardman Avenue, will allow for a workforce housing bonus height up to 7-stories.*





Looking west along Eighth Street at Boardman Avenue

*Vehicles, cyclists and pedestrians  
are to be accommodated at  
safer intersections on Eighth  
Street.*





A typical intersection, shown here at Eighth Street and Boardman Avenue

*A realigned Woodmere Avenue /  
Railroad Avenue intersection along  
Eighth Street establishes a node at  
the east end of the corridor.*







Looking east along Eighth Street at Woodmere Avenue/Railroad Avenue

*Continuing Franklin Street south  
as a pedestrian promenade  
connects Eighth Street to  
Boardman Lake.*



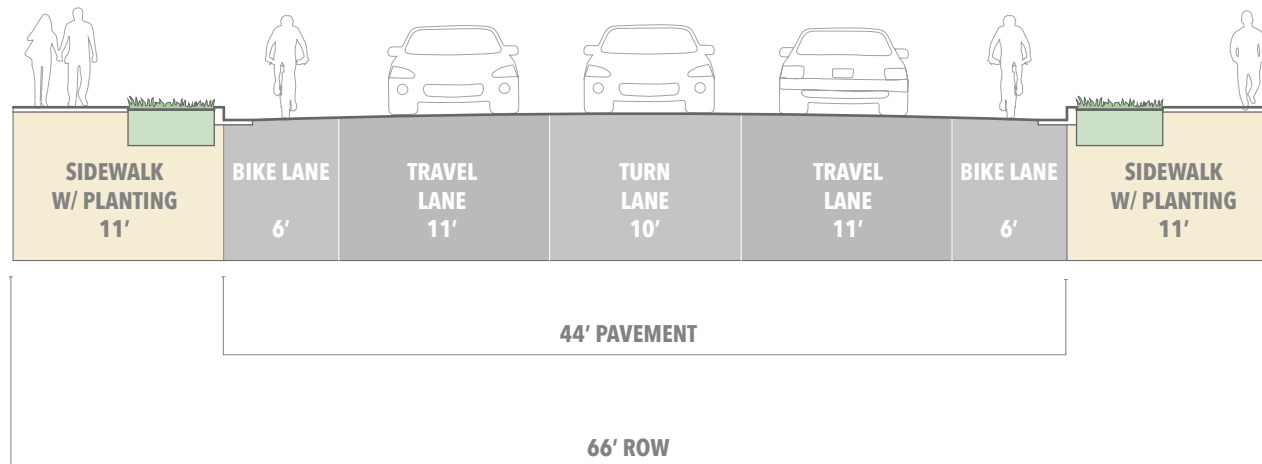


Looking south along the Franklin Street pedestrian promenade towards Boardman Lake

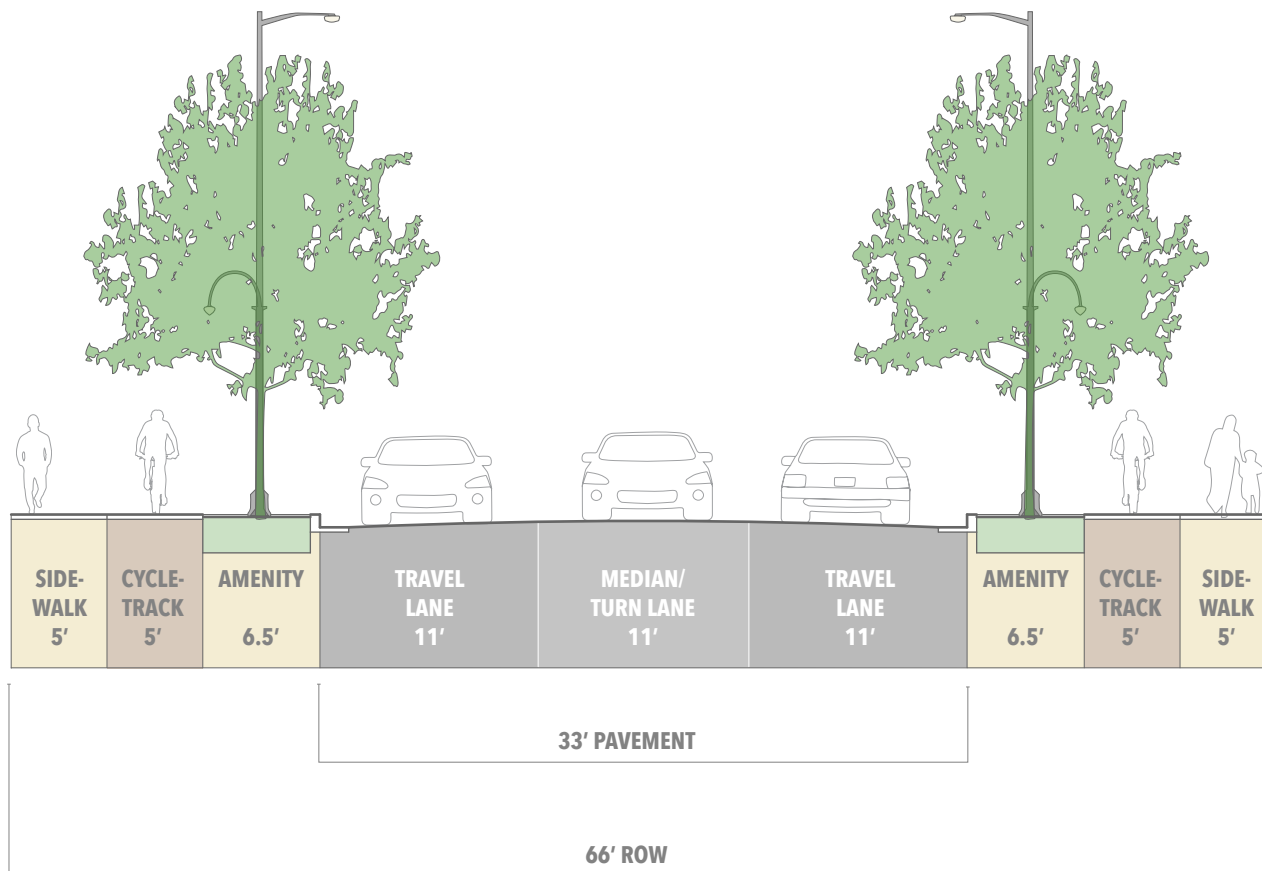
# RECOMMENDED STREET SECTION

Transitioning from a primarily auto-oriented corridor to encourage multiple forms of mobility, the proposed Eighth Street section includes improved pedestrian facilities, off-street cycle facilities and optimized vehicle travel lanes. The preferred, three-lane street section allows for a continuous flow of traffic with uninterrupted vehicle turns. The off-street, raised cycle-track is a safe, attractive format for all ability levels, including inexperienced youth.

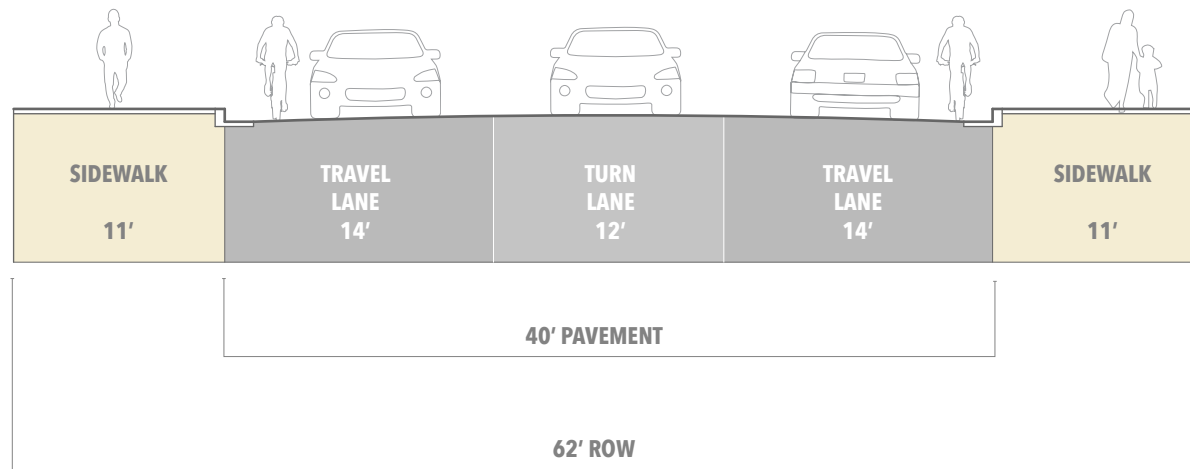
## EXISTING 8TH STREET SECTION



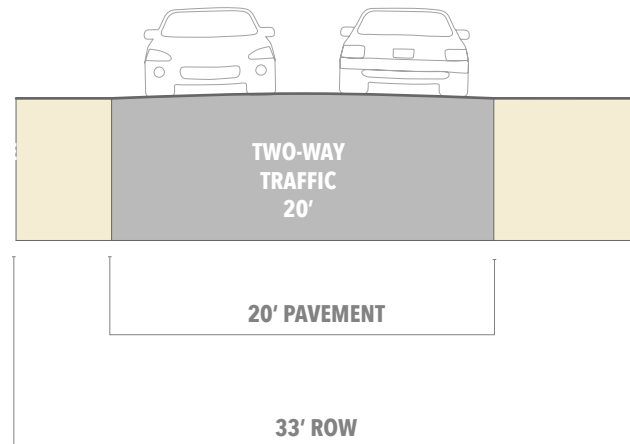
**PROPOSED  
8TH STREET SECTION**



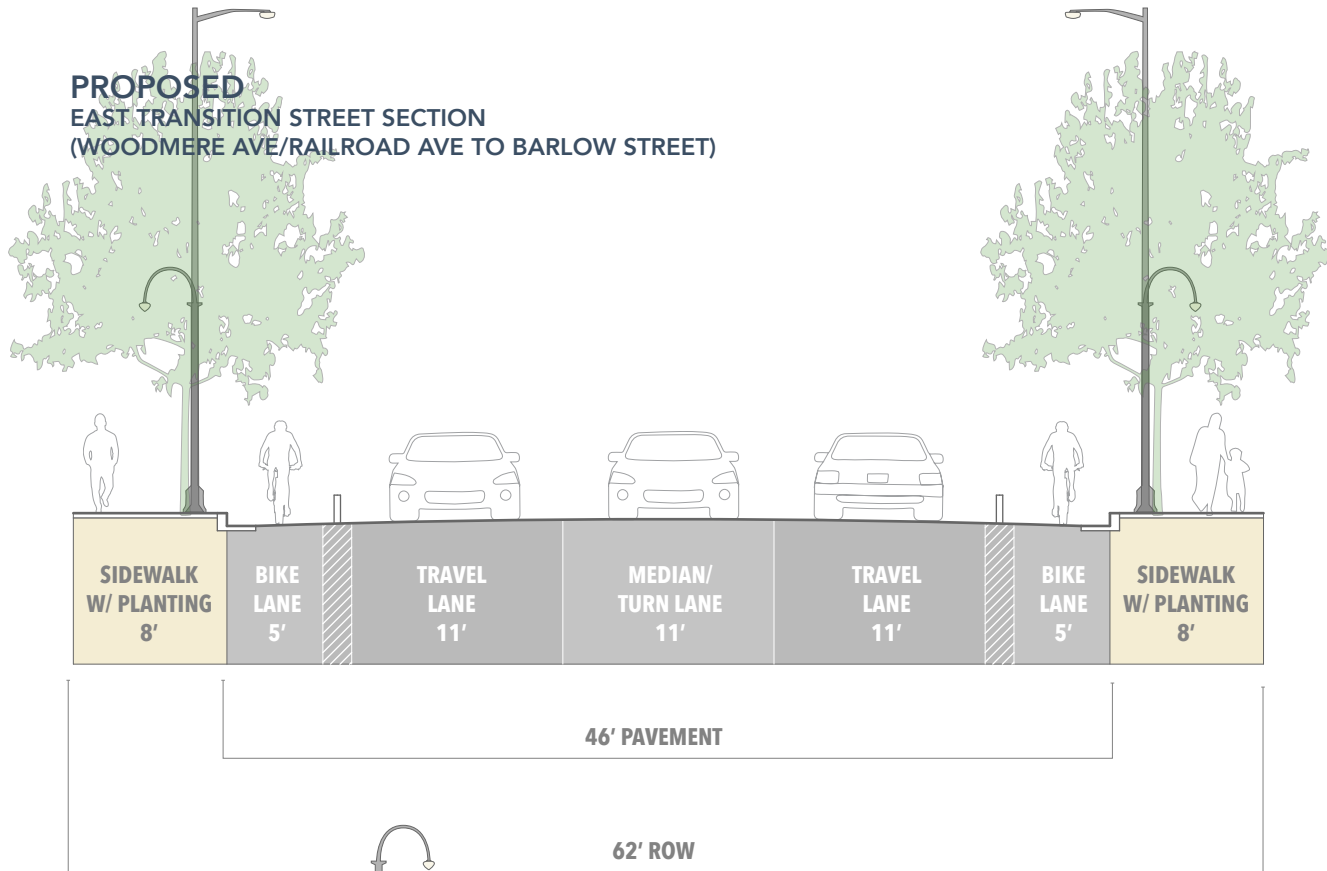
**EXISTING**  
EAST TRANSITION STREET SECTION  
(WOODMERE AVE/RAILROAD AVE TO BARLOW STREET)



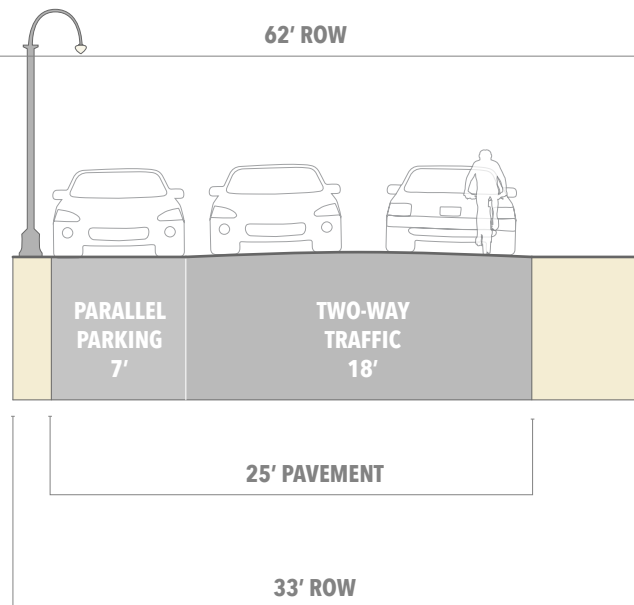
**EXISTING**  
TYP. ALLEY  
(PARALLEL TO 8TH)

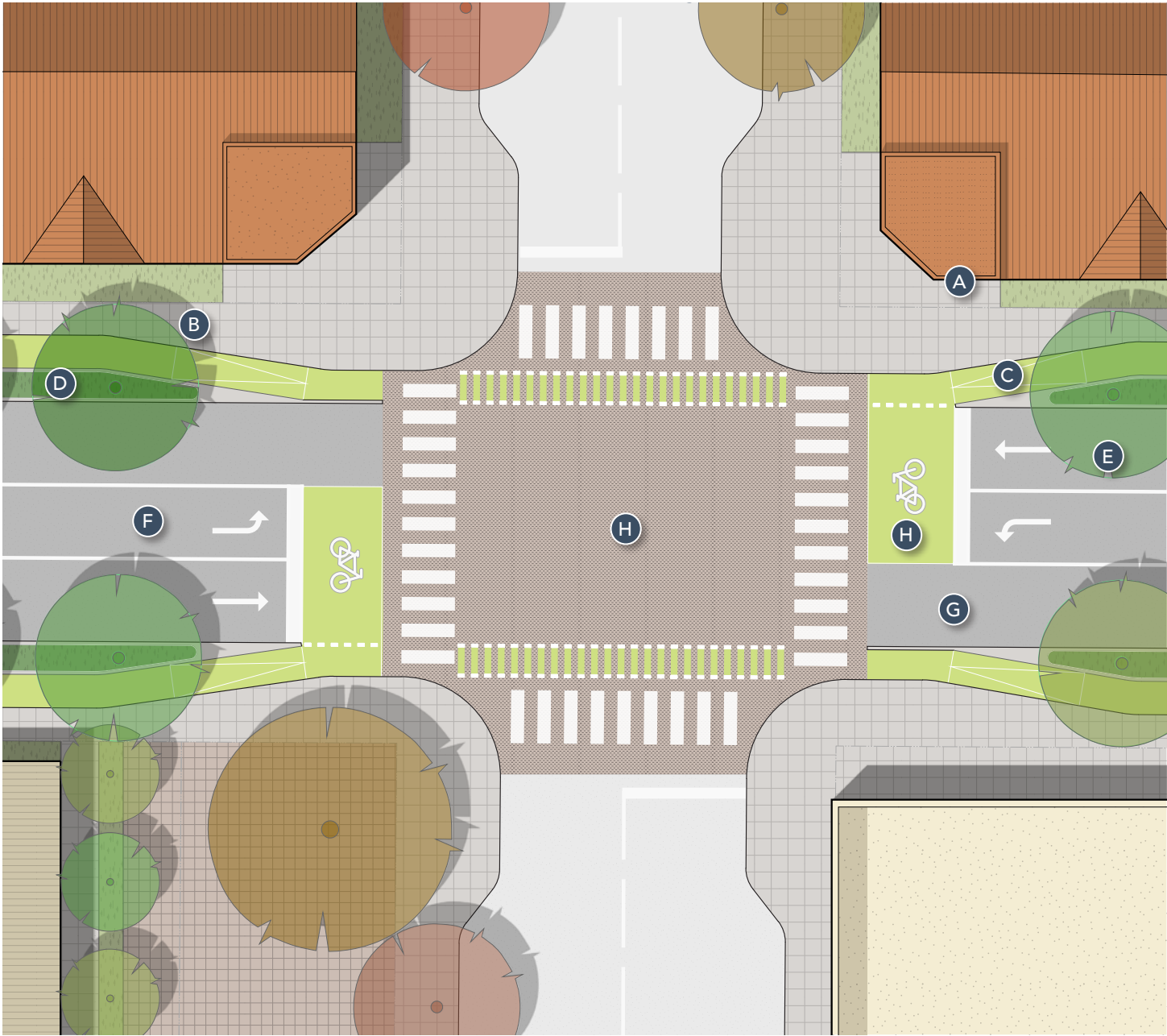


**PROPOSED  
EAST TRANSITION STREET SECTION  
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**PROPOSED  
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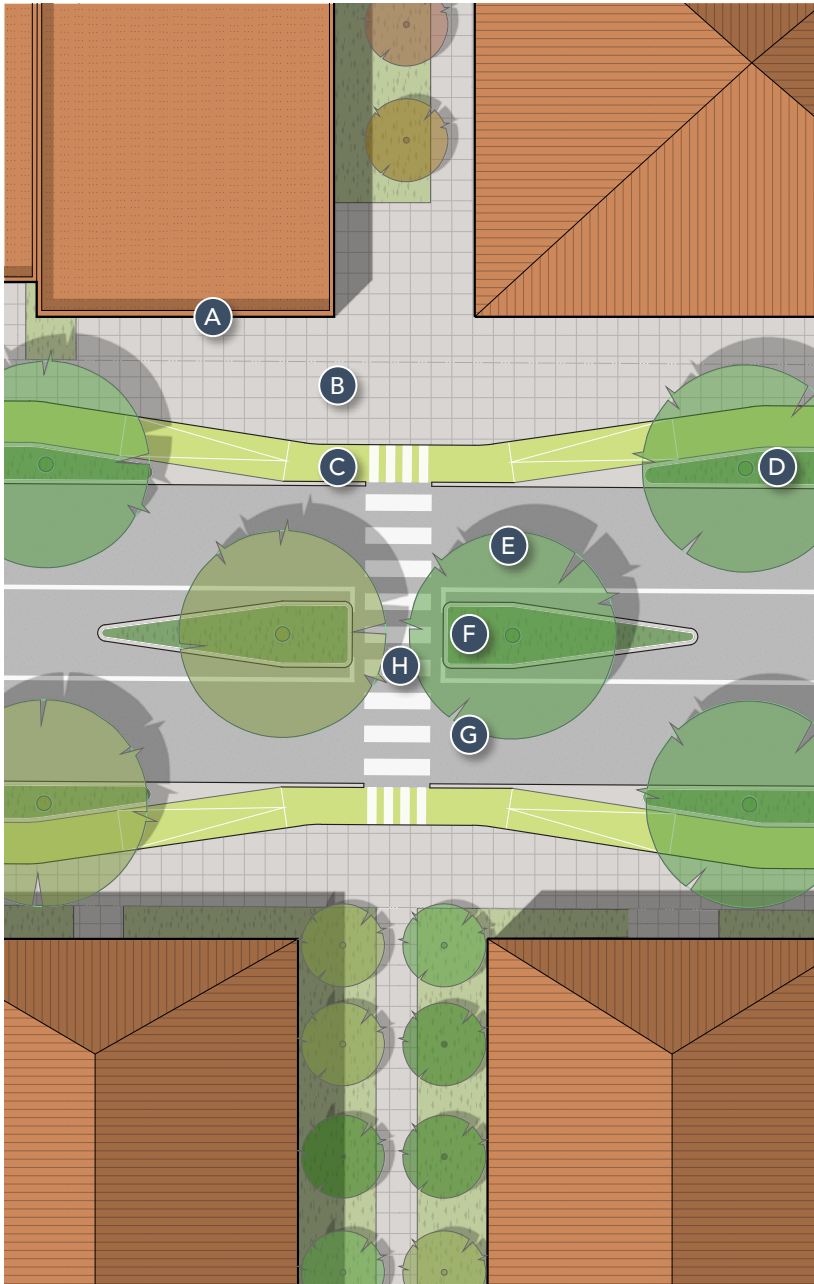




**SIGNALIZED  
INTERSECTION  
DETAIL**

- A** BUILDING SETBACK
- B** SIDEWALK
- C** CYCLE TRACK
- D** PLANTING STRIP
- E** TRAVEL LANE
- F** TURN LANE
- G** TRAVEL LANE
- H** SIGNALIZED INTERSECTION
- I** BIKE BOX





**MID-BLOCK  
CROSSING  
DETAIL**

- A** BUILDING SETBACK
- B** SIDEWALK
- C** CYCLE TRACK
- D** PLANTING STRIP
- E** TRAVEL LANE
- F** PLANTED MEDIAN
- G** TRAVEL LANE
- H** CROSSWALK

# SUSTAINABLE APPROACHES

The Envision 8th Plan has the opportunity to set the stage for sustainable redevelopment strategies along the corridor. While many sustainability actions are left to property owners, there are several strategies that can be undertaken in the public realm. It is also important to highlight the investment in Eighth Street's redevelopment as an important sustainability strategy—focusing development in walkable infill locations already served by infrastructure and services.

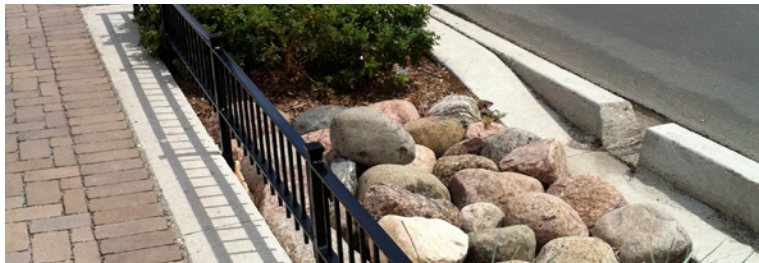
## LEED-ND AS AN EVALUATION TOOL

Launched in 2009, LEED for Neighborhood Development (LEED-ND) is a third-party rating system that evaluates sustainable land use planning and development managed by the U.S. Green Building Council (USGBC).

LEED-ND emphasizes smart growth aspects of development, combining them with green building practices. It focuses on areas such as density, proximity to transit, mixed use, mixed housing types, and pedestrian and bicycle-friendly design. It also addresses the "greening" of infrastructure. It pushes sustainability from the building scale to the neighborhood scale in three areas: Smart Location & Linkage, Neighborhood Pattern & Design, and Green Infrastructure & Buildings.

While the Envision 8th Plan is not seeking LEED-ND Certification, the following are LEED strategies that can inform the plan.

### **Green Infrastructure & Buildings: Rainwater Management**



**SLOTTED CURB.**

The Rainwater Management Credit works to reduce runoff volume and improve water quality. In a manner best replicating natural site hydrology processes, projects should manage on-site runoff using low-impact development (LID) and green infrastructure.

### **Green Infrastructure & Buildings: Light Pollution Reduction**

The Light Pollution Reduction Credit works to increase night sky access, improve nighttime visibility, and reduce the consequences of development for wildlife and people. Requirements include utilizing full cut-off street lighting and meeting other requirements relating to light trespass of the lighting zone of the site.

### **Neighborhood Pattern & Design: Tree-Lined & Shaded Streets**

The Tree-Lined & Shaded Streets Credit encourages walking and bicycling and discourages speeding. It reduces urban heat island effects, improves air quality, increases evapotranspiration, and reduces cooling loads in buildings. It requires street trees at intervals of no more than 50 feet along at least 60% of the total existing and planned block length. The Envision 8th Plan calls for street trees at intervals of 40 feet.

## REGIONAL PRIORITY CREDITS INDICATE CONTEXT-SPECIFIC STRATEGIES

One feature of LEED-ND that offers insight into the location-specific sustainability priorities for a community are Regional Priority Credits. Each zip code in the U.S. is assigned credits which have been identified by the USGBC regional councils and chapters as having additional importance for the project's region. Projects achieving these credits earn extra points, which provides an incentive for the implementation of strategies that address geographically specific environmental, social equity, and public health priorities. Traverse City's LEED Regional Priority Credits are provided here.

### **Smart Location & Linkage: Preferred Locations**

The Preferred Location credit awards points for redevelopment of previously developed sites and infill sites, both which the Eighth Street study area meets. It also encourages connectivity by awarding points for a walkable street and trail network. This encourages development that reduces the environmental and public health consequences of sprawl.

### **Smart Location & Linkage: Steep Slope Protection**

The Steep Slope Protection Credit works to minimize erosion, protect habitat, and reduce stress on natural water systems by preserving steep slopes in a natural, vegetated state. It only applies to sites where there is a 15% slope or greater. These strategies would likely only be triggered in areas near Boardman River.

### **Neighborhood Pattern & Design: Walkable Streets**

The Walkable Streets Credit contains several strategies that improve public health by providing safe, appealing, and comfortable street environments that encourage daily physical activity and avoid pedestrian injuries, all while reducing vehicle miles traveled. These are strategies like buildings and entries fronting the sidewalk, locating parking in rear, and providing continuous sidewalks. The Eighth Street Form-Based Code requires many of these public realm strategies.

### **Neighborhood Pattern & Design: Housing Types & Affordability**

This credit promotes socially equitable and engaging neighborhoods by enabling residents from a wide range of

economic levels, household sizes, and age groups to live in a community. The Envision 8th Plan includes a variety of housing types. Points are earned if housing choices are available starting at 60% AMI for rental units or 100% AMI for for-sale units.

### **Green Infrastructure & Buildings: Certified Green Buildings**

The Certified Green Buildings Credit encourages the design, construction, and retrofit of buildings using green building practices. The more square footage of certified green buildings constructed or retrofitted, the more points are available.

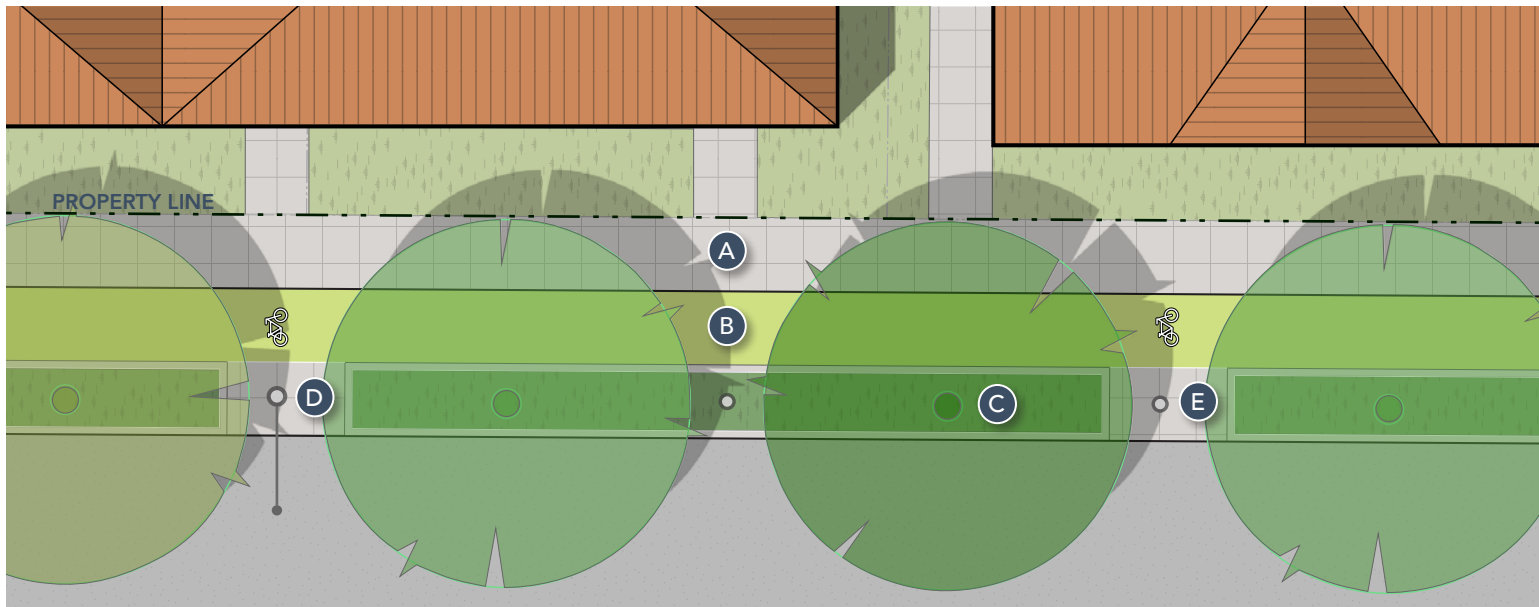


**INFILTRATION PLANTER.**

# LANDSCAPE PLAN

The Envision Eighth Street Vision Plan recognizes the importance of creating a pleasant and safe pedestrian and bicycling experience along the corridor. Design strategies can soften and cool the public realm, providing a more appealing and comfortable environment for people. The Landscape Plan works to minimize adverse visual impacts and protect pedestrians and bicyclists from the movements of higher speed vehicles in the vehicular realm. This is done through buffering with landscape materials, street furniture, and the appropriate amount of dedicated space for each street user.

The pedestrian realm is typically comprised of pedestrian facilities, such as sidewalk, path/trail, or off-street cycle track, and a buffer area, consisting of a landscape zone or furnishings zone that serves to buffer.



TYPICAL 8TH STREET LANDSCAPE PLAN.

## RIGHT-OF-WAY

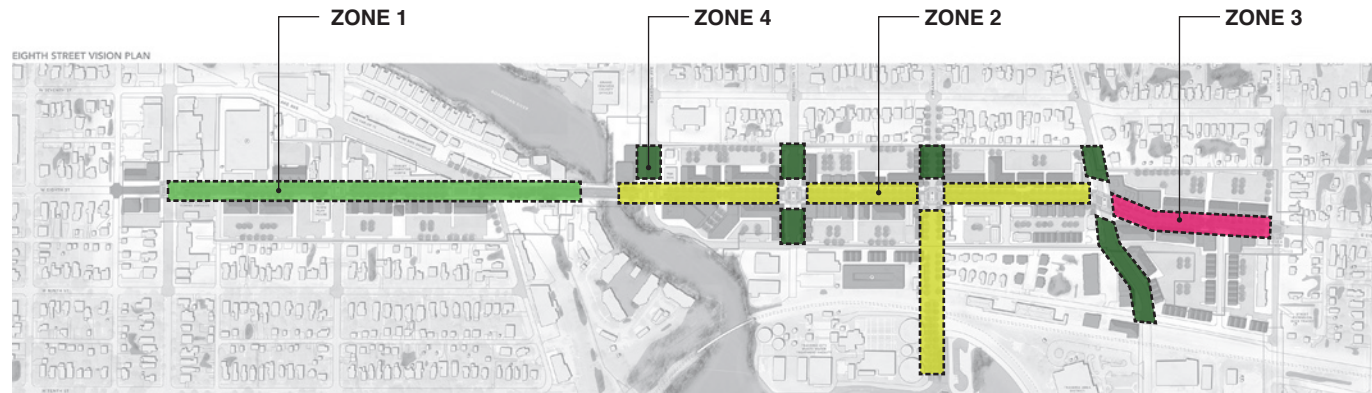
- A** SIDEWALK PAVEMENT
- B** CYCLE TRACK  
A 5' elevated cycle will be located between the planting zone and the sidewalk of a different color and texture to demarcate it from the sidewalk.
- C** STREET TREES IN PLANTERS  
Street trees will be planted in landscape areas for maximum allowance of water and air to infiltrate the ground and reach tree roots.  
  
STREET TREES IN GRATES  
In any areas where trees will not be planted in landscape strips, they should be placed in tree grates.
- D** STREET LIGHTS  
Full cut-off street lights should be located every 125-145 feet, or as recommended by the City based on site conditions. Consider burying power lines.

- E** PEDESTRIAN LIGHTS  
16' tall pedestrian lights should be located every 40' to enhance the pedestrian experience.

## STREET FURNITURE

- BENCHES**  
At least one bench should be located on each side of the street on each block.
- TRASH RECEPTACLES**  
Install trash receptacles– typically two per block at corners.
- BIKE RACKS**  
Bike racks should be located two on every block face.

## STREET TREE ZONE MAP



ZONE	COMMON NAME	LATIN NAME	CULTIVAR
ZONE 1	Honey Locust	<i>Gleditsia triacanthos</i> var. <i>inermis</i>	Shademaster®
ZONE 2	Freeman Maple	<i>Acer x freemanii</i>	Autumn Blaze® Armstrong
ZONE 3	Callery Pear	<i>Pyrus calleryana</i>	Redspire
ZONE 4	Dawn Redwood	<i>Metasequoia glyptostroboides</i>	Sheridan Spire

Refer to zoning regulations for more information about tree and plant material minimum size requirements.

