



Grand Traverse Commons Comprehensive Plan

Joint Planning Commission Meeting

October 28, 2008



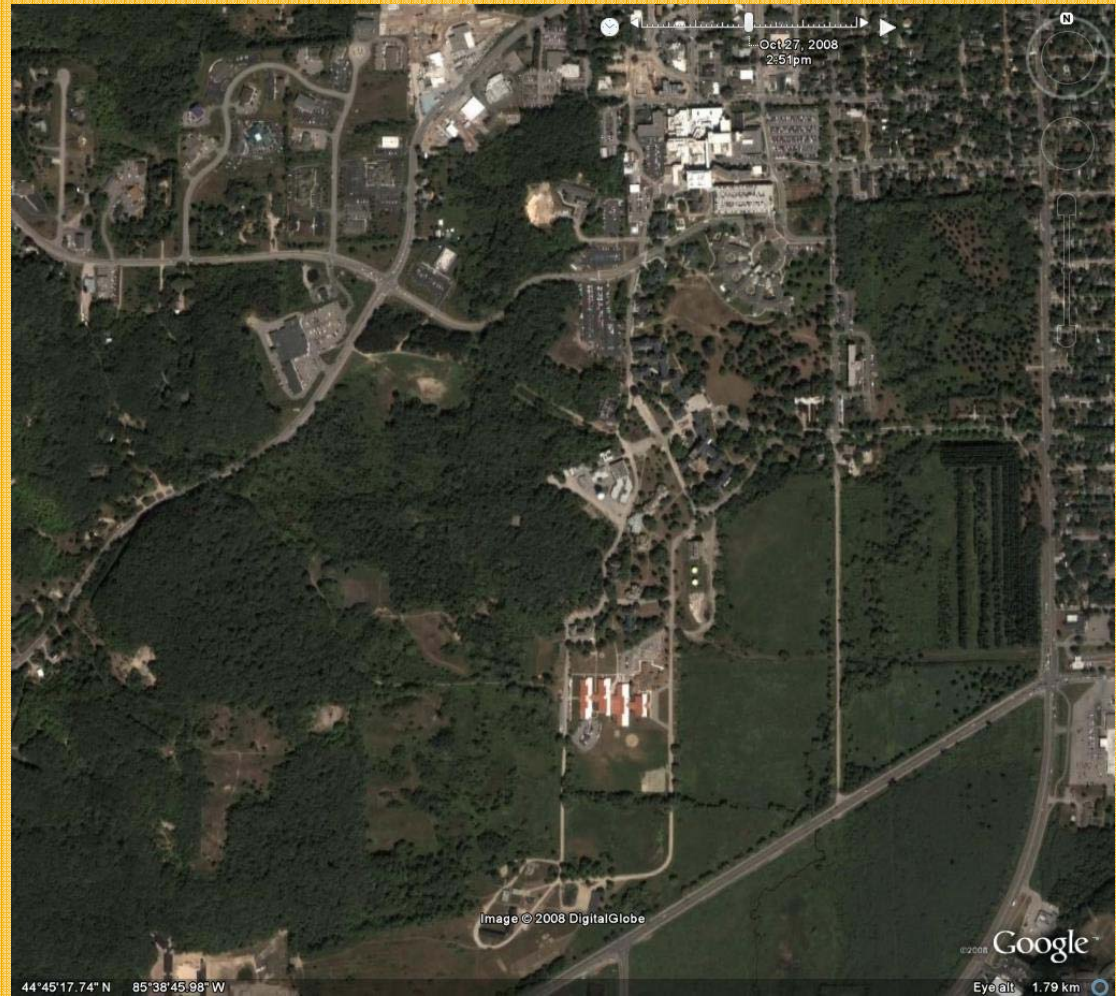
Grand Traverse Commons Comprehensive Plan

Vehicular Access

(Grand Traverse Commons District Plan 1994, p. 32)

The Grand Traverse Commons is bordered by:

- North: Generally 6th Street
- East: State Highway US-31/M-37
- South: West Silver Lake Road
- West: North Long Lake Road





Grand Traverse Commons Comprehensive Plan

Vehicular Access

(Grand Traverse Commons District Plan 1994, p. 32)

From the East - 11th Street

- Maintained by the City
- Width is adequate for two traffic lanes and one lane of parking

From the North - Elmwood Avenue

- Right-of-way easement maintained by the City
- Paved width (north of 11th) is adequate for two traffic lanes and one lane of parking

West Silver Lake Road

- Owned and maintained by the Grand Traverse County Road Commission
- Four lanes wide
- Gravel road constructed from West Silver Lake Road through wetlands to align with Elmwood
- Removal of this road is recommended - **Done**

Other roads on the site

- Paved and are typically two lanes wide
- Not maintained by the City
- Pavement condition is generally fair
- New development will require the construction of roads/portions of the existing roads will be resurfaced



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994

Objectives of the Study

1. Evaluate the impact that traffic generated by Grand Traverse Commons Redevelopment will have on traffic conditions on the surrounding roadways and in the local neighborhoods
2. Review and evaluate the planned site access system and recommend any improvements necessary to provide safe and efficient ingress and egress
3. Recommend any improvements to external roadways that will be necessary to accommodate site-generated and through (nonsite) traffic volumes



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994

General Assumptions:

The principal components of the redevelopment of the GTC property will consist of:

- The development of a retirement community;
- The expansion of the MMC on the existing GTMCF property and the GTC property;
- The construction of a new GTMCF;
- The expansion of the Traverse Bay Area School District facility; and
- The development of large conservation subareas



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994

Methodology:

Site Accessibility Investigation and Data Collection

- Identify existing traffic and roadway conditions that might effect access
- Obtain data on existing and historical traffic volumes & roadways
- Conduct traffic counts at major intersections and site access drives

Evaluation of Access & Circulation System

Work with community and local stakeholders to address and coordinate the circulation and access needs of the redevelopment of the GTC

Traffic Characteristics of the Proposed Development

- Analysis of existing travel patterns to and from MMC & on employee-residence information
- Comparison with other similar facilities & rates published by the Institute of Transportation Engineers

Traffic Assignment & Analysis

- Project total traffic volumes for the sites access points and external roadways
- Conduct capacity analyses for the total peak traffic periods



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994 (p. 183)

Site Access

- A proposed new western access drive would be located on Long Lake Road just south of where Cedar Run Road currently intersects Long Lake Road. - **Done**
- A proposed new eastern access drive will be located on Elmwood Avenue approximately where Orange Drive currently intersect with Elmwood Avenue. This drive will provide limited access to the new east-west road that will extend to Long Lake Road. Between red Drive and Elmwood Drive, this new proposed east-west road will form the southern portion of a proposed circulation ring road, with limited traffic access.
- Eleventh Street
- A proposed new southern access drive would be located on Silver Lake Road and would be aligned opposite Franke Road. This access drive would form the fourth leg of the existing three-legged intersection of Silver lake Road and Franke Road.



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994, p.185

Circulation Ring Road

A circulation ring road for visitor, service, and emergency traffic would be developed for the Medical Campus to tie into the MMC property to the north. The road would run along:

- Sixth Street on the north
- Red Drive on the west
- The new “east-west road” on the south
- Elmwood on the east

External Roadways

Elmwood Avenue:

- Elmwood Avenue is proposed to be vacated from Silver Lake Road north to 11th
- A portion of Elmwood would be vacated between the parking lot north of the State Office Building to just south of the proposed new eastern access drive

Sixth Street/Elmwood Ave.

In order to disconnect the nearby neighborhood from the existing MMC property and the GTC property for traffic purposes, it is proposed that a diagonal diverter be installed at this intersection. The purpose of the intersection would be to separate the intersection into 2 two-legged intersections, one that would connect the west side of sixth street to the south side of Elmwood Ave, and one that would connect the west side of sixth street to the north side of Elmwood. The diagonal diverter would then eliminate MMC/GTMCF traffic from both Elmwood Ave. and Sixth Street.



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994 p. 200 - 201

External Roadway Improvements

Year 2000 Base Conditions

Recommendations in order to accommodate the year 2000 base traffic volumes, which do not include any projected traffic from redevelopment of the site or growth of MMC and GTMCF

Division Street and Silver Lake Road/14th

- A second left-turn lane is recommended on the east approach of this intersection
- A second left-turn lane should also be installed on the west approach
- Some widening will be required on both 14th and Silver Lake Road

Division Street and 11th

- A traffic signal would be warranted
- Separate left-turn lanes are recommended on all approaches except the east approach
- Some widening on 11th street and Division will be required to accommodate the left-turn lanes

Front Street (To improve the carrying capacity of Front Street between Madison Street and Division), either-

- (1) Widen to provide a three-lane cross section from Madison to about 250 ft. east of Division.
- (2) Widen to provide separate left-turn lanes at each of the intersections between Madison and Division.



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994 p. 200 -201

External Roadway Improvements

Year 2000 Base Conditions - Continued

Recommendations in order to accommodate the year 2000 base traffic volumes, which do not include any projected traffic from redevelopment of the site or growth of MMC and GTMCF

Front Street and Madison Street

- A second left-turn lane will need to be added on all approaches except the north approach
- Some widening of Front Street will be required to accommodate the left-turn lanes



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994 p. 200 -201

External Roadway Improvements

Year 2000 Total Traffic Conditions

Recommendations in order to mitigate any impact that redevelopment-generated traffic may have on the area roadway system (in addition to those described for the year 2000 base conditions)

Front Street and Division Street

- The addition of a second through lane is required on both approaches of Front Street
- The existing cross section of Front street would need to be widened approximately 6-feet to accommodate the proposed five-lane cross section.

Division and 7th

- With the modifications to the Medical Campus access and circulation system, it is recommended that north bound to westbound left turns and eastbound to southbound left turns be permitted at this intersection.
- The addition of separate left-turn lanes will be needed on both the south and west approaches of the intersection
- Only Division street will need to be widened to accommodate the separate left-turn lane.
- 7th street should remain a one-way westbound street east of Division St.



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994 p. 200 -201

External Roadway Improvements

Year 2000 Total Traffic Conditions - Continued

Recommendations in order to mitigate any impact that redevelopment-generated traffic may have on the area roadway system (in addition to those described for the year 2000 base conditions)

Front Street and Madison Street

- A traffic signal would be warranted when the GTC, MMC and GTMCF achieve full buildout and/or projected growth

Long Lake Road & Cedar Run Road/Western Access Drive

Under this proposal, separate left-turn lanes would be required on both approaches of Long Lake Road. The addition of these left-turn lanes will require some widening of Long Lake Road. The realignment of Cedar Run Road should be designed to provide a separate left-turn lane and shared through and right-turn lane. The Western Access Drive should be designed to provide two inbound lanes and three outbound lanes. The three outbound lanes should be striped to provide a separate right-turn lane, a through-lane, and a left-turn lane. - a traffic signal will be warranted when the GTC, MMC and GTMCF achieve full buildout and/or projected growth.



Grand Traverse Commons Comprehensive Plan

Site Traffic Analysis

Grand Traverse Commons Redevelopment

By Barton-Aschman Associates, Inc. - March 1994 p. 200 -201

External Roadway Improvements

Year 2000 Total Traffic Conditions - Continued

Recommendations in order to mitigate any impact that redevelopment-generated traffic may have on the area roadway system (in addition to those described for the year 2000 base conditions)

Silver Lake Road and Franke Road/Southern Access Drive

- The addition of left turn lanes will be needed on both approaches to Silver Lake Road, which will require widening Silver Lake Road
 - Franke Road needs to be restriped to provide a separate left-turn lane and a shared through and right-turn lane
 - The southern access drive should be designed to provide one inbound lane and two outbound lanes
 - The two outbound lanes should be striped to provide a separate left-turn lane and a shared through and right-turn lane
- Our analysis indicates that a signal will be warranted at this intersection when the redevelopment achieves full buildout

Bay Street with Monroe Street and Elmwood Avenue

In order to help deter GTC, MMC and GTMCDF traffic traversing the Slab Town neighborhood , it is recommended that both Monroe Street and Elmwood Avenue be cul-de-sacced at their respective intersections with Bay Street



Grand Traverse Commons Comprehensive Plan

Vehicular Circulation (Grand Traverse Commons District Plan 1994)



Grand Traverse Commons Comprehensive Plan

Vehicular Circulation Concepts

(Grand Traverse Commons District Plan 1994, p.46,-47)

The vehicular circulation plan addresses the internal circulation and access needs of the Grand Traverse Commons Planned Redevelopment District users while preventing traffic from crossing through the site.

The Commons site and the adjacent neighborhoods are impacted by traffic flow generated by Munson Medical Center. The District Plan minimizes the impact of traffic flow through the Commons Planned Redevelopment District and the adjacent neighborhoods while addressing the circulation needs of Munson Medical Center. Particular attention has been focused on employee shift traffic as it relates to ingress and egress through the site and the adjacent neighborhoods.

Stakeholder Meeting

September 24, 2008

What are you most concerned about for the Grand Traverse Commons?

- Drive through traffic

Strengths, Opportunities, Threats, Opportunities

- Threats: Cut through Traffic
- this must be managed



Grand Traverse Commons Comprehensive Plan

Vehicular Circulation Concepts

(Grand Traverse Commons District Plan 1994 , p.46,-47)

The vehicular circulation plan is based upon the concept of multiple access points terminating in a “loop” system servicing each principal area of activity (Figure 26).

Intrusion from one loop system to another will not be possible based on the implementation of traffic control mechanisms throughout the site that may consist of security guard points, “no through-traffic” or “no-outlet” signage, movable or immovable physical barriers, etc. The design and execution of this system will prevent the circulation of cross-through traffic while maintaining a system for emergency and service vehicle access throughout the property.

Stakeholder Meeting

September 24, 2008



Grand Traverse Commons Comprehensive Plan

Vehicular Circulation Concepts

(Grand Traverse Commons District Plan 1994 , p.46,-47)

The vehicular plan presented in this district plan will encourage low velocity traffic and public transportation usage.

Stakeholder Meeting

September 24, 2008

What are you most concerned about for the Grand Traverse Commons?

- Traffic (volume, character, speed)

Strengths, Opportunities, Threats, Opportunities

- Opportunities: Small Scale Transit



Grand Traverse Commons Comprehensive Plan

Vehicular Circulation Concepts

(Grand Traverse Commons District Plan 1994 , p.46,-47)

The concept maintains the integrity of the site and the continuity of the open space areas.

Stakeholder Meeting

September 24, 2008

What do you love about the Grand Traverse Commons?

- Expansive natural areas

Strengths, Opportunities, Threats, Opportunities

- Strengths: Protected open-space



Grand Traverse Commons Comprehensive Plan

Vehicular Circulation Concepts

(Grand Traverse Commons District Plan 1994 , p.46,-47)

Implementation of the proposed system will lessen the traffic impact on non-arterial roads in the surrounding community by providing several access points into the property, and directing heavy traffic flow away from the adjacent neighborhoods.

Stakeholder Meeting

September 24, 2008

What are you most concerned about for the Grand Traverse Commons?

- A safe entryway
- Connectivity to City, Twp. Schools



Grand Traverse Commons Comprehensive Plan

Vehicular Circulation Concepts

(Grand Traverse Commons District Plan 1994 , p.46,-47)

In particular, the vehicular circulation plan calls for parking areas for high volume employee traffic which would be reached only through site access points intersecting major arterial roadways.

Stakeholder Meeting

September 24, 2008

What are you most concerned about for the Grand Traverse Commons?

- Parking

What is your vision for the Grand Traverse Commons?

- Manage Parking (design, impact on landscape, signage, adequate amount)

Strengths, Opportunities, Threats, Opportunities

- Opportunities: Better use of parking
- Threats: Poorly managed parking



Grand Traverse Commons Comprehensive Plan

Vehicular Circulation Concepts

Non-Medical Campus Subareas

(Grand Traverse Commons District Plan 1994 , p.46,-47)

The access road to the Community Service, Continuing Care Retirement Community, and Residential/Activity Subareas will be Eleventh Street. Eleventh Street is anticipated to remain in its current configuration.

Stakeholder Meeting

September 24, 2008

What are you most concerned about for the Grand Traverse Commons?

- The need for a traffic light at 11th & Division

Strengths, Opportunities, Threats, Opportunities

- Threats: 11th and Division (i.e. safety, accessibility, business viability, unwelcoming)



Grand Traverse Commons Comprehensive Plan

Vehicular Circulation Concepts Non-Medical Campus Subareas

(Grand Traverse Commons District Plan 1994 , p.46,-47)

A new access road is proposed for the southern portion of the Grand Traverse Commons Planned Redevelopment District to connect Eleventh Street to Silver Lake Road, parallel and to the west of existing Elmwood Avenue. The proposed point of intersection on Silver Lake Road is in the general area of Franke Road.

This vehicular loop would provide access to the Recreation/Activity and Traverse City Area Intermediate School District Subareas. The south access will allow users of the open space areas to enter the site without having to circulate through it. The south access will also act as the primary entry point for users of the Traverse Bay Area Intermediate School District facility. The new linkages to existing perimeter roadways should employ "smart" traffic lights at the proposed intersections.

Stakeholder Meeting

September 24, 2008

Strengths, Opportunities, Threats, Opportunities

- Opportunities: Input on Franke Road Connection



Grand Traverse Commons Comprehensive Plan

Memorandum of Agreement

(Between the Michigan Department of Management and Budget and the Grand Traverse Commons Redevelopment Corporation)

A strip of land not less than 66' in width will be identified prior to conveyance and will be dedicated for the development of a public access road, by the City of Traverse City or Grand Traverse County, from Silver Alake Road across parcel RR to Parcel ZZ and Building 46 (Arnell Engstrom). The State will bear no cost in relationship to the construction of the Road





Grand Traverse Commons Comprehensive Plan

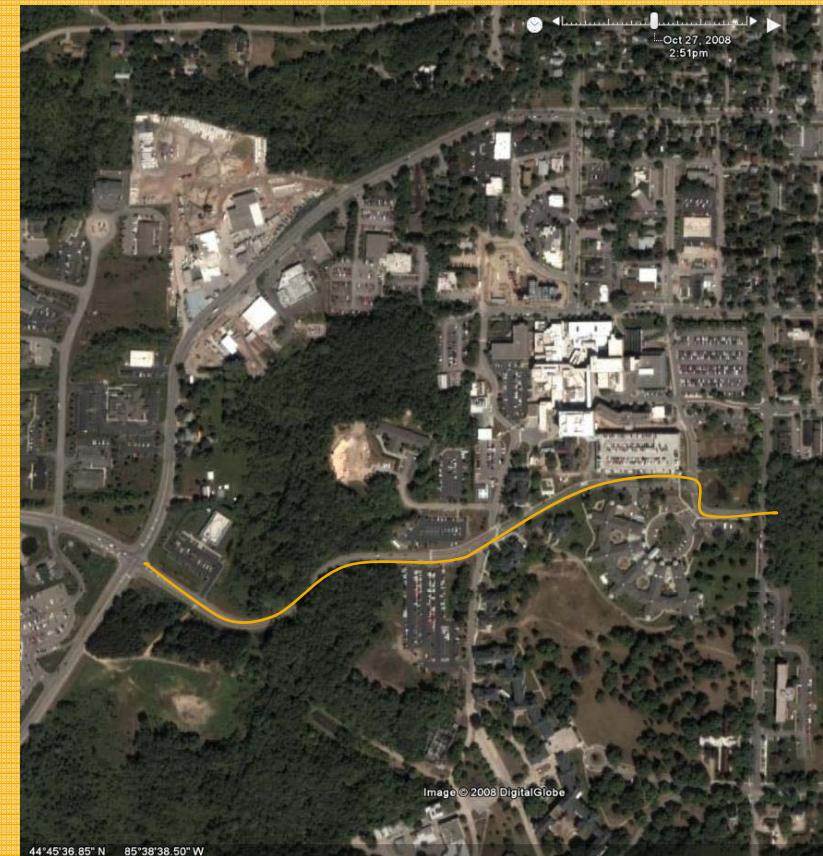
Vehicular Circulation Concepts

Medical Campus Subareas

(Grand Traverse Commons District Plan 1994 , p.46,-47)

As part of the proposed vehicular circulation plan, a new west access road provides entry to the site for the Medical Campus and employee parking areas servicing Munson Medical Center. Additionally, this access road will provide service entry to Medical Campus users. It is suggested that the proposed roadway intersect Long Lake Road to the north of Cedar Run Road. The rationale supporting this recommendation is based on the long-standing desire of the adjacent communities to redirect Munson's employee traffic away from the adjacent neighborhoods. The redevelopment of the Grand Traverse Commons Planned Development District makes this a possible solution given the availability of suitable land to accommodate the necessary right-of-way dimensions.

A new west access road has
been provided





Grand Traverse Commons Comprehensive Plan

Vehicular Circulation Concepts

Medical Campus Subareas

(Grand Traverse Commons District Plan 1994 , p.46,-47)

Under the proposed vehicular circulation plan, principal visitor traffic to Munson Medical center would access the site via Madison Street with the ability to circulate around the perimeter of the hospital's property via a "ring" road. Employee access to the ring road will be restricted in order to discourage its use as an east-west "shortcut" through the site and the adjacent neighborhoods. Emergency traffic will continue to circulate in the existing pattern through the adjacent neighborhoods.



Grand Traverse Commons Comprehensive Plan





Grand Traverse Commons Comprehensive Plan

Sub Area Plans



Grand Traverse Commons Comprehensive Plan


Subarea 2 and 3 - Map



SITE PLAN

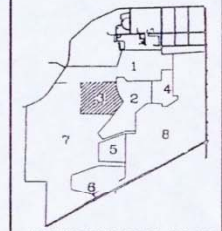
SUBAREA 3 PLAN *The Village*

COLOR KEY

-  Sloped Roof Buildings
-  Flat Roof Buildings
-  Yellow Brick Road
-  Parking Area

SUBAREAS 2 AND 3 ARE CLOSELY INTERRELATED

SUBAREA 3 COMPLEMENTS AND ENHANCES THE
ADAPTIVE REUSE OF HISTORIC SUBAREA 2



DISTRICT KEY PLAN

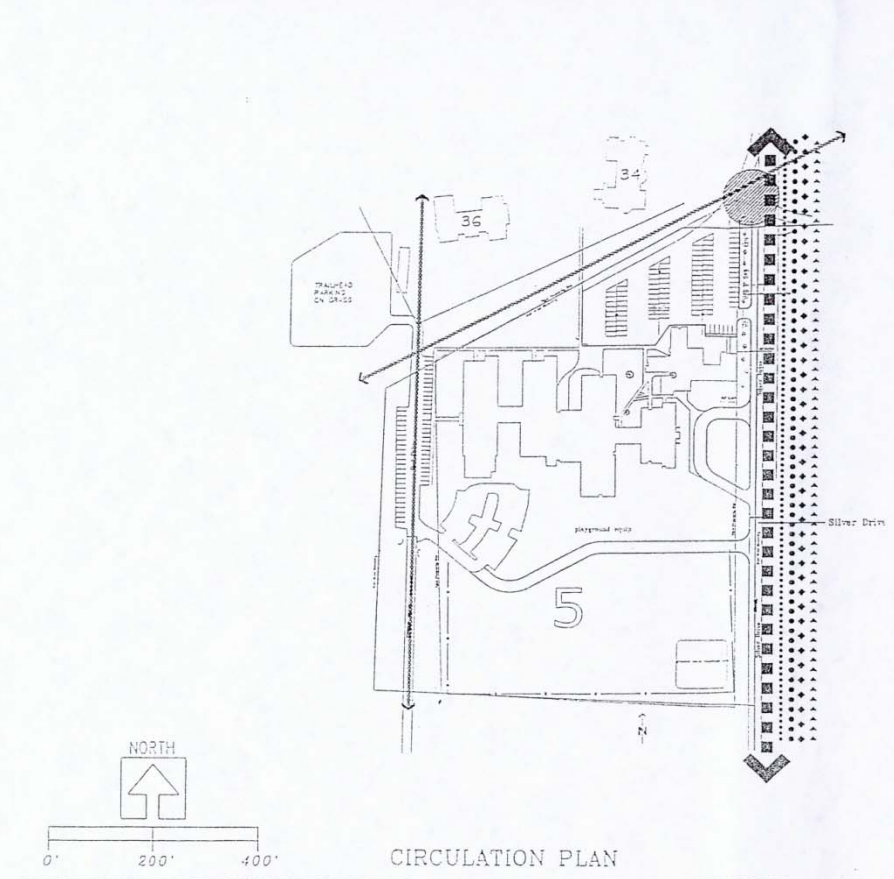
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06/03/2003



Grand Traverse Commons Comprehensive Plan

Subarea 5 - Map



SUBAREA 5 PLAN TBA Center

CIRCULATION KEY

- Major Access
- Staff Access
- Service
- Life Safety Access
- Ambulance
- Pedestrian
- Bicycle
- Vehicular Control Point

Note: Major access means major access to a portion of the property, and does not constitute an access point for cross-through traffic.

CLARK WALTER BIRNINE
ARCHITECTS
rev. 05/14/02

SKOTO & LEVY
ARCHITECTURE

DISTRICT KEY PLAN

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DRAWN BY : _____
 CHECKED BY : _____
 APPROVED BY : _____
 DATE : _____
 PROJECT NO. : _____

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Grand Traverse Commons Comprehensive Plan

Design Guidelines



Treatment of Circulation, p.143

(a) Design Guidelines - Circulation

1. The main entrances and site drives shall be developed to fit their specific settings; i.e. the east entrance drive (eleventh street) to the site lined by sugar maples, and with walks along the drive edge; the west entrance drive through the forested upland, then down to the Medical Campus Subarea at the north end of the property; and the entrance from Silver lake Road to the Recreational/Activity Center Subarea in the farm area.
2. The cross section of the primary drives on the site shall include lighting, street trees and walks. Bikeways may be included, either with the traffic way or walks, depending upon the specifics of the situation.
3. Traffic circles, changes in roadway design, and specific control mechanisms may be employed as traffic controls in the design of the overall system to effect separation of different users of the site and discourage fast and through movement of general traffic.



Treatment of Circulation , p.143

(a) Design Guidelines - Circulation Continued

4. Service drives and access routes shall be conveniently laid out, but screened, and not furnished with street trees, walks or lighting.
5. All service points shall be screened from the general traffic ways, outdoor use areas, and residences.
6. Resident parking facilities shall be designated and located for reasonable convenience to dwellings, but without negative impact upon residential outdoor living space.
7. Major pedestrian ways are the primary organizing element of the historic commons space.
8. The major pedestrian routes may be laid out for dual use as emergency and maintenance access corridors.
9. Bikeways may be integrated with segments of both the vehicular and pedestrian systems, depending upon the specific situations in different areas of the site; maintain level to gentle gradients.
10. Formal walkways and pavements will be restricted to architectural settings, and may be the primary structuring of courts and other outdoor use areas.



Treatment of Circulation, p.143

(a) Design Guidelines – Circulation Continued

11. All pedestrian pavements serving the core areas on the site shall be designed in full compliance with the Americans with Disabilities Act Standards.
12. Paths, walks and trails in the natural areas of the site will be subject to their layout and designed to the actual conditions in the specific locations; wetlands, woods and steep slopes will all impose particular constraints upon alignment and construction, and the hierarchy of pedestrian ways will be developed to take maximum advantage of existing conditions that will serve the purpose of unimpeded access by all to the richest variety of natural environments on the property



Grand Traverse Commons Comprehensive Plan

Treatment of Circulation, p.143

(b) Design Details - Vehicular Circulation

Vehicular circulation is controlled on the Grand Traverse Commons Planned Redevelopment District to maximize pedestrian access with minimal conflict. This is accomplished by separating traffic flow into specific user entries and controlling through traffic flow and service access.

(1) Historic Zone (Subareas 2,3,4)

The main vehicular entry drives in the Historic Zone shall express the rural tree lined image presently experienced (Figure 71). These existing drives will be maintained and, in new roads, trees will be planted of the same species at 50 feet on center. Roadways are two-way and normally two lanes.

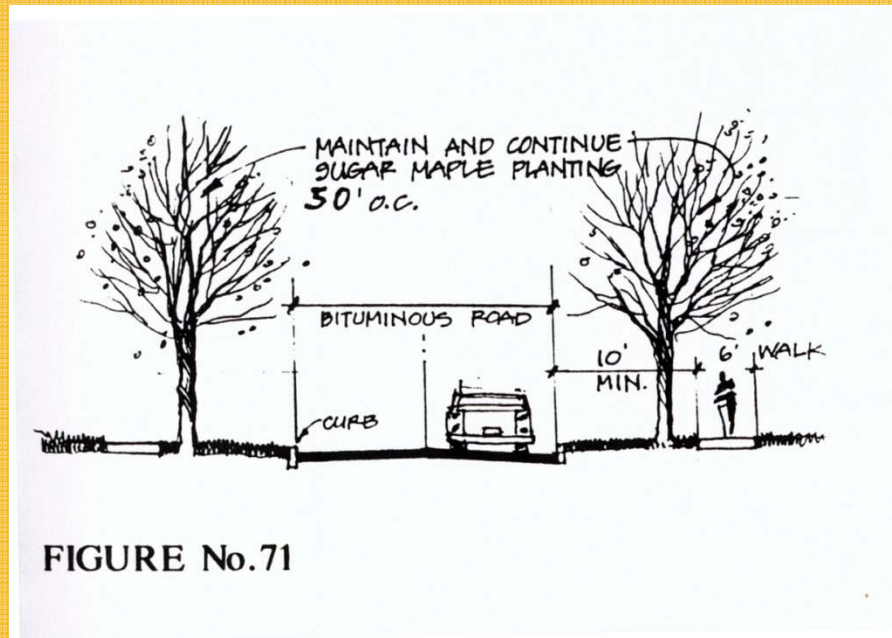


FIGURE No.71



Grand Traverse Commons Comprehensive Plan

Treatment of Circulation, p.143 (b) Design Details - Vehicular Circulation Continued

(2) Medical Campus Zone (Subareas 1)

To provide continuity with the Historic Zone, tree lined drives will continue through the Medical Campus (Figure 72). The road cross section and treatment is the same even though the spaces are more urban in character

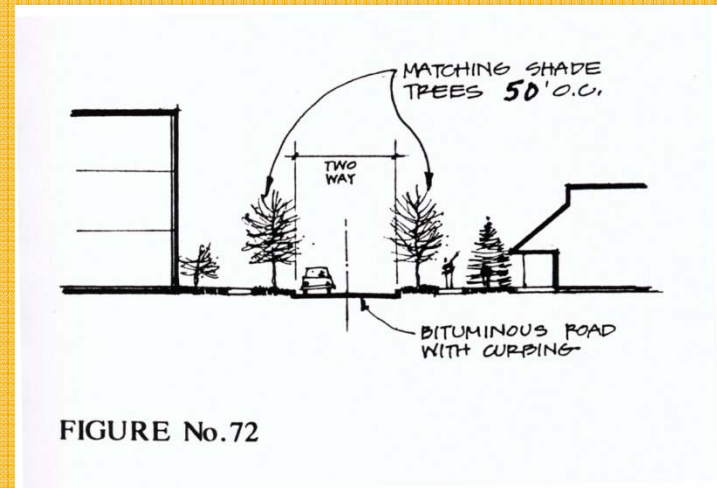


FIGURE No.72

(3) Access Through Natural Areas

Roads serving the medical Campus and the Recreation/TBA Zone while traversing natural systems shall express the character of the adjacent open space (Figure 73).

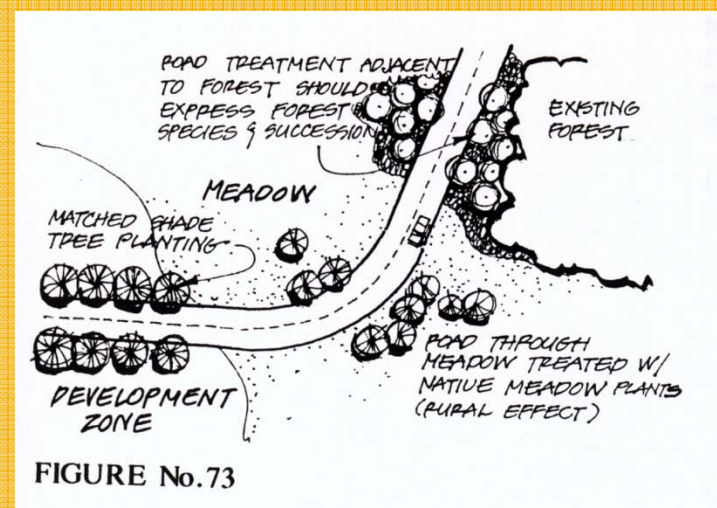


FIGURE No.73



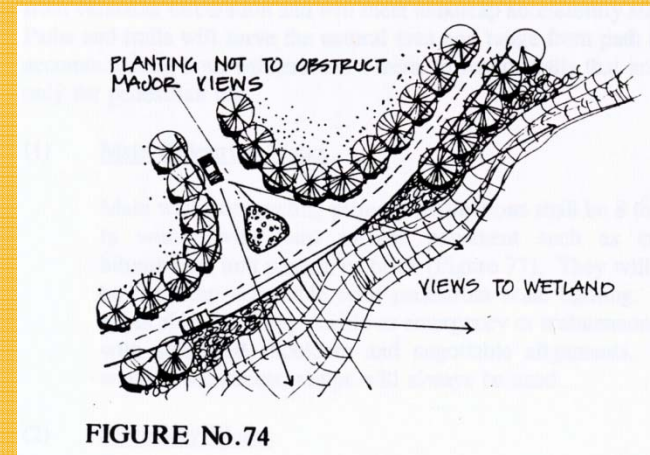
Grand Traverse Commons Comprehensive Plan

Treatment of Circulation, p.143

(b) Design Details - Vehicular Circulation Continued

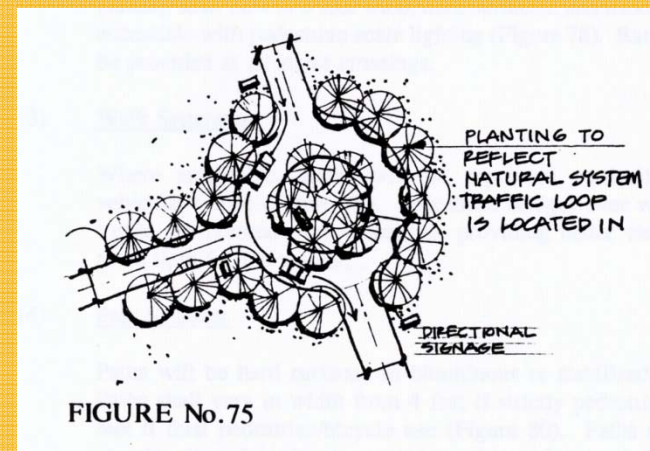
(4) Views from the Vehicular System

When visual linkages are required along the road system, planting shall enhance the views, not obstructing them (Figure 74). This is true in both the development areas and in the natural areas.



(5) Traffic Control Loops

Traffic control loops are proposed in order to control traffic through the site, slow down traffic and provide decision making points along the vehicular system (Figure 75). Their treatment in the landscape depends upon where they are located. Plantings shall enclose them, provide direction and a canopy, as though entering an outdoor room.





Grand Traverse Commons Comprehensive Plan

Treatment of Circulation, p.143

(b) Design Details - Vehicular Circulation Continued

(6) Service Roads

Across the site service roads have a variety of uses. They may provide general daily access or occasional emergency circulation

- Vehicular service pavement shall consist of bituminous or concrete with curbs
- Main pedestrian paths shall include stabilized grass shoulders to accommodate occasional service traffic
- Emergency access shall be provided on grass pavers

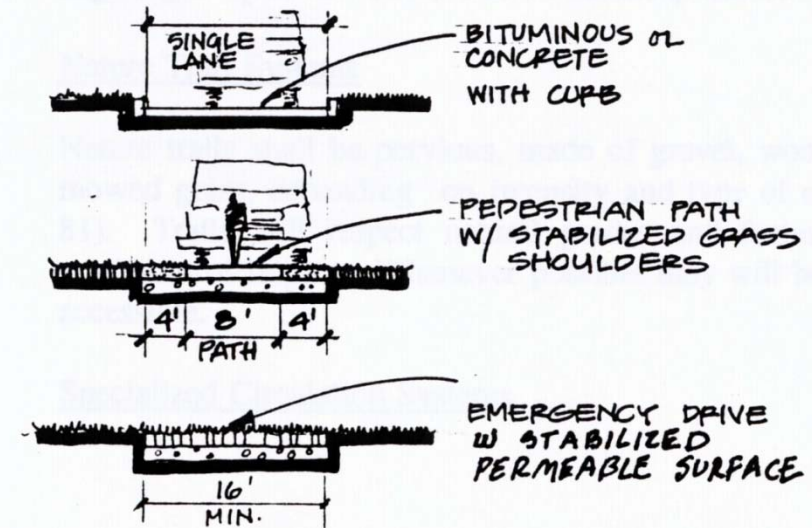


FIGURE No.76



Grand Traverse Commons Comprehensive Plan

Other Topics of Interest



Grand Traverse Commons Comprehensive Plan

Elmwood Avenue

A transporting ambulance, at or below posted speeds, is finding it difficult and dangerous driving the entire length of Elmwood. Vehicles are parked on both sides of the street making travel very tight when there is oncoming traffic.

A request from the EMS community was to allow parking on the east side only. Utilizing the east side is preferable over the use of the west for sight reasons and would answer the fire access issues as brought to our attention by the Pavilions personnel - somewhat on behalf of the Medical Control Authority and the EMKS agencies.

Division Street - MDOT Resurfacing Project



Grand Traverse Commons Comprehensive Plan