

Portage Placemaking Study

Workshop #3: Placemaking Charrette

Agenda

Welcome

Project Recap and Progress

How Should this plan:

- I. Create a Heart for Portage?
- II. Enhance Network Safety and Connectivity?
- III. Make Portage Road Beautiful & Complete?
- IV. Optimize Street Speeds with the Places They Serve?

Next Steps/Adjourn

Introduction

Project Recap and Progress

Who We Are

Project Team



FARR ASSOCIATES
URBAN DESIGN & LAND-USE PLANNING



MARKET ANALYSIS



Doug Farr



Tim Kirkby



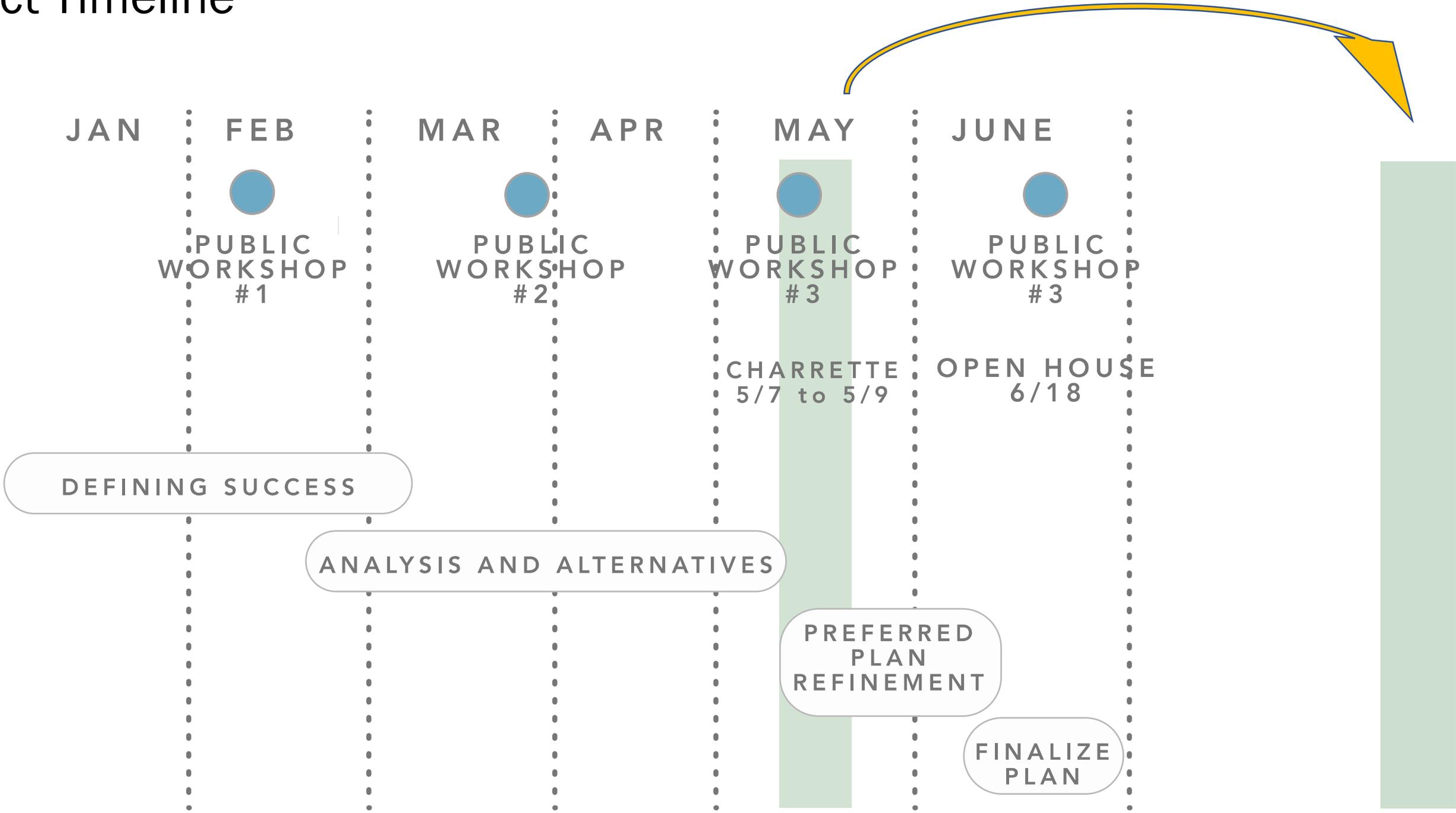
Sydney Van Kuren



Sharon Woods

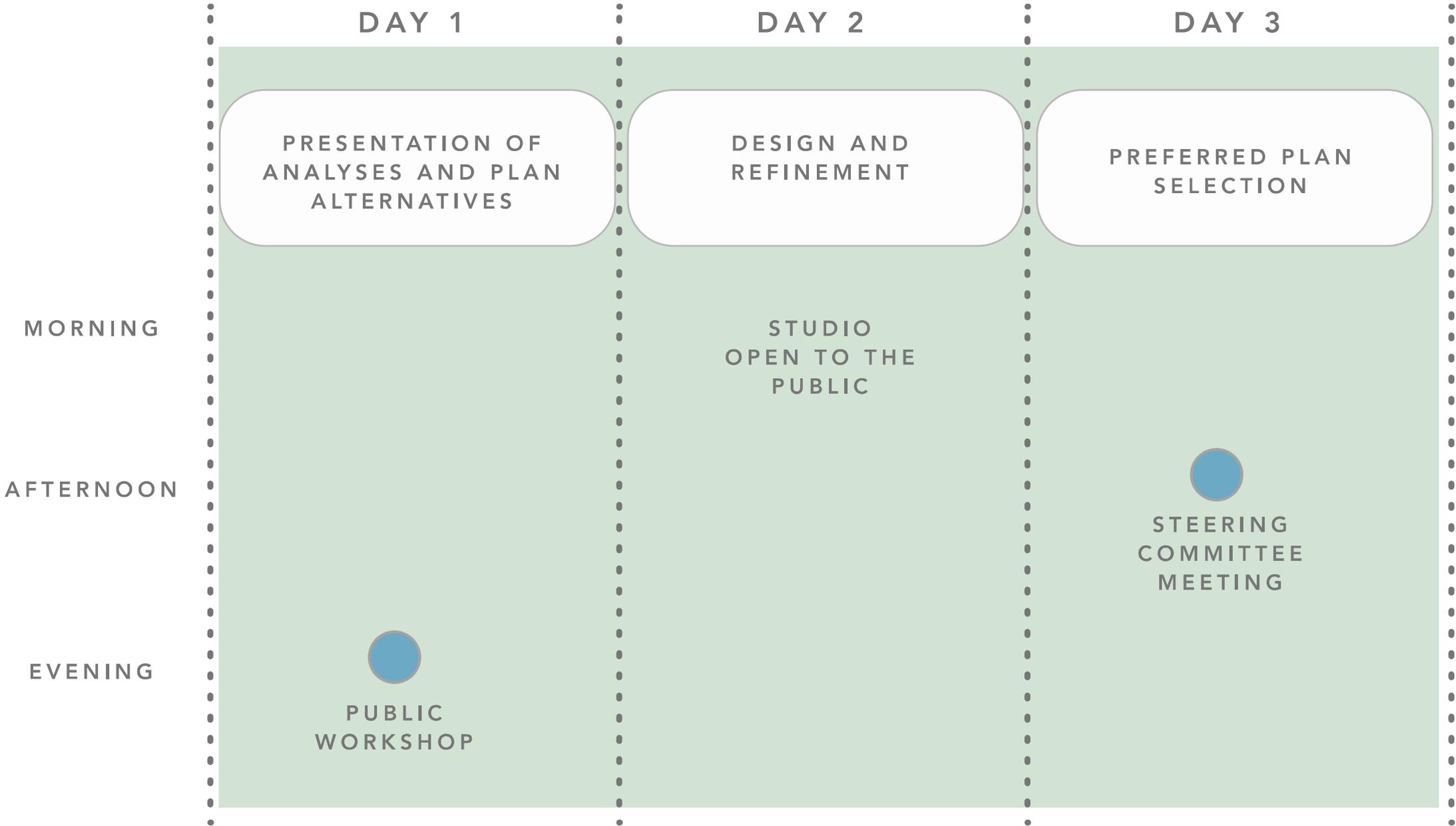
Where We Are **Now**

Original Project Timeline



The Charrette

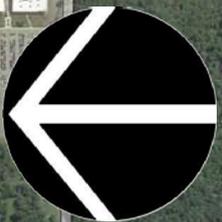
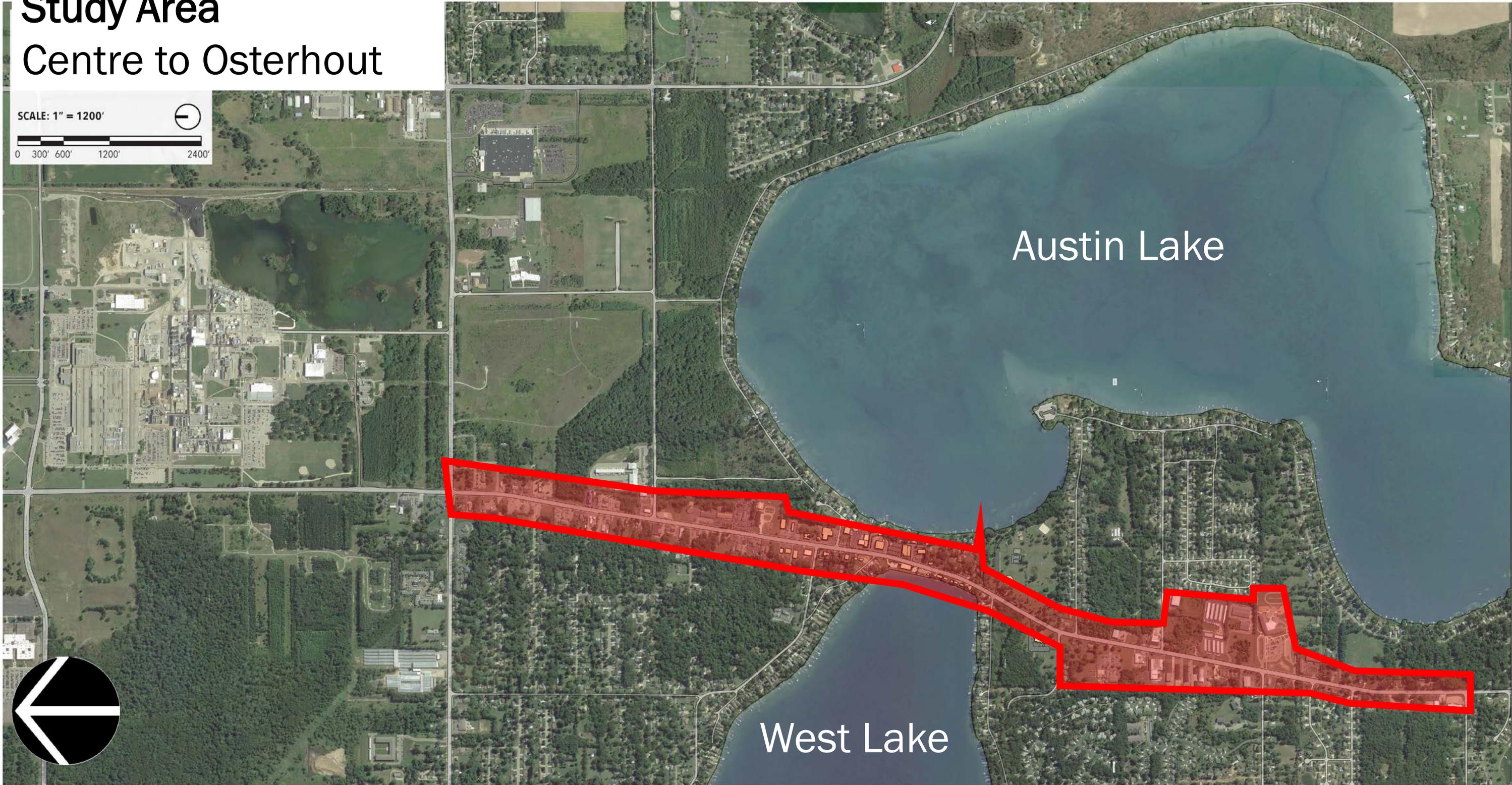
Design-Intensive 3-Day Workshop August 5-7, 2020



Study Area

Centre to Osterhout

SCALE: 1" = 1200'



Workshop #1 - Kickoff

February 12, 2020



Draft Vision Statement

July 20, 2020

This plan will direct public and private investments in the Lake Center District Area to create a place people love featuring access to nature, vibrant businesses, and a safe Portage Road.

Placemaking Recap

Town Planning 101

American Town Planning

Gridiron cities



Garden cities



City Beautiful



Urban Renewal



Cul de Sac

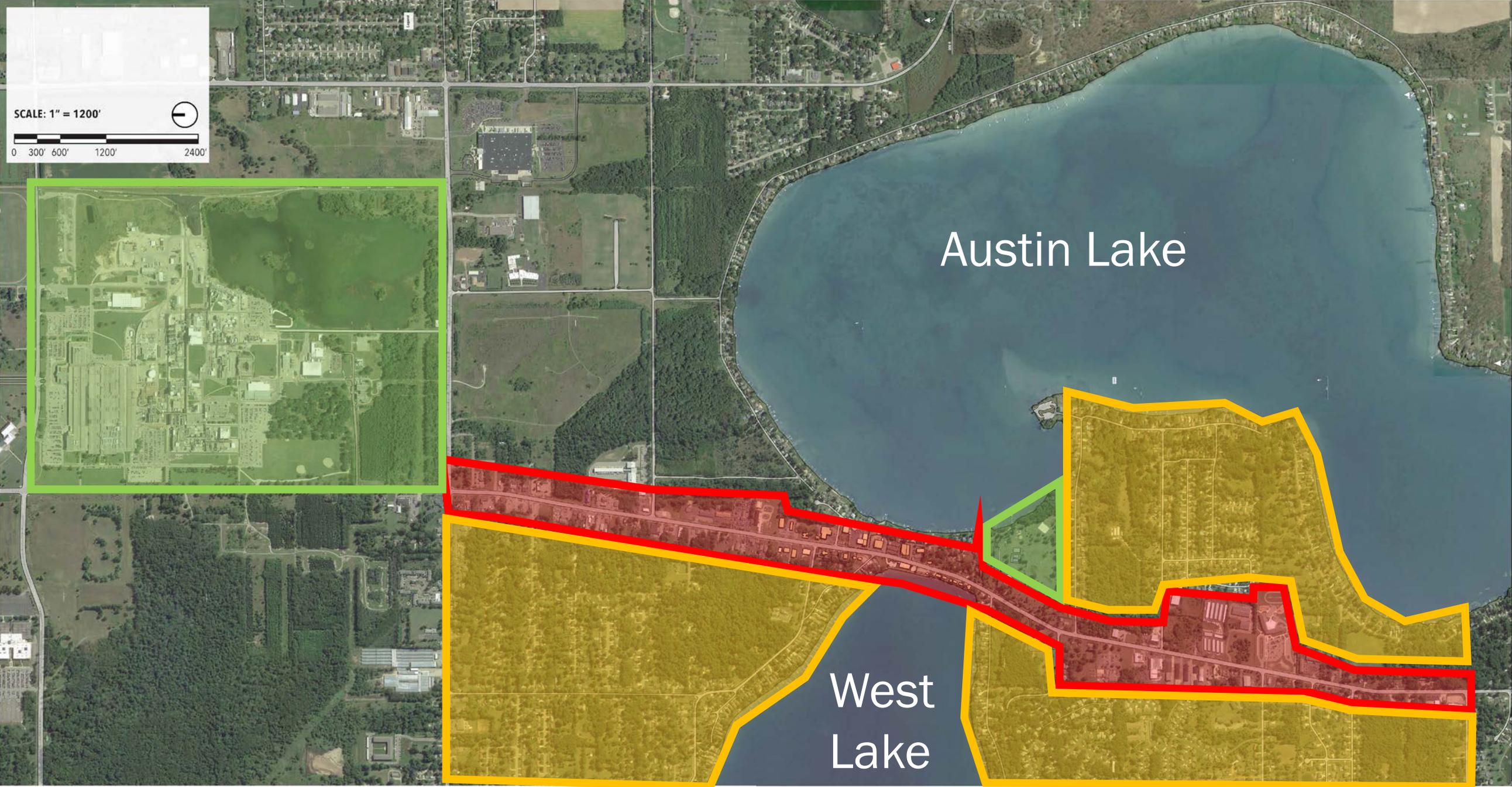


New Urbanism



Land Use Analysis

Corridors, Districts, and Neighborhoods



American Town Planning

Missing Middle Housing

THE TYPES



Duplex: Side-by-Side



Duplex: Stacked



Bungalow Court



Carriage House



Fourplex



Multiplex: Small



American Town Planning

Tactical Urbanism

Low-Cost Pop-up Shops Create Big Value in Muskegon, Michigan

Rachel Quednau · February 20, 2018

Sometimes, all it takes is a little push to get a big thing rolling. That's what Muskegon, Michigan learned when they invested in low-cost, small-scale business spaces in their downtown.

Like many American cities, Muskegon (population 38,000) chose to bulldoze much of its historic downtown to build a mall in the 1970s. Then in 2001, a new mall was constructed on the outskirts of the city, which led to the closure of the downtown mall. It's a dark story of waste and decline, but one piece of good came out of that: downtown Muskegon is coming back. The farmers market is booming and local businesses are coming up in the town center.



An aerial shot of the row of chalets at Western Market

American Town Planning Form-Based Code

Conventional Zoning

4.7 ALLEGAN CODE

D. Site plan review as necessary[.]
E. Supplemental use regulations[.]

4.8 General Commercial District, C-2.

4.81 Characteristics. The General Commercial District, C-2, is intended to provide locations for a wide variety of retail goods and retail services businesses to supplement the Central Business District. These uses are best served along higher volume streets and highways to minimize impact on neighborhoods, schools, parks, etc. This district also offers opportunities for businesses with characteristics that would be adverse to either the Central Business District or Restricted Commercial Districts such as gasoline service stations, auto dealerships and repair services, fast food restaurants and other uses requiring large parking areas. These uses require careful site planning and design to minimize their impact on traffic and the surrounding neighborhoods.

4.82 Permitted uses. In the C-2 district, only those business/commercial uses specified in the Table of Uses contained in this ordinance shall be permitted.

4.83 Yard requirements. In the C-2 district each building, structure or premises shall have yards as follows:

A. **Front yards:**

- Every front yard shall have a landscaped planting strip of a minimum twenty (20) feet in width running the length of the front lot line interrupted only by access driveways
- In addition, and behind the planting strip, the front yard shall conform to the building line or lines as established from time to time by ordinance and designated upon an official town map for building setback lines, but in no case shall the setback be less than thirty-five (35) feet.
- Whenever a building is set back in excess of the requirements of this subsection, the front yard shall not be occupied by any structure except for a sign permitted by the sign ordinance; however, not more than eighty (80) percent of the excess area excluding the planting strip of such front yard shall be used for off-street parking. The remaining twenty (20) percent shall be landscaped to complement the parking area.
- If the lot is a through lot, a twenty (20) foot landscaped planting strip shall also be provided along the "front" lot line of the second street.

B. **Rear yards:** There shall be a minimum rear yard of at least one and one-half (1½) feet in the least dimension for each one (1) foot in height of said building, but not less than fifteen (15) feet. The ten (10) feet of the rear yard adjacent to the rear lot line shall be a landscaped planting area.

C. **Side yards:**

- There shall be a minimum side yard of ten (10) feet in width on each side of the lot. These side yards shall be landscaped planting areas.

Supp. No. 12 2564

• Mainly **TEXT**

Form-Based Zoning

**SITE-SPECIFIC GUIDELINES
Building B**

Building B has street facades located on North Street, Boufford Street, Broadway Street and the Roundabout. The following supplements the Town of North Downers Grove Design Guidelines.

Building Height
To provide a continuous line around the circle and a proper proportion for the space of the circle, the maximum building height is 3 stories, 44 to 50' in height as measured from the ground floor on the Roundabout to top of parapet at the third story. Minimum allowable height is 6 stories or maximum of 70' from the ground floor at the circle to the top of parapet. (See General Guidelines for allowable tower element.)

Building height on Broadway Street is determined by the allowable heights on the Roundabout. Because of grade changes from the Roundabout to Broadway, the allowable building height on the Broadway street face is higher.

Upper-Floor Setbacks
Along street facades, the fourth through sixth floor must be set back at a minimum the distance the determined arcade depth.

Parapet and Cornice
In addition to the existing requirements, the third story is also required to carry a parapet with a significant architectural cornice. The extent of this guideline is as buildings are developed on the Roundabout, to create a continuous cornice line along the third story around the circle.

Build-To Zone
For street facades except those with arcades, the first through third floors must be located within the build-to zone, which is located zero to five feet behind the property line.

For facades with arcades, the face of building shall be located at the property line.

Arcades
Arcades shall be provided on the street facade fronting on the Roundabout and turning the corner onto North Street as shown. Refer to General Guidelines Required Arcade type for details and locations of build-to lines for this facade.

Transparency
Ground floor facades. On street facades, windows must cover a minimum of 50% and a maximum of 75% of the ground floor facade.

Upper floor facades. On street facades, windows must cover a minimum of 50% and a maximum of 50% of the facade along primary facades.

Building Materials
Opaque portions of the first three stories of the facade must be a material consistent with existing traditional buildings in the downtown, such as stone or masonry. Opaque or non-transparent glass is not an acceptable material.

Public Entries
Public entries must be located on street facades. At least one entrance must be located on the Roundabout.

Service/Delivery Loading
Dedicated service only entries are not permitted along street facades; they should be used for service entries.

Parking Entries
Parking entries are not permitted along North Street, Broadway Street, or the Roundabout.

Supplemental Roundabout Guidelines Draft August 26 2003 8

**SITE-SPECIFIC GUIDELINES
Building B**

Building B: View from Roundabout **Building B: View from Broadway**

Supplemental Roundabout Guidelines Draft August 26 2003 9

• Mainly **GRAPHIC**

Terminal Vista – Charleston, SC

Vistas



Deflected Vista – Galena, IL

Vistas



Gateway – Alys Beach, Florida

Vistas



Open Vista – Midway, Chicago, IL

Vistas

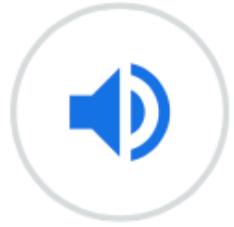


Placemaking Charrette

Design Studies to Address the Four Questions

Placemaking Charrette

I. The Heart of Portage



por·tage

/'pôrdij/

noun

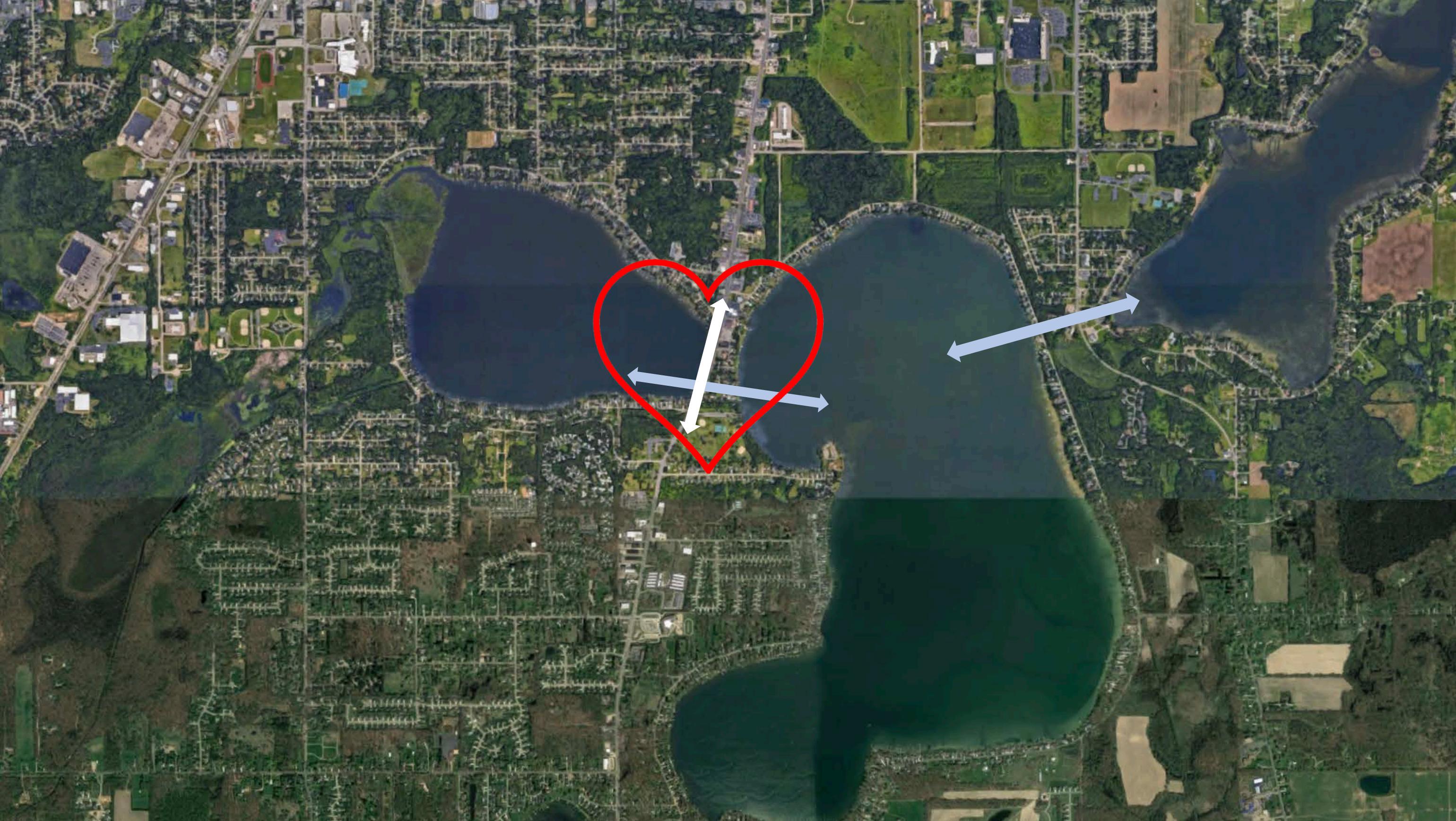
the carrying of a boat or its cargo between two navigable waters.
"the return journey was made much simpler by portage"

verb

carry (a boat or its cargo) between navigable waters.
"they are incapable of portaging a canoe"

Where is the Lake Center District's 'Living Room'?



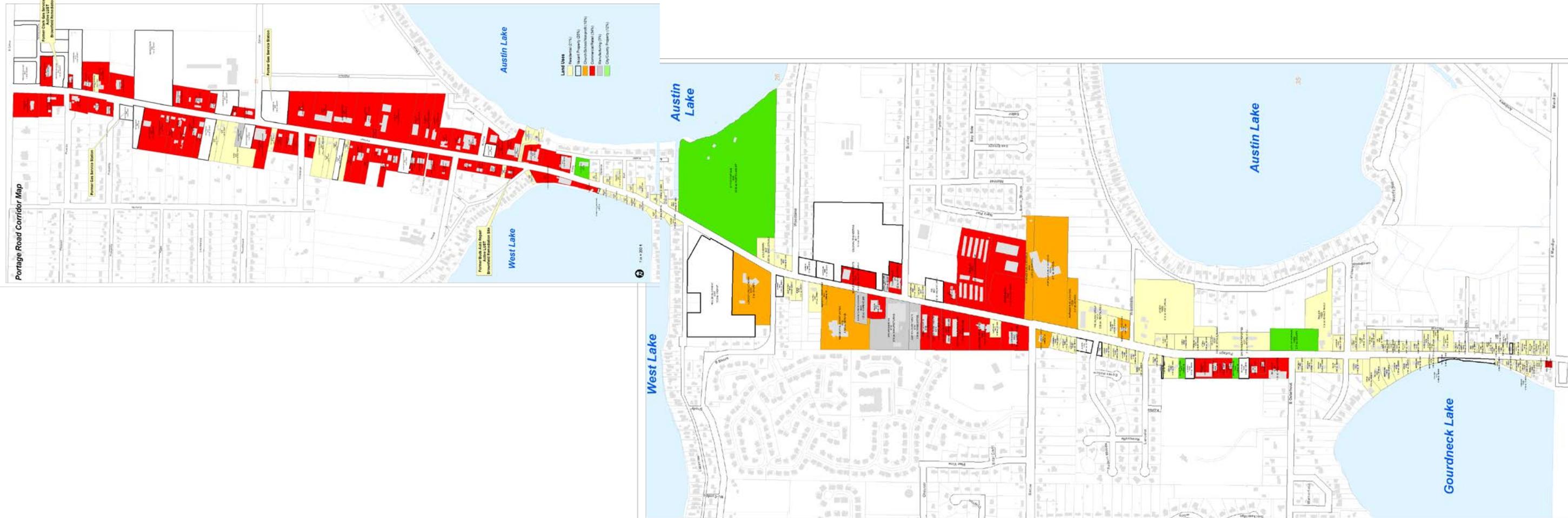


Land Use

Publicly Owned Land

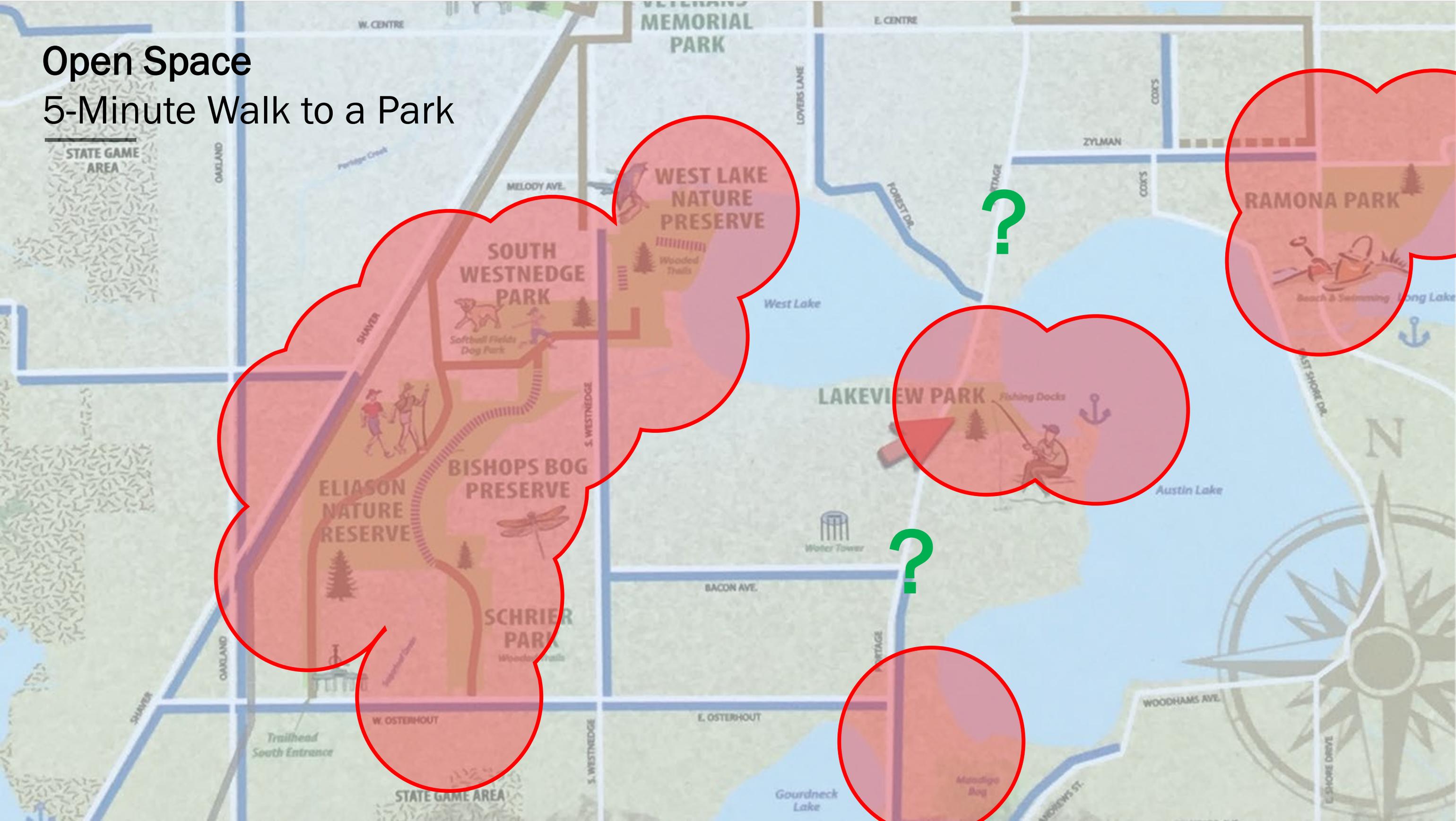
Land Uses

- Residential (21%)
- Vacant Property (20%)
- Church/School/Nonprofit (10%)
- Commercial/Retail (34%)
- Manufacturing (3%)
- City/County Property (12%)



Open Space

5-Minute Walk to a Park



Place Types

Neighborhood

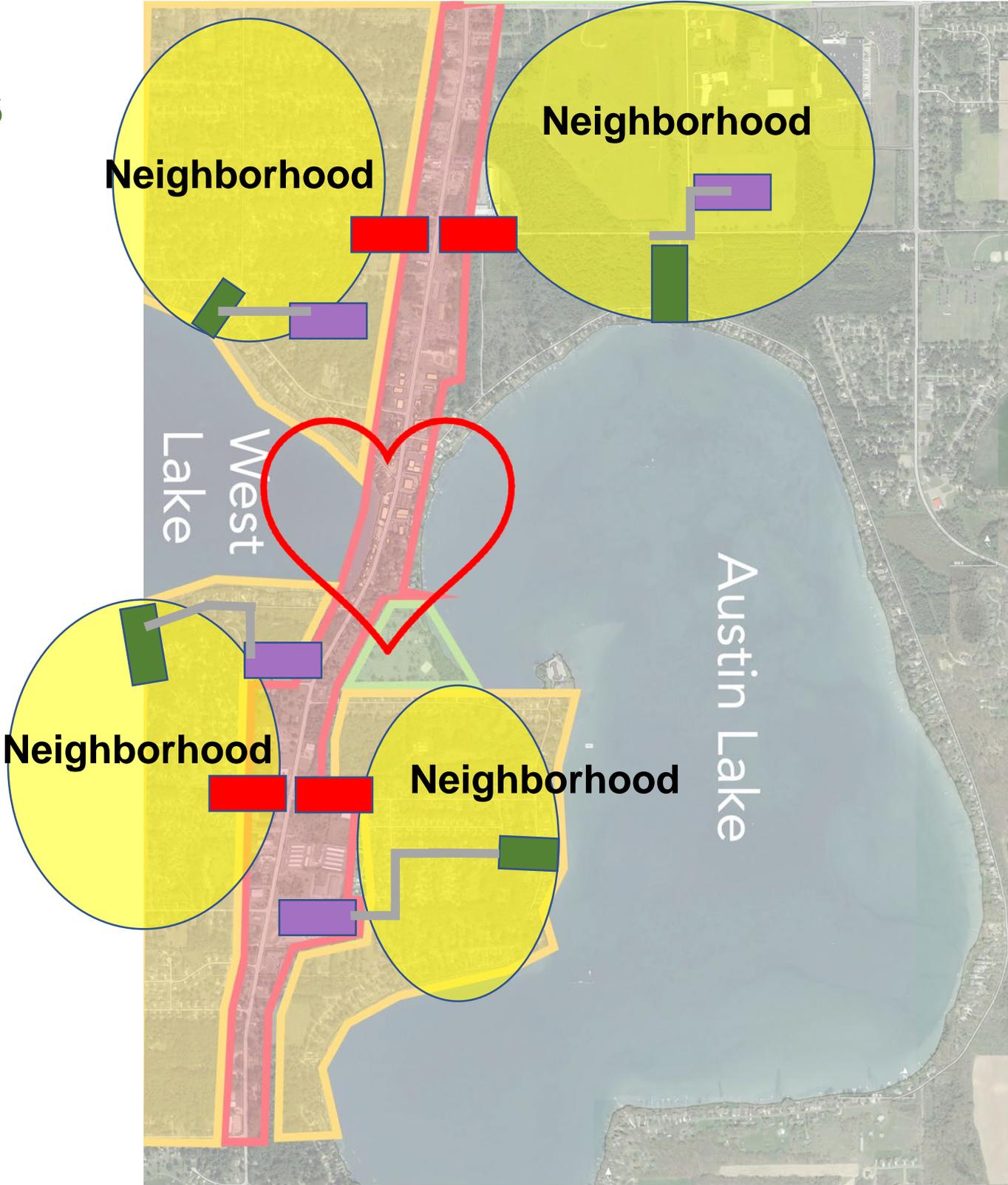


A SUSTAINABLE NEIGHBORHOOD (BUILDING BLOCKS OF A SUSTAINABLE CORRIDOR)

Land Use Proposal

Establish Neighborhoods with Centers

-  Civic Node (Clockwise: Plaza, Soccer Fields, School, Church)
-  Open Space
-  Commercial Node



Canal
Portage, MI



Placemaking Charrette

Scheme A: Portage Preserve

Portage Preserve: A Nicer Passive Park

Canal

Austin



Portage Preserve: A Nicer Passive Park

Austin

Canal

West



Placemaking Charrette

Canal/Portage Rd. Bridge

Portage Preserve: A Nicer Passive Park

Austin



Canal



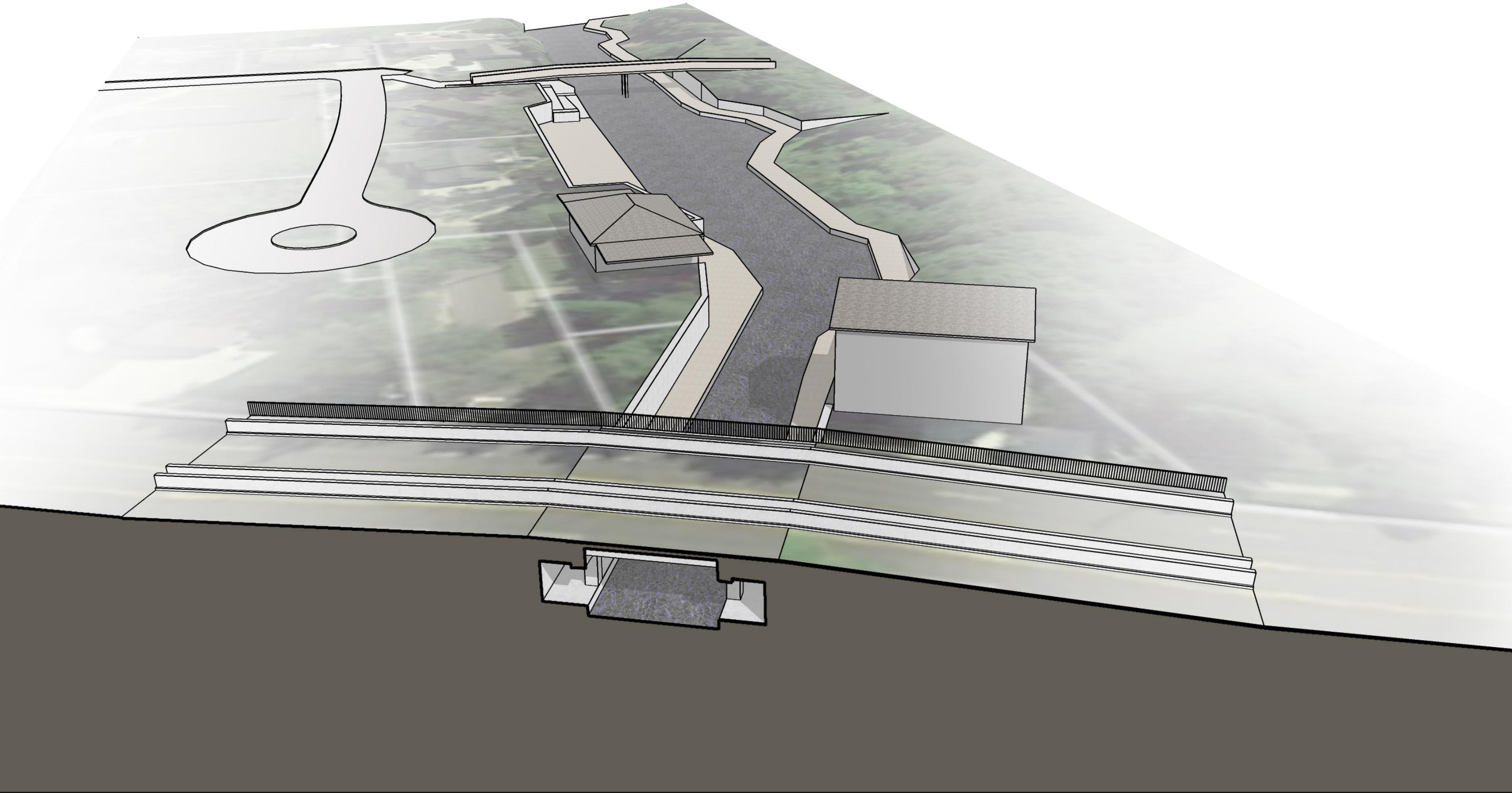
West

Canal

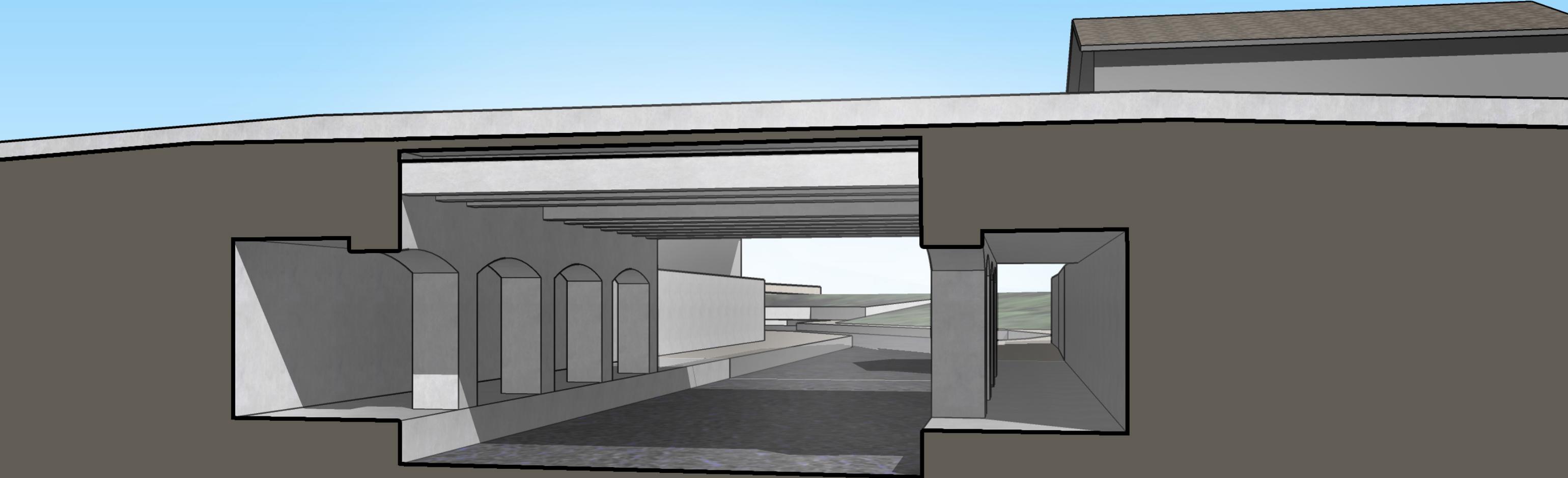
San Antonio Riverwalk

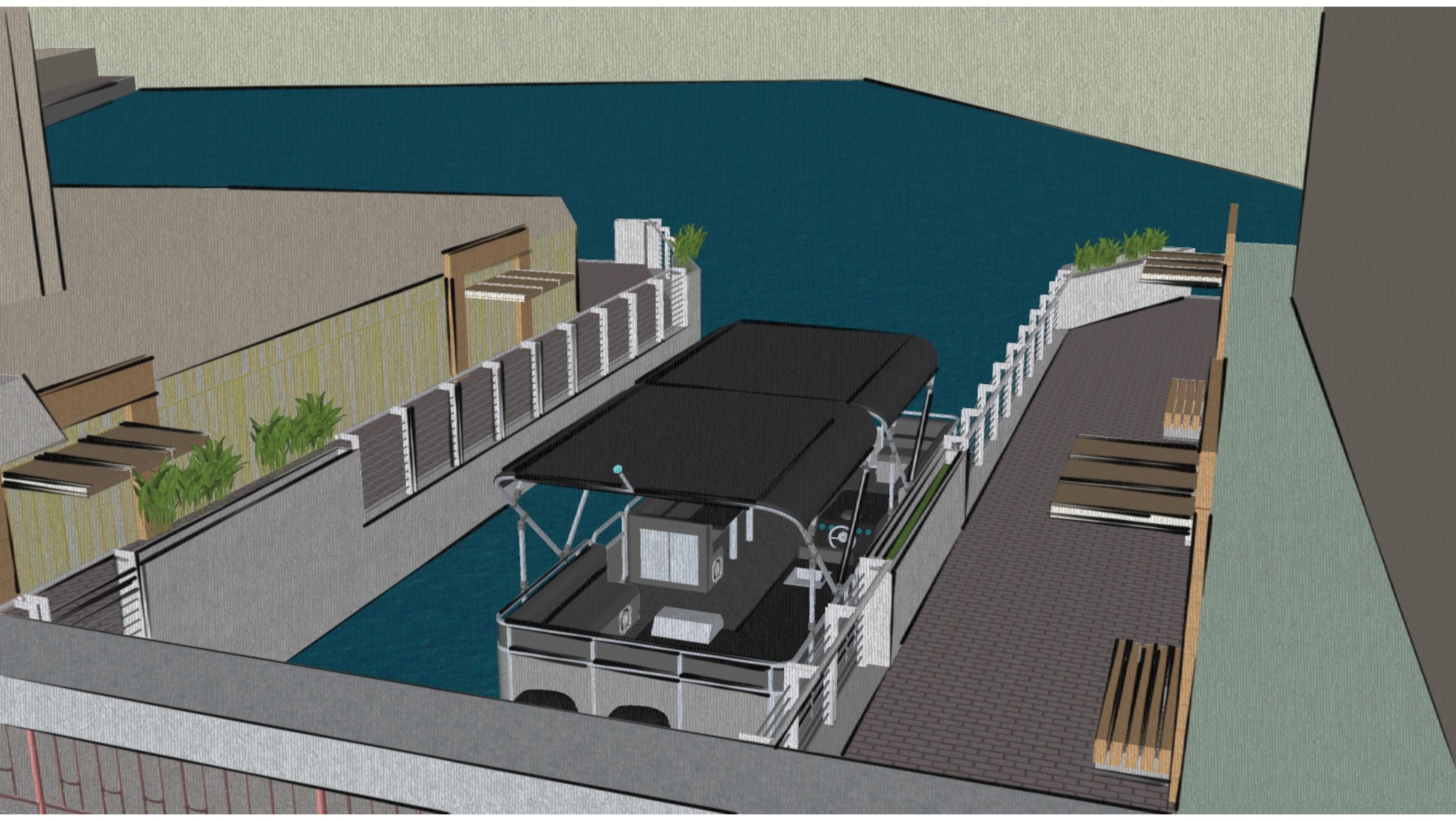


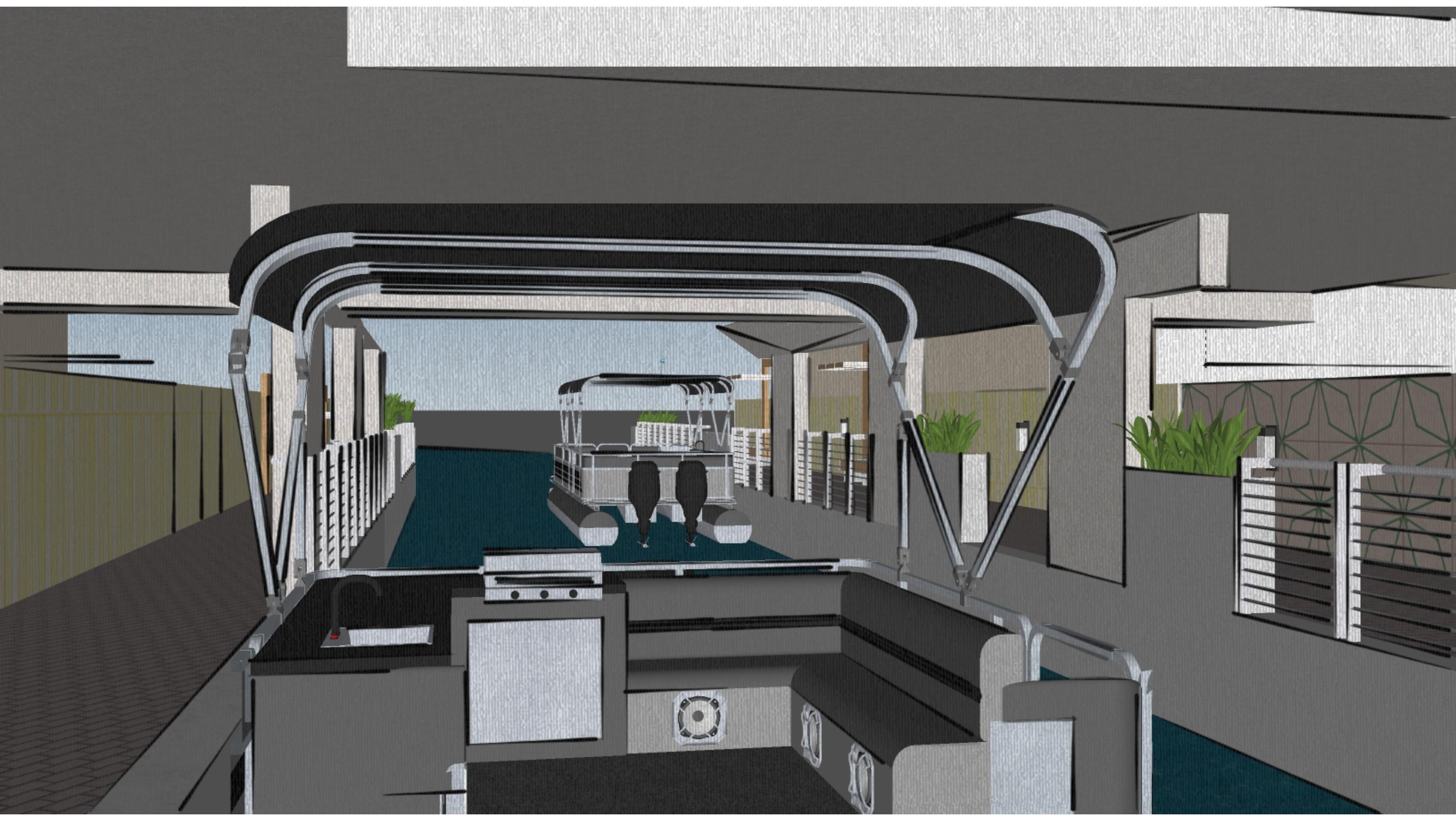
Bridge Over Improved Canal

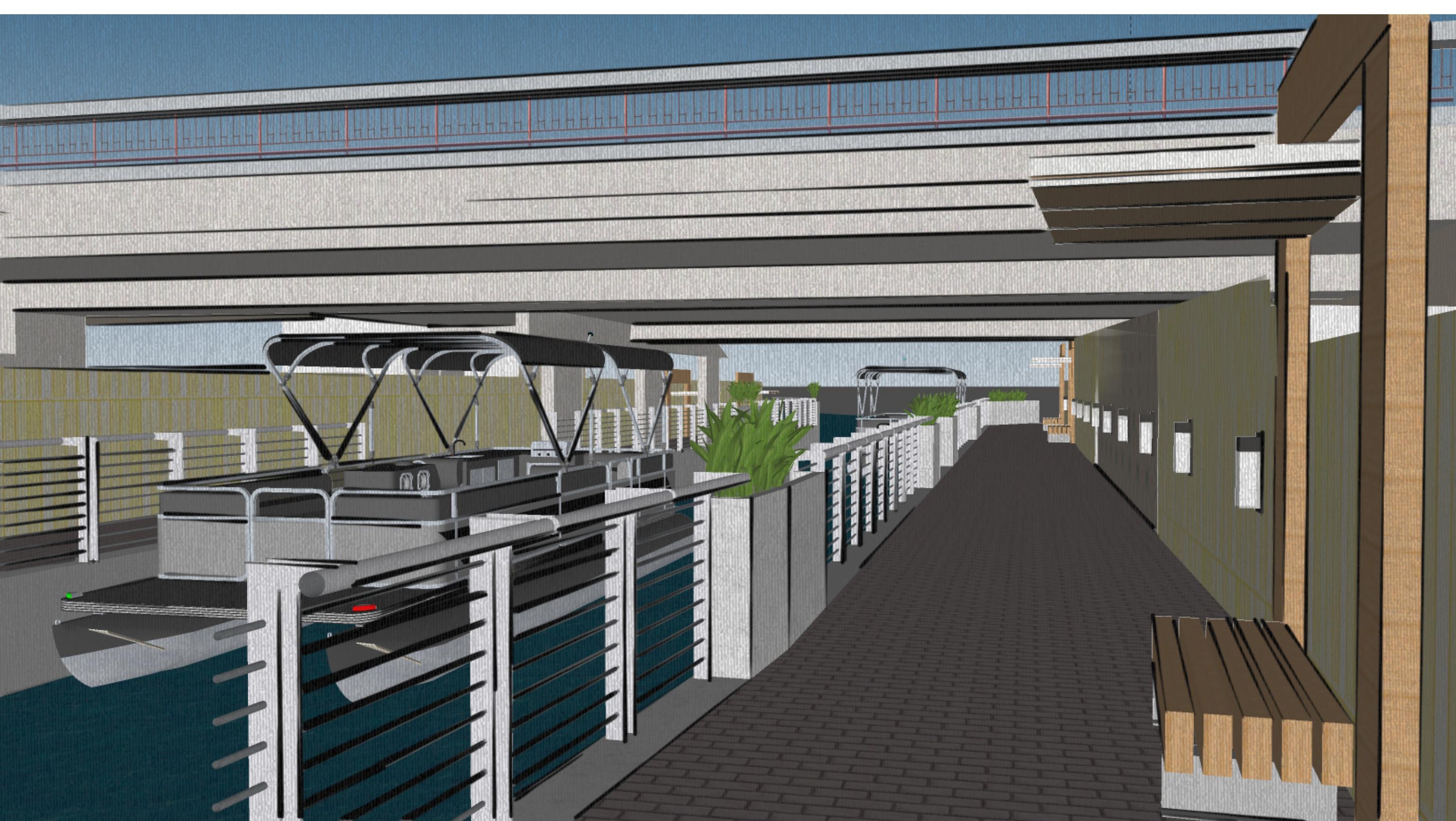


Bridge Over Improved Canal









Placemaking Charrette

Scheme B:

Water-Edge Development

Water Edge Park – Existing Conditions

Austin

Canal

West



Water Edge Park

Austin

Beach

Canal

West

Harbor



Water Edge Park

Harbor

Beach



Water Edge Park

Austin



West

Water Edge Park

Austin

Harbor

West



Placemaking Charrette

Scheme C: Riverwalk Park

Riverwalk Park – Existing Conditions

Canal

Austin



Riverwalk Park – Proposed

Austin



Canal

West

Legend

Google Earth

70 ft

Riverwalk Park – Proposed

West

Canal

Austin

Legend

70 ft



Survey question

Which option would make the best “Heart”?

A: Portage Preserve (a nicer passive park)

B: Water-Edge Development (WED)

C: Riverwalk Walk

D: Combine the best of B and C

Placemaking Charrette

II. Enhancing Network Safety and Connectivity

Address unsafe intersections/limited traffic movements

Minimize traffic on Portage by promoting alternate routes

Optimize the complete mobility network (walk/bike)

Types of Streets

Standards Across the US

← Higher Speeds, More Traffic

Lower Speeds, Less Traffic →



Principal Arterial



Minor Arterial



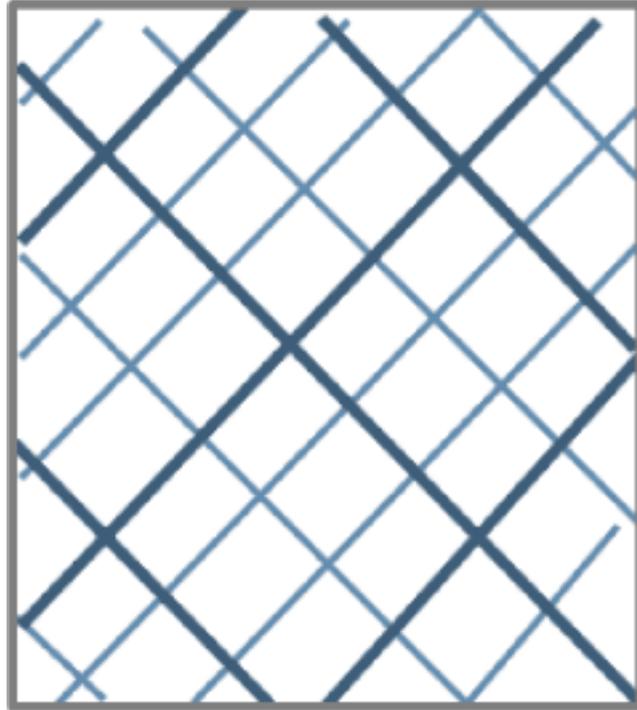
Collector



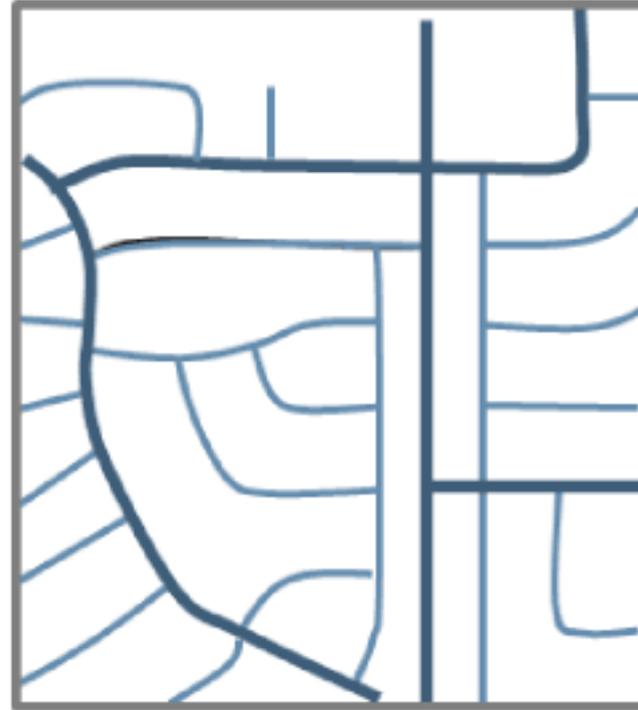
Local Street

Types of Street Networks

Evolution across the 20th Century History



**Conventional Grid
Pattern (c 1900)**



**Curvilinear Loop Pattern &
Beginning of Cul-de-Sacs (1930-1950)**

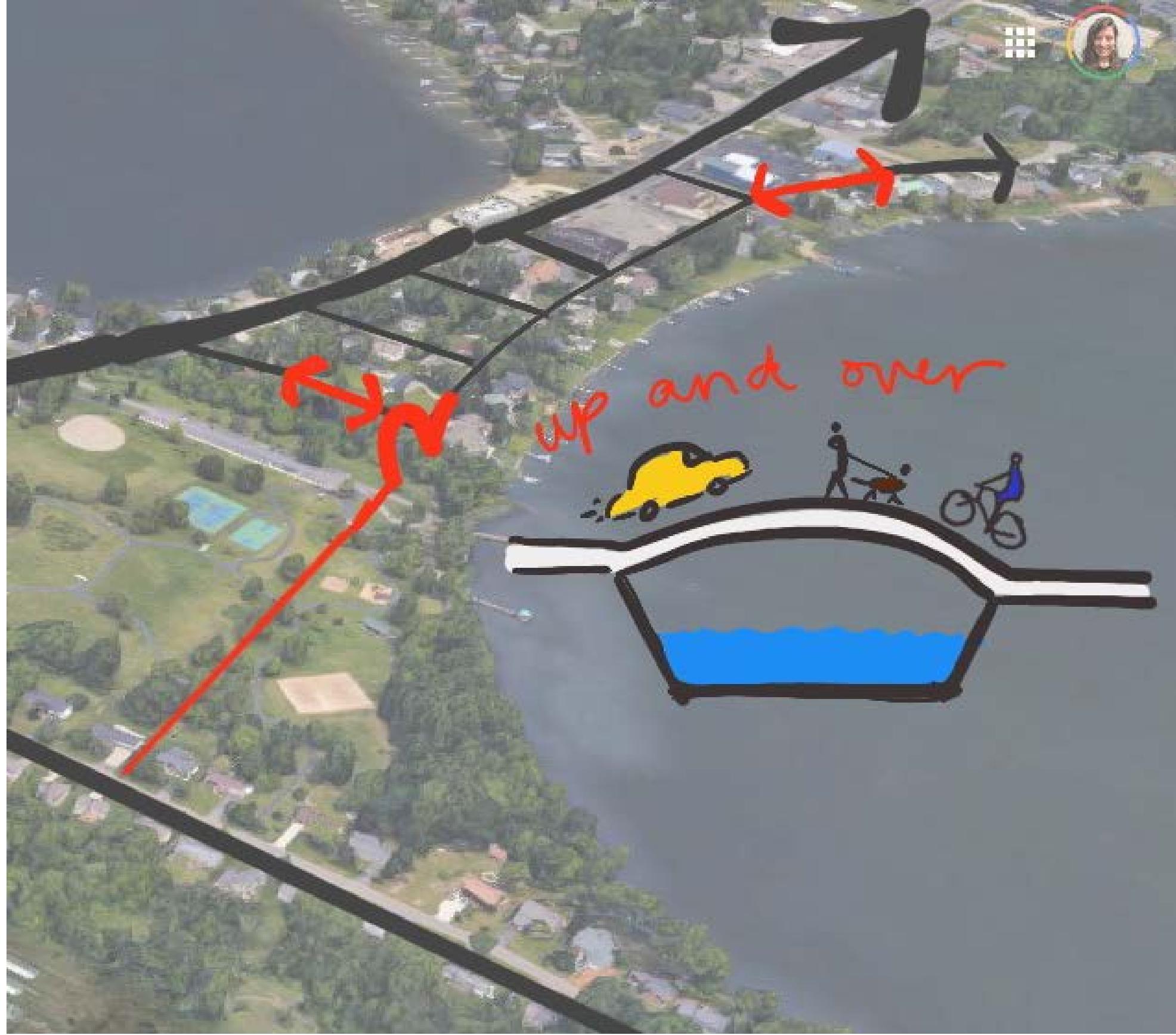


**Conventional
Cul-de-Sac Pattern
(since 1950)**

— *Arterial road*

— *Local street*

Connecting Austin Drive Offering Parallel Routes



Waterfront Connections

Boardwalk @ Commercial



Waterfront Connections

Boardwalk @ Residential



Waterfront Connections

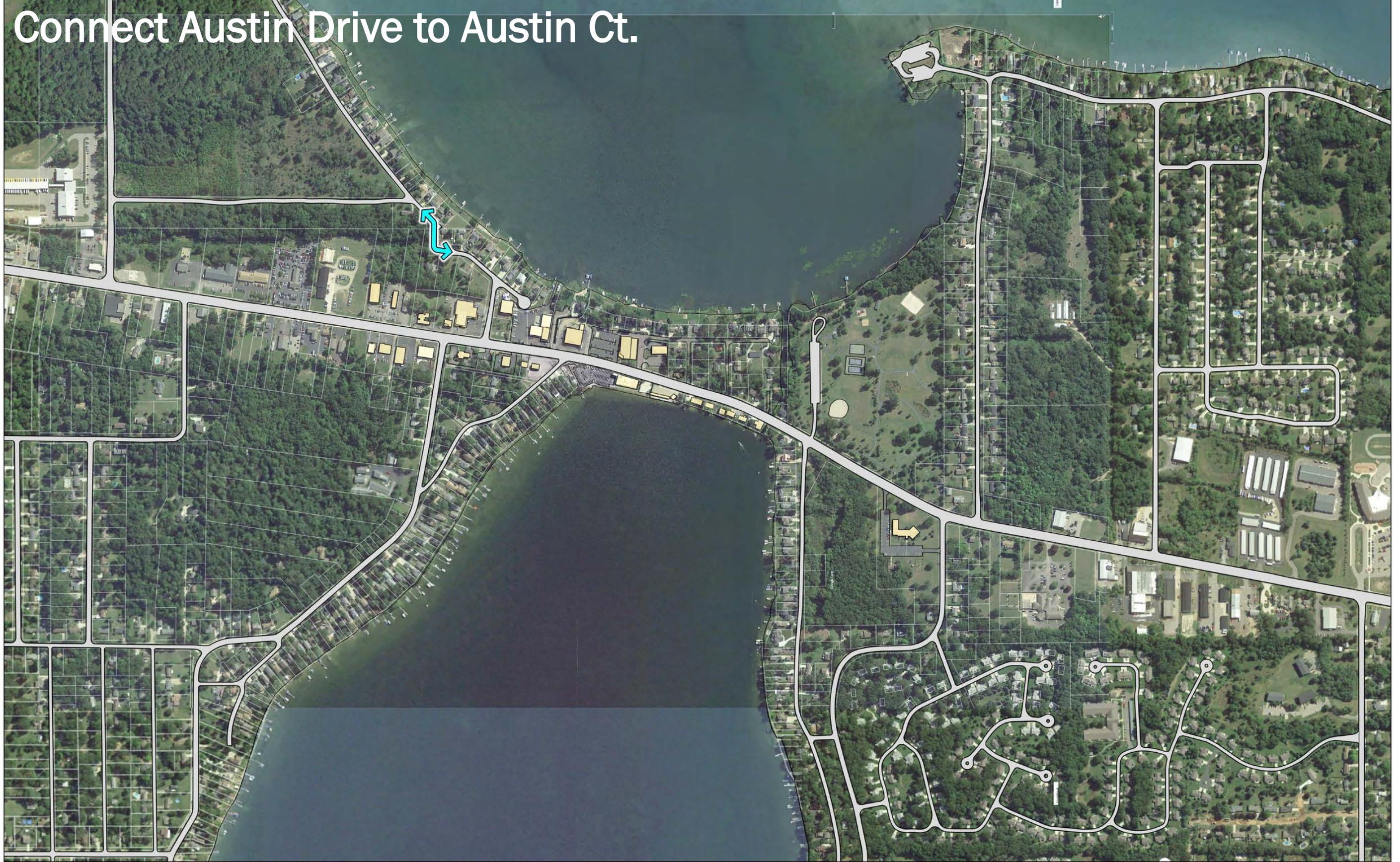
Riverwalk @ Open Space



Existing Street Network



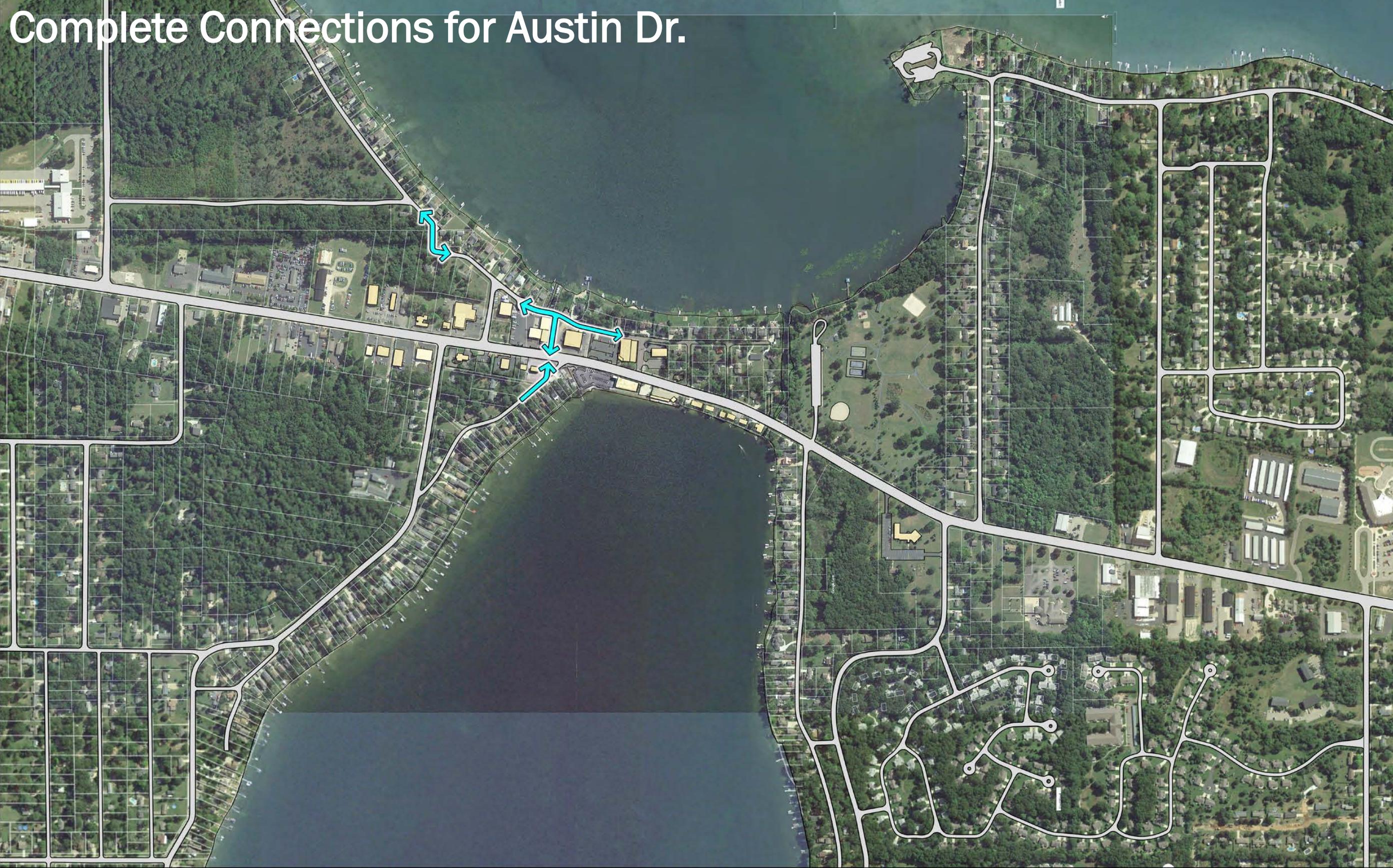
Connect Austin Drive to Austin Ct.



Re-Align Ames Dr. at Portage Rd.



Complete Connections for Austin Dr.



Bike / Pedestrian Facilities Along Portage Rd.



Fit Complete Street w/in Portage Right of Way



Bike Pedestrian Facilities Along West Lake



Bike Pedestrian Facilities Along Lake Austin



Options for Connectivity Through Isthmus



Completed Connectivity Throughout Neighborhoods



Survey question

How to enhance the mobility network on the Isthmus?

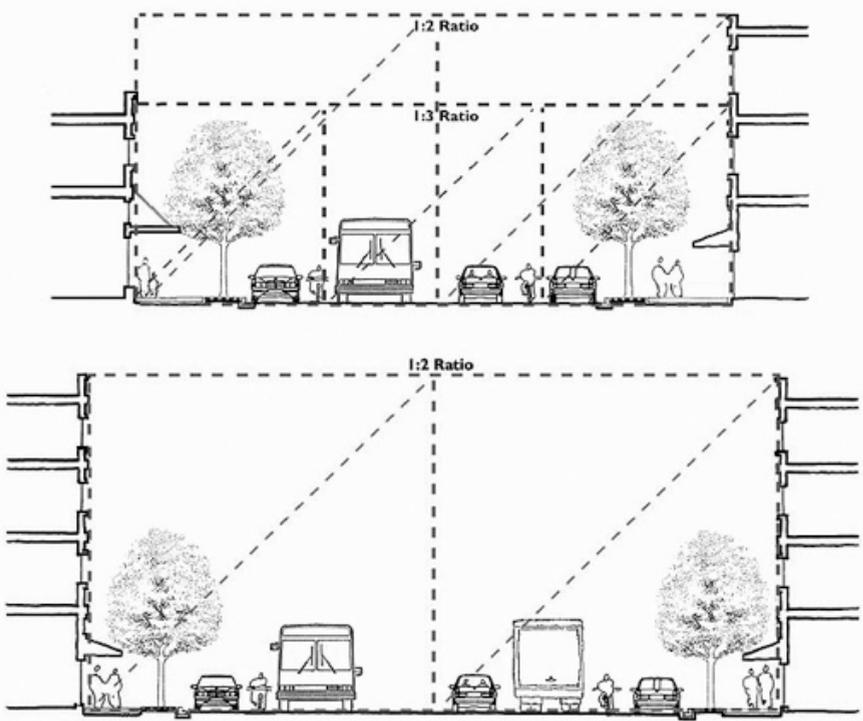
- A: Leave the mobility network as is. (Status quo)
- B. Connect Austin Drive from X to Y on the south.
- C. Make a four-cornered intersection at Forest and install a traffic signal.
- D. Install a Boardwalk on West Lake
- E. Improve the canal bridge/underpass between the lakes.

Placemaking Charrette

III. Making Portage Road Beautiful and Complete

Streets Are Public Spaces

Outdoor Rooms



Red Lodge, Montana

Portage Adopts Complete Streets Guidelines

Embracing Mobility for All

CITY OF PORTAGE

RESOLUTION OF THE PORTAGE CITY COUNCIL IN SUPPORT OF THE
COMPLETE STREETS POLICY

Minutes of a regular meeting of the City Council for the City of Portage, Michigan held on
August 11, 2015 at 7:30 p.m. local time at the City Hall in the City of Portage,
Michigan.

PRESENT: Ansari, Ford, Pearson, Randall, Reid, Strazdas, Urban

ABSENT: None.

The following resolution was offered by:

Councilmember: Pearson, and supported by:

Councilmember: Reid.

WHEREAS, Complete Streets are defined as a design framework that enables safe and
convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all
ages and abilities; and

"WHERE, Complete Streets are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities.

BE IT RESOLVED, that the City Council of Portage supports the Complete Streets Policy...in the planning process...and (re)construction of public infrastructure improvements."

WHEREAS, the City of Portage recognizes the importance of complete street
infrastructure improvements.

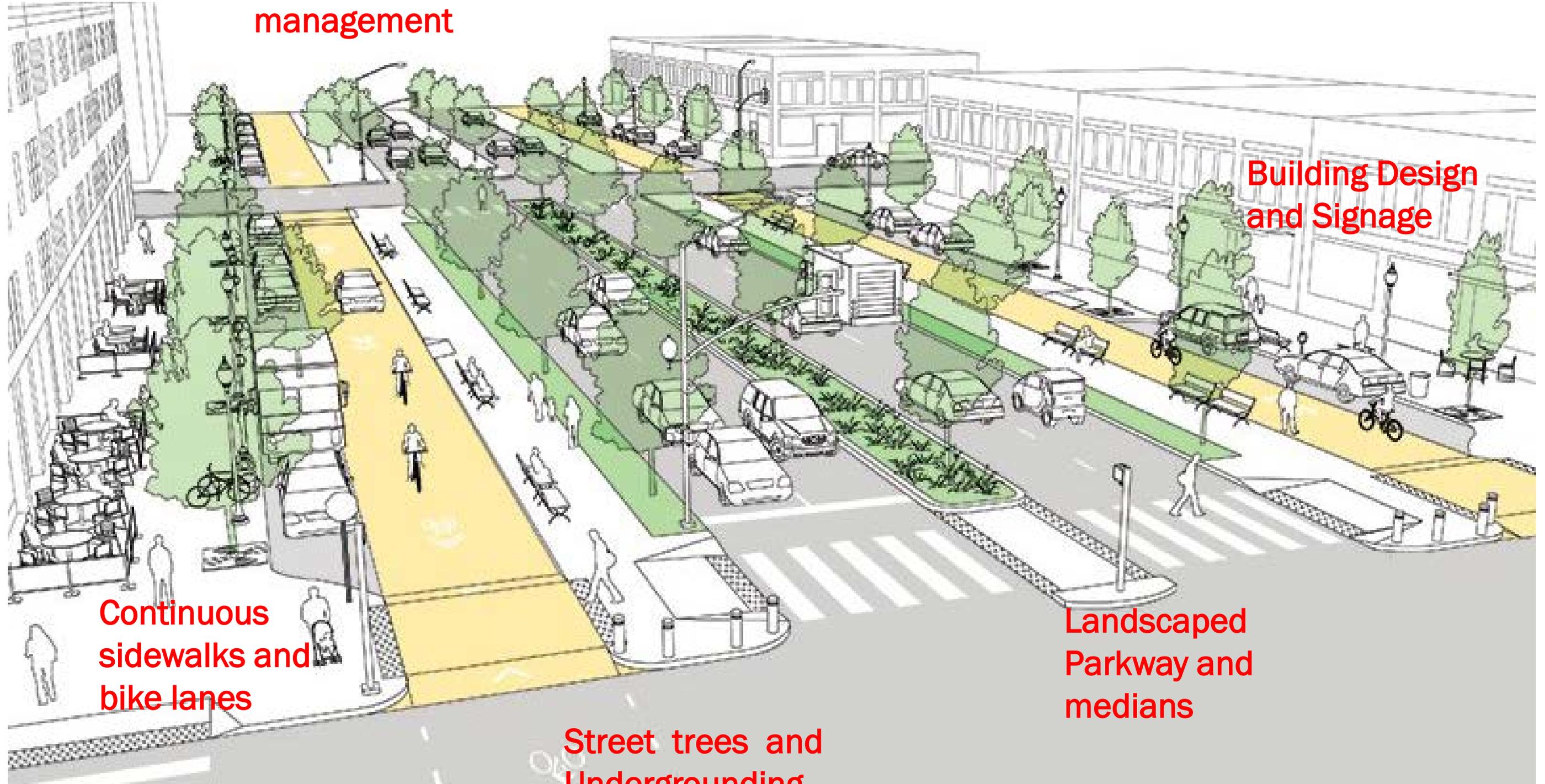
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Portage
supports the Complete Streets Policy for use by the City of Portage in the planning design,
and (re)construction of public infrastructure improvements.

ADOPTED: 7 to 0

Beautiful & Complete Streets

5 Elements

Driveway / Access
management



Beautiful & Complete Streets

Landscaped Parkway & Medians



Beautiful & Complete Streets

Driveway/Access Management



Beautiful & Complete Streets

Street Trees and Undergrounding Power Lines



Beautiful & Complete Streets

Building Design & Signage

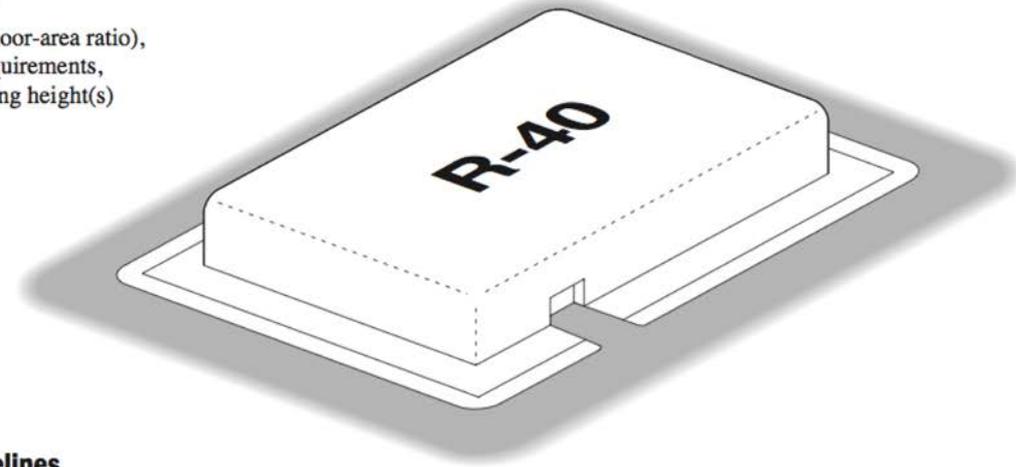


American Town Planning

Form-Based Code

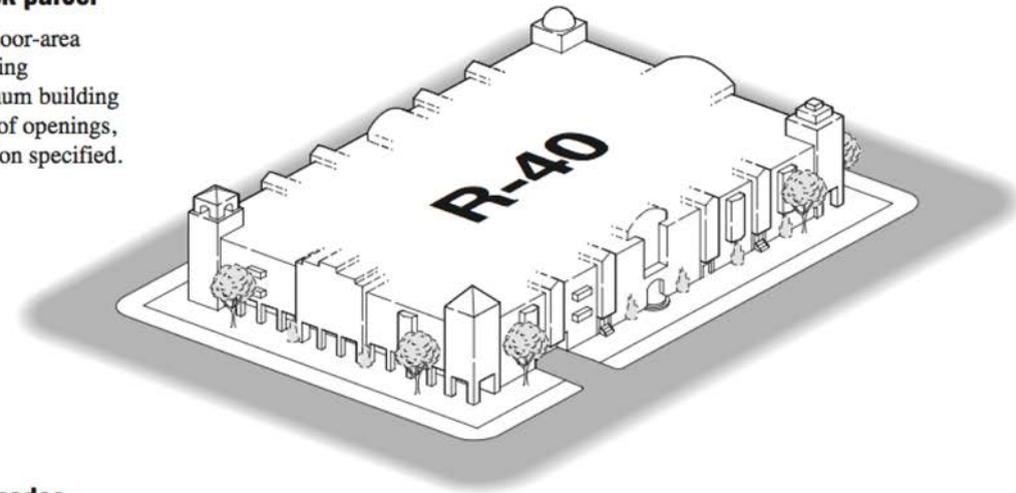
How zoning defines a one-block parcel

Density, use, FAR (floor-area ratio), setbacks, parking requirements, and maximum building height(s) specified.



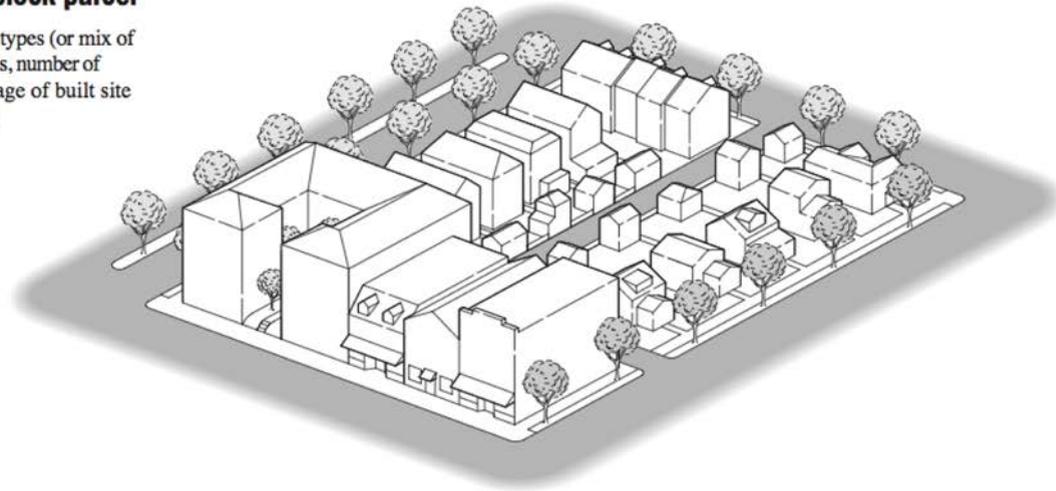
How design guidelines define a one-block parcel

Density, use, FAR (floor-area ratio), setbacks, parking requirements, maximum building height(s), frequency of openings, and surface articulation specified.



How form-based codes define a one-block parcel

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



Beautiful & Complete Streets

Continuous Sidewalks & Bike Facilities



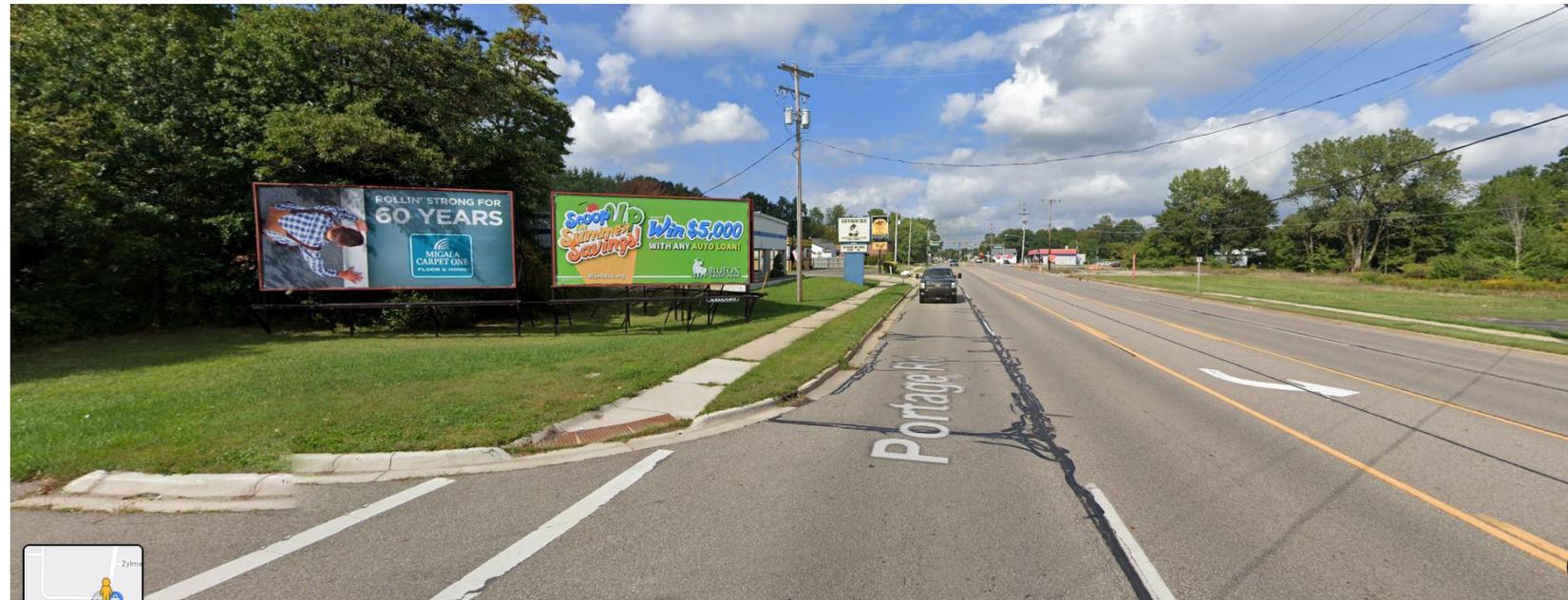
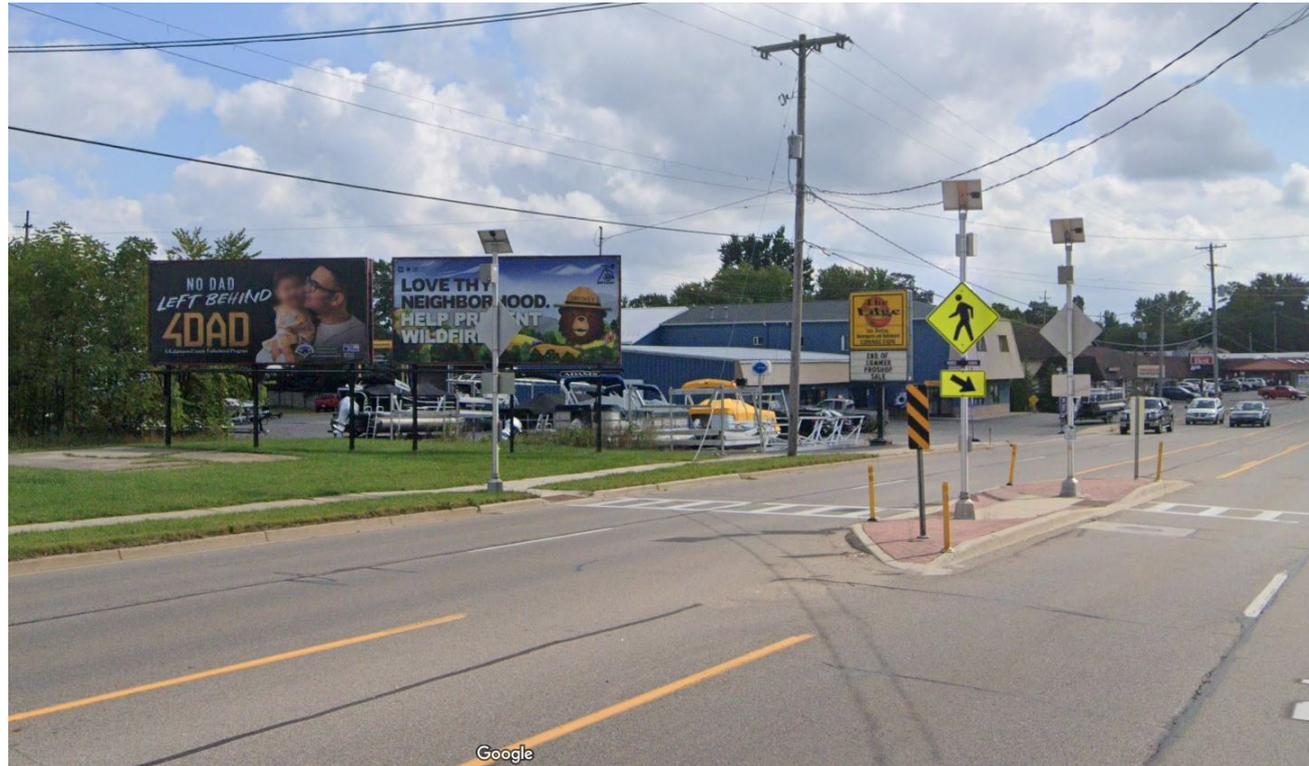
Beautiful & Complete Streets

Street Trees and Undergrounding Power Lines



Billboards

Signage for Highways - Not Neighborhoods



Pinch Points on Portage Road

No Sidewalk on West Side of Canal



Pinch Points on Portage Road

No Sidewalk



Pinch Points on Portage Road

No Sidewalk on Right-Hand Side



Survey question

What is the best way to make Portage a complete street?

A: Retain 5-lane section and don't expand the ROW and accept current compromises at pinch points.

B. Retain 5-lane section and acquire ROW at pinch points for ped/bike facilities?

C: Narrower 3 or 4-lane section w/ ped/bike facilities in current ROW.

Placemaking Charrette

IV. Optimize Street Speeds with the Places They Serve

Portage Road Speeds

Vision Zero

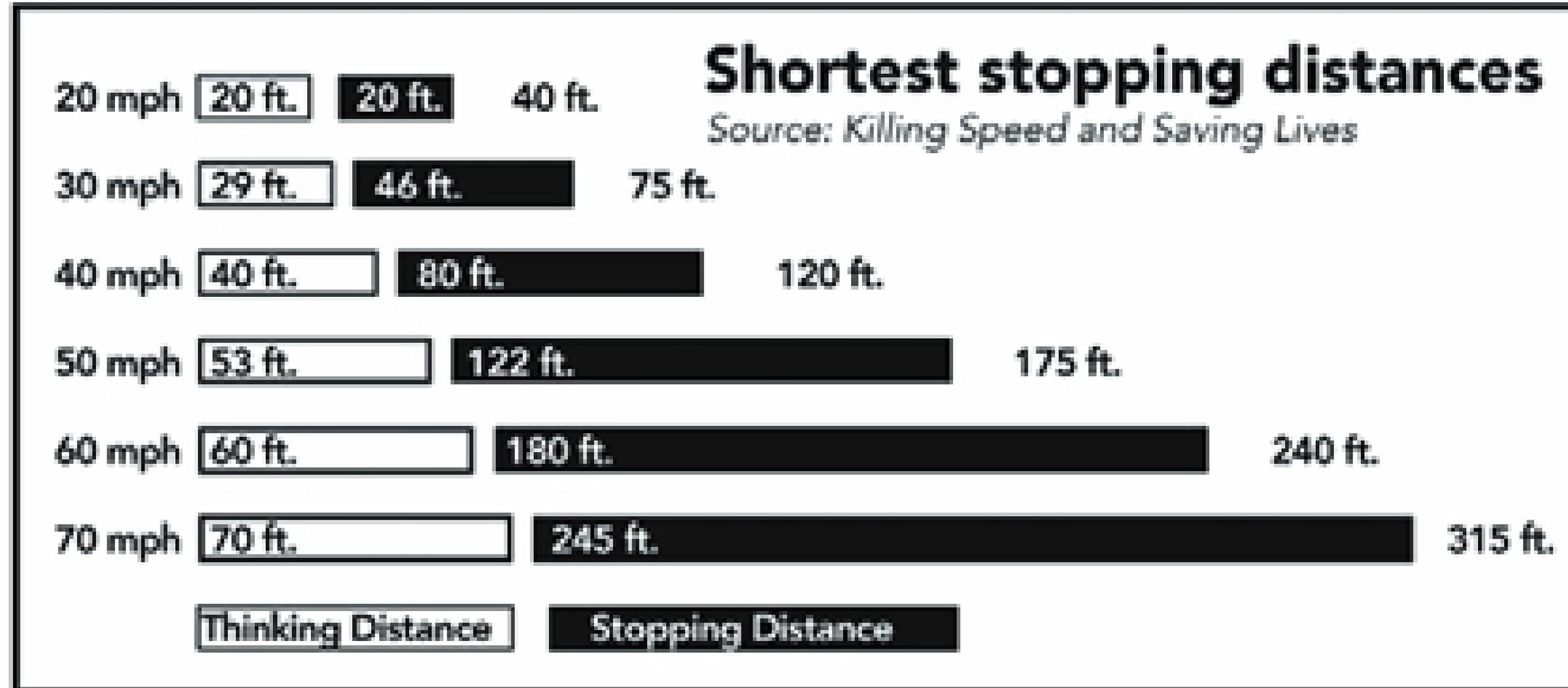
What is **Vision Zero**?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe – and now it's gaining momentum in major American cities.

<https://visionzeronetwork.org/about/what-is-vision-zero/>

American Town Planning

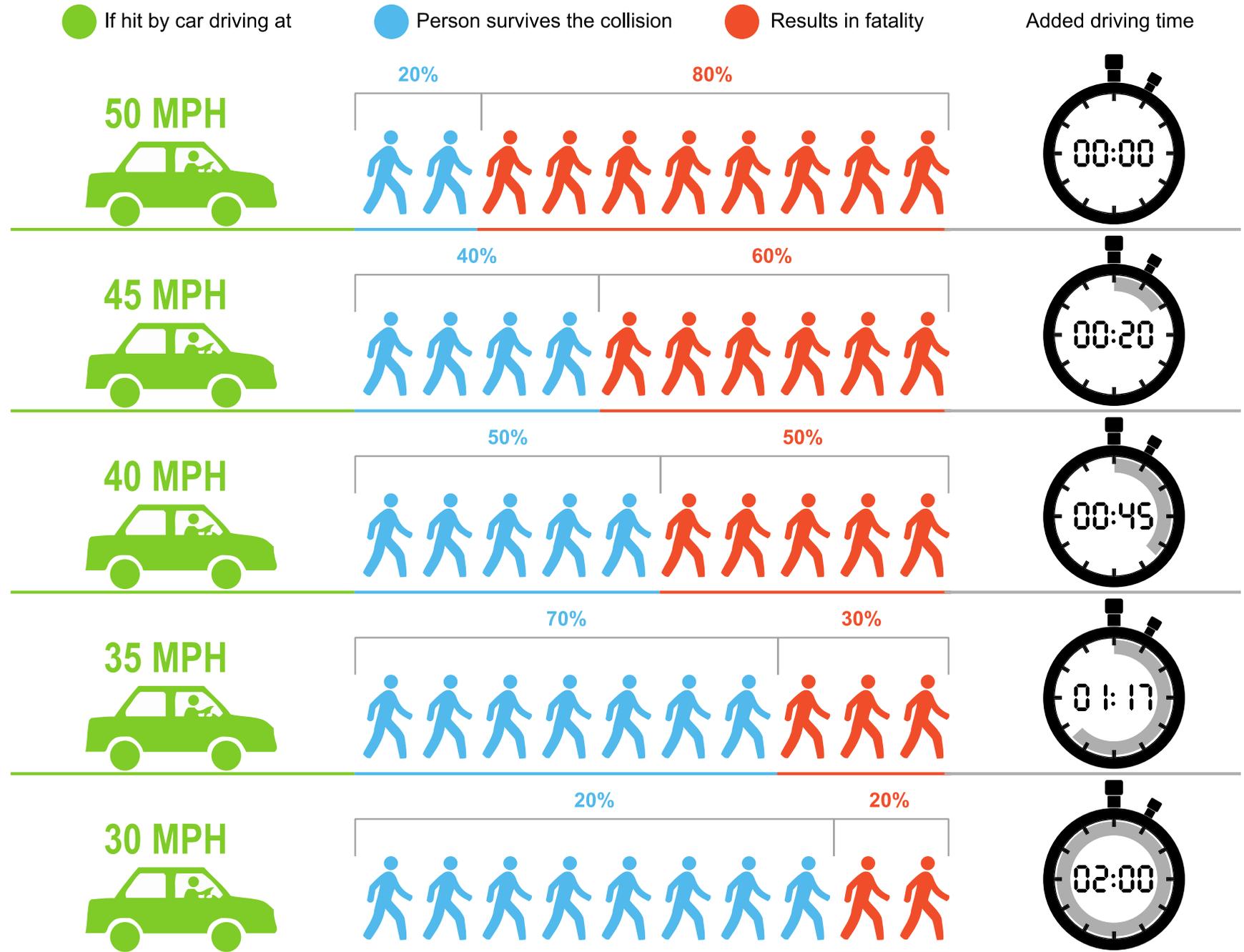
Traffic Calming



American Town Planning

Traffic Calming

2 ½ Mile Trip From Centre Ave. to Osterhout Ave.

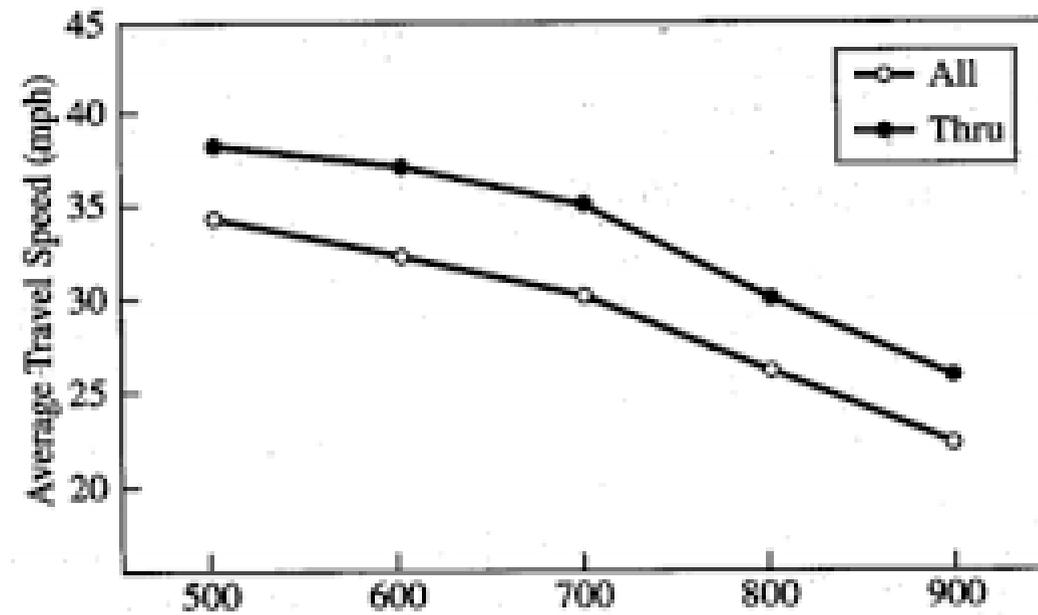


American Town Planning

Traffic Calming

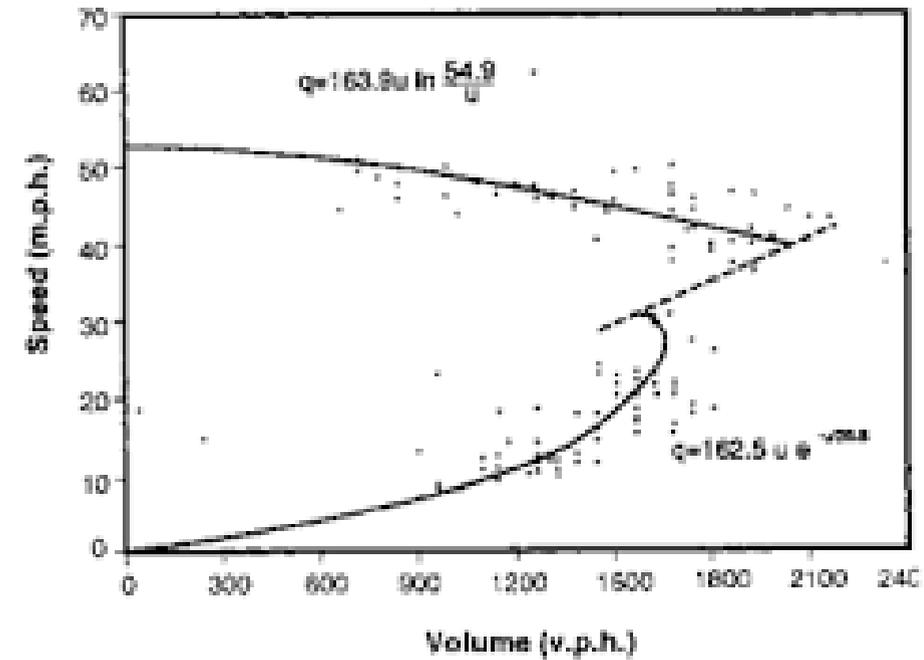
Q: What Travel Speed Moves the Most Vehicles?

A: 23-42 MPH



Vehicles Per Hour Per Lane

23-27 MPH



30-42 MPH

Portage Road Vehicle Speeds

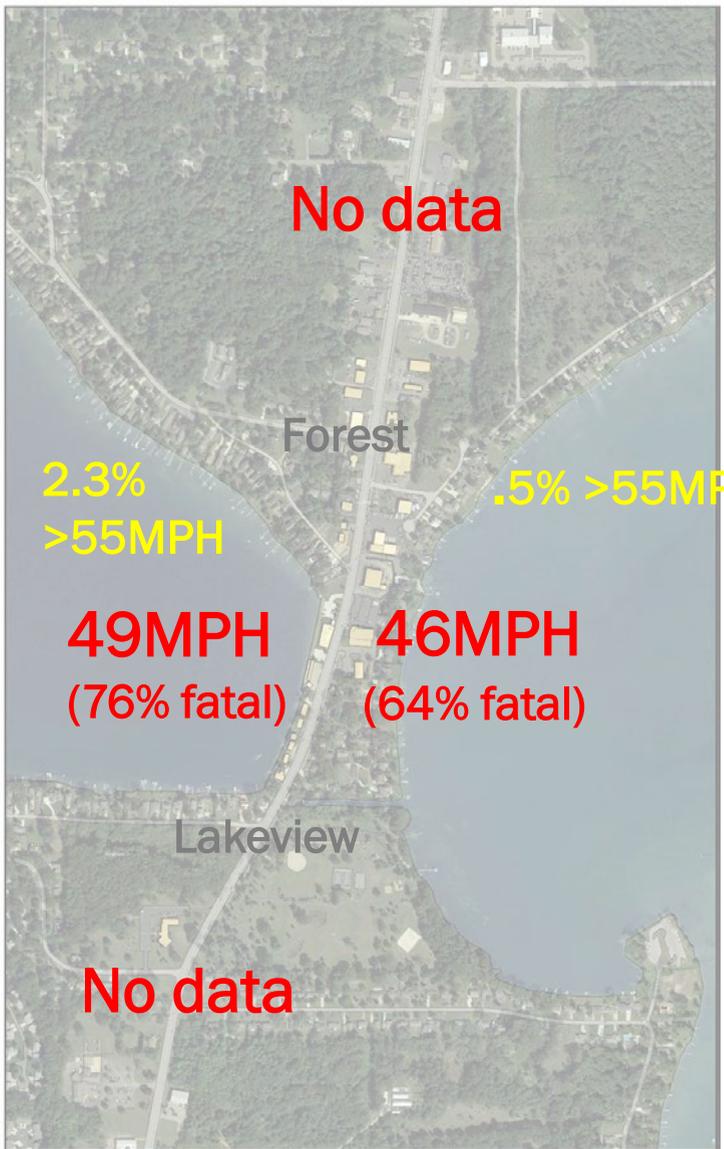


Posted Speeds



Travel Speeds

(2015 Traffic Study
85% percentile driver)



Portage Road Vehicle Speeds

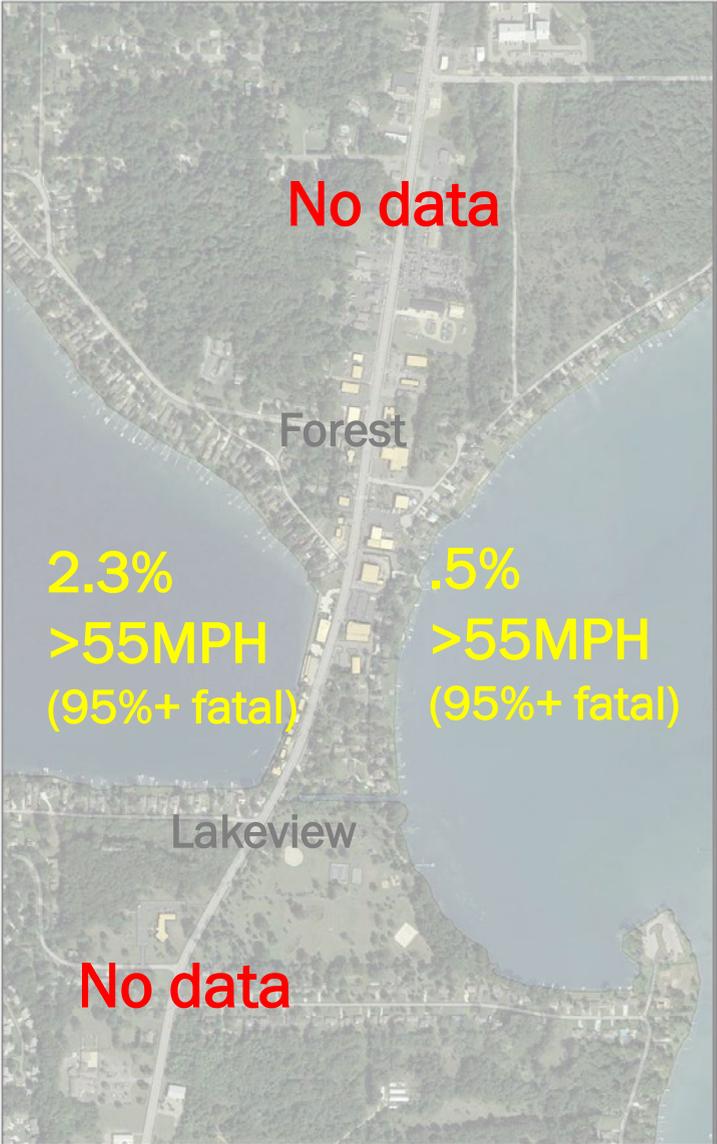


Posted Speeds



Travel Speeds

(2015 Traffic Study
(%>55MPH))



Portage Road Vehicle Speeds

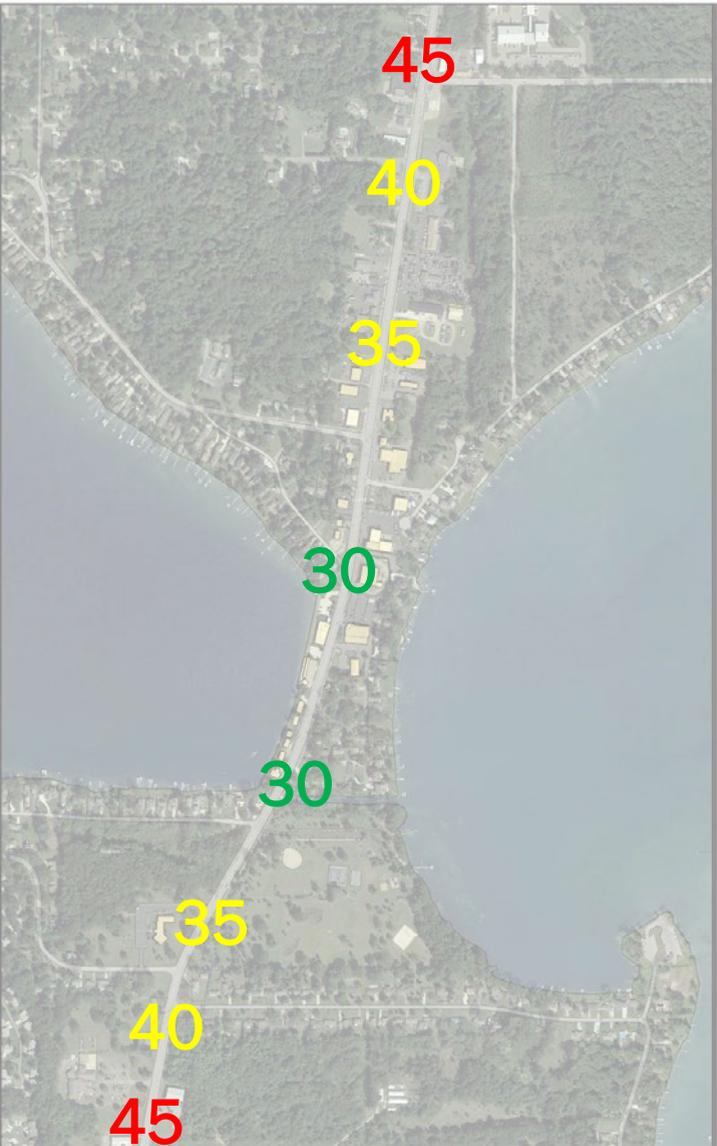
A

Existing Conditions



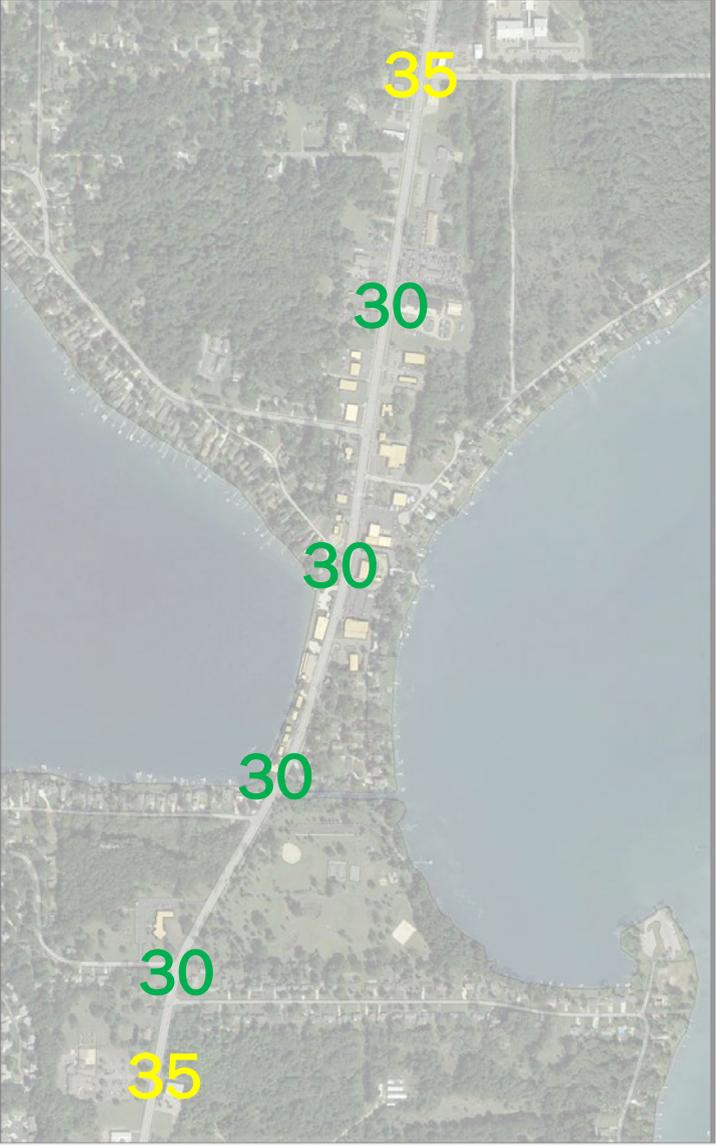
B

Pedestrian-Safe Isthmus/Heart



C

Pedestrian-Safe Corridor



Survey question

What should the design speed be along Portage?

A: Leave it as is at 45MPH throughout.

B: Make just the isthmus ped safe (30 MPH)

C: Make the entire study area ped safe (30MPH)

Placemaking Charrette

Feedback

**Thank
You!**