

ISLANDVIEW GREATER VILLAGES

Development Impact
Assessment Report

Detroit Planning and Development
Department
July 2019



IVGV TARGETED IMPLEMENTATION AREA

NEAR-TERM ACTION PLAN



ISLANDVIEW / GREATER VILLAGES TARGETED IMPLEMENTATION AREA

The image above depicts the collection of near-term implementation initiatives announced in June 2018.

IMPACT ASSESSMENT CONTENT

1	Introduction and Intent	01
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5	Future Conversations	139

NEXT SET OF SLIDES WILL:

Orient you
to baselines

Tell you
conclusions

Show you
what we did

TRAFFIC BASELINES

HOW MANY VEHICLES ON A STREET ANNUALLY

(Average) can be handled on
a 2-lane corridor?

18,300

Average Annual Daily Traffic
Traffic capacity for 2-lane
corridor (with left turn lanes)
per day

HOW MANY VEHICLES MIGHT BE TOO MANY per lane per hour?

1,900

Theoretical maximum saturation
flow rate per lane is 1,900
vehicles per hour

HOW MANY LEFT TURNING VEHICLES before you may need a left turn lane?

300

Designated left-turn lane may be
required if an intersection
experiences more than this
amount of turning vehicles in a
peak hour

KERCHEVAL : TRAFFIC DATA

**HOW MANY
VEHICLES ON A
STREET
ANNUALLY**

**(Average) can be handled on
a 2-lane corridor?**

18,300

**HOW MANY
VEHICLES
MIGHT BE
TOO MANY
per lane per hour?**

1,900

**HOW MANY
LEFT TURNING
VEHICLES**

**before you may need a
left turn lane? Per peak
hour**

300

3919 (Eastbound)
8950 (Westbound)

37-1,224
(1:00am) (3:00pm)

@Van Dyke @ Townsend

4 / 6

3 / 5

20 / 5

6 / 1

18 / 6

13 / 1

(NB) (SB)

(NB) (SB)

(Based on 30 minutes during peak hours)

TRAFFIC CONCLUSIONS

Streets can still take on additional traffic

Hourly traffic counts have not reached saturation levels

Left turn volumes are not at critical levels

TRIP GENERATION BASELINES

HOW MANY VEHICLES ON A STREET

ANNUALLY

(Average) can be handled on
a 2-lane corridor?

18,300

TRIP GENERATION CALCULATIONS

(Based on ITE Trip Generation Report; 10th Edition)

RESIDENTIAL

Apartments/Condos/Townhouses (per unit)

07

TRIPS PER DAY PER
UNIT

RETAIL

(per 1000 sq. feet)

38

TRIPS PER 1000
SQUARE FEET

TRIP GENERATION DATA AND CONCLUSIONS

HOW MANY VEHICLES ON A STREET

ANNUALLY

(Average) can be handled on a 2-lane corridor?

18,300

TRIP GENERATION CALCULATIONS

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RESIDENTIAL

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RETAIL

(per 1000 sq. feet)

38

TRIPS PER 1000 SQUARE FEET

3919 (Eastbound)

8950 (Westbound)

3 DEVELOPMENTS
COULD GENERATE

2,164 TRIPS TO THE AREA

TRAFFIC CONCLUSION:

**KERCHEVAL AVENUE STILL HAS
CAPACITY TO TAKE ON ADDITIONAL
TRAFFIC**

3919 (Eastbound)

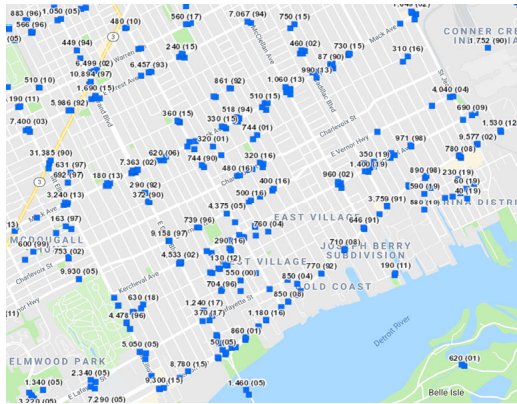
8950 (Westbound)

3 DEVELOPMENTS
COULD GENERATE

2,164 TRIPS TO THE AREA

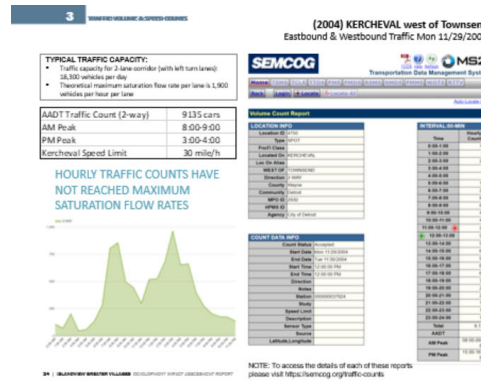
TRAFFIC CHAPTER CONTENT: WHAT WE DID

1



DEPICTED EXISTING SEMCOG TRAFFIC COUNTS

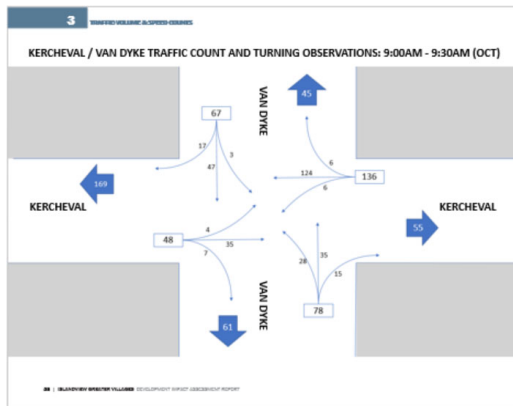
2



PROVIDED EASY-REFERENCE SEMCOG SNAPSHOTS FOR EACH TRAFFIC COUNT & SPEED COUNTS (IF AVAILABLE) CONDUCTED IN TARGET AREA OF KERCHEVAL AVENUE

SEMCOG DATA: <https://semcog.org/traffic-counts>

3



TRAFFIC VIDEO DOCUMENTATION & ANALYSIS

4

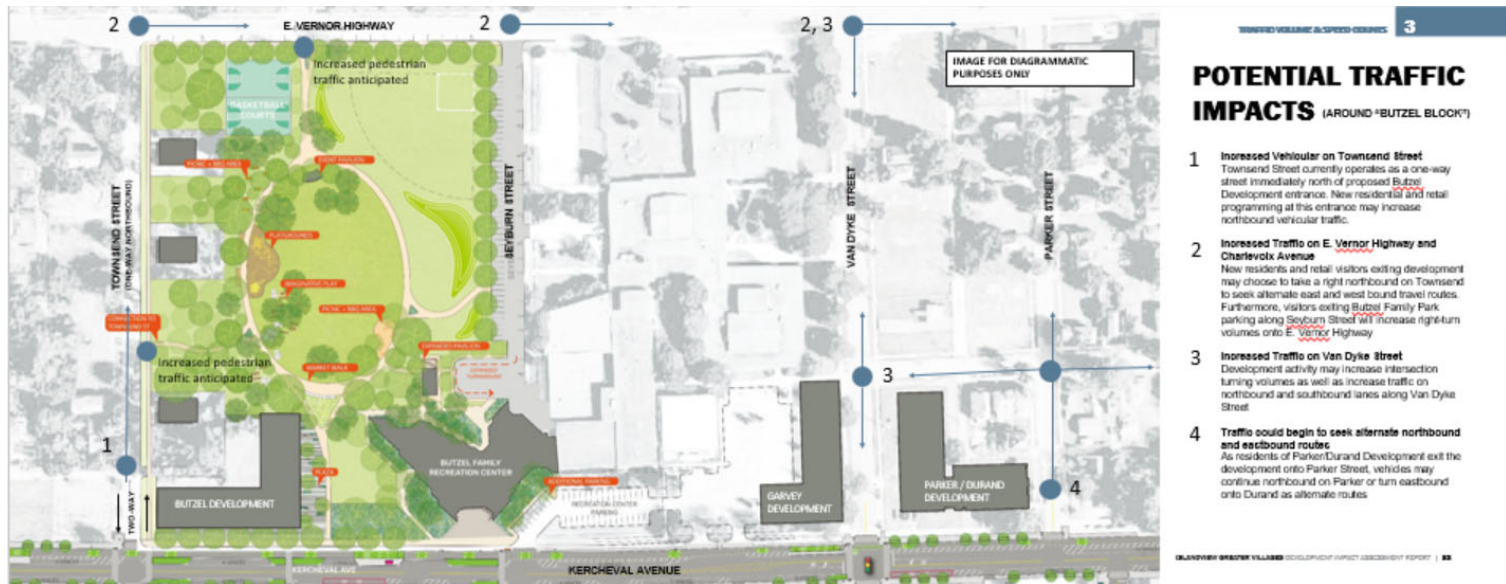
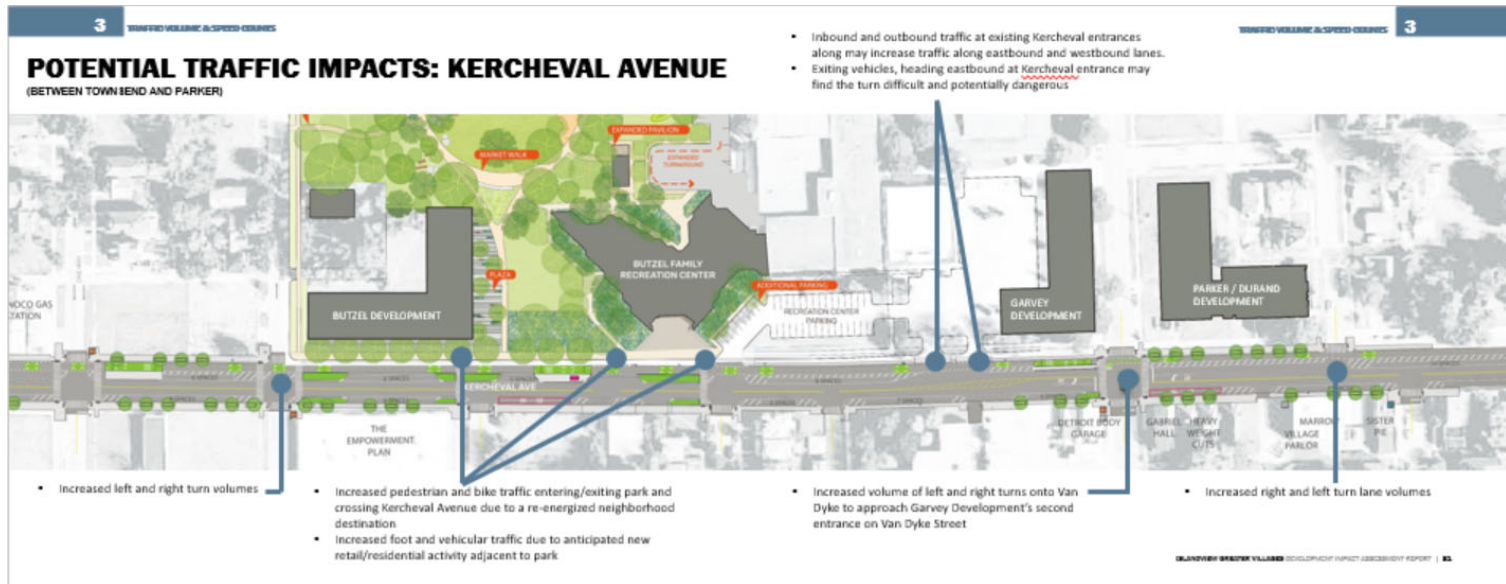


ESTIMATED DEVELOPMENT DRIVEN TRAFFIC GENERATION

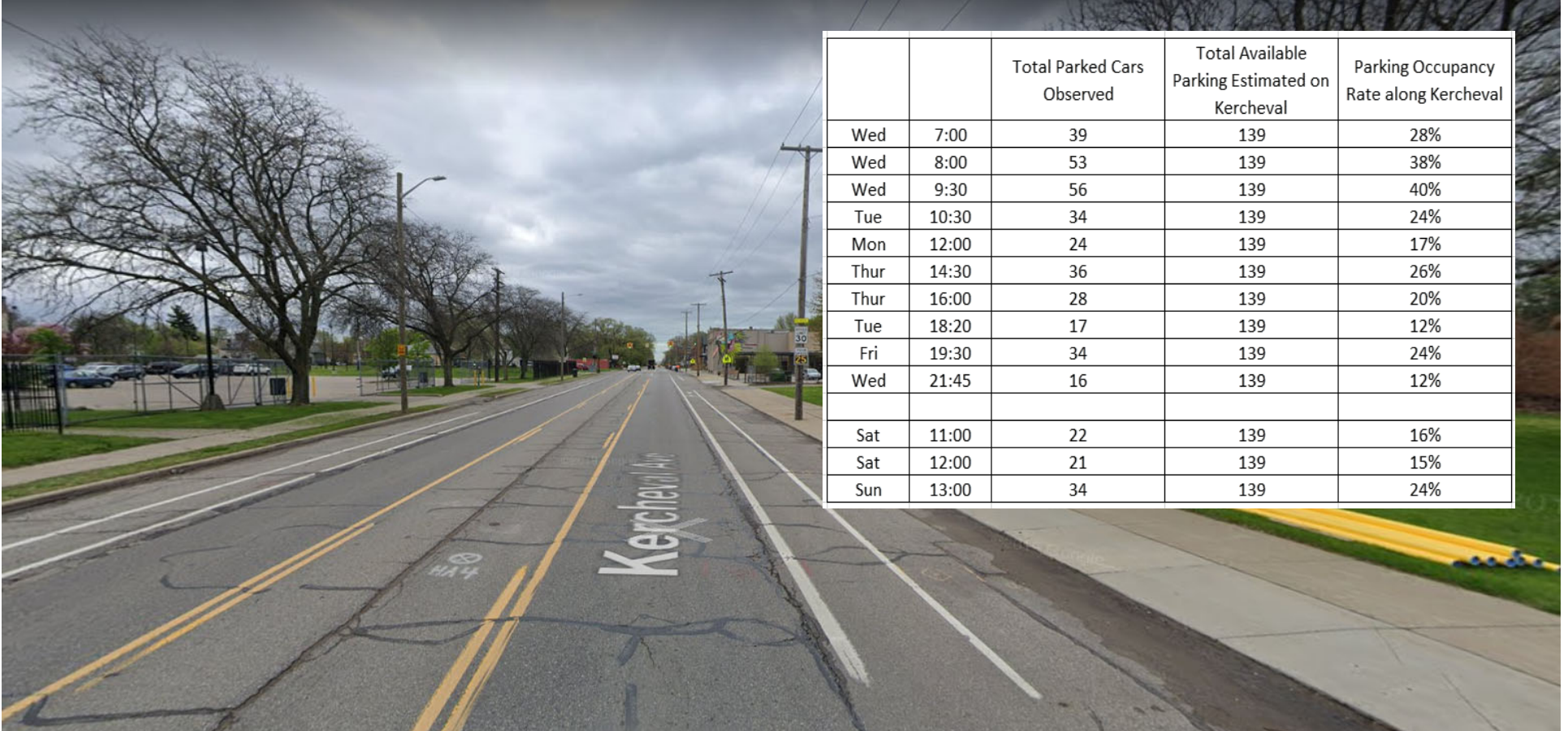
TRAFFIC CHAPTER CONTENT: IMPACT ASSESSMENT

5

EVALUATED ANTICIPATED IMPACTS ON KERCHEVAL AND AROUND THE BUTZEL BLOCK



PARKING BASELINE AND CONCLUSION

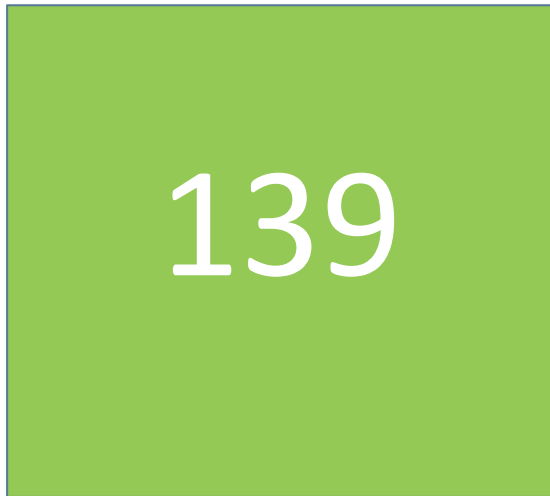


		Total Parked Cars Observed	Total Available Parking Estimated on Kercheval	Parking Occupancy Rate along Kercheval
Wed	7:00	39	139	28%
Wed	8:00	53	139	38%
Wed	9:30	56	139	40%
Tue	10:30	34	139	24%
Mon	12:00	24	139	17%
Thur	14:30	36	139	26%
Thur	16:00	28	139	20%
Tue	18:20	17	139	12%
Fri	19:30	34	139	24%
Wed	21:45	16	139	12%
Sat	11:00	22	139	16%
Sat	12:00	21	139	15%
Sun	13:00	34	139	24%

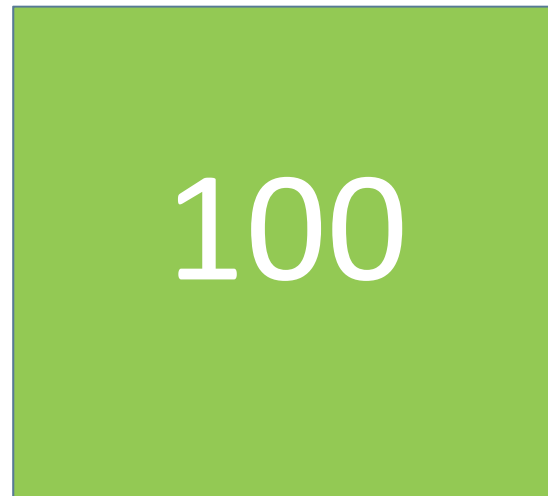
ON-STREET PARKING ALONG
KERCHEVAL AVENUE IS
CURRENTLY UNDERUTILIZED

KERCHEVAL PARKING COUNTS: ESTIMATED

NOW



AFTER IMPROVEMENTS



WHY? SEE NEXT SLIDE

STREETScape INVESTMENTS TO ADDRESS COMMUNITY CONCERNS

KERCHEVAL COMMUNITY FEEDBACK SESSIONS



COMMUNITY'S DESIGN PRIORITIES

- Provide safe and accessible public roadways and sidewalks
- Slow down traffic speeds
- Repair and replace damaged pavement
- Sidewalk ADA ramps
- Reduce flooding and standing water
- Develop streets to accommodate pedestrians, bus riders, cyclists, and cars
- Street trees and landscaping
- Street furnishings

PARKING CHAPTER CONTENT: WHAT WE DID

1

PARKING COUNT: NOW

Counted cars parked on each block during weekday and weekend hours

Calculate estimated maximum parking demand



NOTE: When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due to the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.

SHERIDAN ST. TO TOWNSEND ST.

PARKING COUNT:
The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking "peak" volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

Kercheval Parking Counts:
Sheridan St. to Townsend St.

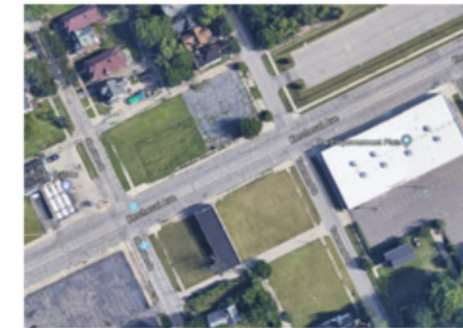
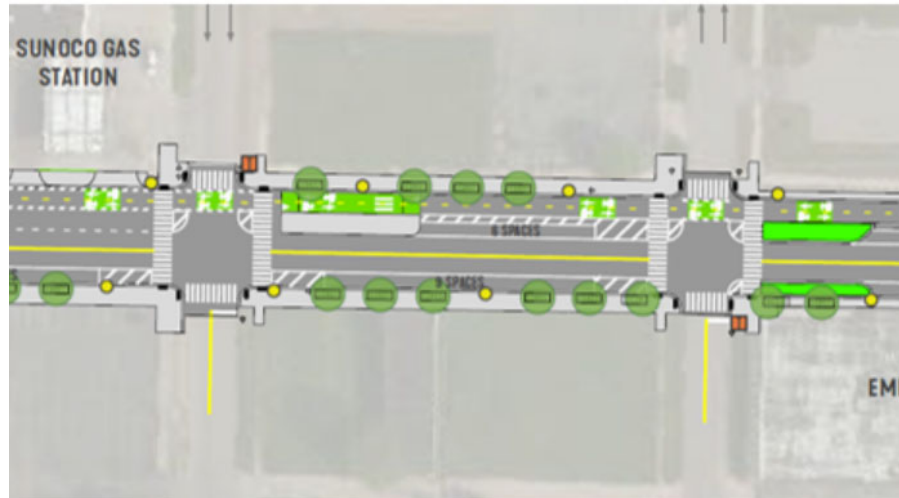
	North	South
Wed 7:00	0	0
Wed 8:00	0	0
Wed 9:30	0	0
Thu 10:30	0	0
Mon 12:00	0	0
Tue 14:30	0	0
Tue 16:00	0	0
Tue 18:20	0	0
Fri 19:30	0	0
Wed 21:45	0	0
Sat 11:00	0	0
Sun 12:00	0	0
Sun 13:00	0	0

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2

PARKING COUNT: LATER

Compared new counts with the estimated existing maximum parking demands

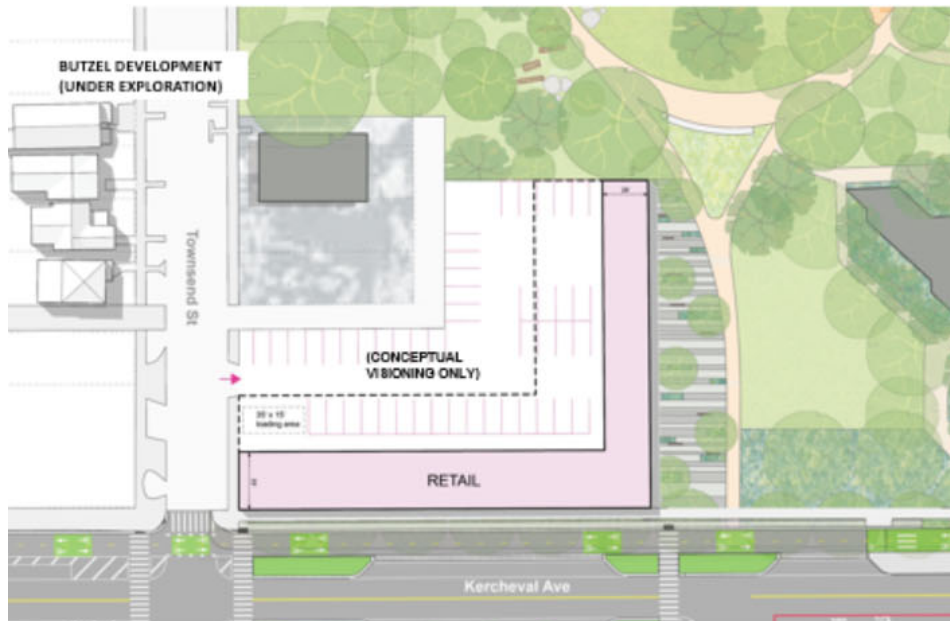


Current Parking Counts (Peak Times)	0 space
Proposed Scheme	15 Spaces

PARKING: DEVELOPMENT ASSESSMENT

3

Produced development scenarios to estimate parking capacity



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PARKING PROJECTIONS:

36 REQUIRED FOR RESIDENTIAL

10 REMAINING PARKING FOR FUTURE RETAIL

46 TOTAL PARKING SPACES PROVIDED ON-SITE

NOTE:

This development scenario will continue to evolve over time as the project details are explored with Detroit Public Schools, Marquie Garvey Academy, and the Butzel Family Recreation Center.

Current development concept includes the City can meet residential parking requirements. However, the Housing and Revaluation Department (HRD) will continue to explore development scenarios to provide additional parking.

HRD will continue to explore Garvey Development in more detail in the upcoming months, any specific questions about this project should be directed to Jason Finkbeiner

BUTZEL DEVELOPMENT

(NE CORNER OF KERCHEVAL / TOWNSEND)

RESIDENTIAL PARKING MULTIPLIERS:

(Based on R21 Zoning)

Required Residential – 0.75 parking spaces per apartment

PARKING PROJECTION

Residential Units – 48 units
Required Parking – 36 spaces

Retail Generated Parking

The type of retail uses determine parking requirements; Retail uses have not been determined at this time. Project estimates 5,000-30,000 square feet of retail. Retail configuration subject to change.

PARKING SCENARIO FOR DISCUSSION (RETAIL-GENERATED PARKING NEEDS)

Kercheval Avenue & Townsend Street

Explore development scenarios that supports on-street parking along Kercheval Avenue and a portion of Townsend Street to accommodate retail parking needs.

Inside Butzel Family Park & Private Parking Partnerships

Explore shared parking scenarios on City-owned properties and with the owners of the numerous underutilized surface parking lots within the Islandview/Greater Villages neighborhood planning area.

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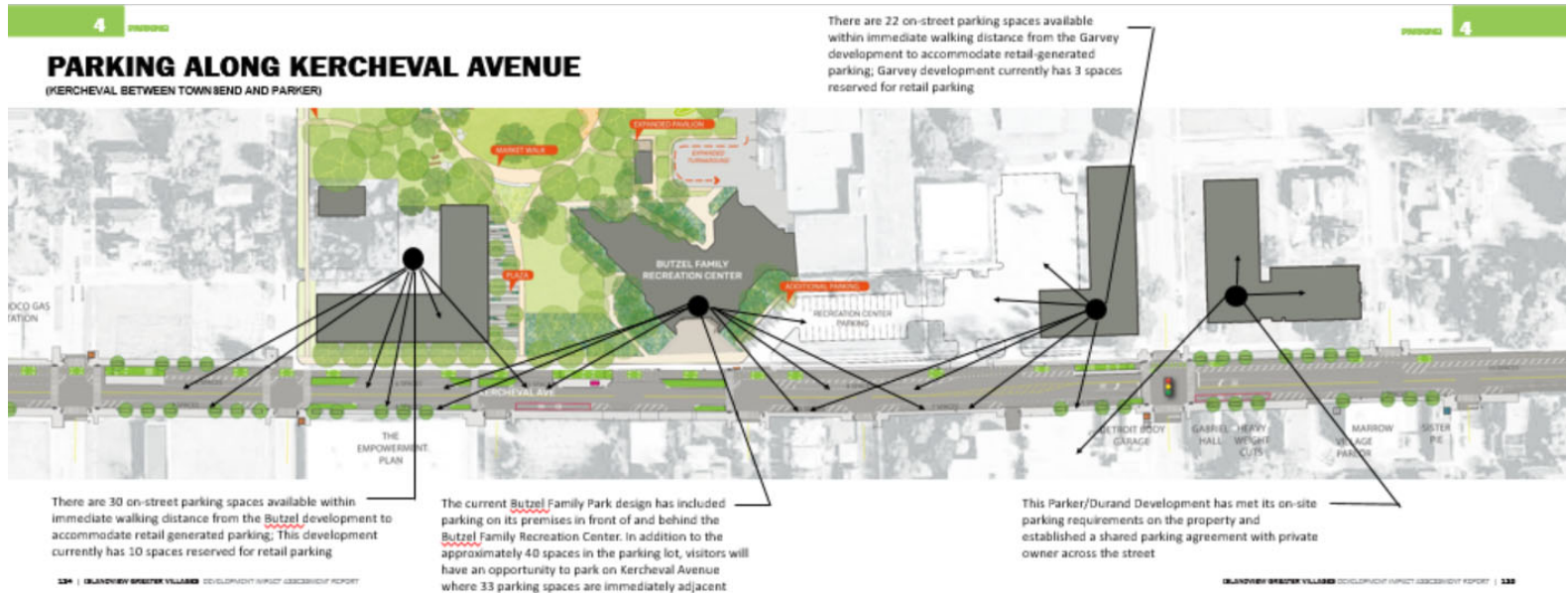
RESIDENTIAL PARKING REQUIREMENTS ARE EXPECTED TO BE FULFILLED ON-SITE

RETAIL PROGRAMMING STILL IN PROGRESS

PARKING CONTENT

4

Evaluated parking opportunities along Kercheval Avenue and around Butzel Block



- 1** **Dedicated Parking on Townsend:** City may wish to explore dedicated parking on the eastside of Townsend to support easy access to Butzel Family Park and provide additional parking for staff
- 2** **Dedicated Parking on E. Vermor Highway** The General Services Division and the Department of Public Works are planning to provide dedicated parking on the north side of Butzel Family Park to accommodate approximately 19 parallel parking spaces. This strategy removes perception of the parking lane as a through-lane and should encourage slower traffic speeds for visitors crossing E. Vermor Highway into Butzel Family Park
- 3** **Surface Parking Inside Butzel Family Park** The General Services Division and the Department of Public Works are planning for new surface parking within Butzel Family Park to accommodate approximately 48 perpendicular parking spaces and 17 parallel parking spaces; 66 total spaces
- 4** **Dedicated Parking on Van Dyke Street** City may wish to explore limited parking hours on Van Dyke Street to accommodate parking generated by retail development while also coordinating with Marous Garvey Academy regarding times when the school will need dedicated "standing times" to accommodate peak student drop-off and pick-up hours, as well as school operations
- 237 | BUCKEYE BRIDGE VILLAGE DEVELOPMENT IMPACT ASSESSMENT REPORT