

INFRASTRUCTURE FIRST TIF PLAN PROPOSED INFRASTRUCTURE IMPROVEMENTS

A description of the proposed infrastructure improvements, including their location, scope, character, and estimated cost is provided below. In addition, each infrastructure improvement has been evaluated against the City's Strategic Pillars to demonstrate alignment and illustrate how these investments support broader community goals and priorities.

-  **Building a Thriving Year-Round Economy**
-  **Proactively Manage Urban Design**
-  **Strengthen Place Making & Neighborhood Character**
-  **Fostering a Regional Collaborative Approach**
-  **Create a Complete Community**
-  **Supporting Environmental Sustainability**

1. Boardman-Ottaway Downtown River Restoration & Infrastructure

This public infrastructure improvement will implement the designated sections, or “reaches,” of the river outlined in the *Lower Boardman-Ottaway Unified Plan* and the *Conceptual Design for the 100 and 200 Blocks of the Boardman-Ottaway Riverwalk*, helping to realize the community's long-standing desire to turn toward and engage with the river. Implementation would occur in phases, with each project determined by funding availability, district priorities, and opportunities to address and coordinate with surrounding public infrastructure systems and improvements. Shoreline and fishery habitat improvements outlined in the DDA's current collaboration with the Grand Traverse Band of Ottawa and Chippewa Indians and NOAA will be incorporated. Additionally, both above-ground and below-ground stormwater management infrastructure will be incorporated. A description of the unique infrastructure elements within each reach of the river corridor within the Development Area is listed below. Additional and connecting infrastructure elements in the remaining reaches of the river corridor will be funded by Old Town TIF.

Strategic Action Plan Alignment:    



Reach Six (Between Park Street and the Murchie Bridge)

This project would include a new pedestrian bridge connecting the north and south side of the river, a riparian landscape, a new overlook on Front Street, and an enhanced Wellington Street Plaza boardwalk. The project would also include an enhanced boardwalk on the north side of the river and habitat and accessibility improvements at the mouth of the river.

Reach Five (Between Union Street and Park Street)**Phase One. Highest Priority**

The conceptual design, schematic design and engineering phases for these infrastructure improvements are completed. This project would include a new pedestrian bridge connecting the future Farmers Market Pavilion with the J. Smith Walkway and Front Street. Other improvements include a more pedestrian-friendly and refurbished J. Smith Walkway, new seating spaces on the bridge abutments and stormwater infrastructure.

Reach Five (100 Block - Between Union Street and Cass Street)

This project would remove some of the parking along the south alley, pull back the existing sheet-piling and add new alley treatments, stormwater infrastructure and terrace steps down to the water's edge between the pedestrian bridge and Cass Street. A "garden terrace" would also be added between the pedestrian bridge and Union Street. The north side of the river would include a new boardwalk and "garden meadow".

Reach Five (200 Block - Between Cass Street and Park Street)

This project would include alley treatments, an elevated boardwalk along the alley and a new pedestrian bridge connecting the north and south side of the river. The north side of the river would also include an enhanced boardwalk and naturalized landscaping.

Reach Four (Between West Front Street Bridge and Union Street)

This project would include a new boardwalk and kayak portage between the existing pedestrian bridge and the existing trail south of the West Front Street Bridge, along the south/east side of the river.

Reach Three (Between the West Front Street Bridge and Pine Street)

This project would include an extension of the existing boardwalk at the Pine Street access point along the river to the West Front Street Bridge. This project could also include portions of a proposed pedestrian bridge connecting Hannah Park and the Pine Street boardwalk/landing.

Reach Five – Phase One.



2. State Street, Pine Street, Boardman Avenue Two-way Traffic Conversion

This project would include the infrastructure improvements necessary to convert these three city streets from one-way to two-way traffic circulation. Future investments would include new/modified traffic signals, signage, pedestrian refuge islands, pavement markings, and other physical improvements to enhance safety and accessibility for all users.

Strategic Plan Alignment:   

3. Front Street South Alley Improvements and Utility Relocation

This infrastructure improvement would include the reconstruction of the south Front Street alley between Park Street and Pine Street. Improvements will feature a decorative alley surface treatment, lighting, signage, pedestrian walkways, landscaping, trash receptacles, and upgraded stormwater infrastructure. The project would also include the burial of utility lines located within the alley in collaboration with TCLP.

Strategic Plan Alignment:  



4. West Bay Lakeshore Stabilization

In partnership with the City, the DDA would contribute funding to incorporate natural flood control methods, resilient landscaping, and designed public access along West Grand Traverse Bay.

Strategic Plan Alignment:   

5. State Street Mid-Block Pedestrian Crosswalks

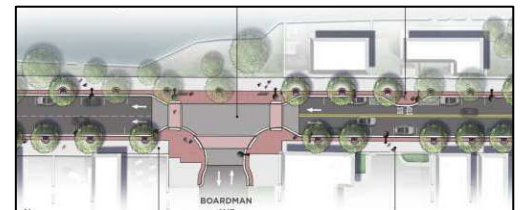
This infrastructure improvement would include the installation of five (5) mid-block crosswalks on State Street, designed to mimic the pedestrian crosswalks on Front Street. The locations include one crosswalk between Park Street and Boardman Avenue, two crosswalks between Park Street and Cass Street, and two crosswalks between Union Street and Cass Street.

Strategic Plan Alignment:    

6. East Front Street Reconstruction, Streetscaping and Gateway

East Front Street is the last remaining downtown street without streetscaping. This project would include a full reconstruction of East Front Street from Grandview Parkway to Park Street. Using the DDA's 2021 Streetscape Design as a starting point, improvements will include new underground utilities, wider sidewalks, mid-block pedestrian crosswalks, new light fixtures, trees, signage, enhanced connections to nearby trail/boardwalk amenities, and more accessible entryways into adjacent businesses. The project will also include a "gateway" feature(s) near the Front Street/Grandview Parkway intersection.

Strategic Plan Alignment:





7. Front Street Reconstruction and Streetscaping

This infrastructure improvement will include the reconstruction of Front Street between Park Street and Pine Street to accommodate all users. Streetscape improvements will feature decorative sidewalks, mid-block pedestrian crosswalks with curb bump-outs, lighting, signals, signage, street trees, and accessibility enhancements.

Strategic Plan Alignment:

8. Bayfront Trail

This infrastructure improvement will include construction of the next segment of the expanded TART Bayfront Trail, extending from Clinch Park to Division Street. The DDA will contribute funding specifically for the portion of the trail between Clinch Park and Oak Street.

Strategic Plan Alignment:



9. State and Pine Street Reconstruction and Streetscaping

This infrastructure improvement will include the reconstruction of State Street and Pine Street between Boardman Avenue and Front Street to accommodate all users. Streetscape improvements will feature decorative sidewalks, mid-block pedestrian crosswalks with curb bump-outs, lighting, signals, signage, street trees, and accessibility enhancements.

Strategic Plan Alignment:

10. Garland Street Green Infrastructure

This infrastructure improvement will add tree canopy, landscaping, and other green infrastructure elements to reduce the dominance of hardscape and create a greener, more comfortable and inviting streetscape.

Strategic Plan Alignment:

11. District-Wide Snowmelt System

This infrastructure improvement will include a phased approach to implement a district-wide snowmelt system, beginning with a feasibility study and progressing through conceptual design, schematic design, design development, construction, and operation.

Strategic Plan Alignment: