

DOWNTOWN DEVELOPMENT AUTHORITY
LOWER BOARDMAN RIVER LEADERSHIP TEAM
Wednesday, September 26, 5:30 p.m.
400 Boardman Avenue, Lower Level Cafeteria, Traverse City, MI 49684
www.downtowntc.com

Information and minutes are available from the DDA CEO, 303 East State Street, Suite C, Traverse City, MI 49684, (231) 922-2050. If you are planning to attend the meeting and are handicapped requiring special assistance; please notify the DDA CEO as soon as possible.

1. Meeting Minutes of August 30, 2018
2. Principle and Value Statements
3. Review of Request for Proposals
4. Review of Lower Boardman River Maps:
 - a. Property Owners
 - b. Infrastructure
 - c. Tree Canopy
5. Letter from Uptown Development
6. Information:
 - a. Information from Board Member Mike Vickery
7. Public Comment
8. Other Business
9. Adjournment



Downtown Development Authority
303 E. State Street
Traverse City, MI 49684
downtowntc.com
jean@downtowntc.com
231-922-2050

Memorandum

To: Lower Boardman River Leadership Team
From: Jean Derenzy, DDA CEO
Date: September 24, 2018
Re: Agenda Items

Principle and Value Statements: I started drafting statements based on feedback from our previous two meetings. Please review the statements and come prepared to edit the statements. These statements will be brought to the 4 boards for their input and sign-off/concurrence.

Review of Request for Proposal: Attached is a rough draft of the RFP. Tim Ervin has helped with the revisions based on your input from the August 30th meeting.

Maps of Lower Boardman River: There are three maps that we have for your review and understanding. Property ownership from the mouth of the Boardman Lake to the mouth of the Bay, as well as the location of the sewer line. The third map is a tree canopy of the River.

Letter from Uptown Development: Attached is a letter from property owners of Uptown. The Downtown Development Authority met on Friday, September 21 and staff is looking at adding in safety amenities for the Riverwalk (lighting and trash receptacles) as well as talk about maintenance components of the Riverwalk and the public easement.

**DOWNTOWN DEVELOPMENT AUTHORITY
LOWER BOARDMAN RIVER LEADERSHIP TEAM
Thursday, August 30, 2018, 3:30 p.m.
400 Boardman Avenue, 2nd Floor Training Room
Traverse City, MI 49684
www.downtowntc.com**

Jean Derenzy called the meeting to order at 3:35 p.m.

Present: Harry Burkholder, Elise Crafts, Christine Crissman, Frank Dituri, Tim Ervin, Rick Korndorfer, Deni Scrudato, Russ Soyring, Mike Vickery

Absent: Jennifer Jay, Michele Howard

DDA Staff: Jean Derenzy, Colleen Paveglio

1. Introductions: Rick Korndorfer made an introduction
2. Election of Co-Chairs:
 - a. Scrudato nominated Harry Burkholder, seconded by Derenzy. Motion carried unanimously.
 - b. Dituri nominated Jennifer Jay, seconded by Burkholder. Motion carried unanimously.
3. Overview of Meeting Minutes from the August 14, 2018. Motion to approve by Soyring, seconded by Dituri. Motion carried unanimously,.
4. Principles/Values Facilitation with Team (Ervin to Lead)
 - a. Review of Guiding Principles/Values
 - i. Preservation of river
 - ii. River protection
 - iii. Reduce/eliminate hard surface edges around river
 - iv. Universal access
 - v. Significance of trails
 - b. Additional Discussion
 - i. Celebration of the river
 - ii. River “first” in project/river development
 - iii. Any plan in or near river needs to address effect of use of river (upstream & downstream)
 - iv. Sustainability focus: Friends of the Boardman (currently used with Rotary)
 - v. Restore
 - vi. Educate general public on river in ways that affect behavior
 - vii. Educate regarding culture and history
 - viii. Respect for the river
 - ix. Turning to the river

- x. Process to address all users and uses
- c. Public Feedback
 - i. Natural River: Tree canopy, banks for habitat, sustain open space, root systems, study and understand natural river
 - ii. Presence of homeless along River (place)
 - iii. Concern over development in-flood areas
 - iv. Educate- behavior of kayakers, etc. on river
 - v. Retain natural vegetation, do not increase hardening of the shoreline, natural flow not impeded by development
 - vi. More park space along river
 - vii. Conversion of hard surface into open space
 - viii. Understanding/improve pedestrian/non-motorized & motorized use/circulation
 - ix. Respect organic relationships/intersections of river-upstream, downstream, in stream
 - x. Invasive (sustainability) species
 - xi. Revegetate native species
 - xii. Acknowledge historic significance - Hannah Park

5. Request for Qualifications Draft for Comments/Input

- a. Leadership Team Feedback
 - i. What is the Civic Engagement planned by the consultant
 - 1. Priority is listening
 - ii. Plans for messaging
 - iii. Develop more focus than just access
 - 1. Utilize the U of M study as a guide
 - 2. Include zoning
 - iv. Vision, collective understanding of the vision, and then address the components of design
 - v. Frameworks to be provided by consultant: Phase 1 - a, b, & c
 - vi. Need an inventory assessment, constraints mapping
 - vii. "Fact Book" to engage the public
 - viii. Provide easement and public property map along the River
 - 1. Dituri and Soyring to address
 - ix. Burkholder, Elise to work with Ervin on RFQ
- b. Public Feedback on RFQ
 - i. U of M Study
 - ii. A delicate balance between build and preservation/restoration
 - iii. Artery going through town and feeding other parts
 - 1. Commercial, residential, natural - Jenson
 - 2. Map for work flow analysis - NMC drone program

6. 2018 Meeting Schedule

- a. Wednesdays, every other week at 5:30 pm

- b. Meeting room TBD - Cafeteria
 - c. The Watershed Center will have a substitute for upcoming meetings
7. Update on Application to Great Lakes Fishery Trust (submitted 08/23/18)
- a. November 13, 2018 should receive notification
 - b. Grant application to be provided by Derenzy to the Team
 - i. Request of \$42,500
8. Public Comment
- a. Norman Fred, 10422 Peninsula Drive, asked on amount requested for grant
 - b. John Nelson, 4022 Incochee Court, commented kayak tour and stormwater tour
9. Board Comments
- a. Cleary: Boardman River Clean Sweep (9/15 at 9 am), Harm Reduction Coalition - picking up used needles - providing educational materials (10/6), FLOW (9/1, 9/8, 9/15), Parks and Recreation at Hickory Hills and potentially Hull Park
 - b. Dituri: Fish ladder at the Union Street Dam was closed on Monday
 - i. Have a Fish Passage presentation at a future meeting
 - ii. Doodle poll for kayak tour
 - c. Crissman: Stormwater tour, doodle sent to Team
10. Adjournment. The meeting officially adjourned at 7:15 p.m.

Respectfully submitted,

Colleen Paveglio

The Traverse City Downtown Development Authority does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs or activities. The DDA CEO has been designated to coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the Department of Justice regulations. Information concerning the provisions of the Americans with Disabilities Act, and the rights provided thereunder, are available from the DDA office.

Principle and Value Statements:

The Unified Plan needs to embrace:

- Preservation and protection of River.
- To have universal access, while reducing or eliminating hard surface edges around the River.
- Identification of the significance of trails.
- Celebrate the River -- River is owned by the public --- Utilize opportunities that an Urban River is embraced from private property owners, to community, to visitors, to users of the River, to
- Partnerships for sustainability – Sustainability of maintenance.

- Educational opportunities: From History and how to utilize the River without damaging; Users of the River how to care and respect River.

Statements:

Private Development on the River need to address effect of use of River (Upstream and downstream).

Urban Core no longer turn the buildings back to the River, identify as an asset.

Excerpt from Minutes and facilitator Notes:

- ✓ Preservation of river
- ✓ River protection
- ✓ Reduce/eliminate hard surface edges around river
- ✓ Universal access
- ✓ Significance of trails

- ✓ Celebration of the river
- ✓ River “first” in project/river development
- ✓ Any plan in or near river needs to address effect of use of river (upstream & downstream)
- ✓ Sustainability focus: Friends of the Boardman (currently used with Rotary)
- ✓ Restore
- ✓ Educate public on river in ways that affect behavior
- ✓ Educate regarding culture and history
- ✓ Respect for the river
- ✓ Turning to the river
- ✓ Process to address all users and uses

- ✓ Public Feedback

- ✓ Natural River: Tree canopy, banks for habitat, sustain open space, root systems, study and understand natural river
- ✓ Presence of homeless along River (place)
- ✓ Concern over development in-flood areas
- ✓ Educate- behavior of kayakers, etc. on river
- ✓ Retain natural vegetation, do not increase hardening of the shoreline, natural flow not impeded by development
- ✓ More park space along river
- ✓ Conversion of hard surface into open space
- ✓ Understanding/improve pedestrian/non-motorized & motorized use/circulation
- ✓ Respect organic relationships/intersections of river-upstream, downstream, in stream
- ✓ Invasive (sustainability) species
- ✓ Revegetate native species
- ✓ Acknowledge historic significance - Hannah Park

REQUEST FOR QUALIFICATIONS

Traverse City Downtown Development Association (TCDDA)
In Partnership With
Lower Boardman Project Leadership Team

TCDDA Strategic Plan Area of Focus: Boardman River

September 2018 (Draft 2)

Contents

1. The TCDDA Strategic Plan
2. Relevant TCDDA Goals
3. Project Phases
4. Recent Initiatives – Boardman River
5. Specific Plans and Strategies: Development, Access and Protection
6. Engagement
7. Submissions
8. Schedule
9. Questions
10. Limitations

1) The TCDDA Strategic Plan

Concurrent with the appointment of Ms. Jean Derenzy to the Chief Executive Officer of the Traverse City Downtown Development Authority (TCDDA), the Board of Directors for the TCDDA developed a Strategic Plan for the period 2017 – 2020. That strategy recognizes that *“Traverse City’s downtown is unlike all others. It is at the center of the Great Lakes that hold 1/5th of the World’s fresh water.”*

The TCDDA’s Vision established by the Board also reflects the water dependency of the community:

“Traverse City is America’s most inclusive, family friendly fresh water destination – featuring world class dining and shopping, a growing economy, entrepreneurial opportunity and all-season recreation.”

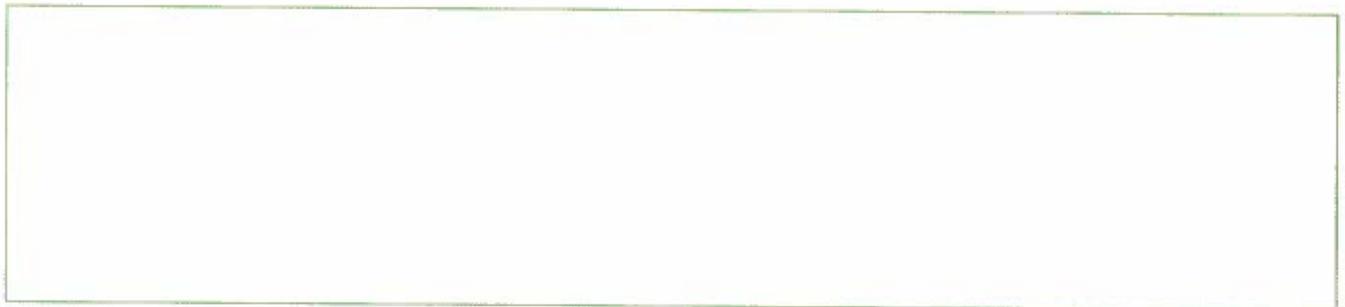
The Strategy established that the Mission of the TCDDA is to:

“Collaborate with all stakeholders to provide a world class downtown that is active, thriving and inclusive. Through investments in sound, sustainable infrastructure and civic amenities, the DDA corrects and prevents deterioration in in the Downtown District to encourage historic preservation, to create and implement development plans and to promote economic growth.”

The Strategic Plan established three areas of focus: (1) Real Estate Development; (2) Parking and Transportation; and (3) Business Recruitment and Retention.

2) Relevant TCDDA Strategic Goals

Under Real Estate Development, the Strategic Plan has a goal: *“to optimize economic sustainability and growth through the development of real estate in keeping with the needs, opportunities and character of downtown.”* In keeping with this goal an objective of the Strategic Plan calls for the TCDDA to:



“Complete and begin implementation of a definitive plan involving various forms of access and amenities for the lower Boardman River that complement the Union Street dam modifications and include but not be limited to:

- *access to use and enjoy the River by people of all ages, needs and abilities; and*
- *reduction/elimination of nonpoint sources of pollution within the downtown district.”*

This goal and objectives are the focus of this RFQ.

3) Project Phases

In keeping with the goals of this strategy, this initiatives consists of two phases.

Phase 1: Through public engagement guided by a project leadership team, use existing plans and strategies and new input to identify, plan and design a system of projects to be implemented on the lower Boardman River to support universal access, including access to the River's robust fishery and to protect the river ecosystem.

Phase 2: Using the results of Phase 1, develop the system of projects that are identified, planned and designed during Phase 1 with ongoing public engagement and participation.

Phase 1 is the focus of this RFP.

4) Recent Initiatives – Boardman River

The Boardman River and its watershed have been the focus of restoration and planning initiatives for over a decade that have gained national and even international attention that should be consulted by respondents to this RFQ. They include:

- **Public Process – Fate of the Dams.** A public process to determine the fate of four aging dams on the River.
- **Dam Removal.** One of the largest dam removals of its kind in the nation to address safety threats and harness the full potential of the River within its carrying capacity.
- **Restoration/Reclaiming the River.** Restoration of the newly "reclaimed" river following dam removals and the elimination of aging, warm water ponds.
- **Tributary Restoration.** A major emphasis upon the restoration of Kids Creek, a critically important tributary to the Lower Boardman

5) Specific Plan and Strategies – Development, Access and Protection of the River

There are six plans in particular that should be reviewed by respondents and reflected in their responses to this RFQ. They include:

- 200 Block Alley Plan

- “Your Bay, Your Say”
- Boardman River Water Trail Development Plan (Adopted by City Commission, TCDDA, City Parks & Recreation Commission, City Planning Planning and County Parks)
- University of Michigan Boardman River Plan (Adopted by the DDA and City Planning Commission)
- Boardman River Prosperity Plan (submitted to MDEQ for review)
- Fish Pass Project. The development of a Fish Pass initiative led by the Great Lakes Fisheries Commission in partnership with others at Union Street Dam in Traverse City which will ultimately be used to manage and control access to the Upper Boardman by a variety of fish species.

Links to all of these plans may be found at the TCDDA Web Site under the heading

6) Engagement

The TCDDA is accountable for the results of this project. To support engagement and public input, the TCDDA has formed a Project Team consisting of diverse interests that includes:

Harry Burkholder, title Land Information Access Association and Board Member, TCDDA

Elise Crafts, Land Planning and Zoning Consultant and City Resident

Christine Crissman, Executive Director, Watershed Center Grand Traverse Bay

Jean Derenzy, CEO, TCDDA

Frans Dituri, Director of Public Works, City of Traverse City, Former Chair, Boardman River Dams Implementation Team,

Boardman River Dams Removal

Brett Fessel, title Grand Traverse Band of Ottawa & Chippewa Indians and Chair, Boardman River Dams Implementation Team

Michele Howard, Commissioner, City of Traverse City

Barbara Nelson Jameson

Jennifer Jay, title, Grand Traverse Regional Land Conservancy

Rick Korndorfer

Deni Scudato, City Resident, former City Commissioner

Mike Vickery,

The Project Leadership Team:

- Establishes processes and participates in direct outreach to engage interests in the project.
- Recommends values for the project that are consistent with the long-term welfare of the river and the goal of the project.
- Screened and interviewed RFQ respondents and recommended a lead consultant for the project.
- Provides and supports input and outreach throughout Phase 1, including the identification of projects and the plans and designs for the system of projects.

7) Submissions

All submissions to this RFQ must be received at the TCDDA office on or before 5 p.m. on _____, 2018. The TCDDA office address is:

**Traverse City Downtown Development Authority
303 E. State Street
Traverse City, Michigan 49684**

Submissions must no exceed 20 pages in length, single sided, not including attachments which may be an additional 20 pages in length. Submissions must include four hard copies and one copy on disc. Submissions must include:

- Cover letter describing why the qualifications of the respondent make them the ideal candidate for the project.
- Contact information for the respondent and for individuals who would have key roles with the project.
- Website URL
- A review of the qualifications of the organization and key individuals to perform the project and attain the goals and objectives for Phase 1 of the project.
- Qualifications of the respondent to work with project leadership teams and community interests, including the general public and residents to engage them with projects and use their input to attain desired goals.
- Qualifications of the respondent to identify, plan and design systems of access and river ecosystem projects using community engagement and best practices.
- Qualifications of the respondent to develop such a system of projects that are financially and practically feasible
- Qualifications of the respondent regarding universal access concepts and designs for special populations.
- Examples of at least three projects that demonstrate the qualifications of the respondent to successfully carry out Phase 1 of this project.

Submissions are also to include a preliminary scope of work, schedule and budget for the project which is to include:

- Methods, processes and initiatives for community engagement and ongoing community education, learning and two-way communication
- How the respondent will integrate, use and apply core values and principles for the project which have been defined by the Leadership Team as follows:

- Outreach and partnership with relevant local, state, federal and international groups and organizations.
- Consideration of prior plans and strategies in identifying the system of projects
- How additional plans and strategies may be developed and, specifically, how a system of interrelated projects will be identified, planned and designed for the lower Boardman River, including universal access for sport fishing and other purposes.
- Methods and means for obtaining input and recommendations on scenarios or options for the system of projects.
- The content of deliverables which, among other factors, are to be sufficient in detail to enable implementation and development of funding requests through such programs as the Michigan Department of Natural Resources Trust Fund and others.

8) Schedule

The schedule for this RFQ is as follows:

Milestone	Date
RFQ Dissemination	
Pre-Application Meeting/Teleconference	
Submissions Due	
Approximate Interview Dates	
Approximate Consultant Selection Date	
Development of Definitive Scope of Work, Schedule and Budget	

9) Questions

Questions about this RFQ may be directed to:

Name
 Address
 Phone
 Email

10) Limitations

Nothing in this RFQ shall convey any responsibilities, liabilities, costs or expenses to any party. The TCDDA is under no obligations to select a project consultant as a result of this project. This RFQ may be withdrawn or terminated by the TCDDA at any time for any reason without notice.

Uptown Court Home Owners
Traverse City, Michigan 49684

September 10, 2018

The Board of Directors
Traverse City Downtown Development Authority
303 E. State St., Ste. C
Traverse City, MI 49685-0042

info@downtowntc.com

Lower Boardman River Leadership Team
Traverse City Downtown Development Authority
303 E. State St., Ste. C
Traverse City, MI 49685-0042

RE: River Walk Project on the Boardman River

Dear Members of the DDA Board and the Lower Boardman River Leadership Team:

We are writing to you as homeowners in the Uptown Condominium Association to express our concerns regarding the Boardman River Walk (see Attachments 1-2). We are also attaching the original letter of August 19, 2018 to the Director of the DDA requesting a meeting to discuss our concerns with the River Walk Project (see Attachment 3). As a result of that letter we were very pleased when DDA Director Jean Derenzy and Police Chief Jeffrey O'Brien met with us at the Uptown site on 6 September 2018 (in response to that earlier letter of Aug. 19) to view directly how the River Walk Project would affect our homes and to discuss issues of concern as well as our comments and recommendations.

This meeting (Sept. 6) was our first real opportunity as homeowners and taxpayers to voice our concerns and comments to important decision-makers regarding a project that has a direct impact on our property. While the City and our Developer reached an agreement some years ago on the easement and alignment of the boardwalk before any of the homeowners had moved into our units (and we were fully aware of this agreement when we did invest in the Uptown development), the design details of the boardwalk were made available to the homeowners only this past Spring, 2018. Upon seeing some of those details, we were able to finally know, and then to show Director Derenzy and Chief O'Brien, how pedestrians would be extremely close to our homes, so much so that they could actually step off the boardwalk and access private property.

In addition, we were able to explain our **security and maintenance concerns** after viewing the on-going inappropriate activities on the boardwalk under the Union Street bridge. We were able to relate the experience of seeing drunken sex acts publicly performed on the Uptown easement of the public stairway to the river. Knowing that the current Phase I of the River Walk Project is planned to stop at the end of the west Uptown property line, we were able to describe from direct observation how any stopping point without adequate lighting and easy exit would create a dead-end where noise, inappropriate activity and trash accumulation would result. Following are the comments and recommendations that we discussed at our meeting on September 6th:

1. As the plan for construction of the boardwalk now stands, we hope the committee overlooking the construction of this boardwalk will consider **locating the south edge of the boardwalk itself on the extreme south borderline of the easement**. Seeing the engineer's current drawings, we finally understood how close the boardwalk would pass along our individual property boundaries (the river sheet pile wall). The deck level of the boardwalk is only 20 inches below the top of the sheet pile wall, and in several

locations, the boardwalk will approach within 2 feet of the sheet piles. (see illustration in Attachment 2 appended to this letter). Concerning the placement of the boardwalk, we also would like to ask the DDA and the Leadership Team the reason for choosing the north side of the river for the boardwalk instead of the south side along the shoreline with Hannah Park (already a public property of the City).

2. If the boardwalk is built as currently planned, we request that **a barrier be installed** along the north side of the boardwalk especially in front of the Uptown units that would discourage pedestrians from easily stepping off the boardwalk onto the Uptown property.

3 We hope that the DDA and the Lower Boardman River Leadership Team will seriously examine the possibility that **Phase I terminate at the Uptown stairway easement** and not at the west Uptown property line with Riverview Terrace. Then in the future, Phase II of the Project would continue from the Uptown stairway to the West Front Street bridge. This would provide the important convenient entry and exit points for the public and prevent many of the problems outlined above.

In connection with our comment about the boardwalk terminating at the Uptown stairway, we hope the DDA and the Boardman River Leadership Team would consider that boardwalk construction beyond the Uptown stairway not continue until financing and design is in place for Phase II up to the West Front Street bridge.

4. With all of the above issues in mind, and especially the **issue of safety and security** of our homes and the people in these homes, we note here that an unlit and unsupervised boardwalk (as it now appears in the planning) that runs along the Uptown homes would be: a) out of sight to the general public, b) very isolated, c) dark and d) a highly susceptible place for theft, alcohol drinking, trash accumulation, camping overnight on the boardwalk by the homeless and occurrence of other inappropriate activities by the boardwalk users -- at night especially. Thus, we would like to suggest that a **regular monitoring system** be put in place to regulate the safety and good use of the boardwalk in line with resolutions established by the city. Perhaps such monitoring system could be coordinated with the Traverse City Police Department.

Following the meeting on September 6, we homeowners discussed the issues noted above. The homeowners present on September 6 all agree that the public should have suitable access to the river. We are mindful of the danger that an association like ours could be viewed as just another group of complainers with no concern other than their own self-interest. Therefore, Director Derenzy suggested that we invite the DDA Board and the Lower Boardman River Leadership Team to meet with us at the Uptown site to gain the **perspective and understanding** of the issues and concerns that only walking the property can provide.

We respectfully request a meeting with the DDA Board and the Lower Boardman River Leadership Team at the Uptown site to discuss the River Walk project at their earliest convenience. We note that the LBR Leadership Team will meet at the Governmental Center, 400 Boardman Avenue, in the lower level cafeteria at 5:30 P.M on 12 September 2018. We would like to request that a meeting with Uptown homeowners be placed on the agenda to establish a date and time for a meeting at the Uptown site.

Thank you for your attention and for considering this request. We will look forward to hearing from you.

Sincerely,

Homeowners at Uptown Court,

Michael Brenton, 160 Uptown Court, mikebrenton@brentonlaw.com
Sheryl Stankowski, 139 W State Street (at Uptown Ct.), sdurga@yahoo.com
Janet Ringle, 169 Uptown Court, jbringle@me.com
Herb Steed, 163 Uptown Court, steedherbert@ymail.com

Sue and Cork Eringaard, 157 Uptown Court, sueeringaard@msn.com
Patricia Heffron, 151 Uptown Court, paheffron@aol.com
Howard and Patricia Yamaguchi, 145 Uptown Court, hayamaguchi@gmail.com
Frank and Kelly Londy, 139 Uptown Court, frank.londy@yahoo.com
David and Penelope Gordon, 127 Uptown Court, svdoc@aol.com

ATTACHMENT 1

Photos (“before” project and representational images of “after” project)



Uptown Phase I Existing



Uptown Phase I w/boardwalk



Uptown Phase II (near Parking Lot E) - Existing



Uptown Phase II (near Parking Lot E)
w/boardwalk



Uptown Phase II - Existing



Uptown Phase II w/boardwalk



Uptown Staircase bet. Phases I and II - Existing



**Uptown Staircase bet. Phases I and II -
w/boardwalk**



Uptown Phase I - Existing



Uptown Phase I - w/boardwalk



Uptown Phase II – Units 7 and 8 - Existing



Uptown Phase II – Units 7 and 8 - w/boardwalk



**River Walk Phase I Project End Point –
w/boardwalk**

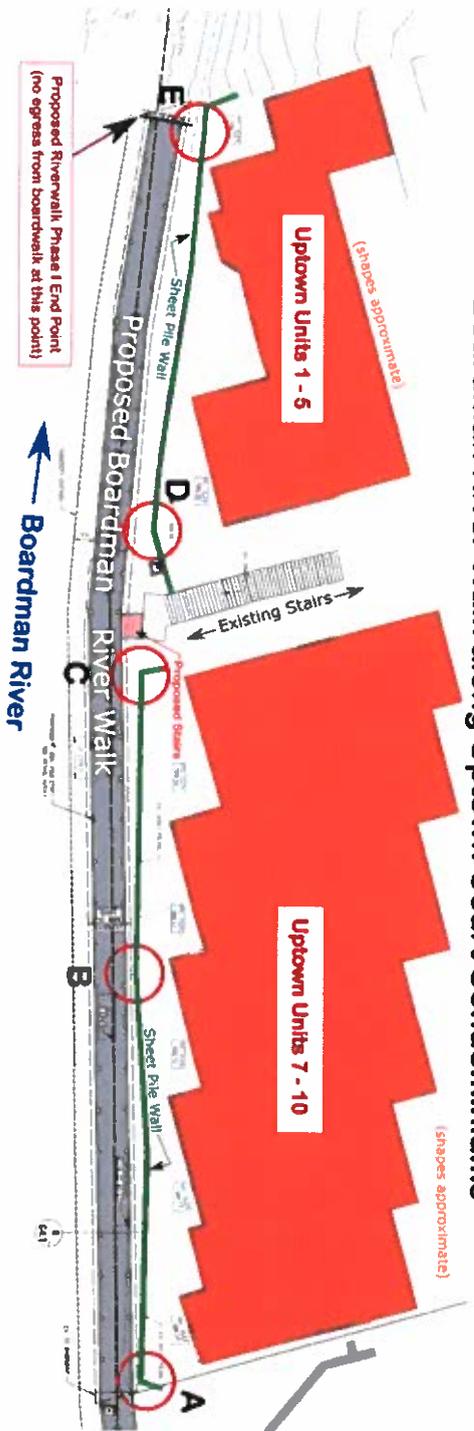


Boardwalk at Union Street Bridge - Existing



River Access Staircase at Uptown Court - Existing

Boardman River Walk along Uptown Court Condominiums



Elevation at Top of Deck:
584.50 ft

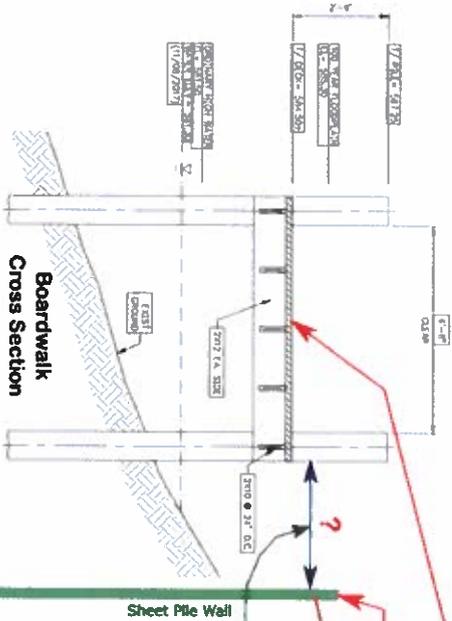
Elevation at Top of Wall:
586.23 ft

Deck is only 20 inches below top of wall !!

How far is the Deck from Sheet Pile Wall?

Location	Dist. (ft) from Deck to Wall
A	1.95 ft (23")
B	2.35 ft (28")
C	5.40 ft (65")
D	7.20 ft (86")
E	6.50 ft (78")

B SECTION



Data Source: Sheets CA.2, CA.3, and CA.4 of the Boardman River Walk Phase I Proposed Site Plan prepared for Invercrag City DOA by Gourde Fraser. Distances were calculated from elevations provided in the plan or scaled from the drawings.

ATTACHMENT 3

*Uptown Court Home Owners
c/o Uptown Condominium Association
110 Fairway Hills Drive
Traverse City, Michigan 49684*

August 19, 2018

Ms. Jean Derenzy
Chief Executive Officer
Traverse City Downtown Development Authority
303 E. State Street
P.O. Box 42
Traverse City, MI 49685-0042

Email: jean@downtowntc.com

RE: Riverwalk Project on the Boardman River

Dear Ms. Derenzy,

Our Uptown Condominium Association was most pleased to read about your appointment to head the DDA and your leadership in development of the Lower Boardman River Unified Plan. We were even more encouraged to read that you had spoken about the need to engage residents and neighborhood associations with development projects. In view of that attitude of inclusion and commitment to the Unified Boardman River Plan, a group of our owners would like to meet with you to discuss our concerns and suggestions regarding the Riverwalk Project and its location traversing alongside our condominium homes.

ISSUES OF CONCERN TO UPTOWN OWNERS WITH UNITS FRONTING ON THE RIVER

1. As can be seen from the attached drawing, pedestrians on the walkway can easily step off the walkway onto condo owners' property. In this case, they would be only 3 to 5 feet from the condo structure. This easy access to our property by the general public at any time of day presents a security and a waste and trash hazard, which other developments elevated much higher on a steep embankment over the river do not have. Please note that these hazards are illustrated by the fact that our residents can daily observe these objectionable activities under Union Street bridge only a short distance from the Uptown eastern property line.

2. In DDA discussions about the three phases of the boardwalk project, the importance of each phase beginning and ending with a public entrance and exit was recognized. Obviously, this was to allow entry and exit at points within the infrastructure to permit the public to enter and exit at convenient locations. The three phases are listed in the RFP as:

Phase I: South Union Street bridge up to and including Uptown

Phase II: Uptown to West Front Street bridge

Phase III: West Front Street bridge to the Pine Street pedestrian bridge

Program elements for the design of Phase 1 provide that: "At a minimum, there should be street level connections to the riverwalk/boardwalk on the upriver and downriver ends of the project, as well as at the Uptown stairs and the West Front bridge."

3. The present design has the Uptown boardwalk ending at the property line with Riverview Terrace. This means pedestrians will arrive at a dead end with no place to go until they eventually decide to turn around and go back to the Uptown stairway. It is feared that this dead end in front of Uptown Units 3 and 4 will lead to a remote and poorly lighted forced stopping point with predictable outcomes of noise, congestion, partying and other more objectionable activities, together with waste and trash accumulations at the site. In fact, we are observing some of these activities on the dead-end platform at the base of the stairway leading to the river.

COMMENTS/RECOMMENDATIONS

1. It is recommended that a railing be installed along the north side of the walkway at least in that section in front of the Uptown units. This would discourage easily stepping off the walkway onto the Uptown property. It would also provide a place for "Private Property - No Trespassing" signage.
2. It is recommended that Phase 1 terminate at the Uptown stairway and not at the Uptown property line with Riverview Terrace. Phase II would then be from the Uptown stairway to the West Front Street bridge. This would provide the important convenient entry and exit points for the public and prevent the problems outlined above. In this regard, we would also like to discuss the nature of any impediments to moving forward with extending the boardwalk to the bridge. We full support extending the boardwalk to that point.
3. It is recommended that walkway construction beyond the Uptown stairway not continue until financing and design is in place for Phase II up to the West Front Street bridge.
4. With all of the above issues in mind, we would like to suggest that a regular monitoring system be put in place to regulate the safety and good use of the boardwalk. Perhaps such monitoring system could be coordinated with the Traverse City Police Department.

We respectfully request a meeting with you to discuss these issues and concerns as soon as it would be convenient. In addition, it would be helpful to have representative of the Police Department in attendance. We believe the meeting could be more productive and the issues more easily understood and clarified if the meeting would take place at Uptown. However, we will be glad to meet in your office, or wherever you suggest, if Uptown isn't convenient.

Thank you for considering this request. We will look forward to hearing from you.

Sincerely,


Michael Brenton
mikebrenton@brentonlaw.com
517-881-3647


Sheryl Stankowski
sdurga@yahoo.com
703-340-7366

Uptown Condominium Association Board

Date: September 20, 2018
To: Lower Boardman River Planning Team
From: Micheal Vickery
Re: Possible value of a “Lower Boardman Riverfront Improvement District”

I hope that a discussion of a “Waterfront Improvement District” approach to the Team’s work might be informative and stimulate other ideas. My assumption is that our overall goal is to develop a plan of action and identify near-term and long-term commitments needed to enhance public access to the Lower Boardman in ways that also enhance and protect the health and integrity of the riparian ecosystem. My own commitment is to do that work in a way protects the enduring natural and cultural values of the river as a river.

The article I forwarded from the Project for Public Spaces entitled “How to Transform a Waterfront” makes a strong case for creating a “waterfront improvement district” to encourage partnerships between public and private stakeholders who, while they may occupy many different districts in the city, share a common environmental and developmental interest in a waterfront. The article argues that a “WID” creates a district that is naturally connected to many different districts and stakeholders. It encourages a shared planning focus but also opens up possibilities for multiple and distinctive “destinations” and “connections” along a waterfront and for diverse “programming” that expresses the interests of different stakeholders and will attract diverse “users” of the waterfront.

The article identifies principles and strategies derived from the study of effective efforts by other cities to restore and/or enhance their waterfronts over the past three decades. These studies suggest that cities have been most successful in their waterfront transformation projects when they have done things like:

1. Establish public goals to guide solutions to planning challenges and to ensure public buy-in
2. Foster and capture a community vision
3. Create multiple “destinations” (PPS advocates the “Power of 10” such destinations)
4. Connect the destinations
5. Use parks/green spaces to connect destinations (don’t have to BE destinations)
6. Optimize public spaces
 - a. Access, access, access: continuous and public
 - b. Multiple ways to interact with water, people, activities
7. Make new developments fit the vision of the water/community relationship
8. Encourage 24-hour and/or year-round activity
 - a. Limit residential/private development
9. Design and program new buildings to engage public spaces
10. Support multi-modal transportation and mobility
11. Integrate seasonal activities for each destination (not “same for all”)
12. Make stand-alone and iconic buildings/sites serve multiple functions
13. Manage-manage-manage: planning and improvement are ongoing

The idea is to think about the riverfront as a “district” that is literally and figuratively a flowing stream of sites, destinations, connections, and activities. Any feature of the district that gets adopted into a plan would, of course, have to represent **public** goals for the river and the city and be consistent with a **community** vision of the what the river is and can become. Elements would all have to be designated, prioritized, and ultimately become responsibilities of TC, DDA, and public/private partnerships to improve the “Lower Boardman Riverfront Improvement District” that extends from the mouth of Boardman Lake to the West Bay.

For sake of discussion, here some ideas that occur to me as I think about various “destinations” and “connections” that could be identified and prioritized in the downtown riverfront district:

- Boardman Lake “Gateway” to the Boardman River as an urban “blue belt” that runs through and connects the diverse experiences of downtown TC
- Bayfront Gateway to mark the connection to and interdependent relationships between the Boardman River, Grand Traverse Bay, the Great Lakes, and Traverse City as a “water city.”
- Union Dam reconstruction \leftrightarrow “Fish Pass” or other multi-purpose 4-season destination. This project is already in play and should be considered a demonstration site for the principles of destination, multiple and 4-season utility, universal access, and intentional connectivity to other destinations along the river and in the downtown district. I imagine it having a strong “conservation” and “watershed” and ecological ethic built into *everything* it is and does
- Blue-Green Belt of the River from Boardman Lake to 8th Street bridge. Perhaps accessible only by watercraft and from existing trails or new trails that TART and/or new development projects that could be required to add and connect trails to existing trails and to “Riverside Pavilions” on each bank of the river.
- Hannah Park as state-of-the-art, “world class” urban riverfront park with connected access, multi-modal movement between south bank and north bank river walkways and pathways, multiple destinations and connections integrated functionally and aesthetically with existing buildings that provide diverse “programming” to enhance the urban river “park” experience.
- Midtown and Uptown might be imagined as sites of programming that attracts and facilitates access to views and restorative interaction with our urban “blue belt.”
- Boardman River “Greenway;” an extended series of linked multi-use green spaces (a necklace of sorts) along the north bank, running roughly from the Park St. bridge to the weir. Unique characteristics of each “pearl” in the necklace: 12-month access and multi-modal access/connectivity along the river, to the south bank points of access to Front St. and downtown, and to the Bayfront.
- Commercial District “Pavilions,” e.g.:
 - e.g., two or more “Front Street Shopping Pavilions” along the south bank behind the 100-200 blocks of Front St.
 - Help business “back doors” become “front doors” to view & interact with river & Bayfront
 - Integrate existing “hard bank architecture” (south bank) with new green spaces and green infrastructure (north bank) to create integrated “urban/natural” waterfront viewsapes
 - Improve and increase north bank \leftrightarrow south bank access/mobility
 - Decrease or eliminate cars from the “Pavilion” zones

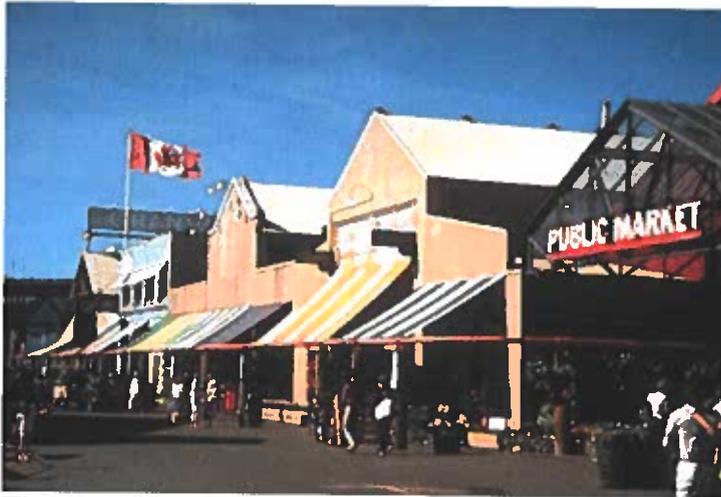
HOW TO TRANSFORM A WATERFRONT

JAN 31, 2009

WATERFRONTS

As more cities envision their waterfronts as lively public destinations that keep people coming back, PPS outlines the following principles to make that happen. They are not all hard and fast laws, but rules of thumb drawn from 32 years of experience working to improve urban waterfronts around the world. These ideas can serve as the framework for any waterfront project seeking to create vibrant public spaces, and, by extension, a vibrant city.

1. MAKE PUBLIC GOALS THE PRIMARY OBJECTIVE



The public market at Vancouver's Granville Island.

The best solutions for waterfronts put public goals first, not short-term financial expediency. As long as plans adhere to the notion that the waterfront is an inherently public asset, then many of the following steps can be pursued successfully. Community engagement -- and, ultimately, local ownership and pride -- will flow from this basic premise.

2. CREATE A SHARED COMMUNITY VISION FOR THE WATERFRONT

Date: September 20, 2018
To: Lower Boardman River Planning Team
From: Micheal Vickery
Re: Possible value of a “Lower Boardman Riverfront Improvement District”

I hope that a discussion of a “Waterfront Improvement District” approach to the Team’s work might be informative and stimulate other ideas. My assumption is that our overall goal is to develop a plan of action and identify near-term and long-term commitments needed to enhance public access to the Lower Boardman in ways that also enhance and protect the health and integrity of the riparian ecosystem. My own commitment is to do that work in a way protects the enduring natural and cultural values of the river as a river.

The article I forwarded from the Project for Public Spaces entitled “How to Transform a Waterfront” makes a strong case for creating a “waterfront improvement district” to encourage partnerships between public and private stakeholders who, while they may occupy many different districts in the city, share a common environmental and developmental interest in a waterfront. The article argues that a “WID” creates a district that is naturally connected to many different districts and stakeholders. It encourages a shared planning focus but also opens up possibilities for multiple and distinctive “destinations” and “connections” along a waterfront and for diverse “programming” that expresses the interests of different stakeholders and will attract diverse “users” of the waterfront.

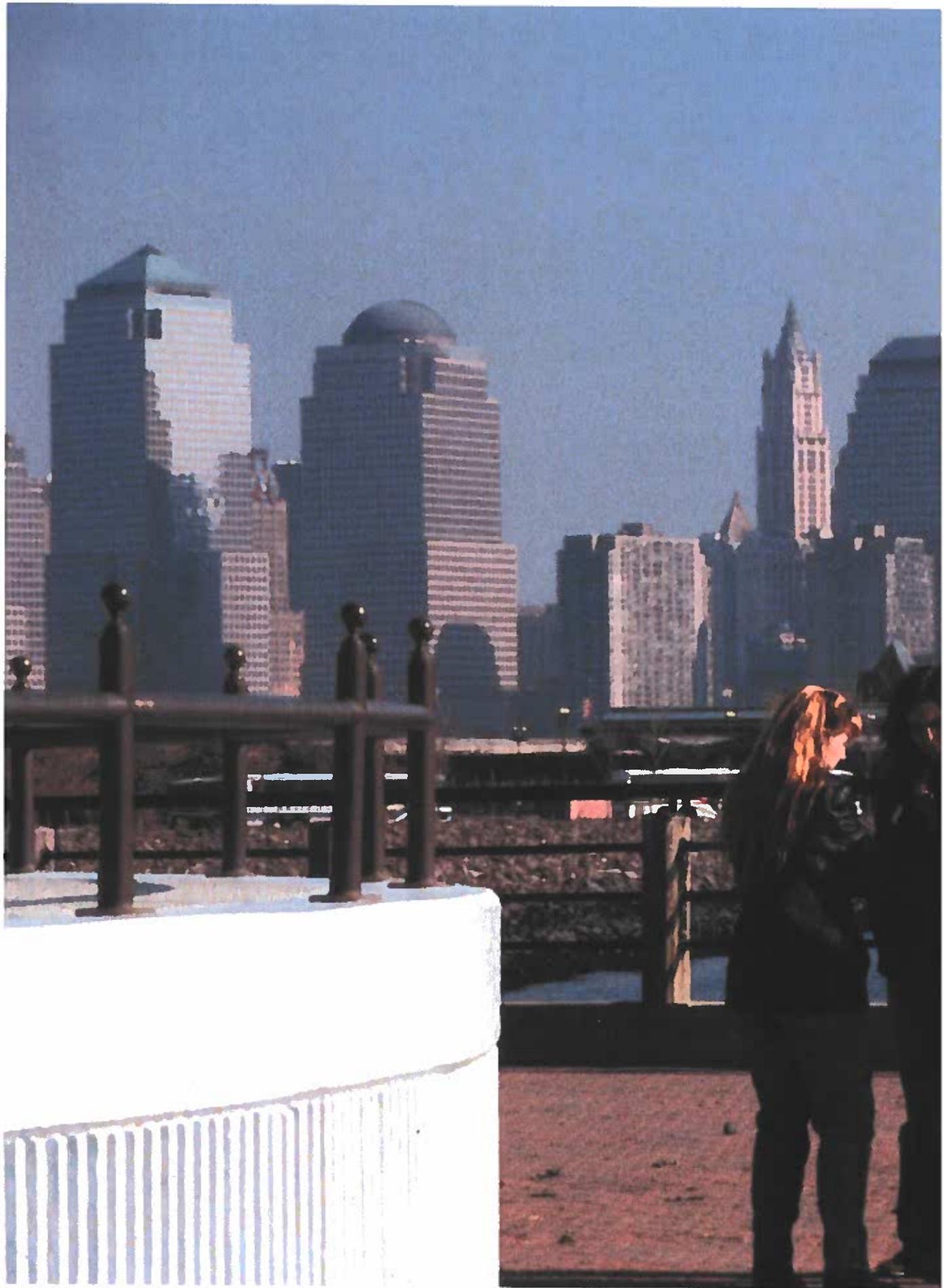
The article identifies principles and strategies derived from the study of effective efforts by other cities to restore and/or enhance their waterfronts over the past three decades. These studies suggest that cities have been most successful in their waterfront transformation projects when they have done things like:

1. Establish public goals to guide solutions to planning challenges and to ensure public buy-in
2. Foster and capture a community vision
3. Create multiple “destinations” (PPS advocates the “Power of 10” such destinations)
4. Connect the destinations
5. Use parks/green spaces to connect destinations (don’t have to BE destinations)
6. Optimize public spaces
 - a. Access, access, access: continuous and public
 - b. Multiple ways to interact with water, people, activities
7. Make new developments fit the vision of the water/community relationship
8. Encourage 24-hour and/or year-round activity
 - a. Limit residential/private development
9. Design and program new buildings to engage public spaces
10. Support multi-modal transportation and mobility
11. Integrate seasonal activities for each destination (not “same for all”)
12. Make stand-alone and iconic buildings/sites serve multiple functions
13. Manage-manage-manage: planning and improvement are ongoing

The idea is to think about the riverfront as a “district” that is literally and figuratively a flowing stream of sites, destinations, connections, and activities. Any feature of the district that gets adopted into a plan would, of course, have to represent **public** goals for the river and the city and be consistent with a **community** vision of the what the river is and can become. Elements would all have to be designated, prioritized, and ultimately become responsibilities of TC, DDA, and public/private partnerships to improve the “Lower Boardman Riverfront Improvement District” that extends from the mouth of Boardman Lake to the West Bay.

For sake of discussion, here some ideas that occur to me as I think about various “destinations” and “connections” that could be identified and prioritized in the downtown riverfront district:

- Boardman Lake “Gateway” to the Boardman River as an urban “blue belt” that runs through and connects the diverse experiences of downtown TC
- Bayfront Gateway to mark the connection to and interdependent relationships between the Boardman River, Grand Traverse Bay, the Great Lakes, and Traverse City as a “water city.”
- Union Dam reconstruction \leftrightarrow “Fish Pass” or other multi-purpose 4-season destination. This project is already in play and should be considered a demonstration site for the principles of destination, multiple and 4-season utility, universal access, and intentional connectivity to other destinations along the river and in the downtown district. I imagine it having a strong “conservation” and “watershed” and ecological ethic built into *everything* it is and does
- Blue-Green Belt of the River from Boardman Lake to 8th Street bridge. Perhaps accessible only by watercraft and from existing trails or new trails that TART and/or new development projects that could be required to add and connect trails to existing trails and to “Riverside Pavilions” on each bank of the river.
- Hannah Park as state-of-the-art, “world class” urban riverfront park with connected access, multi-modal movement between south bank and north bank river walkways and pathways, multiple destinations and connections integrated functionally and aesthetically with existing buildings that provide diverse “programming” to enhance the urban river “park” experience.
- Midtown and Uptown might be imagined as sites of programming that attracts and facilitates access to views and restorative interaction with our urban “blue belt.”
- Boardman River “Greenway;” an extended series of linked multi-use green spaces (a necklace of sorts) along the north bank, running roughly from the Park St. bridge to the weir. Unique characteristics of each “pearl” in the necklace: 12-month access and multi-modal access/connectivity along the river, to the south bank points of access to Front St. and downtown, and to the Bayfront.
- Commercial District “Pavilions,” e.g.:
 - e.g., two or more “Front Street Shopping Pavilions” along the south bank behind the 100-200 blocks of Front St.
 - Help business “back doors” become “front doors” to view & interact with river & Bayfront
 - Integrate existing “hard bank architecture” (south bank) with new green spaces and green infrastructure (north bank) to create integrated “urban/natural” waterfront viewsapes
 - Improve and increase north bank \leftrightarrow south bank access/mobility
 - Decrease or eliminate cars from the “Pavilion” zones



Residents use PPS's Place Game to envision improvements to Liberty State Park in Jersey City, New Jersey.

Unlike a master plan, a vision process does not lock a project into a prescribed solution. It is a citizen-led initiative that outlines a set of goals--ideals to strive for--that set the stage for people to think boldly, make breakthroughs, and achieve new possibilities for their waterfront. Because a vision is adaptable and can be implemented gradually, starting with small experiments, it often becomes bolder as public enthusiasm for making changes builds and the transformation of the waterfront gains credibility.

3. CREATE MULTIPLE DESTINATIONS: THE POWER OF TEN



The wealth of uses around the London Eye has created a destination where there was none before.

PPS has found that an effective way to structure a vision process is to set a goal of creating ten great destinations along the entire waterfront, an idea we call the "Power of Ten." This focus on destinations, rather than "open space" or parks, enables a genuine community-led process to take root. Once ten destinations have been identified, then nearby residents, businesses, community organizations and other stakeholders begin to define the uses and activities they want to see at each place. Ideally, each destination should provide ten things to do, which creates diverse, layered activity, ensuring that no single use will predominate.

This process is open-ended--so that the result can fulfill the hopes of people involved in the process. This cannot happen when it is assumed from the outset that the goal is to build, say, a park, which may narrow the range of possible outcomes and prevent some of the best ideas from ever seeing the light of day.

4. CONNECT THE DESTINATIONS



Helsinki's Esplanade provides an exceptional connection between the city center and the waterfront.

The next idea to keep in mind is that each of the ten destinations should be incorporated into a vision for the waterfront as a whole. The key is to achieve continuity, especially when it comes to the pedestrian experience. A walkable waterfront with a

wide variety of activity along it will successfully connect destinations, allowing each to strengthen the others. Creating these connections is a fascinating challenge that entails mixing uses (such as housing, parks, entertainment and retail) and mixing partners (such as public institutions and local business owners).

Creating connections also means enticing people to the waterfront on foot or bike, rather than relying exclusively on the car. Helsinki, Finland, possesses perhaps the best example of this kind of connection--The Esplanade, which masterfully leads from the heart of the city down to the water. Lined with trees and flower displays, the path is a gentle lure, rewarding us with a magnificent plaza with sweeping, unobstructed views of the harbor. It guides you on a pleasurable stroll straight to the waterfront's main destination.

5. OPTIMIZE PUBLIC ACCESS

Pedestrian crossings enhance access to the water in Milwaukee, Wisconsin. It is essential that the waterfront be accessible for people's use to the greatest extent possible. Once again, the goal of continuity is of paramount importance. Waterfronts with continuous public access are much more desirable than those where the public space is interrupted. Even small stretches where the waterfront is unavailable to the public greatly diminish the experience. California's Balboa Island, located off the coast of Newport Beach, makes its entire shoreline accessible to the public instead of giving waterfront property owners sole rights of use.

Access also means that people can actually interact with the water in many ways--from swimming or fishing, dining or picnicking dockside, boarding boats or feeding the ducks. If it is not possible to actually touch the water, people should have access to another type of water nearby--such as a fountain, spray play area or a swimming pool that floats next to the shore (such as the pools in the Seine during Paris Plage).

6. ENSURE THAT NEW DEVELOPMENT FITS WITHIN THE COMMUNITY'S VISION



The newly re-developed Aker Brygge Harborfront in Oslo, Norway

When the public's vision comes first in a waterfront revitalization project, new developments can be tailored to meet the community's shared goals and expectations. Waterfronts are too valuable to simply allow developers to dictate the terms of growth and change. This is not to say that private development should be unwelcome or discouraged -- on the contrary, it is necessary to the future of a healthy waterfront. But whatever is built must contribute to the goals set forth by the community, not detract from them. And, of course, development should never interfere with pedestrian connections, making parking lots and auto-oriented development out of the question.

7. ENCOURAGE 24-HOUR ACTIVITY BY LIMITING RESIDENTIAL DEVELOPMENT



Housing does not encroach on the waterfront in Montreal, Canada

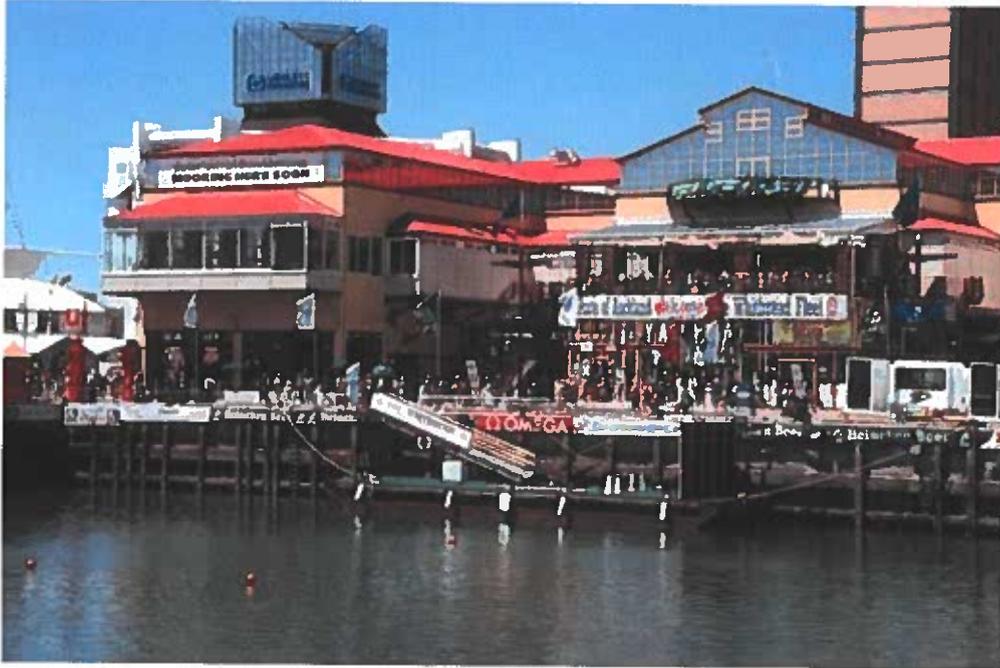
Great waterfronts are not dominated by residential development. Why? Because these are places that are full of people, day and night. They are the sites of festivals, markets, fireworks displays, concerts and other high-energy gatherings. A high concentration of residential development limits the diversity of waterfront use and creates constituencies invested in preventing 24-hour activity from flourishing.

8. USE PARKS TO CONNECT DESTINATIONS, NOT AS DESTINATIONS UNTO THEMSELVES

A lakefront greenway in Cleveland, Ohio

In a similar vein, parks should not serve as the *raison d'être* of the entire waterfront. Passive open space puts a damper on the inherent vibrancy of waterfronts, evident in cities such as New York, Vancouver, and Toronto that have relied too heavily on "greening" their waterfronts without mixing uses that draw people for different reasons at different times. The world's best waterfronts use parks as connective tissue, using them to link major destinations together. Helsinki, Stockholm, Sydney, and Baltimore have employed this strategy to fine effect.

9. DESIGN AND PROGRAM BUILDINGS TO ENGAGE THE PUBLIC SPACE



Buildings on the harbor in Auckland, New Zealand

Any building on the waterfront should add to the activity of the public spaces around it. When successful, the result is an ideal combination of commercial and public uses. Towers, on the other hand, are noticeably out of place along rivers, lakes and oceanfronts. High-rises tend to be residential buildings with private activity on the ground floor. They may also create a wall that physically and psychologically cuts off the waterfront from surrounding neighborhoods.

10. SUPPORT MULTIPLE MODES OF TRANSPORTATION AND LIMIT VEHICULAR ACCESS



The multi-modal Copacabana Promenade in Rio de Janeiro, Brazil

Waterfronts are dramatically enhanced when they can be accessed by means other than private vehicles. In Sydney, Stockholm, Venice, Helsinki, and Hong Kong, people head to the waterfront via maritime routes as much as by land. Walking and biking are another important part of the transportation mix, and many of the best waterfronts feature pedestrian promenades and bike lanes. Unimpeded by cars or parking lots, people are more at ease, and the full breadth of waterfront activity can flourish. (Commercial deliveries to local businesses are an important exception to this rule.)

11. INTEGRATE SEASONAL ACTIVITIES INTO EACH DESTINATION



The seafront in Brighton, England on a blustery day

Rain or cold is no reason for a waterfront to sit empty. Indeed coastal and lakefront places are often known for their chilly winds and gray skies. Waterfront programming should take rainy-day and winter activities into account, and amenities should provide protection from inclement weather. Waterfronts that can thrive in year-round conditions will reap the benefits of greater economic activity and higher attendance at public facilities.

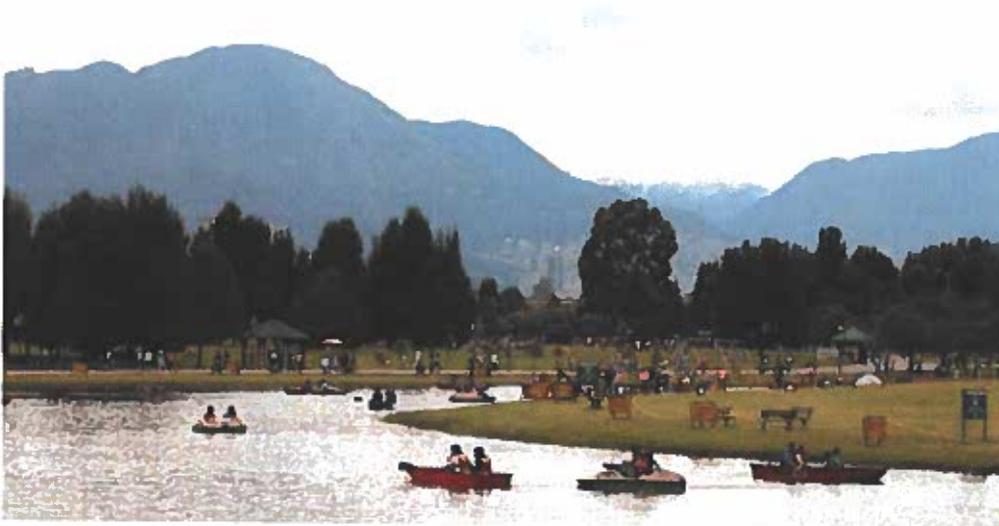
12. MAKE STAND-ALONE, ICONIC BUILDINGS SERVE MULTIPLE FUNCTIONS

Stockholm's City Hall is not just the 'seat' of local government...

An iconic structure can be a boon to the waterfront, so long as it acts as a multi-use destination. On a recent weekend morning in Stockholm, the busiest building along the waterfront was the City Hall. Surrounded by a plaza, park, and courtyards, the building shares its slice of the waterfront with a major pier where boats offer waterfront tours. Clearly, this City Hall is more than a one-dimensional icon, it is also a good neighbor

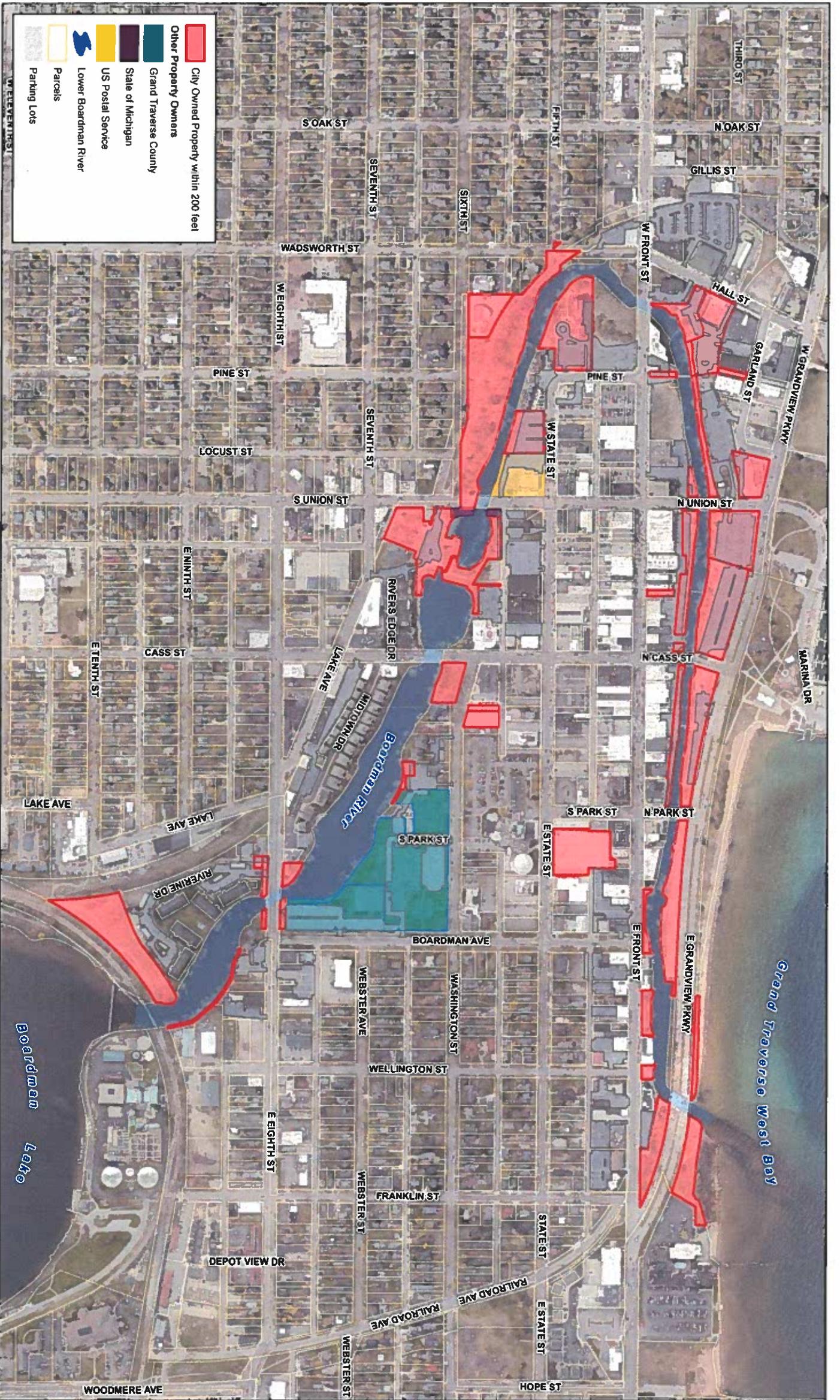
with a strong sense of place. Today's icons should strive to achieve the same flexibility and public-spirited presence.

13. MANAGE, MANAGE, MANAGE



Bogota's Simon Bolivar park is very well managed, with uses and programs on and off the water.

Ongoing management is essential to maintain waterfronts and sustain a diverse variety of activities and events throughout the year. Waterfronts could adopt the model of the Business Improvement Districts that have been so successful in many downtowns. A "WID" could forge partnerships between waterfront businesses and organizations and those in the surrounding district, so that waterfront programming--such as temporary exhibits of local artists or music by local musicians--reflects the community and gives the place a unique character.



TRAVERSE CITY
 CITY OF TRAVERSE CITY
 1114 W. 14th St. Traverse City, MI 49782
 PHONE: 231.947.4300 FAX: 231.947.4301
 WWW.TRAVERSEMI.CITYOFTRAVERSEMI.GOV

LOWER BOARDMAN OVERVIEW MAP
 CITY OWNED PROPERTY

CITY OF TRAVERSE CITY,
 MICHIGAN





CITY OF TRAVERSE CITY

THIS MAP IS BASED ON DIGITAL DATA FROM THE CITY OF TRAVERSE CITY. THE CITY OF TRAVERSE CITY ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS. THE CITY OF TRAVERSE CITY IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING BUT NOT LIMITED TO, CONSEQUENTIAL DAMAGES.

LOWER BOARDMAN OVERVIEW MAP
CITY OWNED PROPERTY - SEWER UTILITIES

CITY OF TRAVERSE CITY,
MICHIGAN



1" = 214 FEET
9/7/2016 GWS