

**DOWNTOWN DEVELOPMENT AUTHORITY  
LOWER BOARDMAN RIVER LEADERSHIP TEAM  
REGULAR MEETING**

Wednesday, September 15, 2021

5:30 p.m.

Lower Level Cafeteria - Governmental Center  
400 Boardman Avenue

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.

If you are planning to attend and you have a disability requiring any special assistance at the meeting and/or if you have any concerns, please immediately notify the DDA CEO.

**MEETING AGENDA**

1. Call to Order
2. Roll Call
3. Approval of June 9, 2021 Minutes
4. Discussion on Public Engagement Results and Priorities
5. Unified Plan Components and Next Steps
6. Brief FishPass Update from Frank and Brett
7. Public Comment
8. Adjournment

Any interested person or group may address the Leadership Team on any agenda item when recognized by the presiding officer or upon request of any Leadership Team member. Also, any interested person or group may address the Leadership Team on any matter of concerning the Lower Boardman River not on the Agenda during the agenda item designated Public Comment. The comment of any member of the public or any special interest group may be limited in time. Such limitation shall not be less than three minutes unless otherwise explained by the presiding officer, subject to appeal by the Leadership Team.

**Meeting Minutes  
Lower Boardman Leadership Team  
Special Meeting  
Wednesday, June 9, 2021**

Co-chair Fessel presided over the meeting.

**A. CALL TO ORDER**

The regular meeting of the Lower Boardman Leadership Team was called to order, via Zoom on Wednesday, June 9, 2021 by chair Fessel at 4:03 PM

**B. ROLL CALL**

Burkholder conducted roll call

The following team members were in attendance: Jean Derenzy, Deni Scudato, Frank Dituri, Tim Werner, Micheal Vickery, Rick Korndorfer, Brett Fessel, Russ Soyring, and Shawn Winter

The following team members were absent: Sammie Dyal, Christine Crissman, Pete Kirkwood

**C. OPENING PUBLIC COMMENT**

Comment Submitted by Mr. Largent

**D. APPROVAL OF MINUTES FOR APRIL 21, 2021**

Motion to approve the April 21, 2021 Meeting Minutes.

Moved by Scudato, Seconded by Derenzy

Yes: Jean Derenzy, Deni Scudato, Frank Dituri, Tim Werner, Micheal Vickery, Rick Korndorfer, Brett Fessel, and Russ Soyring

Absent: Sammie Dyal, Christine Crissman, Pete Kirkwood

Abstain: Shawn Winter

Carried: 8-0-1

**E. Discussion of Presentation Materials for Public Engagement**

- Bob Doyle, from SmithGroup, walked the Leadership Team through the working MURAL boards taking comments and suggestions
- Mr. Werner expressed a desire to see “pedestrian-scale views” of areas along the Boardman west of the Union Street Bridge.
- Several Leadership Team members expressed a desire to include, within the context of the river corridor discussion, that most of the existing riverbanks along the Lower Boardman are not in a “pristine” natural state. That is, although there might be vegetation along the riverbank, it primarily sits on fill and does not represent a pre-Victorian landscape. We should note in presentations, what the river corridor resembled, pre-Victorian, what it is today and what the future could look like.

- Several Leadership Team members expressed a desire to note that if FishPass does not come to fruition, that we need to be prepared to say how we plan to address that in the future.

#### **F. TIMELINE, ACTIVITIES, AND MATERIALS FOR PUBLIC ENGAGEMENT**

- Mr. Doyle and Mr. Burkholder walked the Leadership Team through the civic engagement plan

#### **G. BRIEF FISHPASS UPDATE FROM FRANK AND BRETT**

Mr. Fessel and Mr. Dituri provided an update on the status of the FishPass Project, which is that the city filed an appeal to Judge Power's ruling - no decision has been reached.

#### **H. PUBLIC COMMENTS**

Comment Submitted by Mr. White

#### **I. ADJOURNMENT**

Motion to adjourn

Moved by Scudato, Seconded by Soyring

Yes: Jean Derenzy, Deni Scudato, Frank Dituri, Tim Werner, Micheal Vickery, Rick Korndorfer, Brett Fessel, and Russ Soyring

Absent: Sammie Dyal, Christine Crissman, Pete Kirkwood

Carried: 9-0



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

## MEMORANDUM

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**To:** Lower Boardman Leadership Team

**From:** Harry Burkholder, DDA COO

**For Meeting Date:** September 15, 2021

**SUBJECT:** Project Related Items and Next Steps

Picking up where we left off in June, this meeting will provide an opportunity to review and discuss the results of the civic engagement activities over the summer, including our stakeholder and public meetings, the pop-up meetings and the community survey. The results of the civic engagement activities (assembled by SmithGroup) are included in the packet for your review.

In addition, this meeting will provide an opportunity to discuss, finalize and prioritize several of the specific projects and “option” recommendations listed in the preliminary draft plan (e.g., east end pedestrian bridge). A map of draft plan and preferences from the civic engagement activities is included in the packet.

Finally, we’ll want to talk about next steps and the process/timeline for Unified Plan completion and adoption.

Lower Boardman Unified Plan  
**SUMMARY of the July 2021 PUBLIC ENGAGEMENT**

The public engagement conducted in July of 2021 offered participants three opportunities to provide input about the proposed alternatives and ideas being discussed for the Unified Plan-

1. During the face-to-face public workshops and focus group meetings conducted at the Opera House in downtown Traverse City on July 13, 14, and 15.
2. As part of the on-line public survey which collected input from July 13 until August 8. The input gathered from this effort is included in a separate report.

This report summarizes the common elements from the notations and the ideas that came out of the engagement that should be considered by the Leadership Team in the final draft of the Unified Plan.

### **HIGH LEVELS OF SUPPORT FOR THE UNIFIED PLAN**

The face-to-face workshops did not generate the number of participants hoped for despite extensive outreach by the DDA to draw interested community members. This low attendance could be due to a number of factors-

- The project duration has extended beyond 2 years due in large part to the pandemic, and people have lost enthusiasm.
- With the trend upward of infections, there may have been some hesitancy to participate due to COVID.
- Civic engagement participation has waned as people recover from the social impacts of the pandemic, and on a nice summer day are more likely to find more valuable pursuits!

The input received during the workshops was very insightful and helpful, as the sessions could function more as one on one and small group discussions on the merits of the ideas presented.

The online survey reached more than 200 people, who were given the opportunity to participate in parts or all the engagement. The online survey was paired with a website that provided reasonable detailed descriptions of the policy ideas and project alternatives being discussed. Just under two thirds of the survey participants were residents or business owners in the city, and the remaining participants were typically residents of the region interested in the Boardman River and/or downtown.

Positive support for the project was a clear takeaway from the overall engagement-

- *Based on the public on-line survey, the lowest amount of support for one the projects or ideas presented was 70%, which is to say, the key elements of the Unified Plan are highly supported by the community.*
- *The majority of input was consistent with the results of the initial public engagement in the summer of 2019, including support for a green restoration of the river, reasonable regulation of development along the river, increased (and more continuous and accessible) access to the river for the public, and better maintenance and management of recreational river users.*

### **COMMON THREADS and PROJECT DIRECTION**

In both the workshops and online survey participants were given the opportunity to indicate support for policies and projects (or lack thereof!). The two groups of participants reached consensus for the policy ideas and alternative projects presented for most of the project areas, including:

**EIGHTH STREET AREA:** Add boardwalk under bridge and along river south of 8th Street, connecting the existing path to the existing trails to the south along the water.

**CASS STREET:** Add a boardwalk under the South Cass Street bridge for Universal Access.

**PINE STREET BRIDGE:** Add a tree top walk/new pedestrian bridge connecting Hannah Park to the north side of the river through an easement in the Uptown development.

**WEST BEND:** Add boardwalk in the river on the eastern bank around the western bend of the river to connect to the proposed Front Street underpass from the boardwalk currently terminating at the Uptown development.

FISH WEIR: Add kayak portage and connecting walk near the fish weir.

UNION ST. TO PINE ST. (pedestrian bridge): Add overlooks and boardwalks on the south side of the river.

200 BLOCK NORTH BANK: Add green space, access, and habitat.

EAST END: Link the north side of river to TART, including a new pedestrian bridge near the Murchie Bridge.

RIPARIAN BUFFER and GREEN RIVERBANKS, including the removal of vertical walls where appropriate and increasing building setbacks in key zoning districts west of Park Street.

BEST PRACTICES for managing pollution of the river.

PARKING: Many commentors from both the workshops and online survey indicated that they supported the removal of parking from along the river shoreline, but that the replacement of this parking needed to be implemented in conjunction with the removal.

There were two project areas where the two groups diverged in opinion as to the appropriate solution, including:

- STATE STREET LOT: Convert parking lot E into open space and (potentially) a First People's Cultural Center. The workshop participants preferred the solution that included a built community focused facility such as a First People's Cultural Venter, while the online survey participants expressed a preference for an open park space.
- 100/200 BLOCK SOUTH BANK: Create a shared space alley while moving sewer and stabilizing the bank. The workshop participants preferred the solution that created more space for people focused access to the water and events, while the online survey participants expressed a preference for a less intensively developed riverbank.

## NEW IDEAS

A number of new ideas were generated from public input which will be under consideration by the DDA's Leadership Team, including:

### A. PHYSICAL IMPROVEMENTS

- Connect to Kids Creek on west end behind fire station
- Connect river to waterfront in East Front Street near terminus of Boardman Avenue. Improve crossings to be like the one at Hall Street.
- Add transient dock on the open space near the terminus of Boardman Avenue
- Consider floating docks to adjust to water levels (since the river does not typically freeze over)
- Provide kayak launch on the north side of river on the 200 block of Front Street
- Provide publicly accessible bathrooms
- Improve connection to boardwalk at Government Center and consider boardwalk on the north/east side of river south of 8<sup>th</sup> street.
- Add public art, public restrooms, seating, wayfinding signs, lighting
- Replace pilings at river mouth with stone that would increase beach. Connect north and south sides of Grandview in this area.
- Improve options for biking along river and connecting to TART.

### B. PROCESS

- Engage with EGLE on Unified Plan ideas
- Further develop parking replacement/increases approach in conjunction with plans to remove parking spaces along river.
- Prepare a plan and/or strategy for the Union Street dam area should that project fail to be implemented.

### C. POLICY

- Maintain the facilities and river corridor to a higher degree than typical.
- Engage park police and ambassadors to encourage positive behavior, increase perception of safety, and provide basic assistance to visitors.
- Ensure space for Antique Boat Show within project area, but don't base entire plan on one event.
- Make parking lot T a park space, not a development site.
- Support for riparian buffer concept and a greener riverbank.

## **NEXT STEPS**

The public input should drive the physical form of the projects within the Unified Plan, inform the land use development policies, and help establish priorities for implementing the plan.

DRAFT

# LOWER BOARDMAN-OTTAWAY RIVER

PUBLIC ON-LINE SURVEY REPORT

AUGUST 17, 2021

LimnoTech 

SMITHGROUP

# PURPOSE

## Background

- A comprehensive public engagement program was conducted in July of 2017
- The DDA and Leadership Team sought public input on ideas related to land use policy and best practices, and physical development of the riverfront for recreation and habitat

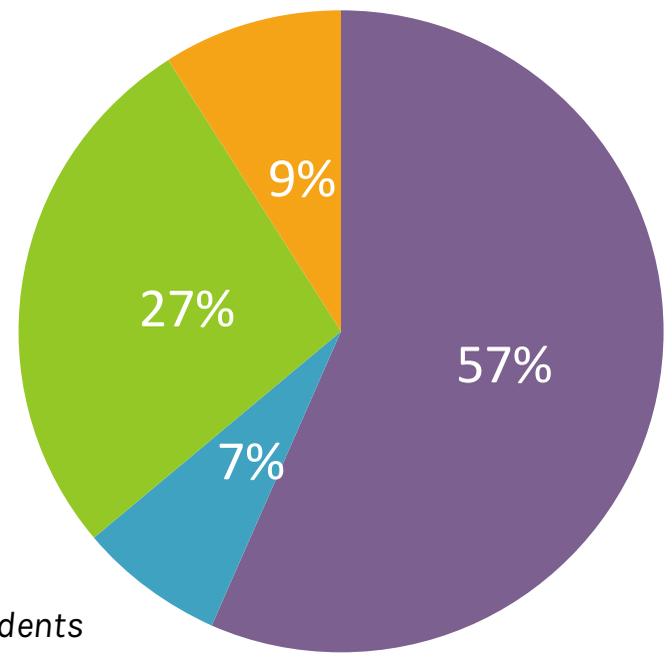
## Engagement Opportunities

1. A website that outlined alternatives and ideas being considered
2. An on-line survey
3. A set of four focus group meetings
4. Three public open house meetings
5. A series of Pop-Up Workshops conducted in downtown.

## This Report

- Provides a summary of the on-line engagement survey, and a comparison in the preferences expressed during the survey with those from the face-to-face workshops.

# ON-LINE SURVEY



- I am a resident of Traverse City
- I live or own a business downtown
- I live in Grand Traverse County, but not in the City
- Other - Write In

177 respondents

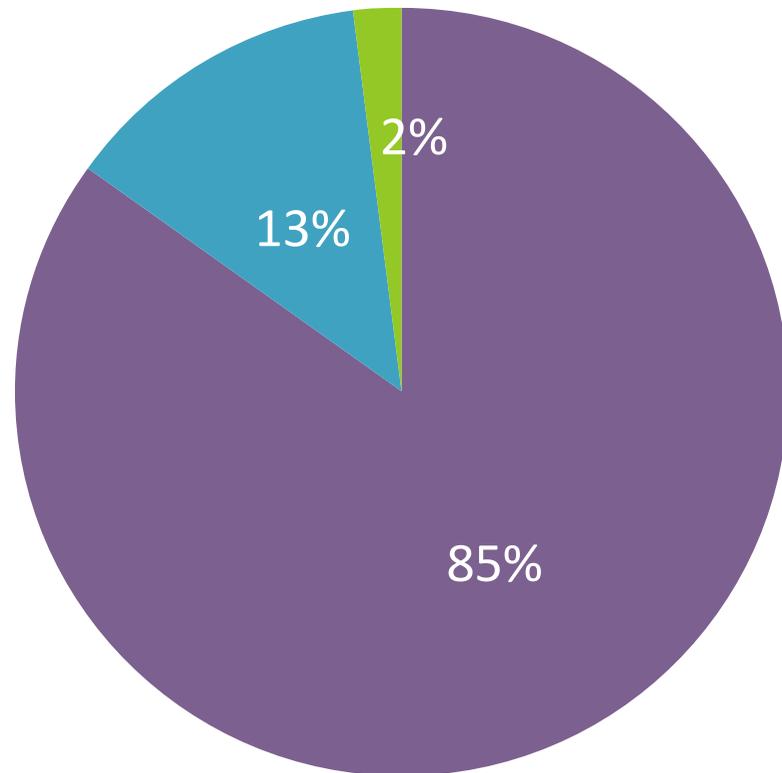
# ON-LINE SURVEY

## Comments from people who responded “Other-Write In”:

- I live just inside Leelanau county in Elmwood township
- East Bay Township
- Former resident, migrated just outside county line.
- Grew up here then moved to California. Currently residing with my dad in tc
- I Live in Elmwood Twp
- I grew up in TC and I own a condo here, but I am not a resident.
- I live in and own a business downtown
- I lived in TC for 10 years. Have lived in Greilickville for the past 20 years. Have loved walking near the river over the years, and continue to do so.
- Leelanau County resident
- Lived near upper Boardman 23 years
- Local Government Official
- Summer resident

# PARKING

- The proposed ordinance restricts parking from being in the riparian buffer to protect water quality. Do you believe the setback should restrict new parking adjacent to the river?



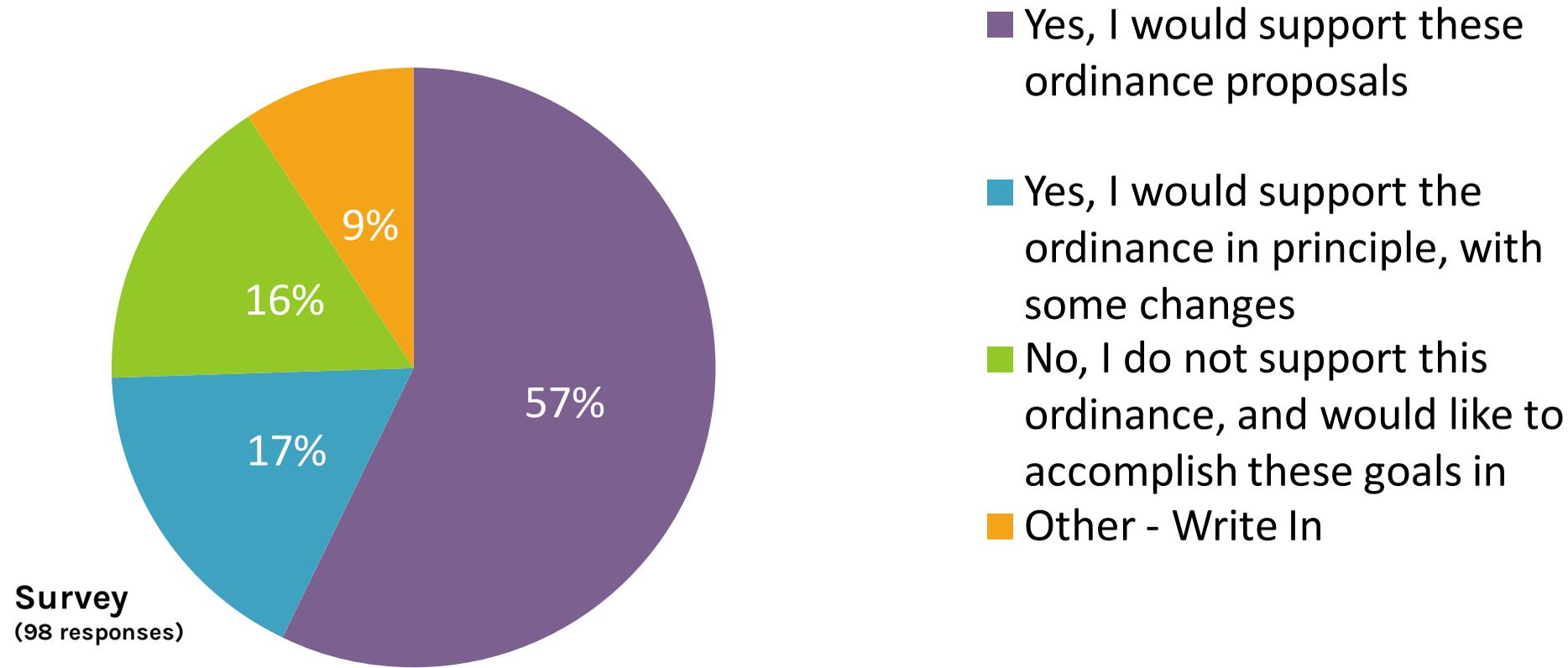
**Survey**  
(99 responses)

- Yes, I support that approach
- No, I think parking should not be restricted
- Other - Write In
  - 25 ft setback at the very least
  - I support it, but I really hope there are plans to address downtown parking, we also work and own a business downtown, it becomes a huge issue for us and employees

# RECREATIONAL USE OF THE RIPARIAN BUFFER

The draft ordinance allows private recreational use of the buffer in downtown for paths, decks, and docks, not to exceed 20% of the land area. Sites offering public access would allowed to have up to 40 % of the buffer for paths, decks, and docks. The draft ordinance would also restrict manicured landscapes, parking, service drives, and unrestricted tree removal.

Do you support these proposals?



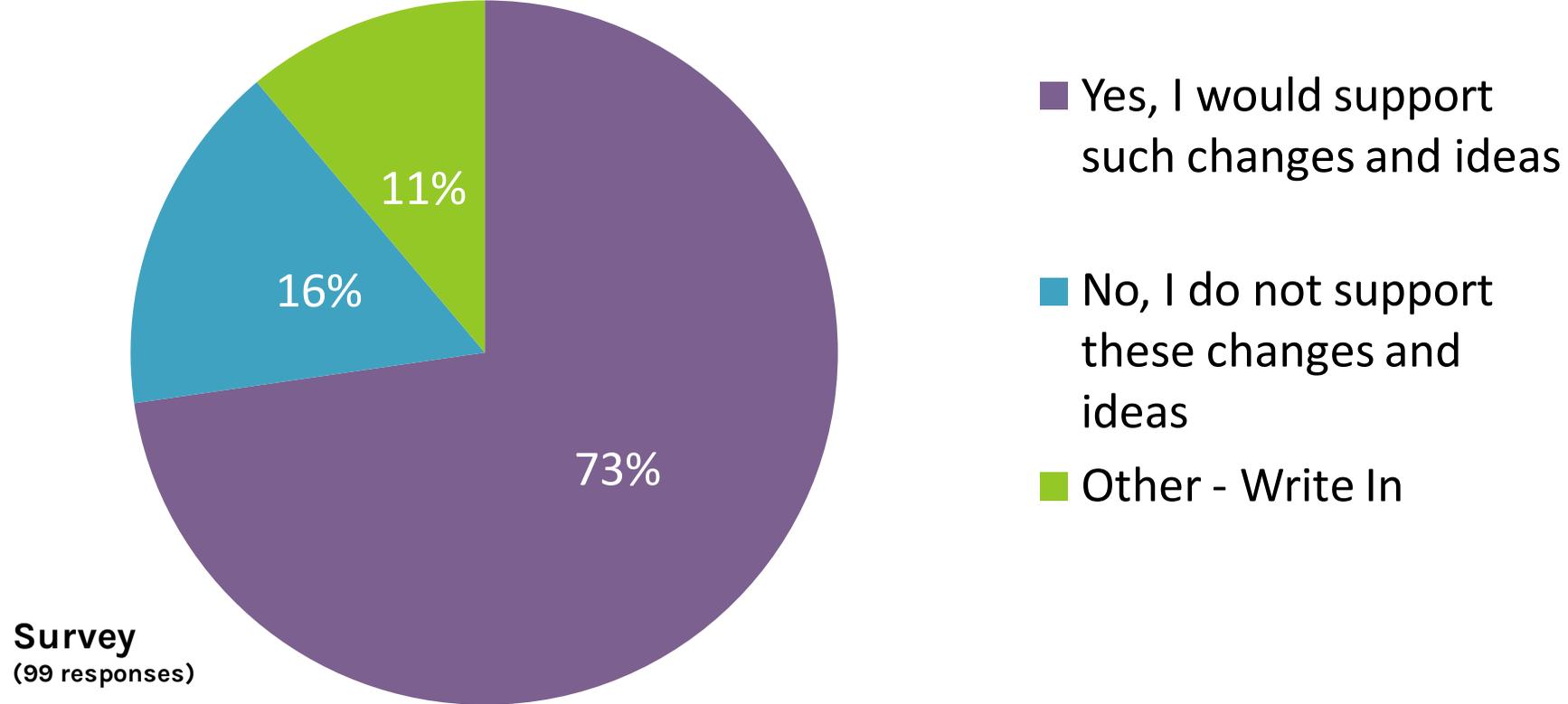
# RECREATIONAL USE OF THE RIPARIAN BUFFER

## Comments from people who responded “Other-Write In”:

- I would support but would allow invasive species and trees causing existing structural damage (roots in foundations, etc.) to be allowed to be removed and replaced with more site appropriate and native landscaping.
- Prohibit fertilizers & weed kill. Change setbacks to 35 ft and no hardwalls.
- Should be totally public, not private at all
- The public input feels like a sham. The DDA (sic)
- There should be no private use of the buffer whatsoever. Public access (sic) sites should include on the the (sic) minimal use necessary to access the river with motorless watercraft.
- Too vague. Natural bank to remain!!!
- need more information
- protection of the river comes first

# LEVELS OF USE AND BEHAVIOR

- One of the key recommendations (based on previous public input) is to amend the city regulatory ordinances to address noise levels and excessive drinking on the river. The plan is also recommending working cooperatively with recreation vendors to encourage more positive behavior through education, signs, and providing adequate facilities, such as portage points.



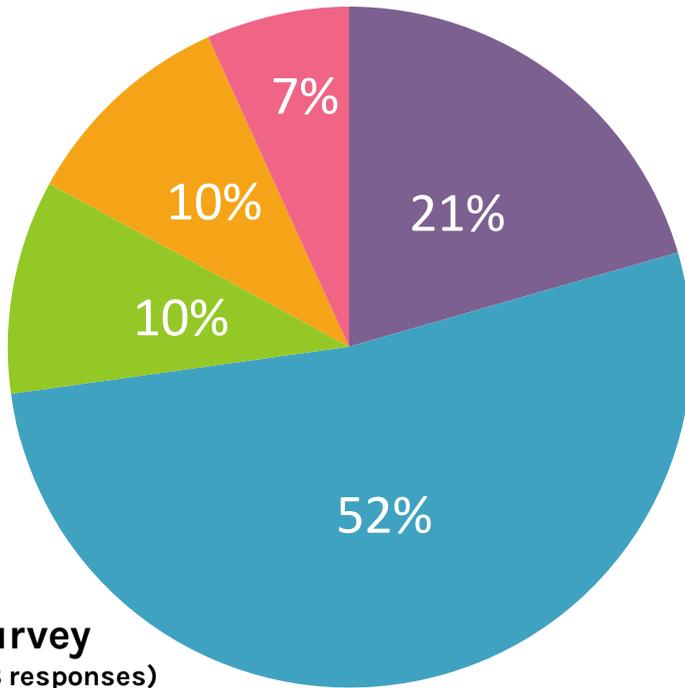
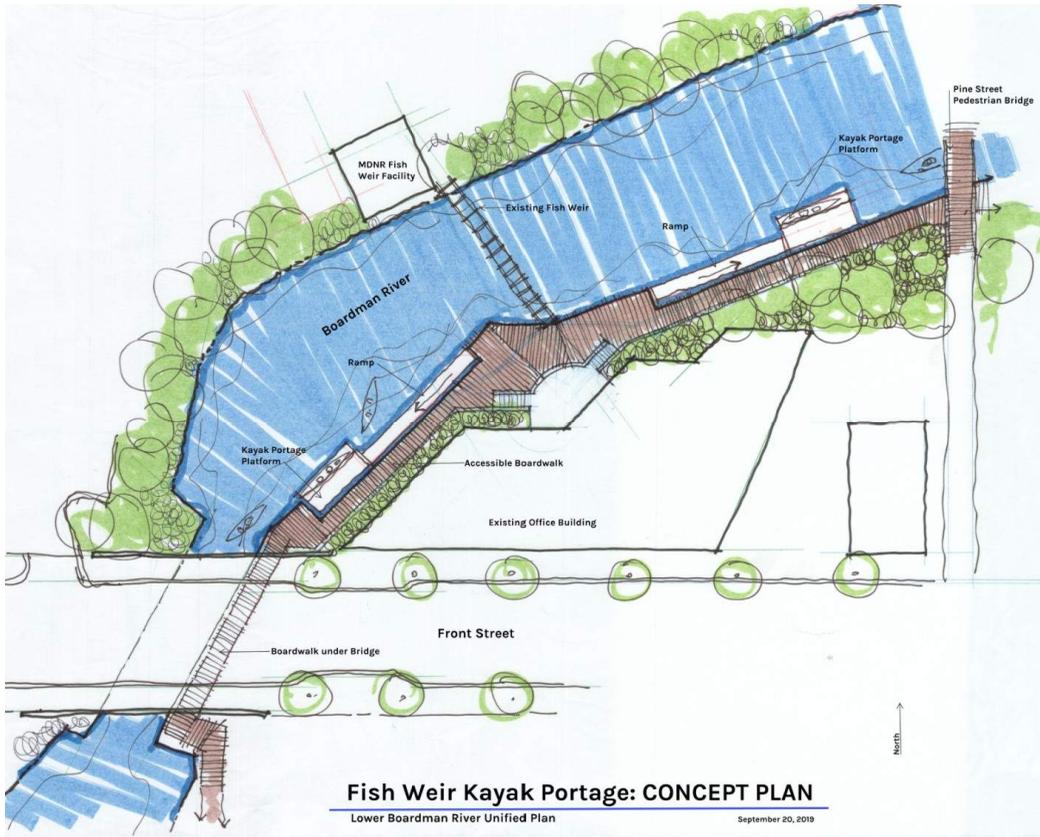
# LEVELS OF USE AND BEHAVIOR

## Comments from people who responded “Other-Write In”:

- Amend how? I support signage and facilities, but do NOT support increased allowance of alcohol or extended noise allowance
- I agree with the first sentence, but am totally against the second sentence. It is about enforcement not cooperation.
- I need more specifics before I can give blanket approval on new ordinances.
- I support the addressing of noise levels and excessive drinking, but I do not support adding "facilities."
- I support these changes and ideas and would like to specifically suggest that the paddle-and-pints tours be banned.
- I support these changes strongly. I think alcohol consumption ON the river should be banned.
- I want to know how an ordinance will address "excessive drinking." I think posting signs on the river is ugly.
- My last experience on the river was pretty awful with drunken, obnoxious behavior and disrespect for the river (cigarette butts being thrown in river!)
- Not concerned either way
- You should keep the Union Street park more natural. Keep the mature trees wherever possible. Don't have kayak business on the riverbank don't have all those tourist amenities. Most importantly don't re-create a "nature like "setting when you've got real nature to begin with
- no drinking when on the river

# FISH WEIR KAYAK PORTAGE

- The variability of water levels has led to difficulty traversing the fish weir. One idea being discussed is the installation of ramps that allow kayakers and others to portage around the weir along the south side of the river.



- Yes, I would like to prioritize this project
- Yes, I support this project
- Yes, I would this project with modifications
- No, I do not support this project
- No opinion

Survey  
(88 responses)

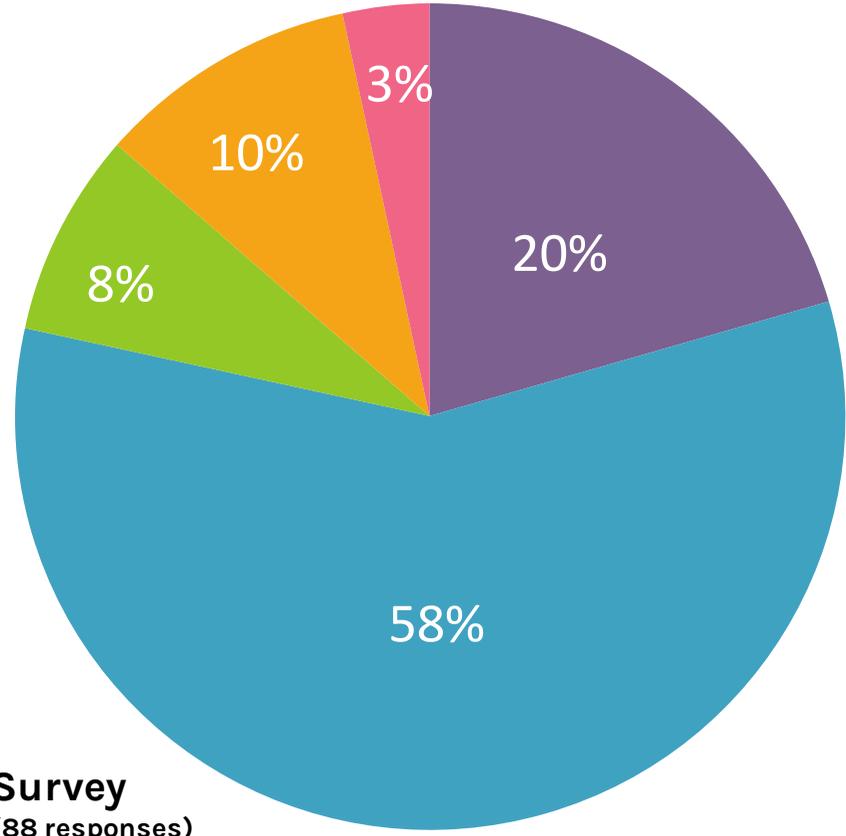
# FISH WEIR KAYAK PORTAGE

## Do you have additional comments on the proposed Kayak Portage?

- It is not difficult to kayak under the weir. Additional infrastructure is unnecessary (sic) spending and will require expensive maintenance.
- Entering and exiting kayaks is difficult from a platform or dock. I would like to see ramps whose lower ends are covered with at least 6in water at all levels of water likely to be encountered.
- see thru sections to watch directly below and a better design for the walkway more attractive and modern with lighting on it for safe walking at night with some possible information spots on the project
- It seems like there should be something to separate people moving their kayaks from other users of the boardwalk, or to assist people moving their kayaks. Maybe something as simple as an extra railing to separate walkers from kayakers, or possibly a wooden kayak chute to pull the kayak along easily (like at the Forks on the Boardman).
- Fix the bridge first it's literally crumbling apart...
- It may be helpful to explain why the fish weir is there and what, if anything, will happen to it when the Fish Pass project is done.
- Proceeding with this plan may involve a conflict between priorities of kayakers and the rest of the world; while it would be nice to have the portage, I would not favor it IF it meant that priorities of the non-kayaking group got constrained
- Restove (sic) riverbanks to natural state; Do something about cleaning up fish lines and hooks left by fishermen, as well as keeping homeless at bay and garbage clean up
- Leave the existing vegetation
- I would need more information
- No

# UNION STREET OVERLOOK

- This small parcel of land east of Union Street offers an opportunity for a river overlook and for businesses to take advantage of river views.



- Yes, I would like to prioritize this project.
- Yes, I support this project.
- Yes, I support this project with modifications.
- No, I do not support this project.
- No opinion.

Survey  
(88 responses)

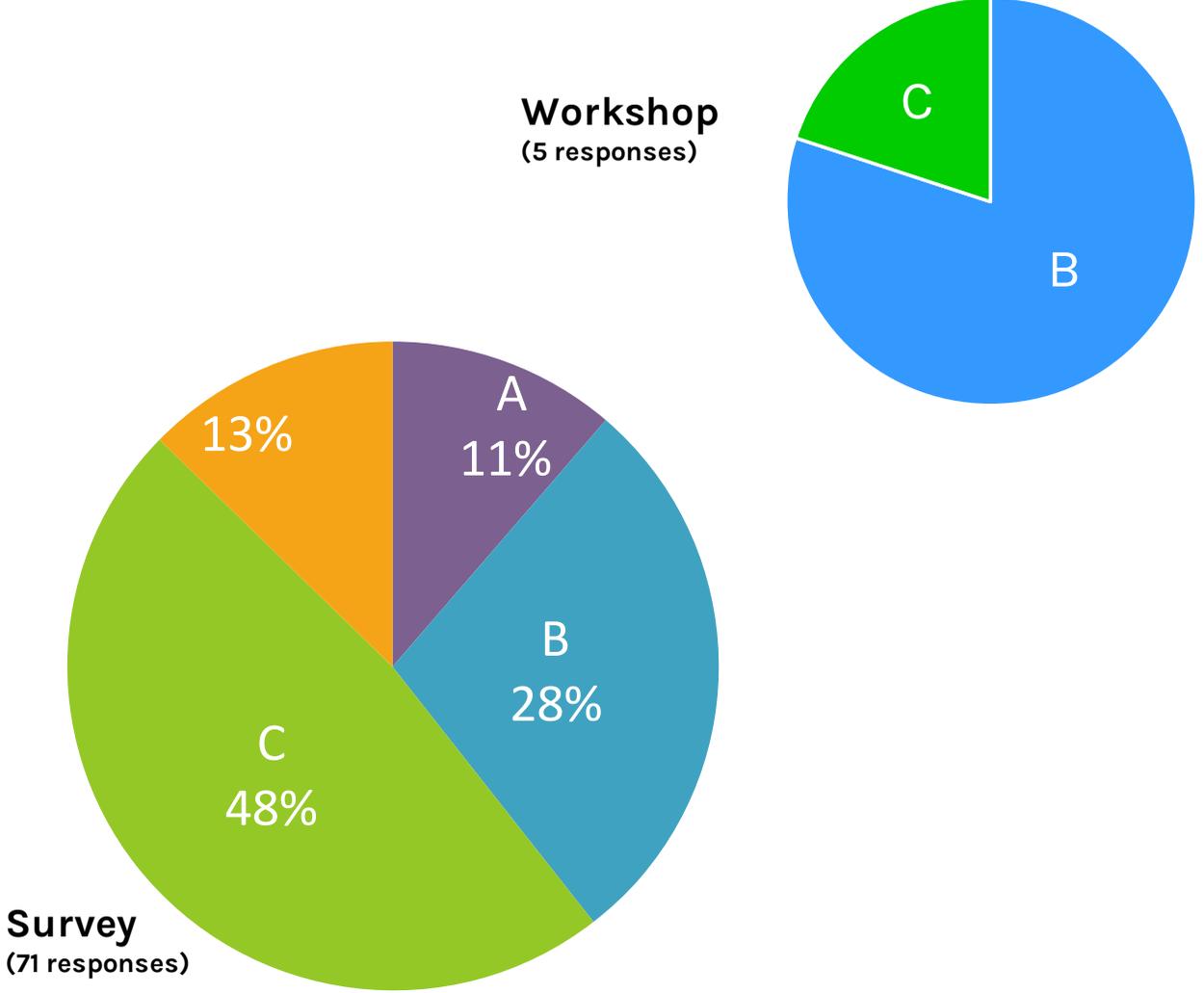
# UNION STREET OVERLOOK

- Do you have a preference for which Union Street Overlook alternative you like best?



# UNION STREET OVERLOOK

- Do you have a preference for which Union Street Overlook alternative you like best?



# UNION STREET OVERLOOK

## What other ideas do you have for the public parcel just west of Union Street ?

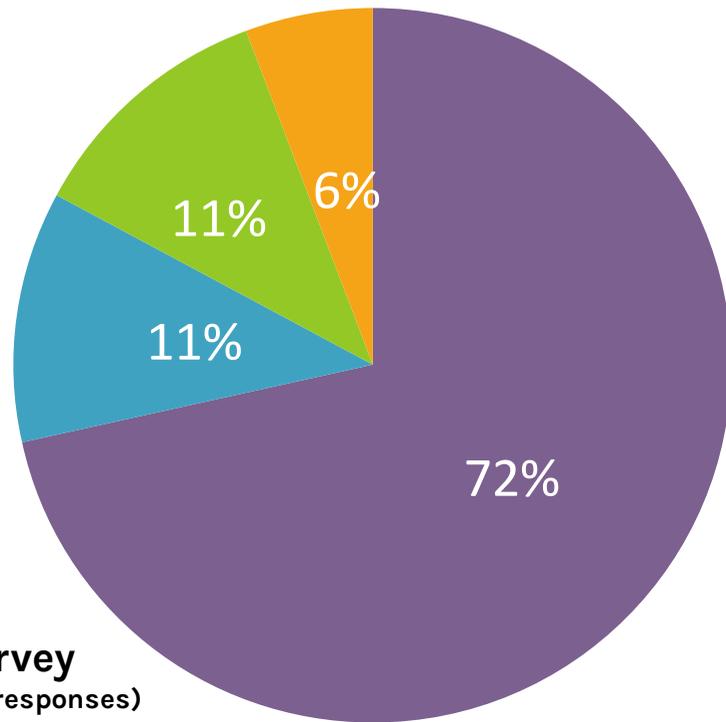
- I don't know what to say - there is soooo much asphalt/concrete! Parks
- leave it natural
- Please keep the trees. Don't make this a concert space or food truck platform or "parklet" or any such thing. A clean, narrow, discreet deck/overlook of simple design would be okay here.
- More accommodating foot travel
- Keep it natural. Trim but keep trees.
- Down lighting, similar to how Ann Arbor handles their light pollution.
- Leave it as green space
- We need the parking
- No food trucks, places for people to sit and enjoy the river can hardly see the river in some places anymore. It should be a scenic area for all to enjoy.
- Do not develop the land for the sake of developing the land. The beauty of the area is in it's natural state, not buildings.
- Be sure to include seating and handicap access. Good lighting is important. Planter boxes? Simple roof 0 sun/rain blocking structure?
- You have switched from east of Union to west of Union. What parcel west of union...the overlook to the south of the bridge? That's fine.. just needs to be spiffed up a bit.
- Low developmenet (sic) of it - keep it natural with a spot to fish and a public trail connector from union to the pedestrian bridge at J & S/State Streetal to (sic)
- remove all the junky seawalls and rip rap and restore river to natural bank

# CONNECTIVITY

- Should walks connect on both sides of the river where possible?



- Yes
- No
- No preference
- Other - Write In



Survey  
(88 responses)

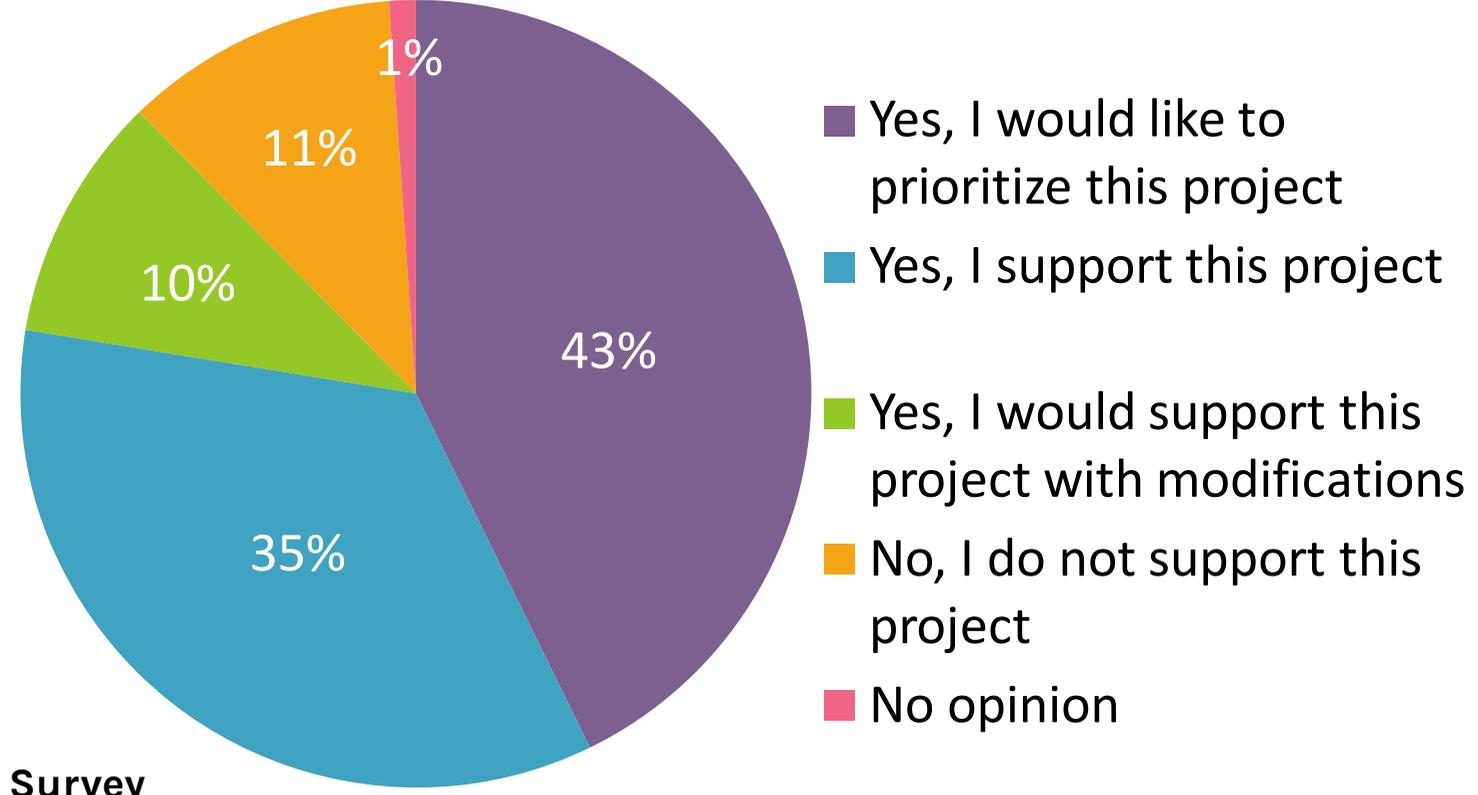
# CONNECTIVITY

## Comments from people who responded “Other-Write In”:

- Keeping in mind the current flow for fish and wildlife habitat
- River walk on one side. Natural bank on the other.
- Since the natural flow of the river was diverted in the 1950s to accommodate the parkway and development, TC now is faced with terrible infrastructure problems worst of all the sewer main sitting on top of the retaining wall which is being scour the way behind Horizon books on Front Street. The sewer main problem because of the way the river is forced to flow should be the number one priority. Everything else in the aesthetically pleasing in plans you show us pales by comparison to the environmental needs regarding the river and the infrastructure.
- Yes. Isn't breakwater already starting this project on the north side of the river there?

# 100 BLOCK OF FRONT STREET

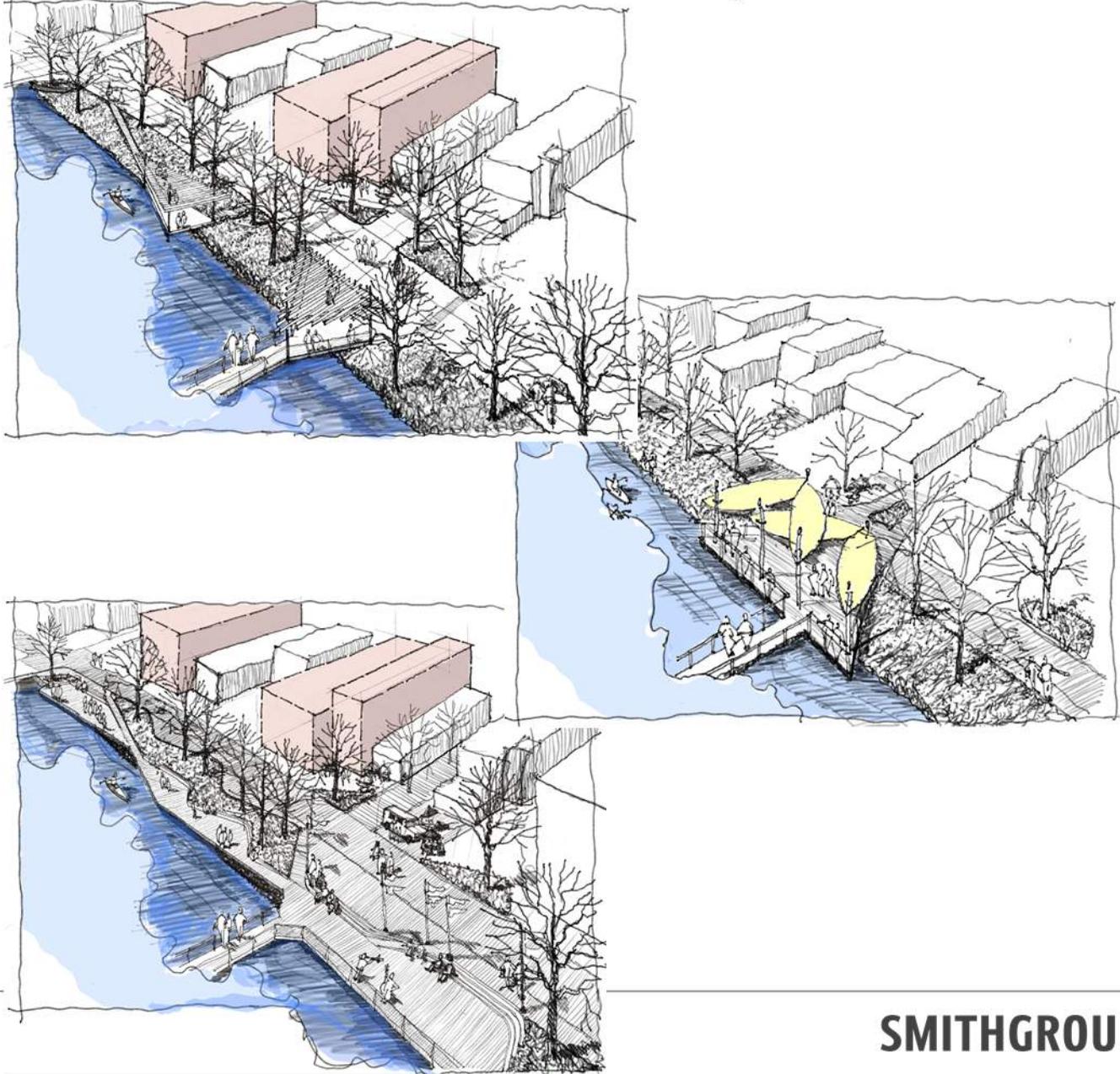
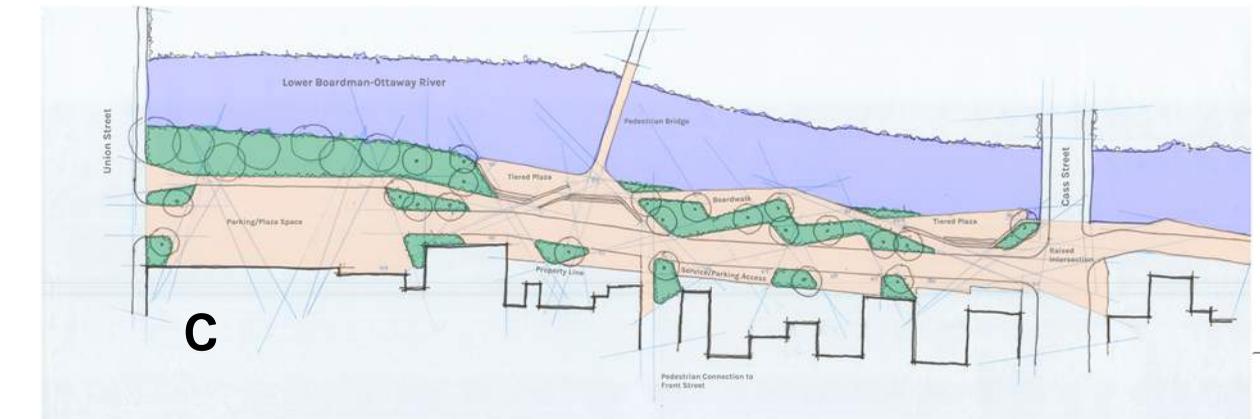
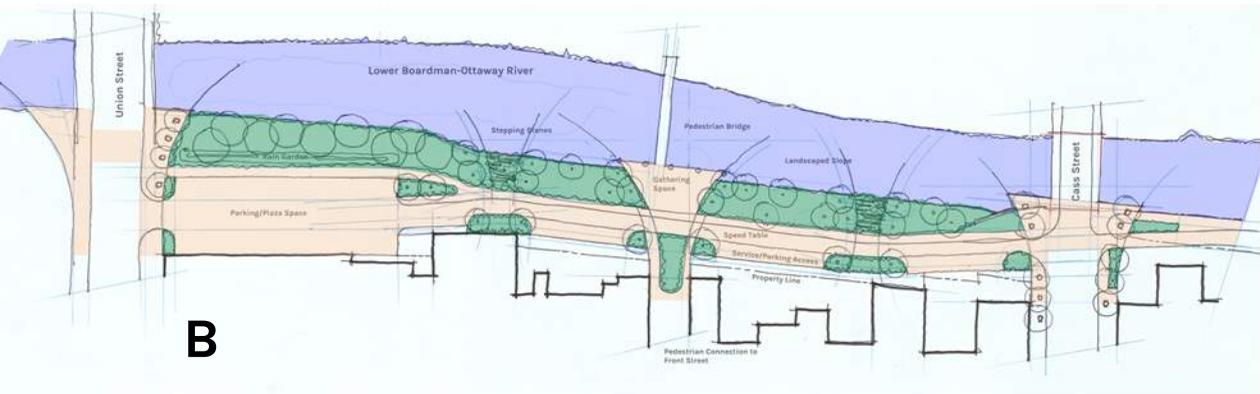
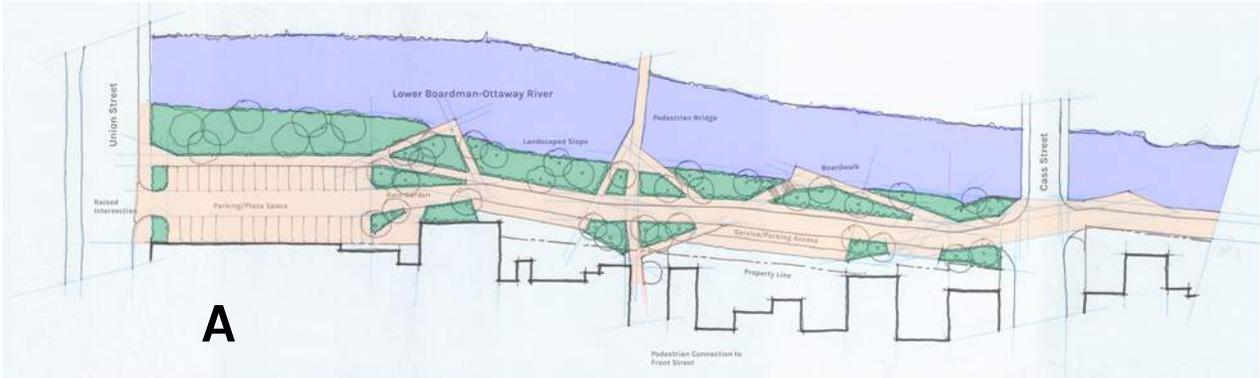
- Do you support redeveloping the riverbank and alley along the 100 Block of Front Street as part of this infrastructure upgrade to stabilize the wall and sewer?



Survey  
(89 responses)

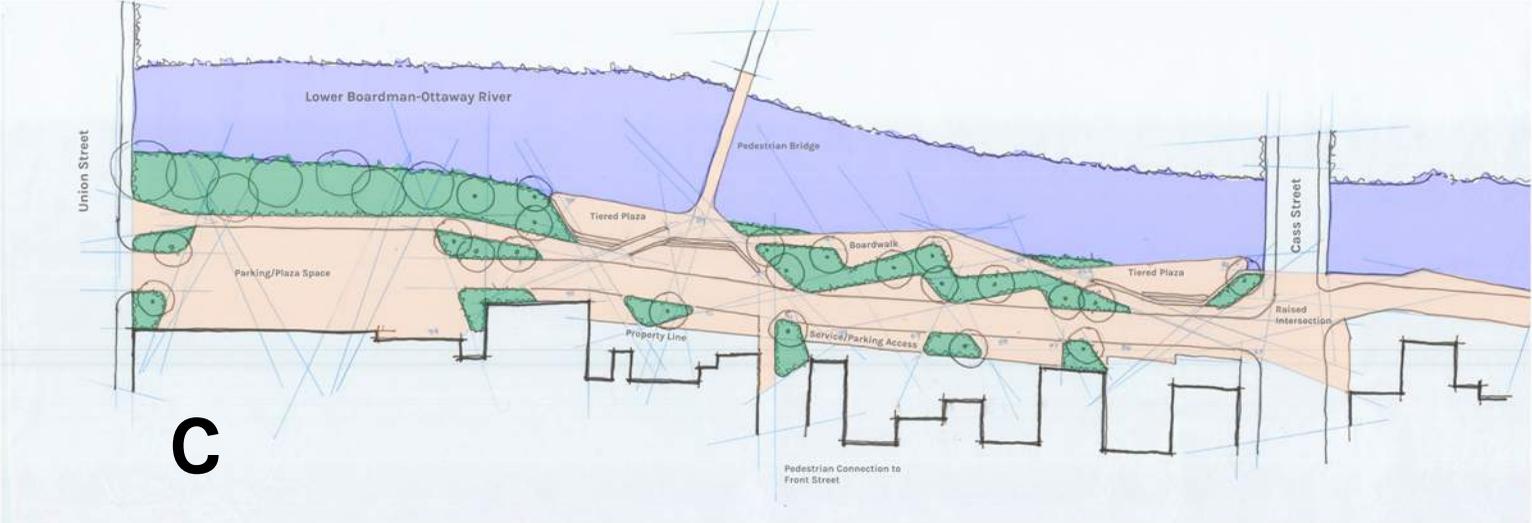
# 100 BLOCK OF FRONT STREET

Do you have a preference for which 100 Block of Front Street Concept alternative you like best?



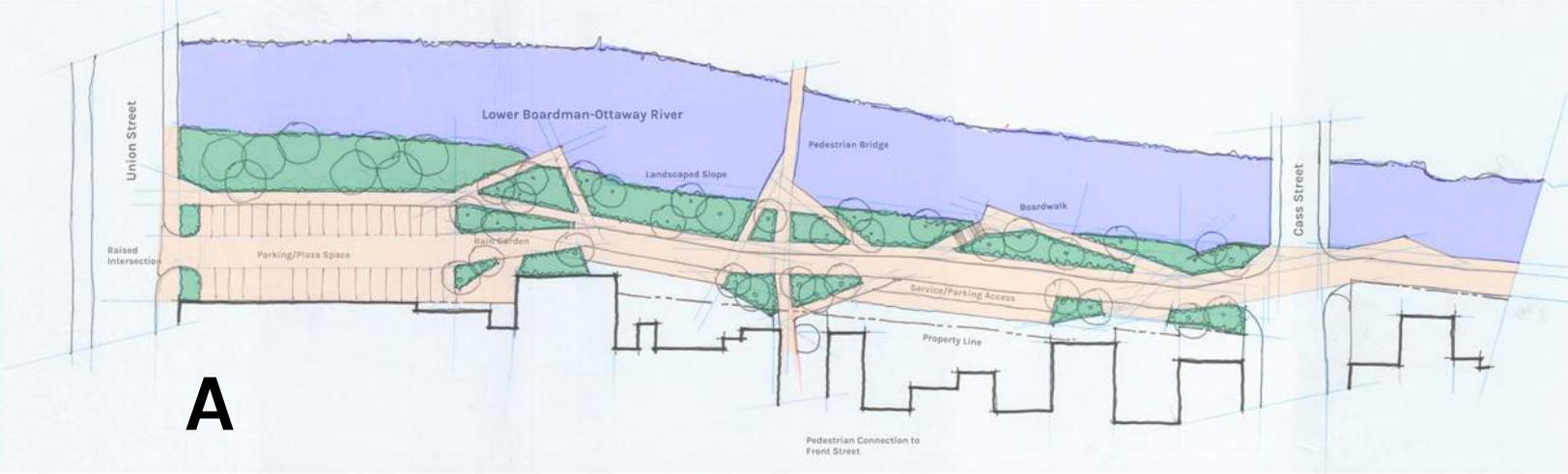
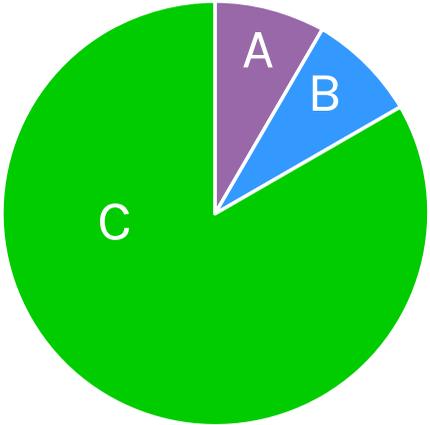
# 100 BLOCK OF FRONT STREET

Do you have a preference for which 100 Block of Front Street Concept alternative you like best?



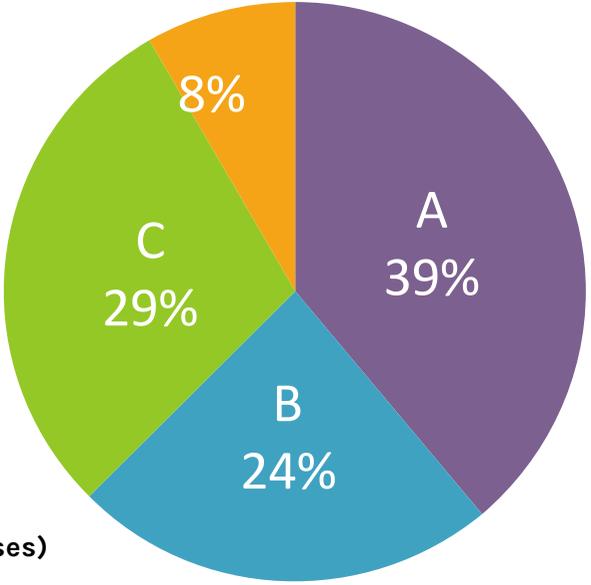
C

Workshop  
(12 responses)



A

Survey  
(72 responses)



# 100 BLOCK OF FRONT STREET

## What other ideas do you have for the 100 Block of Front Street area?

- eliminate the additional bridge bridge (sic)
- As much "green" space as possible
- Keep it as green and natural as possible with a large marsh-grass berm. Minimize concrete and crowds. Return this section to nature. Hide the huge sewer mains behind the lush greenness. Parking and recreation should not be here. Only enough parking and vehicular access such that the downtown merchants have room deliveries/maintenance/trash/utilities/(etc.) and that their employees might have places against the buildings to park. Get rid of the public parking that immediately abuts the river corridor. Just do away with it altogether and return the berm to green.
- Remove 100% of parking, restore the riverbank to a more natural state, and prioritize pedestrian access and enjoyment of the river.
- Battleships
- Fix it before anything else. The next intense rain could spell disaster.
- I would like the bank to slope down to the river as it does on the other side. I would like to see only limited stretches of boardwalk that are raised above the river. Stone stepped areas are great and they blend well with a riverbank.
- The area needs life to showcase its beauty and B sets it apart. This will also extend the area for people to witness the beauty of the area.
- Tie the new bank design into the pathway to Front St to have one cohesive area.
- I do not support the removal of nearly all downtown off street parking
- stabilize the wall/sewer and KEEP THE PARKING

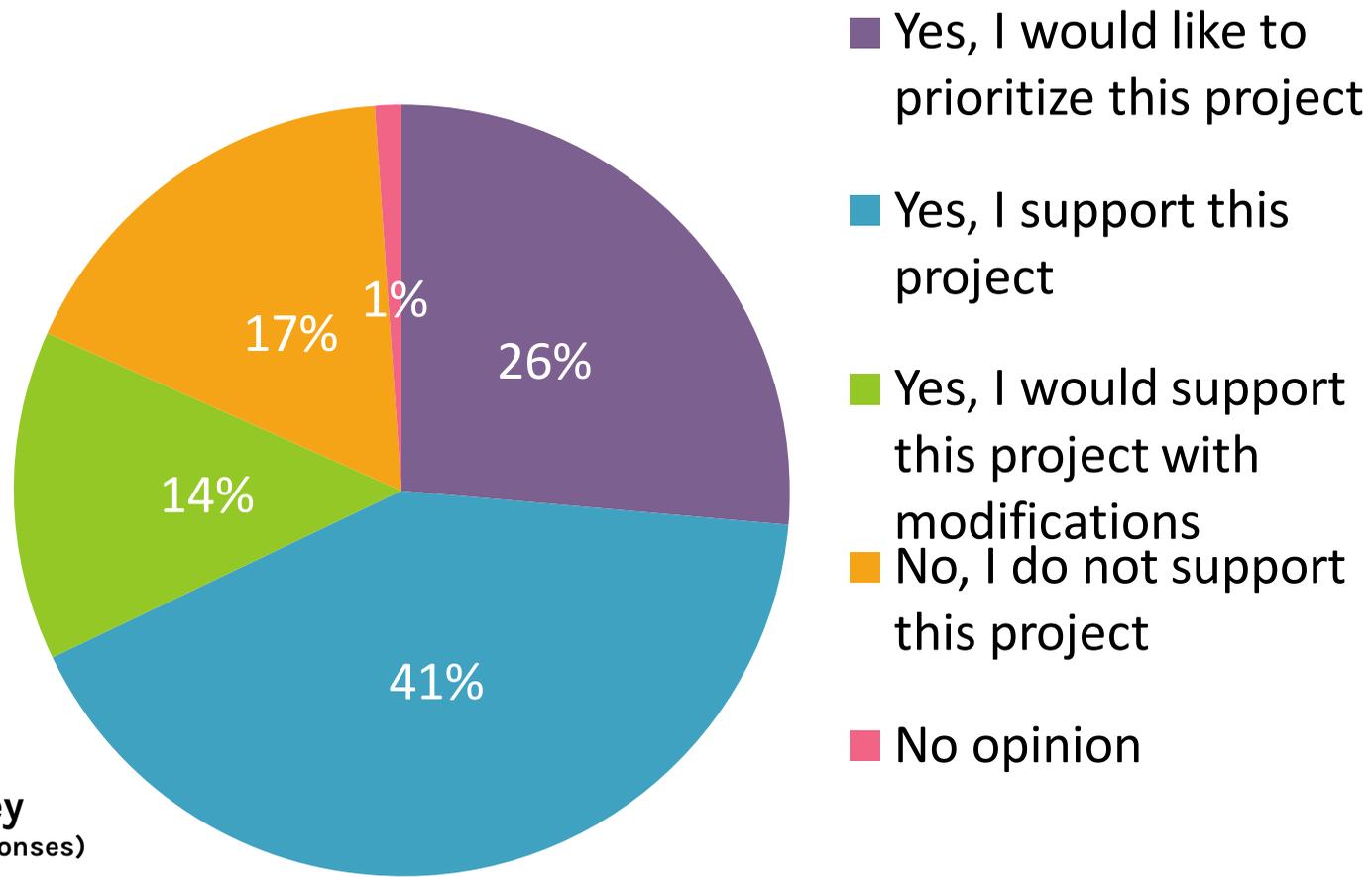
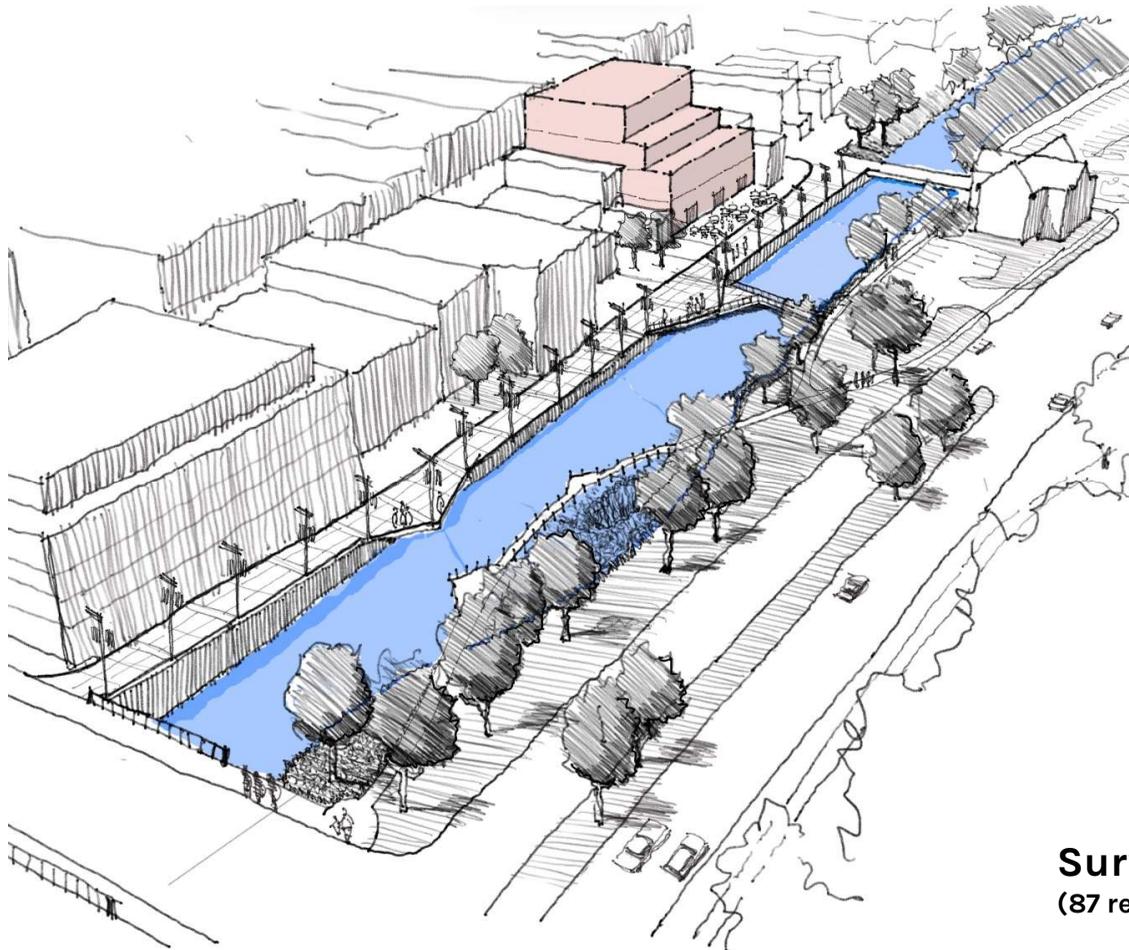
# 100 BLOCK OF FRONT STREET

## What other ideas do you have for the 100 Block of Front Street area?

- I am torn between A and B. I think it is critical to increase vegetation in that area but like to think of the fishermen as well. It bears being cautious of building all sorts of walkways that need considerable (costly) maintenance
- From May 1 - to October 31st, limit delivery/garage pick up times in the alley to before noon and after 11pm. Businesses with on-site employee parking should be asked to not use it during those months to allow for the alley to become pedestrian only. Allow restaurants and stores to spill out to the open areas in the back. Add mini pop up shacks for etsy style vendors, farmers, or food trucks (like downtown Walloon), and perhaps permanent busker spots or entertainers (jugglers, face painters, etc.) Like a mini Friday Night Live every day. Mini booths/shacks can be rented for the season, weekly or even daily for area crafts and cottage businesses. You could even reserve one for non-profits to showcase their services.
- I like the concept w most greenspace and stormwater filtration
- Get rid of walls and ugly unnatural hardscape
- save some public parking
- Because of the stability problems on this segment of the river, I support the quickest solution that does not exacerbate the problem in the future. It seems to me that Alternative A is that solution. But eliminating those parking spaces increases the need to replace those spots in the proposed west end parking structure.
- I like C but would hope that there could be at least one stepped access point. Nice to be able to connect directly with the water

# 200 BLOCK OF FRONT STREET

- Do you support expanding open space on the north side of the river and pedestrianizing the alley along the 200 Block of Front Street?



# 200 BLOCK OF FRONT STREET

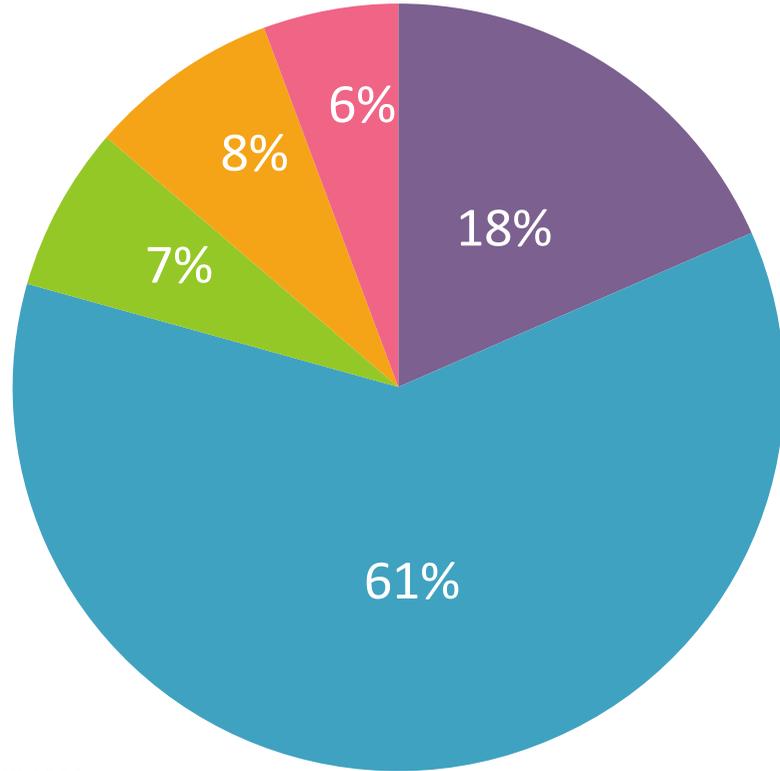
## Do you have any additional comments on the 200 Block of Front Street Concept project?

- Don't overdesign it. Keep it clean and simple.
- Prohibit automobile traffic in that stretch of what is now alley - all deliveries to be done on Front St.
- Let the Boardman River resume its natural flow to the bay.
- I approve of increasing the vegetation area on the north (sic) side but think that you could still have parking there.
- Modern bridges with art to mix with nature with night lighting on the bridges
- Leave the parking you are taking it away from these blocks
- No more construction of buildings once there they will never go away and it will be too late to enjoy the river unless you are working there. We already look like a concrete jungle!!!!
- Need more specification as to what is meant with terms like "increase density" of private
- I support the reduction of parking in all cases.
- I don't think we should lose as much Parking as is proposed and the boat launch should be kept
- Keep the parking
- So much of these changes are predicated on a new parking structure being built on the west side of town.
- The south side of the river is okay, but I don't like the north side as depicted.
- I feel like businesses still need alley access and that alley is too narrow to accommodate both in a useful way. The bank should be restored in some way. The cement walls are problematic. I think just a simple pedestrian boardwalk on both sides of the river is acceptable given the small space.
- Again, removing parking spaces that are currently being used means you need to replace them elsewhere, and not in the neighborhoods. Build the west end parking structure if you're going to remove these parking spots.
- repair the sewer first
- I love the idea of green, usable space instead of asphalt for storing cars, but it will make downtown employment even less desirable if people have to walk a long way (esp. in winter) just to get to work (and usually pay for parking as well). If downtown wants to maintain a reputation for service, it needs to keep up levels of skilled workers. The two parking decks are usually pretty full already--this needs to be addressed somehow.

# EAST END OF FRONT STREET



Do you support creating a walking loop along the East End of Front Street?



- Yes, I would like to prioritize this project
- Yes, I support this project
- Yes, I would support this project with modifications
- No, I do not support this project
- No opinion

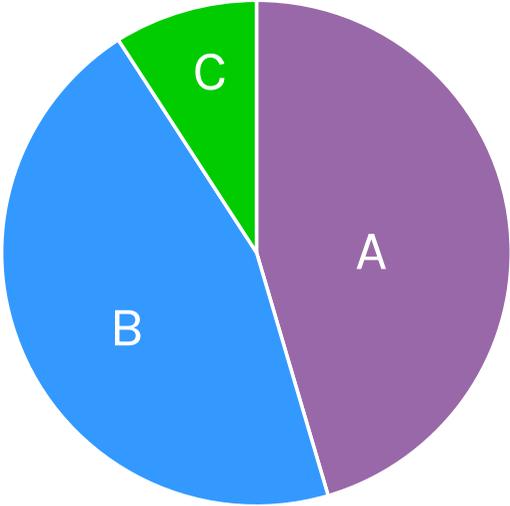
Survey (87responses)

# EAST END OF FRONT STREET

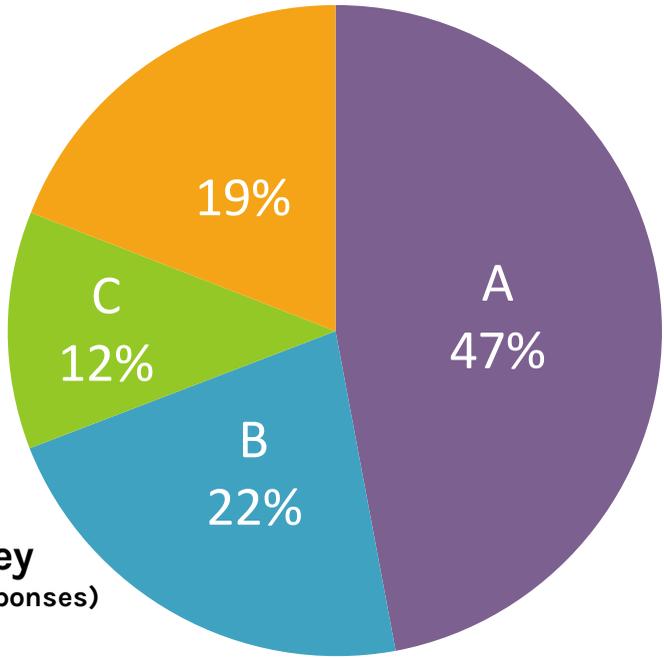
- Do you have a preference for which walking loop alternative you like best?



**Workshop**  
(11 responses)



**Survey**  
(68 responses)



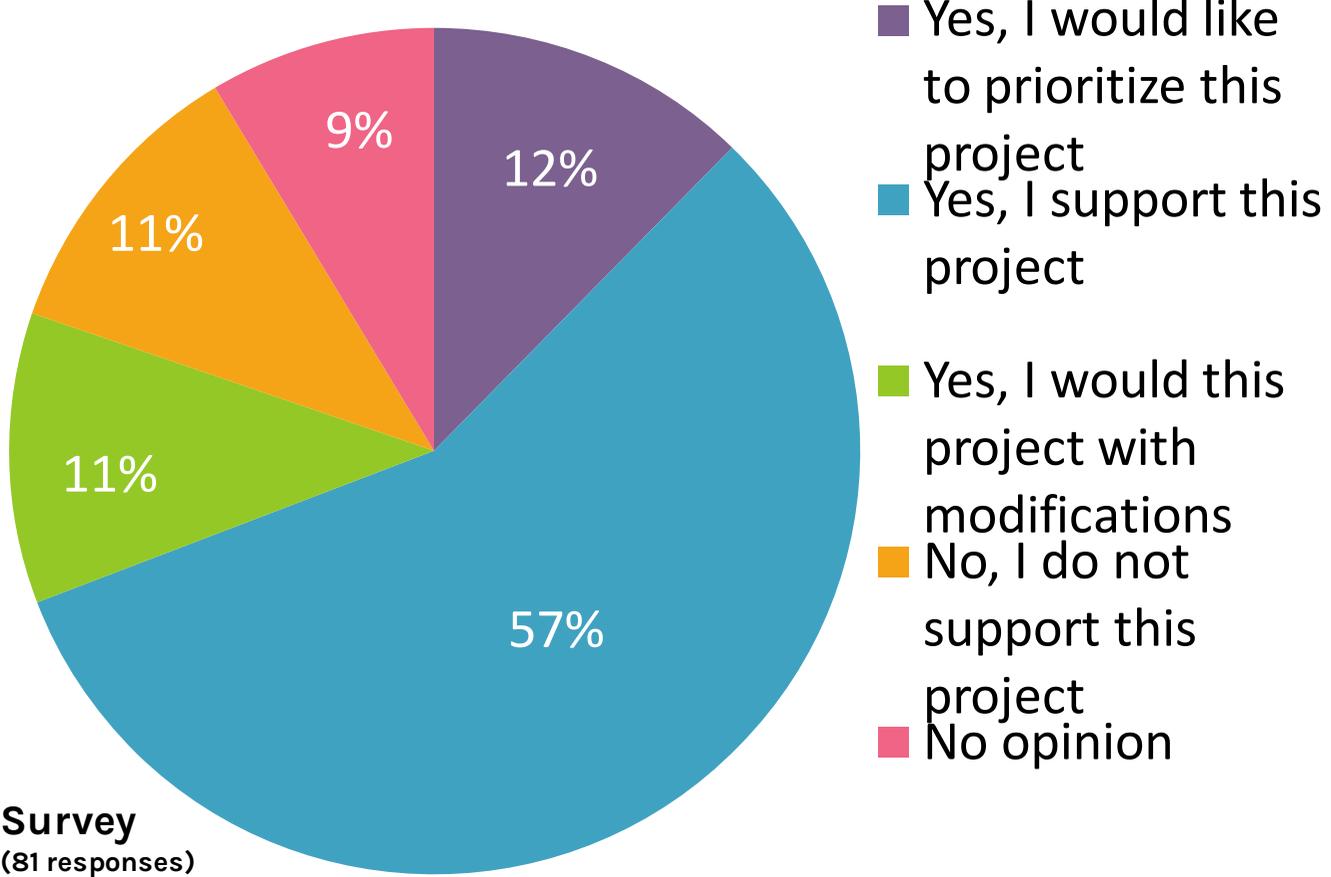
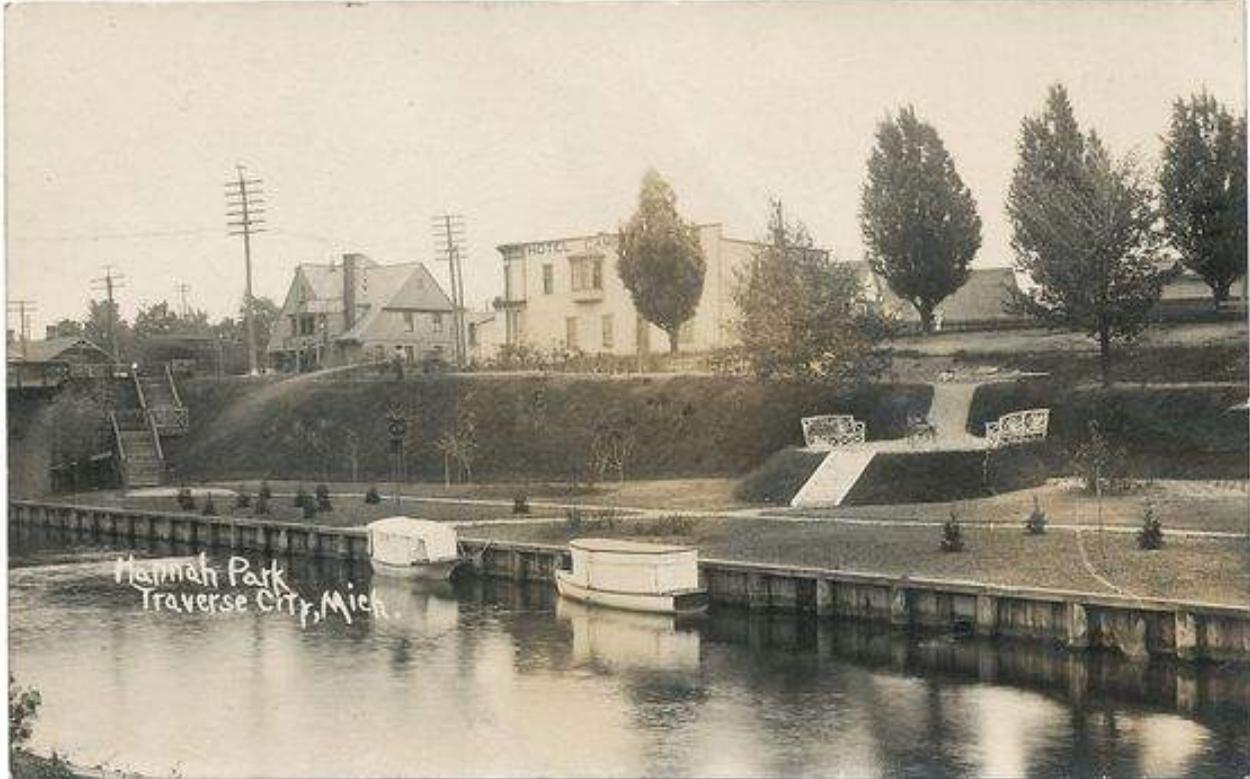
# EAST END OF FRONT STREET

## What other ideas do you have for the river corridor on the East End of Front Street?

- Leave the north side of the river untouched. Keep it as natural and green as possible. There is enough pedestrian access to Downtown here via the existing connector path that runs through Clinch Park. Squeezing in an additional pathway in that narrow, green, steep bank immediately below the rush of heavy traffic on Grandview seems like a very bad idea. The existing riverbank is a natural buffer between the busy street and the river. Keep it. Don't compromise it by squeezing in an unnecessary pathway, which will be costly to build and maintain anyway.
- It seems to need pumping equipment already. The retaining walls that force this course for the Boardman River will continue to cause problems with the scouring flooding etc.
- Can't support this project because it does not take boaters into consideration. It has become harder and harder for boater to utilize the lower end of the river. It used to be a great place to pull in and go to the store or get something to eat. But the city seems hell bent on chasing off the boating community.
- No more building on any property.
- Need more information
- Sorry, but these schematics are very confusing, making it difficult to see how they relate to the photo.
- I think B or C would be preferable to A.
- Try to get the private businesses and docks on the south side to allow a trail to be built along the river. Would LOVE to see a crossing at Murchie Bridge like the one shown in A.
- This is a little more utilitarian so I would support the least expensive option that gets the job done, so probably less than a bridge.
- keep some greenery!
- no buildings on the river
- I would like a combination of a and b, the path is nice but a bridge is a great idea
- Do a tunnel, we need to support traffic not pedestrians or making things beautiful
- More battleships

# WEST BEND/HANNAH PARK

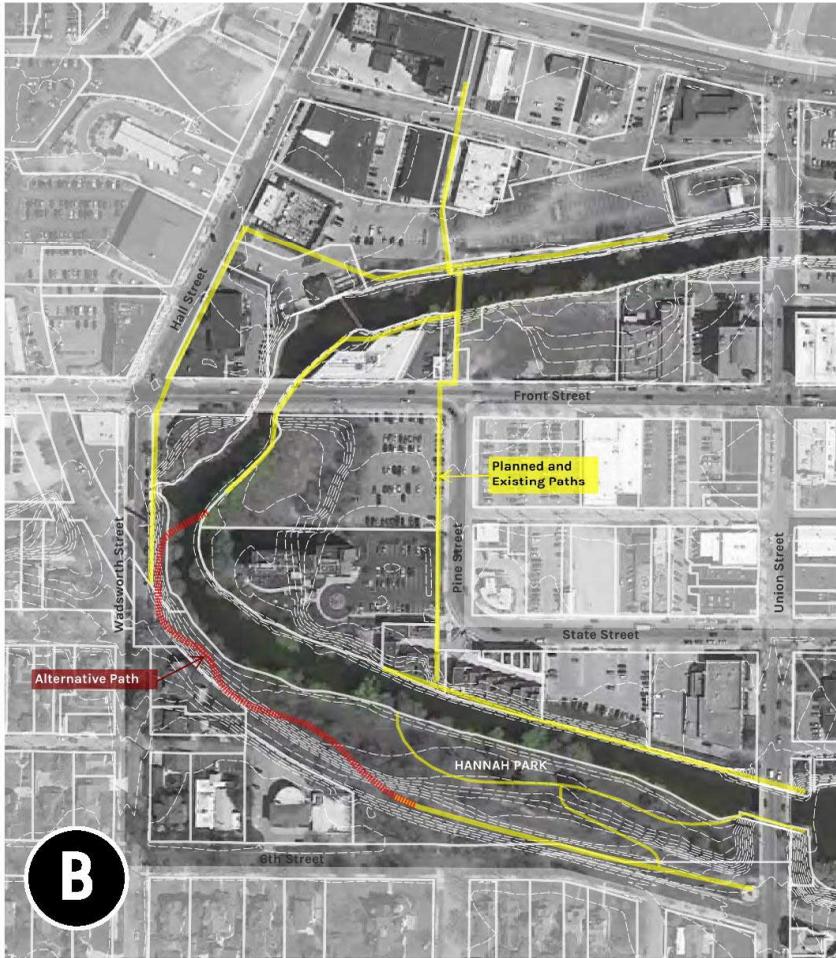
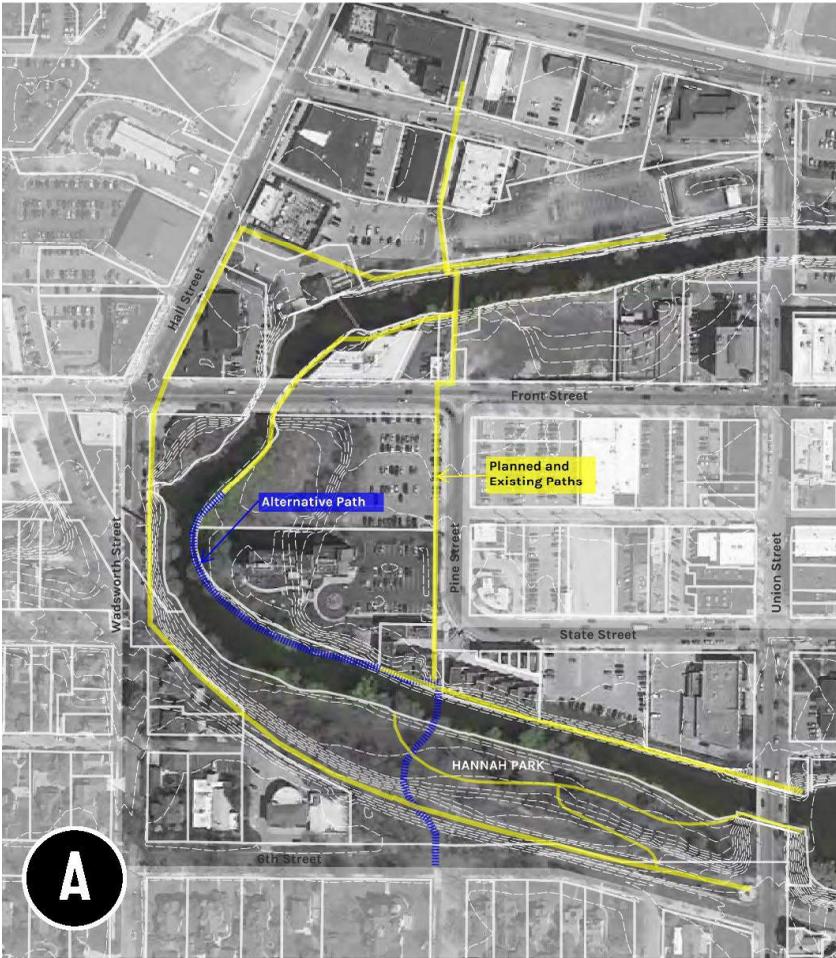
- Do you support opportunities to improve pedestrian connections in the West Bend/Hannah Park area?



Survey (81 responses)

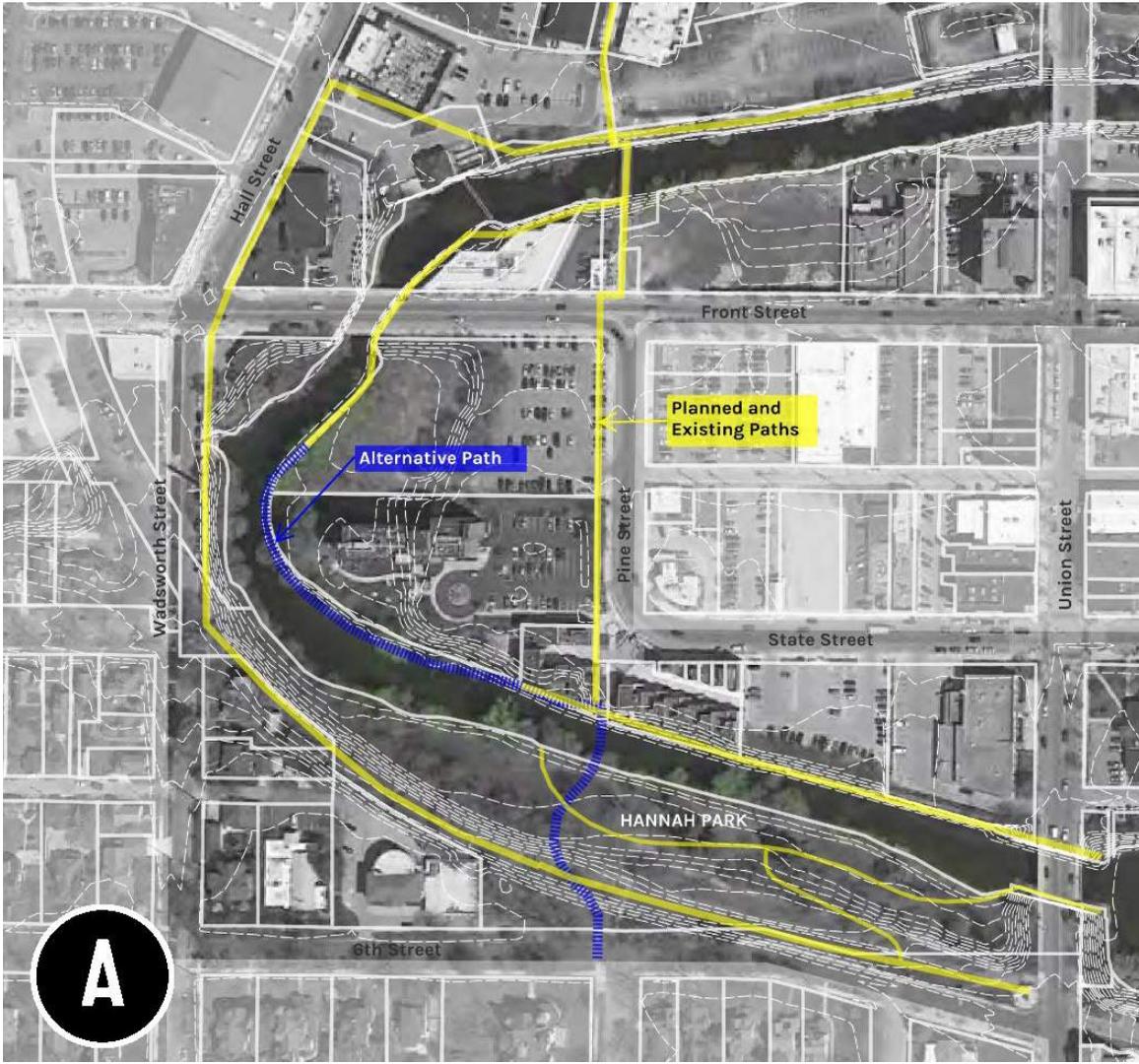
# WEST BEND/HANNAH PARK

Which option do you prefer?

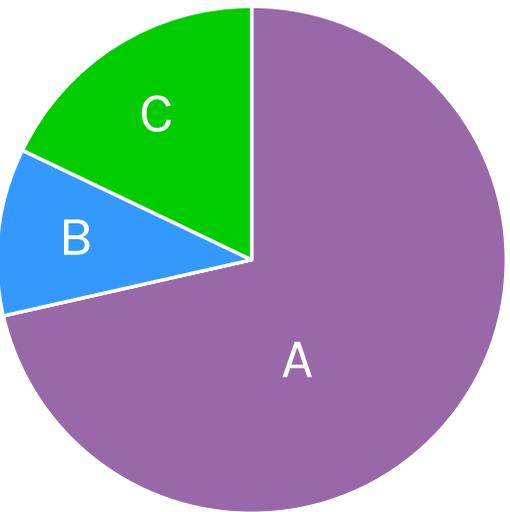


# WEST BEND / HANNAH PARK

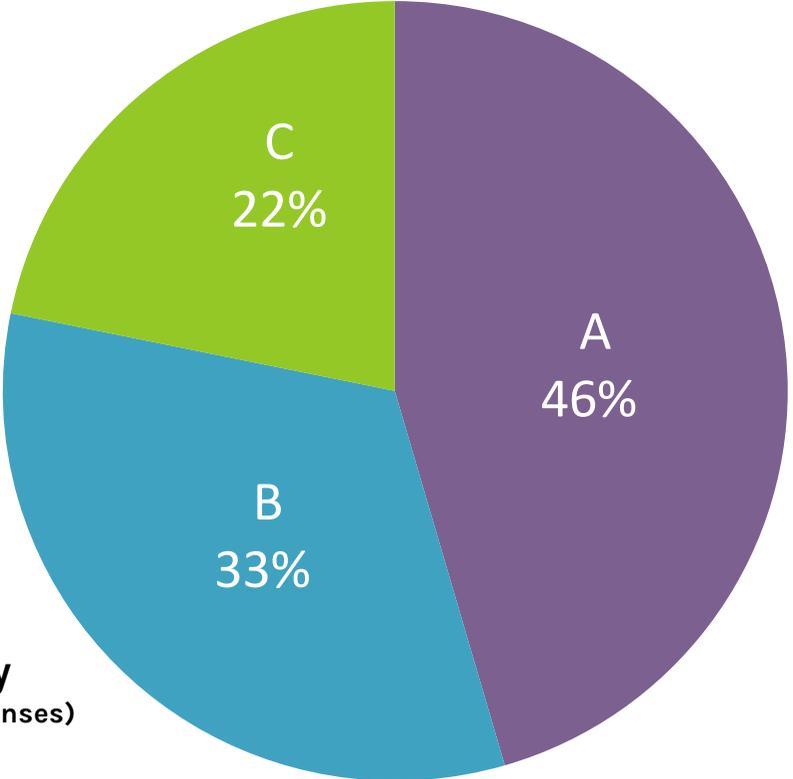
Which option do you prefer?



Workshop  
(28 responses)



Survey  
(55 responses)



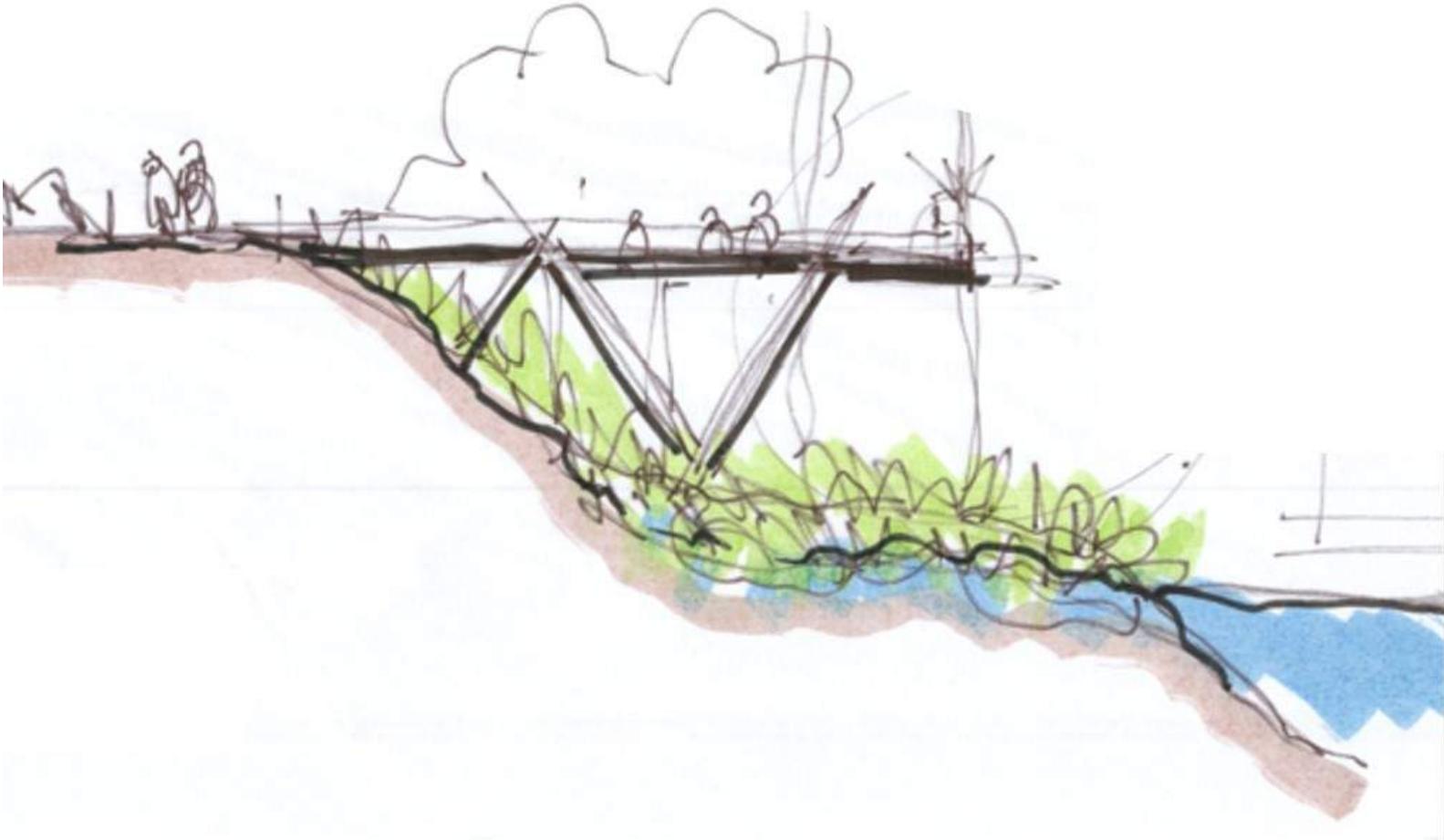
# WEST BEND / HANNAH PARK

## Do you have any additional comments on the proposed access options for the western bend of the river?

- Only as long as this pedestrian connector can be added here with minimal tree-cutting and removal of natural vegetation, option A would be best. DO NOT compromise the berm on the southwest edge of this river bend with option B. How could that be anything but a precarious and expensive disaster?
- Ignore the complainers in the Central Neighborhood who don't want a pedestrian bridge over the river at Pine St. They never like anything good and this is a really, really good idea for community connectivity.
- Care should be given to monitoring runoff into the river especially by Kids
- Creek. In Myers parking lot huge mountains of snow and salt are piled up near the creek they should push that snow to the other side of the parking lot.
- Improve existing boardwalk and leave remaining areas as green space.
- More discussion and information
- Again, difficult to visualize here. Conceptual drawings instead of dotted lines on a map would have perhaps been a better choice.
- Add a restaurant that has a waterfront deck with outdoor seating that still allows the path to go along the East bank (use a parking lot or building along the river
- Do not prioritize the privacy of river residents.
- I don't understand how high a priority this is...would worry about the cost
- This is another one where the most utilitarian approach could work, vis a vis construction and any easements needed, etc., especially since the tree top idea could be incorporated into any of them.
- Keep Hannah Park as it is.
- Submarine

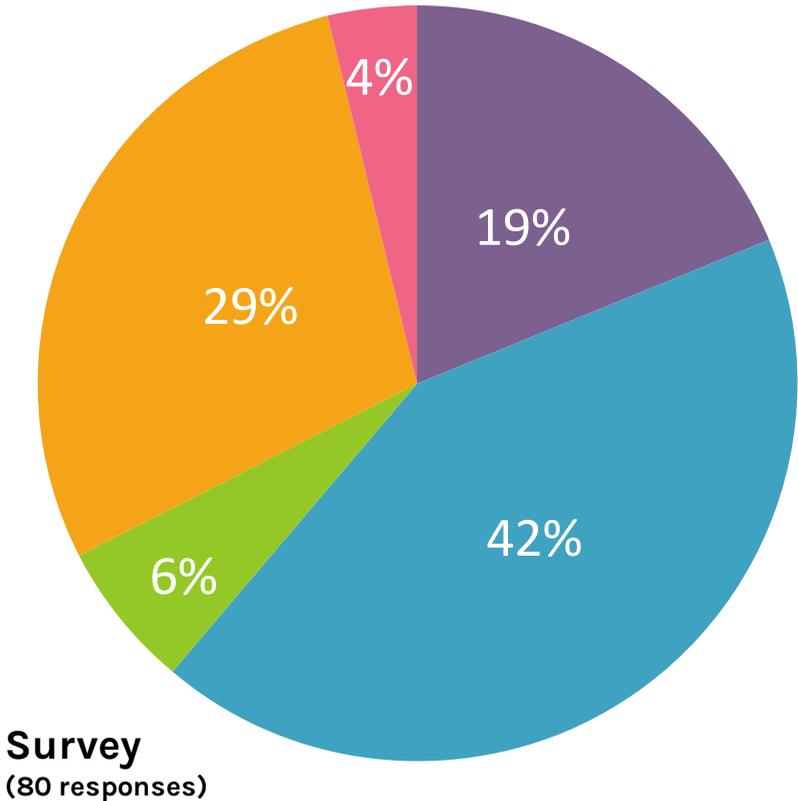
# TREE TOP WALK

- Do you support this Tree Top Walk project?



# TREE TOP WALK

Do you support this Tree Top Walk project?



- Yes, I would like to prioritize this project
- Yes, I support this project
- Yes, I would support this project with modifications
- No, I do not support this project
- No opinion

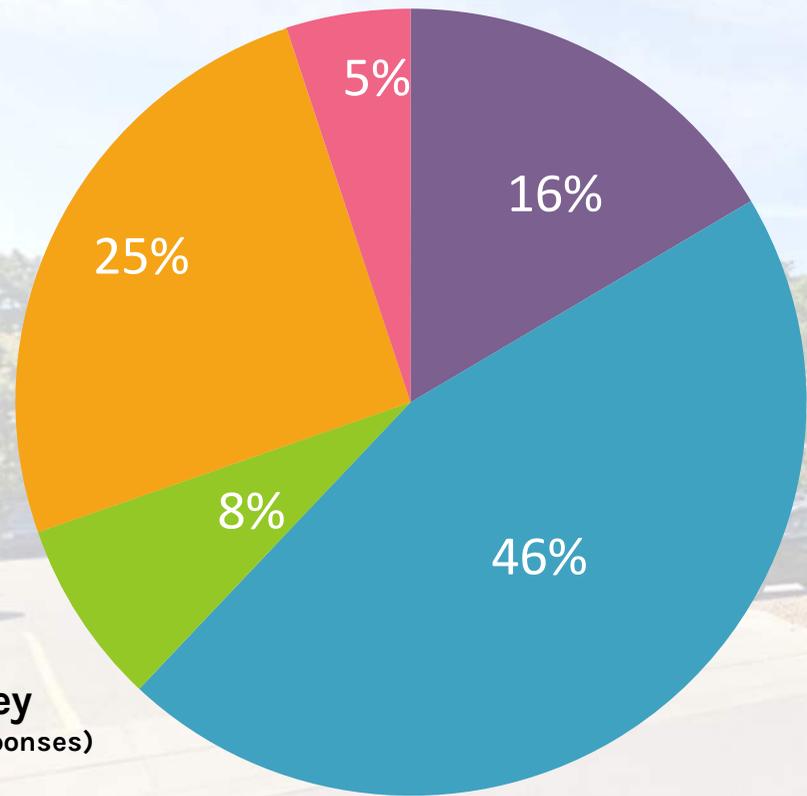
# TREE TOP WALK

## Do you have any additional comments on the Tree Top Walk project?

- Wonderful idea! That's a neat amenity, and would make a beautiful addition to Hannah Park.
- Nope
- Excuse the placement of this comment. Cordia is pudding warmer than natural water into the kids creek area which is harmful.
- love it
- It looks fun but, sadly, the seclusion of the area, the pictured open (and covered) deck areas and the number of homeless who tend to gather near the river (I've been there and have seen discarded trash and belongings) may result in a "hangout." Perhaps not a politically correct statement, but my opinion
- Seeing raised areas like this elsewhere, it would end up a detriment to wildlife and habitat as trash will just be thrown over the edge of the overlook
- I think the Boardman River is too narrow for this. It would feel like you are just looking into the buildings on the other side of the river instead of enjoying a view of the river.
- It doesn't seem like it should be a priority, but it's an interesting concept for the future that I would support.
- Too much long term maintenance
- All these new social places are going to be used day and night and will need some 'policing' by officers on foot or bike to help reduce noise, drinking, litter and graffiti.
- What is the Midland experience re cost, usage and unintended consequences?
- Seems unnecessary to disturb and add that much trail infrastructure on one of the only natural areas left along the river.
- Sounds really cool, but concerned about insurance liability to the city and need to disincentivize jumping or diving from the platform.
- leave existing vegetation along the river and remove as few trees as possible

# STATE STREET PARKING LOT

- Do you support reimagining the State Street Parking Lot?

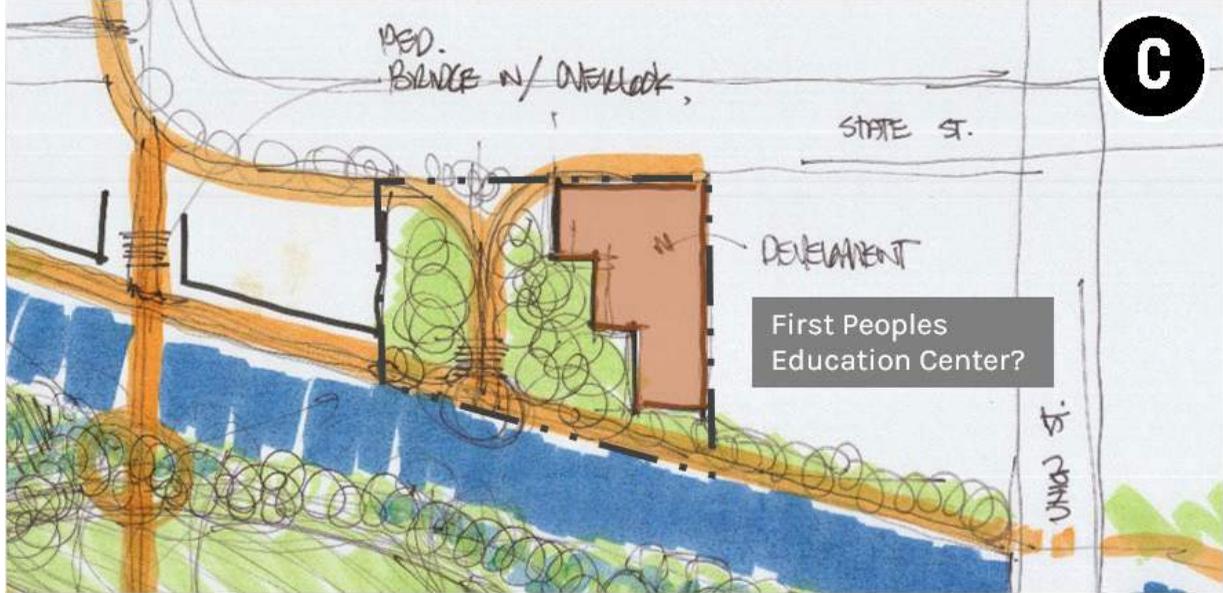
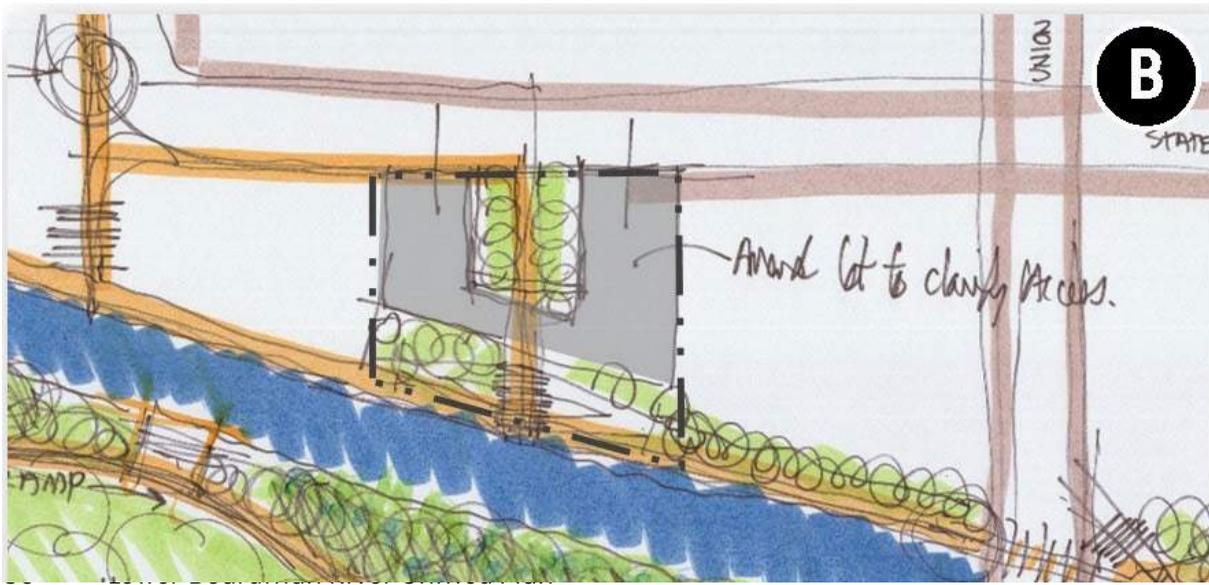
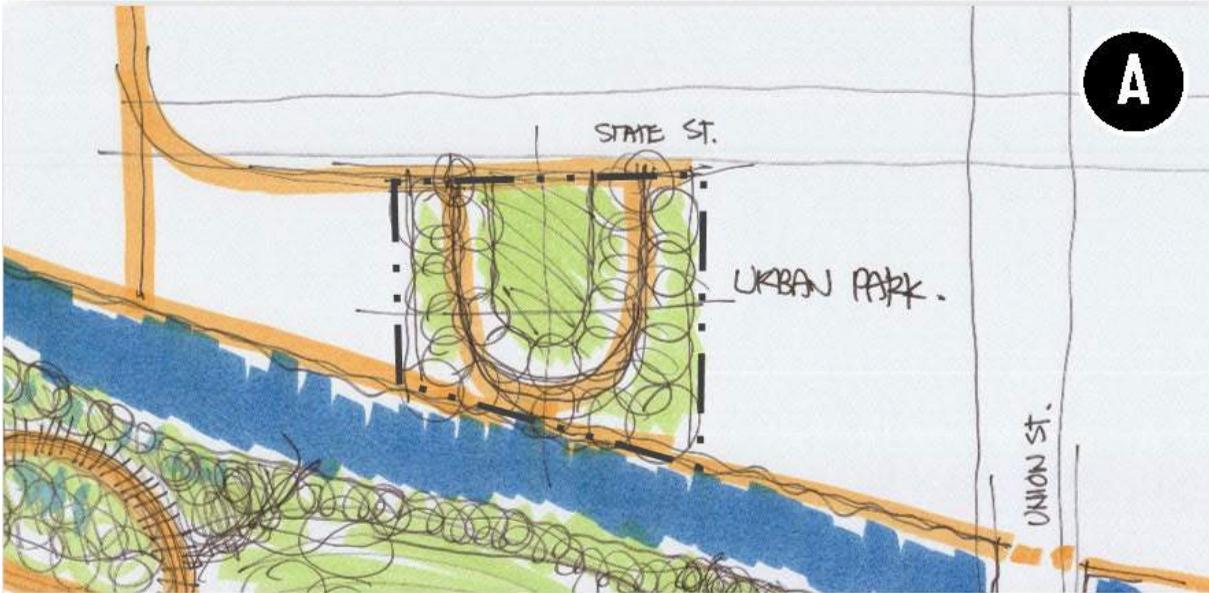


- Yes, I would like to prioritize this project
- Yes, I support this project
- Yes, I would support this project with modifications
- No, I do not support this project
- No opinion

Survey  
(79 responses)

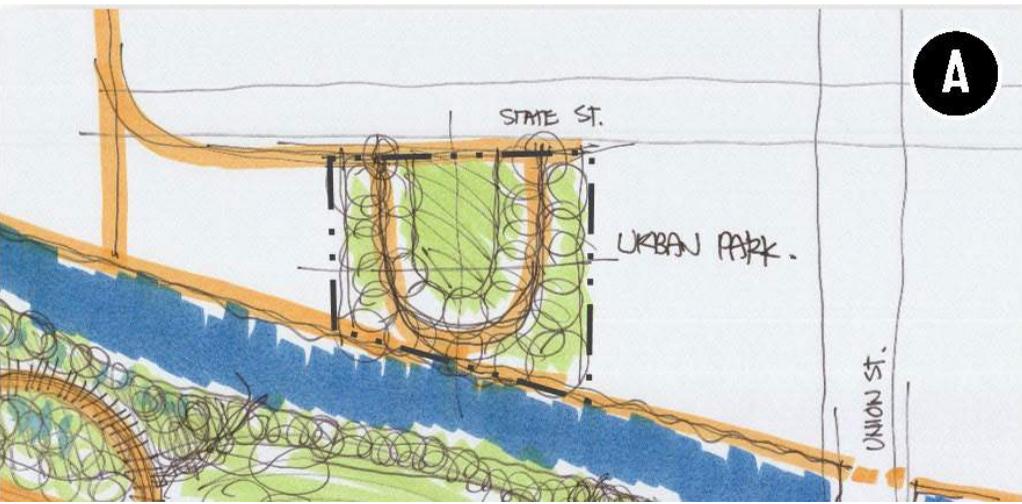
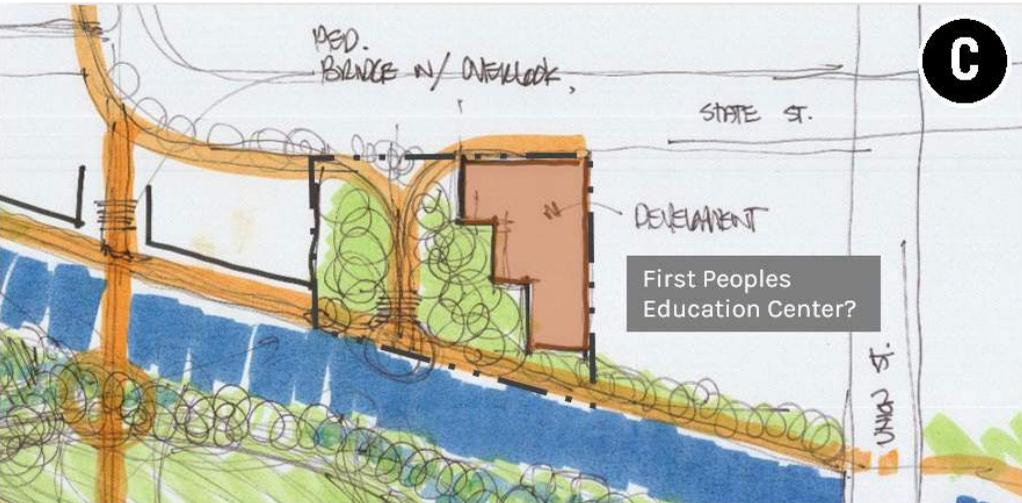
# STATE STREET PARKING LOT

Do you have a preference for which State Street Parking Lot alternative you like best?

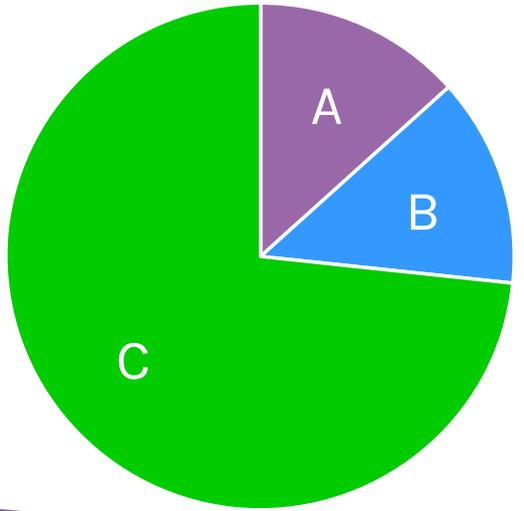


# STATE STREET PARKING LOT

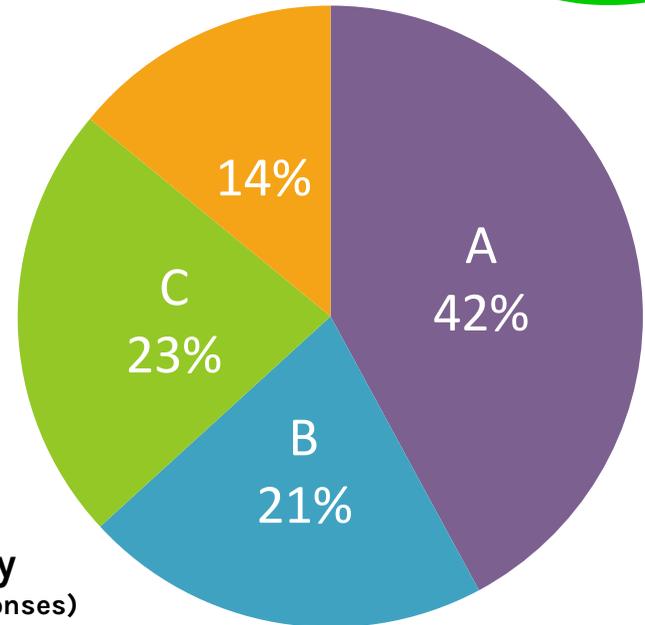
- Do you have a preference for which State Street Parking Lot alternative you like best?



**Workshop**  
(15 responses)



**Survey**  
(57 responses)



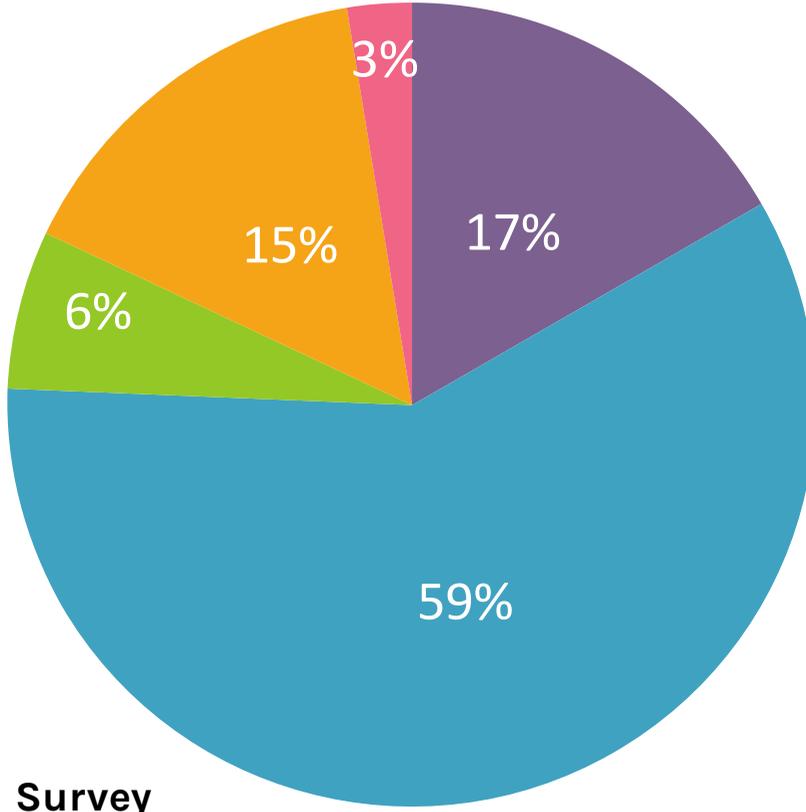
# STATE STREET PARKING LOT

## Do you have other ideas for the State Street Parking Lot project?

- Just do whatever is least expensive to building and maintain. This particular parcel is okay as it is.
- Too many questions
- Build up to preserve land. Put in three charging stations for electric vehicles
- Leave it alone. It is one of the few remaining parking lots my truck fits in.
- Let's focus on a bypass
- Education center should be part of fish pass. We don't need two education centers.
- Keep as off street parking for downtown access
- A First Peoples Education Center is a fantastic idea. The preservation of parking should be the very last priority in all cases.
- Keep it as a parking lot
- Leave it a parking lot
- I love A or B. I like the idea of park and community/education center, but if that didn't work, then A is ideal. This is one of the most important areas to use the entire lot as a park. Adjacent (sic) to Hannah park is fantastic and it connects well to the proposed park at Union and State.
- I would make this a second-tier project to see if this will be needed for parking if some of the other parking areas are reclaimed in the downtown area for the improvements. Multi-level parking structure with First Peoples Educational Center on ground floor.
- Make the river front section have water access (add a public path) and add a waterfront restaurant with really nice outdoor seating. That's one thing we miss since moving here from WI. There's barely any water front restaurants in the area with good outdoor seating with actual views of the lake or river, which is surprising given how much lakes and rivers there are in Michigan.
- WE still need some parking downtown. Would like to see a buffer between the lot and the river of some sort but not sure we need a full blown park there when Rotary Park will be steps away. Love the idea of a First People's Education Center but it seems offensive to tuck it away in a seldom accessed area of town on a hard to access one-way street. We have done a pretty good job of ignoring Native history in the area. Let's not put a center focusing on their history in a tucked away location. How about in Clinch park behind the Bijou? Or the new Rotary Park. the information is important and deserves higher billing.
- Until the west end parking structure is built the city should not give up any more parking spaces. As a resident in town, you are just pushing the parking problem out to our neighborhoods.

# CASS STREET BRIDGE

- Do you support expanding universal access to the boardwalk beyond the Cass Street Bridge Boardwalk?



- Yes, I would like to prioritize this project
- Yes, I support this project
- Yes, I would support this project with modifications
- No, I do not support this project
- No opinion

Survey  
(78 responses)

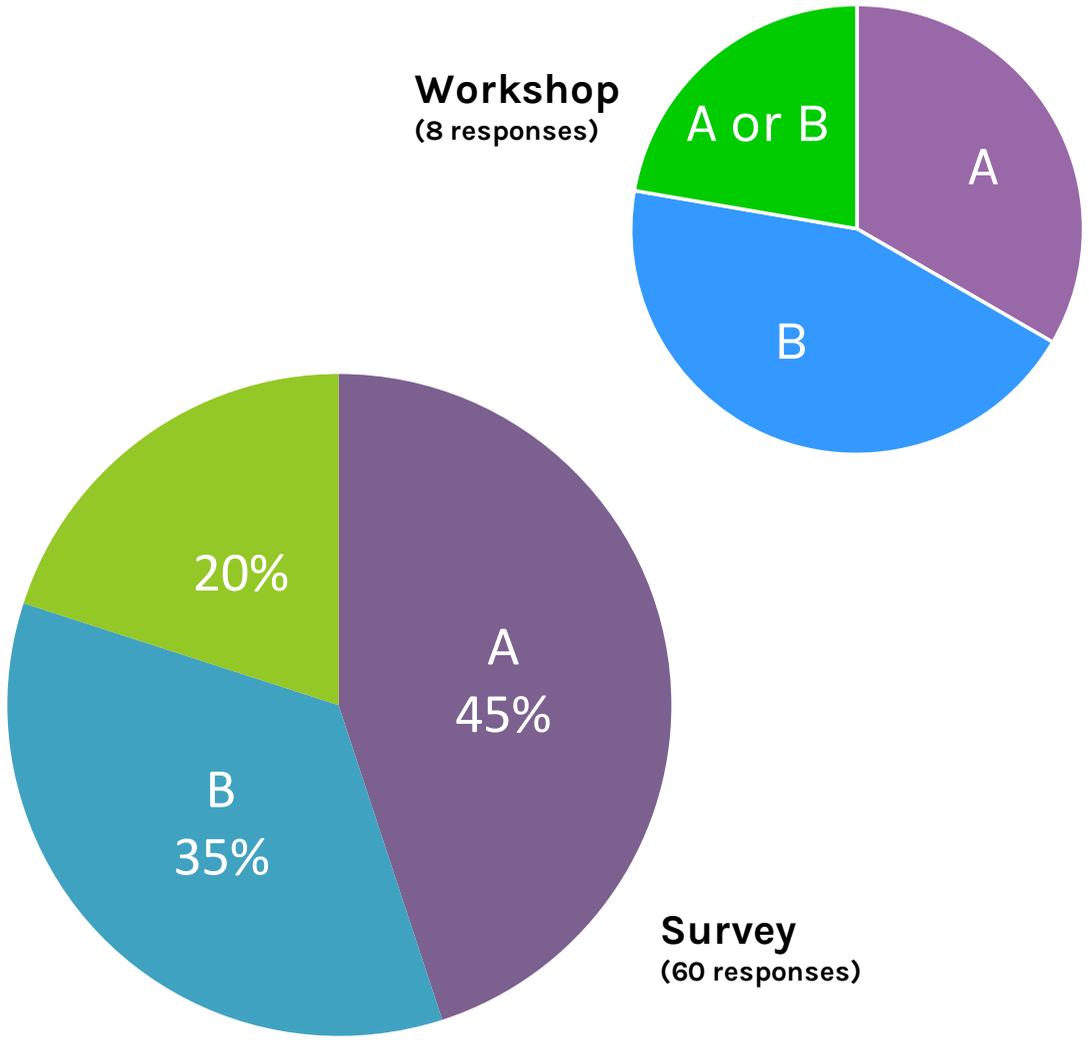
# CASS STREET BRIDGE

Do you have a preference for which Cass Street Bridge Boardwalk alternative you like best?



# CASS STREET BRIDGE

Do you have a preference for which Cass Street Bridge Boardwalk alternative you like best?



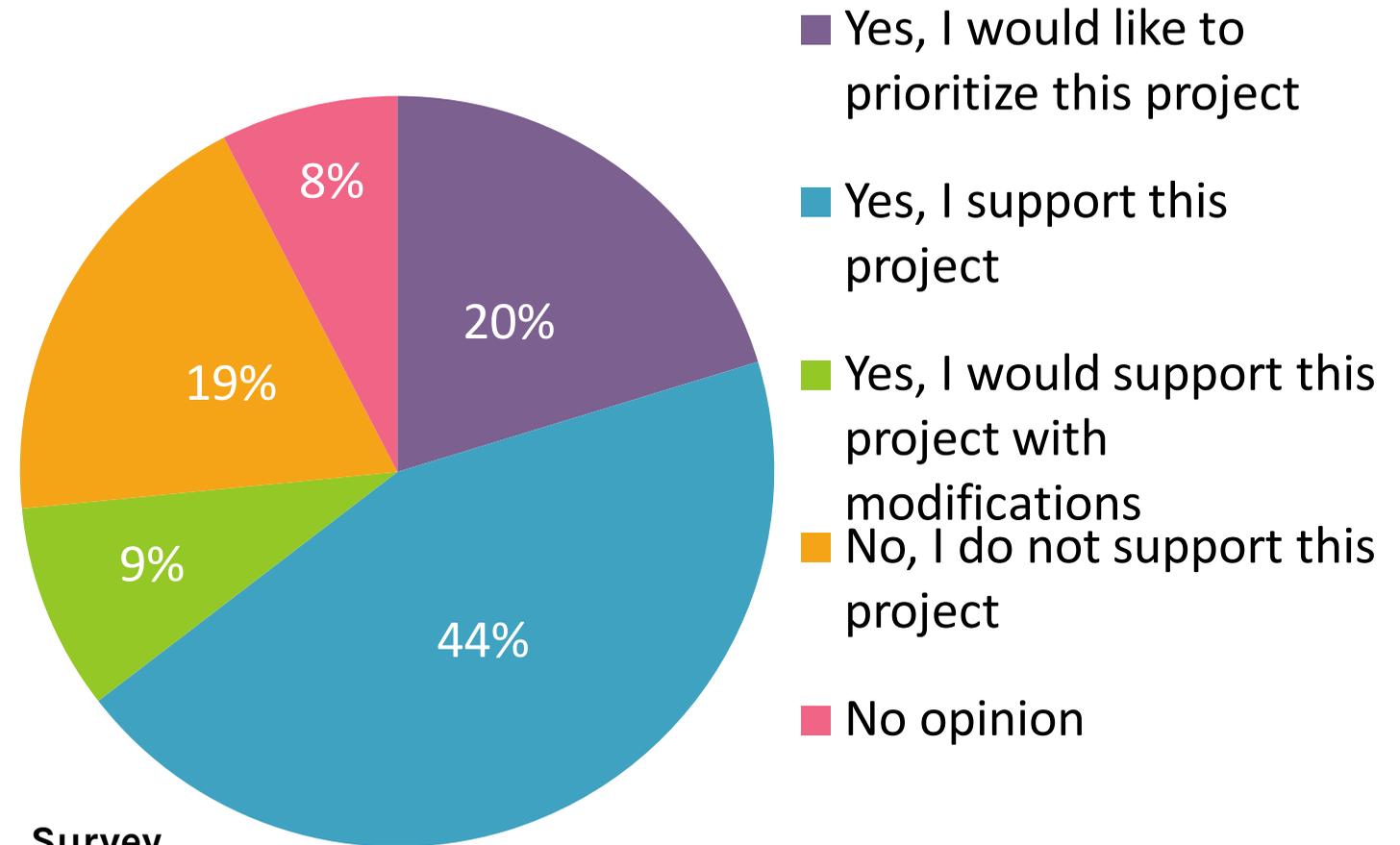
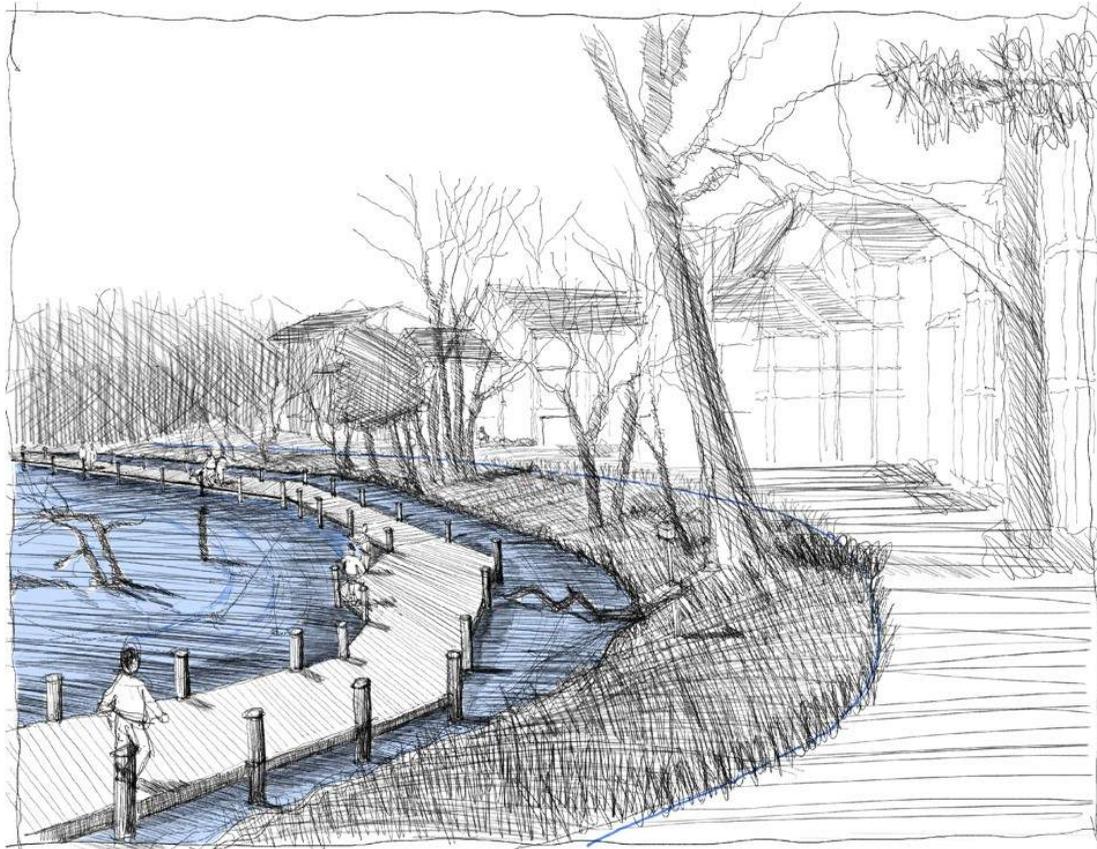
# CASS STREET BRIDGE

## Do you have other ideas for the Cass Street Bridge area?

- how would this tie in with fishpass
- Option B looks awesome! Option A, not so much. Floating docks usually are unsightly, and I don't believe they add much value from a usage standpoint, as they're really only good for fishing off of, and there are already plenty of places in the downtown part of the river to fish from.
- Nope
- Keep as many mature trees as possible along the riverbank
- I would like A and B together
- Both submerged or floating walkways seem rife with foreseeable and unforeseeable complications.
- I like both these options. Pollutants (plastics especially) would be noticeable spurring better stewardship of the river.
- I assume you are talking about the North side? It's not really clear. However, a connector on both sides of the river, all through town would be lovely. The south side in that stretch will be in need of repair soon.
- Need more information on option B.

# BOARDWALK SOUTH OF 8<sup>TH</sup> STREET

- Do you support expanding universal access to the boardwalk south of 8th Street?



Survey  
(79 responses)

# BOARDWALK SOUTH OF 8<sup>TH</sup> STREET

## Do you have any additional comments on the boardwalk south of 8th Street project?

- Keep the trees.
- Allow biking
- Preservation of trees should be a priority. The privacy of residences along the river should NOT be a priority.
- Preserving the banks is a priority while providing as much access as funding (including maintenance) will permit. River walks bring a sense of peace especially in busy, high anxiety urban environments. Thanks for your work on these wonderful options.
- I don't think it is needed on the West side as the TART trail is there. On the East side, a connector to the TART trail before the the (sic) sewage treatment plant would be nice but 8th street works well for connecting too. Maybe have a better connector off of 8th instead of that small stretch of river.
- Leave the trees - trim where needed only.

# PROJECT SUPPORT AND PRIORITIZATION

PROJECT	PRIORITIZE PROJECT	YES, or SUPPORT PROJECT	SUPPORT WITH MODIFICATIONS	TOTAL AFFIRMATIVE
Do you believe the setback should restrict new parking adjacent to the river?	NA	85	NA	85
Recreational use restrictions for riparian buffer	NA	57	17	74
Address noise levels and excessive drinking on the river.	NA	73	NA	73
Do you support a Fish Wier Kayak Portage?	21	52	10	83
Do you support a Union Street Overlook?	20	58	8	86
Should walks connect on both sides of the river where possible?	NA	72	NA	72
Do you support redeveloping the riverbank and alley along the 100 Block of Front Street	43	35	10	88
Do you support expanding open space on the north side of the river and pedestrianizing the alley along the 200 Block of Front Street?	26	41	14	81
Do you support creating a walking loop along the East End of Front Street?	18	61	7	86
Do you support opportunities to improve pedestrian connections in the West Bend/Hannah Park area?	12	57	11	80
Do you support reimagining the State Street Parking Lot?	16	46	8	70
Do you support expanding universal access to the boardwalk beyond the Cass Street Bridge Boardwalk?	17	59	6	82
Do you support expanding universal access to the boardwalk south of 8th Street?	20	44	9	73

**SUMMARY of INDIVIDUAL NOTES FROM July 2021 PUBLIC ENGAGEMENT**

The public engagement conducted in July of 2021 offered participants two opportunities to leave specific notes about the proposed alternatives and ideas being discussed-

1. During the face-to-face public workshops and focus group meetings conducted at the Opera House in downtown Traverse City on July 13, 14, and 15.
2. As part of the on-line public survey which collected input from July 13 until August 8. The input gathered from this effort is included in a separate report.

This memorandum will report on the notations made by the public on the graphic boards used at the face-to-face workshops.

**PART ONE: FOCUS GROUPS AND WORKSHOPS**

**A. Background Information**

This board provided project background into the values of the Leadership Team, public engagement to date, and basic project goals and information.

- Check Rochester Hills/Paint Creek – parks and river.
- How can you accomplish goals when river walk destroys natural habitats (word unclear)?
- More and earlier notices for meetings
- Listen to the Boardman/Ottaway! Educate on its benefits. Enforce its care!
- Who will enforce rules and protect the river?
- Not a good idea to pursue public engagement until fate of FP is known. It is like presenting community with a new set of dentures with a \$22 million gaping hole front and center. Coming back later risks Lower Boardman fatigue.

**Access and Recreation: Missing Links**

- Connect Kids creek path behind fire 5th (4).
- Restrooms.
- Coordinate with EGLE on plans.
- Add public art.
- Policing, park ranger, maintenance.
- More pedestrian bridges.
- Any crossings across the river (boardwalk, or whatever) must pass 100-year flood without backwater, minimize piers, etc., and not create busier boat traffic.
- Crosswalk of Parkway sim. To Hall Street (2).
- Support additional boardwalk (referencing the eastern reach of river).
- Access from Boardman neighborhood to the beach (referencing area north of Front Street @ Boardman Ave.).
- Cantilevered pedestrian walkway?
- Floating dock option.
- Connect north side to gov center park with boardwalk.
- Put boardwalk on north side – businesses are willing to provide public access/seating creates parklet (common grounds). (Referencing area south of 8<sup>th</sup> Street)

**B. Land Use Development Policy**

The participants widely supported the measures proposed in the draft Riparian Buffer Ordinance and other policy recommendations, including increasing setback for key sites in downtown, restricting the removal of trees, restricting parking along the river, and encouraging businesses to “front” the river.

Specific comments from the workshop include:

- Increase riparian setbacks.
- Riparian setback 25' setback good, prefer 50'.

- Allow public art in setback.
- Allow public seating/tables if “permeable.”
- Carefully consider what is allowed or removed in setbacks.
- Increase opportunity for recreations kayaking.

To provide supporting mapping data related to this topic a board highlighting **Existing and Proposed Setbacks** was displayed. The map indicated which sites in downtown (up to 6) would be impacted by the proposed change from a 10-foot setback to a 25-foot setback. Nine participants indicated support for this change by placing green dots on the plan. No comments were made in opposition.

Comments on this board include:

- Unfortunately, two of the three properties already have planning commission approval, so years can't affect it.
- Parking lot “T” (Lot C) needs to be dedicated as parkland or otherwise saved from development.
- Put farmers' market to Thirby Field and 14th Street empty lots.
- Parkland per court decision in Bayview Mall case. It has been debated but will probably be elongated if they do develop.
- Now is the time to preserve this parking lot C (City Lot T) as a park.
- Stop building on wetland buffers (as long Pine/Front streets).
- Need access to downtown for non-motorized watercraft (park and shop or eat).
- Fill 20' wide stretch along pilings where river exits into bay – as beach extension instead of a steel wall that is under water too often.

### **C. Best Practices**

The workshop sessions did not focus on this topic, but a graphic board of best practices and a summary of existing and proposed city requirements was presented. There was general support for the use of best practices for pollution control, and for proposed expansion of their use. Specific notes include:

- Prioritize the health of the river and flow.
- Need enforcement.
- Education consistently.
- Follow the rules.
- Make it part of city code and enforce it.
- Native plants
- Pollinator friendly.

### **D. Draft Unified Plan Alternatives (southern reaches of the river)**

1. Related to the State Street Parking Lot participants indicated strong support for Option C. Specific comments included:
  - Not urban. More natural open space.
  - Access point for “pop-up” vendors next to park.
  - Outdoor exercise equipment.
  - Maybe add a fountain here?
2. Related to Cass Street Boardwalk
  - Either one (3).
3. Related to West Bend Alternative Paths, participants indicated strong support for Option A along the north side of the river. Comments included:
  - The purple path (Alternative A) needs to happen.

4. Related to Tree Top Path/New Pedestrian Bridge, participants indicated support for this idea. Comments included:
  - Beautiful concept. Looks expensive.
5. Related to fish weir portage idea
  - Consider reworking fish weir so kayaks can navigate in September.
  - Electric fish cam kiosks migration (2)

#### **D. Draft Unified Plan Alternatives (northern reaches of the river)**

1. Related to the Fish Weir portage concept. Participants indicated support for the fish weir portage. Comments included:
  - Each area of plan needs “presence” lighting, space for artwork, type of materials used.
  - Could 1-2 stanchions be removed and wider – automated gate be installed? Wider canoe thru way.
  - Nice idea, but not now. Too bad there is a deck across the river – this would have been better.
  - Support a kayak portage here.
  - Connect portage to pedestrian bridge.
2. Related to the alternatives shown for an overlook just west of N. Union Street participants indicated support for Option B. Comments included:
  - We need this type of space for small performances. (Referencing Option B)
3. Related to the proposal for the 200 block of Front Street. Participants indicated support for the proposed 200 block improvements.
  - Keep one way in 200 block alley.
  - Beautiful idea, but don't forget large semis use this alley...tight turns off Park and Cass....lighting might be in jeopardy.
  - Visual beautification of so. (south) wall? Boardwalk on both sides? Cantilever decking/dock on so. (south) side?
  - More options for tables/chairs to sit along boardwalk with takeout.
  - Create a kayak portage here to visit downtown (referencing the north side of the river).
  - Keep at least half of the lot if lot reduction is required (referencing the City parking lot C)
  - Use of Thirlby Field and 14th Street empty parking lots for farmers market – eliminate congestion off parkway, Union and Cass Street.
  - Keep parking lot – need for boat show event (referencing the City parking lot C)
  - How about boat how along TART trail on Boardman Lake.
  - Boardman Lake use for antique boat show by TACS Sailing Center
  - Another thought once boardwalks are constructed along Boardman, use new space for antique boat show? Obviously future without fish weir and implementation of walk.
  - Any option to access the river is a positive.
4. Related to the alternatives shown for the 100 block of Front Street, participants indicated support for Option C and general support for the project. Comments included:
  - Limited (though high quality) angler access.
  - Add boardwalk west of Cass, north side of river.
  - Maybe even closer in elevation to river? (Referencing boardwalks along river in Option C)
  - Option C! This should be the “urban” access/most developed section.
5. Related to the options for the East End, the participants indicated support for the Option that adds a pedestrian crossing of the river at the northern end of Boardman Avenue, though other options also received some support. Comments included:
  - Inventory existing natural vegetation as rapidly growing.

- Boardwalks must be designed to not impede the rivers natural flow.
- Put pedestrian bridge in line with Boardman Avenue.
- Where is MDOT planning crossing of US-31?
- Add boardwalk east of the boat launch. (Along north side of river)
- Support boardwalk addition here. (Along north side of river)
- You need to work with MDOT right now for their plans.
- Signage needed for safe path from Holiday Inn to downtown.
- Big expensive bridge to the hotel/north side.
- More options to bike into downtown along the river, additional TART.
- Support full access to river from TART trail.
- Pocket Park with safe crossing over parkway to beach.
- High clearance bridge for boats.
- Love idea but there is not enough room for bridge and pocket park in addition to the road intersection "T". Too congested to be practical.
- Transient boat dock. (Along Front Street near Boardman Ave.)
- Public seating.



# Lower Boardman A CONVERSATION ON THE RIVER BACKGROUND INFORMATION

Check Rehearsal Hills - Parkson River.

How can city accomplish what we want? River large? Describe lateral habitat? How?

Not a good idea to pursue public park to parkson hills. The placement would be off. It's better. It's not a good idea to pursue public park to parkson hills. The placement would be off. It's better. It's not a good idea to pursue public park to parkson hills. The placement would be off. It's better.

## INTRODUCTION

The river is one of our most valuable assets from a ecologic, economic, recreational, and cultural perspective, and is a significant contributor to the sense of place in downtown Traverse City. Recognizing the value of the river the Traverse City DDA (DDA) put into motion the process for developing a UNIFIED PLAN for the Lower Boardman River. The UNIFIED PLAN includes our collective vision for the Lower Boardman and describes the land use policy recommendations, best practices for development, and physical improvements plan for achieving this vision.

The primary themes of the Unified Plan for physical improvements are **CULTURE, CONNECTIVITY, and HABITAT.**

**CULTURE** focused learning and art to educate and inspire people about the first people and their history in the region.

**CONNECTIVITY** for people to recreate along, celebrate the value of, and learn about the Boardman River.

**HABITAT** preservation and creation for aquatic, riparian, and avian communities to increase native species diversity and improve water quality.

## THE PURPOSE OF THIS PUBLIC ENGAGEMENT:

Based on the public input we've received the Leadership Team has developed a series of draft recommendations and alternative ideas.

Our purpose for the Summer 2021 workshops is to inform the public and gather input on your preferences and ideas.

## THE BIG QUESTIONS:

1. Do the ideas presented represent the community's values and
2. Which ideas work best for Traverse City?
3. Which ideas do not fit?
4. What ideas are we missing?

More & earlier notices for meetings.

This is a Master Plan process, so we are looking for big picture. As project move forward, the design of each project would go through a public engagement process to determine the specific details.

## ENGAGEMENT STRUCTURE:

We have organized this engagement to present ideas and information in four subject areas:

- A. Background Information
- B. Land Use Development Policy
- C. Best Practices for guiding new development and public improvements along the river corridor.
- D. Proposed Improvement Concepts

We are most interested in getting your input on the Land Use Development Policies and Proposed Improvement Concepts (divided into northern and southern sections of the river in downtown). Please review the proposed ideas and alternatives and give us your feedback by responding to the questions provided.

## KEY INPUT FROM PUBLIC ENGAGEMENT

### Community Workshop and Focus Groups

- Providing public access (e.g., boardwalks) along the river; assume the need for universal access
- Soften shore treatment/restore natural edge
- Limit/manage additional development along the river corridor
- Remove/Limit parking from riverbanks
- Increase building setbacks
- Utilize best practices to manage stormwater and other means of improving water quality.
- Shift the balance towards habitat and nature over human recreation and economic development
- Keep river corridor natural and passive

### Community Survey

QUESTION #6: What do you think are the top priorities to improve the built environment along the Lower Boardman River?

Top priorities noted (in order of priority cited) include manage/restrict new development, ensure access along private land, provide more/better access, facilities, places, connections, protect/enhance natural environment and character (find balance), and make the waterfront universally accessible.

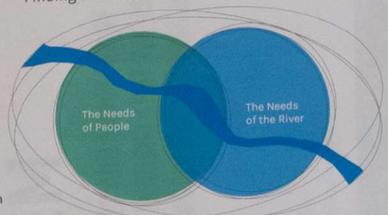
QUESTION #7: What is the most important thing to keep in mind as we develop a Unified Plan for the Lower Boardman River?

Top priorities noted (in order of priority cited) include protect and enhance natural environment, water quality, health, accountability/oversight, Limit development and influence of economic interests, and use values-based plan to influence government policy.

These ideas and goals become more achievable as Riparian Buffer.

## TURNING TOWARD THE RIVER

- Finding the Balance in the Urban Environment
- Sustaining for culture, water, and navigation.
- For industry to store logs and goods, storm water, and provide power.
- Recreational resource for walking, and fishing, and a powerful scenic draw.
- Treating the river as an integral system



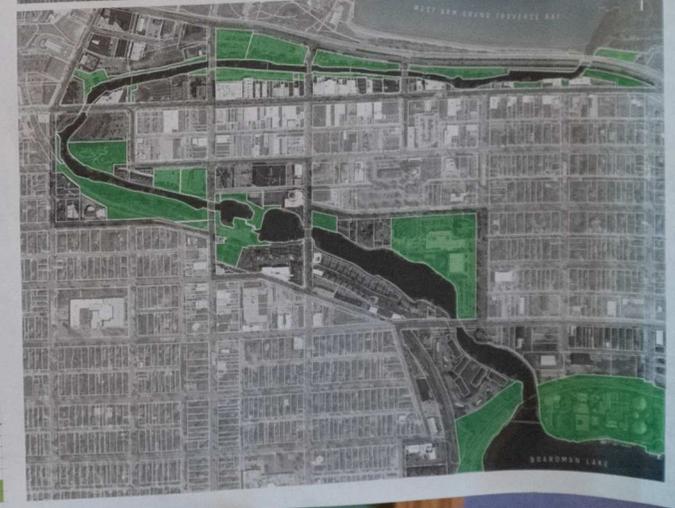
Listen to the Boardman (Parkson) because it is a barrier. Restore the canal.

Who will enforce the protect the river?

## UNIFIED PLAN PROCESS

- UNIFIED PLAN will include recommendations for changes to City policies and ordinances to protect the river, encourage development, and manage the use of the river
- New investments in the river corridor to enhance access, improve natural habitat, promote learning and cultural understanding, and support community use of the river corridor.

River Corridor Analysis	2019				2020				2021			
	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall
Public Engagement Round One												
Policy Review and Draft Recommendations												
Master Plan Idea Generation												
Public Engagement Round Two												
Refine Plan and Policy Recommendations												
Adopt the Unified Plan												



# ACCESS AND RECREATION: MISSING LINK

CONCEPT FOR DISCUSSION AS RECOMMENDED BY THE UNIFIED PLAN COMMITTEE

## PLAN LEGEND

- Key Missing Link in path/boardwalk network
- Publicly owned property
- EXISTING PATHS

CONNECT KIDS CREEK PATH  
 Behind FIRE STN

More Pedestrian Bridges

AOP Public ART!

RESPONSIBILITIES  
 ES&E budget

POLICE PARK PARKER MAINTENANCE.

ANY CROSSINGS ACROSS THE RIVER (boardwalk solution)  
 MUST have 100 yds. backwater. 2 way traffic. NOT create lane to boat traffic.

Crosswalk of Parkway S.W. To Hall St.

SUPPORT ADDITIONAL BOARDWALK

Access for Boardman Neighbors TO THE BEACH

Can flavored polystyrene be used?

Floating Dock option!

LOWER WATER TO LOW WATER PARKS BOARDWALK

BOARDWALK IN NORTH BEACH TO BE BUILT TO BE USED FOR BOARDWALK. BOARDWALK TO BE BUILT TO BE USED FOR BOARDWALK.



BOARDMAN LAKE

# B.

# Lower Boardman A CONVERSATION ON THE RIVER LAND USE DEVELOPMENT POLICY



## LAND USE NARRATIVE

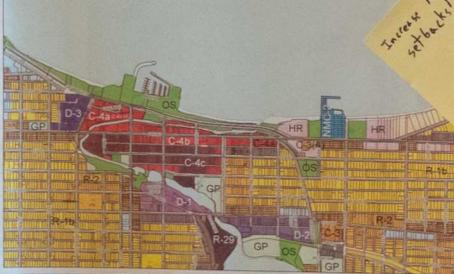
Recognizing an explicit commitment to the principles of public trust in the protection of the river as a community common, regulatory policies that guide building and development in the downtown area should be amended to reflect the vision and values of the Lower Boardman-Ottaway River UNIFIED PLAN.

The Traverse City Planning Commission has proposed a new Riparian Buffer Ordinance to help manage the use development, and maintenance of the edges of Boardman Lake, the Boardman River, and Kids Creek.

The Unified Plan Leadership Team is proposing changes to the draft ordinance to address specific conditions of the Lower Boardman segment of the river.

## EXISTING ZONING MAP

West Arm Grand Traverse Bay



Increase Riparian setback!

ZONING DISTRICT	MAX HEIGHT	DENSITY	MAX IMPERVIOUS SURFACE	WATER SETBACK
OS - Open Space	45 ft	N/A	20%	25 ft
R-29 - Multi-Family	40 ft	29 units/acre	50%	25 ft
C-3 - Community Center	45 ft	N/A	80%	25 ft
C-4a - Regional Center	45 ft	N/A	100%	10 ft
C-4b - Regional Center	68 ft			
C-4c - Regional Center	100 ft			
D-1 - Ironworks Development	45 ft, 60 ft	N/A	70%	25 ft
D-2 - Depot Development	45 ft, 60 ft	N/A	60%	25 ft
GP - Government/Public	25-90 ft	N/A	70%	25 ft

## VALUE AND FUNCTION OF AN URBAN RIPARIAN BUFFER

BUFFER widths is a factor of your goals:

- Providing for recreation, engagement, and access: "Training Toward the River"
- Reducing the visual presence of development.
- Erosion control/bank stabilization, especially for steep slopes and high banks.
- Restoring natural and stable riverbanks.
- Storm Water Quality Management through filtering and absorption.
  - Settlement reduction from parking lots and sealed pavements.
  - Reducing nitrogen from lawns.
- Target species for habitat improvement.



## RIPARIAN BUFFER ORDINANCE

### KEY ELEMENTS

- Establish a 10-Foot Riparian Buffer/Setback for properties east of Park Street (matching current setback) and 25-foot Riparian Buffer/Setback for commercial properties west of Park Street (10-foot setback currently required).
- Provide guidelines for private recreational use and public paths, boardwalks, and overlooks as to the location, width, and overall coverage of the Riparian Buffer.
- Add guidance on tree preservation, landscape maintenance, new landscaping, and bank and slope protection.
- Clarify and strengthen regulations on parking and paved areas and the use of vertical walls.

ALLOW PUBLIC SEATING/TABLES RECREATION!

ALLOW PUBLIC ART IN SETBACK

currently covered what is allowed to be removed in setback

Riparian Setback 25' setback on each side of river 25' on north side 25' on south side

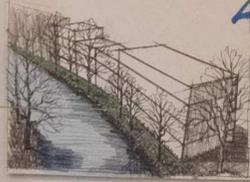
### PROPOSED RIPARIAN BUFFER WIDTH

- 25-FT RIPARIAN BUFFER
- ALL OTHER LOWER BOARDMAN/OTTAWAY REACHES

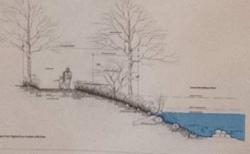


### PROPOSED RIPARIAN BUFFER WIDTH

- 10-FT RIPARIAN BUFFER
- Matches current setback
- Applies EAST of Park Street on south side of river 25 ft on north side



- Riparian areas for water-related recreational and passive outdoor enjoyment.
- Reduce stormwater runoff.
- Reduce erosion potential.
- Reduce sedimentation.
- Reduce debris and litter.
- Reduce trash and litter.
- Reduce trash and litter.
- Reduce trash and litter.



The draft ordinance allows private recreational use of the buffer in downtown for paths, decks, and docks, not to exceed 20% of the land area. Sites offering public access would be allowed to have up to 40% of the buffer for paths, decks, and docks. The draft ordinance would also restrict manicured landscapes, parking, service drives, and unrestricted tree removal.

Commercially zoned property east of Park Street and along the river are proposed to retain the existing setback of 10 feet. Between the farmers market and the post office there are 6 properties which the recommended ordinance proposes to have a 25-foot buffer, which is larger than the current 10-foot requirement. Of these 6 sites, 3 are likely to be re-developed in the coming decade.

All other properties in downtown will retain their existing setbacks.



## OTHER RECOMMENDED POLICY CHANGES

In addition to the Riparian Buffer Ordinance the unified Plan Leadership team is suggesting change to other ordinances and policies for Traverse City that will support the goals and value of the Unified Plan

### OTHER ZONING ORDINANCE CHANGES:

- Restrict the creation of public and private parking within the river corridor.
- Encourage businesses that have both a street frontage and a river frontage to activate the waterfront side of their business.
- Along the Lower Boardman River, the width of the riparian buffer is the full width of the building setbacks allowed in the downtown.

### REGULATORY ORDINANCE AMENDMENTS TO CONSIDER:

- Managing river use to balance residents needs with recreational access.
- Landscape maintenance measures to be consistent with the Riparian Buffer Ordinance.

### POLICIES TO CONSIDER:

- The City and DDA should consider adopting policies that encourage conformance with regulations that private development is expected to conform to - i.e., lighting, storm water management, Riparian Buffer, landscape design and maintenance.
- Adopt the UNIFIED PLAN as a public planning document.
- Encourage the next Recreation Master Plan to incorporate the UNIFIED PLAN

Increase opportunity for Recreational Kayaking





# Lower Boardman A CONVERSATION ON THE RIVER

## BEST PRACTICES

FOR MANAGING POINT AND NON-POINT SOURCE POLLUTION

Prioritize the health of the river and flow!

NEED ENFORCEMENT!  
EDUCATION  
POSTURE THE RULES!

### VALUE & FUNCTION OF URBAN RIPARIAN BUFFERS

- BUFFER** Width is a factor of your goals:
- Providing for recreation, engagement, and access, "turning Toward the River"
  - Reducing the visual presence of development
  - Erosion control/bank stabilization, especially for steep slopes and high banks.
  - Restoring natural and stable riverbanks.
  - Storm Water Quality Management through filtering and absorption:
    - Sediment reduction from parking lots and washed surfaces
    - Reducing nitrogen from lawns
  - Target species for habitat improvement.



### STORM WATER QUALITY MANAGEMENT

PARKING LOTS AND SEALED SURFACES

**PLAN LEGEND**

- Blue outline to show high banks
- Red outline to show high and steep slopes
- Red dots to show public sewer outfalls
- Green outline to show public owned property
- Light green outline to show privately owned property



### EROSION CONTROL AND BANK STABILIZATION

STABILIZING A HIGH BANK

**PLAN LEGEND**

- Blue outline to show high and steep slopes
- Light green outline to show publicly owned property



### LANDSCAPE MGMT. & HABITAT RESTORATION

**PLAN LEGEND**

- Green outline to show riparian buffers
- Light green outline to show riparian buffers
- Blue outline to show riparian buffers
- Light green outline to show riparian buffers
- Light green outline to show riparian buffers



### UNDERSTANDING EXISTING CONDITIONS

The Unified Plan team mapped characteristics of downtown that influence the water quality of the river and ground water, including storm sewer outfalls, locations of parking lots, land uses, quality and location of existing buffers, steep slopes, and land ownership patterns. Reaches 5 and 6 include the most intensive land uses, and the most storm sewer outfalls. The red dots each represent one storm water outfall, typically from roof, parking lots, and streets.

**REACH 5**

**WEST ARM GRAND TRAVERSE BAY**

LAWNS

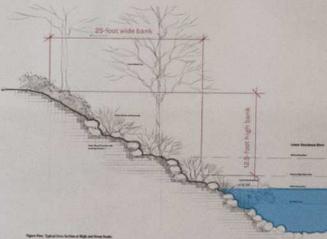
**PLAN LEGEND**

- Green outline to show riparian buffers
- Light green outline to show riparian buffers
- Light green outline to show riparian buffers
- Light green outline to show riparian buffers



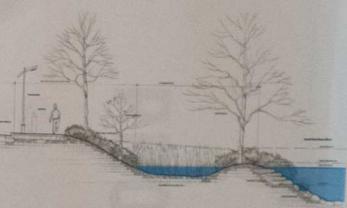
STABILIZING A HIGH BANK

- Holds soils in place with roots
- Stabilizes toe of slope to reduce scours and undercutting



EXPANDING THE FLOOD PLAN

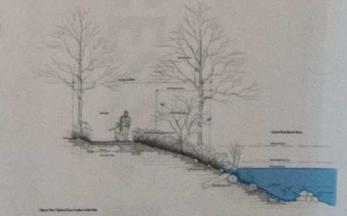
- Expanding and enhancing wetland edge
- Expanding riparian width to increase nesting habitat



100 Block of Front St, looking east

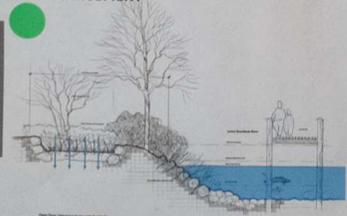


- Provides shade for water, reducing temperature and elevates dissolved oxygen
- Woody debris provides fish cover, basking for turtles, access path to bank
- Understory trees provide habitat and food for songbirds



### STORM WATER QUALITY MANAGEMENT

- Provides space for infiltration gardens and vegetated swales to capture sediment and filter water from parking lots
- Provides space to filter nitrogen from lawn runoff
- Vegetation slows velocity of flood waters and overland flow, increases infiltration



The TRAVERSE CITY GROUND-WATER PROTECTION and STORMWATER CONTROL ORDINANCE currently requires a range of best practices to control point and non-point pollution, manage the runoff of stormwater volumes, and protect storm water and ground water quality including:

- Retention ponds and detention basins
- Infiltration trenches, and basins, such as rain gardens
- Storm water quality treatment chambers
- Vegetated Swales and filter strips
- Wet basins and drainage wells
- Soil erosion and sedimentation controls
- Hazardous substance storage and containment controls
- Tree and vegetation removal regulations within 25 feet of wetlands, lakes and rivers

water and pollutants in the primary downtown district. The study examined a range of potential pollution sources, including roofs, streets, parking lots, outdoor dining, dumpsters, and expanded current list of best practices to include:

- Green roofs
- Tree and planter boxes
- Bioswales
- Cisterns
- Underground storm water storage
- Street sweeping
- Dumpster Covers
- Permeable paving

Make it part of city code & enforce it. Native plants. Pollinator friendly.

The DDA has developed the TIF 97 Stormwater Management Plan which recommended improvements to the management of storm

The Unified Plan embraces these concepts as a means of water quality within the river and bay, and provides for applications of best practices along the river corridor as it above.

# D.

## Lower Boardman A CONVERSATION ON THE RIVER

# DRAFT UNIFIED PLAN ALTERNATIVES (SOUTHERN REACHES OF THE RIVER)



### ALTERNATIVE IDEAS

The area between the 100 block of Front St and the river is public land, and there are infrastructure issues with the stability of the sewer, pavement, and the river wall. Fixing these issues offers an opportunity to "green" the bank of the river and create a space shared by service, parking, and public recreation.

This series of alternative concepts range in their intensity of public access to the river, and in the amount of space that is open to flexible use during events and gatherings. Each assumes that part of the parking along the river would be removed to facilitate stabilization of the sewer and increase pedestrian and green space. The alley would remain open for service and deliveries, access to private (and public) parking. The alley would be designed to be pedestrian friendly through lighting, paving, traffic calming, and landscape improvements.

SOUTHERN REACHES



EXISTING CONDITIONS



PROPOSED CONCEPTS



### WEST BEND

The western bend of the river near Hall/Wadsworth Streets is one of the more challenging sections of the river to provide access. The area includes mix of housing types and the highly-valued Hannah Park. Previous public input suggested a pedestrian river crossing in the western bend of the river and connections to the proposed pedestrian underpass at Front Street. The goal of access improvements in this area is to connect the north and south banks of the river, take advantage of the proposed underpass under Front Street, protect the privacy of residents, and preserve the character of Hannah Park.

### TREE TOP CANOPY WALK

The idea of an elevated tree top walk could be built into any of the west bend alternatives shown above. This idea provides for a unique perspective of the river, and a great place to observe and learn about river shaping processes, habitats, wildlife (especially birds!)



Alternative A creates an elevated bridge across the river near Line Street, and a boardwalk in the river on the eastern bank.



Alternative B connects along the former railroad line, but swings the path out over the bank with an elevated tree-top boardwalk. Crossing the river occurs just south of Kids Creek.



Alternative C follows directly along the former railroad line, and then crosses the river just south of Kids Creek.



Beautiful concept  
Lacki expensive





Alternative Path

5 support

Consider reworking from Wier so kayaks can navigate in September

Planned and Existing Paths

Alternative Path

THE purple PATH Needs to HAPPEN!

20 support, 5 oppose

Alternative Path

3 support, 1 opposed

Hall Street  
Front Street  
Wadsworth Street  
Pine Street  
Union Street  
State Street  
6th Street

HANNAH PARK

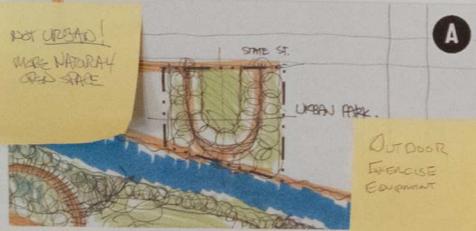
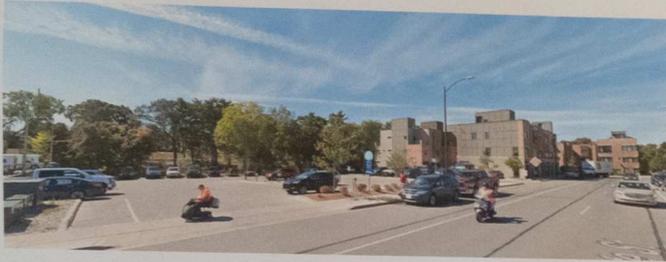
# Lower Boardman A CONVERSATION ON THE RIVER

## DRAFT UNIFIED PLAN ALTERNATIVES (SOUTHERN REACHES OF THE RIVER)

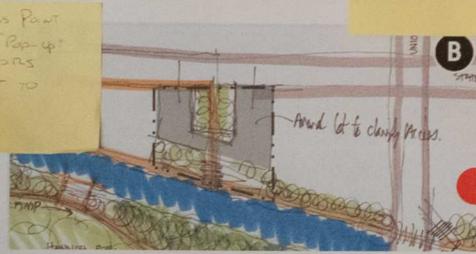


### STATE STREET PARKING LOT

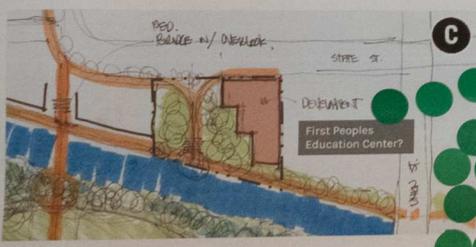
Parking Lot E on State Street provides an opportunity to create an enhanced connection to the Lower Boardman.



**Alternative A** creating a new urban park on the river.



**Alternative B** enhancing the parking lot to connect the existing boardwalk to State Street.



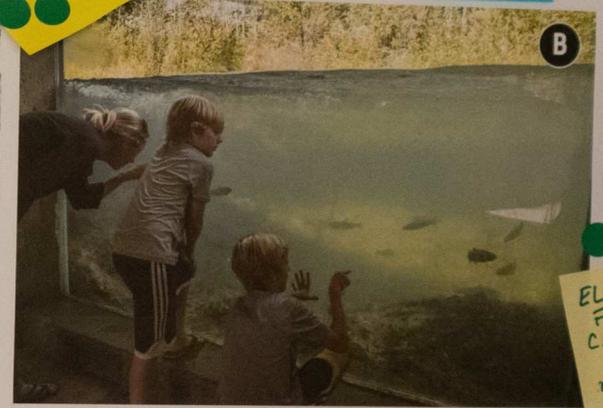
**Alternative C** creating park space with a First Peoples Education Center.

### CASS STREET BRIDGE BOARDWALK

The South Cass Street bridge design poses some difficulty in making a universal. Alternatives include a floating boardwalk (A) or a semi-submerged walk (B).



Either One  
Diff -  
Erase

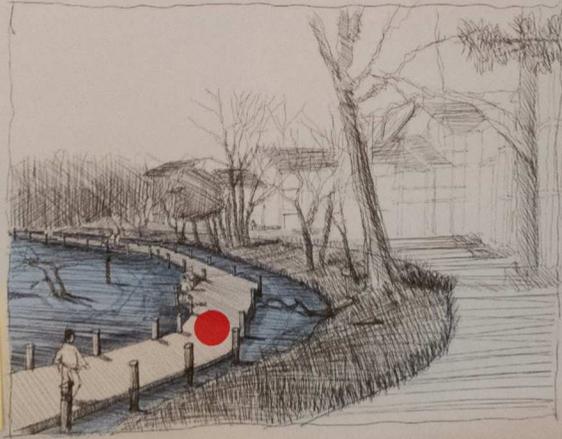


OTHER IDEAS?

ELECTRONIC FISH CAM KIOSKS migration

### BOARDWALK SOUTH OF 8TH STREET

There is an existing easement that allows for pedestrian connection south of 8th Street along the river's edge, but using the easement would mean the removal of a number of trees and put the path very close to the residences. The concept shown builds a boardwalk in the river to address these issues and preserve the bank. This concept would also create a continuous waterfront connection to Boardman Lake, Hull Park, and other recreation trails.



OTHER IDEAS?

OTHER IDEAS?  
Maybe add a fountain here?

# D.

# Lower Boardman A CONVERSATION ON THE RIVER

## DRAFT UNIFIED PLAN ALTERNATIVES (NORTHERN REACHES OF THE RIVER)



### ALTERNATIVE IDEAS

These illustrations offer a series of alternative ideas to improve access and connectivity along the river. The purpose of the current public engagement is to gauge the community's preferences and general support for the ideas, as well as to gather new thoughts you may have!

#### NORTHERN REACHES



#### EXISTING CONDITIONS



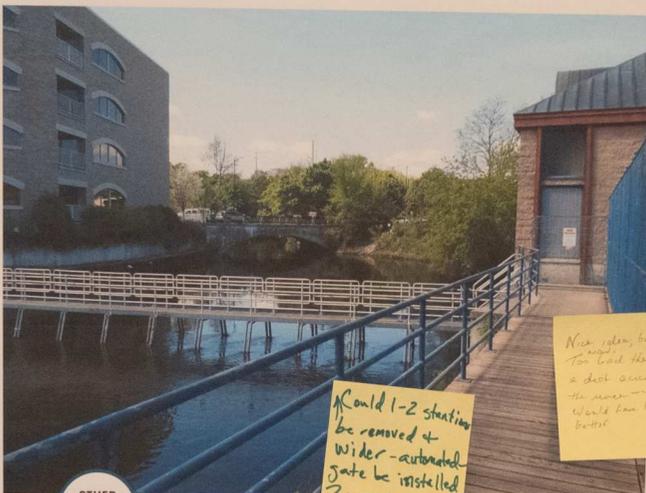
#### PROPOSED CONCEPTS



### FISH WEIR KAYAK PORTAGE

CAN GATES BE REMOVED & SWIMWAY?

The variability of water levels has led to difficulty traversing the fish weir. One idea being discussed is the installation of ramps that allow kayakers and others to portage around the weir along the south side of the river.

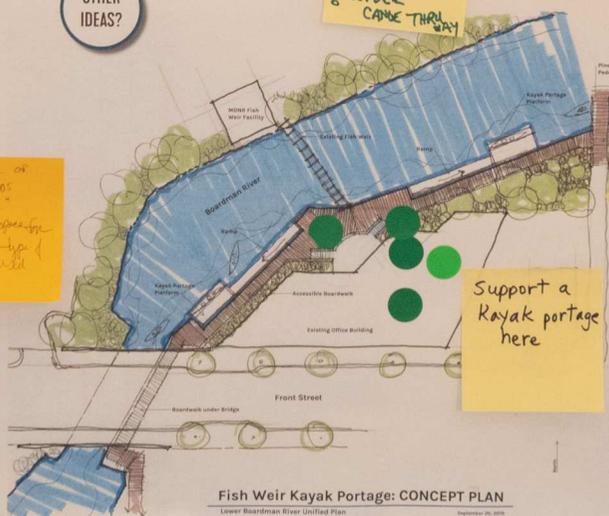


OTHER IDEAS?

Could 1-2 stanchions be removed & wider-arched gate be installed? WIDER CAN BE THRU WAY

Nice idea, but not sure how to build them in a deck area - the weir has low bottom

Early area of raw uses - "Pleasure" - looking at specific get work type of materials used



Fish Weir Kayak Portage: CONCEPT PLAN  
Lower Boardman River Unified Plan  
September 20, 2018

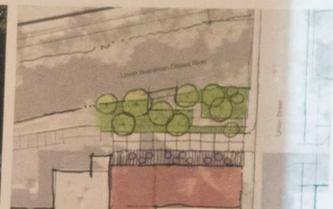
Support a Kayak portage here

### UNION STREET OVERLOOK

This small parcel of land east of Union Street offers an opportunity for a river overlook and for businesses to take advantage of river views.



Existing Conditions photo of edge.



Alternative A offers modest overlook of the river. The plan also illustrates the potential for redevelopment of the adjacent private property.



Alternative B features a larger deck suitable for small performances or gatherings, food truck vendors.



Alternative C provides for a curving walk that widens into an overlook.

### UNION STREET TO

### STREET PEDESTRIAN BRIDGE

The Leadership Team has identified this area as a key location to create access and connectivity on both sides of the river between Union Street and Front Street. We hope to hear from the community on the relative importance of this connection during public engagement.



WE NEED THIS TYPE OF SPACE FOR SMALL PERFORMANCES!!

Lower portage to Boardman Bay

OTHER IDEAS?

# D.

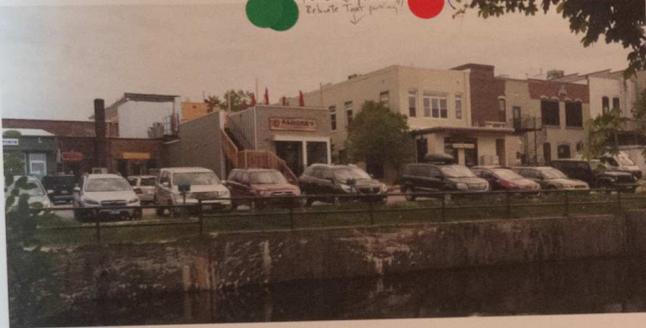
## Lower Boardman A CONVERSATION ON THE RIVER

### DRAFT UNIFIED ALTERNATIVES (NORTH REACHES OF THE RIVER)

#### 100 BLOCK OF FRONT STREET

The area between the 100 block of Front St and the river is public land, and there are infrastructure issues with the stability of the sewer, pavement, and the river wall. Fixing these issues offers an opportunity to "green" the bank of the river and create a space shared by service, parking, and public recreation.

This series of alternative concepts range in their intensity of public access to the river, and in the amount of space that is open to flexible use during events and gatherings. Each assumes that part of the parking along the river would be removed to facilitate stabilization of the sewer and increase pedestrian and green space. The alley would remain open for service and deliveries, access to private (and public) parking. The alley would be designed to be pedestrian friendly through lighting, paving, traffic calming, and landscape improvements.



Remove all parking? Reduce truck parking? (ONLY PUBLIC PARKING)

#### 200 BLOCK OF FRONT STREET

The 200 block of Front Street has a thinner band of property along the river than the 100 block, but there are still opportunities to creating a more engaging pedestrian friendly space. The illustration also shows reconstructing the northern bank of the river to reduce parking and create recreation space, habitat that filters storm water pollution, and public access to the river. The sketch also shows the potential for redevelopment of private property to increase density and take advantage of the riverfront.

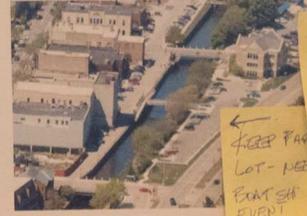
beautiful idea but don't forget large semi like this alley... tight turns off park and case... lighting might be in jeopardy!



visual beautification of so. wall? boardwalk on both sides? cantilever deck on so. side??

more options for public stairs to see along boardwalk with the boat

Create a kayak Portage here to visit Downtown



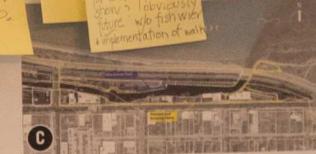
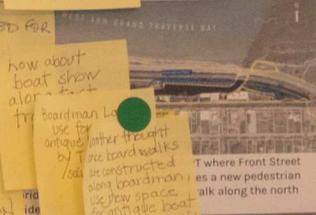
Keep existing lots and what's there West End Ward

KEEP PARK LOT - NEED FOR FEEL FOR EVENT

FEEL AT X LEVEL 1/2 OF THE LOT IF LOT RECONSTRUCTION IS REQUIRED

#### EAST END OF FRONT STREET

use of thirby field + 14th st empty parking lots for farmers mkt - eliminate connection of parkway, union + base streets??



Alternative C bridges the river near the boat launch.

how about boat show along boardman L... use for antique/other events by the boardwalks / see reconstructed along boardman use new space for antique boat show + possibly have fishery implementation of walk

river corridor has a unique character and value. Unfortunately, from a pedestrian using condition creates a pedestrian dead-end that limits access and connections front street. This stretch of the river is home to boat slips, so any new crossing of accommodate boat traffic. The ideas shown below test different approaches to item for the path.



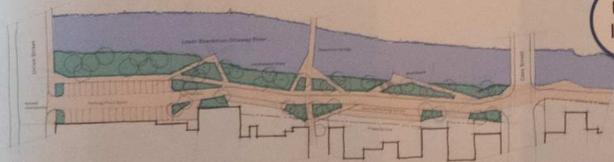
Alternative B connects across the river at the base of Boardman Avenue, and then ramps down to the existing boardwalks.

OTHER IDEAS?

WIKI OPTION TO ADDRESS THE PLAZA IS A POSITIVE

#### 100 BLOCK OF FRONT STREET - OPTION A

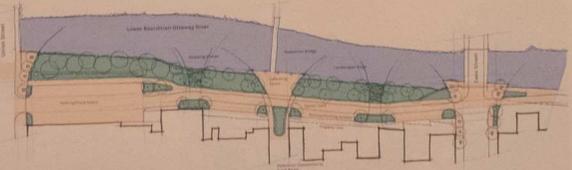
This alternative proposes a series of overlooks on the river that connect back to the primary walkway/alley. This approach leaves more of the shoreline "green" for habitat and water quality filtering. The left hand sketch of this alternative also highlights the potential for redevelopment of sites on Front Street to increase density.



#### 100 BLOCK OF FRONT STREET - OPTION B

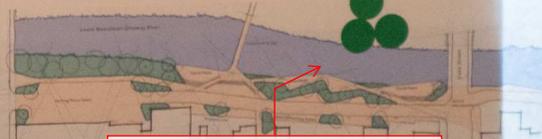
This alternative provides a crossing of the river with overlooks and gathering areas. Between these overlooks are two stepped stone access points allowing anglers and others more immediate access to the water.

OTHER IDEAS?



#### 100 BLOCK OF FRONT STREET - OPTION C

This alternative provides more continuous boardwalk along the river's edge, several areas for seating and socializing, and two plaza spaces for small performances and events. The left hand sketch of this alternative also highlights the potential for redevelopment of sites on Front Street to increase density.



3 support



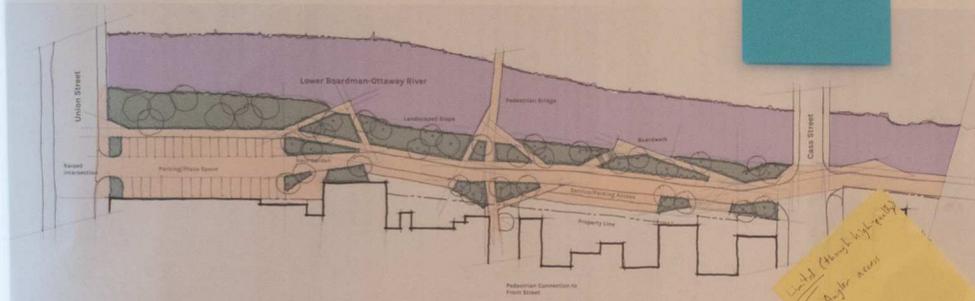
# D.

## Lower Boardman A CONVERSATION ON THE RIVER

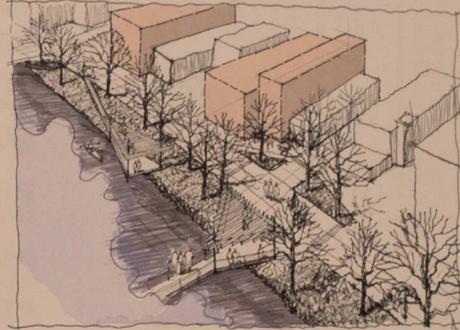
# DRAFT UNIFIED PLAN ALTERNATIVES (NORTHERN REACHES OF THE RIVER)



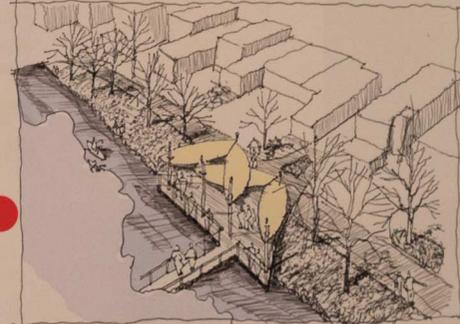
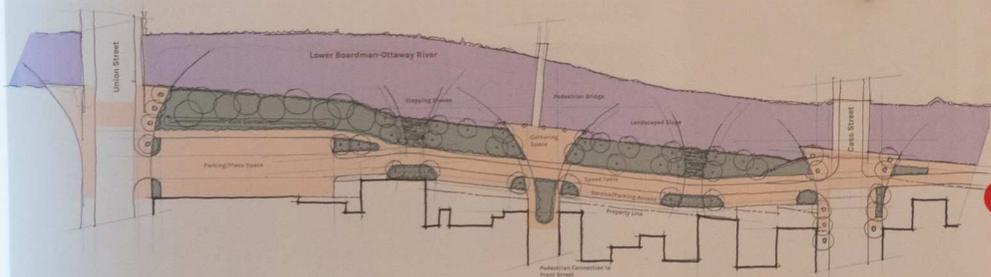
100 BLOCK OF FRONT STREET - OPTION A



Would almost definitely be a major access



100 BLOCK OF FRONT STREET - OPTION B

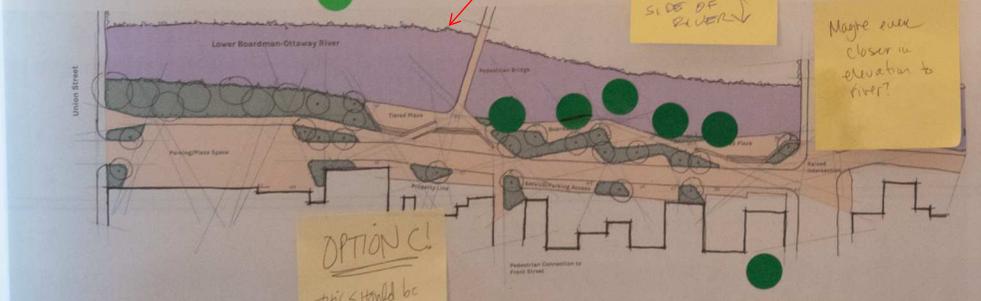


7 support

ADD BOARD WALK WEST OF CASH NORTH SIDE OF RIVER

Maybe even closer in elevation to river?

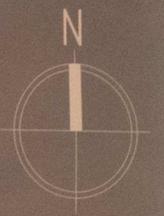
100 BLOCK OF FRONT STREET - OPTION C



OPTION C!  
THIS SHOULD BE THE 'VIEW' ACCESS / BEST DEVELOPER SECTION



# WEST ARM GRAND TRAVEL



inventory existing natural vegetation station of Maryland Ave

Small walks must be designed to not impede the river's natural flow

PUT PED. BRIDGE IN LINE WITH BOARDMAN AVE

ADD BOARDWALK EAST OF THE BOAT LAUNCH

SUPPORT BOARDWALK ADDITION HERE

WHERE IS MIDOT PLANNING CROSSING OF 45-31

You need to work with MIDOT RIGHT NOW for their plans

signage needed for safe paths from holiday Inn to downtown

Big expensive bridge to the hotel/wood site

more options to tie into downtown along the river additional TART

Support full access to river from TART Trail

Alternative Path

Alternative Path

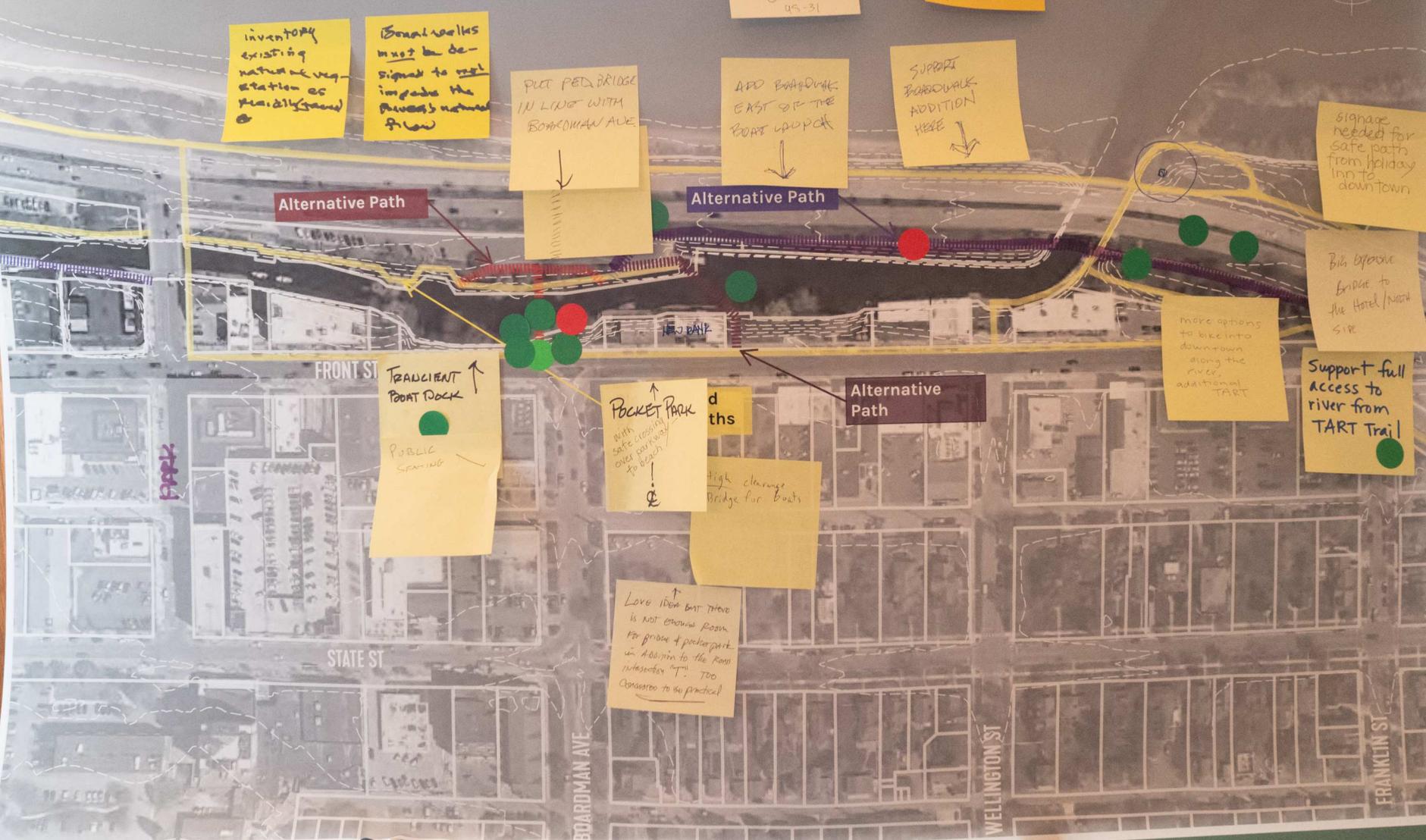
Alternative Path

TRANSIENT BOAT ROCK PUBLIC SPACING

POCKET PARK with safe crossing over parking to beach

Love idea but there is not enough room for grass & pocket park in addition to the road intersection approx 700' Consider to be practical

High clearance Bridge for Boats



10 PARTICIPANTS.

TALLY.

Lower Boardman Unified Plan  
**SETTING PRIORITIES FOR THE FUTURE**

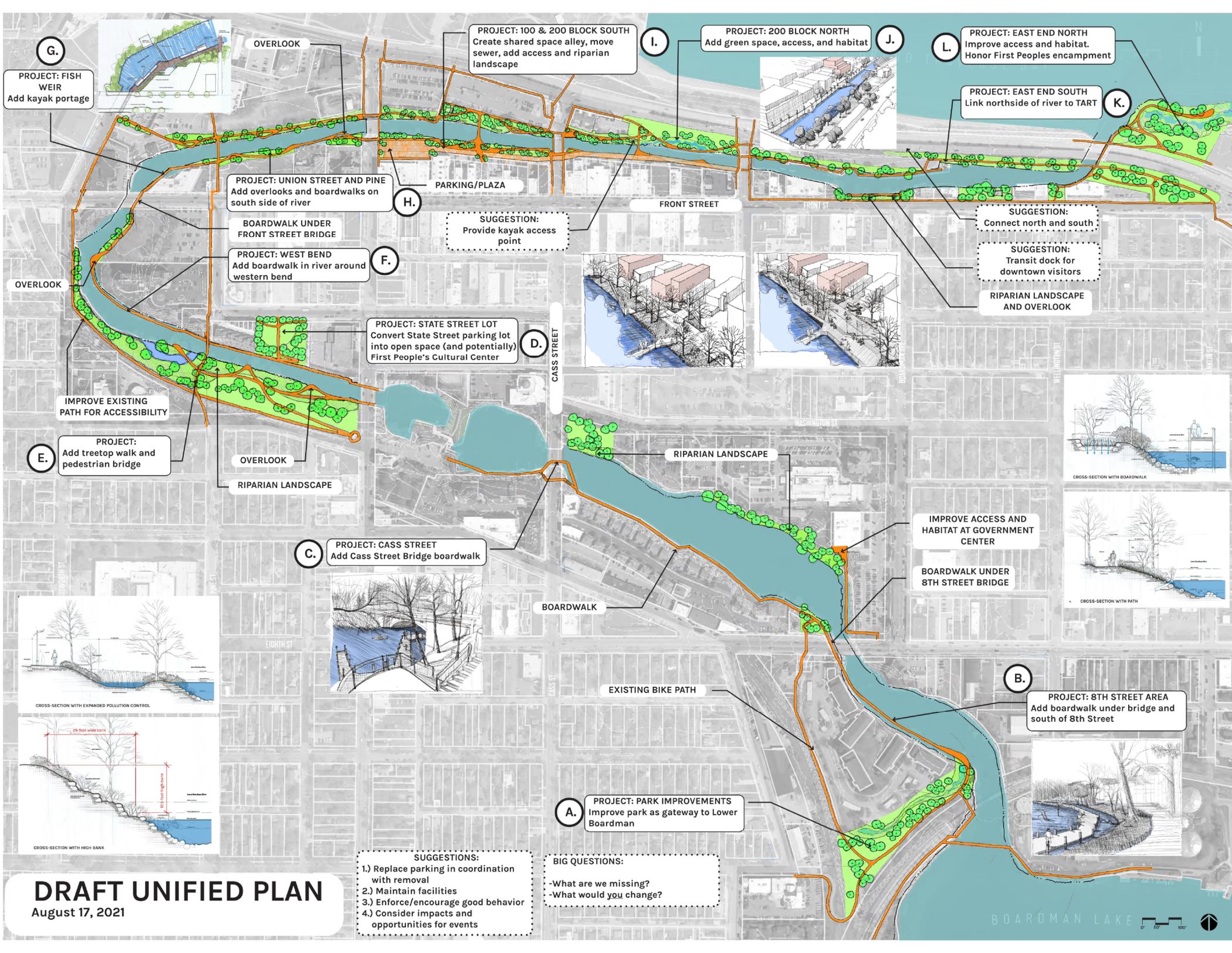
August 17, 2021

The public engagement conducted in July of 2021 indicated broad support for improvements to access and open space along the Lower Boardman. For this meeting, we are looking to have you assist the DDA in establishing priorities for implementing future projects.

If you have a theoretical \$13.00 to spend on new projects, how would you allocate your money?

	Money for Project	PROJECT DESCRIPTION
A	6.50	PARK IMPROVEMENTS: Renovate park south of 8 <sup>th</sup> Street as a gateway to the Lower Boardman
B	7.00	EIGHTH STREET AREA: Add boardwalk under bridge and along river south of 8 <sup>th</sup> Street
C	7.00	CASS STREET: Add a boardwalk under the South Cass Street bridge for Universal Access
D	9.50	STATE STREET LOT: Convert parking lot E into open space and (potentially) a First People's Cultural Center
E	11.00	PINE STREET BRIDGE: Add a tree top walk/new pedestrian bridge connecting Hannah Park to the north side
F	14.00	WEST BEND: Add boardwalk in the river around the western bend to connect to the proposed Front Street underpass
G	4.00	FISH WEIR: Add kayak portage and connecting walk near the fish weir
H	6.00	UNION ST. TO PINE ST. (pedestrian bridge): Add overlooks and boardwalks on the south side of the river
I	3.75	100/200 BLOCK SOUTH BANK: Create a shared space alley while moving sewer and stabilizing the bank
J	10.00	200 BLOCK NORTH BANK: Add green space, access, and habitat
K	8.50	EAST END SOUTH: Link the north side of river to TART
L	12.50	EAST END NORTH: Improve access and habitat; honor First People's encampment
M		OTHER?: (Please describe)

4.  
2.  
1.  
5.  
3.



**G.**

**PROJECT: FISH WEIR**  
Add kayak portage

**OVERLOOK**

**PROJECT: 100 & 200 BLOCK SOUTH**  
Create shared space alley, move sewer, add access and riparian landscape

**I.**

**PROJECT: 200 BLOCK NORTH**  
Add green space, access, and habitat

**J.**

**L.**

**PROJECT: EAST END NORTH**  
Improve access and habitat. Honor First Peoples encampment

**PROJECT: EAST END SOUTH**  
Link northside of river to TART

**K.**

**PROJECT: UNION STREET AND PINE**  
Add overlooks and boardwalks on south side of river

**H.**

**PARKING/PLAZA**

**FRONT STREET**

**SUGGESTION:**  
Provide kayak access point

**SUGGESTION:**  
Connect north and south

**SUGGESTION:**  
Transit dock for downtown visitors

**RIPARIAN LANDSCAPE AND OVERLOOK**

**BOARDWALK UNDER FRONT STREET BRIDGE**

**PROJECT: WEST BEND**  
Add boardwalk in river around western bend

**F.**

**OVERLOOK**

**IMPROVE EXISTING PATH FOR ACCESSIBILITY**

**E.**

**PROJECT:**  
Add treetop walk and pedestrian bridge

**OVERLOOK**

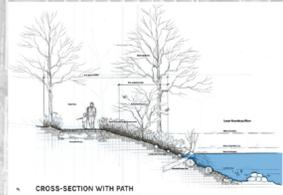
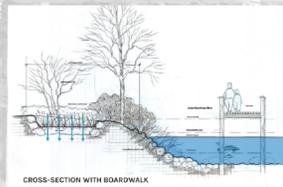
**RIPARIAN LANDSCAPE**

**PROJECT: STATE STREET LOT**  
Convert State Street parking lot into open space (and potentially) First People's Cultural Center

**D.**

**CASS STREET**

**RIPARIAN LANDSCAPE**

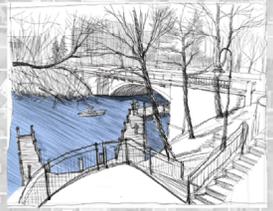


**IMPROVE ACCESS AND HABITAT AT GOVERNMENT CENTER**

**BOARDWALK UNDER 8TH STREET BRIDGE**

**C.**

**PROJECT: CASS STREET**  
Add Cass Street Bridge boardwalk



**BOARDWALK**

**EXISTING BIKE PATH**

**B.**

**PROJECT: 8TH STREET AREA**  
Add boardwalk under bridge and south of 8th Street



**A.**

**PROJECT: PARK IMPROVEMENTS**  
Improve park as gateway to Lower Boardman

- SUGGESTIONS:**
- 1.) Replace parking in coordination with removal
  - 2.) Maintain facilities
  - 3.) Enforce/encourage good behavior
  - 4.) Consider impacts and opportunities for events

- BIG QUESTIONS:**
- What are we missing?
  - What would you change?

# DRAFT UNIFIED PLAN

August 17, 2021