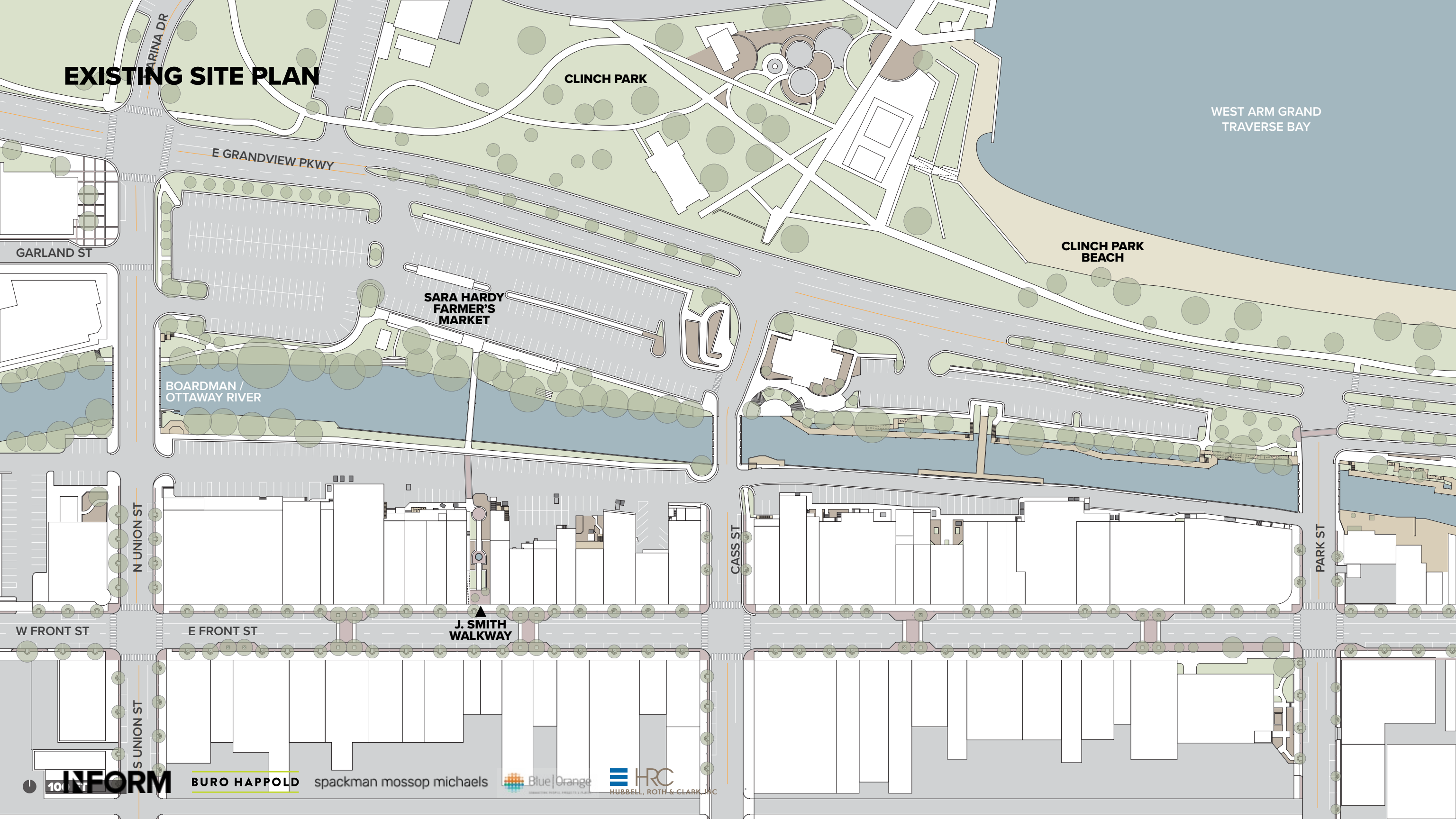


CONCEPTUAL DESIGN

EXISTING SITE PLAN



GARLAND ST

E GRANDVIEW PKWY

CLINCH PARK

WEST ARM GRAND TRAVERSE BAY

CLINCH PARK BEACH

SARA HARDY FARMER'S MARKET

BOARDMAN / OTTAWAY RIVER

N UNION ST

CASS ST

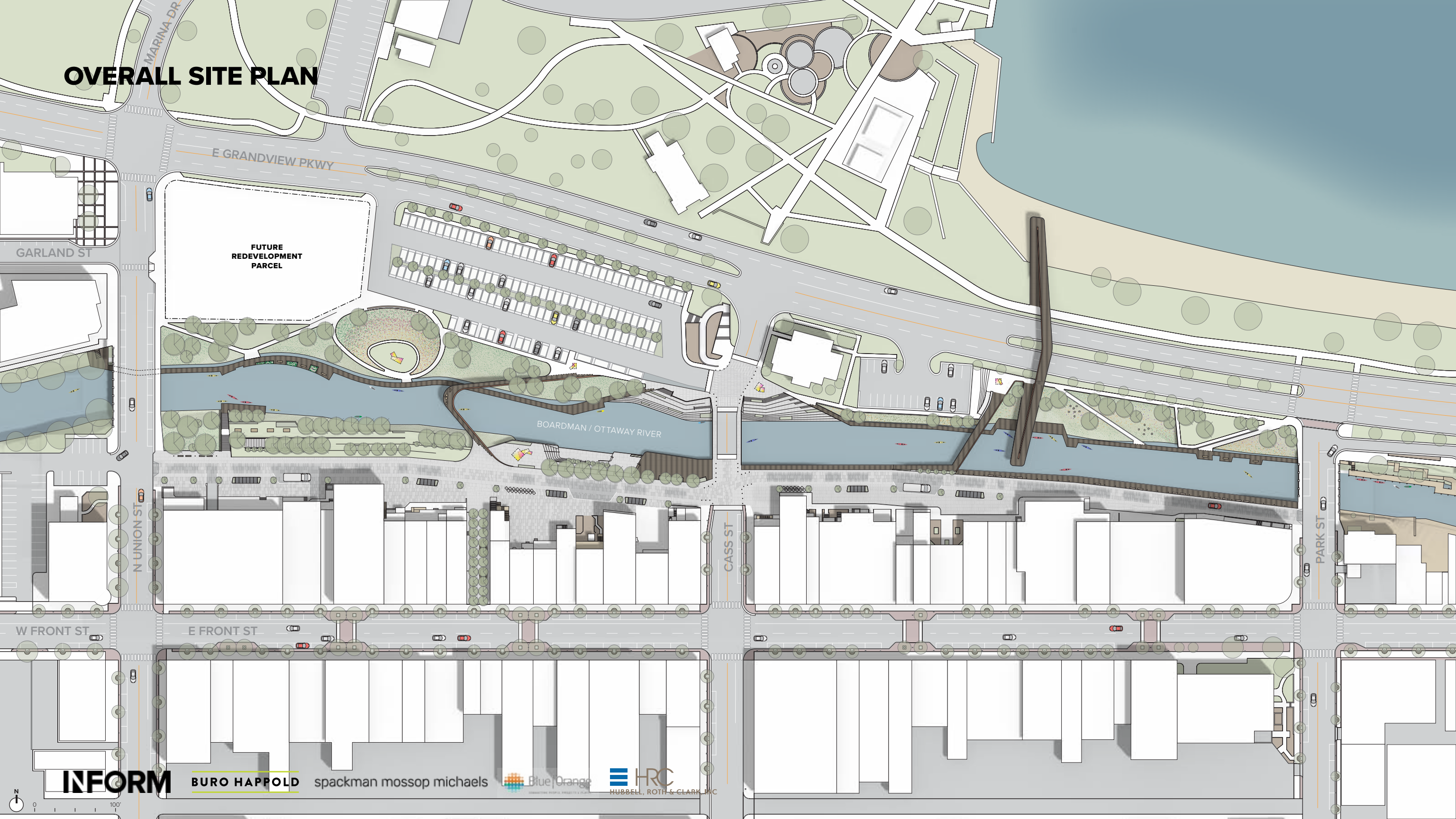
PARK ST

W FRONT ST

E FRONT ST

J. SMITH WALKWAY

OVERALL SITE PLAN



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LIGHTING CONCEPT



1 Pole Lighting - Special Function



2 Stair Illumination



3 Riverwalk Illumination



4 Bridge Accent Lighting



5 Bollard Lighting



6 Suspended Catenary Illumination



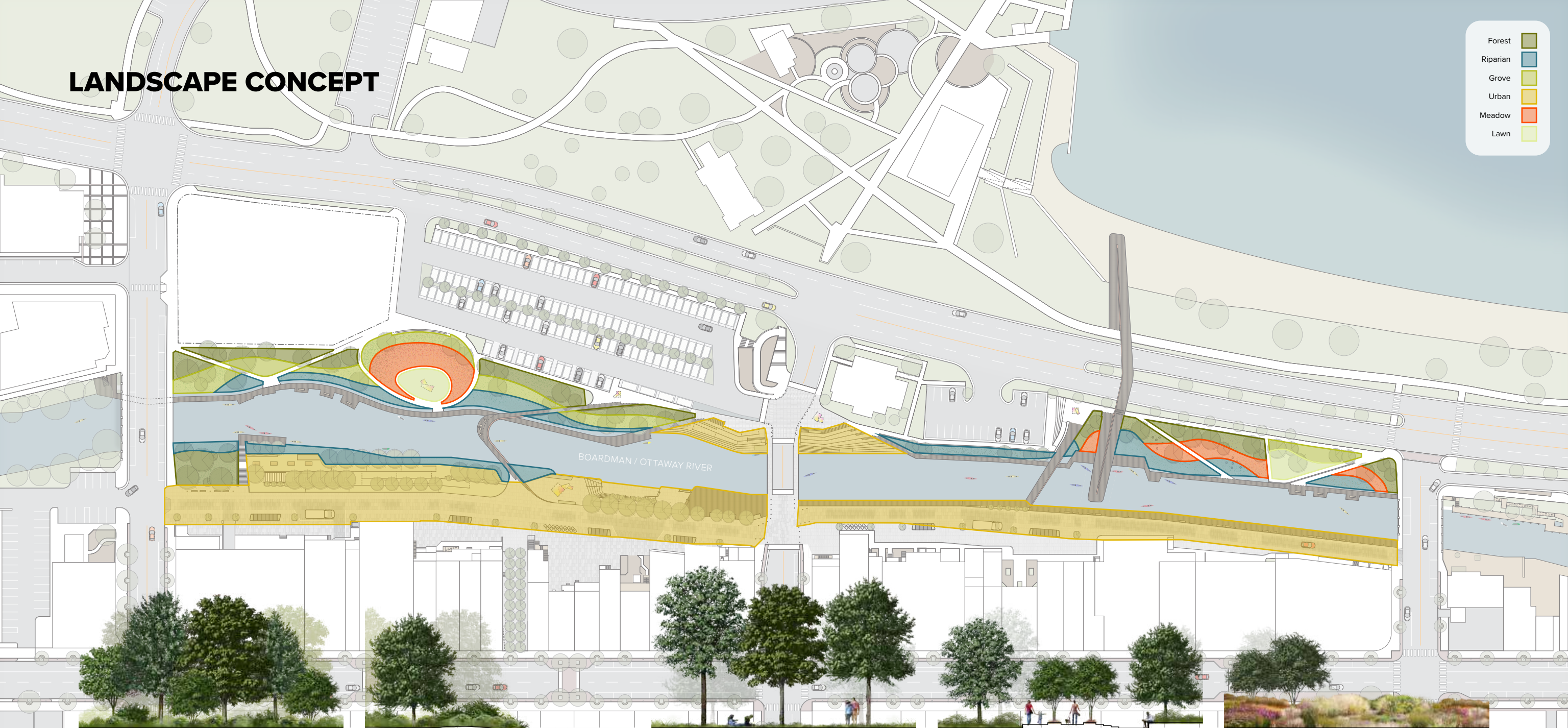
7 Underbench Glow



8 Illuminated Handrail

LANDSCAPE CONCEPT

- Forest
- Riparian
- Grove
- Urban
- Meadow
- Lawn



Forest

Canopy: Maples, Sweetgum, Beeches
 Understory: Hornbeam, Redbud, Alemnancier
 Shrubs: Callicarpa, Viburnum, Oakleaf Hydrangea
 Groundcover: native ferns

Riparian

Native riparian shrubs and grasses with dispersed trees: Willow, River Birch

Grove

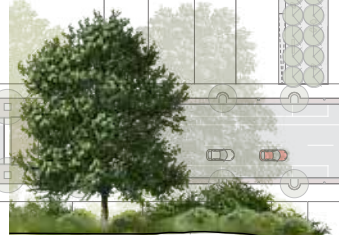
Canopy: Maples, Sweetgum, Beeches
 Groundcover: lawn

Urban

Trees: Ginkgo, Tulip Poplar, Sugar Maple
 Shrubs and grasses: Russian Sage, Winterberry
 Groundcover: flowering perennial

Meadow

Native grasses and perennial wildflowers, Sumac at edges

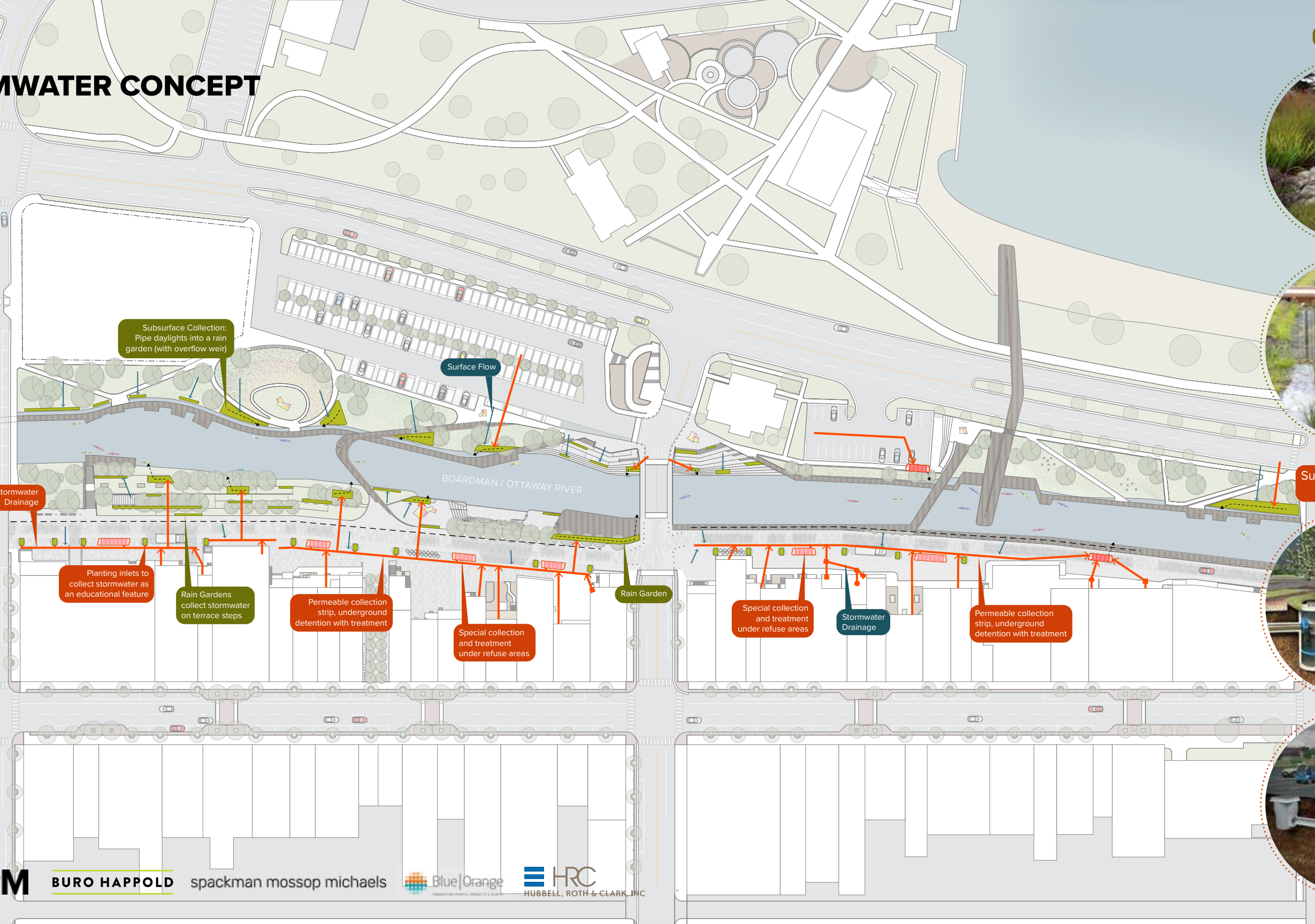
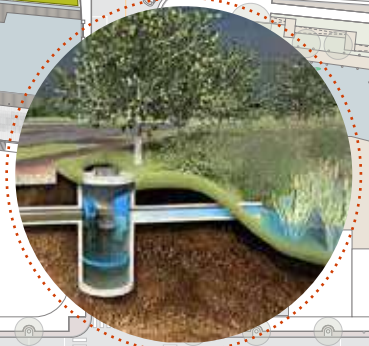


STORMWATER CONCEPT

Rain Garden



Subsurface storage and treatment





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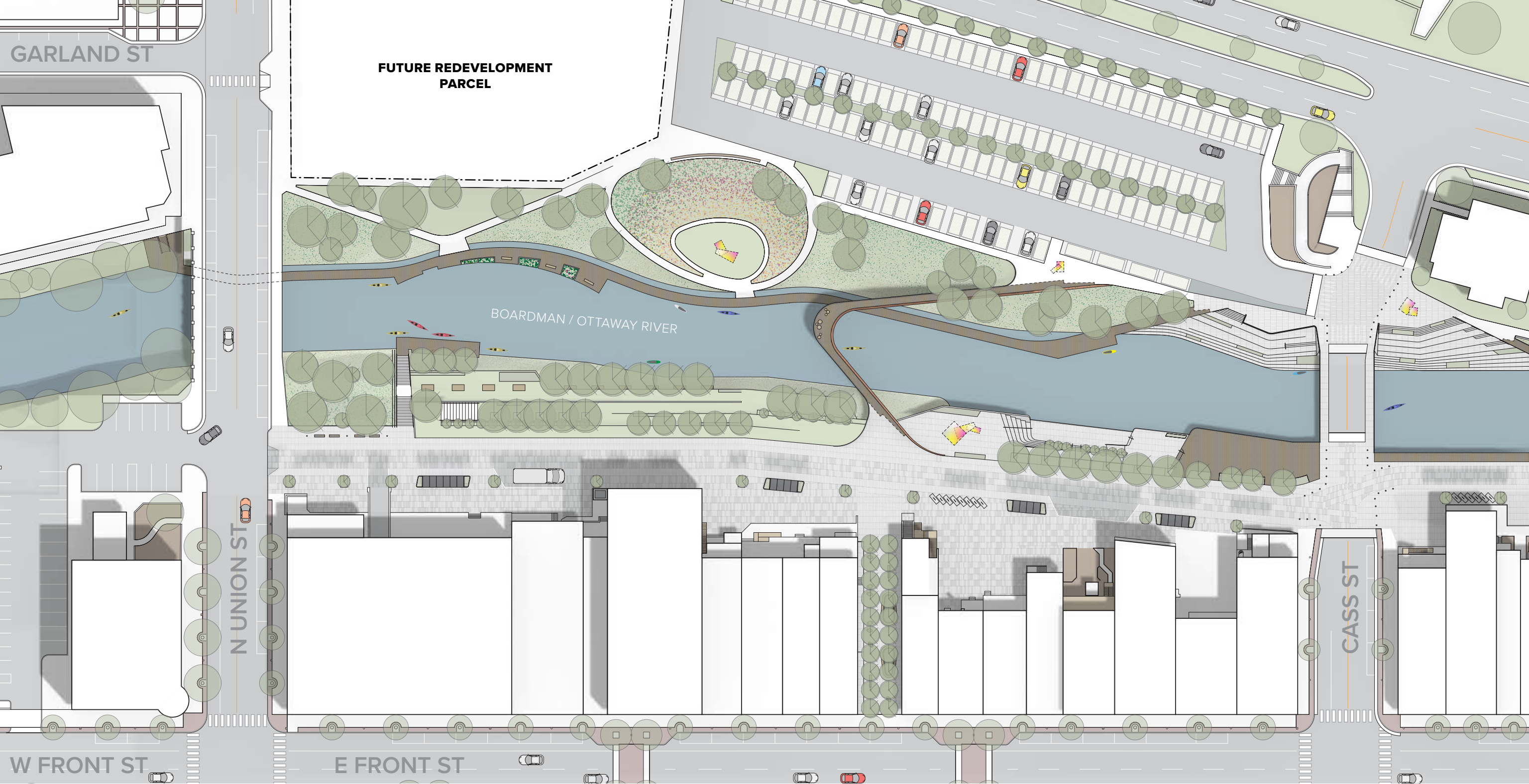
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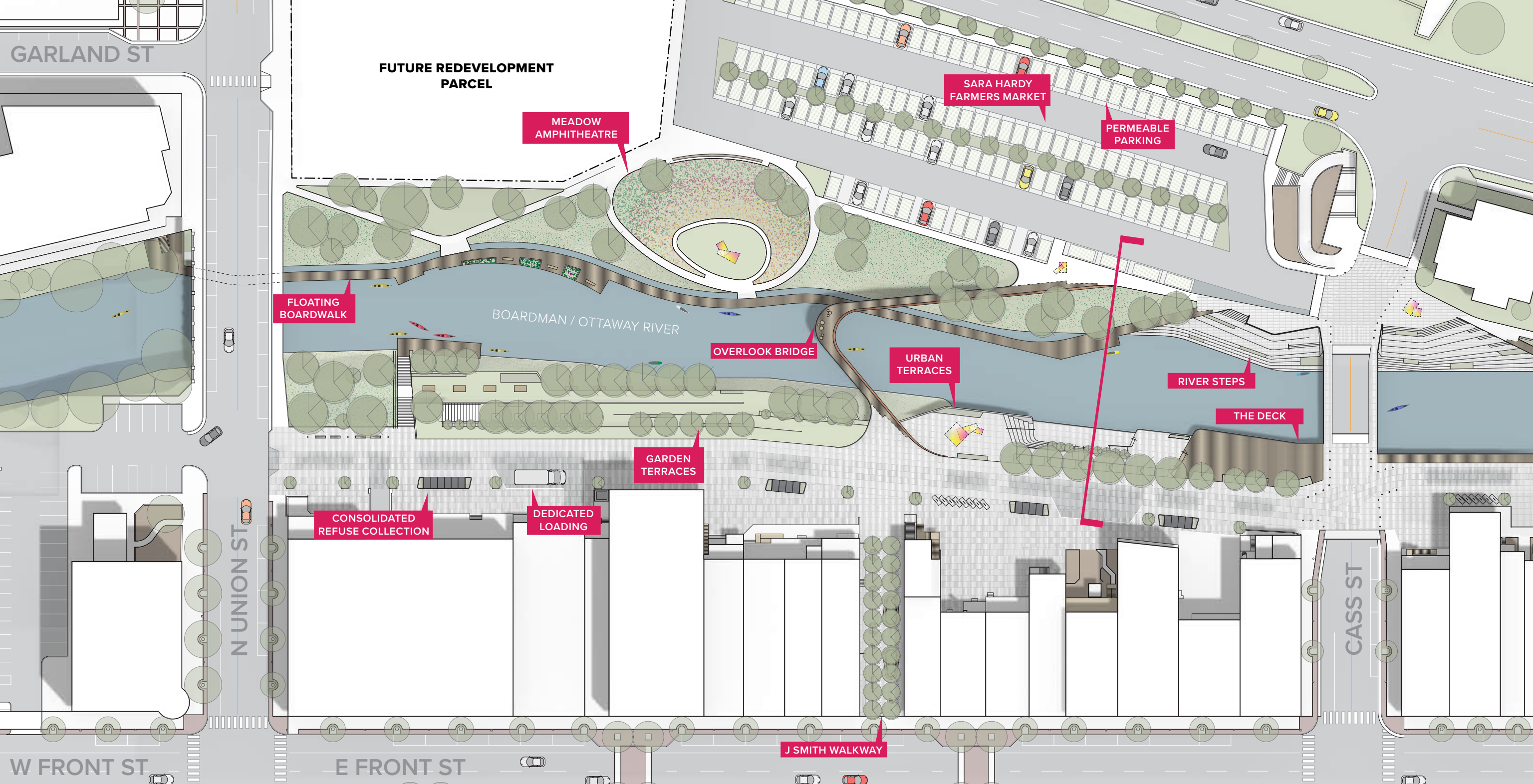
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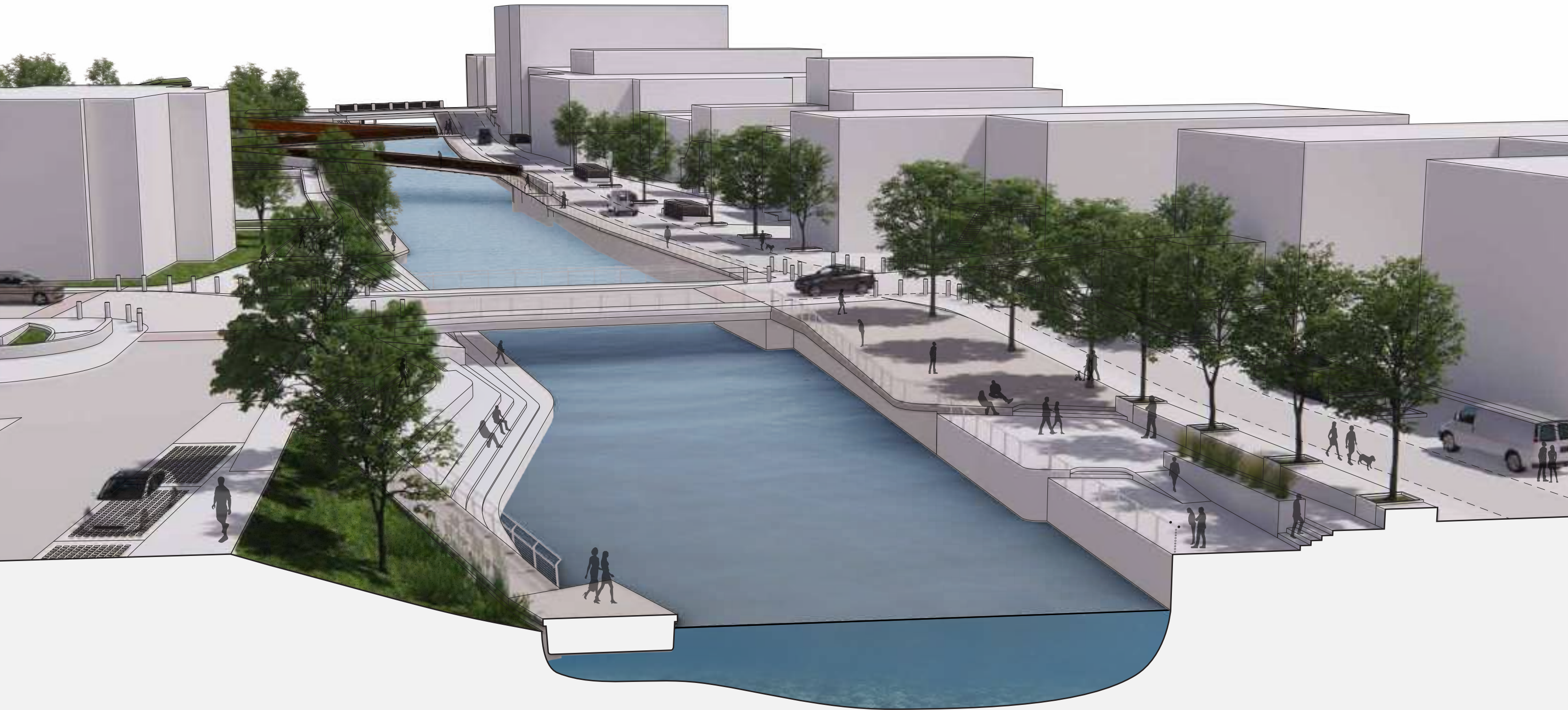
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UNION ST. TO CASS ST.









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VIEW FROM UNION ST BRIDGE



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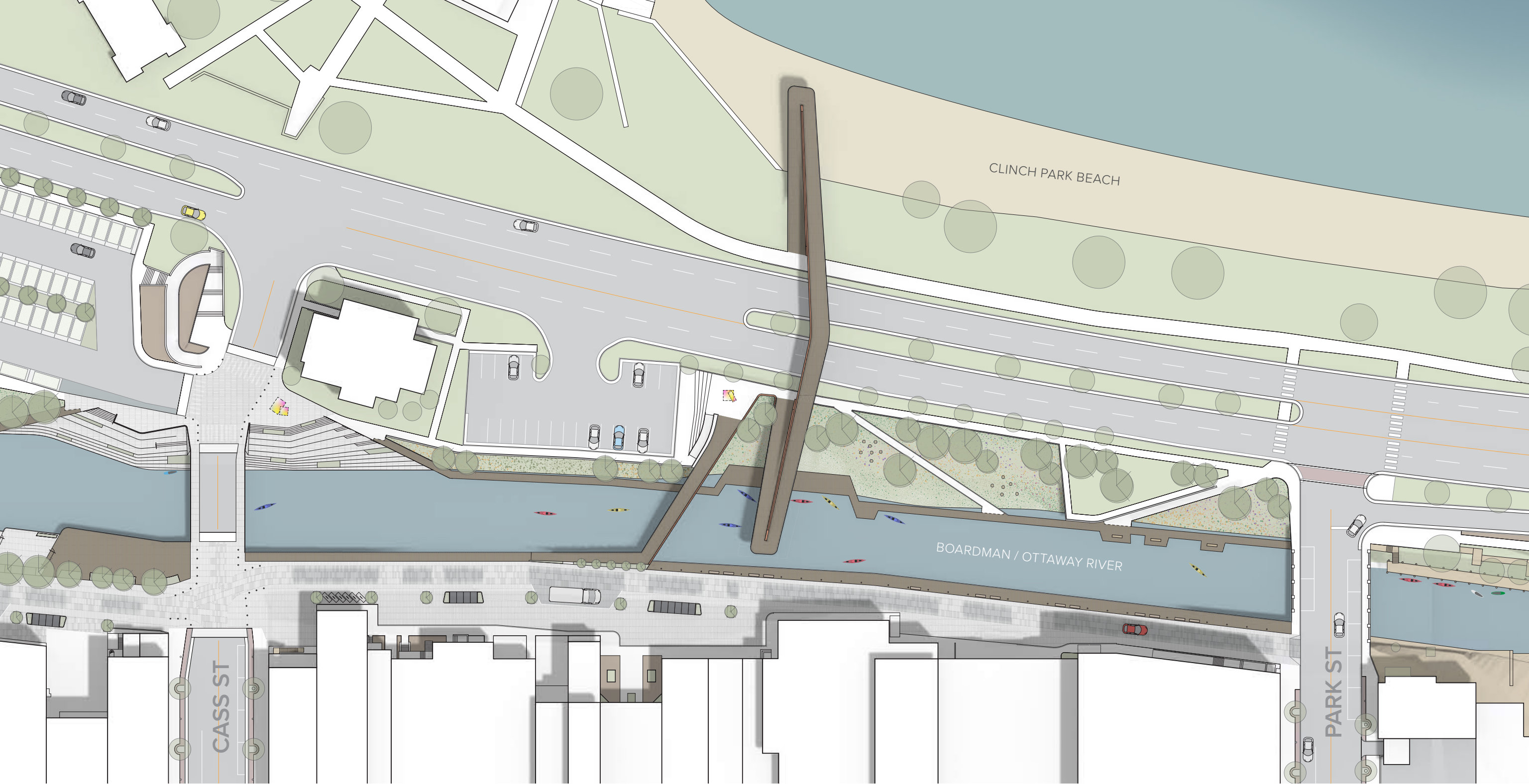
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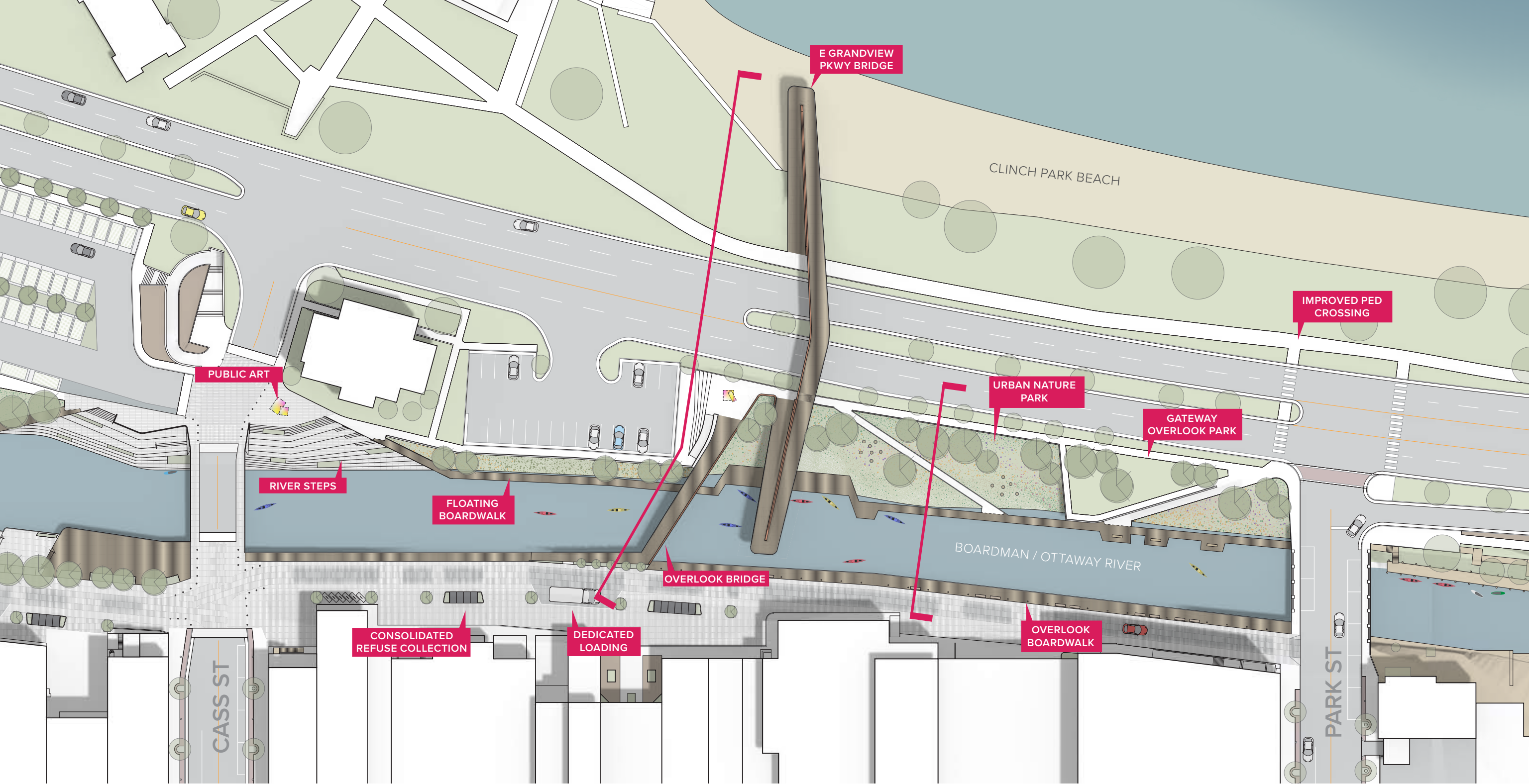
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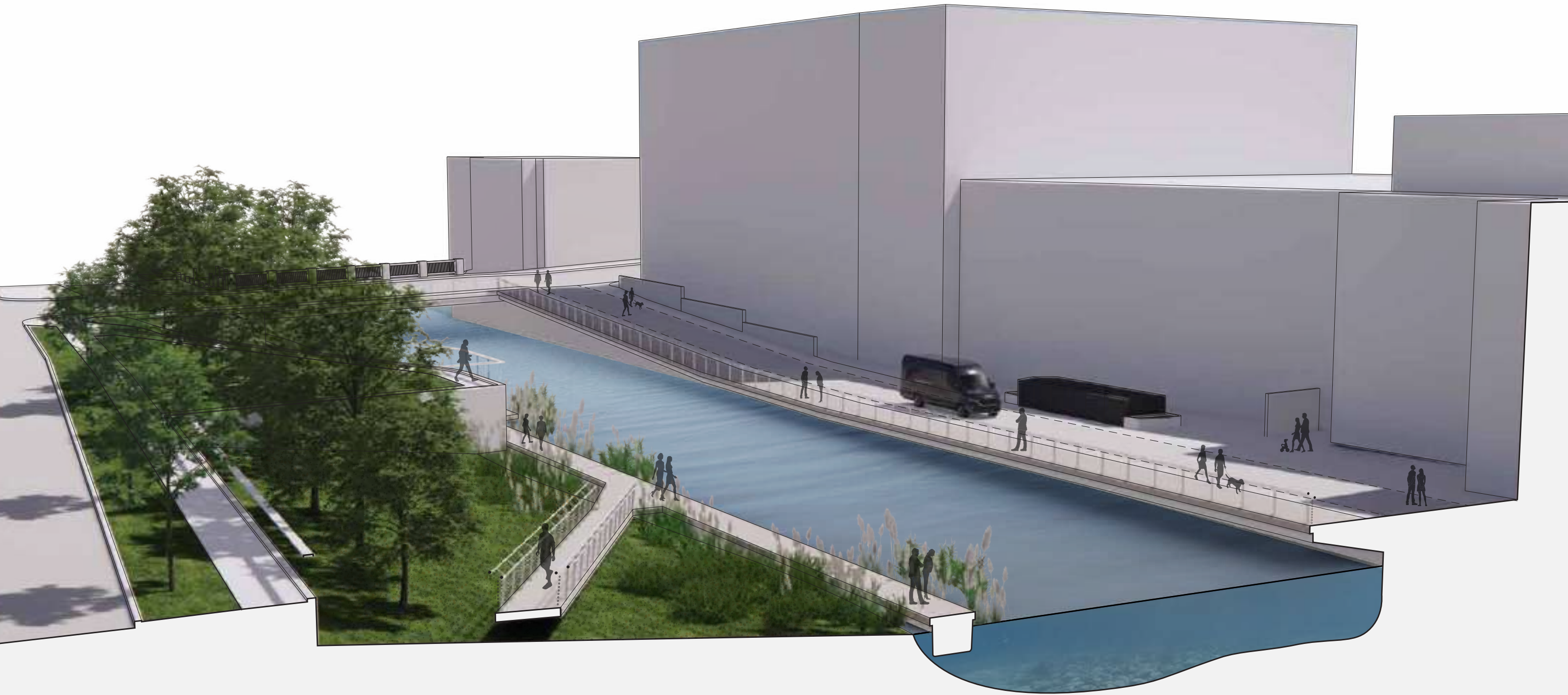
VIEW TOWARD J SMITH WALKWAY

CASS ST. TO PARK ST.











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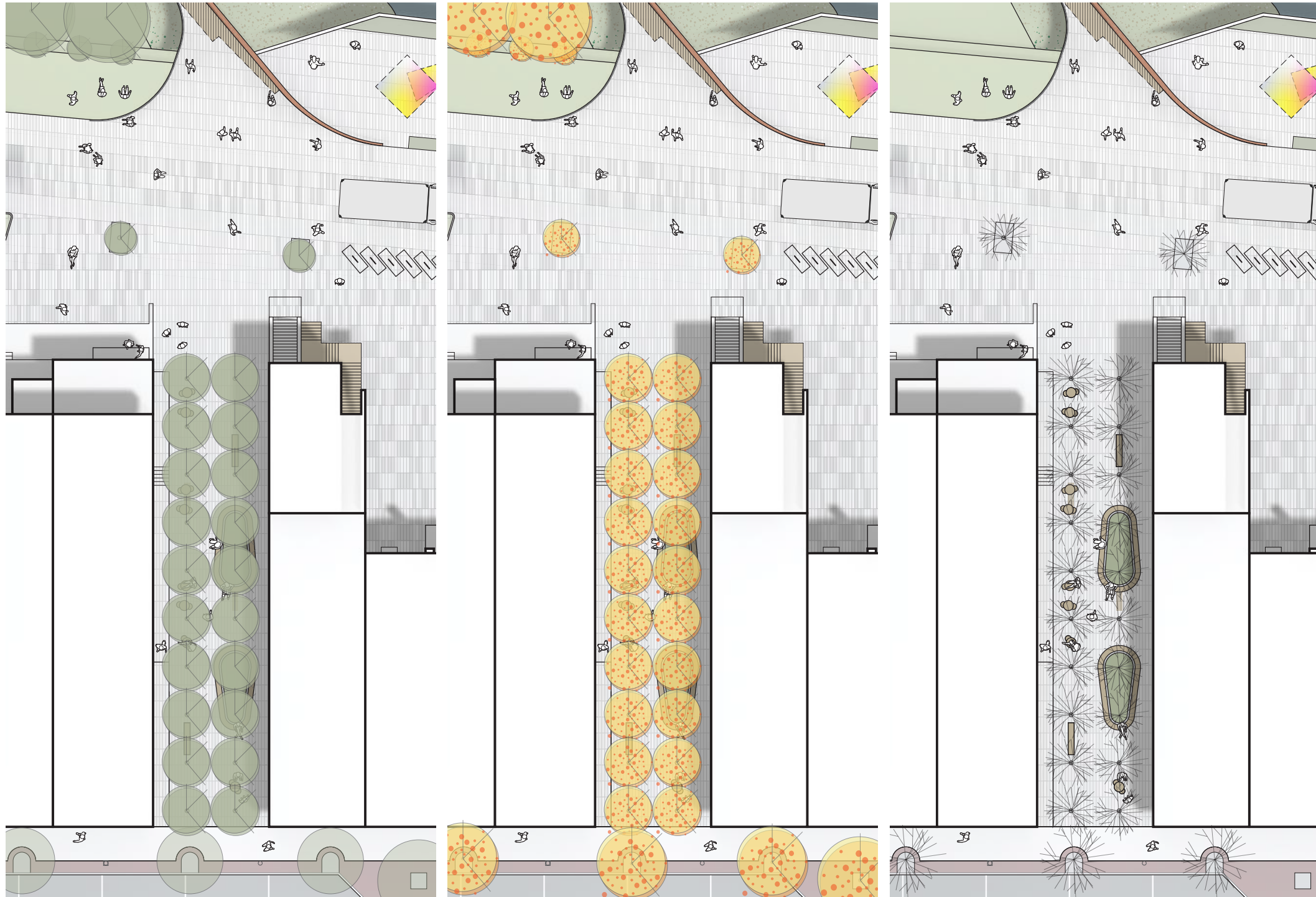
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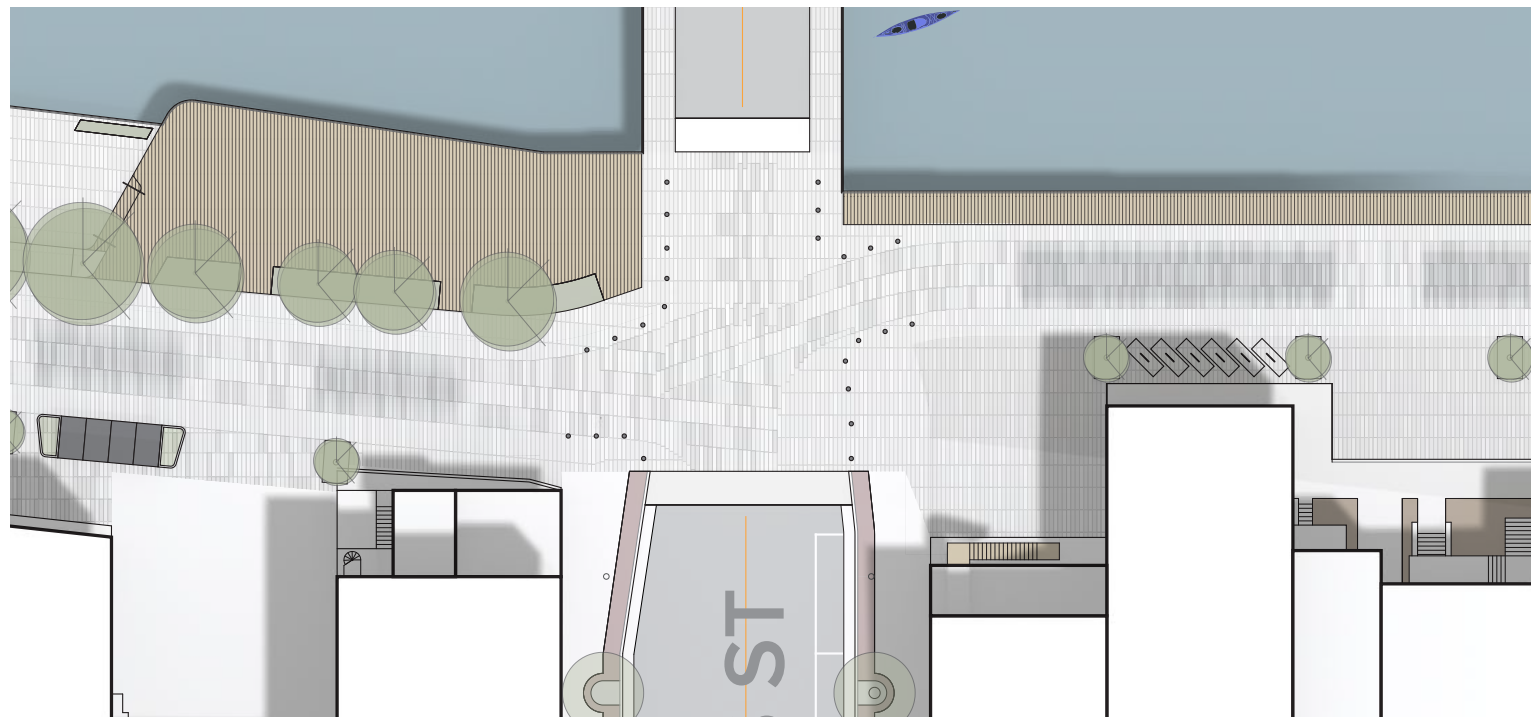
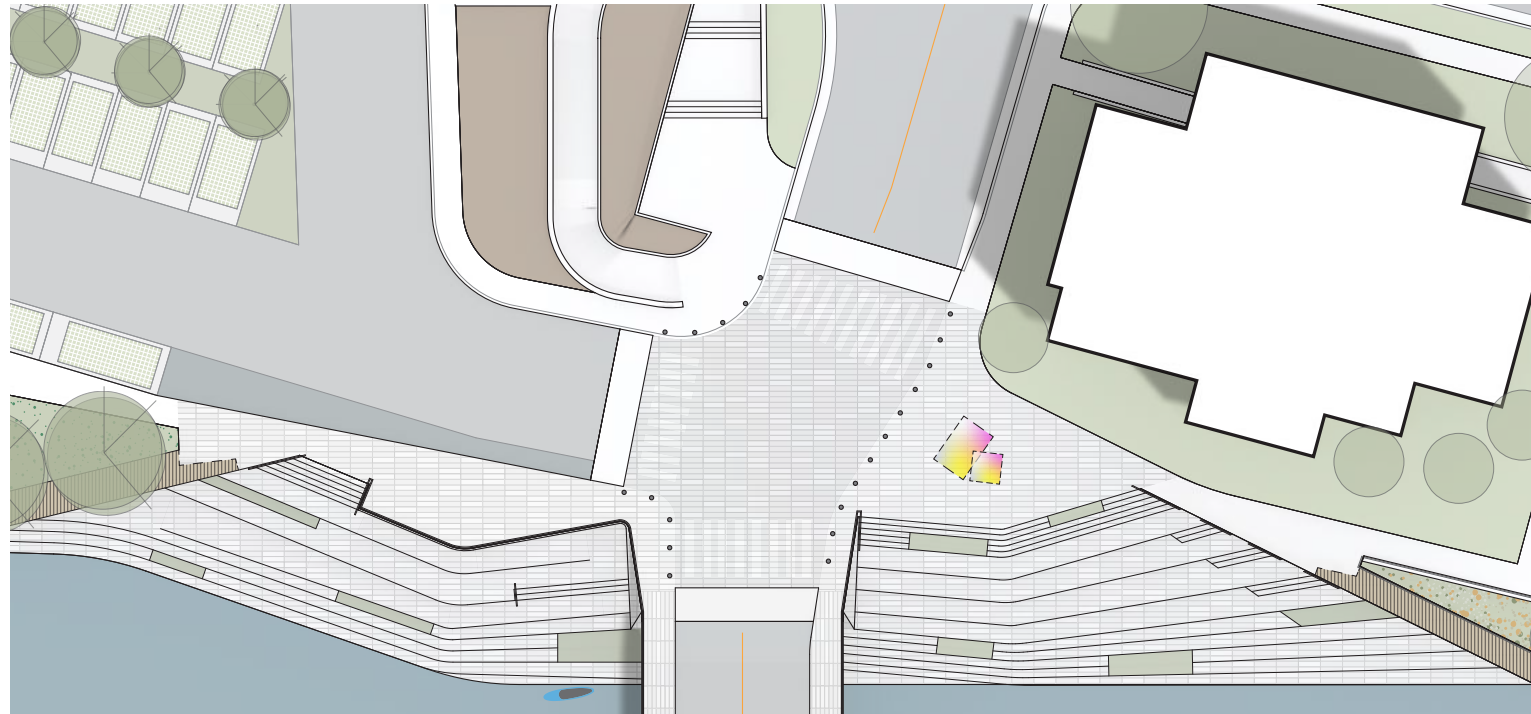
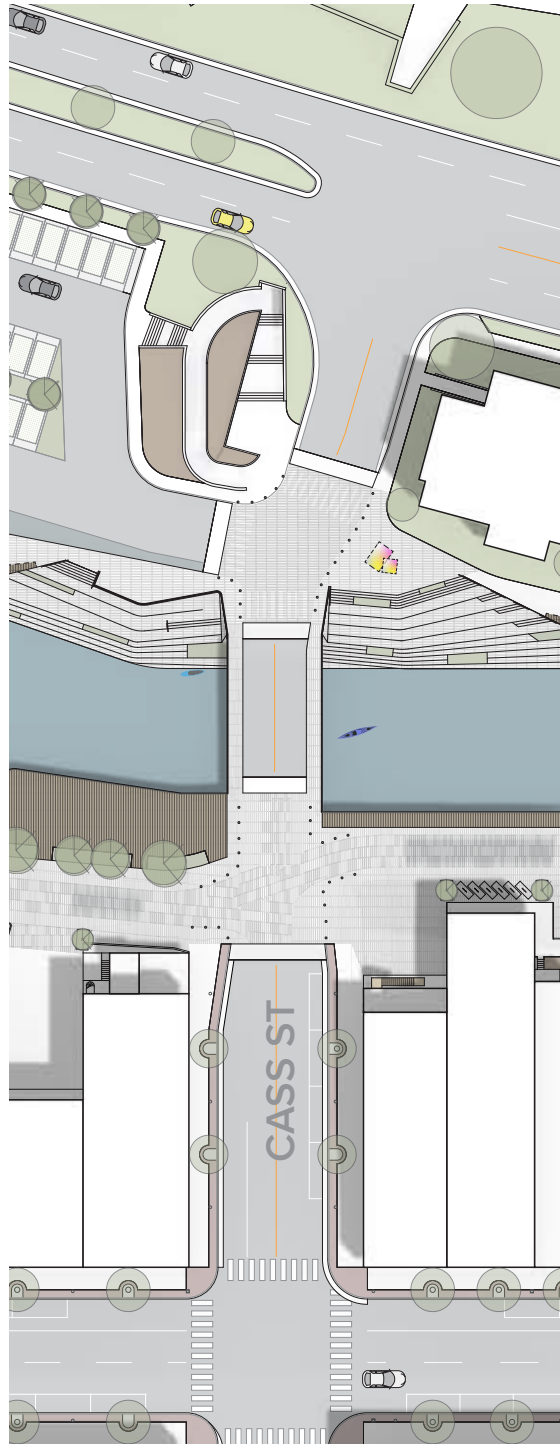
VIEW TOWARDS CASS ST BRIDGE

DOWNTOWN CONNECTIONS



The J Smith Walkway is one of the main connections between the proposed Downtown Riverfront and the main downtown thoroughfare, Front Street, and the primary pedestrian only connection. The connection is situated on axis with the pedestrian bridge over the Boardman / Ottaway that connects to the Farmer's Market and the Clinch Park tunnel to get to the Bay and the Beach.

The proposed design for this space takes a very intimate, small scale approach to social spaces as a stark contrast to the activated urban and economic engine of Front Street and the proposed large scale pedestrian activated space of the Downtown Riverfront. A tree lined path is maintained directly down the middle of the walkway, flanked on either side by small scale site furnishings and built-in social pod benches with integrated landscape.



Cass Street is maintained as one of the north / south vehicular circulation routes through the proposed project area. While vehicular flow is maintained, design priority is given to the pedestrian operating in this space through the use of materiality and form. Each intersection area is elevated, or table-topped, and paved with paver material to provide continuity with the pedestrian areas and slow vehicular traffic. The center section over the Cass Street bridge drops in elevation again to prevent vehicles from picking up speed through the area. Intersections are demarcated with bollards as well to provide additional pedestrian safety and guidance to vehicles. This strategy allows Cass Street to maintain its vehicular function, safely, and maintain the ability to be closed off to vehicular traffic with temporary bollards as desired for specific events or times of year.