

BOARDMAN / OTTAWAY DOWNTOWN RIVERFRONT

**TRAVERSE CITY DOWNTOWN
DEVELOPMENT AUTHORITY**

INFORM STUDIO PLACEMAKING LEAD & ARCHITECTURE

BURO HAPPOLD ENGINEERING STRUCTURES, MOBILITY & LIGHTING

SPACKMAN MOSSOP MICHAELS (SMM) URBAN DESIGN & LANDSCAPE ARCHITECTURE

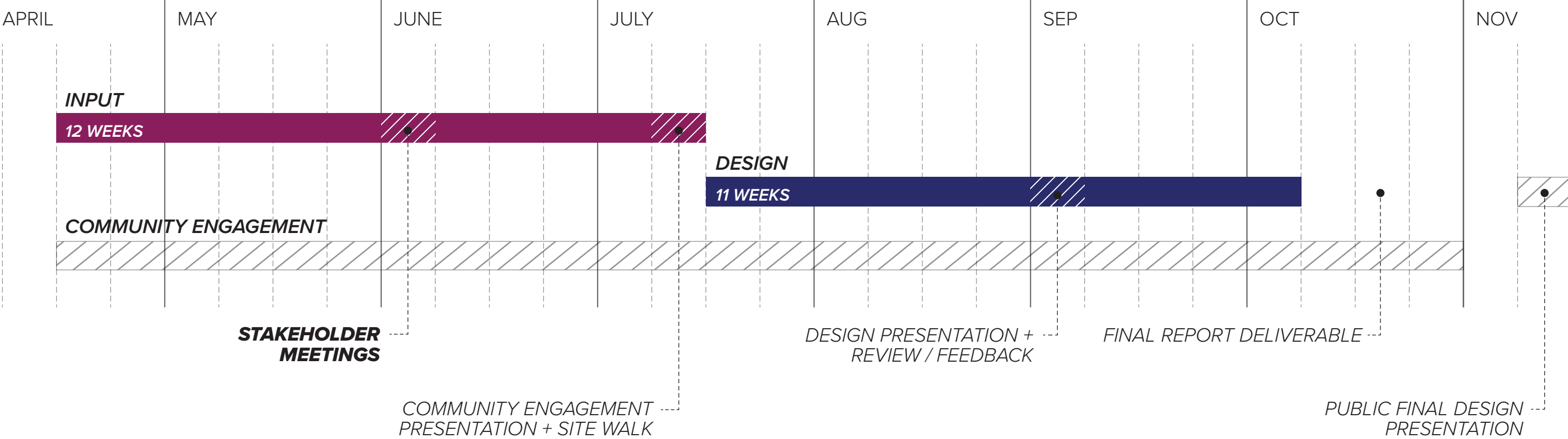
BLUE ORANGE CONSULTING LOCAL ADVISOR / STAKEHOLDER & COMMUNITY ENGAGEMENT

HUBBELL, ROTH & CLARK CIVIL ENGINEERING

EVOLUTION OF THE BOARDMAN / OTTAWAY RIVER



PROJECT TIMELINE



CONTEXT

TRAVERSE CITY CONTEXT

WEST ARM GRAND
TRAVERSE BAY

BOARDMAN / OTTAWAY
DOWNTOWN RIVERFRONT

W GRANDVIEW PKWY

DOWNTOWN
TRAVERSE CITY

E FRONT ST

S UNION ST

UNION ST DAM

S CASS ST

5 MINUTE WALK

10 MINUTE WALK

20 MINUTE WALK

BOARDMAN
LAKE



INFORM

BURO HAPPOLD

spackman mossop michaelis

Blue|Orange

HRC
HUBBELL, ROTH & CLARK, INC.

BOARDMAN / OTTAWAY RIVER

**WEST ARM GRAND
TRAVERSE BAY**

**BOARDMAN / OTTAWAY
DOWNTOWN RIVERFRONT**

W GRANDVIEW PKWY

E FRONT ST

REACH 4

REACH 5

REACH 6

REACH 2

REACH 1

REACH 3

UNION ST DAM

S UNION ST

S CLAY ST

INFORM

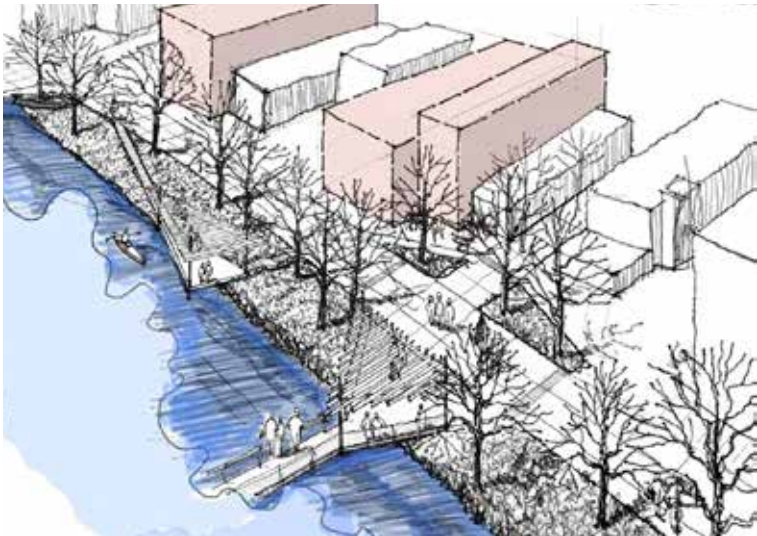
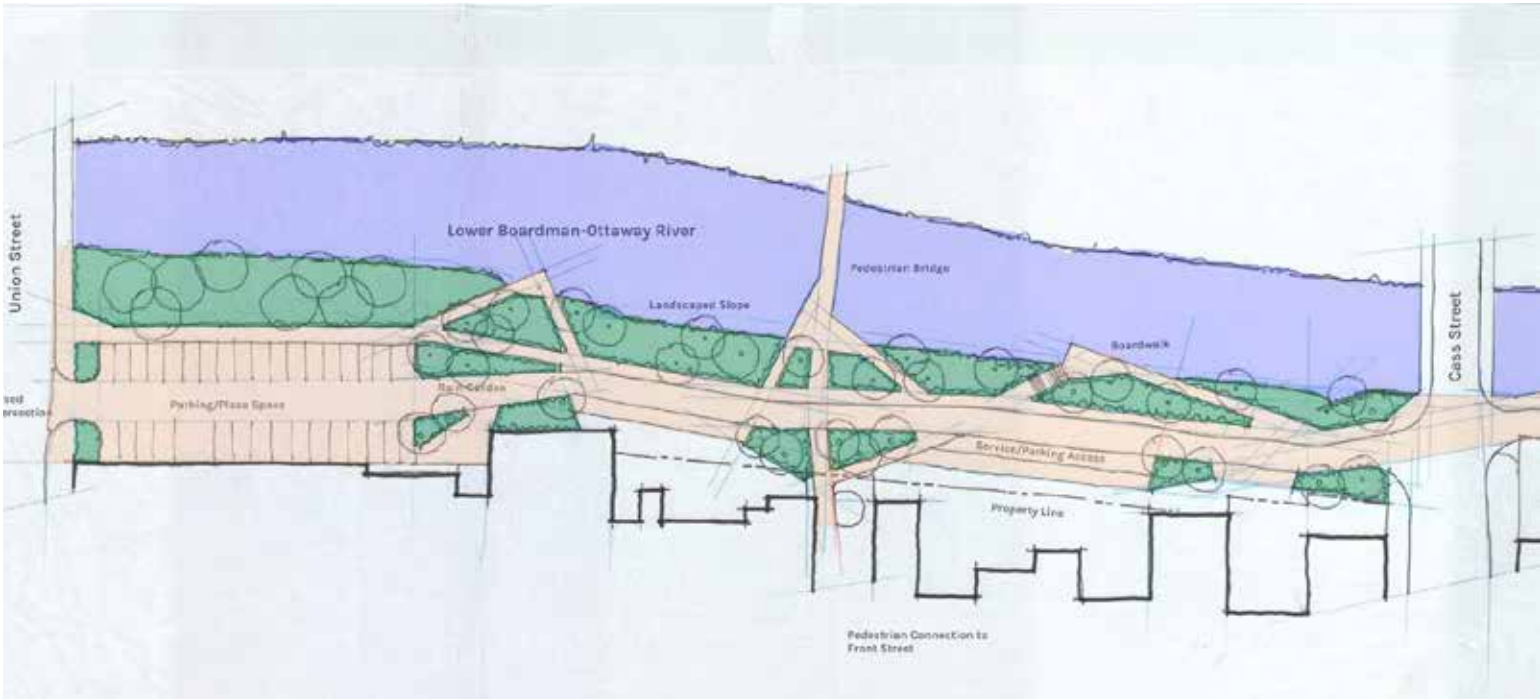
BURO HAPPOLD

spackman mossop michaelis

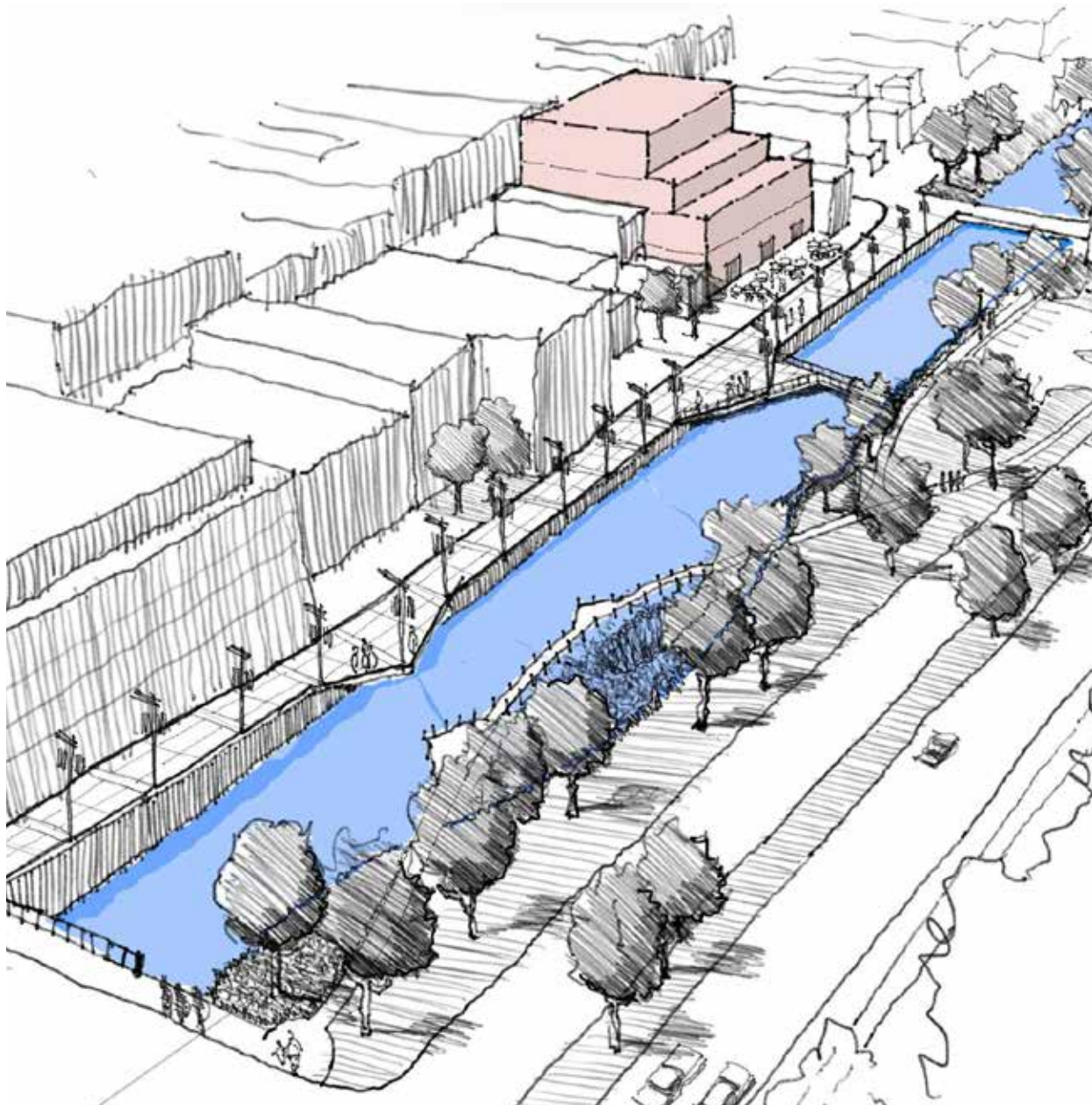
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HUBBELL, ROTH & CLARK, INC

LOWER BOARDMAN UNIFIED PLAN - CONCEPT STUDIES



CONCEPT SKETCHES - 100 BLOCK



CONCEPT SKETCH - 200 BLOCK

IMAGE CREDIT: SMITHGROUP

STAKEHOLDER & COMMUNITY ENGAGEMENT

STAKEHOLDER MEETINGS

STAKEHOLDER MEETING SUMMARY

The design team, hosted by the DDA, conducted a series of tours and meetings over the course of a few days with specific groups of stakeholders including City Departments, property owners, business owners, and others who were most likely to be directly affected by the proposed project along the Boardman / Ottaway between Park and Union. This included a guided tour of the project area, downtown area, Clinch Park, and the length of the Boardman / Ottaway from Boardman Lake to the Bay. This tour assisted in framing priorities, opportunities, and context for the design team. During this community engagement event, the design team and the DDA hosted a series of presentations and conversations with stakeholder groups to gain their perspective on the project. Presentations included the design team's understanding of the current conditions as well as sharing ideas and concepts that could be explored during the design. The following conversations helped fill in the blanks and / or correct the design team's misunderstanding of conditions. These conversations were also leveraged in establishing priorities, opportunities, and parameters the design team should operate within during the design.



COMMUNITY INPUT EVENT

COMMUNITY INPUT PROCESS SUMMARY

While the stakeholder engagement was targeted towards smaller groups of specific entities and individuals who would be directly impacted by the proposed project, the community input event was meant to target the entire community to provide visioning for what this space could be. The design team and the DDA posted up in the public parking lot immediately outside of the J Smith Walkway and hosted hundreds of community members who were able to provide input on what they wanted to see included (or excluded) from the design proposals. The team prepared 13 display boards that encouraged the community to provide feedback on things from what type of public programming should be designed for, how should seating be shaped and configured, or where would they like specific things to be. Attendees were asked to place color coded stickers in response to what types of things excited them or gave them concerns as well as additional comments that could help the design team frame the priorities for design phases. The results of the community input event established which things would absolutely be in the designs for the new space and create a profile of qualities for those elements.



COMMUNITY ENGAGEMENT RESULTS

The methodology for understanding the community input results helped the design team and the DDA prioritize what elements should be considered and to what level they were important to the community.

Items with lower response counts as a percentage of recorded attendees are items that would be treated with lower priority. These are items that most people are not interested in or items that people don't have strong opinions about, positive or negative. There may be strong opinions from the people who provided input, however there were not as many participants who were focused on them.

An item that had more split "I'm excited for this" or "I'm concerned about this" responses, but received more overall participant responses will take priority over something that had a strong opinion or very clear majority, but not many respondents – it is an important item that is divisive.

How to read the results (see appendix, category summaries follow)

The outer ring indicates the percentage of people who responded to the particular item. There were 162 participants who returned their cards, so this is the number used as the baseline for total number of respondents. If 81 people respond, then the outer ring will be half full to represent 50%

The inner ring indicates the percentage of people who would like to see a particular item vs. those who don't want to see a particular item. Green represents "positive" responses and red represents "negative" responses.



MOBILITY

PRIORITIES / FEEDBACK

- Focus on pedestrians, cyclists, and non-motorized transportation
- Control vehicles so that other methods of transportation feel safe in the space
- Include more space for non-motorized watercraft including a convenient launching location
- Include ample bike parking
- Participants responded favorably to parking garages / structures
- Convenient parking was important, however a large majority of participants found water access and an appealing public space more important than parking directly on the river or in the alley
- Multiple participants recommended new parking garages /decks and removing surface parking lots
- Recommendations for a shuttle stop / pick-up /drop-off location for seniors or those with mobility challenges



INFRASTRUCTURE - LIGHTING

PRIORITIES / FEEDBACK

- Lighting should be sensitive to the environment.
- Lighting should adapt to the changing needs of people at different times of day and night.
- Focus on lighting strategies that are directional and can be well-controlled.
- Integrate lighting into other design elements and use lighting to help define spaces and encourage people to use retail establishments
- Few respondents had strong opinions about recreation and art, but those who did have opinions strongly favored incorporating light into the recreational and art components of the design



INFRASTRUCTURE - PUBLIC FACILITIES

PRIORITIES / FEEDBACK

- Restrooms are a high priority
- Pet friendly designs including dog bag dispensers and dog fountains
- Bicycle parking must be clearly visible and easy to use, covered bike parking not in the form of lockers was suggested
- Avoid temporary or shared components such as drinking fountains
- Combine dumpsters and trash receptacles. High levels of support for compost, recycling, and landfill waste.



BOTTLE FILLERS



PET-FRIENDLY AMENITIES



LANDFILL + RECYCLING + COMPOST



CLEAR & VISIBLE BIKE PARKING

ECOLOGY

PRIORITIES / FEEDBACK

- The biggest priority is the health of the river, cleaning water runoff from buildings, parking lots, and other surfaces before it enters the river
- Participants responded to more diversity in plant selection with visual variety and interest such as perennial flowers and grasses compared to a more dense woodland
- Riverbank stabilization is going to be important, but participants were understanding in seeing that the 100 and 200 block will require multiple methods at various locations depending on the river and site constraints. Combination of hard edges / walls, riparian zone restoration, more naturalized locations
- Participants responded well to habitat support methods that also incorporate other station categories, including habitat shelf walls and living shorelines
- Maintenance is a concern of some participants
- Including native plants and reducing invasive species are other high priorities



BUILT ENVIRONMENT - WATER ACCESS

PRIORITIES / FEEDBACK

- Participants were in agreement on a lot of methods of water access
- Responded strongest to overlooks, boardwalks, and urban riverfronts
- Not interested in a beach or rocky shorelines (safety concerns)
- There was less interest in fishing than we initially expected, but there is a large enough contingent that it could be considered in limited locations
- Participants responded better to a kayak /canoe launch than they did to the images of launches large enough to support small boats or motorized watercraft



BUILT ENVIRONMENT - SEATING

PRIORITIES / FEEDBACK

- The seating types people were most drawn to are social seating types, including connected benches, steps used as seating, and seating types that offer a variety of uses, positions to sit, and multiple focal points to look at and interact with.
- The community values nature, plants, and the outdoor environment. When they are sitting they would like an opportunity to admire and interact with those things while also being comfortable - there should be options for sitting in the shade and options for sitting in the sun
- Participants responded very favorably to fixed furniture over a lot of moveable furniture



PROGRAMMING - ART & PLACEMAKING

PRIORITIES / FEEDBACK

- Feedback from before the event suggested that people are fatigued from the number of events and festivals that go on in the city. However, we saw a lot of support from the community about attending existing events as well as potentially new events. People may like to discuss the inconvenience of such events, however a large majority is still interested in attending them. While this project may not directly host events, it is important to consider designing some spaces as spillover for events or at least making travel from one event or place in the city to another more convenient to alleviate some of the negative impacts of influxes of people
- Participants seemed most interested in incorporating art with meaning or importance to the community. This may take the form of art by local artists, art displaying events and communities with cultural significance, or temporary installations.
- The community was almost unanimous in supporting interpretive education opportunities from after school programs to ecology, citizen science, and cultural / heritage education



INTERACTIVE ARTISTIC PLAYSCAPES



MURALS & SCULPTURES



CULTURAL / HERITAGE ART & EDUCATION

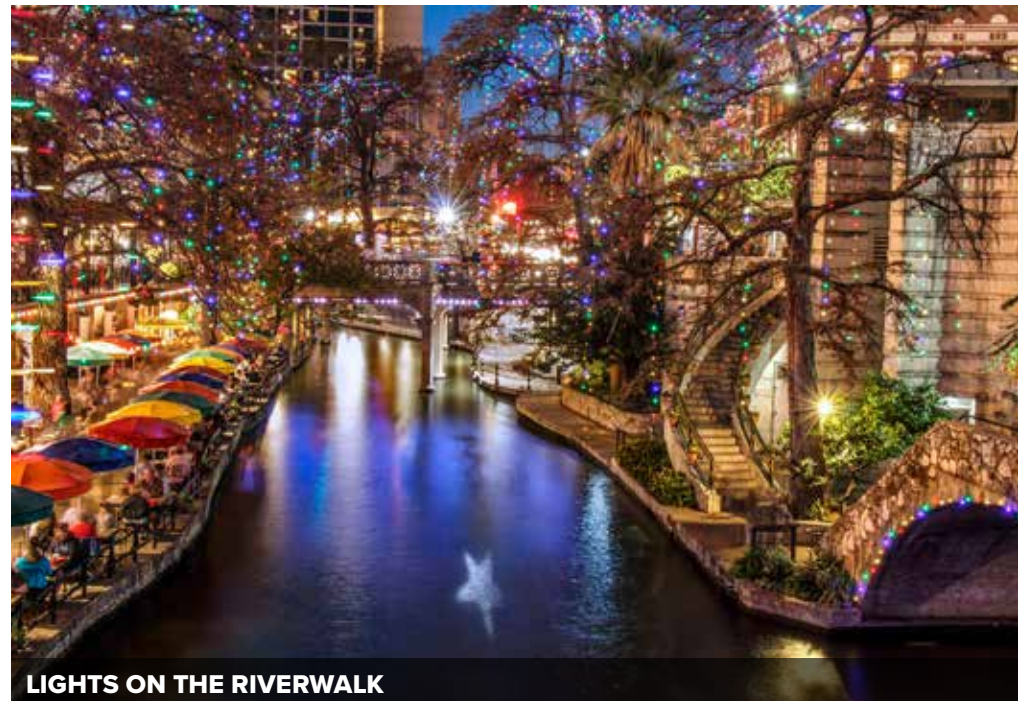


ECOLOGICAL EDUCATION

PROGRAMMING - WINTER CITY

PRIORITIES / FEEDBACK

- Many participants are interested in how to make the city more habitable and comfortable in the winter. They responded favorably to ideas that add visual interest in the winter such as incorporating seasonal / holiday lighting, bringing existing shops and cafes to do pop-ups along the river in winter, hosting large holiday markets, and incorporating easy to accommodate activities.
- One major surprise is the amount of support we saw for incorporating an ice skating trail - this may not work specifically at this location, but could be programming to consider at the surface lots of the farmer's market or in Clinch Park.
- Enclosed warming facilities do not seem very important to participants compared to using natural landscapes as well as outdoor additions such as heaters or firepits. There were a few concerns over smoke so heaters may be safer and more effective/comfortable
- We received some concerns about snow removal strategies



RECREATION & ACTIVITIES

PRIORITIES / FEEDBACK

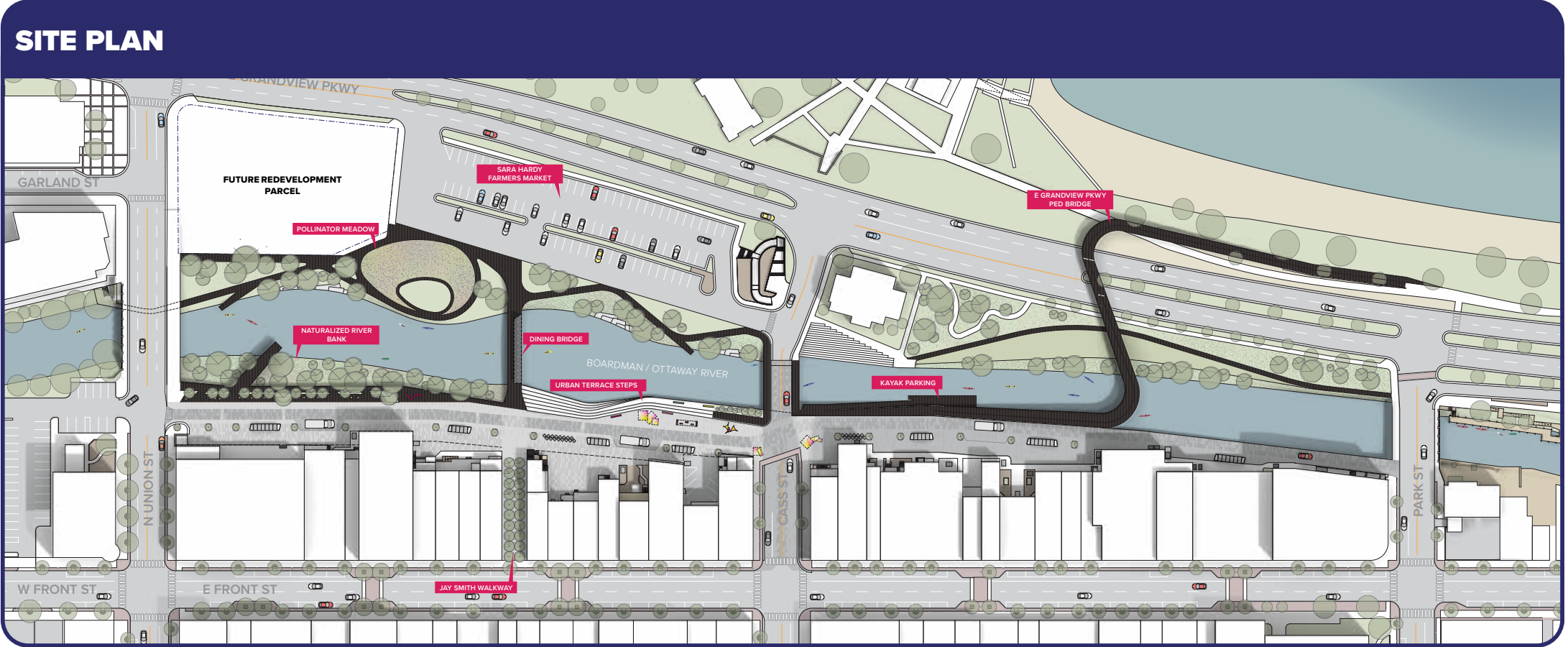
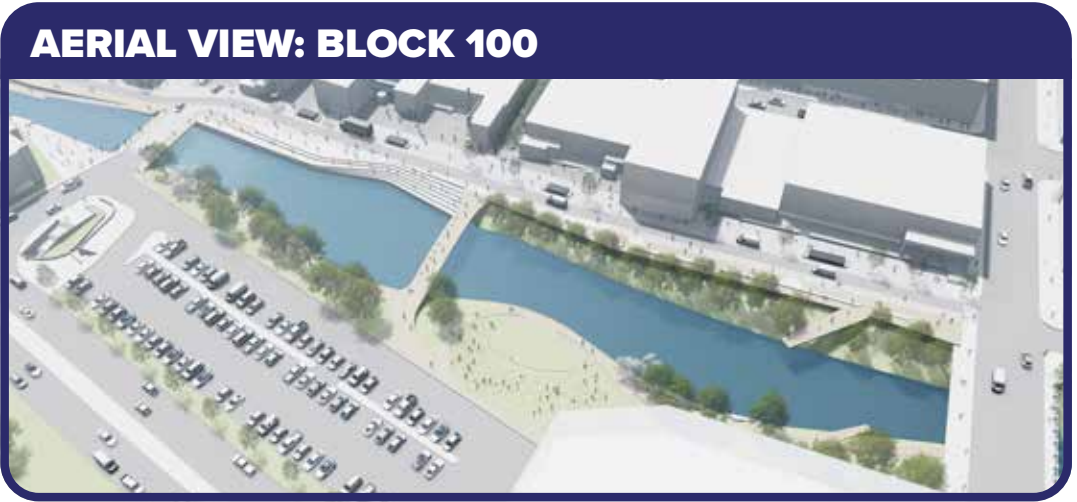
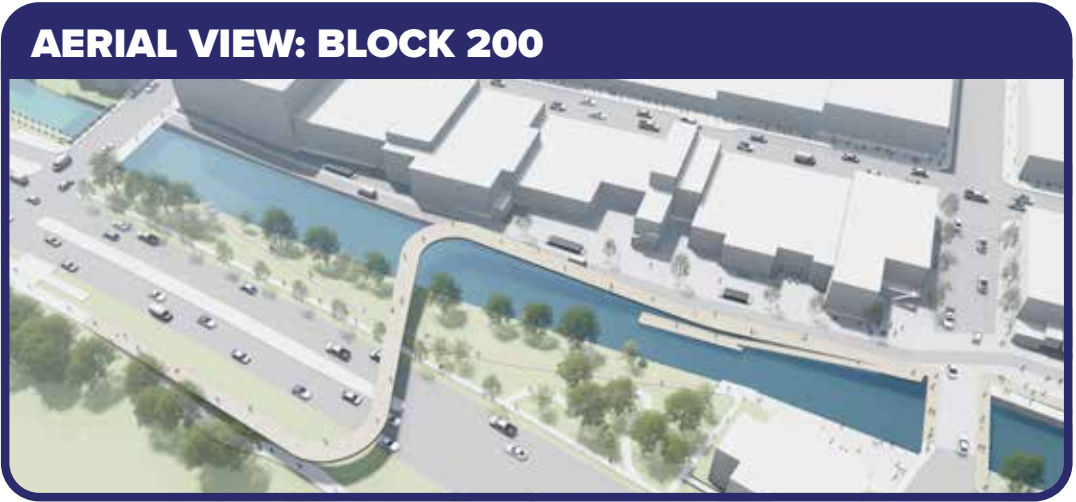
- Exercise and Food & Dining are the categories participants felt the most strongly about
- Small scale activities were more favorable than large, space taking activities.
- In reference to recreation, people seem most interested in spaces that allow them to do the things they enjoy rather than creating specific spaces for singular activities. People want to be given the tools to eat, play, or exercise outside without introducing specific businesses, locations or limitations on those activities.



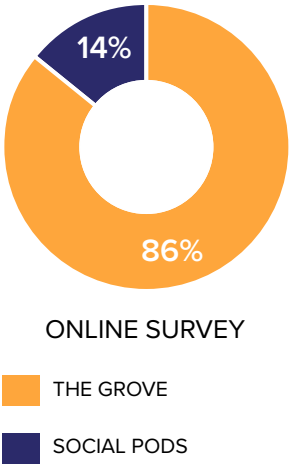
DESIGN FEEDBACK COMMUNITY EVENT

DESIGN FEEDBACK PROCESS SUMMARY

The design feedback process consisted of an event very similar to the community input process. The design team developed three distinct design concepts for the Boardman / Ottaway Downtown Riverfront and presented them to the community at the same spot in the public parking area immediately adjacent to the J Smith Walkway. We developed three distinct design responses in totality, but the ask of the community was to review and respond to the components of each design they favored most. This approach allowed the community to highlight which pieces of the designs were most appealing to them and then the design team took those components and stitched them together into one final cohesive design concept.



J. SMITH WALKWAY



THE GROVE

URBAN GROVE

SPECIALTY LIGHTING

WINTER ACTIVATION

URBAN GROVE (SPRING / SUMMER + WINTER)

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SOCIAL PODS

SOCIAL PODS

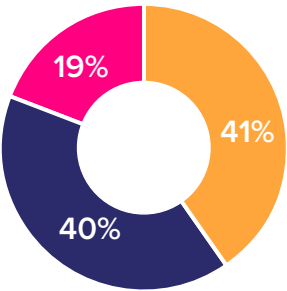
EXPERIENTIAL LIGHTING

EXPERIENTIAL SCULPTURE

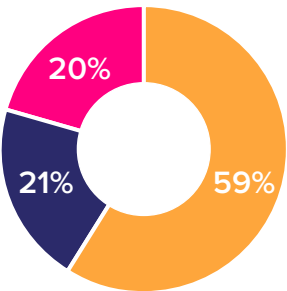
SOCAL PODS (FALL)

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NORTH RIVERFRONT BETWEEN UNION ST. & CASS ST.

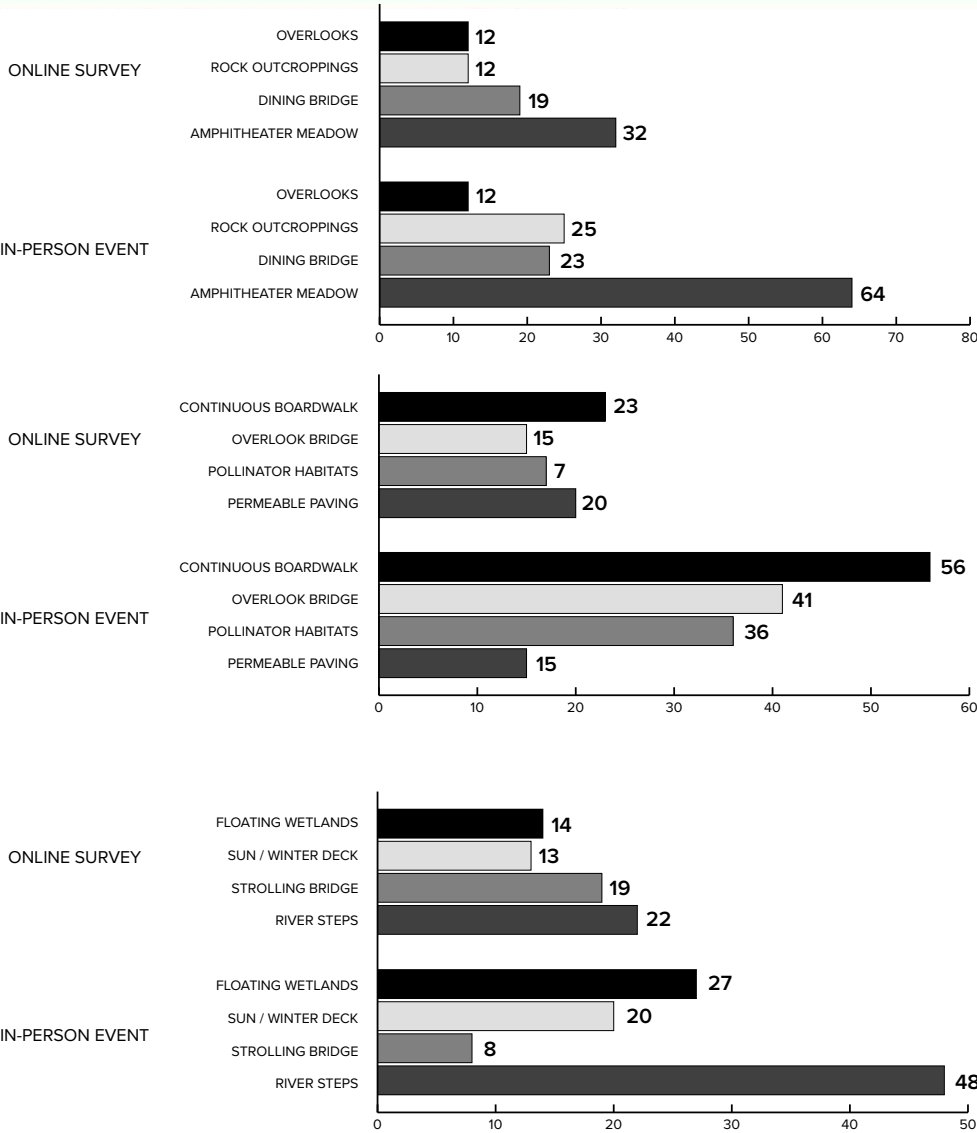


ONLINE SURVEY

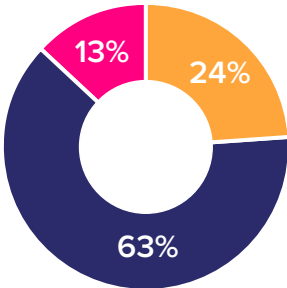


IN-PERSON EVENT

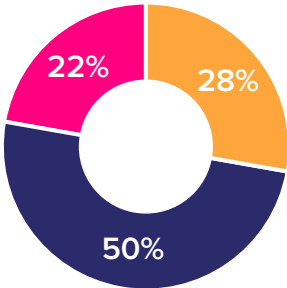
- AMPHITHEATER
- MEADOW
- SUN DECK



SOUTH RIVERFRONT BETWEEN UNION ST. & CASS ST.



ONLINE SURVEY



IN-PERSON EVENT

- TERRACE STEPS
- TERRACE ROOMS
- OVERLOOK ROOMS

CASS ST SOUTH RIVERFRONT

URBAN TERRACE STEPS

URBAN TERRACE ROOMS

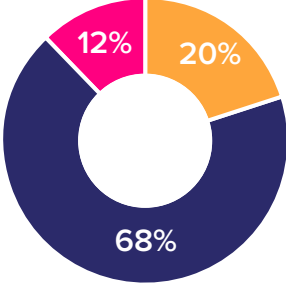
URBAN OVERLOOK ROOMS

UNION ST SOUTH RIVERFRONT

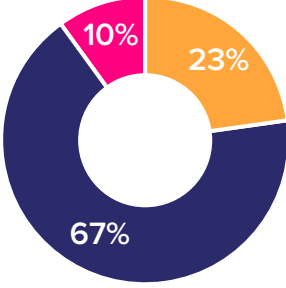
NATURALIZED BANK / RIVER OVERLOOK

GARDEN TERRACE BANK

NATURALIZED BANK / OVERLOOK ROOMS



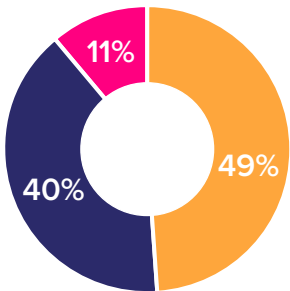
ONLINE SURVEY



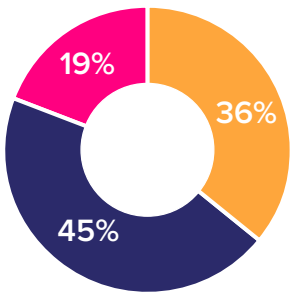
IN-PERSON EVENT

- NATURALIZED BANK / RIVER OVERLOOK
- GARDEN TERRACE BANK
- NATURALIZED BANK / OVERLOOK ROOMS

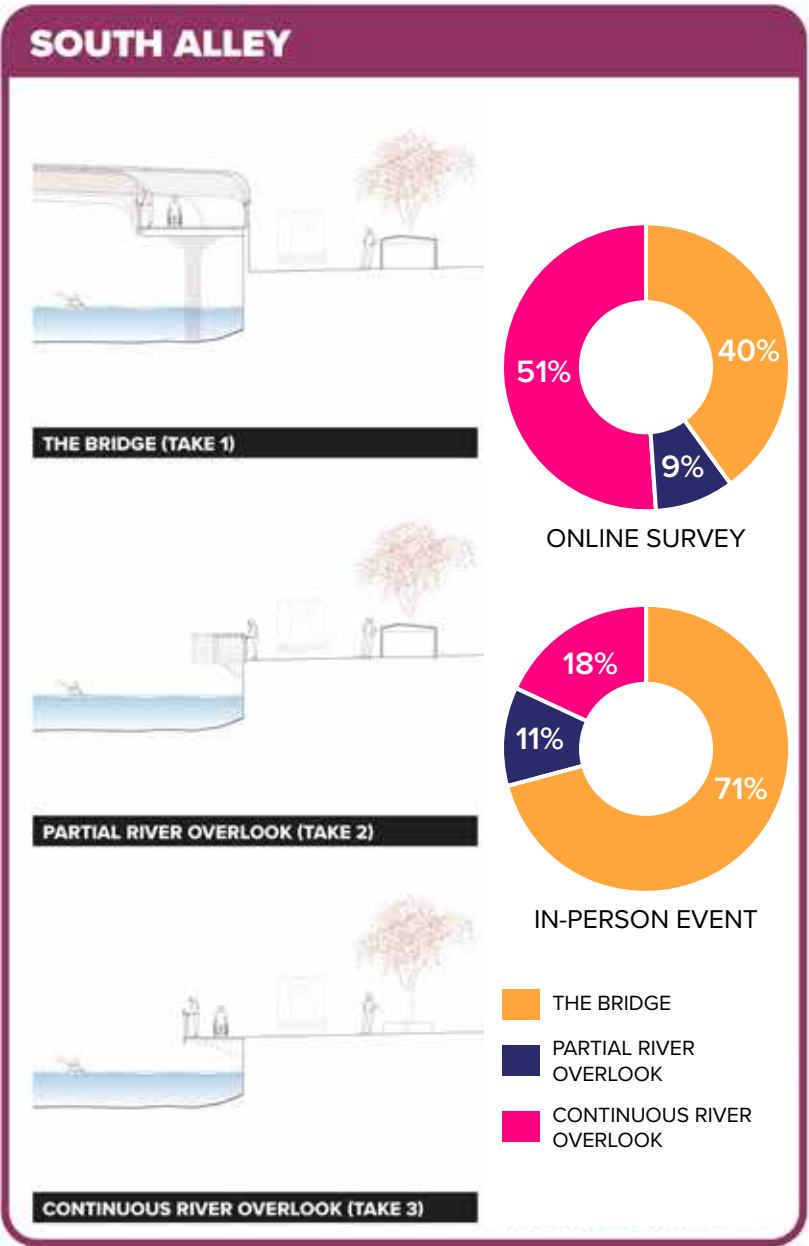
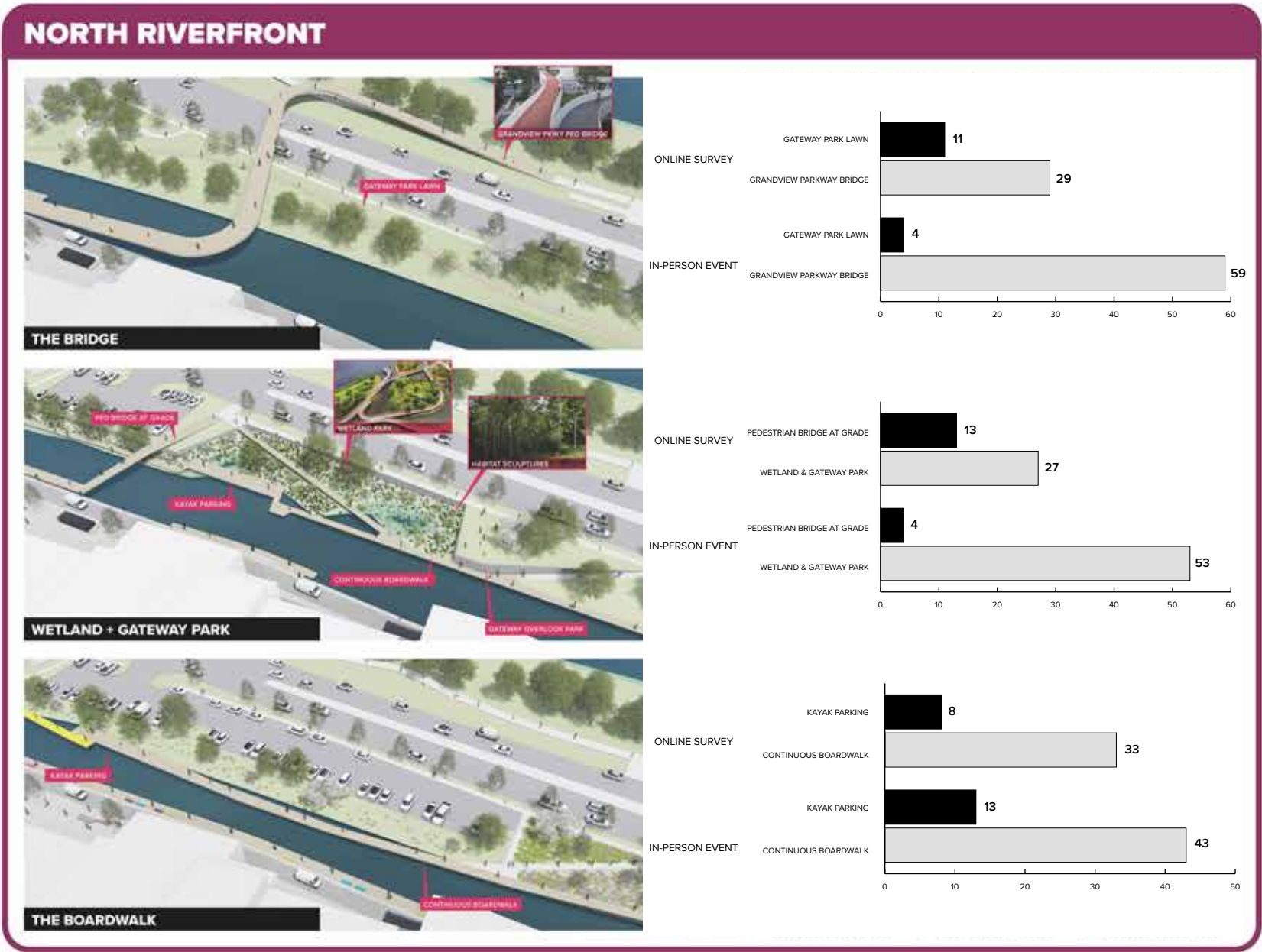
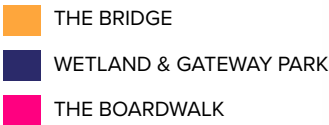
NORTH RIVERFRONT BETWEEN CASS ST. & PARK ST.



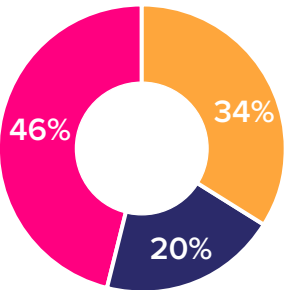
ONLINE SURVEY



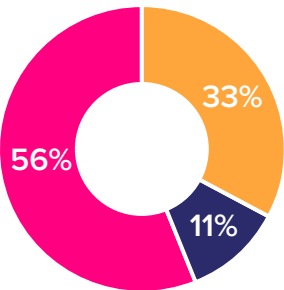
IN-PERSON EVENT



CASS ST.



ONLINE SURVEY



IN-PERSON EVENT

- UNRESTRICTED
- PEDESTRIAN + DELIVERIES
- PEDESTRIAN ONLY

UNRESTRICTED

Cass St maintains north / south vehicular flow from Front St to E Grandview Pkwy. North / south pedestrian zones are widened at bridge to improve safety + comfort. Street surface is elevated (table topped) at bridge and east / west crossing to slow vehicular traffic and improve pedestrian flow / safety. Bridge could be closed off to vehicles during special events with movable furnishings / planters.

Place sticker here...

PEDESTRIAN + DELIVERIES

Cass St is closed to normal north / south vehicular flow from Front St to E Grandview Pkwy. The bridge is closed to all vehicular traffic and programmed as a 'permanent' public square dubbed 'The Deck'. Cass St south of the river is a shared street with pedestrian priority that could be closed off to vehicles during special events with movable furnishings / planters. One way traffic (east) is maintained on the south side of the river for loading / unloading, refuse collection, emergency vehicles, and other necessary logistical functions.

Place sticker here...

PEDESTRIAN ONLY

Cass St is closed to normal north / south vehicular flow from Front St to E Grandview Pkwy. Front St to Parking Lot B / Sara Hardy Farmer's Market is closed to all vehicular traffic and programmed as a permanent public square. One way traffic (east) is maintained on the south side of the river for loading / unloading, refuse collection, emergency vehicles, and other necessary logistical functions.

Place sticker here...