



Ann Arbor Downtown Development Authority Five Year Project Plan (current draft)

Our Vision For Downtown

A walkable, vibrant, authentic, attractive, historic, inclusive, growing, diverse, multi-season downtown, full of lots of things to do, teaming with downtown residents and healthy locally-owned unique businesses, the community's job and commercial center, a place of shared prosperity, and nationally known as a center for innovation and entrepreneurship.

The Ann Arbor DDA's Mission

To undertake public improvements that have the greatest impact in strengthening the downtown area and attracting new private investment.

The Strategies Used by the Ann Arbor DDA to Accomplish its Mission

Identity (showcase, enhance that which is special about our downtown), **Infrastructure** (including construction and repair), **Transportation** (of all types, which will include parking structures), **Business Encouragement** (encouraging prosperity for a diversity of business types and sizes), **Housing** (full spectrum for people at all income levels), **Development Partnerships** (including Brownfield grants, energy grants, sidewalks), **Community Services** (including supporting the City, County, Library, WCC, Federal Government, Schools, and nonprofit agencies located in the downtown), and **Sustainability** (environmental, financial, social).

Near Term Projects (2015-2019).

Total budgets for these projects are estimates, and will be refined as project details are clarified.

Streetscapes: projects designed to enhance downtown’s sense of place, enhance walkability, encourage commercial & residential vibrancy, encourage activities and events, encourage private reinvestment. The Street Framework Plan will provide overarching direction upon its completion in December 2014.

South University. Gain back sidewalk space by replacing tree planters and replace pavers to address ponding. EU to Washtenaw. Estimated total project budget \$1.5M including design. (In CIP 2014: \$250K design, 2015: \$1.25M completion. Need to shift dates so design takes place after Framework Plan)



William Street. Adjust curb lines to add bike lanes (Non-Motorized Plan) & increase sidewalk width to encourage sidewalk activity. 1st to State. Est. project budget \$2M could be spread over 2 fiscal years. In CIP, but no timeline. The north side of the block outside 4th & Wm may be adjusted in coordination with new elevator/ stair.



Huron Street. Refine Albert Kahn schematic design. Project elements include adding lineal tree planters & bold lighting with banner brackets to create verticals to separate pedestrians from traffic; medians/pedestrian islands, decorative stamped crosswalks. Project goals 1) make Huron more pedestrian friendly, 2) make it more comfortable to cross north/south across Huron, and 3) communicate community pride on a primary corridor through downtown. Project requires coordination with MDOT and City. 3rd to State. Est'd project budget \$5M spread over 3 fiscal years. Was in CIP until 2013, but could be reinserted upon interest.



N. Fifth Ave. Beckett & Raeder drawings. Would replace DTE cobra heads w/LED pedestrian lights, and would replace the damaged brick streets. 5th Ave Kingsley to Ann St, and Detroit Street between Catherine & Kingsley. 5th Ave brick streets are in the CIP for 2015 at an est'd cost of \$1M. Brick streets on Detroit St are in the CIP for 2018 at an est'd cost of \$2M. Historic District. Estd project budget \$5M. Project will likely include utility repairs. City staff indicate that these brick street repairs are very high priority.



S. Main St, east side Mosley to Packard. Install sidewalk improvements to match what will be going onto the west sidewalk by 618 S. Main Street project. Estimated project budget \$500,000-\$850,000. In the CIP but with no timing associated with it.

Sidewalk Maintenance: enhance downtown attractiveness, enhance walkability, encourage active sidewalk uses including cafes, reflect sense of pride in downtown. Does not include new streetscape designs, but instead, focuses on addressing existing maintenance problems, both in the extension area of the sidewalks as well as in the 6' walkway area beside the buildings.

Annual sidewalk maintenance. Missing/sunken bricks on sidewalks and at tree pits, uneven sidewalk edges, prune trees, and replace missing trees. Separate from City sidewalk millage repairs which excludes repairs in the sidewalk extension. \$75,000/year. This winter has made maintenance a priority throughout the city.



Wayfinding updates. Map and sign text changes, and reinstall signs knocked down by cars, move signs that interfere with sidewalk use. \$1,000-\$10,000/year.



E. Liberty Street tree pit expansions. Trees continue to die along these sidewalks due to lack of water in tiny (3' X 3') tree pits. The project would expand 15 pits to 3' X 5' (or 6' where possible), helping address City storm water and urban forestry goals. Estd cost \$100,000. Currently in the CIP as construction summer 2014, but this date could be moved forward. Construction will be timed around Art Fair.



Traffic signal box wraps. Signal boxes are a graffiti target because they provide a large “canvas” at nearly every intersection, but the boxes beautified by artists a few years ago were left untouched for years. In 2013 the DDA approved a \$20,500 grant for a pilot project with the Arts Alliance to cover 1/3 of the downtown boxes. If successful, a second grant to complete the project: \$45,000. Not in the CIP.



Grants to support sidewalk vault elimination. During the 19th & early 20th century, it was common practice to extend the basement of a building under the public sidewalks. The concrete sidewalk atop these vaults are often in bad shape, but other than patching, it isn't possible to fix these sidewalks without addressing

the vaults below. The Ann Arbor DDA could create a grant program similar to the one run by the Grand Rapids DDA which provides an incentive to eligible property owners to infill their vault. Grand Rapids provides 35% of the cost of this infill, up to \$50,000 per vault. Grant program: \$100,000/year?

Street resurfacing project adjunct projects. While downtown streets are under repair, the DDA may wish to install ancillary improvements as part of these projects.

W. Washington resurfacing. Fourth to First. The street will be resurfaced April-June 2014. The DDA could participate by paying for conduit sleeves for future fiber connections, and using the project as a time to replace DTE “cobra head” lights with LED lights, which would save the City DTE light pole rental fee and maintenance costs. Estd cost \$200,000 including conduit and GFIs.



S. State St road resurfacing: possible sidewalk expansion. The road resurfacing project is in the CIP for FY 2015 (possibly 2016). The DDA received a request from the State Street Area Association to eliminate on-street parking and expand the sidewalks on the 300 block. Estd cost for sidewalk redesign, engineering, and construction is \$500,000+ including relocating storm inlets, street lights, and other infrastructure.



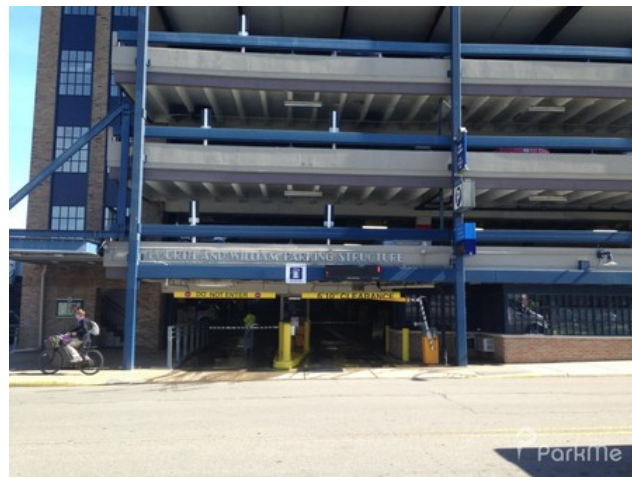
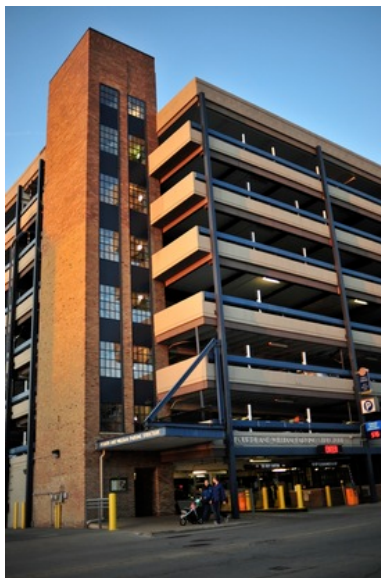
S. Division resurfacing. Madison to Huron, William to Huron portion is in the DDA. Resurfacing is in the CIP for 2015. There is much UM street frontage including ISR, new parking structure, and future new dorm. DDA may use this as a chance to install new conduit. Estimated cost? \$50,000.

Liberty resurfacing. First to Main. Project is in the CIP for FY 2015. DDA may used this as a chance to install new conduit. Estimated cost? \$50,000.



Infrastructure. Strategic projects to encourage downtown development readiness, and improve quality of City & DDA service delivery.

4th & William elevators. Many complaints about the stairwell and the slowness of the primary elevator in a very active parking structure with nearly 1,000 spaces. Building a new stair/elevator tower would support Main St area vitality. Estd cost \$3M over two fiscal years. Or could be bonded, with \$500,000 up front and \$200,000/year bond payments.



E. William sanitary. Called out in Connecting William Street Plan to support future development along William Street. William between Main and Fifth. Estd cost \$250,000. Not in the CIP.

Bell Tower alley. Nearly entirely privately-owned but contains a trash compactor serviced by City crews. Alley needs to be regraded/repaired so it can be cleaned. Great location for storm water infiltration. Highly requested by Solid Waste Department. Would require property owner agreements so that improvements could be installed. Estd project cost is \$250,000. Not in the CIP

W. Huron alley repair and improvements. Adjacent property owners have asked the DDA to repair this alley, to address recurrent storm water problems, broken pavement, and very poor lighting. Behind Ann Arbor School of Yoga building. Est'd cost \$300,000. Not currently in CIP

Complete the epark system. Respond to requests (e.g. Kerrytown area). Patron convenience (use credit card, pay-by-cell phone or coins, and can pay from any machine). Est'd cost \$1.4million. Funding could be split over 3 or 4 fiscal years.



Automated payment equipment. Install machines that allow patrons to pay on foot before exiting at the parking structures. Helps reduce times at exit. Total \$2.6M, including approx. \$450,000/structure (Maynard, Ann Ashley, Forest) and \$350,000/lot (S. Ashley, 1st & Huron). Funding would be split over several years.



Transportation. Multiple attractive transportation options maximizes the numbers and kinds of people who can visit, shop, live, work, and play downtown. It also helps alleviate traffic congestion, and helps the community strive toward its sustainability goals.

Restore a downtown circulator. An extension of the walking experience, a circulator would connect the four neighborhoods, encourages park-once behavior, and mitigates the impact of unpleasant weather. AAATA has a downtown circulator in its strategic plan, but no funding source. Estd cost is unknown, perhaps \$100,000+/year. Not in the CIP.



Add more EV (electric vehicle) charging units. 18 units were installed in 2012, and demand often exceeds supply in some locations. Cost would include conduit and enhanced electric where necessary to support these units in the structures and lots. Estimated project cost \$50,000-\$100,000.



Ypsilanti/Ann Arbor express bus service. This service is in AAATA's 5 year Strategic Plan, but no funding source has been identified. A recent getDowntown study determined that a majority of goPass users travel the Ypsilanti/Ann Arbor routes. Express bus service could reduce travel time to 20 minutes. Has not been costed out, but, estd \$100,000+/year. Not in the CIP.

Bike House #2. A facility similar to what was installed in Maynard could be installed in 4th/William. Supports City non-motorized goals. \$30,000 plus the use of two parking spaces. (A nearby development has provided \$1,500 toward the cost of a future bicycle house in 4th & William). Is in the CIP.



In-street bike racks. Fabricate additional racks for use during warm weather months to help free up sidewalk space while meeting non-motorized goals. \$4,000/each.



Crosswalk repairs. Between street resurfacings the crosswalks can become rutted. An annual project could be undertaken to do a crosswalk strip repair to improve walkability and pedestrian safety. City staff recommend pursuing this as an annual project, perhaps beginning as soon as 2014/15. Estd cost is \$15,000/ intersection.



Pilot Ypsi/Ann Arbor passenger rail project. Passenger rail would enhance the transportation connections between Ypsilanti and Ann Arbor, and a pilot project could be developed in a partnership between MDOT, AATA, City, DDA, and others using existing railroad cars and lines. Estd cost for an initial study \$50,000.

Business Encouragement. Downtown provides a showcase for Ann Arbor's brand as a center for entrepreneurship, innovation, and the new economy. Many businesses that add character to downtown are locally owned independents that offer unique, one-of-a-kind goods and services, and their success is linked with the identity of downtown and its perceived strength as a commercial district. __

Marketing Downtown. AACVB markets the Ann Arbor area, and the Area Associations market their neighborhoods, but there is no entity marketing the downtown to visitors and potential customers. The DDA could spearhead this initiative. Cost is currently unclear; possibly \$100,000-\$250,000/year.

Pedestrian counts. Emerging sensor technologies make it possible to install automatic pedestrian count equipment which can provide reliable data over all seasons. Data would be valuable to event planners, property brokers, non-motorized planning, and more. Cost is unclear, est'd \$100,000/year.

Ambassadors. Many dozens of downtowns have hired ambassadors to provide a welcoming presence and provide information about downtown. Ambassadors can also work closely with police and human service agencies. The Ambassador program in downtown Grand Rapids is budgeted to cost \$300,000/year.



4th & William first floor build out. Build out approx 2,000SF usable space using the strip of first floor spaces facing 4th Ave (William Street is also possible) Could be used for pop up retail, tech office or even new Greyhound station?; the space would be long and slim (20 feet deep), with low ceiling heights, but would have a funky

downtown appeal. Estd cost \$600,000.



Feasibility study. SPARK's Strategic Plan includes a work plan item to examine the feasibility of adding additional lodging and conferencing facilities in Ann Arbor, with a particular focus on downtown. Provide a grant to SPARK with the goal of generating objective data. Estimated cost \$50,000.

Business Improvement Zones. Provide a grant to support the creation or expansion of downtown Business Improvement Zones. Estimated grants, \$50,000/each.

Housing. Encouraging a full spectrum of affordability and types of downtown housing supports the unique diversity of uses in downtown and is a key component in attracting/retaining the workforce needed to attract businesses and development. Individuals at all stages of life have shown an interest in living downtown.

Housing Needs Assessment. The last County-wide needs assessment was conducted before the recession, and an updated report would provide objective data needed to respond to housing/residential project grants. Of particular interest to the DDA's development goal, would be an analysis of work force housing needs at all income levels. Project cost is unclear; est'd DDA portion \$75,000.

Ann Arbor Housing Commission Grant. Request for additional grant of \$600,000 to assist in securing private equity for Baker Commons (inside the DDA) and Miller Manor (just outside the DDA). If a grant is awarded, funds could be split between 2015 and 2016 fiscal years.



Downtown Parks Downtown parks provide opportunities for community members to gather or find respite, and provide opportunities for enjoyable activities including produce and plant purchases at the Farmers Market, concert series in Liberty Plaza, drum circles at Sculpture Plaza.

Liberty Plaza Park. The PROS Plan anticipates repairs in Liberty Plaza in 2015 at an estimated cost of \$100,000. The DDA provided 80% of the funding for the Park repairs earlier this decade, and could partner once again with the Parks Dept in this upcoming set of repairs. This repair is in the CIP.



Farmers Market Winter Enclosure Study. The PROS Plan anticipates a study in FY 2018 and FY 2019 to examine the feasibility of enclosing the existing roof structure with a removable roof to extend the amount of activities and make conditions more comfortable for patrons and vendors during cold months. Estimated cost \$90,000. The DDA could provide a \$45,000 grant to match Parks funds.



Community Services. The DDA works to maintain the downtown's role as a center for public, educational, community and government services. These include the University of Michigan, City of Ann Arbor, Washtenaw County, Ann Arbor District Library, federal government, Ann Arbor Public Schools, museums, arts and entertainment venues, and a wide variety of nonprofit human service organizations, social services, and business services providers. The DDA has and will continue to work with and support other public and non-profit institutions in maintaining a strong downtown presence.

City Hall environmental controls upgrade. An equipment upgrade is in the City CIP for FY 2016/17 at an estimated cost of \$90,000. Given the DDA's focus on improving downtown building sustainability the DDA could partner in this project.