



Ann Arbor Downtown Development Authority Five Year Project Plan

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

DDA's mission is 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), Business Encouragement, 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), and Sustainability (environmental, financial, social).

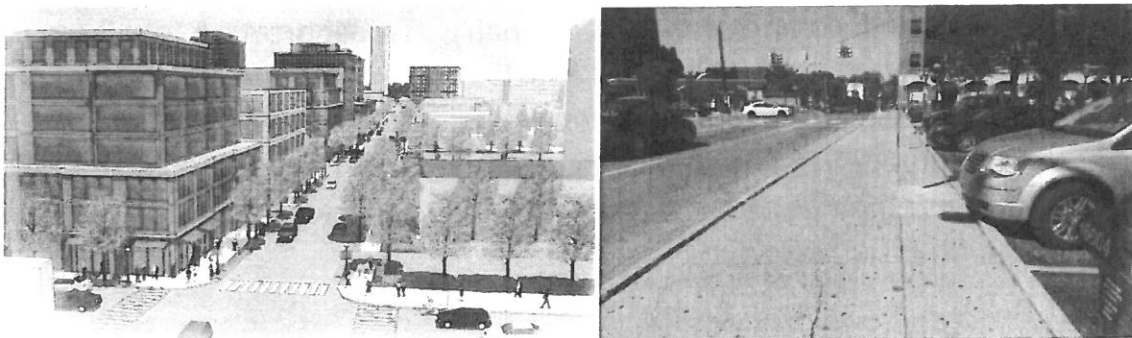
Near Term Projects (2013-2018). Project budgets are estimated and will be refined as more information becomes clear. The DDA will determine project timing and funding source (TIF (003) or Parking (063) accounts).

Streetscapes: projects designed to enhance downtown's sense of place, enhance walkability, encourage commercial & residential vibrancy, encourage activities and events, encourage private reinvestment. The DDA's Street Framework Plan will provide overarching direction.

South University. Design & install, including: remove tree planters to gain back active sidewalk space by creating planter spaces under the sidewalk, replace pavers with concrete to address maintenance. S. U. has gained many hundreds of new residents, and this project can help free up valuable sidewalk space for pedestrians and cafes while at the same time reincorporating trees into the streetscape in below sidewalk planters. This would also address sidewalk paver and drainage problems. E. U. to Washtenaw. An opportunity to work with City staff, e.g. storm system. Estimated project budget \$1.5M. Design in 2014? Implementation in 2015?



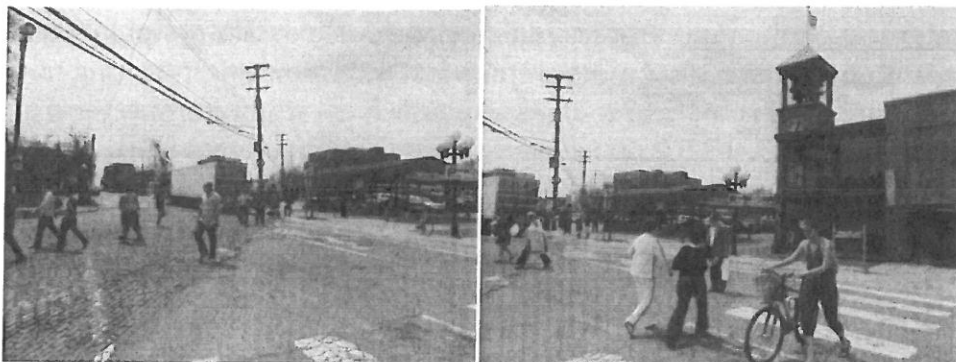
William Street. Design & install, including adjusting curb line to accommodate bike lanes (City non-motorized Plan) & sidewalk width to encourage sidewalk activity and to support future residences and others uses along this street. 1st to State Street. Undertaking the streetscape improvements will provide an opportunity to upsize the sanitary main under William Street. Estimated project budget \$5M. Timeline yet to be determined?



Huron Street. Refine the Albert Kahn design & install. The design would add a great amount of tree planters & lighting with large banners to create vertical elements between pedestrians & traffic, and may include pedestrian islands, all with the goal of making Huron Street more pedestrian-friendly. This project would also communicate the sense of community pride missing from the current streetscape. Project would involve coordination with MDOT as well as City staff. 3rd to State Street. Estimated project budget \$5M.



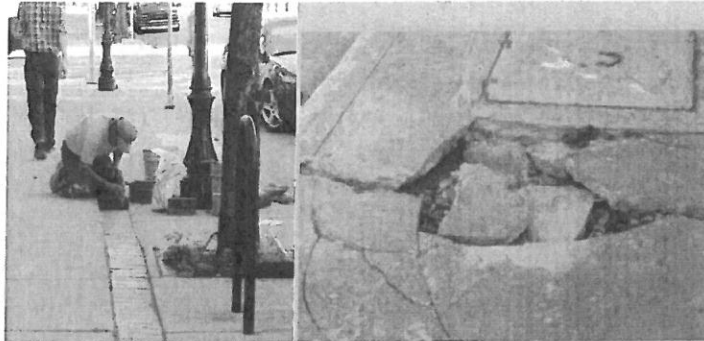
N. Fifth Ave. Review the Beckett & Raeder design & install, including brick street replacement, add new pedestrian lighting if allowed under City light moritorium. Kingsley to Ann, including Detroit Street between Catherine & Kingsley. The brick streets on Fifth are in the CIP for 2015 at an estimated cost of \$1M. The brick streets on Detroit Street are in the CIP for 2018 at an estimated cost of \$2M. This will involve coordination with the Historic District Commission in addition to City utilities. Total estimated project budget \$5M. City staff indicate this is a very important project.



S. Main Street, east sidewalk (install improvements to match what will be going onto the west sidewalk from 618 S. Main Street project to Ashley Mews. Mosley to Packard St). Estimated project budget \$500,000-\$850,000.

Sidewalk Maintenance: enhance downtown attractiveness, enhance walkability, encourage active sidewalk uses including cafes, reflect sense of pride in downtown.

Annual sidewalk maintenance. Address missing/sunken bricks, repair tree pits, smooth uneven sidewalk edges, bike hoop removals/installations/repairs, prune trees, and replace missing trees. Separate from City sidewalk millage work. Estimated annual cost \$75,000.



Wayfinding updates. Including map and text changes, reinstall signs where they've been run into by vehicles, and move signs that interfere with sidewalk use. Estimated cost \$50,000.



E. Liberty Street tree pit expansion. Trees continue to die due to lack of water in tiny (3' X 3') tree pits. Expand 15 tree pits to allow more storm water by removing/replacing concrete pits and surrounding brick. This could help to simultaneously meet city stormwater and urban forestry goals. Estimated cost \$100,000. Estimated construction summer 2014.



Traffic signal box wraps. The 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. A pilot project with the Arts Alliance would use vinyl wraps with artwork designs to cover downtown boxes with the goal of discouraging graffiti in the right of way and adding to the pedestrian experience. Estimated total cost \$60,000. Pilot project in 2013/14 in partnership with Arts Alliance and Commission on Art for 1/3 of the boxes.



Sidewalk recycle containers. One of the items in the City's recently approved Solid Waste Plan is "Away From Home Recycling", which includes expanding the amount of downtown sidewalk recycling. The plan does not identify the source of funding for operations and the purchase of 70 molded plastic sidewalk containers. The cost for these containers is approximately \$300 each, for a total of \$21,000.

Program 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, and these hollow areas are commonly known as vaults. There are sometimes walkability issues relating to these vaults, and the Ann Arbor DDA might mimic a Grand Rapids DDA program 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.

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

4th & William elevators. Current elevators are exasperatingly slow in a 50+ year old structure with nearly 1,000 parking spaces. New elevators would support Main St area vitality and make the City's William Street properties more attractive to development. Estimated cost \$2.5M. Estimated timeline could involve design in 2014 and construction beginning in 2015.

E. William sanitary. Called out in Connecting William Street plan, the main needs to be upsized given increased demands along William Street, plus it would help increase the value of the City properties along E. William. William Street between Main and Fifth. Estimated cost \$250,000.

Bell Tower alley. Nearly entirely privately-owned except City-owned trash compactor, needs to be regraded and repaired to enable the area to be cleaned, improve traffic/parking, and more.

Great location for storm water infiltration. Highly requested by City. Would require the DDA to acquire property owner agreements to install improvements. Estimated cost \$250,000.

W. Huron alley repair and improvements. Adjacent property owners have petitioned the DDA for its help repairing this alley, including recurrent storm water problems, broken pavement, and very poor lighting. Behind Ann Arbor School of Yoga building. Estimated cost \$300,000.

Additional epark machines. Responds to requests from Kerrytown area and more. Enables patrons to use coins or credit card or pay-by-cell phone. Estimated cost \$850,000, with funding perhaps split over two fiscal 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 the LINK. An extension of the walking experience, a downtown circulator connects the outer reaches of downtown, encourages park-once behavior, and mitigates the impact of unpleasant weather. AATA has a downtown circulator in its strategic plan; DDA could provide the necessary funding. Estimated cost \$100,000-\$250,000/year.

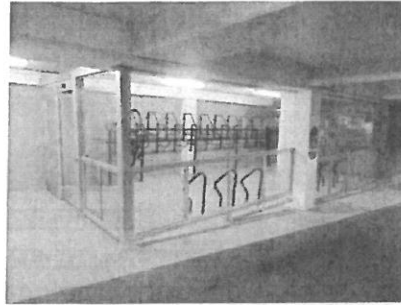
Add electric vehicle charging units. 18 EV units were installed in 2012, and already demand exceeds supply in some locations. Cost would include conduit and enhanced electric where necessary to support these units in the structures and lots. Estimated cost \$100,000. An electrical system assessment has been completed, and demand information is being gathered.



Express bus. Continue to explore with AATA the value of express commuter bus service into downtown as a way of making transit a more attractive alternative for downtown workers. E.g. would there be value to subsidizing an express commuter bus between Ypsi and Ann Arbor to encourage more downtown workers to use transit. Estimated cost \$50,000-\$100,000/year.

Bike House #2. The 37-bike Maynard structure bike house proved popular, and using the getDowntown program as our partner and the knowledge and information gained from Bike House #1, a similar facility could be installed in another structure. This investment in another step in meeting our community non-motorized goals, including a higher Bike Friendly ranking.

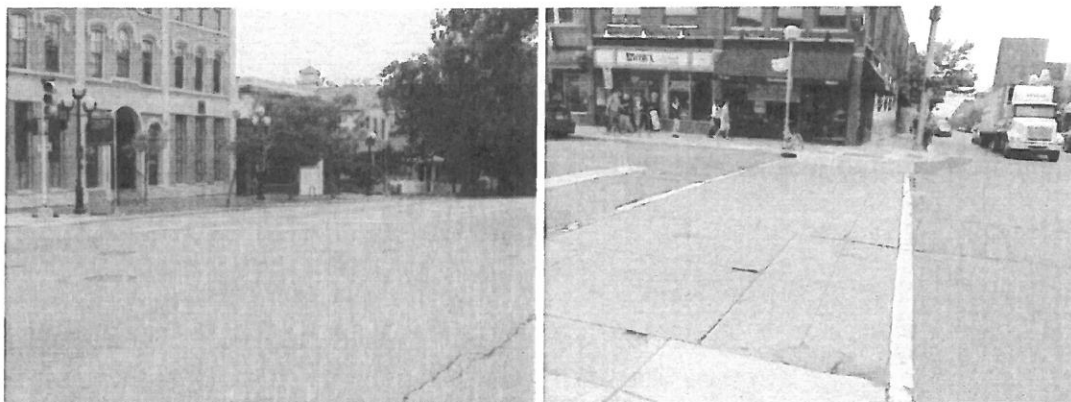
Estimated cost \$30,000 plus the use of two parking spaces. A nearby private development may provide \$1,500 toward the cost of this future bicycle facility as a way of meeting its tenant bicycle parking needs.



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



Crosswalk repairs. In between the years when downtown streets are resurfaced, the crosswalks can become rutted and potholed. An annual project could be undertaken to do a strip repair in the crosswalk area of downtown streets with the goal of improving walkability. City staff have raised this as a primary infrastructure issue as well, this would allow us to address safety, maintenance, and aesthetic concerns. Estimated cost is \$15,000 per intersection, and we could strive to repair 2 per year for a cost of \$30,000/year. City staff recommend pursuing this as an annual project, perhaps beginning as soon as 2014/15.



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. Estimated cost for initial study \$50,000.

Business Encouragement. **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. Downtown also provides a showcase for Ann Arbor's emerging brand as a center for entrepreneurship, innovation, and the new economy.**

Pedestrian counts. In the past, pedestrian count information was collected manually, which did not yield comprehensive data. Emerging sensor technologies is making it possible to install automatic pedestrian counting equipment which can provide reliable long-term data for transportation design and planning. The DDA has been asked by downtown businesses to generate robust ped count data to support development, commercial leasing, and to understand the impact of events. The cost and implementation of this project will be researched.

Ambassadors. Across the U.S., ambassadors are being hired to add to the positive perception of downtowns. Ambassadors provide an extra set of eyes and ears on the street, and work closely with the city's police, while also answering questions, providing assistance and information. Some of the services they provide in other downtowns include providing useful directions or help you locate a business or service, call for medical assistance if needed, provide information about downtown parking, provide social services information to people in need, identify and report hazards, share a smile, and contact the police if you need help.

Marketing Downtown. The AACVB and downtown associations convey information, but there is no entity responsible for marketing all of downtown to visitors and potential customers. The DDA could spearhead this initiative, including hiring a professional marketing firm, creating a project steering committee composed of downtown stakeholders and professionals, and supporting the creation of various marketing efforts.

4th & William. Build out first floor space along 4th Avenue and William Street. In addition to providing an opportunity for incubator space, it will help activate sidewalks. Approximately 2,000SF could be created for use by retail or tech entrepreneurs. Estimated cost \$600,000.



Business Improvement Zones. Support BIZ creation and expansion of existing BIZ where feasible and supported by property owners. Estimated cost \$50,000/each.

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.

Marketing. Create and implement a marketing campaign for downtown to emphasize downtown's attractiveness as a shopping district and to highlight downtown retail, in collaboration with downtown associations and A2CVB. Estimated cost \$75,000/year.

Housing. Encouraging a full spectrum of affordability and types of housing supports the unique diversity of uses in downtown. It will also help meet the growing demand by many to live downtown.

Workforce housing. Grants to encourage the creation of housing affordable to individuals and families earning at or under 60% AMI (individual earning approx \$30,000/year). Grant program to be determined.

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 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.



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 is a potential partner.



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.

County Annex lobby improvements. Washtenaw County will make significant modifications to its Annex building on N. 4th Avenue, in particular a new lobby and client interaction space that will enable clients to wait indoors for appointments and maneuver within the facility for multiple support options rather than waiting outside on the steps to the building. The cost for this improvement project is approximately \$1 million, and the DDA has been asked to provide \$300,000 toward the total project cost.

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.

S. State St road resurfacing and sidewalk expansion. State, between Washington and S. U. The project is in the City CIP for FY 2015 (possibly 2016) at a cost of \$675,000. (UM may be a potential financial partner as they have property on both sides of the street). The DDA received a request from the State Street Area Association to expand the sidewalks in the State Street commercial area. In addition to assisting with the road resurfacing, if supported by the findings of the Street Framework Plan in 2014 the DDA could design and install expanded sidewalks at the same time as the street resurfacing project to encourage additional café seating and sidewalk activities. Estimated cost for sidewalk redesign, engineering, and construction is \$950,000 including relocating storm inlets, street lights, and other infrastructure.



S. Division resurfacing. Madison to Huron. William to Huron portion is in the DDA District. Project is in the CIP for 2015. There is much UM street frontage including ISR, new parking structure, and future new dorm. Also, opportunity to replace missing trees. Estimated project cost is \$1.2M and the DDA could participate in some portion of this.



Liberty resurfacing. First Street to Main. Project is in the CIP for FY 2015. Estimated cost \$320,000. It is also an opportunity to run conduit, repair sidewalks. Residents at Liberty Lofts

have asked for a traffic review to ensure pedestrian safety at the Liberty/First intersection. The DDA could participate in some portion of this work.



W. Washington resurfacing. First to Fourth. With the 1st & Washington City Apartments construction concluding in 2013 this would be an opportunity to repair the street while attending to things like extending the pedestrian-scale lights down the hill and adding GFIs for holiday lights. The resurfacing project is in the CIP for spring/summer 2014 and the estimated cost is \$362,000. If there is support to remove the existing cobra head lights and add pedestrian-scale lights this element would be approx \$90,000 including conduit and GFIs. There is also an opportunity to add additional bicycle parking, and perhaps new seating.

