

AGENDA

GOAL 1 ALLIANCE



Board Members:

Richard Bishop • Laura Cleypool • Rick DeVries • Joe Elliot • Lindsey Gadbois •
Rachel Hood • Tom Hoving • Rob Hyde • Janet Korn • Ted Lott • Traci Montgomery •
Mary Roys • Jay Steffen • Eddie Tadlock • Ben Weatherhead • Rick Winn •

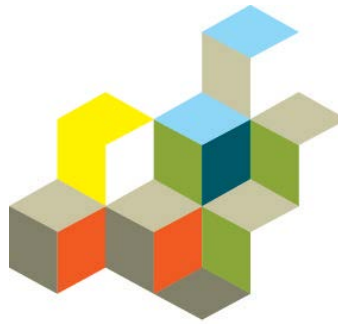
April 18, 2018

10:00a – 11:30p

29 Pearl Street, NW Suite #1

1. Call to Order
2. Minutes - January 17, 2018 and March 1, 2018 (enclosure)
3. FY2019 Budget Review (enclosure)
4. River Governance Discussion
5. FY2018 Project Updates (enclosures)
 - Ah-Nab-Awen
 - River Guidelines
 - Michigan Street River Crossing Update
6. Alliance Member Discussion
7. Next Meeting – July 18, 2018
8. Public Comment
9. Adjournment





DOWNTOWN
GRAND RAPIDS INC.

Goal 1 Alliance

January 17, 2018

1. Call to order: Tim Kelly called the meeting to order at 10:02am
2. Members Present: Rick DeVries, Joe Elliott, Lindsey Gadbois, Rachel Hood, Tom Hoving, Ted Lott, Traci Montgomery, Mark Roys, Jay Steffen, Eddie Tadlock

Members Absent: Richard Bishop, Laura Cleypool, Rob Hyde, Janet Korn, Ben Weatherhead

Others Present: Tim Kelly, Stephanie Wong, Murphy Ackerman, Flor Valera, Megan Catcho, Kim Van Driel, Andy Guy (DGRI Staff), Trevor Bosworth

3. Election of Chair

Mr. Kelly explained that each of the Alliances will nominate a chair that will work with staff to build agendas as well as represent the Alliance on the DGRI Board of Advisors. Mr. Kelly said Mr. Tadlock had been previously nominated, and Mr. Tadlock has expressed his interest in serving on behalf of the Alliance.

Motion: Jay Steffen, supported by Rick DeVries, moved to appoint Eddie Tadlock as Goal 1 Alliance Chair. Motion carried unanimously.

4. River Design Guidelines

Mr. Kelly introduced Mr. Bosworth, one of the consultants for the River Design Guidelines, to give a project status update. Mr. Bosworth gave a reminder of the timeline for the project and shared what work has been completed since the update at the previous Alliance meeting. Mr. Bosworth shared preliminary conceptual designs of the various opportunity sites that were selected. Mr. Lott asked what the current delivery schedule is for the guidelines. Mr. Bosworth said the original goal was to have them completed by February, but that timeline has been slowed down to ensure proper engagement and input from various organizations.

MINUTES

Minutes-January 17, 2018

Mr. Bosworth said he anticipates the project to wrap in late April or early May. Mr. Bosworth noted that when the concepts are finalized they will once again be brought before the Alliances. Mr. Lott asked if this presentation represents the full scope of the project. Mr. Bosworth said this is a high level overview of the specific opportunity sites. Ms. Hood asked if there are opportunities for traffic improvements, such as roundabouts, at intersections like Monroe and Leonard. Mr. Kelly asked Mr. DeVries if there are currently any plans to make changes to Leonard Street. Mr. DeVries said there were not immediate plans for improvements on Leonard, but due to the recent turn back agreement giving the City control of the street, it could be something that is looked into. Ms. Gadbois asked if the green spaces that are tucked in between building will be true public spaces or privately owned green space. Mr. Bosworth said there are specific public/private edges and green spaces that still need to be fleshed out. Ms. Gadbois asked where the idea for a beach came from. Mr. Bosworth said it was a suggestion that arose through the GR Forward process, but has not been solidified. Ms. Gadbois said she is concerned about the use of a beach that does not touch water and asked if it may be frustrating from a user standpoint. Mr. Bosworth said there may be other potential water features near the beach to eliminate some of those frustrations. Ms. Hood said she likes the elevated pathways through the wetlands, but is curious about the maintenance and if there is a long term management plan. Mr. Bosworth said there will be an asset management plan created along with the guidelines. Mr. Kelly noted that a portion of this project includes delineating responsibilities for upkeep throughout the trail. Ms. Gadbois asked if there are any plans for 201 Market in this plan. Mr. Bosworth said 201 Market is not one of the designated opportunity sites. Mr. Kelly thanked Mr. Bosworth for his presentation and said the Alliance will continue to receive updates as this process continues.

5. Michigan Street River Crossing

Mr. Kelly shared an update on the effort to enhance pedestrian safety at the Michigan Street river crossing between the DeVos Place and Post Office. Mr. Kelly said staff continues to work with the City on a few nuanced items that will need to be taken care of, including a vault and light pole that will need to be relocated. Mr. Kelly said the goal is to ensure that the median can be functional as well as a crosswalk. Mr. Kelly asked anyone interested to let him know so they can continue to be involved as the process moves forward.

6. Economic Impact Study

Mr. Kelly said DGRI is partnering with GVSU on an economic study for the River Design Guidelines. Mr. Kelly said anyone from the Alliance that is interested can be included in an upcoming meeting with GVSU. Mr. Kelly said he will also ensure that the Alliance, as a whole, is updated as that project moves forward.

7. Alliance Member Discussion

Mr. Kelly gave an overview of the organization's budget process and said that in order for a

MINUTES

Minutes-January 17, 2018

draft budget to be brought to the Board in April, there will need to be an additional Goal 1 meeting in February or March. Mr. Kelly said staff will ensure that a meeting poll is sent out to the group and a meeting scheduled prior to the next quarterly meeting.

8. Next Meeting- April 18, 2018

9. Public Comment:

None

10. Adjournment:

Mr. Kelly adjourned the meeting at 11:09am

Minutes taken by:

Murphy Ackerman

Office Manager

Downtown Grand Rapids Inc.



Goal 1 Budget Conversation

Members Present: Rick DeVries, Joe Elliott, Lindsey Gadbois, Rachel Hood, Janet Korn, Ted Lott, Traci Montgomery, Jay Steffen, Eddie Tadlock

Mr. Kelly gave an overview of the budget process and the various projects that could be included in the FY19 budget.

Ms. Gadbois asked what the status on the Lyon Square design is. Mr. Kelly said there is coordination happening with Amway and a need to understand their timeline for some upcoming capital improvements they are working on before proceeding with Lyon Square. Mr. Kelly the design documents should be completed in the next 8-10 months. Mr. Kelly said the conversation regarding the Michigan Street river conversation is moving along. There is currently a concept that needs to be vetted with the Post Office. Mr. Kelly said he can bring back design elements for the group to evaluate at future meetings. Ms. Gadbois asked what the process for implementation of the river trail guidelines will be. Mr. Kelly said there will need to be coordination with the in water work that will be happening as the opportunity sites are also staging areas during construction. Mr. Tadlock asked if there is an opportunity to enhance the wayfinding system throughout the city. Mr. Kelly said this is currently being explored in the Streetspace Guidelines. Mr. Kelly said those should be completed in the next two months and will have recommendations for a wayfinding system moving forward. Ms. Hood asked if this will be different from the bus infrastructure. Mr. Kelly said there is another line item for improvements to signage at bus stops. This will also include new shelters. Ms. Hood asked if there is an opportunity to enhance the bridge at Wealthy and the pedestrian safety issues. Mr. Kelly said there was recently a study completed by Disability Advocates of Kent County that provides recommendations and this was a key area they identified. Mr. Kelly said there will be money allocated to make recommended improvements throughout the City. Ms. Gadbois asked if there are any programs or interventions that may be implemented for the river that don't include physical improvements, temporary program based opportunities. Mr. Kelly said that program related interventions are typically addressed in Goal 5, but Goal 1 would be able to provide suggestions and partner on these ideas. Ms. Hood asked if there are any updates on the management of the river corridor. Mr. Kelly said he does not have any updates but he knows it continues to be a primary focus for

many as the river restoration continues. Ms. Hood asked what DGRI's role is in that. Mr. Kelly said the DGRI Board is pushing for solutions and is primarily focused on advocacy and sustainability. Mr. Lott said DGRI should be pushing for a governance structure for the river before allocating funds for projects. Mr. Lott said in absence of a governance structure, there are assumptions being made about responsibilities that may not be realistic or sustainable. Ms. Hood asked if there is a way to convene all of the partners to ensure that there is clarity of roles. Mr. Kelly said these conversations are happening and he will work to advocate on behalf of the Alliances and organization to see that proper roles are established before funding is discussed.

GR Forward FY19 PROJECTS: GOAL #1

Committed FY18

- Grand River Activation (GRWW Support)
- River Trail Crossing Michigan Street
- Lyon Square Design
- Ah-Nab-Awen Enhancements
- River Walk Maintenance
- River Design Guidelines
- Economic Impact Study
- Street Enhancements: Pearl, Bridge

Proposed FY19

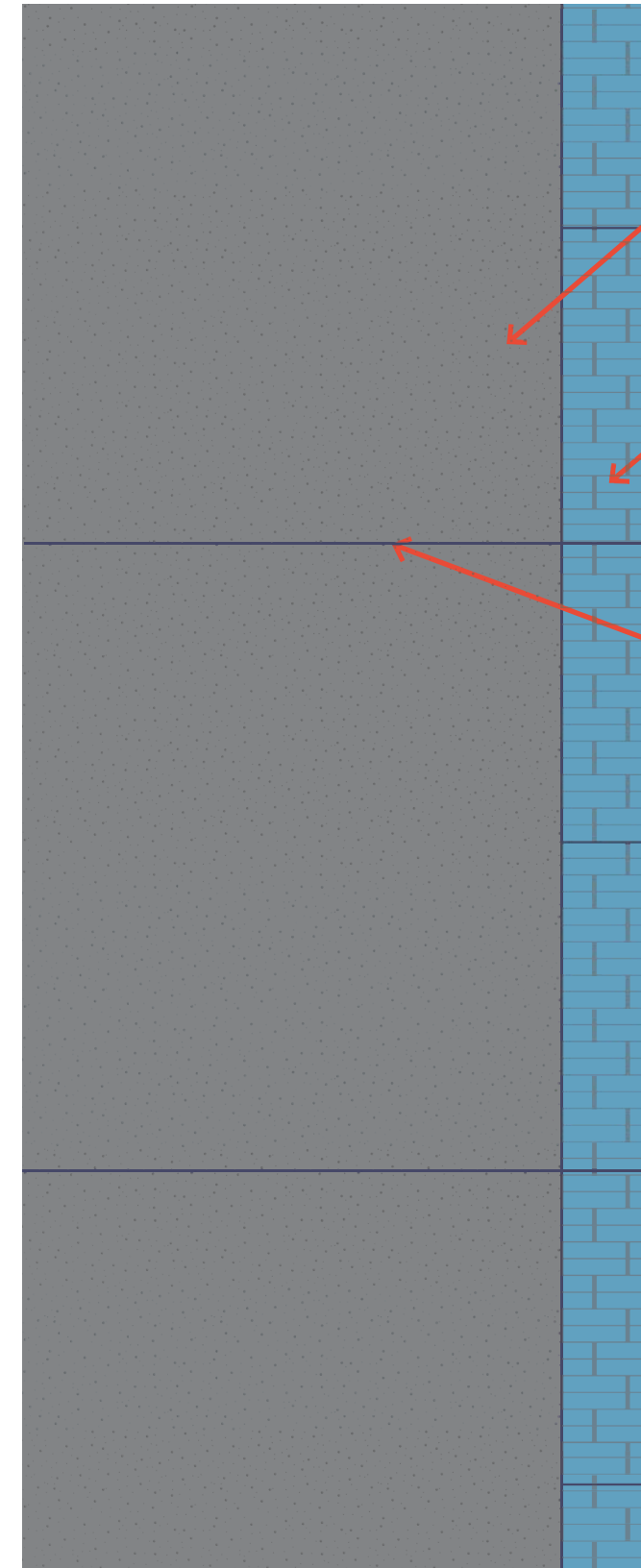
- Grand River Activation (GRWW Support)
- Lyon Square Design Completion
- River Trail Crossings
 - Michigan Street
 - Fulton Street
- Bridge Enhancements – Lighting, Greening
- Street Enhancements: Newberry, Fulton
- Maintenance:
 - Riverwalk
 - Bridge Lighting



- MAIN TRAIL**
- Colored concrete, **Cobblestone**
 - Etched finish
 - Saw joint



- ASYMMETRICAL 2' SHOULDER**
- Blue pavers where possible, colored blue concrete in other areas and on connected curb edges



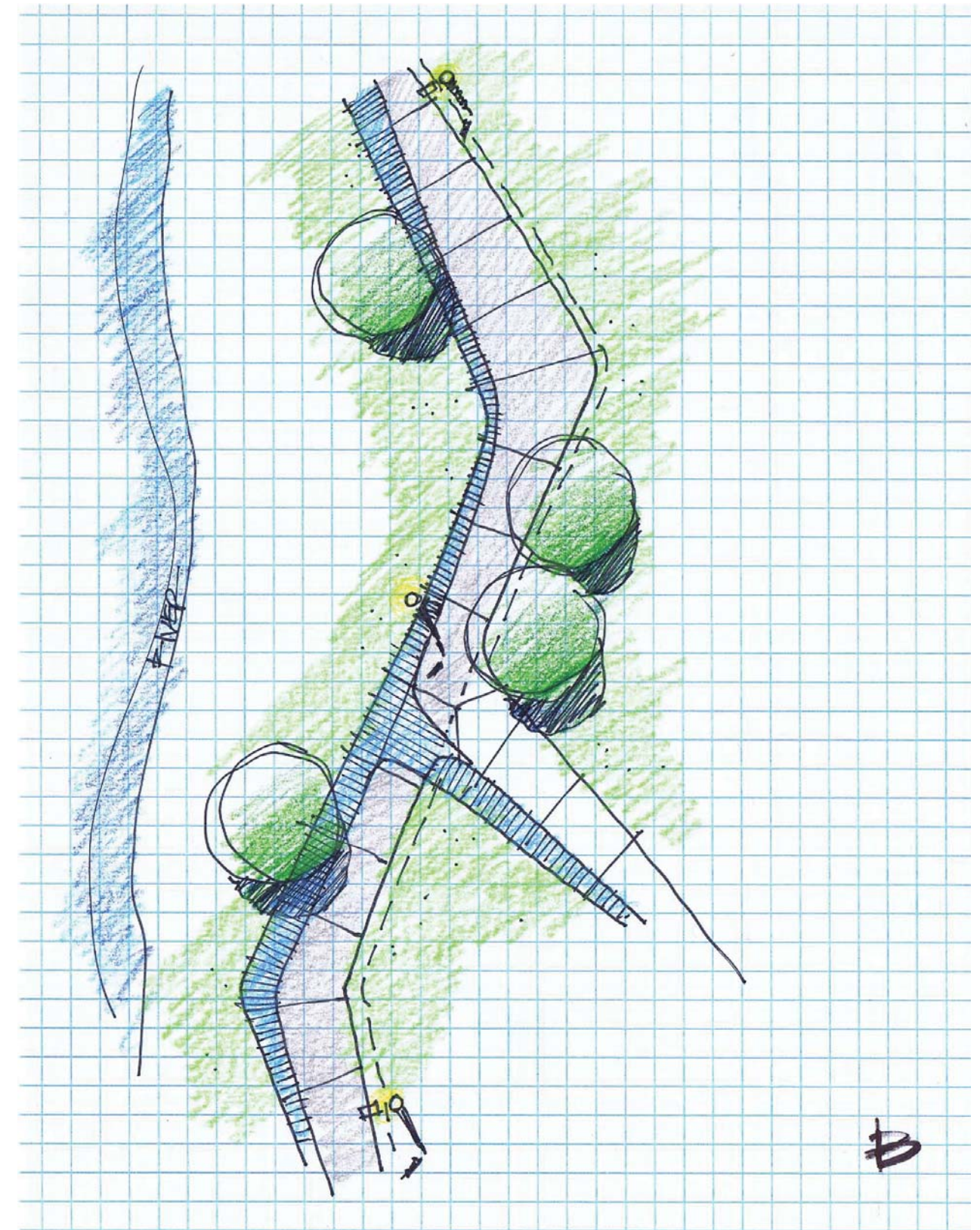
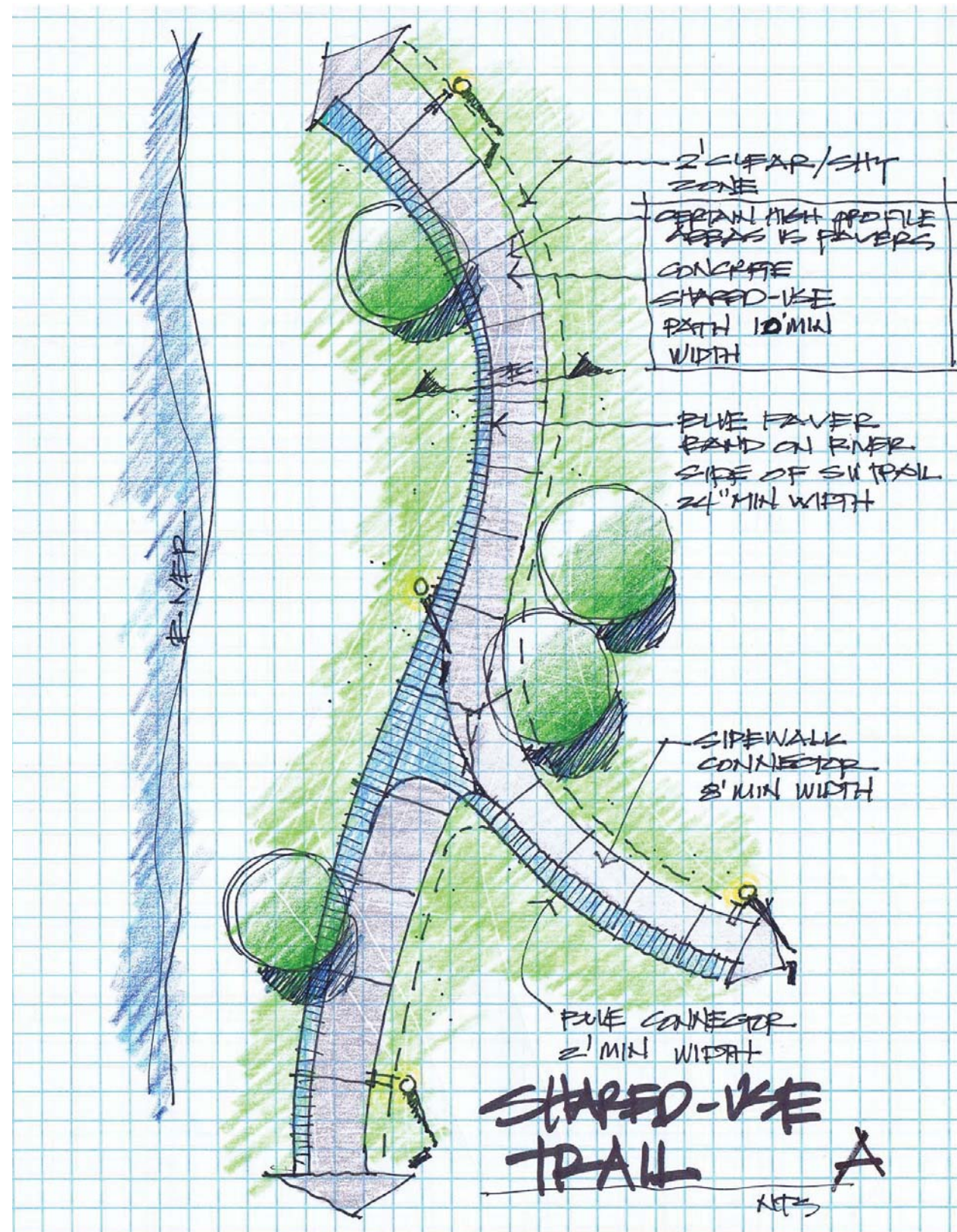
- MAIN TRAIL**
- Colored concrete, **Cobblestone**
 - Etched finish
 - Saw joint

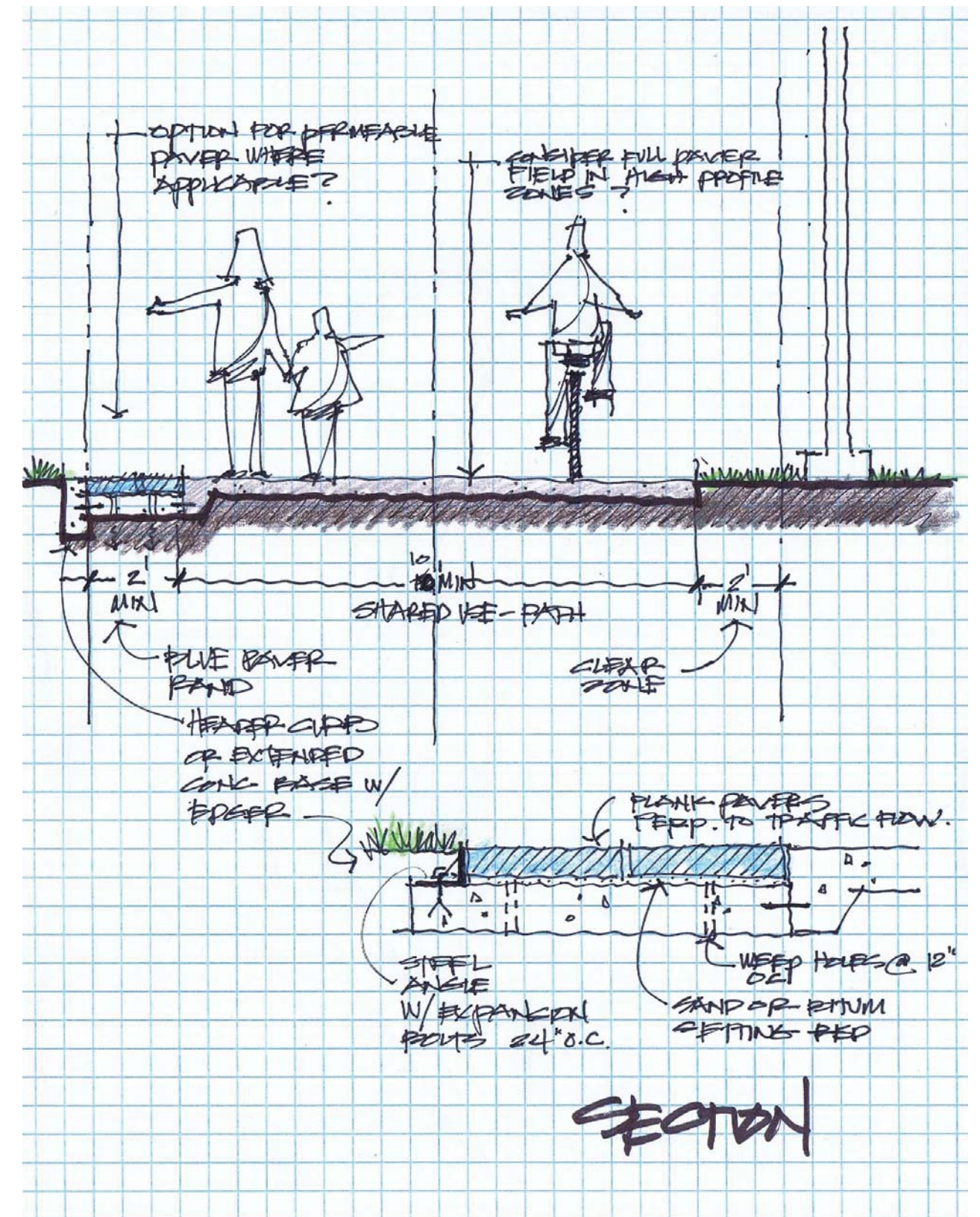
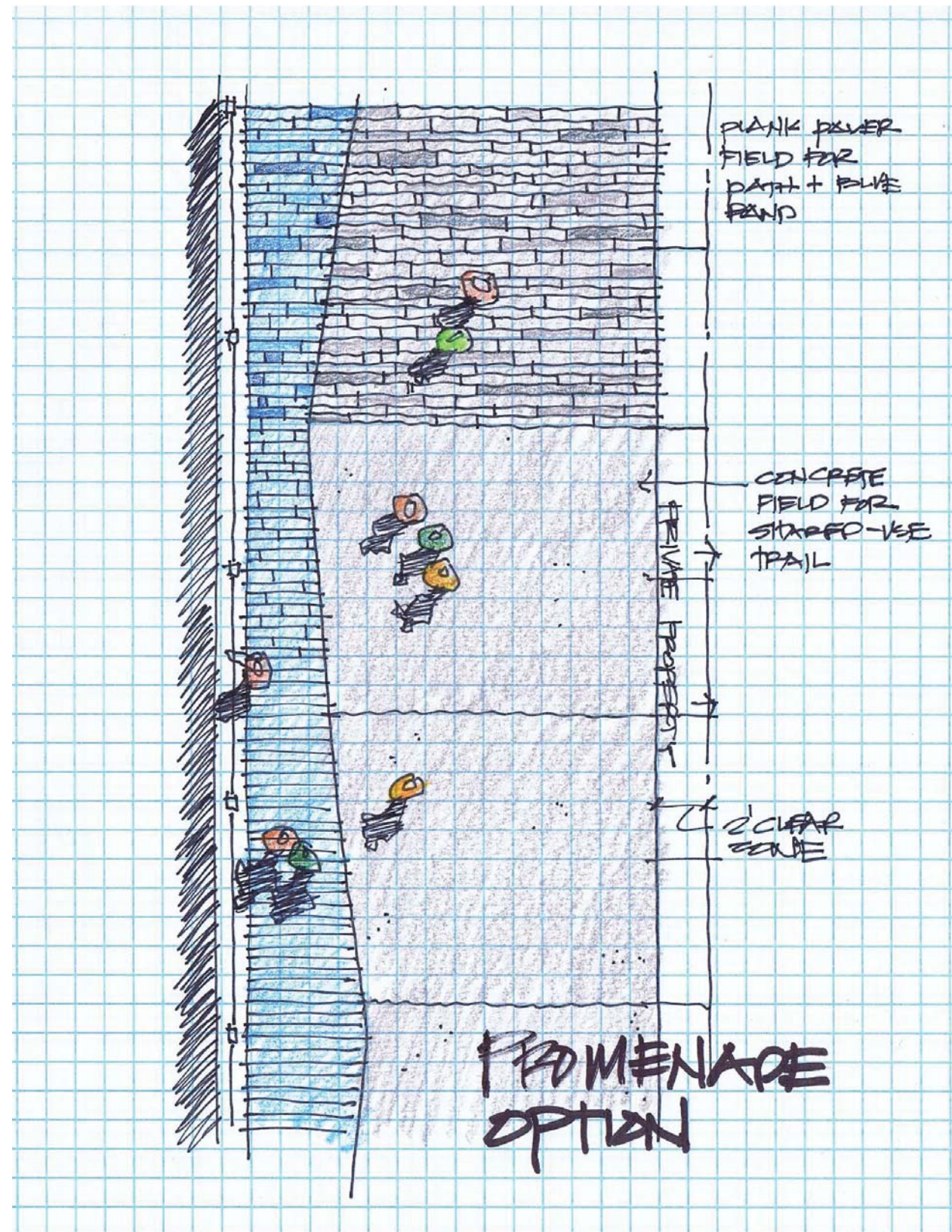
- ASYMMETRICAL 2' SHOULDER**
- Colored pavers, **Blue**
 - Linear plank module
 - Perpendicular to trail

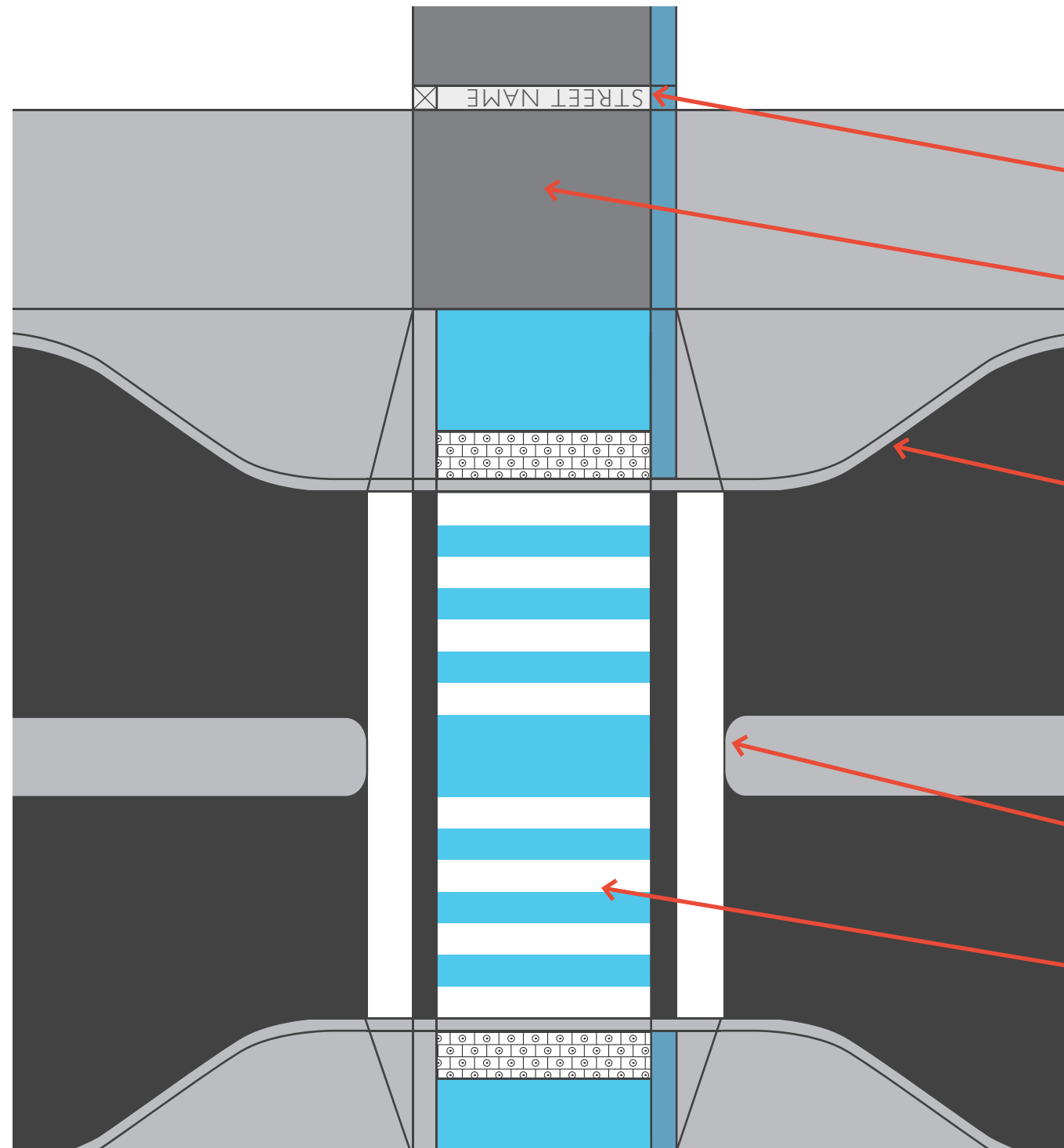
- 12' MIN TRAIL JOINT SPACING**
- Saw joint
 - Aligned with shoulder joint

- **COLORED CONCRETE HEADER EDGE (TO MATCH MAIN TRAIL)**

- ADDITIONAL NOTES**
- Select elements (curbs, pedestrian ramps) within surrounding neighborhoods may utilize blue colored concrete as needed to direct pedestrians and riders to riverfront trail connections
 - Cobblestone color trail/2'blue color band combination to be limited to main trail only, for clarity.
 - Recommend nearby / adjacent 4' soft trail where possible







INTEGRATED TRAIL /STREET MARKER

INTEGRATED RIVERFRONT TRAIL STANDARD MATERIALS

- Colored gray concrete with linear blue-colored shoulder (2' min.)

BULB-OUT CURB

- RE: Traffic engineering
- Along streets with on-street parking only

CONCRETE PEDESTRIAN REFUGE

- Form varies RE: Traffic engineering
- Integrated planting where possible

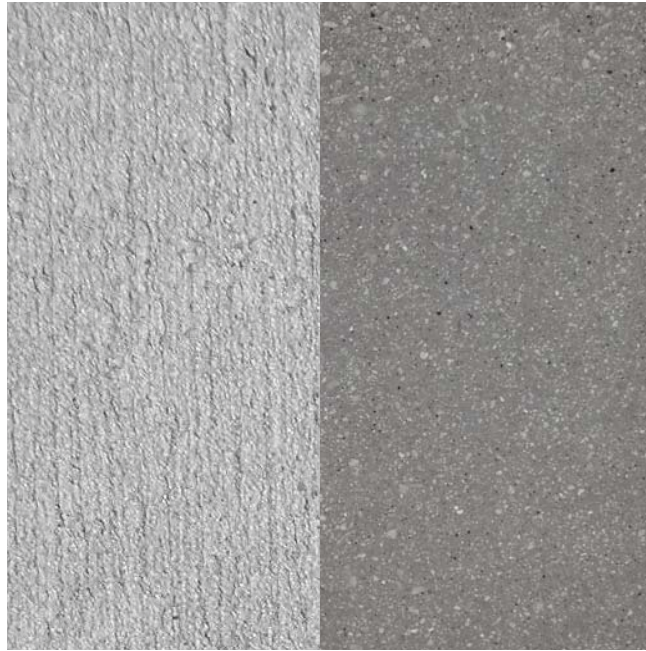
THERMOPLAST OR ROADWAY PAINT

- Alternating blue and white bands, parallel with roadway
- Bounded by regulatory white painted edge (perpendicular with roadway)



RAISED CONCRETE TABLE

- If appropriate



CONCRETE

- Broom finish
- Etched
- Sandblast
- Scored
- Colored



STONE PAVING

- Local/regional dolostone in buff gray range
- Sand set
- Natural stone or granite
- Install re: City of GR guidelines



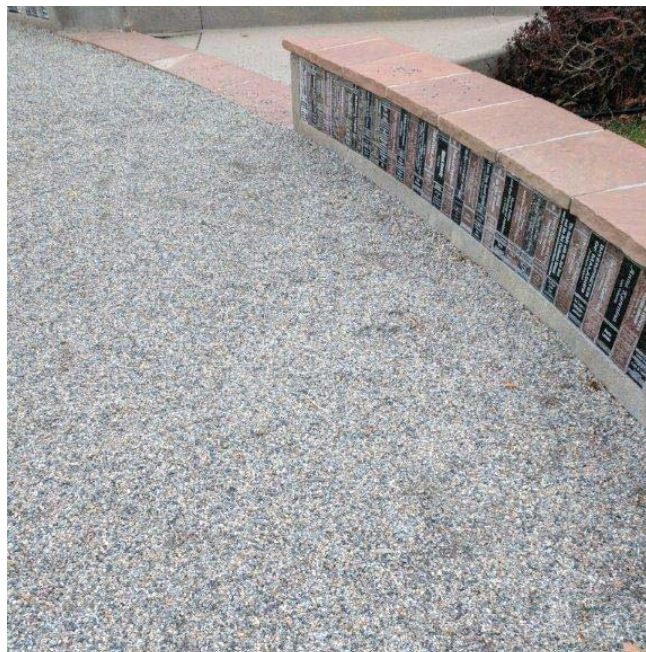
ASPHALT BLOCK PAVERS

- Activity zones and pedestrian areas
- Natural and urban settings
- Hanover, or approved equal



BRICK AND CLAY-FIRED PAVERS

- Pine Hall, or approved equal



BASE COURSE WITH CRUSHED GRAVEL

- Crushed peastone with fines, over geotextile
- Not permitted within floodway



CONCRETE UNIT PAVERS

- Local materials preferred
- Hastings, Uniloc, Hanover, Pavestone or approved equal
- Concrete sub-base or permeable system



COMPLEMENTARY BLUE PAVER

- Alternative to colored concrete for 2' band along Riverfront Trail in urban areas.
- Linear plank module
- Tectura, Pavestone or approved equal



COMPACTED SOIL

- Improved nature trails



CHIP-SEALED ASPHALT

- Passive/rural park areas
- Activity zones and pedestrian areas
- Natural settings
- Permitted within floodway



STABILIZED DECOMPOSED GRANITE

- Local materials preferred
- Stabilizer to be integral - not to be surface applied
- Not permitted within floodway



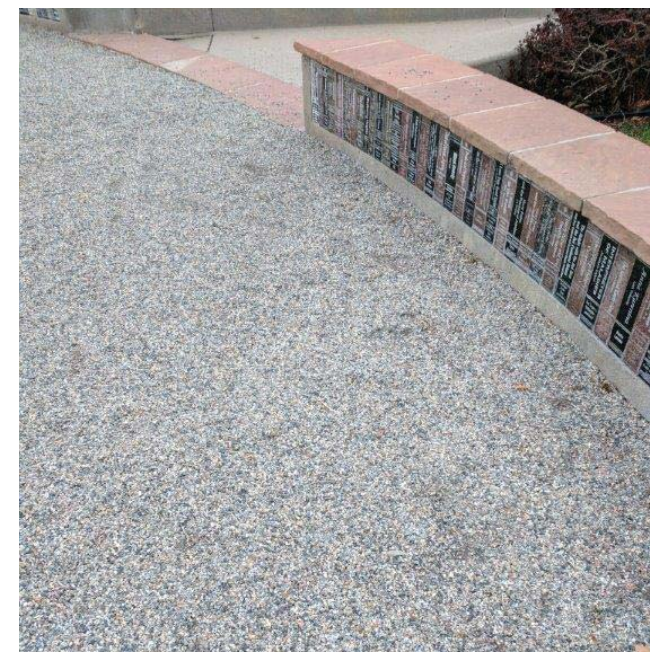
STABILIZED SOIL

- Not permitted within floodway



FLEXI-PAVE

- Rubber-based permeable surfacing
- Not permitted within floodway



BASE COURSE WITH CRUSHED GRAVEL OVERLAY

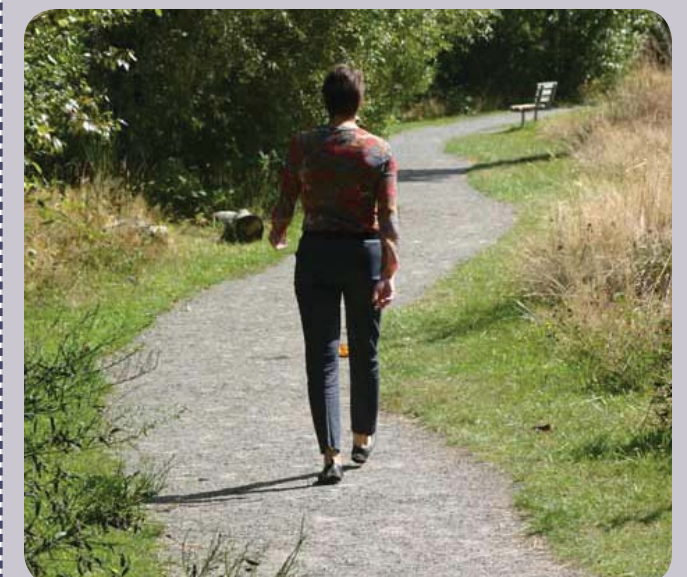
- Crushed peastone with fines, over geotextile
- Not permitted within floodway



STABILIZED SOIL



CHIP-SEALED ASPHALT



STABILIZED CRUSHED STONE



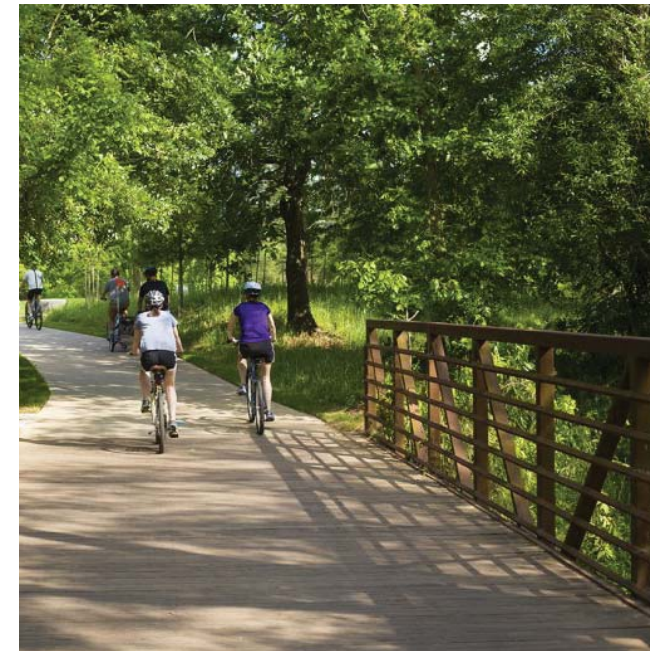
MARINE GRADE DECKING - GALVANIZED

- Non-slip, ADA and high heel accessible, bare-foot-safe tactile surfacing



WOOD DECKING

- H10 loading for parks maintenance
- Non-slip, ADA and high heel accessible
- #1 2x6 planks
- Southern yellow pine or ipe



STEEL DECKING WITH CONCRETE FILL



MARINE GRADE DECKING - CORTEN

- Non-slip, ADA and high heel accessible, bare-foot-safe tactile surfacing



MANUFACTURED COMPOSITE DECKING

- Overlooks and special access (limited load-bearing, under special review)
- Non-slip, ADA and high heel accessible
- Non-wood colors preferred



MARINE GRADE DECKING



WOOD DECKING



MANUFACTURED COMPOSITE DECKING

HAND / LEAN RAIL
CAN VARY BY ZONE
OPENING SHOULD
BE 3" MINIMUM TO
ACCOMMODATE
FISHING POLES

INTERIOR PANELS,
CAN VARY BY ZONE

DUAL-VERTICAL
RAILING POST
FINISH RE: ZONE
OPENING SHOULD
BE 3" MINIMUM TO
ACCOMMODATE
FISHING POLES



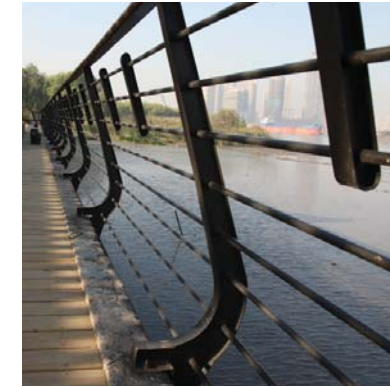
RAILING SYSTEM - FRONT ELEVATION
Two-post profile



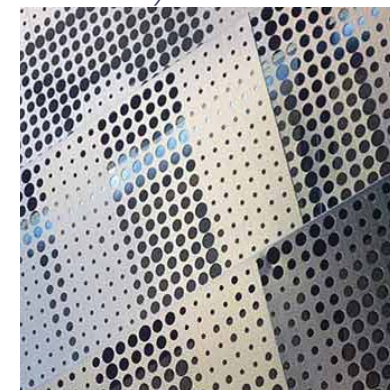
RAILING SYSTEM - SIDE ELEVATION
Leaning profile

ADDITIONAL NOTES

- Height must be dropped to 34" for ADA-accessible fishing access
- Post system to be standardized (above) with varying finishes (right)
- Infill panels (right) to vary by district



METAL PICKETS
(HORIZONTAL OR
VERTICAL)



PERFORATED METAL
(SPECIAL AREAS ONLY)

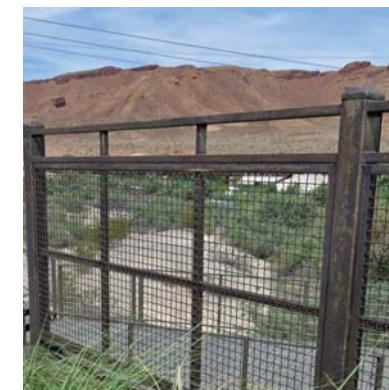


WIRE MESH (WELDED
OR WOVEN)

PANELS



STAINLESS

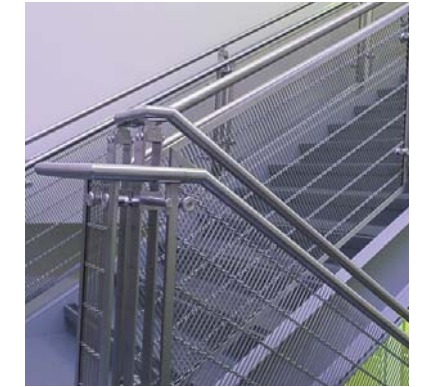


CORTEN/ NATINA COAT



GALVANIZED

FINISHES



GALVANIZED OR
STAINLESS HANDRAIL



LEAN RAIL (WOOD OR
METAL)



INTEGRATED LED STRIP

RAILINGS



EMBEDDED SIGNAGE



PUBLIC ART NEIGHBORHOOD
IDENTITY MARKER



POTENTIAL MATERIALS

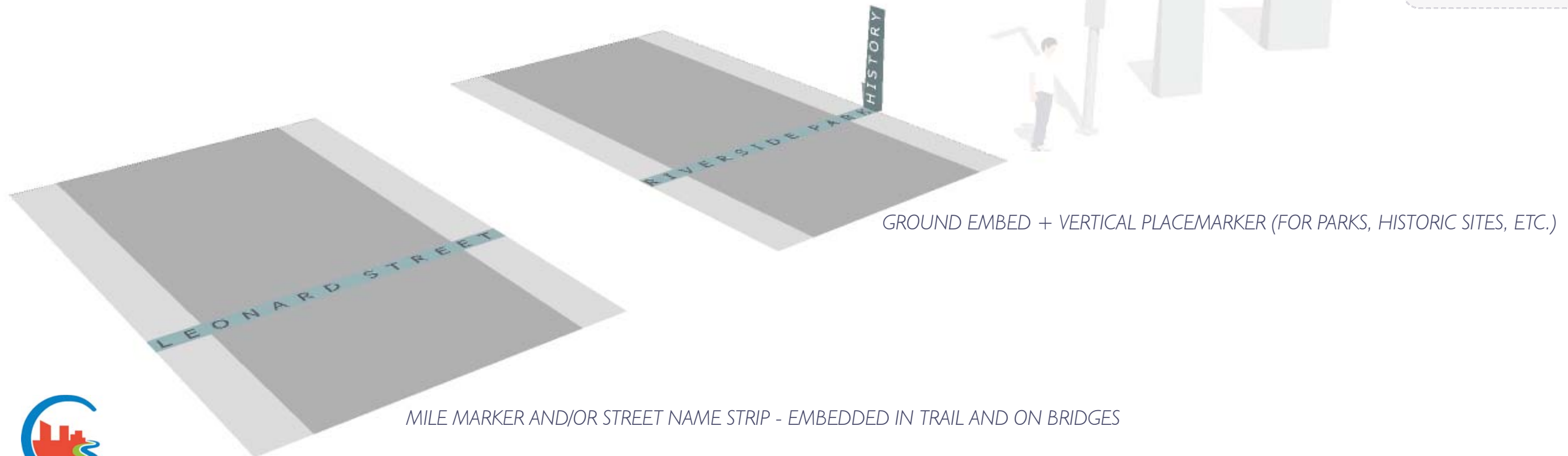
- Corten steel
- Brass (RE: brass history in GR)
- Concrete
- Stainless or Galvanized Steel

ADDITIONAL NOTES

- Design Guidelines will include a signage framework plan that will direct the application of each of these elements.

FUTURE DESIGN RECOMMENDED FOR COHESIVE
SIGNAGE FAMILY DESIGN AND PLACEMENT PLAN,
NOT PART OF THIS GUIDELINE PACKAGE

+ PUBLIC ART
NEIGHBORHOOD
IDENTITY MARKERS



GROUND EMBED + VERTICAL PLACEMARKER (FOR PARKS, HISTORIC SITES, ETC.)

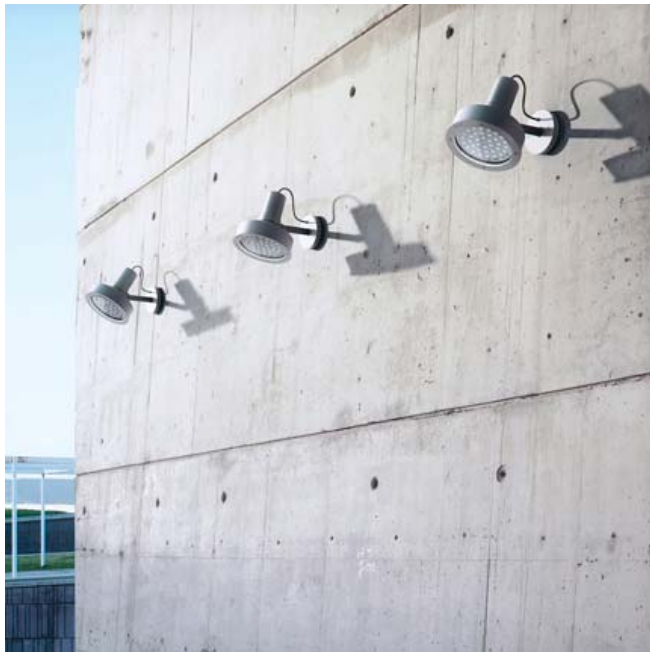
MILE MARKER AND/OR STREET NAME STRIP - EMBEDDED IN TRAIL AND ON BRIDGES



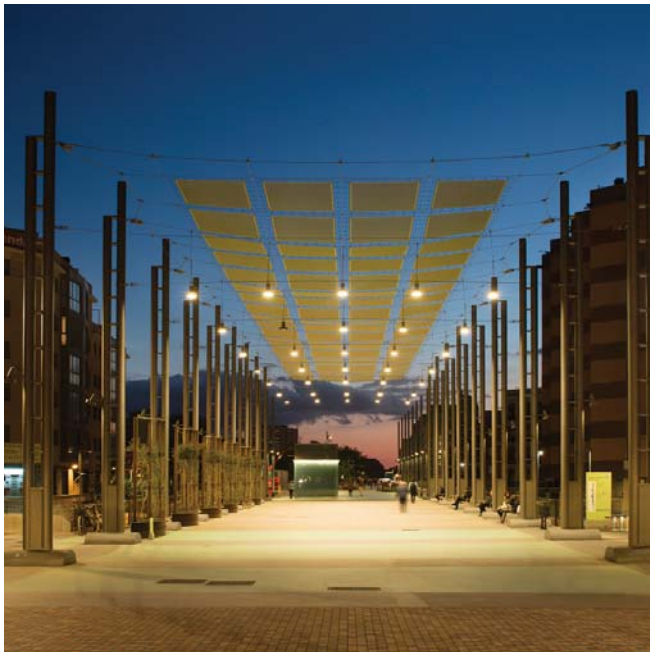
FIXED LUMINAIRE - SINGLE
POLE (CAN BE RETROFIT ONTO
EXISTING POLES)



FIXED LUMINAIRE
-COMBINED
LUMINAIRES



ADJUSTABLE LUMINAIRE - WALL-MOUNT



ADJUSTABLE LUMINAIRE - CATENARY
LIGHTING



ADJUSTABLE LUMINAIRE - MULTIPLE
LUMINAIRES FOR GATHERING AREAS



BOLLARD / PATH LIGHT



BOLLARD / PATH LIGHT -
LANDSCAPEFORMS - SKYLINE



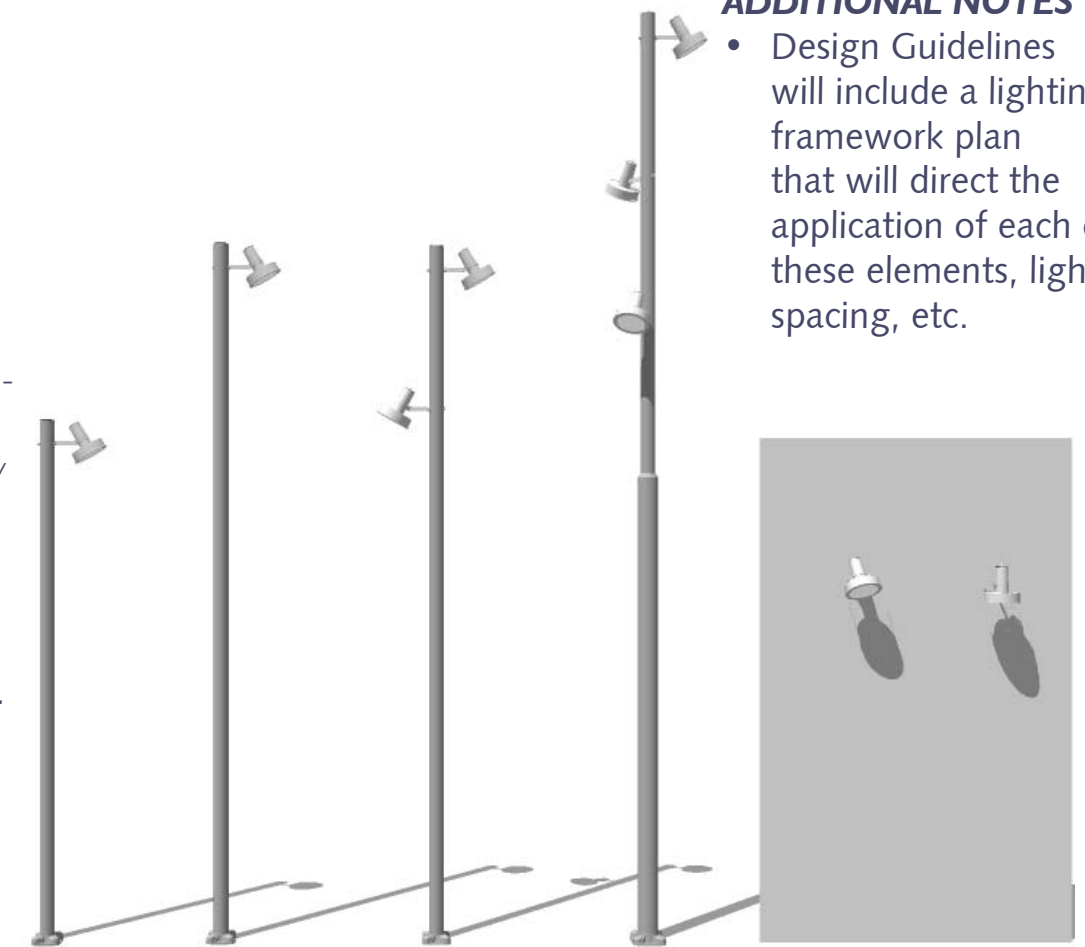
MATERIALS LIGHTING



FIXED LUMINAIRE - LANDSCAPEFORMS - LEO

GOALS

- Flexibility - multiple heights, orientations, applications
- Ability to use for pedestrian safety and events?
- 'Riverbug' and spiderweb resistance
- Bollard version
- 3000K max, 1.5 foot candle min.



TRAIL

URBAN
TRAIL

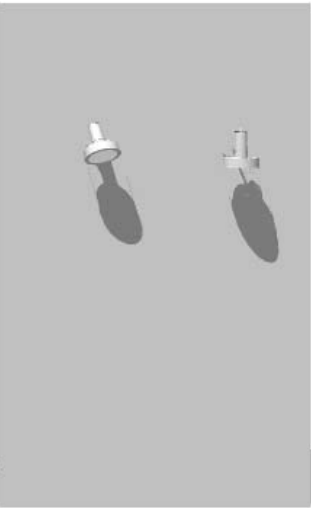
GATHERING
AREAS

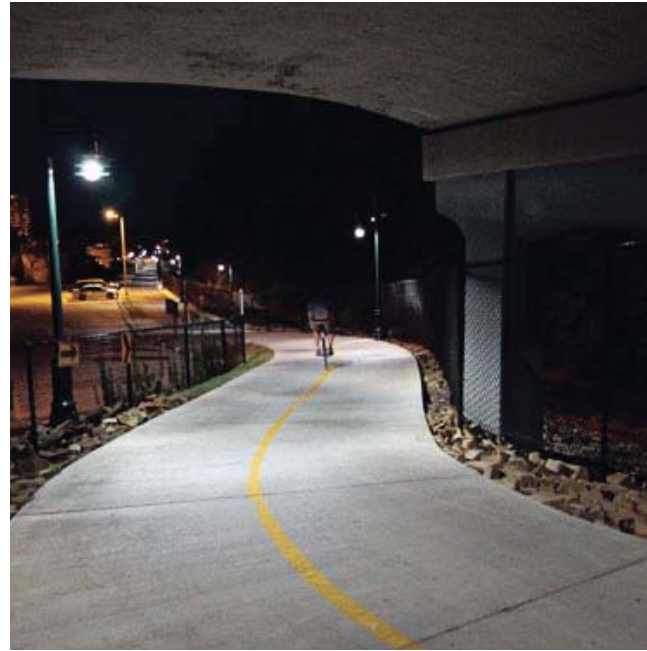
WALL-
ADJACENT

ADJUSTABLE LUMINAIRE - LANDSCAPEFORMS - ARNE

ADDITIONAL NOTES

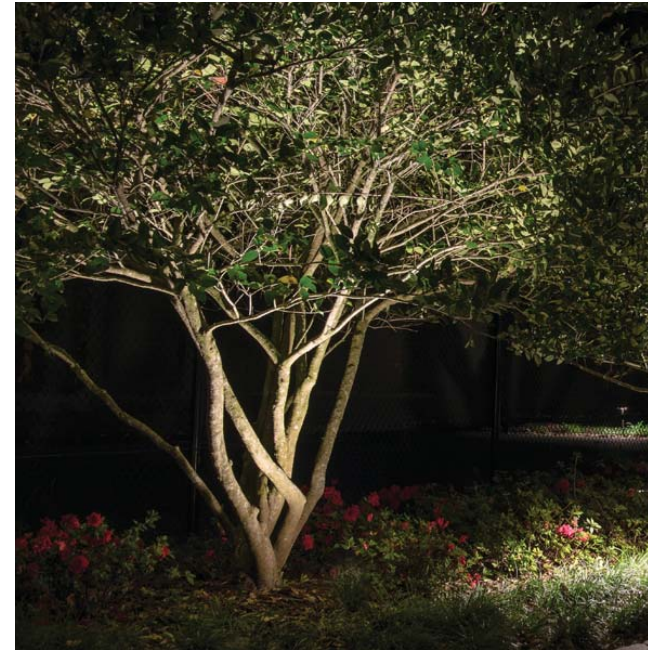
- Design Guidelines will include a lighting framework plan that will direct the application of each of these elements, light spacing, etc.





SAFETY LIGHTING UNDER BRIDGES

- Additional enhanced lighting in special areas



TREE UPLIGHTING



INTEGRATED SEAT WALL LIGHTING



HOLIDAY LIGHTING

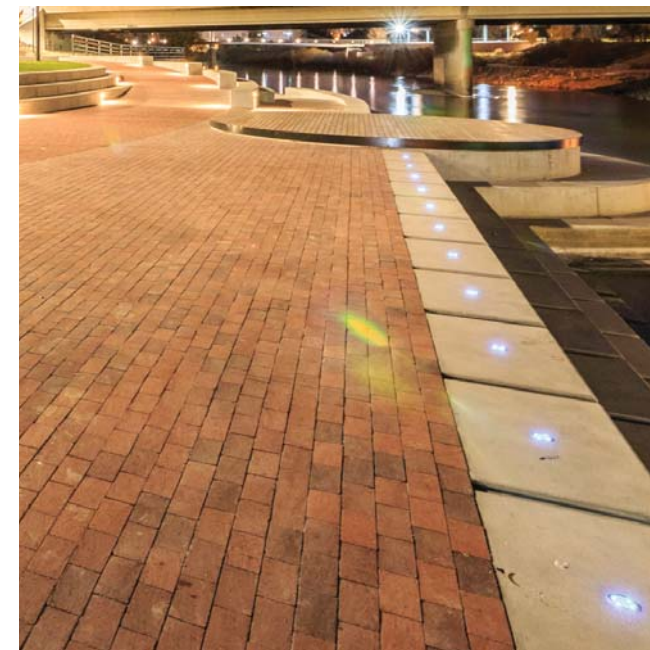


LIGHT COLUMNS



SPECIAL EVENT LIGHTING

- Catenary lighting
- Image projection
- Color LED integration



EMBEDDED LIGHTS

- LED
- Plow/salt proof, water-tight
- Solar preferred

ADDITIONAL NOTES

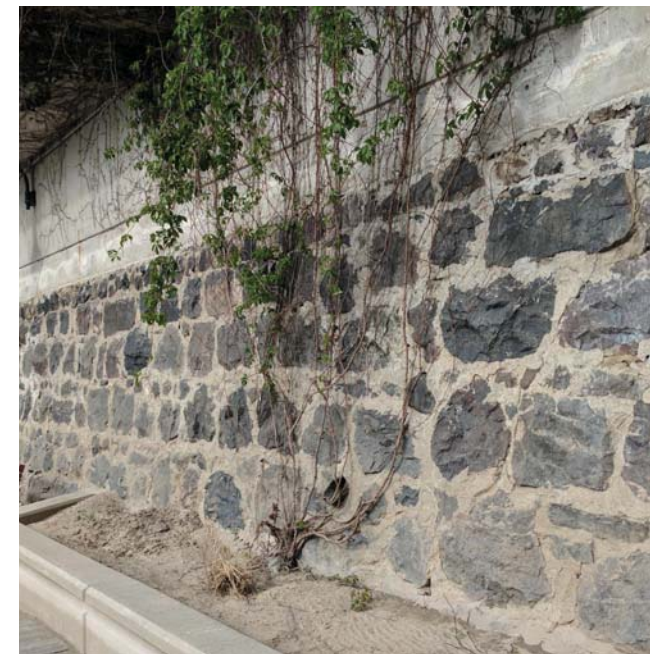
- Design Guidelines will include a lighting framework plan that will direct the application of each of these elements, special lighting districts, light spacing, etc.



ARCHITECTURAL BOARDFORM CONCRETE



DRY STACKED STONE - NATURAL



MORTAR-SET STONE - NATURAL



GREEN WALL / REINFORCED EARTH

- Lee of floodway only



ARCHITECTURAL FORMLINED CONCRETE



DRY STACKED STONE - SNAP-CUT



LARGE FIELD STONE - DOLOMITE LESTONE

ADDITIONAL NOTES

- Any removed wall should include a batter , 12" rise and 4" tread (30% batter)



ARCHITECTURAL FINISH CONCRETE



CONCRETE TERRACES

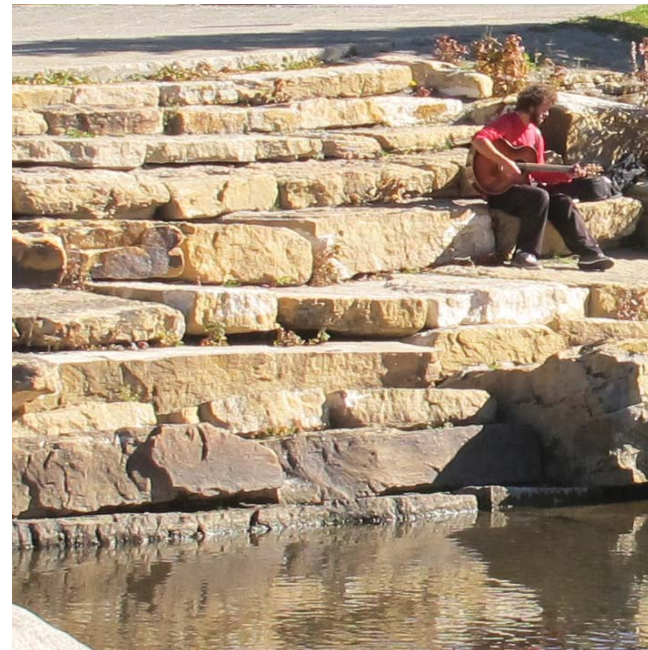


GABION WITH IPE SEAT WALL TOP

- Outside of floodplain only
- 4ga (5mm) minimum
- Locally sourced or recycled site material preferred for fill content
- Fill content should be 150-200% size of cage openings to prevent spillout



IPE WOOD TERRACES



DRY STACKED STONE TERRACES



STANDARDIZED BIKE RACK CLUSTERS



STANDARDIZED BIKE RACK CLUSTERS WITH COLOR INTEGRATION



BIKE RACKS BY CHARACTER ZONE

ADDITIONAL NOTES

- Anticipate further refinements, pending planned discussion with transportation planning dept.



BIKE REPAIR STATION



BIKE VENDING MACHINE



BIKE STORAGE LOCKERS



CURRENT CITY STANDARD RECEPTACLE
LANDSCAPEFORMS - POE

QUESTIONS

- Flexibility - interest in multiple colors/finishes? Or standard across corridor?
- Materials - concrete, metal, wood
- Recycling - split-stream or coupled units?
- Side door access
- Note: receptacles should be placed at least 5' away from benches/resting areas



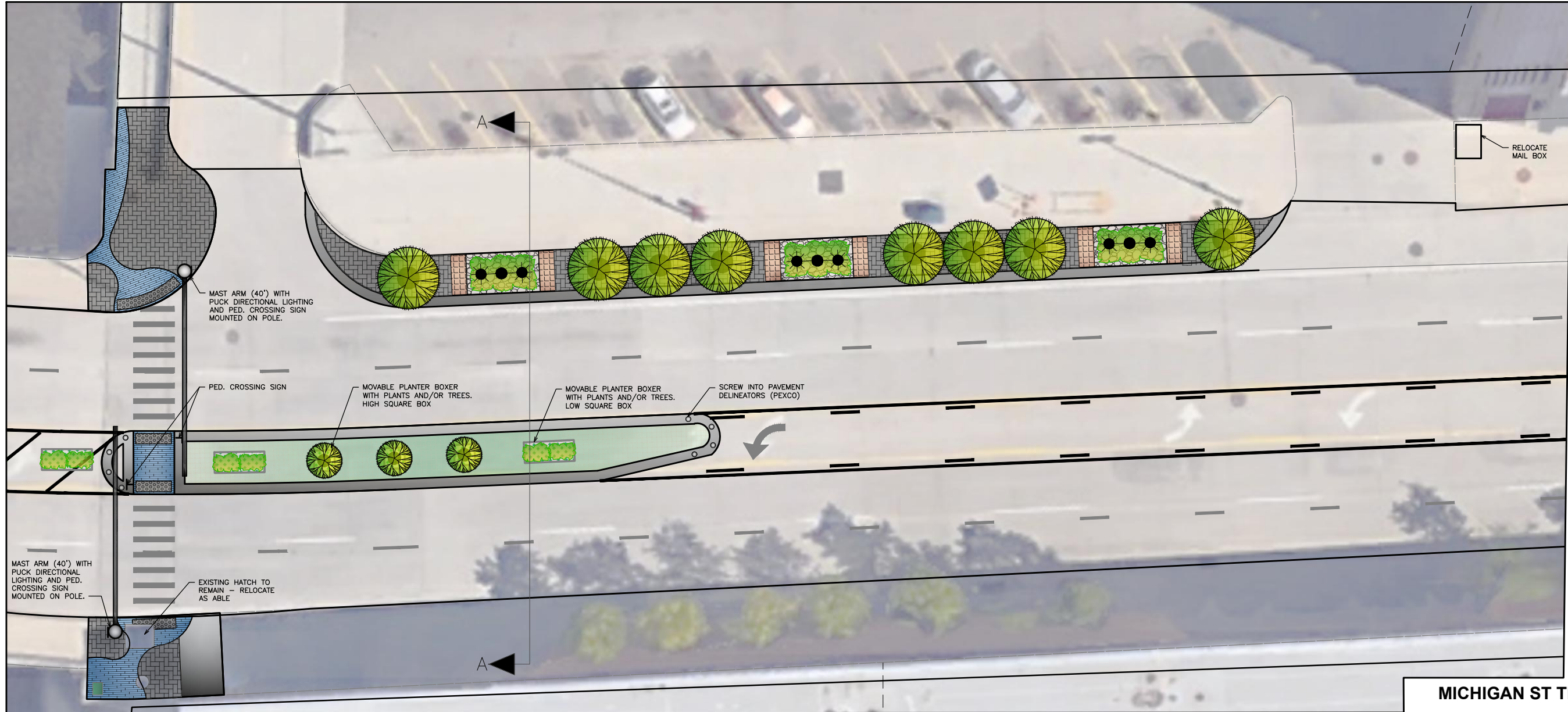
GOALS

- Flexibility - both wood (ipe) and non-wood versions
- backed and backless versions
- center support bar option
- options for other complementary elements (movable chair, lounge chair)

CONSIDER A CUSTOM FAMILY WITH REFERENCES TO HISTORIC GRAND RAPIDS FURNISHING LINES?



ABOVE: "Number 789" Side Chair, made by Baker Furniture, Inc. ca. 1933. This same style of chair has remained in continuous production for more than six decades.



MICHIGAN ST TRAIL



DESIGNED BY:



Downtown Grand Rapids, Inc.
City of Grand Rapids

PEDESTRIAN
ENHANCEMENTS

Drawn by JAW
Check: Field HRS/JMM
Check: Office JMM

GPF No.

Sheet No.
1 of 1



SECTION A-A

ALT 1

REV. NO. DESCRIPTION