

# AGENDA

## GOAL 3 ALLIANCE



### Board Members:

Kristen Bennett • Jim Botts • Trey Conner • Dustin Corr • Maxwell Dillivan • Meegan Joyce • Johanna Jelks • Hank Kelley • Ryan Kilpatrick • SuLin Kotowicz • Nikos Monoyios • Kara Peltier • Andrew Queenan • Dave Riley • Breese Stam

---

February 27, 2019

3:00 – 4:30 PM

29 Pearl Street, NW Suite #1

1. Call to Order
2. Welcome New Alliance Members (*Dustin Corr, Maxwell Dillivan Johanna Jelks*)
3. Approve Minutes - December 19, 2018 (no meeting was held in January due to weather)
4. Evaluation Recommendations for Downtown Grand Rapids Streetspace Guidelines
5. Laker Line BRT, Fulton and US-131 Transit Stop
6. Reconstruction of Ionia Ave from Michigan Street to I-196
7. Informational: Van Andel Arena and Alley Project (30% complete)
8. Informational: Calder Plaza Project (30% complete)
9. Alliance Member Discussion





DOWNTOWN  
GRAND RAPIDS INC.

## Goal 3 Alliance

December 19, 2018

1. Call to order: Nikos Monoyios called the meeting to order at 3:05 pm
2. Members Present: Hank Kelley, Meegan Joyce, Jim Botts, Nikos Monoyios, Andrew Queenan, Ryan Kilpatrick, David Riley, Trey Conner, and Kara Peltier

Members Absent: SuLin Kotowicz, Kristin Bennett, and Breese Stam

Others Present: Stephanie Wong, Mark Miller, and Amanda Sloan (DGRI)

3. Approval of Minutes- November 28, 2019  
Mr. Monoyios motioned to approve November meeting minutes, supported by all members present. Motion carried.
4. Downtown Transit Shelters  
Mr. Monoyios stated we need to have a discussion prioritizing attributes of each possible downtown transit shelter location and use this framework to make a recommendation to the DDA. Hank Kelley, Mobile GR/Parking Services, presented Top Stops based on average daily boarding. They stated even if the stop appears to be a perfect candidate, there are other physical factors that may prevent a shelter being installed (not enough space, for example). Factors being considered for each location, in addition to average daily boarding, include: sensitive locations (in front of a retirement home), number of people who board as ADA (American Disability Act) fare type, demographics (low income, non-white based on census info), utility transfer points, proximity to park and ride opportunities, or major point of interest.

Ryan Kilpatrick asked if the current parking rate study might affect transit ridership. Hank Kelley said they have seen an increase in use of park & ride lots and an uptick in lower cost surface lots where parking is cheaper and has monthly permit openings. Independent from the rate study, ridership trends are likely to continue to grow. Andrew Queenan asked how many transit stops are there in consideration. Ms. Wong stated 74 stops are included in the DDA boundaries map study. Jim Botts asked how many of those meet the highest ridership threshold. Hank Kelley stated 12 of these have daily ridership that range from 35 to 124. 11 of these are located within the DDA. There are 36 stops within the DDA boundaries that have 15-35 average daily boardings. Mr. Botts requested more information on the Fountain stop in front of the church. Hank Kelley stated this was an excellent candidate as it meets all base criteria with higher average ridership, right of way space, and good concrete surface. For stops that meet these initial criteria, additional factors may not even need to be considered. Mr. Monoyios asked for clarification on the average daily boarding numbers. Hank Kelley stated these numbers are aggregated totals from all routes including the Dash. Ryan Kilpatrick asked if there are capital improvement project sites under consideration. Mr. Miller stated, if construction is happening we can coordinate with builders to build a concrete pad, and those could be reimbursed, if our guidelines are met. That would be a separate funding consideration and not included in this allocation. David Riley asked if there is a way to identify the stops that people might be waiting at the longest. Hank Kelley stated some systems can do that. Though the Rapid will be administering a comprehensive operational analysis (COA) in the spring that will look at the frequency, it may change route times so that consideration would be lower on their priority list. Andrew Queenan stated he would like to explore how we use advertising on these shelters to increase ridership.

Mr. Monoyios asked the group if we should simply look at highest daily ridership stops and if any physical factors do not fit than disregard it. Jim Botts stated his top 3 priorities for transit stops would be average ridership, ADA usage, and sensitive locations that all meet physical requirements for shelter placement. Mr. Monoyios requested higher priority for stops that are transfer points (serves multiple routes), over demographics. Hank Kelley asked the group how much priority should be placed on park and ride stops? Kara Peltier stated due to the frequency, Dash only stops should be a lower priority. Mr. Monoyios asked if the group was comfortable with the prioritized factors in determining the transit stop shelter placement. David Riley stated he is confident based on the information presented that the locations are being prioritized appropriately and meeting the correct criteria.

Hank Kelley stated their desire for the creation of a transit stop design guide that would be agency driven and accessible to the public. Right now this doesn't exist but we want to get it out and perhaps the resources are available to make it happen in the near future.

Ms. Wong thanked Hank Kelley for the informative presentation and stated the next steps is to seek approval from the DDA and continue working with staff (based on these prioritized criteria) to determine the 30 or so stops receiving shelters. Mr. Monoyios stated we also need to consider the capital maintenance and upkeep for these shelters. We need to be intentional in adding that language in our presentation to the DDA for accountability purposes. Hank Kelley stated while currently the downtown ambassadors are relied on for upkeep, Mobile GR is sending out an RFP for advertising to subsidize maintenance in the future. Ms. Joyce stated we may also be able to get businesses to sponsor a shelter. Mr. Monoyios stated we want to reflect this is on our radar, though no decision needs to be made today.

5. Alliance Member Discussion

No parking at bus stops topic will be discussed again in the next meeting. Also, an email will be sent out regarding the finalization of the Streetspace Guidelines,

6. Next Meeting – TBD

7. Public Comment

None.

8. Adjournment

Mr. Monoyios adjourned the meeting at 4:07pm.

Minutes taken by:

Amanda Sloan

Administrative Assistant

Downtown Grand Rapids Inc.

# PROJECT EVALUATION

## »» CHECKLIST FOR EVALUATION OF PROJECTS: BUILDING COMPOSITION GUIDELINES [Overall scale]

### 3-Part Building

- *Does the proposed building have a coherent top, body and base?*

### Vertical Pattern

- *Does the proposed building wall have clear vertical emphasis in the form of pilasters or other architectural elements?*

### Materials

- *Are proposed material palettes simple?*
- *How many materials are on the facade (fewer are usually better)?*
- *Are proposed materials durable?*
- *Are proposed materials human-scaled?*

### Windows

- *Do proposed windows provide facade relief?*
- *Are proposed windows recessed within the wall plane, rather than flush with it?*
- *Do window patterns reinforce the horizontality of building floors in order to help convey scale?*
- *Do window patterns reinforce vertical articulation of the building?*

### Facade Lighting

- *Does proposed facade lighting highlight interesting building features?*
- *Will the proposed lighting perceptually extend the streetspace's active hours at night?*
- *Does the proposed lighting source have limited or no visual impact on the facade?*

**Example Funding Opportunity:** Facade lighting and/or projection mapping may be considered for DEG funding as a facade enhancement.

## »» CHECKLIST FOR EVALUATION OF PROJECTS: ACTIVE WALL GUIDELINES [Human scale]

### Ground Floor Active Walls

- *Have the City's minimum transparency requirements been met?*
- *Are clearly identifiable and usable entry doors provided at a minimum of every 60 feet along the building wall?*
- *Are blank walls or long spans of unprogrammed walls present?*
- *If blank or unprogrammed walls are present, how have they been activated or mitigated?*

**Example Funding Opportunity:** Windows that provide an amount of transparency that is more than the minimum zoning ordinance requirement may be considered for DEG funding as a facade enhancement.

### Storefronts As Active Walls

- *Is the proposed ground floor building wall that faces the sidewalk a storefront?*
- *Is a storefront proposed for corridors targeted for retail, entertainment, or active commercial?*

**Storefront Design Elements**

- Does the storefront contain the four design elements (bulkhead, display window, entrance, beam) that are typical of storefront configurations?
- Does the storefront contain a transom (sometimes the fifth element of storefront design)?

**Example Funding Opportunity:** Storefront restoration or new storefronts on existing buildings may be considered for DEG funding as a facade enhancement.

**Storefront Transparency**

- Does the quality and the performance of the clear glass meet City requirements?
- Has a sample of the clear glass been provided?

**Example Funding Opportunity:** Clear glass performance that exceeds the City's minimum requirements, including limiting VLR to 12% or less, may be considered for DEG funding as a facade enhancement.

**Storefront Signage**

- Do the building signs meet City requirements?
- Do projecting signs activate the streetspace and provide visual interest through color, form and texture?

**Storefront Variation & Color**

- Does the proposed storefront meet City requirements?
- Do proposed storefront variations still support active street walls and high quality pedestrian environments?
- Are proposed storefront variations exceptions to the pattern of existing storefronts on the block in order to create variety within the streetspace?
- Has storefront color or artwork been applied effectively to enhance the vibrancy of the streetspace?

**Example Funding Opportunity:** Storefront color enhancements that provide artwork or murals may be considered for DEG funding as a facade enhancement.

**Storefront Enhancements**

- Does the proposed storefront meet City requirements?
- Do proposed operable windows provide increased connection between the inside and the outside, and extend the business into the streetspace?
- Do proposed awnings provide color, pattern, and/or texture to the streetspace and building wall?
- Are proposed planters integrated into the building design without compromising the pedestrian through zone?
- Do window displays create streetspace vibrancy?
- Is the storefront proposed to be lit at night to increase safety and provide visual interest into the evening?

**Example Funding Opportunity:** Operable display windows that extend the business into the streetspace and provide a better connection to the streetspace for lingering may be considered for DEG funding as a facade enhancement.

**Active Wall Use & Function**

- Does proposed temporary storefront activation create an interesting pedestrian experience that promotes continuing the journey along the sidewalk?

**Example Funding Opportunity:** Operable display windows that extend the business into the streetspace and provide a better connection to the streetspace for lingering may be considered for DEG funding as a facade enhancement.

# Lakerline Pew Campus Transit Plaza



April 11, 2018

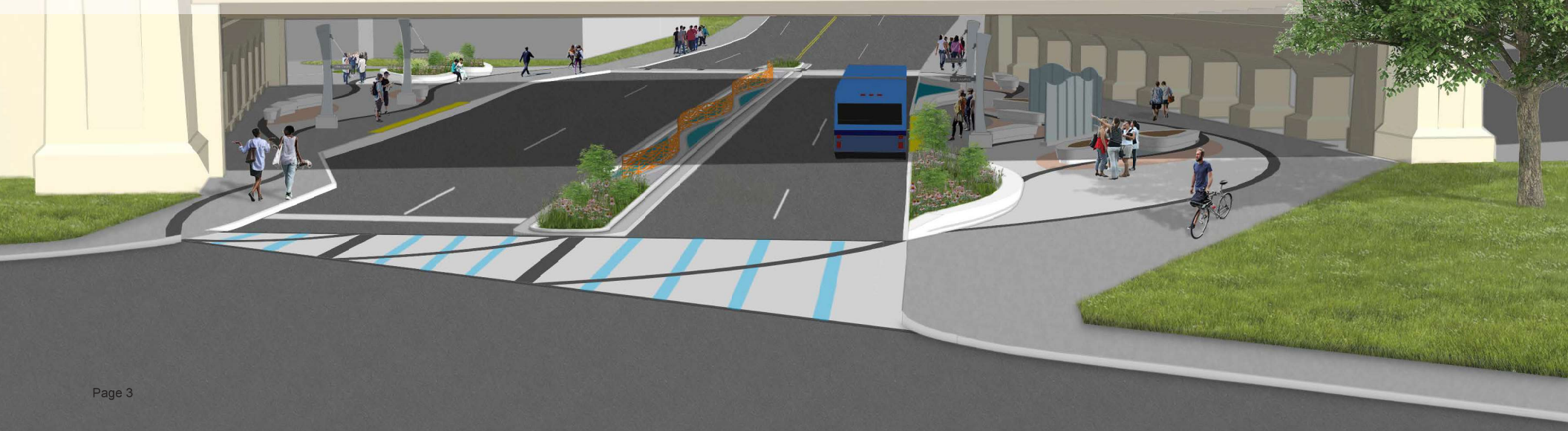






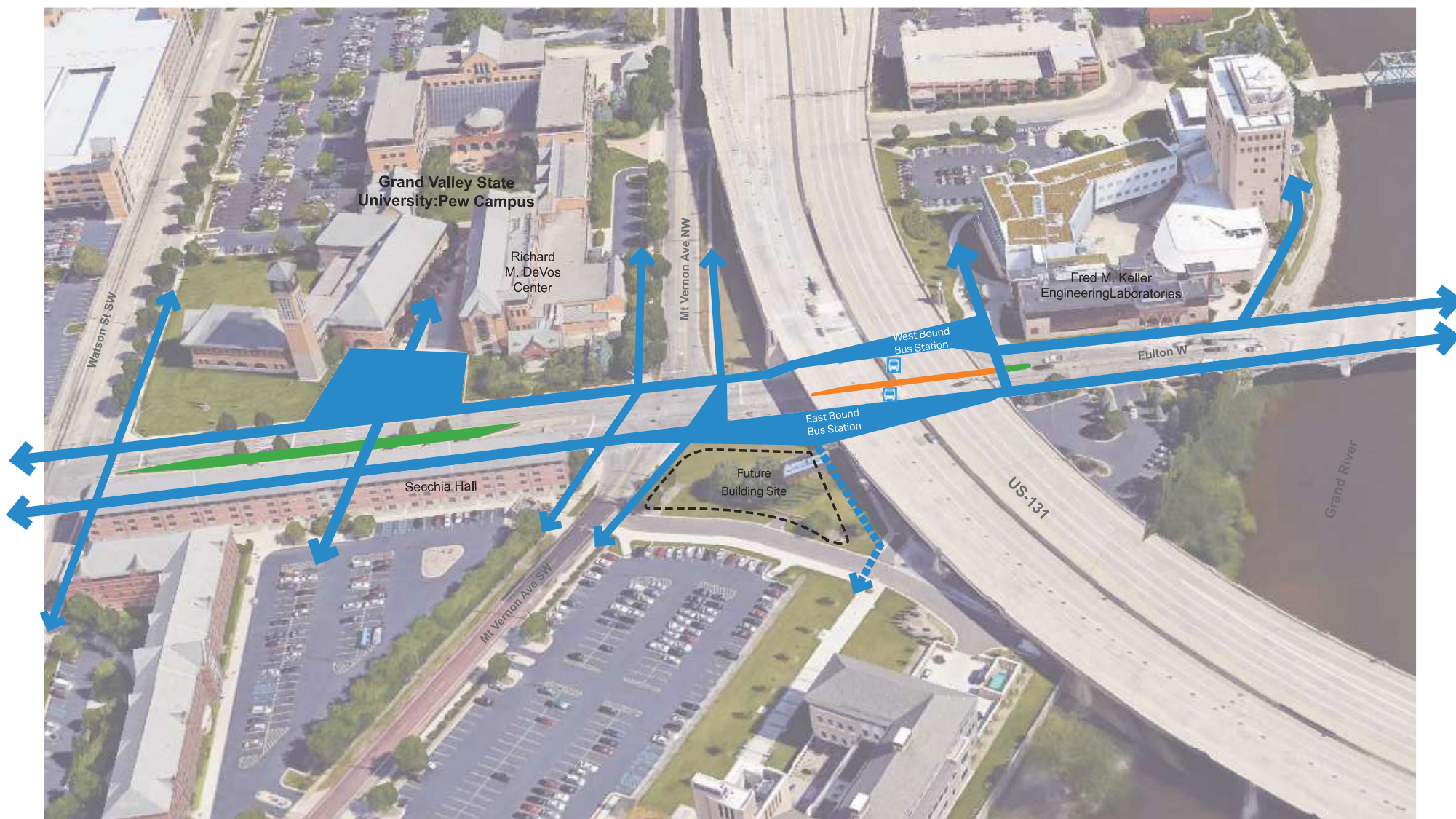
# CONTENT

- 1. Riverfront Context**
- 2. Environmental Constraints**
- 3. Underpass Activation**
- 4. Sense of Place (Multi-Use, Seating, Green, Light)**
- 5. Summary of Acoustic Analysis**
- 6. Art+ Sound Abatement**





# Riverfront Context



# Environmental Constraints





# Underpass Activation



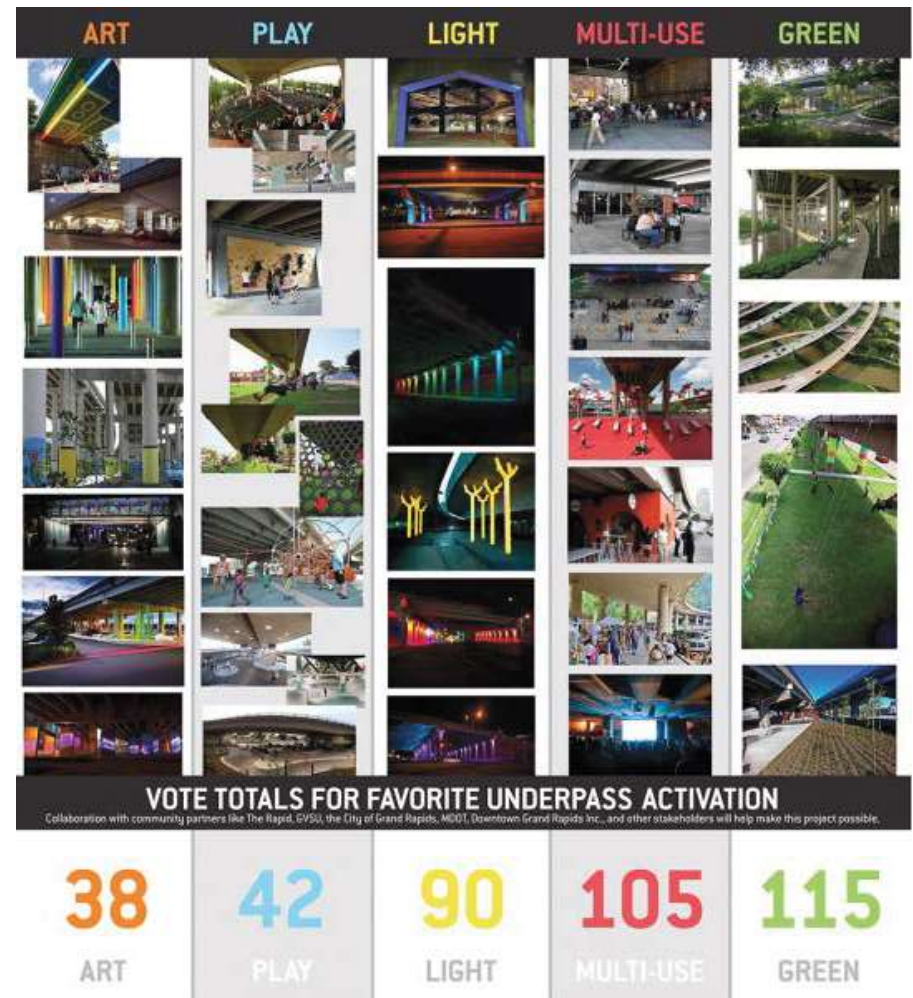
The Rapid  
5/02/16 12:26pm

Metro Nonprofits

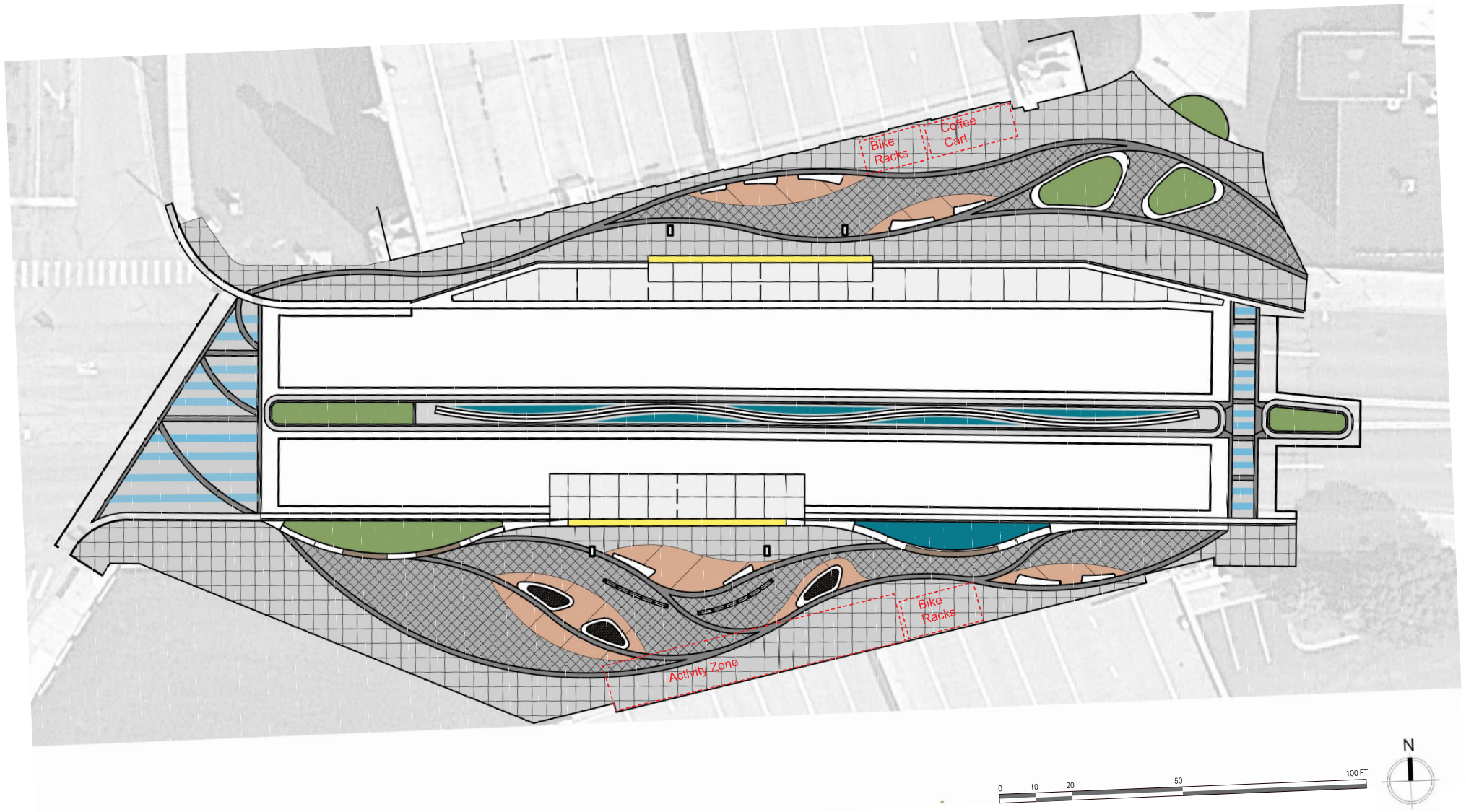
One-day opening of Fulton Street 'pop-up' transit plaza under US-131 offers innovative forum to spur engagement and spark ideas on The Rapid's new BRT route connecting Grand Rapids and GVSU's Allendale Campus in 2018.



Kevin Wisselink, Senior Planner at The Rapid gathers input from bus rider. /The Rapid

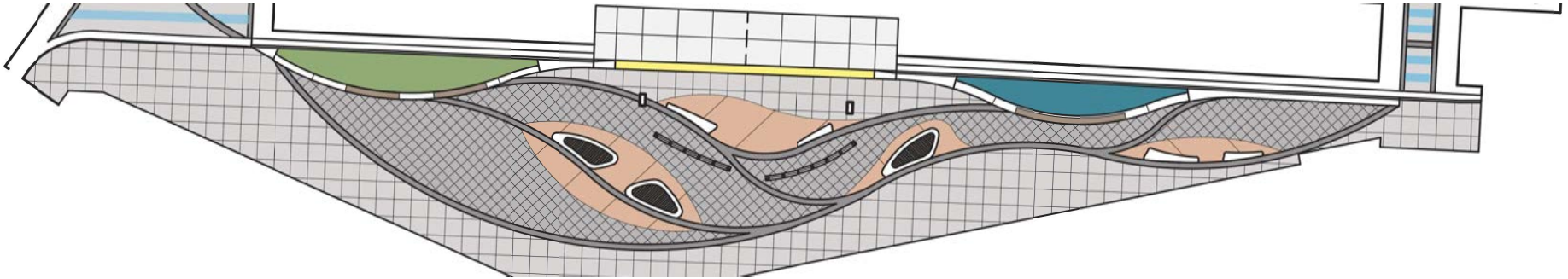


# Sense of Place

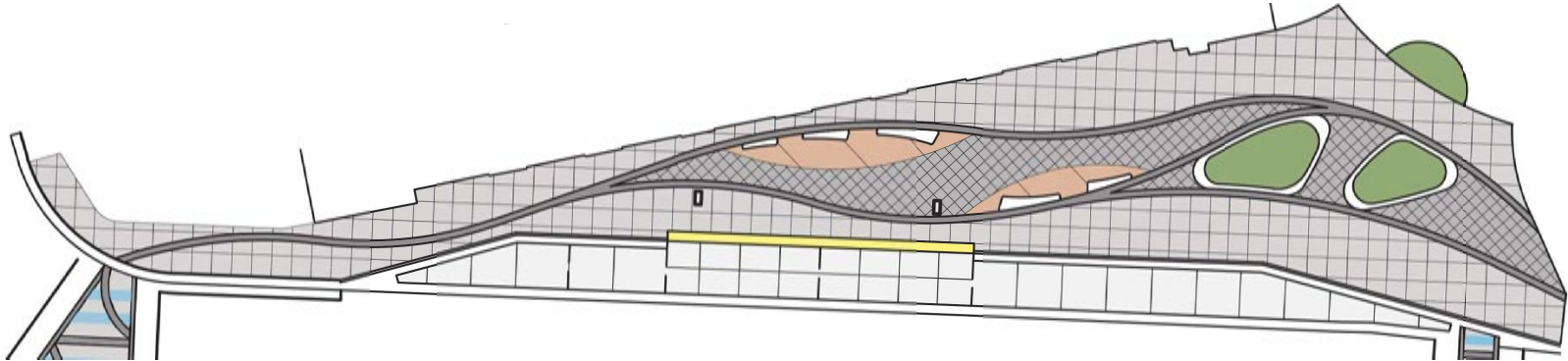




# Sense of Place - EB Station



# Sense of Place - WB Station

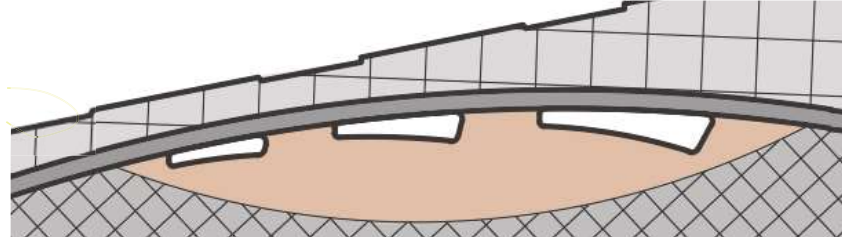




# Seating

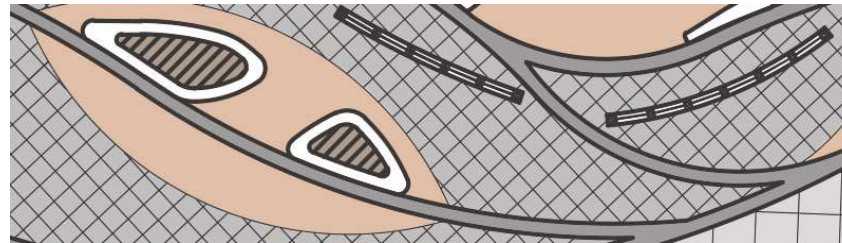
## Seating Type 1:

Movable precast concrete bench



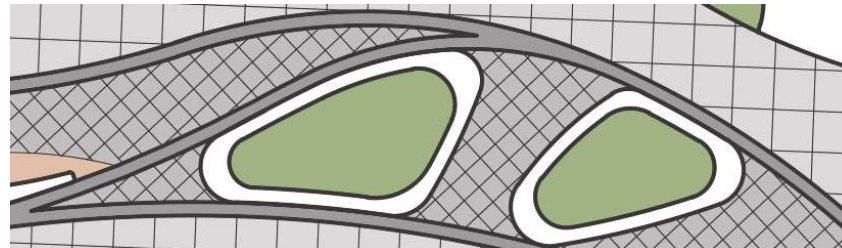
## Seating Type 2:

Curved precast concrete seating with wood inlay



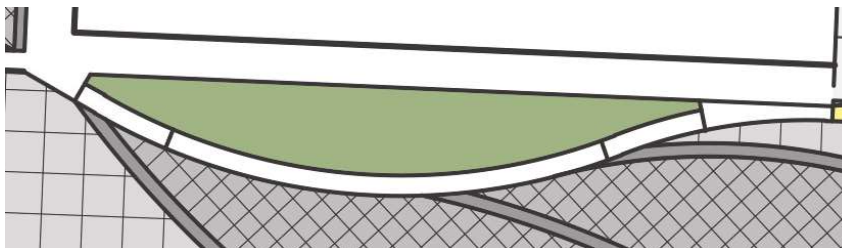
## Seating Type 3:

Curved precast concrete seating and planter



## Seating Type 4/Barrier Wall:

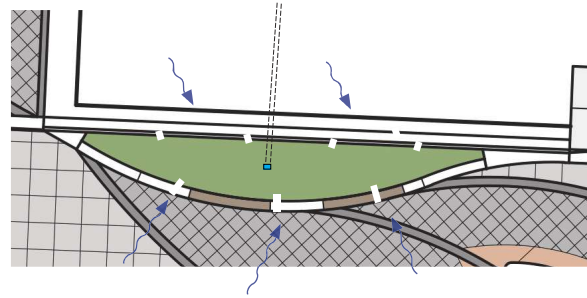
Curved planter seating wall with rain garden



# Green

## Stormwater Planter :

- Educational/demonstrative green infrastructure
- Raingarden planting materials



## Median:

- Perennials & ornamental grasses

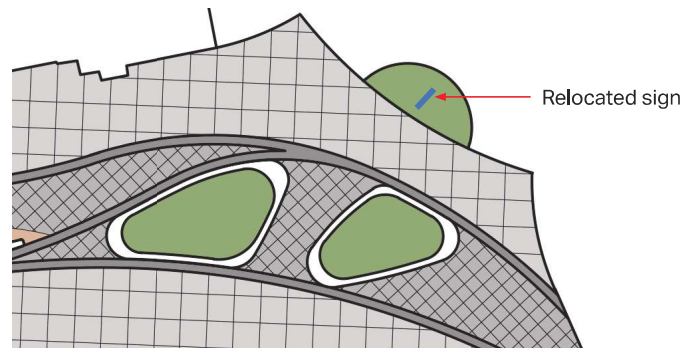


## Planter

- Low shrubs and small flowering trees



Existing sign

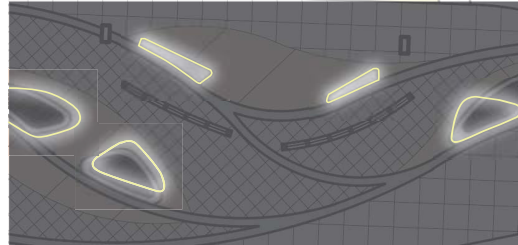


BRT Laker Line Transit Plaza

# Light

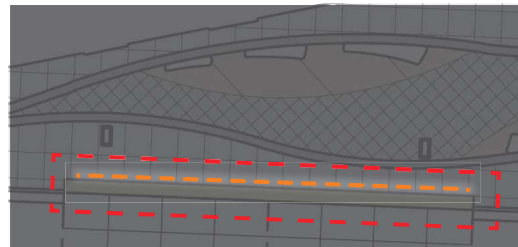
## Sculptural Seating Lighting :

Curved LED at base of seating



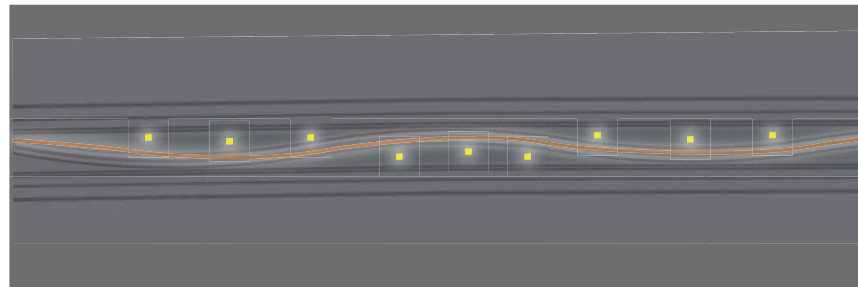
## Signal Lighting:

Linear bands or dots along edges of station platform to signal bus arrival



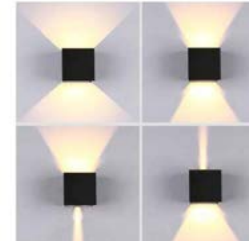
## Median Lighting:

Provide uplights on the fence in the median strip



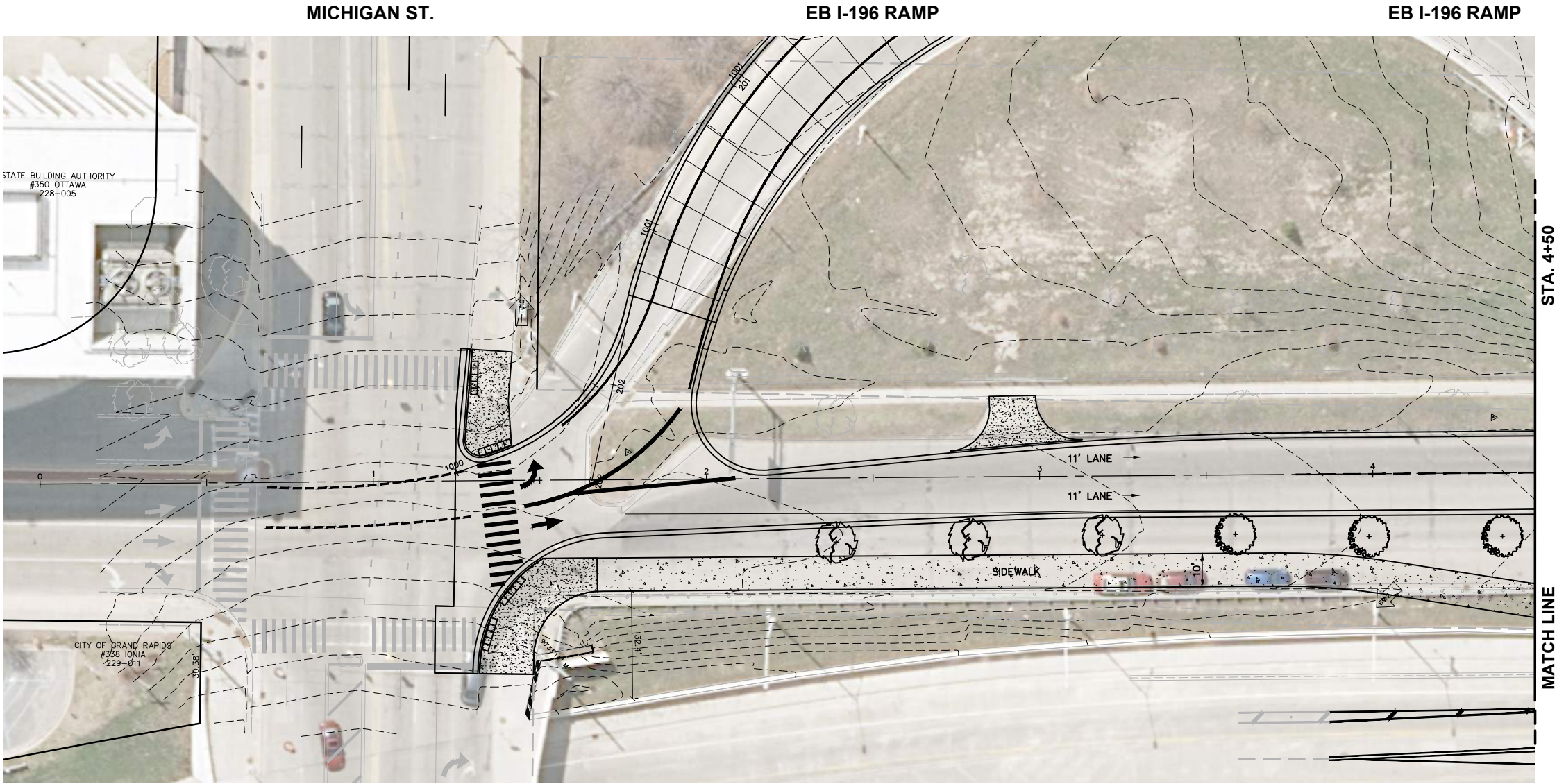
## Wall Mount Lighting:

Replace existing light fixtures to provide more light under bridge area





PLOT INFO: Z:\2017\171335\CAD\SUPPORT\PRELIMINARY GEOMETRY FOR REVIEW\_REV.DWG LAYOUT: 1 DATE: 2/20/2019 TIME: 9:06:06 AM USER: JNK



SCALES  
PLAN: 1"=20'  
PROFILE: 1"=20'  
VERT. 1"=10'

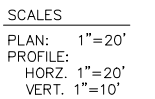
PRELIMINARY  
GEOMETRY

REV. NO.	DESCRIPTION
DESIGNED & SURVEYED BY: fishbeck, thompson, carr & huber, inc. 1515 Arboretum Dr. SE Grand Rapids, Michigan 49546 phone (616)575-3824, fax (616)464-3996 engineers • scientists • architects • constructors	
City of Grand Rapids Design, Development and Enterprise Services Engineering Department	
RECONSTRUCTION OF IONIA AVENUE FROM MICHIGAN ST. TO 800' N. OF MICHIGAN ST.	
Drawn by TJH/GPW	GPF No.
Check: Field	Sheet No.
Check: Office	i of



## I-196 OVERPASS

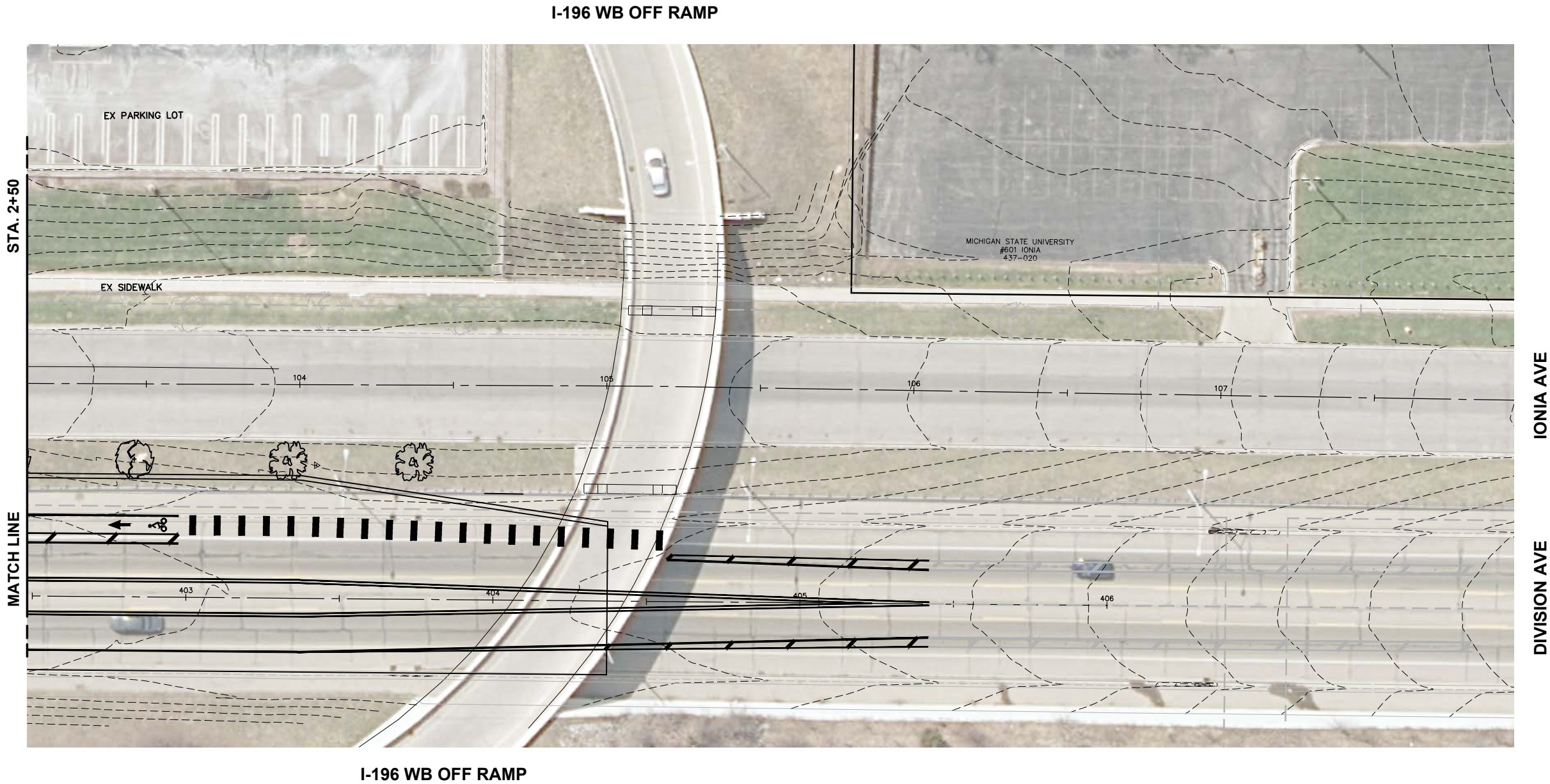
**DIVISION AVE**



**ii** of \_\_\_\_\_



PLOT INFO: Z:\2017\171335\CAD\SUPPORT\PRELIMINARY GEOMETRY FOR REVIEW\_REV.DWG LAYOUT: III DATE: 2/20/2019 TIME: 9:45:18 AM USER: JNK



**I-196 WB OFF RAMP**



SCALES  
PLAN: 1"=20'  
PROFILE: 1"=20'  
VERT. 1"=10'

IONIA AVE  
  
DIVISION AVE

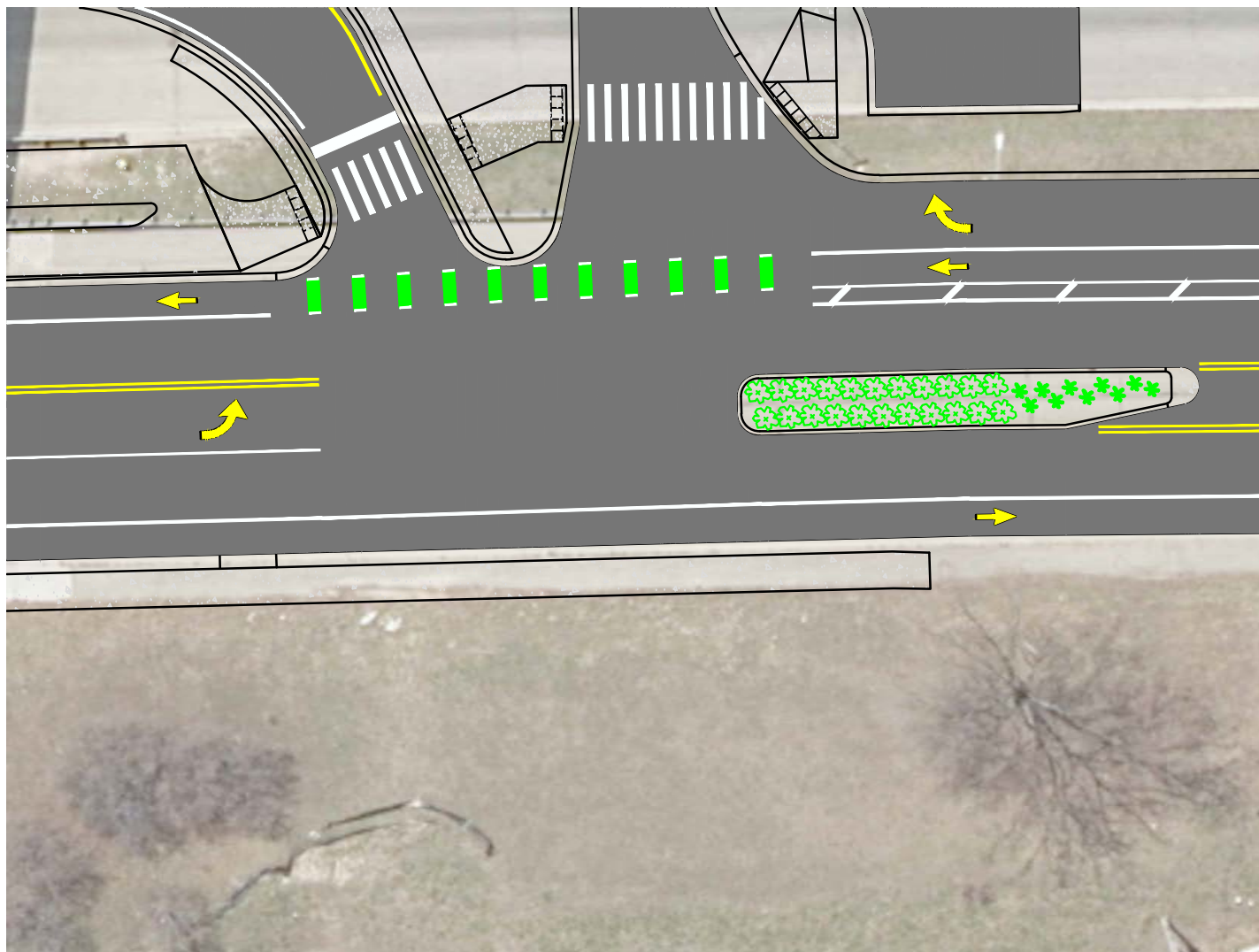
**PRELIMINARY  
GEOMETRY**

REV. NO.	DESCRIPTION
DESIGNED & SURVEYED BY: fishbeck, thompson, carr & huber, inc. 1515 Arboretum Dr. SE Grand Rapids, Michigan 49546 phone (616)575-3824, fax (616)464-3996 engineers • scientists • architects • constructors	
City of Grand Rapids Design, Development and Enterprise Services Engineering Department	
<b>RECONSTRUCTION OF IONIA AVENUE FROM MICHIGAN ST. TO 800' N. OF MICHIGAN ST.</b>	
Drawn by TJH/GPW	GPF No.
Check: Field	Sheet No.
Check: Office	iii of

IONIA AND DIVISION - 2019

IONIA AVE

DIVISION AVE



IONIA AND DIVISION - FUTURE

IONIA AVE

DIVISION AVE

