721 North Main

Conceptual Site Development Alternatives
North Main Vision Task Force 11/14/12
# 721 Next Steps

**721 N. Main Conceptual Site Plan Development**

**Probable Timeline**

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721 Future Options / Floodway Park/Open Space

~2.5 acres

~2.6 acres

~2.5 acres
721 N. Main Technical Committee Recommendations (Oct 24, 2012)

• Per City Council Resolution 374-8-05 approved on August 15, 2005, the area of the City properties at 721 N. Main within the floodway will be included in the new Greenway. The 721 N. Main Technical Committee recommendations are to develop walking and biking paths within the approximately 2.5 acre floodway portion that will form the first component of the Allen Creek Greenway. Paths should connect from Felch Street to both N. Main and West Summit Streets. It is the hope of this committee that the development of such paths at 721 N. Main will encourage future connections beyond the site limits to the Washtenaw County Border-to-Border Trail and the Allen Creek Greenway.

• It is essential that any development of open space coincide with efforts to activate the amenity and the timing of a grant application. Such efforts should consider unique and unmet needs near downtown (e.g., a dog park adjacent to the floodway portion).

• Investigate the existing masonry buildings outside of the floodway for potential reuse. The Task Force will provide recommendations for future use based on additional investigations. If buildings are determined to be salvageable, the City should promptly pursue building renovation and occupation. Prior to any public use of the site, efforts should be made to minimize the potential for nuisance activities around the building.

• If any future development occurs on the non-floodway portion of the site, such development should remain consistent with the residential scale and character of the neighborhood and surrounding zoning districts.

• Within the floodway portion of the site, design strategies and partnerships should be employed to improve the quality of stormwater.

Additional Considerations:
• Removal of the Compressed Natural Gas fueling station.

*These recommendations are based substantially on the assumption that the City will apply for the Michigan Department of Natural Resources Trust Fund grant in 2013. Other possible grants or low-interest loan programs may help inform the recommendations.
721 N. Main Technical Committee Recommendations
SITE DEVELOPMENT IDEAS
Site Development / Amenity Improvements

- Dogpark
- Stormwater Demonstration
  - Prairie
  - Rain Garden
  - Rain collection/cisterns
  - Treatment train
- Play area / interpretative waterscape
- Community garden / greenhouses
- Trailhead w/ concessions (future?)
- Art work / art space outdoors
Site Development / **Future Uses**

- **Active Rec use (in building)**
  - Climbing wall
  - Bik tracks

- **Museum space**

- **Artist space / studios**

- **Community Gardens**

- **Retail/restaurant**

- **Incubator space**

- **Community Center support**
  - Playground Tennis courts, other needs
Site Development / Green Tech Center

Non-profit / public-private partnership center for demonstration, testing, and researching green technologies.

- Water collection, cleaning, harvesting, irrigation
- Low-impact development practices
- Native landscaping
- Energy demonstration projects – geothermal, solar, wind
- Green Building Tech – passive/active solar, green roofs, energy efficiency, insulation
Precedent / Chicago Center for Green Technology
SITE ALTERNATIVES
Site Alternatives / General Considerations

1. All the alternatives have improvements that spill outside the floodway zone.
2. The Felch St. entrance is handled the same for all alternatives based on the need to preserve access.
3. All scenarios provide access to Felch, Summit, and Main street, and include a looping side-trail around the stormwater area.
4. Areas not identified as lawn, wet meadow (stormwater management), or other use is assumed to be a native prairie type landscape.
5. We did not incorporate other potential uses (e.g. rec courts as part of community center partnership, etc.)
6. Kept dog park areas outside of the floodway in most scenarios.
7. Fencing indicated by black dotted lines.
**Site Alternative 1**

1. Smallest dog park (~9,000 SF) located in back of the plaza.
2. Largest contiguous lawn area.
3. NO on-site parking.
4. Summit trail connection uses old Rail Road trestle + elevated walk.
5. Plaza located towards the rear – could take advantage of slopes to build in seating/terracing to plaza space.
6. Preserves entry drive into existing building.
Site Alternative 2

1. Largest dog park area (~20,000 GSF) – will require regarding area.
2. Trail connection to Summit closer to building – easier to construct and more level
3. Largest wet meadow (stormwater management) area.
4. No areas of lawn
5. Parking lot located off summit out of floodplain entirely.
6. Future use zones split by summit trail.
7. Plaza located in the center – opportunity to re-use filling station canopy.
Site Alternative 3

1. Largest area for future use retained.
2. Relies on a shared parking solution in coordination with Community Center.
3. Summit Street trail connection will require extensive re-grading to build.
4. Dog park is sizable but partly in the floodway.
5. Smaller areas of lawn.
6. Plaza space located more towards main street frontage – could have stronger tie into future use around the building.
7. Wet meadow area indicates opportunities for boardwalks
TRAIL SYSTEM + CONNECTIONS
Trail-Connections / Major Trails and Greenways
Trail-Connections / Major Trails and Greenways

Westside NBH’s Connect Via Ashley (northbound) or First (southbound)

Allen Creek Greenway (Conceptual)

Waterhill NBH Connect Via Summit

721 N. Main

Border-to-Border Trail
SGJJR Workshop / Trail-Connections

• “Short” Term
  – Summit to Wheeler Park and to the Broadway Bridge
  – Summit down west side of Main, midblock crossing at Lakeshore
  – Summit to east side of Main, enter at Lakeshore
  – Longshore via Bluffs Park

• “Long” Term
  – Bridge along railroad crossing over Main (north or south of Bridge)
  – Summit to Wheeler Park to Railroad underpass
  – Wheeler Bridge (5th Street)
Trail-Connections
Trail-Connections / Short Term: Broadway Bridge

2. Uses existing streets and sidewalks to provide access.
3. Limited opportunities for “greenway” improvements.
4. Not a contiguous or attractive bike connection – too many signalized crossings and short blocks.
Trail-Connections / Short Term: Main Street East Side

1. Cross to east side of Main Street and access trail via Longshore Drive.

2. Very limited ROW along Main Street – little opportunity for non-motorized path development.

3. ROW could be expanded if a lane reduction on N. Main is implemented (with shifting lanes for rush hour traffic).

4. Relies on existing streets + crossings.

5. Concern over future access over railroad at Longshore.
**Trail-Connections / Short Term: Main Street West Side**

1. Stay on west side of Main Street, cross at Longshore Drive via new *Mid-Block* crossing.

2. Mid-block crossing may be difficult to implement/permit through MDOT. May require pedestrian activated signalization.

3. Trail on west side ROW limited. Steep grades would require cutting back bank and using retaining walls.

4. Concern over future access over railroad at Longshore.
Trail-Connections / Short Term: Longshore Via Bluffs Park

1. Use Wildt Street and new Bluffs Park trail to connect down to Longshore Drive.
2. Requires Midblock crossing at Longshore and Main.
3. Could explore opportunities for a pedestrian bridge from Bluffs park to Longshore over Main street.
4. Concern over future access over railroad at Longshore.
Trail-Connections / Long Term: Pedestrian Overpass (North)


2. Pedestrian bridge over Main Street north of the Railroad bridge.

3. Use existing trail area to ramp down to border-to-border trail. Realign main trail as a boardwalk.

4. Decent ROW access and minimal property ownership issues.

5. Requires adequate railroad clearance.

Trail-Connections / Long Term: Pedestrian Overpass (South)

2. Pedestrian bridge over Main Street south of the Railroad bridge.
3. Use spiral ramp to access Border-to-Border trail near Allen Creek Outfall.
4. Requires adequate railroad clearance.
5. Provides uninterrupted connection to the B2B Trail from Summit + 721.
Trail-Connections / Long Term: Railroad Tunnel

1. Use existing street to connect to Depot Street (or Main Street) and access pedestrian tunnel into MichCon Site.

2. Required grading to access tunnel requires significant impact to private property (parking lot removal and/or reconfiguration).

3. Access connects into MichCon site with undetermined access opportunity.

4. Flood conditions will close down tunnel and safe access.
Precedent / Pedestrian Bridges

Bagley Street Pedestrian Bridge (Detroit)
Precedent / **Pedestrian Bridges**