



City of Grandville Downtown Development Authority Master Plan Update 2018

Draft February 2018

This plan was prepared for the City of Grandville by:

B R [®]
Beckett & Raeder

Table of Contents

Introduction	5
Planning Process	5
Existing Conditions Update.....	6
Stakeholder Interviews	7
Community Input Survey Summary.....	9
Framework Plan	10
2018 Master Plan	12
Zoning Review and Recommendations	28
Implementation Strategy	35
Appendix A: Stakeholder Interview Discussion	37
Appendix B: Public Input Survey Summary	41

Introduction

The City of Grandville Downtown Development Authority (DDA) approved a Master Plan for the DDA district in December of 2004. The plan's objectives were to gather community input, build upon the improvements the DDA had already achieved, and to strengthen the downtown. In light of successful DDA projects, recent private development within the DDA area, and a desire to improve other areas of Grandville, the Downtown Development Authority and the City of Grandville Planning Commission retained Beckett & Raeder, Inc. (BRI) to append the DDA Master Plan and the Community Master Plan with an update to the original DDA Master Plan. The update focuses on corridor improvements (particularly the 28th Street corridor), riverfront enhancements, and connections for pedestrians and non-motorized vehicles.

Planning Process

The planning process began in June 2016 when Beckett & Raeder, Inc. (BRI) was commissioned to amend the Downtown Development Authority (DDA) Master Plan 2004 and the 2008 Master Land Use Plan. BRI then held stakeholder interviews, a public input workshop, and a joint meeting between the DDA, City Council, and Planning Commission in September 2016. An online public input survey was opened in February 2017 to gather input from community members. The input from the public, stakeholders, and City of Grandville was used to create a draft framework plan for the study area which was presented to the DDA, City Council, and Planning Commission in June of 2017. In October of 2017, a special meeting of the Planning Commission was held to consider potential changes to the City of Grandville Zoning Ordinance which would implement the concepts proposed in this Plan. BRI drafted an illustrative conceptual master plan and presented it to the City of Grandville at a joint planning session in November of 2017. The plan was revised with input from that meeting and presented to the Planning Commission in February 2018 for distribution. The plan then followed the master plan adoption process and was approved in [REDACTED] 2018.

Existing Conditions Update

This section gives a brief update of the changes in Grandville as they relate to the plan study area.

Chicago Drive Streetscape

The 2004 DDA Master Plan served as a guide for the DDA and resulted in successful improvements to the area. One such improvement was the implementation of a streetscape enhancement project on Chicago Drive, from Division to Ottawa. Converting the four-lane road into two lanes with on-street parking dramatically changed the atmosphere of the street for pedestrians. Streetscape amenities such as street trees, benches, decorative lighting, hanging flower baskets, banners, and special paving enhanced the pedestrian experience. Following this transformation, the businesses along Chicago Drive once again opened the shop doors along the street and brought back the feeling of a traditional downtown. The rebirth of the downtown core has since spurred additional businesses to locate within the downtown.

A system of wayfinding signage was also implemented, which helps to reinforce the identity of the district and directs visitors to Grandville's businesses and attractions.

Grand Castle Development

The Grand Castle Development, which is under construction at the time of this plan, is a private development featuring a castle-like multi-story residential building surrounded by smaller, single-family attached dwelling units and commercial out-lots. It is located on the site of a former mobile home park north of 28th Street and adjacent to Sanford Lake. The project is planned to host a total of 450 residential units, 21,000 square feet of office space, 30,000 square feet of retail space, and 8,500 square feet of restaurant space.

Although a traffic study has shown that the new development does not warrant an additional traffic signal on 28th Street, the additional residents and business activity will nonetheless catalyze changes in the area. For example, additional residents will need ways to access shops, schools, and leisure activities in Grandville both as pedestrians and in vehicles, and currently there are no pathways along 28th Street.



www.grandcastle.com

Stakeholder Interviews

To gather targeted input from those with a specialized understanding of the issues within the study area, Beckett & Raeder, Inc. (BRI) conducted stakeholder interviews. Attendees at the stakeholder input sessions were as follows:

- Session 1: Chamber of Commerce Director and 28th Street Property Owners: Kelly Gayle (Florentine's), Luke Werkhoven (Ivanrest Hardware), David Tosh (Grandville Trailer), Dave Kuiper (Chain Saws Plus), Shane Rowland (Nyenhuis Body Shop), Heather Schaedig and Sandy LeBlanc (GJ Chamber)
- Session 2: Dan Hibma (Land & Co.)
- Session 3: Doug Zondervan (Rainbow Grill), Doug Jurgens (State Farm Insurance), Jim Engleking (PCE Insurance), Ed Postma (Waddell & Reed Financial Advisors)
- Session 4: Jay Fowler (Director – Grand Rapids Bicycle Coalition)
- Session 5: Art Green, Erick Kind, Dennis Kent – MDOT; Pete LaMourie (PAE): Ron Carr and Dan Steere (City)
- Session 6: Heather Roszkowski- Grandville Public Schools
- Session 7: Mayor Steve Maas, Joel Baar (Bolhouse Law), Theresa Meendering (DDA Event Coordinator), Josh Bernstein (Library Manager), Dan Durkee (Library Architect – FTCH), Al Rietberg (property owner)

See Appendix A for a bulleted list of issues discussed at each stakeholder input session.

Business owners within the 28th Street corridor discussed issues with the corridor, including non-conforming uses of the property (parking lots and business wares located within the MDOT right-of-way), the large amount of traffic on the corridor, the difficulty of making turns due to traffic, a lack of pedestrian amenities, unsightly overhead wires, and occasional blight. Some property owners remarked that if the corridor is to improve, the current auto-oriented business mix may not be appropriate long-term. The stakeholders discussed that a traffic signal is not warranted by the Grand Castle Development, and that the new development included sidewalks on private property along the corridor. The stakeholders agreed that sidewalks are needed as well as other pedestrian amenities. It was discussed that non-motorized use on the corridor is currently minimal but that it would likely increase.

The second stakeholder input session was a conversation with Dan Hibma from Land and Company. Ideas discussed included the extension of streetscape improvements, areas for potential higher-density residential development, opportunities and obstacles of a redevelopment north of the railroad tracks, and potential riverfront enhancements.

Stakeholders with expertise in the core of the downtown discussed opportunities and obstacles in their area, the desire to extend streetscape improvements on Chicago Drive, and thoughts about appropriate non-motorized routes into the downtown.

The fourth interview focused on non-motorized facilities. It was noted that neighborhood bikeways are appropriate on neighborhood streets and formal bicycle facilities are needed on main roads. Standardized regional trail signage, maps with QR codes, and 911 IDs would help make trails safer. It was discussed that 28th Street and Wilson Road are too busy for bike lanes, but that Prairie could accommodate them. The difficulty of crossing the river at 28th Street was discussed.

In the fifth session, changes to the corridors and streetscapes on Chicago Drive and 28th Street were discussed, such as reducing Chicago Drive to three lanes east to Ivenrest and providing an off-road trail on the north side, the creation of a boulevard coupled with access management and service drives on 28th Street, and how a boulevard or roundabout would function on 28th Street.

The sixth session provided information from the perspective of the school system. It was discussed that children living in the Grand Castle development would not need to cross 28th Street or Chicago Drive; instead, the development would have a bus stop of its own.

The seventh and final session was wide-ranging in topic but provided many important insights. The group discussed the need to continue to improve walkability and attractions for pedestrians, desired enhancements to the waterfront, the extension of streetscape improvements on Wilson, desired land use changes, and potential community gathering spaces.

Community Input Survey Summary

An early attempt at a well-attended community meeting did not prove fruitful. At the direction of the City administration, a community input survey was developed.

The online public survey presented categories of potential development, including streetscape improvements, parks and public spaces, pedestrian connections, and non-motorized facilities. Each category listed several ideas for improvements that were generated in meetings with stakeholders and City boards and officials. The survey asked participants to rate each idea as high, medium, or low priority. To assist the respondents, each question was accompanied by a map depicting the location of the ideas. The survey was open for two weeks and received 374 responses.

Overall, respondents felt that the highest priorities out of the options given were extending streetscape improvements on Wilson and expanding upon streetscape improvements on Chicago Drive, creating riverfront recreation amenities such as a kayak launch and park space, improving pedestrian connections (especially across the river), and connecting the Buck Creek Trail to the Kent County Trails system.

See appendix B for a full reporting of the survey results.



Framework Plan

The Framework Plan provides general recommendations for the entire district as they pertain to four components: gateways, streetscape improvements, parks and public spaces, and trails/trailheads. This framework plan is not intended to be a replacement of the 2004 Framework Plan, but is intended to be a supplement that focuses on the following elements:

Gateways

Enhanced gateways are proposed for the intersections of 28th at Wilson, 28th at Sanford, Wilson at Prairie, and Chicago at Fairlanes.

Streetscape Improvements

Streetscape improvements have already been completed on Chicago Drive between Division and Ottawa. This plan recommends the extension of streetscape improvements on 28th Street from Wilson to the overpass, on Chicago west to Fairlanes and East to the 28th Street overpass, as well as on Wilson from 28th Street to Prairie. The streetscape improvements would be modified in a fashion that is appropriate with the context of each corridor.

Parks and Public Space Enhancements

Proposed public space enhancements include an improved motorized boat launch and parking on the Grand River, a non-motorized watercraft launch combined with a trailhead and picnic area at Indian Mounds Drive, improvements to parking lots north of the railroad tracks and west of Wilson, and a multi-use pavilion near the library.

Pedestrian Amenities

Pedestrian amenities for comfort and safety such as sidewalks, crosswalks, and lighting are proposed on neighborhood streets and at the edges of commercial areas as indicated on the following plan.

Trails

The Framework Plan illustrates priorities for non-motorized connections in Grandville that connect the Kent Trails system and the Buck Creek Trail with the downtown core.



2018 Master Plan



Wilson from 28th Street to Prairie

Gateway North (28th)

- Taller Decorative Lighting
- New Entry Sign SE corner
- Banner Poles on NW, NE, and SW
- Mast Arms
- Seasonal Plantings

Gateway South (Prairie)

- Decorative Lighting
- Banner Poles on NW, NE
- Mast Arms
- Seasonal Plantings on NW

Streetscape (modified)

- Decorative Lighting
- Hanging Baskets
- Landscape where possible (OH Utilities)
- Wayfinding Signage

Land Use

- Higher density residential as redevelopment opportunities occur on east side of the road
- Pedestrian oriented businesses and restaurants

Land Use and Zoning

- Revise Zoning Map
- Adopt a Form Based Code to reflect desired landscape / screen wall requirements adjacent to public roads, requirements for public walks / multi-use paths, height and density restrictions, desired setbacks, and land use restrictions

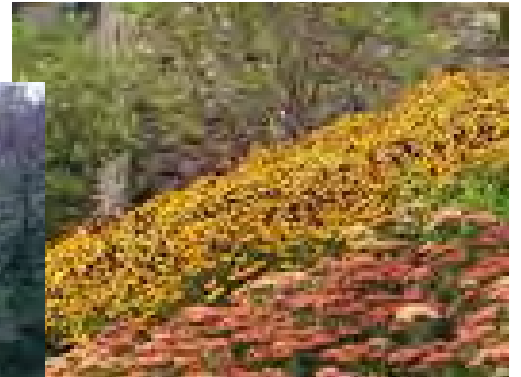
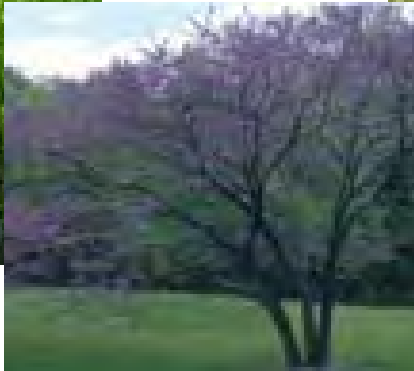
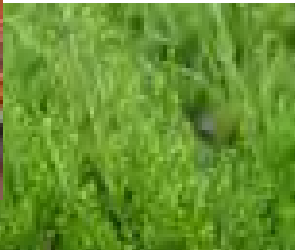


Wilson Residential Development Character Images



Wilson and 28th Street Gateway

- Brick Entry Sign SE Corner
- Brick Walls NE and SW Corner
- Seasonal Plantings
- Brick Paving
- Decorative Lighting
- Special Banner Poles on NW, NE, and SW Corners
- Mast Arms
- "Gateway" building opportunity on SW corner





28th Street District Redevelopment Opportunity

- Higher Density Townhomes and Condominiums
- Senior Independent Living on Water
- Senior Assisted Living on 28th Street
- Upscale Restaurant with Outdoor Dining and Liquor
- Commercial Frontage on 28th Street

28th Street District from Wilson to Sanford

Streetscape (modified)

- Taller Decorative Street Lighting
- Hanging Baskets
- Banners
- Remove Cobra lights
- Bury OH Utilities
- Street Trees
- Wayfinding Signage

Traffic

- Access Management
- Services Drives
- Traffic Signals-Ottawa and / or Sanford
- Private ROW Encroachments
- Any development may not preclude public access between Vermont and Elwood

Non-motorized Path

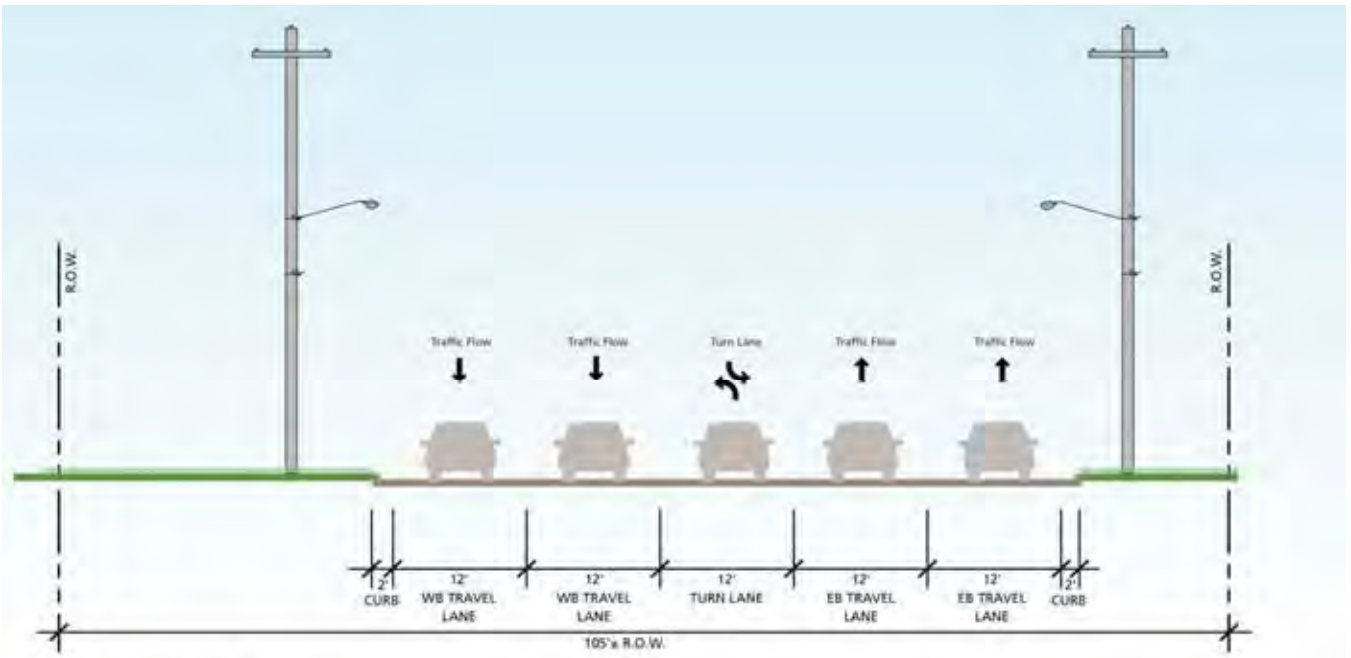
- South Side of 28th Street

Pedestrian Amenities

- Sidewalks

Land Use and Zoning

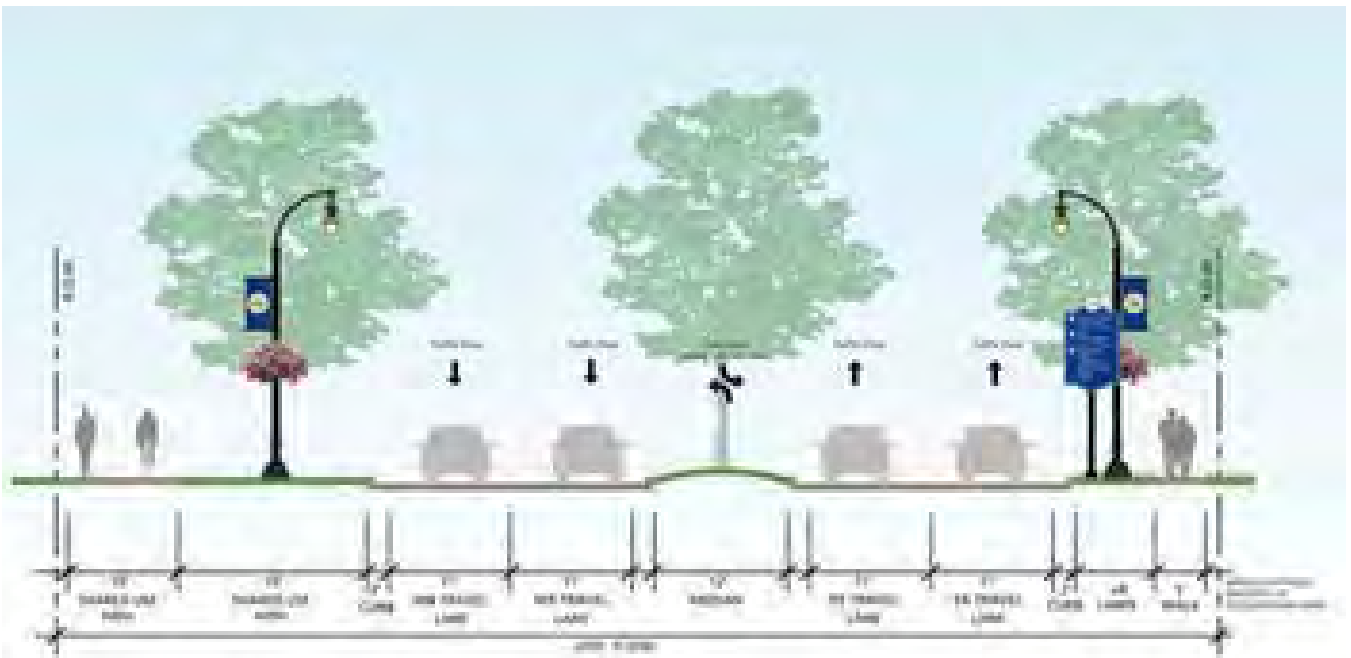
- Revise Zoning Map
- Adopt a Form Based Code to reflect desired landscape / screen wall requirements adjacent to public roads, requirements for public walks / multi-use paths, height and density restrictions, desired setbacks, and land use restrictions



28TH STREET (M-11)

EXISTING CROSS SECTION

1/8" = 1'-0"



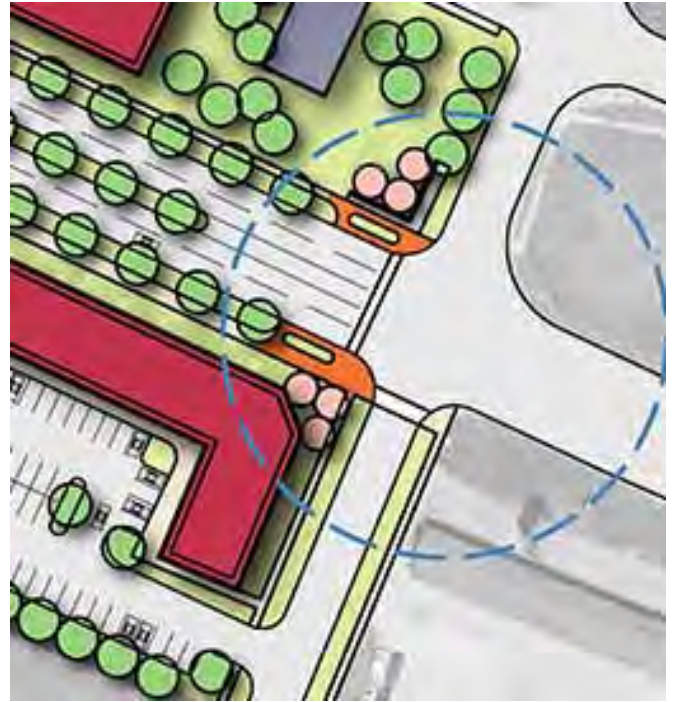
28TH STREET (M-11)

PROPOSED CROSS SECTION

1/8" = 1'-0"

28th Street District Sanford Entrance

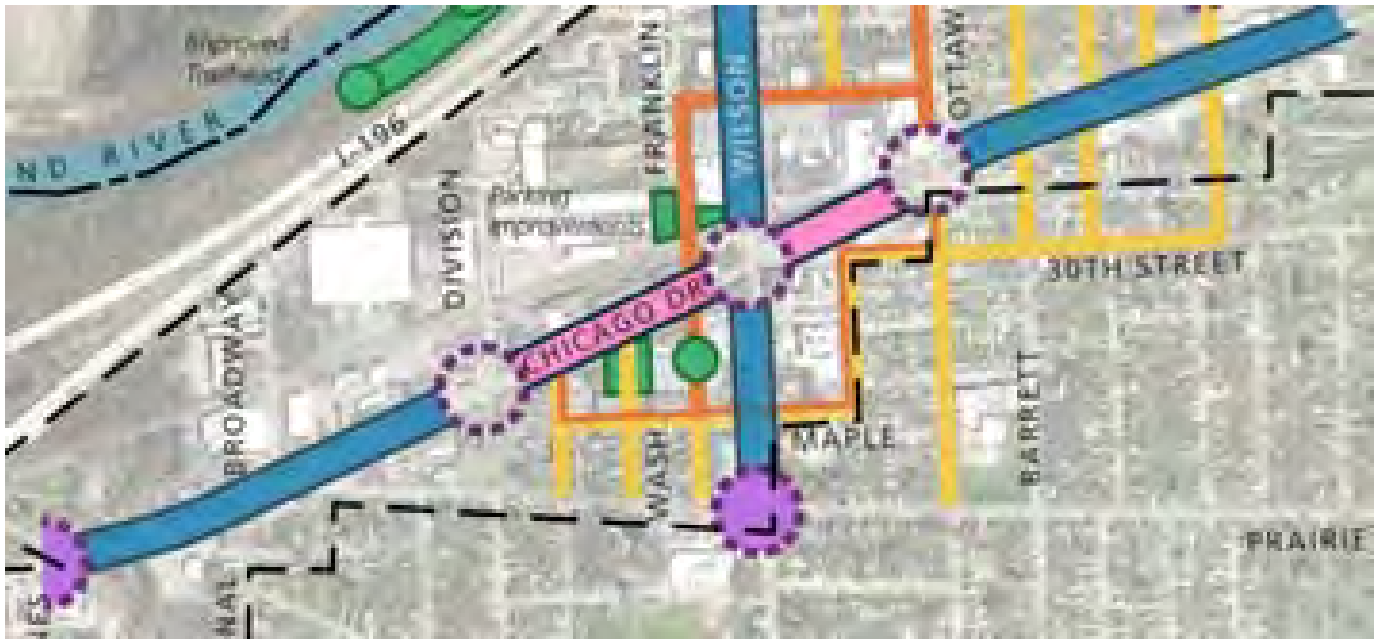
- Brick Entry Signs at Corners or “Gateway” building
- Seasonal Plantings
- Brick Paving
- Decorative Roadway Lighting
- Special Banner Poles
- Traffic Signal (Mast Arms)



28th Street District - Residential Character Images



Chicago Drive Streetscape Division to Fairlanes and Ottawa to 28th



Welcome to Grandville (near Fairlanes)

- Taller Decorative Street Lighting
- Mast Arms at Fairlanes
- Seasonal Plantings

Streetscape (modified)

- Taller Decorative Street Lighting
- Banners
- Remove Cobra lights
- Bury OH Utilities on South side
- Street Trees
- Wayfinding Signage

Land Use and Zoning

- Review Ordinance for landscape /screen wall requirements adjacent to public roads
- Review ordinance for requirements for public walks/multi-use paths.
- Review ordinance for height and density restrictions.
- Review ordinance for land use restrictions

Chicago Drive Streetscape Extension Character Images



Redevelopment Opportunity

- Redevelop Chicago Dr. Frontage & Wilson Ave. Frontage
- Buildings on the ROW / 2 Story Minimum Height
- Parking Structure and Skyway
- Mixed-use Residential, Office and Retail with Open Space



Improve North-South Connections to Downtown



East Side of Wilson

- Church
- Ottawa
- Barrett
- Vermont
- Elwood
- Sanford

West Side of Wilson

- Franklin
- Washington
- Fayette

Improvements

- ADA Walks and Ramps
- On-street parking
- Sharrows
- Streetlights in single family residential area
- Pedestrian Lights in higher density residential and commercial portions

Franklin Avenue Streetscape

- On-Street Parking / Bumpouts
- Extend Streetscape Improvements
- Pedestrian Lighting
- Street Trees
- Seasonal Plantings
- Screened Public Parking Lots
- Infill Buildings on ROW



Outdoor Pavilion

While no changes were made in this area in the 2018 plan update, it was recognized as a priority by the community and has been kept as an area of focus.

- Define program
- Reinforce Pedestrian Linkages Maple to 28th St.
- Capitalize on existing performance space
- Capitalize on existing pedestrian connection to Chicago Dr.
- Multi-function events



Non-Motorized Improvements

Connect

- Buck Creek Trail to Kent County Trails at Broadway
- Broadway and Wilson along south side of I-96
- 28th Street to Johnson Park
- To Ivanrest Trailhead through Grand Castle Development and Industrial Park
- South from Franklin Street to Schools and Buck Creek Trail
- Ottawa Street Bike route to Buck Creek Trail
- Connect 30th Street via existing trail to Ivanrest

Improve

- Trailhead at Broadway
- Trailhead at Ivanrest

The framework plan below illustrates proposed trail connections.



Improve Pedestrian East-West connections across river

Pedestrian Bridge

- Improve existing bridge, or
- Provide a new Pedestrian Bridge with safer connections to it

Improvements at Highway Ramps / underpass

- Continue to make improvements with MDOT on safe crossings within their ROW



Enhanced Riverfront Amenities

Boat Launch

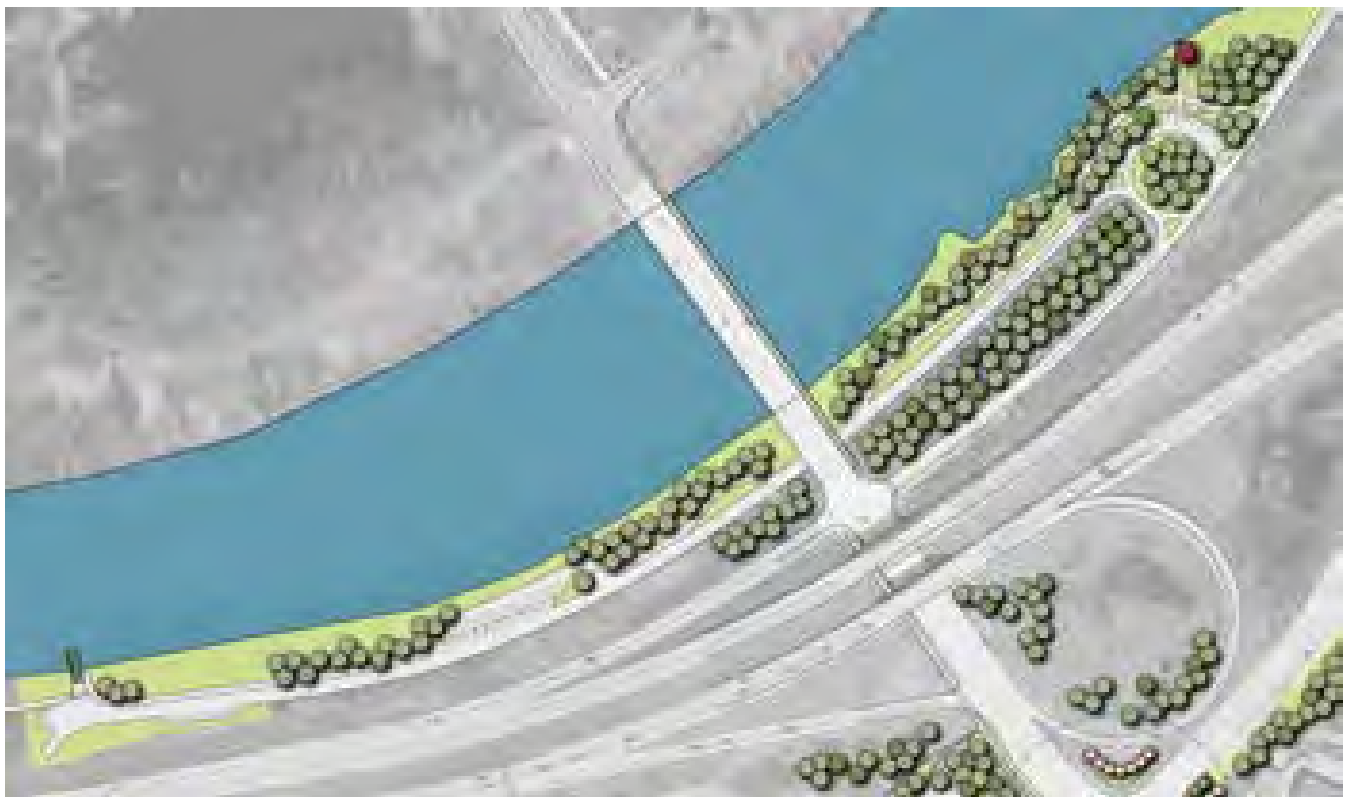
- Define users
- Provide ADA accommodations
- Define circulation and parking thru materials for safety and maintenance
- Lighting

Fishing amenities

- ADA Accommodations

Improve trailhead at west end to Broadway

- Signage, map, mileage, GIS ID, etc.
- Better definition



Create trailhead at Indian Mounds Dr.

- Create turnaround with Parking
- Create rest area with overlook, tables, waste receptacles, bike hoops
- Kayak Launch
- Shade Shelter
- Signage, map, mileage, GIS ID, etc.
- Lighting



Zoning Review and Recommendations

A special meeting of the Grandville Planning Commission was held on Wednesday, October 18 to consider potential changes to the City of Grandville Zoning Ordinance which would implement the concepts proposed and under development in this Plan. A summary of the presentation and resultant discussion among the Commissioners follows.

Chicago Drive CBD

The Chicago Drive corridor is governed by a fairly recent Central Business District (CBD) Form-Based Code, and developments which have been implemented since show that the code is producing the desired result. The best strategy is therefore likely to continue to support and refine the code as needed, using the pieces which are working well as the foundation for other code changes.

A few areas of industrial zoning are “sandwiched” between the CBD and the Oakes St. neighborhood to the north, and changes in the context have dramatically decreased the appropriateness of this designation. Each of these areas faces CBD zoning on the opposite side of the right-of-way, so an extension of the CBD to these parcels is the most logical solution. The Commission discussed whether this change would provoke pushback from the industrial property owners and deemed it likely, as with all zoning changes, but noted that the potential also exists to mitigate this through communication and education. The Commission also inquired about the potential change in the values of those properties. Though we obviously can’t know for sure, it is a reasonable assumption that rezoning to CBD – often the highest-valued classification in a community – would likely not cause a significant drop in, and may even increase, property values over industrial zoning. This would be especially true for industrial zoning in an inappropriate context.

A final extension of the CBD could take place on both sides of Wilson St. between White and Oakes Streets. This would have the effect of concentrating the “highway commercial” development closer to the freeway interchange by one block, and using that block as a gateway into the CBD. One of the suggested industrial rezonings is adjacent to this block, creating a contiguous district.

Recommendation: Rezone industrial parcels located between the Central Business District and the residential district to CBD.



Oakes St. Neighborhood (R2A)

This one- and two-family district is one of the older neighborhoods in the City, and is currently functioning successfully as-is. It is one of only two zoning districts that allow for two-family dwellings, which blend in seamlessly in this neighborhood while adding density. There is currently an extensive mix of uses in the area.

Discussion focused on the best way to simultaneously preserve the many desirable qualities of this neighborhood, and permit any flexibility needed to adapt to its evolving context. Reflecting on the success of the residentially-focused Prairie-Barrett Form-Based Code, the Commission considered whether this would be an effective tool to prevent undesirable forms of residential redevelopment such as the “snout-nosed” format that places garages prominently along the street. This would certainly not be an inappropriate intervention, though it may be a bigger tool than is needed for the job. It was suggested that Office is the most likely nonresidential use which would be attracted to the area if the FBC was opened up to uses other than residential, and that this use would be compatible and acceptable. However, the consultant recommendation was to preserve the residential use here if possible, because it is a functional complement to the proposed and existing retail uses on either side of it and because the built form already includes additional density in the form of duplexes. A question was also raised about whether Accessory Dwelling Units would be another appropriate way to add density to this neighborhood. This would be permissible and appropriate, though the small lot sizes may make a detached ADU impractical and the distinction between an attached ADU and an asymmetrical duplex may not be worth hashing out. Overall, retaining the Residential zoning designation, with the possible addition of architectural standards, would achieve the dual aims of preservation and flexibility.

Recommendation: Consider developing architectural standards for this district which prevent undesirable formats of residential development.

28th Street (C-3)

The Commercial Highway District, C-3, currently governs 28th Street from I-196 to Chicago Drive. This designation is likely the most appropriate for the area immediately surrounding the interchange, where existing gas stations are well-placed. C-3 designation would remain in place west of Church Street.



Between Church St. and Sanford Ave., the redevelopment of the Grand Castle site has changed the character of the corridor: a large number of new residential units is connected across 28th Street to the existing Oakes St. residential neighborhood, increasing demand to use the space in a more accessible and pedestrian-oriented way.

The first option considered was a simple downzoning to C-1, Commercial Neighborhood Business District. The intent of this district addresses the new characteristics of 28th Street, and downzoning would reduce the number of permitted uses by eliminating space-intensive and auto-oriented uses (processing, drive-thrus, banquet facilities, hotels, licensed amusement and recreation, theaters, auto service stations / repair shops / washes, vehicle dealerships, showrooms, printing establishments, wholesale distribution). Advantages to this method, also recognized by the Commission, are its ready accessibility and straightforward application.

However, the dimensional requirements of the C-1 district are significantly less intense than those in the C-3, with a larger minimum lot size and setbacks of up to three times greater. These characteristics reduce walkability. Many of the redevelopment opportunities identified for this area are residential, with unspecified commercial frontage noted for 28th Street. Two of the desired residential formats are specific to senior housing, which has open space and minimum lot size requirements (§12.23) that are greater than standard residential development and would therefore be a good fit. Though the ROW is proposed to transform into a more Complete Street, it is not envisioned as a pedestrian-focused corridor. Downzoning to C-1 may provide the most efficient relief from the auto-focused nature of the corridor, *as long as* the pedestrian experience is not a defining concern.

On the other hand, existing C-1 areas have been built in the City with a fairly strong auto focus despite the intent. Given the City's successful history with form-based districts, this represents an opportunity to design one which reconciles neighborhood-focused uses with dimensional regulations permitting greater control over the public realm. In this case, it will be necessary for the Commission and the community to take on a number of considerations:

- Does the City have a preference regarding the mix of uses on the corridor? In the absence of a strong need or vision, one advantage of form-based codes is the ability to let the local



market dictate use. In this case, the regulations would need to promote the most flexible building types.

- Is residential development, and specifically senior-focused residential development, a priority for this area? If so, it should receive special treatment in the code. This would represent another great innovation in zoning by the Grandville Planning Commission, and it would also be necessary to guide a developer (and a lender!) through the project.
- What are the agreements already in place regarding the outlots in front of the Grand Castle? Are they flexible? If a form-based code is developed, it should address these parcels.
- To prevent “dilution” of the CBD, the 28th Street corridor should continue to offer parcel conditions that are substantially different from those available in the CBD, such as larger lot sizes and easier vehicular access.
- It was noted that this section of the 28th Street corridor has an opportunity to “distinguish itself” from the rest of the corridor as it runs through other municipalities, but this concept was not well-defined. A strong vision is the basis of a form-based code. Would this look like a retail node? A stretch of particularly lush landscaping in front of multifamily or institutional residential development? What does the City of Grandville want to communicate to its passers-by?



The characteristics of the public right-of-way on 28th Street are inseparable from the overall character of this district, and will inform these questions. There is some concern that the wide, busy thoroughfare will present a north-south barrier regardless of cosmetic changes. Its design will both constrain and promote connectivity and access.

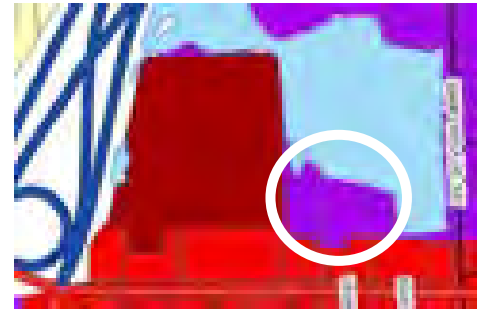
Of the two options presented for the 28th Street corridor, downzoning or a form-based code, the form-based code is the best candidate if the City is willing to undertake the effort.

Recommendation: Develop a form-based code for the 28th Street corridor. The process of code development should address the bulleted considerations above.

Waterfront (I)

A series of industrially zoned parcels between 28th Street and the south shore of the lake represents an underuse of this waterfront asset as the character of the adjacent residential and retail areas continues to change. At a minimum, it is recommended that the zoning should change here to match the rest of the 28th Street corridor. If a form-based code is developed for the 28th Street corridor, this collection of parcels should receive specific consideration. Alternatively, if the City has a vision for that site or feels it would be beneficial to develop one in order to support the residential and commercial changes, the site could be rezoned PUD to signal that intent.

Recommendation: Incorporate these parcels into the 28th Street corridor form-based code and develop site-specific guidelines.



Industrial (I)

Nonmotorized connection across I-196 would likely be accessed through the I-2 district extending north from the intersection of 28th Street and Chicago Drive, using the Busch Drive right-of-way. Traffic on this street is calm enough to share between vehicles and bicycles, with good visibility. There was overall agreement among the Commissioners that this is a desirable and functional route.

Landscaping, screening, and setback requirements in the I-2 General Industrial district were reviewed to determine whether these sections could be improved to support this access. The minimum front yard setback of 25 feet provides a visual amenity on either side of the ROW and offers room for more intense improvements as desired. One canopy tree and four shrubs are required per lineal foot of lot frontage. In theory, this should line the roadways with pleasant vegetative scenery, but the effect can be diluted in practice by the actual placement of the trees and shrubs. If the City wishes to designate a route through the I-2 area, it will likely also be responsible for filling in desired amenities including wayfinding and additional vegetation to soften the industrial character.



Even though it is not firmly situated within the study area, it's also a good time to begin considering the future of the waterfront across from the Grand Castle, which is currently industrial in character. Viewsheds are the first concern, as they will affect the value of both the residential and the commercial development on the south shore of the lake. The lake edges are fairly well screened already, with some tall vegetation on nearly all sides. A waterfront overlay requiring a

vegetative shore would contribute positively to water quality and stormwater management as well as aesthetics. It was noted that a similar measure had recently been mentioned in the context of residential properties abutting a creek and sparked some interest.

Recommendation: City should add vegetation and wayfinding as desired to the preferred route. Consider a waterfront overlay to require a vegetative shore around Sandford Lake.

Implementation Strategy		Activity Timeframe	Responsible Party		Funding Program		
			Primary Party	Secondary Party	Probable Cost (2018 Dollars)	Primary Funding	Secondary Funding
Project	Program Description						
Organizational Strategies							
<i>Refer to the 2004 DDA Master Plan for recommendations that still apply and should be an ongoing activity.</i>							
Design and Physical Improvement Strategies							
<i>See 2004 DDA Master Plan for additional items still applicable to this update, but not listed below.</i>							
Parking Lot / Alley Improvements	Work with property owners to create shared parking facilities and improvements as recommended in the strategic plan	2 or 3	DDA	-		DDA TIF	-
Gateway Improvements	Design and install community gateways: 28th and Wilson, 28th and Sanford, Chicago and Fairlanes, and Wilson and Prairie.	1 or 2	DDA	CITY	\$1,000,000	DDA TIF	4, 6, 7, 8
	Pedestrian Amenities in Commercial / High Density Residential areas as indicated on the framework plan	3	CITY	-	\$1,000,000	CITY	3, 4, 5, 6, 8
	Pedestrian Amenities in single family residential areas as indicated on the framework plan	3	CITY	-	\$450,000	CITY	3, 5, 6
Modified Streetscape Improvements	28th Street Streetscape Improvements, Including Boulevard: I-196 entrance to Viaduct Street (Not Including Burying OH Utilities)	1 or 2	DDA	CITY	\$5,000,000	DDA TIF	1, 3, 4, 6, 7, 8
	Wilson Avenue: 28th Street to Prairie Street	1 or 2	DDA	CITY	\$1,500,000	DDA TIF	3, 4, 6, 7, 8
	Chicago Drive east of Ottawa Avenue	2 or 3	DDA	CITY	\$1,300,000	DDA TIF	3, 4, 6, 7, 8
	Chicago Drive west of Division Avenue	2 or 3	DDA	CITY	\$700,000	DDA TIF	3, 4, 6, 7, 8
Parking Lot Improvements	Convert individual private parking lots to shared, improved public parking lots (Not including land acquisition)	2 or 3	DDA	CITY	\$750,000	DDA TIF	7, 8
Trail Connections	Acquire property / easements as required to develop trail connections as indicated in the Framework Plan	2	CITY	DDA	\$2,700,000	CITY	2, 3, 4, 6, 7, 8
Wayfinding System	Continue wayfinding program for "Welcome," "Facility," and "Directional" Signs.	2	DDA	CITY	\$150,000	DDA TIF	CITY
Enhanced Riverfront Amenities	Design and implement an improved boat launch on the Grand River, including defined circulation and parking, fishing amenities, and an improved trailhead (Does not include extension of primary power)	1	CITY	DDA	\$400,000	CITY	2, 6
Trailhead at Indian Mounds Drive	Design and implement a trailhead with parking, a rest area with an overlook, tables, furnishings, an accessible kayak launch, shelter, signage, and lighting.	1	CITY	DDA	\$400,000	CITY	2, 4, 6
Pedestrian River Crossing Enhancement	Design and implement improved pedestrian facilities on or near the vehicular bridge on Wilson Avenue / M11.	2	CITY	-		CITY	3, 4
Economic Development Strategies							
<i>Refer to the 2004 DDA Master Plan for recommendations that still apply and should be an ongoing activity.</i>							
Marketing and Promotion Strategies							
<i>Refer to the 2004 DDA Master Plan for recommendations that still apply and should be an ongoing activity.</i>							
Local Government Strategies							
<i>See 2004 DDA Master Plan for additional items still applicable to this update, but not listed below.</i>							
28th Street District Form Based Code	Develop a new form-based zoning district which supports the new character of 28th street, distinguishes Grandville's place on it, and offers special consideration to the waterfront	1	CITY	DDA	\$50,000	CITY	-
Total					\$15,400,000		

Timeframe

- 1** Within One Year
- 2** Commence within 1 - 3 Years
- 3** Within 4 Year to 7 Years

Funding Sources Key:

- 1** FWHA Congestion Mitigation and Air Quality Improvement Program
- 2** MDNR Natural Resources Trust Fund Grants
- 3** MDOT Safe Routes to School Program
- 4** MDOT Transportation Alternatives Program
- 5** MSHDA Community Development Block Grant
- 6** Act 51 - Local Street Fund (Gas Tax Reimbursement)
- 7** EDA - Economic Development Administration

Appendix A: Stakeholder Interview Discussion

Session 1

Attendees: Chamber of Commerce Director and 28th Street Property Owners: Kelly Gayle (Florentine), Luke Werkhuven (Ivanrest Hardware), David Tosh (Grandville Trailer), Dave Kuiper (Chain Saws Plus), Shane Rowland (Nyenhuis Body Shop), Heather Schaedig and Sandy LeBlanc (GJ Chamber)

- Parking
 - It was recognized that many of the businesses currently have parking in the MDOT ROW.
 - Need for parking and display of their wares (trailers, chain saws, etc.)
- Traffic
 - Difficult to pull out onto 28th Street. Receptive to a service drive concept.
 - Will the Castle development trigger the need for a new signal? Matt reported that MDOT determined it was not warranted.
- Pedestrian Facilities
 - Walks are needed. Matt reported that there is a block grant to complete walk network in the south side neighborhood. Stable neighborhood.
 - Lights and Hanging baskets are nice.
- Non-motorized Facilities
 - Currently minimal, but will likely increase.
- Land Use
 - Blight at some properties. Is their funding for storefront Improvements?
 - Are the current land uses a long term fit?
 - Overhead wires

Session 2

Attendees: Dan Hibma (Land & Co.)

- Parking
 - Limited Parking is an issue.
- Land Use Ideas
 - Potential for higher density residential on east side of Wilson north of White.
 - Improve the boat dock
 - Boat house - best rowing water on the river is nearby
 - Dan and Roger Lucas own the property across the river (some in the floodplain)
 - Campground along the river
- Railroad
 - You can cross at Ottawa and Barrett.
 - Noise and vibration make it hard to attract office tenants.
- Streetscape Enhancements
 - Extend improvements down Barrett.
 - Extend Improvements to ice cream store.

Session 3

Attendees: Doug Zondervan (Rainbow Grill), Doug Jurgens (State Farm Insurance), Jim Engleking (PCE Insurance), Ed Postma (Waddell & Reed Financial Advisors)

- Parking
 - Remove drive entrance on Chicago east of Wilson - gain parking?
- Land Use Ideas
 - Remove houses and add businesses along 30th Street.
 - Would like to see unique businesses – record store does a good business.
 - PCE Insurance plans to do some improvements, loves their location north of White on Wilson.
 - Changing Thymes is phenomenal.
 - Some problem tenants at apartment building.
 - More retail in downtown.
- Streetscape Enhancements
 - Improvements have worked out well.
 - Chicago Drive to east and west, as well as Wilson are tired, worn out, not inviting.
 - Extend enhancements. Lights, wider sidewalks, façade improvements.
 - New sign at Wilson and 28th
- Non-motorized Facilities
 - Trail head and parking needed at Indian Mounds access – at 28th and Wilson or across the river. Needs signage, maps and improved parking.
 - Flashing crosswalk at 28th and Wilson.
 - Non-motorized facilities on side streets.
 - Prairie to Wilson
 - Connect Buck Creek to Kent County Trails.

Session 4

Attendees: Jay Fowler (Director – Grand Rapids Bicycle Coalition)

- Non-motorized Observations
 - Neighborhood bikeways on neighborhood streets
 - Bike facilities on main streets.
 - Current transition on Wentworth to Prairie to Ivanrest is not good for families.
 - Unclear what to do at Ivanrest and Prairie intersection.
- Ideas for Non-motorized Amenities
 - Standardized regional trail signage (Michigan Greenways and Trails) mileage markers, distance to destinations, etc.
 - QR codes, 911 ID's
- Improvements
 - Ottawa County working on extending the riverfront trail.
 - Connection to Kent Trail along 28th Street to the Bridge would be good.
 - Difficult at river crossing and freeway crossing.
 - Grand Rapids has done good things under viaducts.
 - Close Indian Mounds to traffic?
- Which roads are conducive to Bike Lanes
 - 28th Street too busy for bike lanes
 - Wilson is 4 lanes and too busy for bike lanes
 - Ivanrest has had increased traffic
 - Prairie is now 3 lanes – could have bike lanes
 - Canal is now 3 lanes with bike lanes

Session 5

Attendees: Art Green, Erick Kind, Dennis Kent – MDOT; Pete LaMourie (PAE): Ron Carr and Dan Steere (City)

- Non-motorized Ideas
 - Reduce Chicago Drive Wilson to Ivanrest to 3 lanes and provide off road trail on north side.
- 28th Street ROW
 - Parking and paving encroachments in existing ROW. Asymmetrical ROW
 - Access management needed - consolidate driveways-businesses fear losing their access.
 - Service drives or access from local streets similar to what was done in Wyoming.
 - Traffic Signal at Ottawa? Sanford? Close together with shorter phases?
- Roundabouts
 - Commercial-type roundabouts would be needed similar to Remembrance and M-11 at minimum.
 - Put a roundabout at Ottawa?
- Boulevard
 - 20-24' wide, with access management.
 - Indirect lefts
 - 95' from left turn lane required for trucks. Or need direct lefts.
- Pedestrian Edges
 - May be preferable to have wider green space on both sides of the road, than a median.
- Railroad Crossings
 - Grandville Police – no problems with accidents at Railroad crossings.
 - MDOT – give up 2 crossings at Ottawa and Barrett for one crossing at Sanford?

Session 6

Attendees: Heather Roszkowski- Grandville Public Schools

- Observations
 - Left turn arrow from Prairie onto Wilson is needed for Central Elementary drop off and pick up.
- Bus Route for Castle Development
 - Ottawa to 30th to East Elementary.
- Bus Stops
 - Castle development will likely need a stop of its own.
 - 1 ½ mile walking distance maximum but safety is a factor as well.
 - They won't have the kids cross 28th or Chicago Drive

Session 7

Attendees: Mayor Steve Maas, Joel Baar (Bolhouse Law), Theresa Meendering (DDA Event Coordinator), Josh Bernstein (Library Manager), Dan Durkee (Library Architect – FTCH), Al Rietberg (property owner)

- Pedestrian / Non-motorized Facilities
 - Continue to improve walkability and more things to do in downtown.
 - Hard to find trails, improve visibility, signage and amenities.
- Parks
 - Boat Launch needs improved facilities and more to do there. Food trucks? Events?
 - Lack of greenspace in downtown. Factory building?

- Streetscape Enhancements
 - Wilson between Chicago and 28th seems worn out and disconnected. Make it a part of downtown.
- Land Use
 - More unique businesses and restaurants.
 - There is enough parking for now but would hate to lose any.
 - Small splash pad at the Library amphitheater?
 - Attract young professionals.
- Events
 - Franklin is currently the epicenter of events.
 - Sports tournaments?
- Library/Pavilion
 - Library continues to be a hub of family activities and would pair well with a pavilion and market.
 - Community room at the Library that could remain open to the public after hours and provide restrooms.
 - Ice rink in South Haven \$100k to maintain.

Appendix B: Public Input Survey Summary

Streetscape Improvements

Improving the streetscape on Wilson Avenue from 28th Street to Prairie Street was the highest ranked choice among the options given, with 51% of respondents rating it as high priority. Chicago Drive from Fairlanes to Division (west of downtown) was second with 35% rating it as high priority and 41% rating it as a medium priority, and Chicago Drive from Ottawa to 28th street was the third priority. These results and the comments suggest that respondents would like to see the areas that have been improved with streetscape expanded upon on Chicago Drive, as well as improving Wilson as it is a main north/south corridor connected to the core downtown area.

Please rate the idea of streetscape improvements in the following potential areas:				
Answer Options	Low Priority	Medium Priority	High Priority	Rank
1. On Chicago Drive from Fairlanes to Division (west of downtown)	24%	41%	35%	2
2. On Chicago Drive from Ottawa to 28th (east of downtown)	28%	45%	26%	3
3. On 28th Street from Wilson to the Chicago Drive Overpass	37%	33%	30%	4
4. On Wilson from 28th Street to Prairie Street	16%	34%	51%	1
5. On Ottawa from 28th Street to 30th Street	68%	26%	7%	5



Parks and Public Spaces

Among the ideas for parks and public spaces, the most favorably ranked was the idea of enhanced riverfront amenities such as a kayak launch and park space. This option received a 55% response in the “high priority” category. None of the other choices received over 25% “high priority”. The idea of an outdoor pavilion and public parking lot improvements and expansion near the library scored moderately well and ranked 2nd and 3rd, but most people thought that a public space at the corner of Wilson and 28th or public parking lot improvements and expansion near the post office is a low priority.

Please rate the ideas for parks and public spaces in the following potential areas:				
Answer Options	Low Priority	Medium Priority	High Priority	Rank
1. An outdoor pavilion	30%	45%	24%	2
2. A public space at the corner of Wilson and 28th Street	58%	33%	10%	5
3. Enhanced riverfront amenities such as a kayak launch and park space	13%	33%	55%	1
4. Public parking lot improvements and expansion near the Library	39%	37%	23%	3
5. Public parking lot improvements and expansion near the Post Office	50%	32%	18%	4



Pedestrian Connections

Overall, both ideas for pedestrian connections were rated favorably, with the idea of an east/west connection across the river ranked somewhat higher. Respondents favor the improvement of pedestrian improvements in general, especially to the parks across the river. However, some feel that the connections benefit the future residents of the Grand Castle more than others.

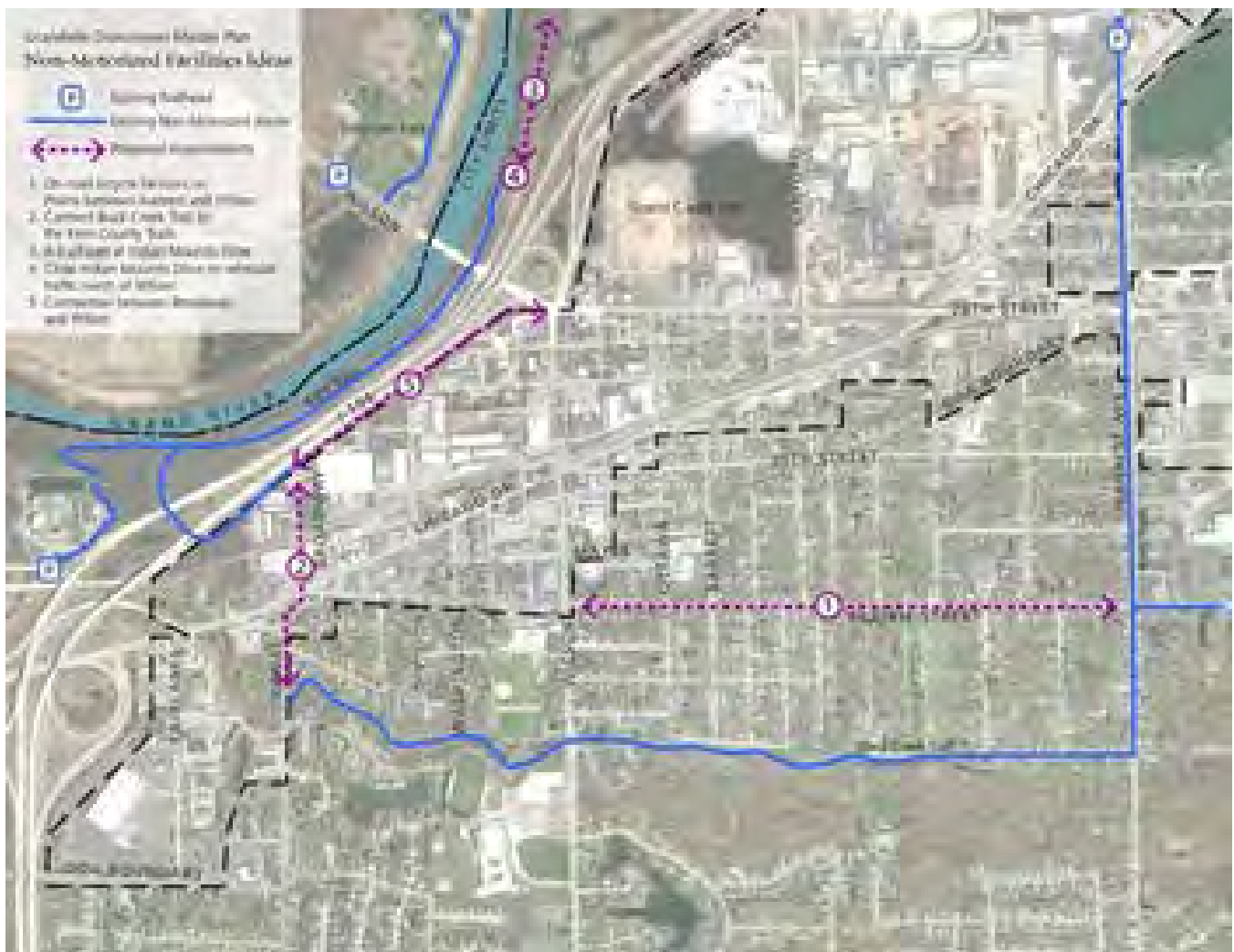
Please rate the ideas for improved pedestrian connections in the following potential areas:				
Answer Options	Low Priority	Medium Priority	High Priority	Rank
1. Improve east/west connections across the river	19%	37%	45%	1
2. Improve north/south connections to downtown	26%	40%	34%	2



Non-motorized Facilities

The overwhelming top priority identified for improving non-motorized facilities was connecting Buck Creek Trail to the Kent County Trails. Seventy-two percent of respondents rated this idea as a high priority, more than any other idea in this survey. The least favored idea was closing Indian Mounds Drive to vehicular traffic north of Wilson, which received a 51% “low priority” response. The three other ideas were generally ranked as a medium priority, with not much differentiation in favorability.

Please rate the ideas for improved non-motorized connections in the following potential areas:				
Answer Options	Low Priority	Medium Priority	High Priority	Rank
1. On-road bicycle facilities on Prairie between Ivanrest and Wilson	36%	36%	28%	4
2. Connect Buck Creek Trail to the Kent County Trails	4%	24%	72%	1
3. A bike route trailhead at Indian Mounds Drive	23%	44%	33%	2
4. Close Indian Mounds Drive to vehicular traffic north of Wilson	51%	28%	21%	5
5. Connection between Broadway and Wilson	32%	43%	25%	3



Streetscape Improvements - Comments	
1.	Good sidewalks are key for walkability, lights for safety and visibility. Please make the sidewalks and the lighting the priority over flower baskets and plantings. LED light bulbs could be used to save money over time since they use less electricity. Thank you.
2.	I think the expansion on entry or departure would give a more welcoming and pride of community.
3.	MORE SIDEWALKS PLEASE
4.	28th st from Wilson to Ivanrest is the highest traveled street in the city; it should have a high priority but maybe with a different approach than Chicago drive.
5.	I don't think any of these are worth the money
6.	I like the streetscape that was down in front of Osgoods area... we need more destination shops and cafes/restaurants like Downtown Holland to be able to enjoy the area more.
7.	Minor updates are great. Anything over the top will take away from our essence.
8.	It would be nice to connect Grandville and Jenison as well as making that area not look run down
9.	Extend on what we currently have.
10.	I love the idea, but feel they are most valuable when combined with improved aesthetics of the architecture. Specifically, the strip malls and unattractive store fronts would overshadow the flower baskets and streetlights.
11.	Businesses will have to pay for this not the city
12.	Best to improve from the core of the upgrades Grandville has already completed outward to build visual continuity
13.	Historic markers to educate, as walkers decent on Grandville.
14.	I would argue the areas on and around 28th are the least aesthetically pleasing and do not "fit" the look of what downtown Grandville has going. These would be the highest priority areas that DESPERATELY need some attention and updates.
15.	Would like to see what we have kept up....noticed several downtown lights not working...bury wires on Prairie and the surrounding Barrett district
16.	Where people could walk ride bikes and enjoy the streetscape more of a priority.
17.	Number 2 and 3 look terrible. I hope you guys get to work on this quickly.
18.	Less important outside of truly "retail" areas.
19.	Would rather see money spent elsewhere
20.	As drivers exit the highway and enter into Grandville on Wilson, they should be welcomed by a well-kept, beautiful streetscape.
21.	The priority should be on the entrance to Grandville from the 196 & 28th street corridor. Especially with the new housing complex.
22.	28th St stretch is an embarrassment to our otherwise awesome city.
23.	Keep the focus on the immediate downtown area for now!
24.	Bulldoze the castle!
25.	I would love to see something more walkable on Chicago Drive. (Traffic calming/slowing?)
26.	At this point the focus should be on expanding the impact of previous Chicago Drive improvements. The DDA and City are tasked with defining and expanding upon the area that is to be designated "Downtown". While I understand that 28th Street is in need of improvements I do not believe focusing on it at this point is prudent. The city needs to expand on the wonderful Chicago Drive renovation and I believe the best way to do that is to extend those improvement West to Fairlanes I also believe there is more to work with to the West as compared to the East. In addition to improving the West section of Chicago Drive we must pay attention to Wilson between Prairie and the on ramp to the highway. It is the gateway to the City from Grand Rapids and serves as a first impression. While I think this area poses more significant challenges to the DDA I do not think it should be forgotten. Grandville is geographically a small community. Directly expanding on previously improved on areas will show the growth of the community and will be the most tangible to residents. I believe focusing on the areas mentioned will provide residents with a better understanding of the good work the DDA is doing and will make communication the DDAs importance to Grandville residents much easier.
27.	I love what the City of Grandville has done so far with downtown/Chicago Drive and would prefer to see those improvements connected and further developed before embarking on a new task. I would really love to see City of Grandville and City of Wyoming work in cooperation with the stretch of 28th street--CoWyoming has done a lot of work on their 28th street corridor, led mostly by local businesses and residents. Either way, it's exciting!

Parks and Public Spaces - Comments	
1.	The Post office area needs the most improvement as one of the first areas people see as they drive into town from I-196.
2.	I see no need to expand the parking lots near the library or post office. Parking seems entirely adequate to me for both event days and more than ample for non-event days downtown. Add more parking might make our city less walkable since pedestrians will have to move through spaces dedicated to cars. I'm curious to learn more about your plans for a riverfront amenity and any other public spaces, especially at the corner of Wilson and 28th street.
3.	Parking is always a concern if wanting to have people concentrate and participate in your downtown businesses. A pavilion may be great if the intention is provide entertainment to draw and give purpose to go there.
4.	Would love to see a kayak launch and maybe a picnic area there
5.	Public space at 28 and Wilson only makes sense as part of either a streetscape plan or riverfront improvement plan not as a standalone project.
6.	Please remove the bus stop near the library.
7.	the library and Franklin St corridor have already proven to be good community gathering places and I encourage their enhancement
8.	Cannot rate anything no plans or reasons. It would be Human Nature to decline anything a clear path isn't defined for. This is a defeatist example of a survey question. Only option that is clear is riverfront changes.
9.	The old Westdale office needs to be cleaned up and just become pretty green space. It's such an eyesore... cleaning up the area by the post office would be nice, and to allow more parking for events.
10.	Need more district spots to visit before more parking. Less resale shop - more unique shopping and dining options
11.	I'm curious...There seems to be plenty of parking near the Post Office...Has there been demand for more?
12.	The street parking on Chicago Drive was not a good investment for the citizens of Grandville. Parks and recreation enhances our city more.
13.	The area at 28th and Wilson is a very "ugly" space and is in desperate need of improvement. It welcomes people to our community with rundown buildings and an outdated community sign. I LOVE the idea of doing something with the riverfront!! This space is a diamond in the rough for our community. I'd love to see the area across from it developed into a beautiful river walk area with custom eateries and shops- more like Rockford (but better of course!)
14.	Enough parking
15.	I would rather see a building on Wilson & 28th
16.	more trendy shops to bring in more customers and the younger generations.
17.	I believe an outdoor pavilion "downtown" would get the most use from residents and again, any improvement to the 28th Street area is needed.
18.	#4 - minimal parking lot - more recreational activities - outdoor skating rink - pavilion for concerts with outdoor seating...food carts...
19.	I didn't know Grandville had space off the river- we should advertise that!
20.	Tippy cow is needed to be allowed to come downtown...help them find the perfect place for people to walk to downtown
21.	Again for people to enjoy River sounds nice.
22.	We would love to see a Splash pad. Handicap accessible playground, and nature trails on Grandville
23.	Pavilion would be nice to host a market in the summer time, or skating rink on the winter (as they do in Middleville)
24.	Until downtown becomes more like a Holland downtown I believe 1 and 4 are pointless. Something definitely needs to be done with 5. It looks trashy how it is right now and that's one of the first things people see when coming into Grandville.
25.	It always floods by the river!
26.	Public space at Wilson and 28th is SO busy. Can't imagine wanting to hang out there
27.	#2 a public space isn't necessary but please knock down the abandoned building there.
28.	<p>I am somewhat confused on how parking lot development/improvement fits into parks and public spaces. When I think of the great work the City has done in regards to parks, the creek, working towards a Tree City USA designation, I think available dollars should be directed to spaces that enhance Grandville's unique environmental features. I may be ignorant to the City's parking needs but from an everyday users perspective the library/downtown lot is suitable. That will clearly change if the DDA moves to further develop Chicago Drive, in which case parking improvements will need to be considered. I am not a user of the parking lots/spaces North of Chicago Drive so I am not sure of their needs. I will say that allowing access to the lot behind Jurgens and Engels of of Wilson is dangerous and should be revisited.</p> <p>As for the pavilion and public space those are obviously good things. I have concerns about a public space on the corner of Wilson and 28th. I do not know of many people looking for a public space located next to the highway and a busy intersection. The pavilion is a good idea depending on the setting you construct it in. These type of things need to fit in an area well or they will go unused.</p> <p>As stated previously in this survey I am fan of highlighting Grandville unique environmental features. The Grand River property is a great opportunity for recreation etc. I think its location poses challenges but I would love to see the river become a large part of our community. . . just not during flood stage. Look I highlight a challenge. So you would have to balance out the benefit of spending available dollars on a park/rec area that floods and is unusable for a time.</p>
29.	My family uses the Grandville Library services on a weekly basis & we have never encountered parking issues. We also have ridden our bikes to the library and appreciate more bike-friendly options in Grandville. I definitely think our river frontage is underutilized, and I love the idea of a park/kayak space! As for an outdoor pavilion, our family frequently visits Maplewood Park

in Georgetown Township, even though we live near Wedgewood, because the amenities are more appropriate to our family's needs. (We love Wedgewood, too--we bike and walk there.) I LOVE the idea of a public space at the corner of Wilson and 28th. I look forward to seeing proposals!

Pedestrian Connections

1. Yes, this would be excellent. With good sidewalks and lighting, I could walk with my family from my home to Johnson Park or Millennium Park. That would be wonderful!
2. Again a focus to bring people to the business corridor.
3. Ride my bike and walk there ... I pray a lot.
4. Please please improve upon pedestrian connections to Johnson park and Indian mounds! I bring bike groups through this area often. There are many bicyclists that already frequent these intersections and it's tough and on the dangerous side of riding right now. Also there are many bikes and pedestrians that navigate Chicago drive under the highway to Jenison. Is there a way to widen the train bridge to create a pedestrian bridge alongside it? (long shot I know... but trying to think out off the box because it's such a hairy intersection and so many people navigate it on bikes)
5. We need to integrate the grand castle residents with downtown and not have them just be freeway access residents
6. East-west pathway near river is too close. Slight rise in river level floods pathway.
7. PROTECT THE PEDESTRIANS!!!
8. Both routes focus on the needs of tenants of the castle. Tenants do not pay taxes and one questions what the tax dollar recapture is on the heavily populated future tenants needs will be in regards to City infrastructure as well as services.
9. Love to see the riverfront used or developed in some way!
10. Safe bike or walking path to Johnson park would be great
11. I am a bike rider. It would be nice if there were a SAFE route to ride to Kent trails (on Ivanrest) and to Johnson Park/Indian Mounds. Imagine kids riding with their parents to the trail.
12. Providing pedestrian connections from the new apartments to Grandville would benefit any residents that opt to reside there; however, I do not see/understand that a north/south pedestrian walkway would benefit the rest of the Grandville residents.
13. Until the "castle" (can't believe this got approved) is complete there is no point in updating this area.
14. Our new Chicago Drive parallel parking and streetscape is terrific.
15. Connecting downtown Grandville with pedestrian crossing across 28th street? Great idea with new apartments going in
16. I live north of the railroad tracks and I would LOVE to see improved pedestrian connections between my neighborhood and the downtown area, especially for my children so they can more easily and safely connect with their peers who live south of the railroad tracks.
17. All pedestrian improvements are high priority! Make it walkable!
18. It would be wonderful to safely walk/bike to Johnson Park & the trails it connects to.
19. Better traffic control would be a must if increased pedestrian access was added across the river. There seem to be quite a few traffic incidents in that area
20. This was a hard one. I had to mark both because the greater pedestrian access our city has the more user friendly in becomes. I do not think that city residents should have to drive to any of our parks. While Johnson Park is in the City of Walker I still consider it a Grandville asset. I am not sold on improving pedestrian access East of Wilson down 28th Street. I just don't think that leads to anything.
21. Current pedestrian connections are the bare minimum - and they feel close to traffic on 28th street.
22. Think of the opportunity folks would have if there were safe(er) pedestrian connections to these areas! All my support.
23. I am SO EXCITED about the possibility of a bridge over the river to Johnson Park! That would be amazing. The area around the river & north of Chicago Drive right now is not pedestrian or bike friendly, so we generally stay on the south side of Chicago Drive for our activities.