Thunder Bay River Waterfront Revitalization Plan

Atlanta-Briley Township
Montmorency County, Michigan

2012

submitted to:
Briley Township

submitted by:
Gosling Czubak
Engineering Sciences, Inc.
Landscape Architecture - Sustainable Site Design

January 2012

Photo by: K.D. Heinert
Thunder Bay River
Waterfront Master Plan
2011

Atlanta—Briley Township
Montmorency County, MI
Table of Contents

1 Plan Justification and Support 1

- Natural Resource Access and Protection
- Population Service Area
- Why the community chose to develop the Plan
  - Project Needs
    - How our project relates to our Recreation Planning Process
- Collaboration with adjacent communities
- Building public support

2 Revitalization Projects 13

- Planning and Design Guiding Principles
  - Improved Site Access.
  - Site Connectivity.
  - Public Space Improvements / Additions.
  - Improved Water Access.
  - Improved Shoreline Access.
  - Site Recognition and understanding.
  - Add and Improve Recreational Activity Areas.
  - Embrace the urban - “nearby nature” setting.
  - Sustainable Design

- Implementation Projects.
  - RENOVATE EXISTING REC STRUCTURES
  - REBUILD SMALL BOAT LAUNCH
  - REBUILD FISHING PIER / DOCK
  - DEVELOP AMPHITHEATRE / PAVILION
  - IMPROVE PARKING AND SITE PATHWAYS
  - IMPROVE PLAY STRUCTURES
  - ADD RECREATIONAL AMENITIES
  - SOLVE STORM WATER ISSUES
  - DEVELOP KAYAK / CANOE LAUNCH
  - CELEBRATE RIVER NATURAL RESOURCES

3 Action Program 21

- Implementation Scenario (10-year Plan)
- Phasing Map Overlay

4 Appendices 29

- Public Input Summary—Session #1
- Master Plan Graphics
- Revitalization Project Boards
- Montmorency Co. EDC—CAP Plan 2005 (excepts)
Preface

Briley Township, home to the unincorporated village of Atlanta, is located on the 45th Parallel. This latitudinal line which marks equal distance between the Equator and the North Pole, passes through the community and divides the northern half of the township from the southern half. Atlanta is the only town in Michigan that actually sits on the 45th Parallel.

Established in 1881, Briley Township was one of the three original townships in Montmorency County, but is now one of eight. It is a General Law Township with a land area of 68.4 square miles. It's population according to the 2010 census is 1,860 persons, a decrease of 8% from 2000 when the census recorded 2,029. Its small but proud population are hard working beneficiary's and stewards of thousands of acres of northeast Michigan's finest natural areas. They have chosen to live, work and play in this area — we call home.

The town of Atlanta was incorporated as a village for a short time in the 1800's, but has since reverted to township government. Atlanta was named the Montmorency County seat by an election vote in 1893. By an act of the Michigan Legislature in 1986 the county received its official designation as the "Elk Capital of Michigan".

It is for and by the people of the community of Atlanta—Briley Township, our neighbors and friends in Montmorency County and visitors from throughout our great state of Michigan, that we dedicate this Waterfront Master Plan with the sincere hope that current and future generations will embrace, and be stewards and implementers of its guiding principles.

Briley Township Parks & Recreation Committee
October 28, 2011
Thunder Bay River
Waterfront Master Plan — Briley Township, MI

1 Plan Justification and Support
Aside from a few small but heartfelt physical changes and general upkeep, few efforts to vision, plan, design, and budget for needed improvements more holistically have occurred. Considerations for operational and maintenance budgeting also had been declining. In 2008-9 the Township updated its Recreation Plan, garnering some public input and identifying some new goals and objectives. In 2010, a small group of residents recognized the needs and timeliness, due to the economic downturn, to reinvigorate community efforts to implement change. They targeted the aging fishing dock and waterfront facility (at Briley Township Park) – as a key location to focus attention and catalyze the process. In this way it was envisioned that the community could be remobilized to actually seize upon the downturn and create opportunity for itself.

Focused improvements on the waterfront recreational spaces soon rose as the top priority and a waterfront revitalization plan was developed as the first step in 2011. The plan and its recommendations were specifically developed to target and seek out public grant funds including the Michigan Natural Resource Trust Fund (MNRTF) among others to help leverage local dollars and volunteerism and make needed improvements.

Plan Purpose

The Waterfront Revitalization Plan, priority in concert with the Briley Township Recreation Plan (2010-2015), has been developed in phases and encompasses the broad goal of improving overall recreational opportunities for residents and visitors alike along the public portions of the Thunder Bay Riverfront. The Plan therefore considers all existing public recreational space existing conditions and possible improvements, non-motorized connectivity, connection to the village core “downtown”, existing and future events and use of the space, and the budgeting, redevelopment and maintenance and programming thereof.

Principal objectives for the waterfront plan include providing universal accessibility and redevelopment of the popular fishing dock, improved opportunities for kayak/canoe and small boating access, and improved waterfront / park amenities and access for people. The Plan incorporates planning and design best practices that are available and obtainable for the community including; Low Impact Development (LID); Leadership in Energy and Environmental Design (LEED) - sustainable sites; and a variety of others.
Natural Resources Access and Protection

The Thunder Bay River Waterfront in Atlanta provides access to almost 1000 feet of riverfront within the urbanized areas. Numerous access points at road crossings can be found in the Township and County—principally at county and local road crossings. The river frontage provides access to various forms of seasonal fishing and waterborne and land-based recreational activities. The waterfront revitalization project encompasses the southern edge of the “downtown” business district along M-32 and is bordered on the west side by a riverine wooded wetland ecosystem.

More than a dozen existing large mature white pine (*Pinus strobus*) trees provide wooded over story very characteristic of the surrounding township and county, and native willows along the shore also provide a sense of scale and subspaces along the river bank for people. These trees are in need of evaluation as their age and relative potential hazard to park-goers may necessitate they be under-planted and/or removed as well as additional plantings installed.

The Township wishes to eradicate and control invasive species, excessive cattail and aquatic weed growth to the extent possible and reestablish native vegetation along parts of the river bank to control foot traffic and, erosion protection and educational and interpretive opportunities. Educational aspects may include how the river ecosystem represents an example of plant succession (native vs. invasive), highlight endangered plants and provide hands-on opportunity for local groups to work on restoration projects.

The reconstructed fishing dock/pier located along CR-487 will provide universal access to fishing, bird watching and scenic viewing. The addition of accessible gangways, signage and tactile surfacing will help direct visitors to the platform and provide an overall enhanced user experience. Improved fishing access will expand access opportunities to all ability levels and provide the opportunity to catch several species of fish. Fish species available in the Thunder Bay River include....

Additional resource protection is provided in the form of storm water gardens and bioswales proposed to be constructed on site. The Township seeks to partner with organizations like the Huron Pines Resource Conservation and Development (RC&D) to implement invasive species management, and storm water low impact development projects.
**Population Service Area**
The Township experiences a large influx of seasonal residents (22%) – these residents are primarily seasonal and only come to the community periodically (all four seasons) specifically to recreate in the natural areas, inland lakes and Thunder Bay River Watershed. The regional population service area also extends outside the Township and regionally connects to Crawford, Otsego, Oscoda, Presque Isle, Cheboygan, Alpena, and Alcona Counties. Residents from all seven surrounding townships and the communities of Hillman and Lewiston utilize this waterfront, related public assets and Briley Township Park facility as one of their principle recreation and leisure time venues. This is particularly true as visitors from all over the region visit and participate in the numerous festivals and events staged throughout the year on the waterfront in Atlanta. The amount of current and anticipated use therefore, from this wide demographic and geographic base, all the more warrants the development and adoption of a waterfront master plan as soon as possible.

As noted in the Township's Recreation Plan “…the most popular park in the community is the Briley Township Park along the Thunder Bay River in Atlanta…” It is exciting to see that even though the amenities are aging, underdeveloped and non-existent the community still highly values the park and seeks its renewal and upgrade.
1 Plan Justification and Support

Why the community chose to develop the plan

The Community of Atlanta, Briley Township is located in Montmorency County between Gaylord and Alpena. It is bisected by the beautiful Thunder Bay River which flows nearly 25 miles east to its mouth on Lake Huron in Alpena. M-32 runs through the “downtown” core of the unincorporated Village, which houses the Briley Township offices and the County seat and courthouse. Atlanta is the County Seat and has been a summer vacation destination in northeast Michigan for decades. With its abundant state forests, wildlife, water resources, and small northern communities, Montmorency County has been recognized as the famed Elk Capitol of Michigan.

The unincorporated “village” is approximately a square mile in size, and is fully encompassed by the Township (which actually contains two 36 section areas). Atlanta/Briley Township serves as a regional business and recreation destination for people living throughout the Township and County, as well as downstater’s and visitors from other parts of the Midwest. The community is known foremost for its Elk herds, miles of ORV trails, the Thunder Bay River and its quaint central business and residential areas. The Atlanta Area School District has also received much acclaim over the years. The County seat and major health, emergency and public services are found in Atlanta.

Historically, two major recreational projects were done in the Township, both focusing on improvements to the Township Park located along the Thunder Bay River. In 1993-95, a MDNR Land and Water Conservation Fund grant made improvements to the existing pavilion, asphalt walkway, boardwalk/fishing pier, parking and ice skating/volleyball area.

Twelve years ago, a Protecting Michigan’s Future Recreation Bond funded project focused on playground relocation, parking, and signage. Since these efforts the community has only been able to make small, “piece-meal” upgrades and maintenance to its recreational spaces it stewards. However, aging infrastructure, new design standards, growing recreational programming needs, increased transient visitors and growth of festival and event use have far outpaced the community’s ability to make major upgrades with its limited tax base without seeking public funding assistance.
Project Needs

The principle project site, known to the Briley Township Park, is the primary location that provides direct public access to the Thunder Bay River above the dam and spillway located in the unincorporated community of Atlanta. The Park is the major site for the annual Elk and Bluegrass festivals both of which are growing in size and scope each year.

With the popularity and scale of these events increasing on-site – public use conflicts, and general over-use and “wear and tear” on the existing facilities has declined the quality of the public space. In addition, limited parking and site access, and aging site amenities are all in need of upgrade. Existing site amenity placement, condition decline and use relationships on the property appear to contribute to a significant underutilization of parts of the park even with the growth of the seasonal events.

A dozen large, stately but aging white pines are a dominant character feature of the park for any visitor. Their strong vertical definition creates subspaces and a natural understory park setting which is pleasant and memorable. While aesthetically desirable, these trees are in need of proper evaluation, cause considerable concern for public safety, and ultimately require a management strategy for under-planting, replacement, and removal when appropriate.

Lawn areas of the park are in decline from years of vehicular traffic compacting the soil. Aeration, fertilization, and irrigation appear to be at a minimum currently. Lack of adequate storm water management and control infrastructure is contributing to visible surface and bank erosion as well as sediment loading into the river.

The river’s shallow depths and nutrient loading upstream have also resulted in significant overgrowth of aquatic weeds and undesirable monoculture of cattail. River bank areas are in need of management and maintenance elements including edge stabilization, discernible public access locations, existing desirable and undesirable plant management (removal & replacement). Adjacent natural areas provide an opportunity to extend the experience of “nearby” nature even in the developed area of town by means of appropriate trail connections, interpretation and land management.
Project Needs (continued)

During the summer months the volume of park goers together with fishermen and site seers, and festival goers has exceeded the site’s designed capacity and has resulted in congestion, and taxing and decline of existing infrastructure. ADA standards are lacking and numerous safety and security issues have been identified. Currently, the pavilion rest-rooms are at times inadequate to serve the volume of people and functions desired. Finally, notable soil erosion, storm water management, water quality, and invasive aquatic plant issues are also degrading the quality of the site.

The following recreational opportunities have been identified through stakeholder input and site assessment including:

- aging basketball court (however popular and desired)
- unfinished horse shoe pit area
- aging and non-compliant playground pieces
- limited K-5 play equipment
- aging buildings – restroom pavilion, recreation building, gazebo and former chamber building;
- poor shore side fishing and aging fishing dock
- poorly placed and aging small boat launch
- limited parking and unclear site access hierarchy (3 vehicular entry points)
- aging pathway and limited non-motorized connections within park
- aging and uncoordinated signage system (regulatory, informational, directional)
- major tree management, removal and replacement needs
- limited multi-generational recreation amenities and opportunities
- onsite vehicle parking overuse (particularly for major programmed events)
- poor placement and limited function of utility pedestals, amenities, features
- limited barrier-free accessibility
- poor connectivity to “downtown”, residential neighborhoods, and school district
Project Needs (continued)

The waterfront park plays an important supportive role to the “downtown” village core businesses, which should be strengthened and encouraged for the mutual benefit, function and vitality of both. The opportunity to create and enhance a thriving, interconnected “downtown—waterfront” is great.

Other community spaces such as the Montmorency County Fair Grounds and Court House properties, Davis Field (Atlanta Community Schools), and the undeveloped 180 acre Briley Township Recreational Area (off M-33), can and should support the waterfront as parts of a well linked recreational system.

It is clear however, the community knowingly or unknowingly thrives around the land-water interface at the township park for its very vitality, social interaction, and economic engine. For these reasons local investment and grant dollars should be allocated to the waterfront park as the highest priority. Such projects should be viewed as key “catalysts” to engage and reinvigorate the community, business owners and supporting stakeholders for the future in the community of Atlanta - Briley Township. These catalyst revitalization projects as outlined, defined and refined through the public process are found in Section 2.
How our project relates to our Recreation Plan

The project will provide improved universal-access to the community’s primary recreational space the waterfront. This project expands the detail for the items identified in the Recreational Plan. The property, which has historically been the gathering point and principle celebration and event space, has inherently become an ideal place for access to resource-based recreation and tourism. The Village recognizes the recreational importance of the site and is working hard to provide more public recreation and amenities on the Thunder Bay River. The project expands the recreation plan goals by breaking down the park improvements into discernible segments for phasing and funding. In the way, various core groups in the community can mobilize to advance the areas of interest in the park which are their passion while still all working from a cohesive and agreed upon master site plan.

It is important to understand that the project site as mentioned above will provide a community-based park, but also a regional destination that extends out into the surrounding communities, townships and counties. Major state recreational trails, camping and boating access sites already generate a large influx and interest in the Atlanta / Briley area. Trying to gauge the impact to the site from visitors and seasonal residents from around the State and Country is difficult; however, the Village does see a significant influx of seasonal residents and is a strong believer in the mantra, “if you build it, they will come.”

Specifically related to the Recreation Plan the Briley Township Site supports Recreation Goals listed in Chapter 5 pages 20 and 22. These future improvements are broad focus and include providing quality recreation and programming, protection and recognition of natural resources and where applicable develop new recreational opportunities for the community. The Recreation Plan highlights nine items in order of priority as follows;

- Performance Stage
- Upgrade Fishing Dock
- Acquisition of adjoining properties
- Upgrade park office to ADA Standards
- Nature Trail with Signage, waterfront observatory, boardwalk
- Expand playground (Climbing Rocks, more equipment)
- Basketball courts
- Skate Park
- Horseshoe pits
Collaboration with adjacent communities

Atlanta – Briley Township is the home of the Montmorency County Seat. Regular business of County support serves are offered through the county administrative building on M-32 on the west edge of downtown. These services include building inspection, clerk, treasurer, prosecutor and district and probate courts, equalization and register of deeds, drain commissioner and soil conservation, MSU Cooperative Extension, Sheriff and, family and juvenile support, and Veteran’s affairs. The Montmorency County Road Commission (MCRC) has a central garage one mile west of Atlanta on M-32 and provides maintenance and improvements to the entire road system in the Township. There is no other direct governmental affiliation or cooperation documented in the public record, however the very placement of the county seat alone in the community brings ancillary business and visitation to the community which is beneficial and could be expanded upon.

According to the Briley Township Comprehensive Plan (2005), Briley and Avery Township operate a small two-runway airport north of town. The facility is run by a joint Municipal Airport Board. Another area where the community collaborates is with through the Tri-Township Fire and Ambulance services jointly operated by Briley, Avery and Loud Townships. Both the fire trucks and ambulances are located in Atlanta, at the Township hall and downtown site respectively. With these presidents in mind, and considering precious and scarce resources available both at the state and local governmental level. Consideration might be made to seek assistance to strengthen these local governmental in the area of recreation and leisure time facilities and services. One avenue that is recommended is to consult with the Traverse City Based Land Information Access Association - Partnerships for Change program.

Building Public Support

The Township updated the Recreation Plan beginning in 2009, including engaging the Township Planning Commission to inventory the current facilities. The Atlanta Community Schools also provided “idea sheets and petitions” for various improvements desired by the students. A public hearing was held and the Recreation Plan was adopted in January of 2010.

In late 2010, early 2011 the Briley Township Recreation Committee sought help to advance recreational goals outlined in the plan.
Building Public Support (continued)

A proposal was provided by Gosling Czubak Engineering Sciences of Traverse City. Landscape Architects and Planners presented the community with a GREEN Interface BLUE grant match to develop the proposed Waterfront Master Plan for the Thunder Bay Riverfront.

The waterfront plan development punctuated by 4 public working sessions, each designed to bring stakeholders together to help develop detailed solutions for the desired site elements. The stakeholder input was consolidated and used by the designers to develop written program recommendations, finalize and organize scope items and design features, and develop physical plans and cost projections and funding strategies for the proposed improvements.

An additional component which was generated from the public input process was a project implementation Organizational Chart – which helps citizens and decision makers identify the interrelationships and possibilities between agencies, decision makers and public participants. A working tool – the organizational chart will assist the stakeholder public and community leaders to organize their action plans, fund raising efforts and on-the-ground implementation. The Org Chart is depicts four main categories (modeled after the Michigan Main street Model) – Organization, Planning/Design, Economic Development, and Promotion. It helps everyone see where they might fit into the big picture, and what “hats” they where to contribute to progress.

In 2011, the community also conducted a Township Wide “Public Opinion” Survey transmitted to 1400 township residences to help gather data and sentiment on many areas concerning the community. About 10% (130 residents) responded by providing some insight into three major topics queried; support for seeking public grants for community improvements, reasons for and changes from residing in the Township.

As a direct spin off of the publicly gauged support of fund raising and seeking grants, in 2011 as a spin off of the Waterfront Planning Process – A grant writing committee was formed with the stated objectives of assisting interested local citizenry learn about, facilitate and execute grant writing initiatives to help move both public and private (business) development projects forward. The committee sees itself also as an evolving local clearing house for these types of activities to interested individuals and organizations.
2 Revitalization Projects
2 Project Description

Planning and Design Guiding Principles

The planning process began with outlining and defining key planning and design Guiding Principles for the waterfront area. The following summarizes these guiding principles which were ultimately utilized to develop implementation projects.

Improved Site Access.
Improvements to and along the M-32 “downtown” corridor via Parland and West streets are included to increase safety and accessibility by implementing where possible a “complete streets” design that includes bike lanes, a widened sidewalk promenade, and barrier-free ramps, tactile warning surfacing and crosswalk locations. Improved access to the park from CR-487 is also included.

Parking improvements have also been designed to be more pedestrian friendly and include special emphasis crosswalk marking, van-accessible barrier-free parking, wide sidewalks with tactile warning strips along the parking bays and priority parking for bicyclists. Future alley and road improvements will add more street trees, decorative lighting, consolidate parking and consider a one-way routing and narrowing of the road itself to improve access, safety and recreational programming in the park.

Site Connectivity.
New walkways and boardwalks throughout the waterfront redevelopment, will be designed to improve universally accessibility. Main pathways and walks will be a minimum of eight feet with secondary walks being five foot minimum and made of assessable materials. Boardwalks will also provide connections to a redeveloped fishing pier and “nature conservancy” areas. Walkways will be developed to better link the “downtown” core area with the waterfront.

Public Space Improvements / Additions.
Creation of a public celebration / ceremonial space at a central location along the shore. Expansion of the shore will be done with structural elements such as sheet wall and rip-rap and naturalized with native shoreline plant material. This expanded space will provide several thousand square feet of maintained programmable green space, limited site furniture and amenities, a thematic River gateway “portal” and naturalized landform and plant materials. This space will provide impromptu seating spaces and include design details that enhance the user experience.
Planning and Design Guiding Principles (continued)

A performance pavilion or amphitheatre will provide a permanent and seasonal venue to expand the Elk and Bluegrass festivals as well as provide expanded programmed event capacity, organized seating potential, while minimizing use conflicts with other areas of the park and waterfront. The architecture is envisioned to be in keeping with the more rustic –up-north building character, yet have modern accoutrements to support performances and the public. Acoustical design will be a criteria for size, shape and detailing. Parking and access from the nearby lot and alley will be a high consideration.

Improved Water Access.
A new boat launch circuit and off-site car-trailer parking considerations are also integral to the redevelopment concept. A seasonally placed universal access floating kayak/canoe launch will replace the relocated small boat launch and allow more users an opportunity to experience first-hand, to river environment.

Improved Shoreline Access.
Fishing / Shoreline Pods will be developed and connected to the walkway system. The pods will provide an accessible surface to the water’s edge for stroller’s, the elderly, wheelchairs and other’s for fishing, viewing, and picnicking opportunities.

Site Recognition and understanding.
Wayfinding and interpretive maps will be incorporating into the site and be an important component in regard to directing access to the waterfront and other areas of the site. Creative sign concepts will be developed and include details such as: color recognition, texture, braile, as well as many other details.

Add and Improve Recreational Activity Areas.
Site furnishings and “people amenities” include a palette will be implemented that provide unified design and character enhancement, comfort, safety and universal accessibility. Play areas, sports and leisure time recreation will be improved and added.

Embrace the urban - “nearby nature” setting.
Native Landscape Restoration and aquatic invasive eradication was identified early on in the design process and will provide the opportunity for the township to rehabilitate the
Planning and Design Guiding Principles (continued)

existing Thunder Bay River shoreline and surrounding eco-

system and then offer educational and interpretative oppor-
tunities. Please refer to the Natural Resource access and
Protection for more details.

Sustainable Design.

Limited site lighting will be provided along the CR-487 corri-
dor (phase 2), Parland, Alley and West Street parking areas
and all enhanced crosswalks to enhance safety and extend
the hours of use into the evening. Vertical cut-off fixtures
and Light Emitting Diodes (LID) type fixtures will be used to
minimize the impact to the adjacent neighborhoods and op-
posite river shoreline.

In addition, storm water management techniques will be util-
ized to increase permeability and improve water quality pre-
venting nutrient and sediment loading into the Thunder Bay
River. Low-Impact Development (LID) techniques will be util-
ized where ever possible.

Specific construction materials will be chosen for renewable
and high-recycled content such as asphalt, wood, certain
plastics and concrete. The final design will also where possi-
ble use local building materials.

Renewable energy sources to power and operate park im-
provements and support elements will be considered. Build-
ings and structures will be designed to meet or be guided by
Leadership in Energy and Environmental Design (LEED) and
Sustainable Site design criteria where practicable.
Implementation Projects.

The purpose of this waterfront master plan is to provide public amenities, universal access and resource-based recreation opportunities to the Community of Atlanta – Briley Township Thunder Bay Riverfront. Improvements will provide improved access to existing facilities, upgrade fishing docks and boardwalk access, shoreline and sidewalks and bike lane, consider upgrades to and new recreational buildings and structures;

The plan also encompasses the spillway of the Thunder Bay River under Main Street (CR 487), connections to a shared downtown “Streetscape” edge on M-32, and redevelopment of a popular local small boat launch and other waterfront access sites as an integral part of the revitalized township park. The following ten principle project areas were developed based on the established planning and design guiding principles (see Section 1), and expanded to include general and specific objectives, tasks, and opportunities.

1. RENOVATE EXISTING REC STRUCTURES
   - Renovate buildings in current locales
   - Improve ADA accessibility
   - Consider building other Twp. Offices
   - Remove Relocate Ex. Basketball Court
   - Renovate existing picnic pavilion
   - Improve aesthetics (face lift)
   - Reconstruct / repair / fireplace
   - Renovate restrooms
   - Resurface Floor
   - Improve walkway connections
   - Add outdoor patio space
   - Add ADA drinking fountain
   - Improve front façade
   - Upgrade lighting (Solar/LED)

2. REBUILD SMALL BOAT LAUNCH
   - Remove from poor location on CR 487
   - Move to West Street ROW Alignment
   - Consider near-by car trailer parking
   - Locate with full launch loop and access
   - Utilize permeable pavements and LID
   - Meet MDNR standards new skid pier
   - Dredge river (bottomlands permit)
   - Seek MDNR (waterways) boating access grant funding
Implementation Projects. (Continued)

3. REBUILD FISHING PIER / DOCK
   • Locate in same area
   • Build approximately 100’ x 12-14’
   • Develop marine steel/wood floating system
   • Provide 2 to 3 accessible gangways
   • Build 2 to 3 overlook landings/decks
   • Naturalize shoreline people space
   • Create adjacent non-motorized pathway (CR 487)
   • Implement lighting on pier along roadway
   • Consider crosswalk to overlook feature at east side at spillway
   • Seek MDNR MNRTF grant funding

4. DEVELOP AMPHITHEATRE / PAVILION
   • Locate in main part of the park
   • Consider permanent structure
   • Provide access to parking (Also See #5)
   • Utilize wood/steel/masonry
   • Orient to “audience” in central park
   • Consider function Renovation of Ex. Gazebo
   • Work with Bluegrass and other Groups
   • Hold Bluegrass in the Park Event (Also See #10)
   • Hold Bluegrass in the Park Event (Also See #10)

5. IMPROVE PARKING AND SITE PATHWAYS
   • Reconstruct failing bituminous path along river
   • Create “Sanctuary” rustic trail to the west
   • Make sidewalk connections to M-37, Downtown
   • Create wide non-motorized promenade (CR-487)
   • Provide crosswalks at side streets and launch
   • Utilize permeable but accessible materials
   • Implement universal access
   • Repaint or replace Red Gates
   • Consider relocation of power pedestals
   • Add entrance archway at Parland St. Entrance
   • Re-organize Parland St. parking
   • Add angle or reverse angle parking in alley
   • Allow parallel parking on east side of CR- 487

6. IMPROVE PLAY STRUCTURES
   • Improve and replace aging play pieces
   • Meet Consumer Product Safety Standards (CPSS)
   • Add play surfacing under structures
   • Add Barrier-free elements
   • Add 1-5 Tot play area/pieces
Implementation Projects. (Continued)

- Consider water splash pad area
- Define play areas from surrounding park
- Separate from proposed basketball court
- Consider new types of climbers (cable, rocks)
- Seek funding through MDNR Trust Fund

7. ADD RECREATIONAL AMENITIES
- Remove basketball court behind rec. building
- Consider purchase of adjacent properties
- Rebuild basketball court in more visible locale
- Install sand volleyball courts (near pavilion)
- Complete horse shoe pits near rec. office
- Expand play equipment (See Station #6)
- Add site amenities benches, tables, grills

8. SOLVE STORM WATER ISSUES
- Create / enhance natural swale at park center
- Improve road end collection and dispersion
- Implement permeable pavers
- Implement bi-swale buffers near river
- Utilize native plants areas for absorption
- Aerate grass areas for better infiltration
- Stabilize banks w/ naturalized sheet pile and rip-rap
- Modify old ice skating area for storm (sand volleyball)

9. DEVELOP KAYAK / CANOE LAUNCH
- Develop universal access launch
- Use marine grade materials
- Utilize existing small boat launch location
- Consider re-use of old chamber building as livery
- Consider seasonal vendor licenses
- Develop staging and drop zone along CR-497
- Install interpretive panel about River
- Promote group / family kayaking “tours”
- Redevelop old chamber building into Livery / Public Rest-rooms

10. CELEBRATE RIVER NATURAL RESOURCES
- Create central park celebration space
- Mirror Parland St. Entry arch with River Portal
- Work with Moran Iron works to develop pieces
- Develop intimate gathering space 3000-4000 Sft.
- Create seatable lawn area and native plantings
- Install river fountain feature (aesthetics/aeration)
- Remove invasive aquatics along central shore
- Obtain MDEQ dredging/construction permit
Implementation Projects. (Continued)

- Consider seasonal floating dock/stage
- Perform seasonal celebrations / events
- Utilize for marketing the waterfront

Project Promotion.
Multiple times during the waterfront plan development process the Township sought to engage with stakeholders including members of the Chamber of Commerce, Planning Commission, Community Services, NEMCOG, and local and regional agencies and business to garner their support and allow them to comment on the proposed project (Please refer to the attached letter of support). It is also essential for the Township to continue to reach out and engage local user groups, families and church groups, disability advocacy groups and the Atlanta Area schools (specifically Kids!).

The Township will continue to support this project as it moves forward and will promote its use using various methods including informational and interpretive brochures and at special events such as the popular elk and Bluegrass Festivals, County Fair and other seasonal events which currently use or promote the park and waterfront. In order to better direct the public to the waterfront the Township will continue work with the Chamber to develop Way-finding signs/maps on and along M-32 and M-33 as well as enhanced signs at the intersections and access points to the park.
Thunder Bay River
Waterfront Master Plan — Briley Township, MI

3 Action Program
PHASING AND FUNDING SCENARIOS

The following pages were developed to assist with implementation scenario planning, and are based on recommendations from the Thunder Bay River Waterfront Master Plan. This document is intended to be used as a working tool for continued discussions by and between the Parks and Recreation Committee, Township Planning Commission, and Board waterfront as well as neighboring Townships, and grant, funding and permitting entities and other interested parties.

Several other key entities and agencies will need to be engaged on respective projects in to fully realize the potential of local agency partnering, and to maximum project connectivity, sequencing, and leveraging of locally available matching funds. The Montmorency County Economic Development Corporation (MCEDC), North East Michigan Council of Governments (NEMCOG), Avery and Loud and surrounding townships, Montmorency County Road Commission (MCRC), MDOT, MDNR among others will all play key roles in the evolution of desired Community of Atlanta waterfront and economic development implementation projects.

An implementation scenario will need to be supported by more detailed project plan(s) development, projected cost refinement, targeted grant funding and local match verification, and desired timeframes (from funding through implementation). In addition possible site acquisition (or easements), specific environmental assessment and land use planning (zoning and planning review and recommendations) should be gathered where applicable for each project being considered.

The following Phasing and Funding Scenario anticipates improvements, redevelopment or acquisition of specific areas or project areas over the next 10 years. For each project listed, five areas are categorized as follows; Priority (1 through 5, 1 being the highest); Target year(s); Project Description; Cost Range and Possible Funding Sources. It is the intent of this Phasing and Funding Scenario to provide flexibility when developing funding, pursuing grants, and otherwise sequencing and coordinating project timing. The scenario is a tool to be refined, updated and coordinated with the Township’s - Capitol Improvements Plans (CIPs) and Montmorency County EDC Community Action Plan (2005).

In the proposed scenario, certain projects were deemed to have similar or the same priority, but their development commencement will depend on variable factors, such as the availability of land, grant and funding availability/likelihood, and other variables identified.
Phasing and Funding (continued)

Prior to the implementation of a specific project(s), it is anticipated that a public process including site plan and grant funding review will be held to discuss and confirm the participating entity’s roles and cost share, as well as take public comment as required for most public grant funding applications anticipated. The following implementation projects are categorized under the same headings established in Section 2 of this document. The **10 categories** group similar improvements types, however may or may not be proposed in the same phase. The project(s) also color coded to corresponding plan location (*See Plan Sheet 8—Phasing and Funding Plan*). Estimated costs for each improvement or task are based on best available information at the time of plan completion. **BOLD** numbers are projected cost ranges and do not necessarily include all property acquisition or easements, legal, administrative, engineering or contingency expenditures. Additional costs for non-construction items, such as consulting services or local match, are also provided.

### COMPREHENSIVE 10-YEAR PHASING AND FUNDING SCENARIO:

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
</table>
| 3-4      | 2014 - 2016 | **Total Project**  
**Renovate Ex. Recreation Building (Old State Police Post)**  
Develop barrier-free access (ramp/short lift) to existing park building and additional renovation programming | TBD | Architectural assessment needs to be conducted to identify program needs and costs  
MNRTF or CMI / Village CIP (for local match 25% minimum) |
| 2-3      | 2013 - 2015 | **Total Project**  
**Renovate Ex. Picnic Pavilion (Including exterior elements)**  
Remodel interior; Upgrade UA restrooms;lick & stick stone façade; Revamp-remove fireplace; New tables and interior lighting; New patio space with seat wall; ADA drinking fountain | **$25,000 – 40,000 (Phase 1 only)**  
Future Phases (TBD) | MDNR Passport to Recreation grant application (Due: April 1); If 2012 MDNR Trust Fund App is successful, use as match for passport grant app (See.  
$12-16K Minimum 50% match included in grant |
| 1        | 2012      | Art Mural / Map (front façade);  
**Local match**  
Architectural / Site Design | $4-5K | Art Competition (winner paints mural for prize) |
Phasing and Funding (continued)

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-2</td>
<td>2012 - 2013</td>
<td><strong>Chamber Building Renovation</strong>&lt;br&gt;Public Restrooms to Support Kayak/Canoe Livery and Public Boat launch (see Small Boat Launch and Kayak Launch Grants).&lt;br&gt;Assuming water and sewer are viable</td>
<td>TBD</td>
<td><strong>MDNR Waterways – Boating Access Grant Project</strong>&lt;br&gt;(Building renovations may be local match for small Boat and Kayak)</td>
</tr>
<tr>
<td>2-3</td>
<td>2012 - 2015</td>
<td><strong>Total Project</strong></td>
<td><strong>$115,000-140,000K</strong></td>
<td><strong>MDNR Waterways — Prelim. Engineering Grant</strong>&lt;br&gt;(Due: April 1, 2012)</td>
</tr>
<tr>
<td>1</td>
<td>2012</td>
<td><strong>Grant Development</strong></td>
<td>$1500</td>
<td><strong>MDNR Waterways — Boating Access Grant Project</strong>&lt;br&gt;(grant would support new ramp and launch loop / local match would include public restrooms portion in old Chamber Building renovations ) also Consider use of Twp. road fund monies for future match</td>
</tr>
<tr>
<td>2</td>
<td>2013-2015</td>
<td><strong>Small Boat Launch</strong> with 12’ Concrete ramp planking; skid pier; trench drain (top of ramp); rip-rap/stone bank stabilization&lt;br&gt;Approach ramp; sidewalks; signage; Limited dredging&lt;br&gt;<strong>Boat Launch Loop/Parking</strong>&lt;br&gt;Road modification; upland parking (x5) (note: MDNR may require 10 to 12 min. – off site car-trailer parking to fund)</td>
<td><strong>$30 - 35K</strong></td>
<td><strong>MDNR Waterways — Boating Access Grant Project</strong>&lt;br&gt;(See Category 8)</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Storm water LID</strong>&lt;br&gt;Rebuild culverts and bioswale along West Street as part of boat launch project; Stabilize upland and banks at West St. road end and Gazebo area</td>
<td><strong>$30-40K (TBD)</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Local match</strong>&lt;br&gt;<strong>Township Road Funds</strong>&lt;br&gt;<strong>Final Design/Construction Engineering separate</strong></td>
<td><strong>$20-25K</strong></td>
<td><strong>$40K (50/50 match)</strong>&lt;br&gt;(See Category 5)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Not included in grant</strong></td>
</tr>
</tbody>
</table>

**TBD = To Be Determined at a future date as information and detail become available.**
### 3. REBUILD FISHING PIER DOCK

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>2013-2016</td>
<td>Total Project</td>
<td>$200,000 - 225,000*</td>
<td>MDNR Trust Fund Development Grant (Due: April 1, 2012)</td>
</tr>
<tr>
<td>Ph. 2</td>
<td></td>
<td>Grant Development Rotation Docking System (FDS)</td>
<td>$2K, $70-75K</td>
<td>Twp. Rec. Millage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Floating pier &amp; gangway(s); Ice depression; Upland Deck Landings; Conc. Access walkways along (CR-487); Upland people amenities Shoreline Fishing Pods (x3)</td>
<td>$130—150K</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local match</td>
<td>$50K</td>
<td>Labor In-kind match 50K (26% Min. match)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Final Engineering</td>
<td>$29K estimated</td>
<td>Incl. in grant (15%)</td>
</tr>
</tbody>
</table>

### 4. DEVELOP AMPHITHEATRE / PAVILION

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2011-2012</td>
<td>Total Project</td>
<td>$40,000 - 80,000</td>
<td>RBEG grant / Township Match (50/50)</td>
</tr>
<tr>
<td>Ph. 1</td>
<td></td>
<td>Prelim Design / Small grants</td>
<td>$3K</td>
<td>USDA Rural Development RBEG Grant (50/50 Match); range from 25 to 40K available (Due Jan. 30, 2012)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Open-Air Pavilion/ Stage: Concrete foundations, timber/masonry structure; Stage and UA ramp; Grading and sidewalk development; Site amenities and restoration</td>
<td>$40-90K (TBD)</td>
<td>In-kind Work / materials Alley Paving Play Ground (grant)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local match</td>
<td></td>
<td>(See Category 5)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Township Road Funds</td>
<td>$40K</td>
<td>Part of Grant To be determined</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Final Architectural/Engineering</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TRD = To Be Determined at a future date as information and detail become available.
### Phasing and Funding (continued)

#### 5. IMPROVE PARKING AND SITE PATHWAYS

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>2011 - 2013</td>
<td><strong>Total Project</strong></td>
<td><strong>$95,000 - 127,000K</strong></td>
<td>Integrate into proposed grant projects (See respective Categories)</td>
</tr>
<tr>
<td>1</td>
<td></td>
<td><strong>Alley Paving/ Parking Project</strong></td>
<td><strong>$10K</strong></td>
<td>Use as grant match for 2012 RBEG grant app.</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td><strong>Replace Bituminous Park Walkway redevelopment (pulverize overlay with permeable pavement)</strong></td>
<td><strong>$60-75K</strong></td>
<td>Part of Recreation Passport Project (see items)</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td><strong>Angle Parking and storm water (River Street and West Street)</strong></td>
<td><strong>$15-30K (TBD)</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Final Design and Construction Engineering</strong></td>
<td><strong>$10-12K (TBD)</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### 6. IMPROVE PLAY STRUCTURES

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2012 - 2013</td>
<td><strong>Total Project</strong></td>
<td><strong>$60-80K (TBD)</strong></td>
<td>Charles Lafitte Fdn; Coca-Cola; Kellogg</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>UA Surfacing (fibar, edging, matting, install)</strong></td>
<td><strong>$7500</strong></td>
<td>MTA – RRGP</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Local match</strong></td>
<td><strong>$7K</strong></td>
<td>Design / Topo Survey</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Replace Ex. Play Structures (Swing, dome climber, slide, spring rides) with new pieces</strong></td>
<td><strong>$50-60K (TBD)</strong></td>
<td>Phase improvements</td>
</tr>
</tbody>
</table>

#### 7. ADD RECREATIONAL AMENITIES

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>2012 - 2014</td>
<td><strong>Total Project</strong></td>
<td><strong>$80-100K (TBD)</strong></td>
<td>Consider as part of Larger MDNR Grant</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Basketball Court</strong></td>
<td><strong>$40K</strong></td>
<td>Donated Material/labor or grant app. local grants and clubs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Complete Horse Shoe Pits (x3) Site Benches, Tables, Grills, Trees</td>
<td><strong>In-kind $20-25K</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Land Acquisition (purchase property on NW corer of park along West Street and alley)</strong></td>
<td><strong>$30K (Est.)</strong></td>
<td>Pursue MNRTF Acquisition Grant September 2012</td>
</tr>
</tbody>
</table>

TBD = To Be Determined at a future date as information and detail become available.
### 8. SOLVE STORM WATER ISSUES

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>2012-2017</td>
<td>Total Project</td>
<td>$110,000 – 145,000K</td>
<td>Integrate into proposed grant projects (See respective Categories)</td>
</tr>
<tr>
<td>1</td>
<td>Ph. 1 2012</td>
<td>Redevelop principle storm water outfall on Parland Street and proposed alley</td>
<td>$20-30K (TBD)</td>
<td>Use as grant match for 2012 RBEG grant app. (See Category 4)</td>
</tr>
<tr>
<td>1</td>
<td>Ph. 1 2012</td>
<td>Sand volleyball / French drain area south of ex. pavilion</td>
<td>$10K (TBD)</td>
<td>In-kind Labor / materials</td>
</tr>
<tr>
<td>2</td>
<td>Ph. 3 2013-15</td>
<td>Rebuild culverts and bioswale along West Street as part of boat launch project; Stabilize upland and banks at West St. road end and Gazebo area</td>
<td>$30-40K (TBD)</td>
<td>(See Category 2)</td>
</tr>
<tr>
<td>3</td>
<td>Ph. 3 2013-15</td>
<td>Angle Parking and storm water (River Street)</td>
<td>$15(TBD)</td>
<td>(See Category 5)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Final Architectural / Engineering</td>
<td>$20-30K</td>
<td></td>
</tr>
</tbody>
</table>

### 9. DEVELOP CANOE / KAYAK LAUNCH

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>2012-2013</td>
<td>Total Project</td>
<td>$70—92K</td>
<td>MNRIF or Passport Grant / local match; in conjunction with Fishing Pier and/or Old Chamber Building barrier-free restroom rehab projects or separate</td>
</tr>
<tr>
<td>1</td>
<td>Ph. 2 2012</td>
<td>Implement Universal Access (UA) Kayak / Canoe floating dock and transfer station</td>
<td>$30K TBD</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Ph. 2 2012</td>
<td>Upland improvements; Kayak / Canoe Livery; Drop-off; Public Restroom Upgrades</td>
<td>$30-50K (TBD)</td>
<td>Local / regional grants / volunteer labor and materials</td>
</tr>
<tr>
<td>3</td>
<td>Ph. 2 2012</td>
<td>Rental kayak, paddles and PFD procurement (or work with local vendor to supply for seasonal livery)</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Final Architectural / Engineering</td>
<td>$10-12K(TBD)</td>
<td></td>
</tr>
</tbody>
</table>

TBD = To Be Determined at a future date as information and detail become available.
## 10. CELEBRATE RIVER NATURAL RESOURCES

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year(s)</th>
<th>Project Description</th>
<th>Cost Range</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>2015 - 2020</td>
<td><strong>Total Project</strong>&lt;br&gt;Redevelop waterfront celebration space; Sheet pile and rip-rap fixed edge with upland fill and landform; Developed lawn area; special paving ground treatment and paving; Custom steel sculptural “River Portal”; Site furniture and interpretive signage; landscaping and irrigation</td>
<td>$210,000 – 290,000K</td>
<td>MNRTF, Passport to Recreation; Others</td>
</tr>
<tr>
<td>4</td>
<td>Ph. 4</td>
<td></td>
<td>$100—130K (TBD)</td>
<td>Leverage other grants to work on river as match for MNR Trust fund or other to develop upland improvements (See Category 4)</td>
</tr>
<tr>
<td>3</td>
<td>Ph. 6</td>
<td><strong>Parland St. Entry archway</strong>&lt;br&gt;(match “River Portal” design)&lt;br&gt;(Work with Moran Iron works to develop pieces);</td>
<td>$15-30K (TBD)</td>
<td>In-kind Labor / materials</td>
</tr>
<tr>
<td>Ph. 4</td>
<td>Ph. 4</td>
<td><strong>Remove invasive aquatics</strong>&lt;br&gt;along central shore; Install river fountain feature for aesthetics/aeration; (MDEQ dredging/construction permit</td>
<td>$20-30K (TBD)</td>
<td></td>
</tr>
<tr>
<td>Ph. 4</td>
<td>Ph. 4</td>
<td><strong>Wetland boardwalk (1500sft.)</strong> and pathways (2000 Sft); interpretive signage and overlooks in nature Conservancy area</td>
<td>$40-50K (TBD)</td>
<td></td>
</tr>
<tr>
<td>Ph. 4</td>
<td>Ph. 4</td>
<td><strong>Final Architectural/Engineering</strong></td>
<td>$35-50K (TBD)</td>
<td></td>
</tr>
</tbody>
</table>

TBD = To Be Determined at a future date as information and detail become available.
4 Appendices

- Public Input Summary—Session #1
- Master Plan Graphics
- Revitalization Project Boards
- Montmorency Co. EDC—CAP Plan 2005 (excepts)