

South Bay Corridor Revitalization Plan - Implementation Strategy

April 2016

The following implementation strategies serve as a guide; the order of completion needs to be flexible and depends on the timing of funding. However, some items should be completed before the others. Those items are marked as Near Term in the Activity Timeframe.

(near term = 1-5 years,
mid term = 5-10 years,
long term 10+ years)

Additional Planning Steps		Project / Program Description / Action Items	Activity Timeframe	Potential Funding Sources	Conceptual Design Cost
i	Adopt the Corridor Plan	Adoption by the Township of the Corridor Plan as a sub-area within the Alpena Township Master Plan.	Near Term	Township General Fund	
ii	Establish a Corridor Improvement Authority	Establish a C.I.A. to fund potential public improvement and infrastructure projects	Near Term	Township General Fund	\$ 15,000
iii	Traffic Study	Commission a traffic study by an MDOT pre-qualified traffic consultant to study the feasibility of the US-23 road improvements.	Near Term	Corridor Improvement Authority	\$ 25,000
iv	Market Assessment	Commission a study of the potential absorption rates of residential, commercial, and office uses.	Near Term	Corridor Improvement Authority	
v	Update Zoning and Future Land Use Maps	Revise the zoning map and future land use map to include larger pockets of mixed-use, encourage higher-density residential, and	Near Term	Township General Fund	\$ 10,000
Physical Improvement Strategies		Project / Program Description / Action Items	Activity Timeframe	Potential Funding Sources	Conceptual Design Cost
A	US-23 Road Improvements - Access Management Driveway Closures	If the Township Board would like access management with MDOT's road resurfacing project in 2017, the Township would work with the MDOT Alpena Transportation Service Center (TSC) staff utilizing the baseline Access Management Assessment from NEMCOG. The Township would speak to the property owners early summer and get property owner approval for MDOT by mid-summer.	Near Term	Closures can be included in the MDOT road project	
B	Reconstruction of Alpena Bi Path	Due to the high priority of this item, this could be done as an earlier project, however, it would be best accomplished if constructed concurrently with the US-23 Phase 1 Improvements.	Near Term	MNRTF Development Grant MDOT Transportation Alternatives Program and Local Match	
C	US-23 Road Improvements Phase 1 (Island Drive to Grant St)	Road Diet, Median, Michigan Lefts, Drive Approach Closures, Reconstruction/Construction of Bike Path, and Roundabouts (drive approaches remain as right in and right out until service drives or revised mixed use circulation patterns emerge)	Mid to Long Term	Corridor Improvement Authority Capture	\$ 12,500,000
D	US-23 Road Improvements Phase 2	Median Landscape Enhancements and Lighting	Long Term	Corridor Improvement Authority Capture	\$ 2,320,000
E	US-23 Road Improvements Phase 3	Close Other Drive Approaches and Develop Service Drives as Necessary	Long Term	Corridor Improvement Authority Capture	\$ 150,000
F	45th Parallel / Squaw Bay Welcome Center	Acquire land to develop (not included in conceptual cost). Delineate wetlands, complete survey and soil borings. Realign Partridge Point Road South to the north of the park. Design and develop park with parking, picnic shelter, restrooms, lighting, a boardwalk trail, and overlook. Move 45th Parallel Sign to new park.	Near Term	MNRTF Acquisition and Development Grants	\$ 1,850,000
G	Partridge Point Day Use Park	Garner support from the Township on approaching the MDNR with the conceptual park plan, and communicate the community's desire to make improvements (driveway and parking, trails, boardwalks, interpretive signage, universal kayak launch, shelter, restrooms, picnic area).	Near Term	DNR Owned Property, DNR Funded plus local match	\$ 1,650,000
H	Boardwalk Extending Alpena Bi-Path Around Squaw Bay (1 Mile length)	Design, permit, and construct a 14' wide boardwalk along US-23 south of Partridge Point South road to connect to communities to the south. Permits from MDEQ, USACE, MDOT. Requires Township support and adoption. Potentially work with Top of Michigan Trails Council.	Long Term	MNRTF Development Grant MDOT Transportation Alternatives Program and Local Match	\$ 3,570,000
I	Prioritize and formalize public access points along the shoreline	Prioritize and construct additional non-motorized trail segments as desired by the community. Requires Township support. If trails connect to the City of Alpena, this requires coordination.	Mid Term	MNRTF Acquisition and Development Grants	
J	Other Corridor Improvements	Add public art, sidewalks in neighborhoods, public spaces and furnishings, and wayfinding signage. Bury overhead utility lines.	Near Term	Corridor Improvement Authority Capture	
K	Additional Trail Segments	Prioritize and construct additional non-motorized trail segments as desired by the community. Requires Township support. If trails connect to the City of Alpena, this requires coordination.	Mid to Long Term	MNRTF Development Grant MDOT Transportation Alternatives Program and Local Match	\$ 12,000,000
Redevelopment Strategies		Project / Program Description / Action Items	Activity Timeframe	Potential Funding Sources	Conceptual Design Cost
1	Mixed-use Development at Bear Pointe Plaza		Mid Term		
2	Mixed-use Development at Alpena Mall		Near Term		
3	Mixed Use Development at Thunder Bay Shopping Center		Mid Term		
4	Mixed-use Development at K-Mart Plaza		Mid Term		
5	Mixed-use Development at Partridge Point Rd North	Investigate the buildable potential of each property and determine the level and type of development that is based on retail and residential target market analysis. This pre-development activity will provide the real estate community the information needed to determine project feasibility. The establishment of a Corridor Improvement Authority will result in the capture of incremental tax valuation increases that can be used to assist with land packaging and infrastructure development.	Mid Term		
6	High-Density Residential Development (at Grant Street)		Market Driven	N/A (Developer Cost)	N/A (Developer Cost)
7	High-Density Residential Development (in Northern Corridor)		Market Driven		
8	High-Density Residential Development (3 areas near Bare Point Road)		Market Driven		
9	High-Density Residential Development at Partridge Point Rd North		Market Driven		
10	Business Park North		Mid Term		
11	Business Park South		Mid Term		

*Construction costs are a magnitude of order estimate and are not based on survey information. Costs may vary.