

DRAFT

IDENTIFYING AND PRIORITIZING POTENTIAL
PROJECTS & PROGRAMS



Capital Planning Process



Identify project needs and scopes



Prioritize needs based on strategic values



Program projects based on:

- Priority rank
- Budget & staff capacity
- Urgency
- Project coordination



Staff develop a proposed Capital Improvements Plan (CIP)



Planning Commission is the decision maker for CIP approval:

- Does the CIP align with the priorities identified in existing comprehensive plans?



Develop a capital budget based on the CIP

- Requires City Council approval
- Allocates real dollars for project implementation

Value-Driven

Comprehensive Plan Values

AFFORDABLE

EQUITABLE

SUSTAINABLE

DYNAMIC

DDA Development Plan Goals



Safe, comfortable streets



Connected community with inviting & active public spaces



A robust, diverse population & livable downtown



Thriving & diverse local economy

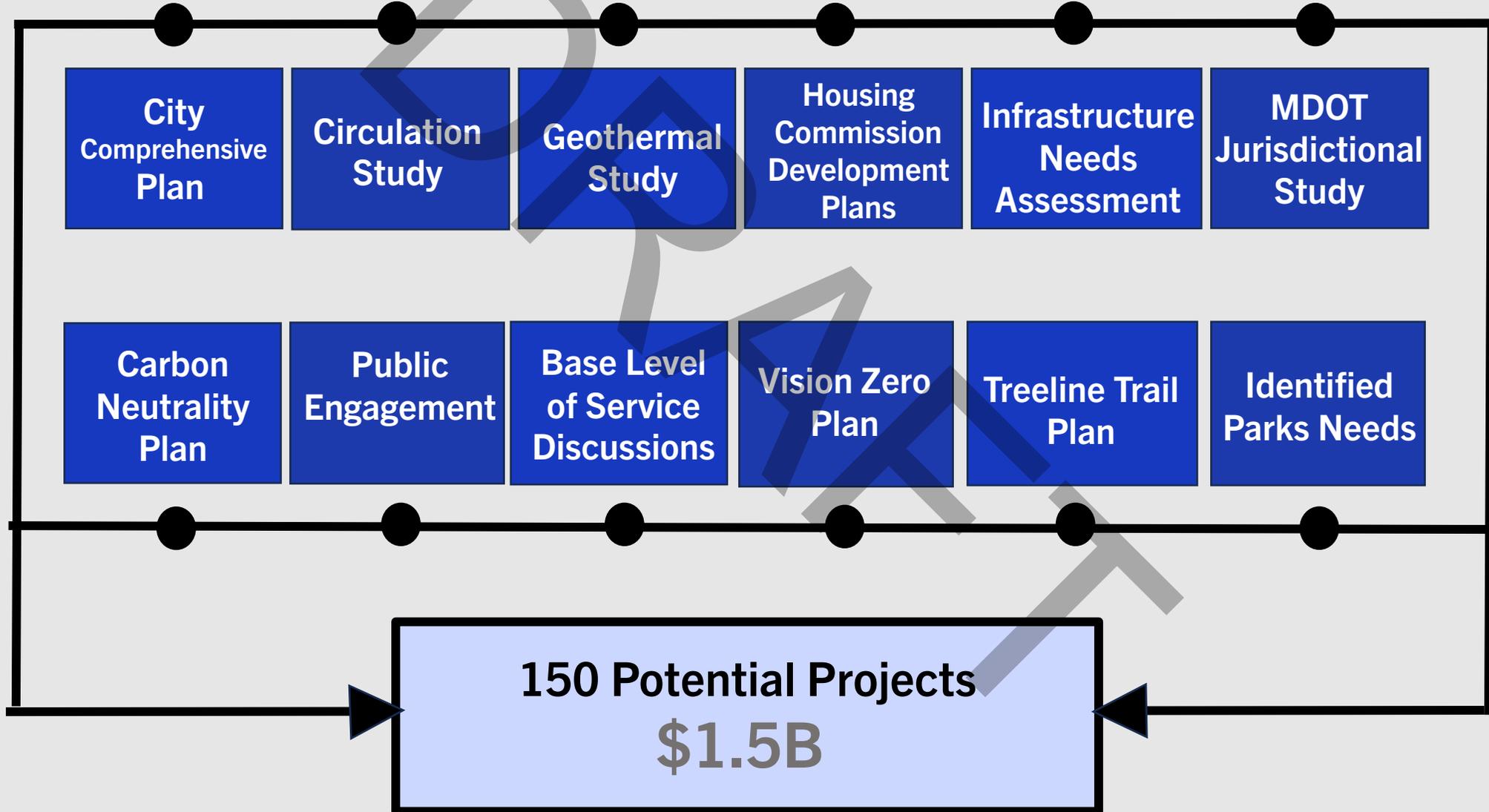


Equitable, just access for all people



A resilient & sustainable downtown

Identifying Potential Projects and Programs



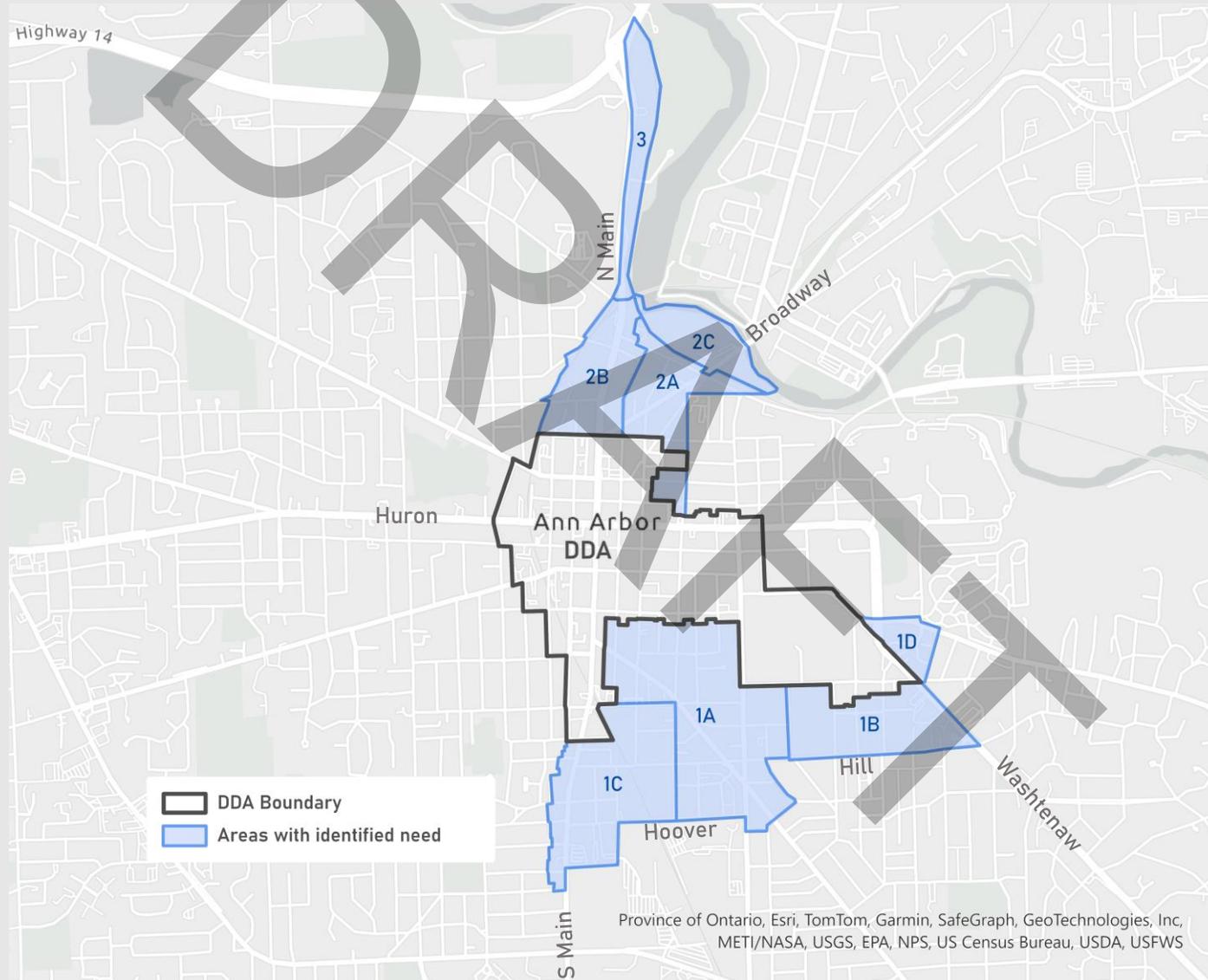
Identifying Potential Projects and Programs

All Downtown Development Authorities are required by law to create a Development Plan and Tax Increment Financing (TIF) Plan that describes potential projects and programs, and the resources needed for implementation. These plans span thirty years and are vital guides that demonstrate to our community the work we could accomplish within the DDA boundary.

The City is in a time of planning for a future that is more affordable, equitable, sustainable, and dynamic. As part of this visioning, extensive cross-city department and cross-agency planning is taking place - examining future land uses, infrastructure needs, innovative energy solutions, a new DDA Development Plan, and more.

The following potential project and program needs stemmed from the approved plans and ongoing planning efforts on page three as well as ongoing community conversations. Given the thirty-year time horizon and ambitious community goals, the needs are wide-ranging. The intent with this draft project list is to comprehensively identify potential infrastructure needs. Potential projects will be further refined through the City's Capital Improvement Plan (CIP) Process.

Boundary Areas Explored



Identifying Potential Projects and Programs

Projects were scored and ranked based on the City's CIP process using strategic values.

List of potential infrastructure projects.

Project limits inform total potential cost.

Located in the original DDA boundary and/or potential expansion areas.

Cost estimates are in 2025 dollars and based on highest potential need. Estimates include design and construction engineering soft costs.

Projects need study and planning to refine scope and cost.

Indicates sanitary, water, and/or stormwater elements are included in the project.

Prioritization Model Rank	Project Name	Limits	Boundary Area	Total Potential Cost	Utility Enhancement
2	Fifth / Division Reconstruction (includes Broadway Bridge interchange and Beakes)	Beakes from N. Main to Broadway; Fifth Avenue from Beakes to Packard; Division from Beakes to Packard; The Broadway interchange	DDA, Area 1A, 2A	\$44,390,000	Yes
3	Packard Street Reconstruction + Triangle Streetscape	Packard from Main Street to Arch Street; Hill from Packard to State; State from Hill through Packard	Area 1A	\$13,540,000	Yes
4	Washington Street Streetscape + Reconstruction	Curbless: Ashley to Main Slow street: 3rd Street to Ashley and Main to State	DDA	\$24,640,000	Yes
5	Liberty Street Curbless/Shared Streetscape + Reconstruction	Curbless: State to Ashley Standard: Ashley to First	DDA	\$31,470,000	Yes
12	N. Main Street Improvements	Huron to Summit	DDA, Area 2B	\$6,540,000	Yes
13	S. Main Street Streetscape	Packard to Madison	DDA	\$9,600,000	Yes

Capital Project Types (part 1)



Streetscape + Reconstruction:

Improving safety and comfort for all street users.



Placemaking: Fostering unique experiences and highlighting local culture.



Street Network Improvements:

Improving connectivity for all modes.



Transit Enhancements: Improving and prioritizing the transit riding experience.



Parks & Plaza: Creating quality public spaces and preserving natural features.



Bikeways & Trails: Expanding non-motorized access, safety, and equity.

Capital Project Types (part 2)



Utilities: Increasing capacity and resiliency of critical public infrastructure.



Capital Maintenance: Enhancing longevity and reliability of infrastructure and quality of place.



Sustainability / Energy: Supporting a transition to a more sustainable, resilient energy system.



Affordable Housing Support: Installing utility infrastructure for affordable housing developments.

150 Potential Projects

\$1.5B

in identified projects in 2025 dollars

What We Learned through the Scoring Process

Thriving downtowns invest in streets, utilities, transit, parks, placemaking, non-motorized transportation, housing, and sustainability.



Fund across project categories

What We Learned through the Scoring Process

Maximize Benefit

Emphasize large, multi-faceted projects that cut across strategic values.

Projects that address multiple needs and values scored the highest. This approach maximizes benefit and reduces disruption.



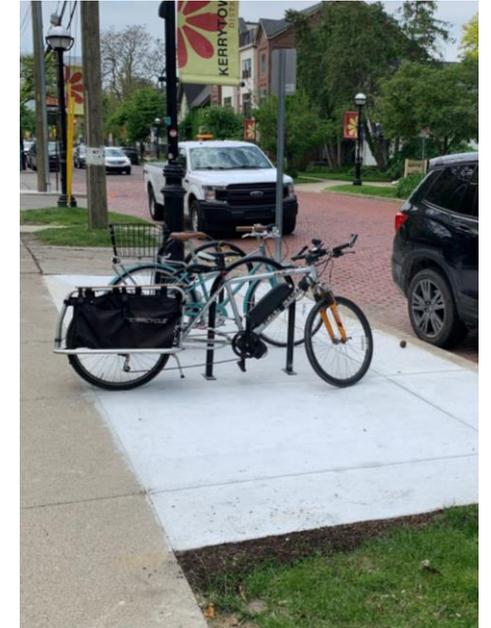
The Fifth & Detroit Streetscape Project (2019) addressed multiple needs such as transportation safety, streetscape, stormwater, and utilities.

What We Learned through the Scoring Process

Maintain a High Quality of Place

Focused improvements, maintenance, and tactical interventions, are also important.

- Focused improvements maintain a high quality of place.
- Regular maintenance reduces the likelihood of costly and urgent repairs and preserve the initial project benefits.





POTENTIAL PROJECTS

POTENTIAL INFRASTRUCTURE NEEDS

STREETSCAPE + RECONSTRUCTION

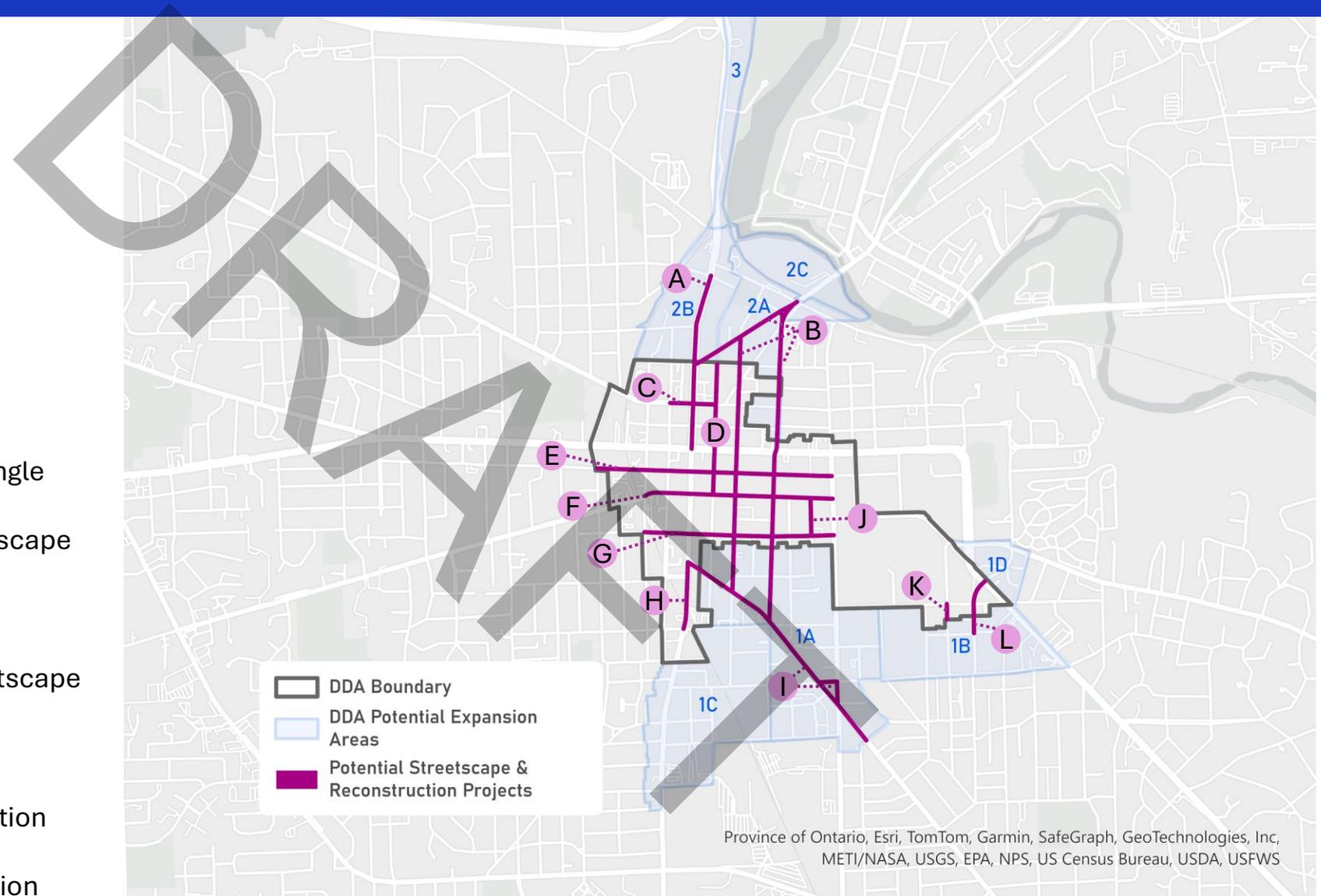


STREETSCAPE + RECONSTRUCTION

- A. N. Main St. Improvements
- B. Fifth / Division Reconstruction
- C. Miller Ave. Streetscape
- D. Fourth Ave. Streetscape & Reconstruction
- E. Washington St. Streetscape & Reconstruction
- F. Liberty St. Curbless / Shared Streetscape & Reconstruction
- G. William St. Streetscape
- H. S. Main St. Streetscape
- I. Packard St. Reconstruction & Triangle Streetscape
- J. Maynard Curbless / Shared Streetscape & Reconstruction
- K. Church St. Curbless / Shared Streetscape & Reconstruction
- L. Forest St. Curbless / Shared Streetscape & Reconstruction

Not Pictured:

- Alley Enhancements / Reconstruction (throughout DDA)
- Alley Creation (throughout expansion areas)



STREETSCAPE + RECONSTRUCTION

Description: Projects can involve complete reconstruction of the streetscape space (road curb to building face) and/or full reconstruction and reconfiguration of the roadway.

Identified Need & Value Alignment: Improves safety, navigation, placemaking, accessibility, and public utilities to better support activation of space, businesses, and events. Strengthens access to downtown and prioritizes those who are disproportionately injured.

Typical Project Elements: Streetscape amenities, enhanced lighting and crosswalks, landscape and green infrastructure, bicycle facilities, transit improvements, road resurfacing, utilities, and seating areas. May also include curbless street design.

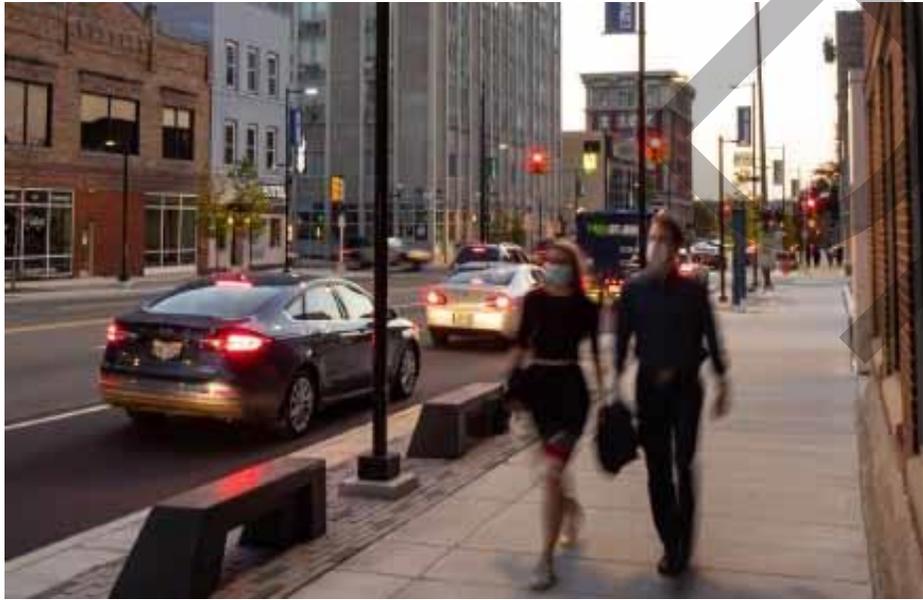
Reference Plans: Moving Toward Vision Zero Plan, Downtown Area Circulation (DAC) Study, and TheRide 2045 Long Range Plan.



STREETSCAPE + RECONSTRUCTION

Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
2	Fifth / Division Reconstruction (includes Broadway Bridge interchange and Beakes)	DDA, Area 1A, 2A	Beakes from N. Main to Broadway; Fifth Avenue from Beakes to Packard; Division from Beakes to Packard; The Broadway interchange	\$44,390,000	Yes
3	Packard Street Reconstruction + Triangle Streetscape	Area 1A	Packard from Main to Arch St.; Hill from Packard to State; State from Hill through Packard	\$13,540,000	Yes
4	Washington Street Streetscape + Reconstruction	DDA	Curbless: Ashley to Main; Slow street: 3rd St. to Ashley and Main to State	\$24,640,000	Yes
5	Liberty Street Curbless/Shared Streetscape + Reconstruction	DDA	Curbless: State to Ashley; Standard: Ashley to First	\$31,470,000	Yes
12	N. Main Street Improvements	DDA, Area 2B	Huron to Summit	\$6,540,000	Yes
13	S. Main Street Streetscape	DDA	Packard to Madison	\$9,600,000	Yes
17	William Street Streetscape	DDA	Streetscape: State to First	\$15,550,000	Yes
18	Fourth Ave. Streetscape + Reconstruction	DDA	Kingsley to Liberty	\$16,390,000	Yes
22	Forest Street Curbless/Shared Streetscape + Reconstruction	DDA, Area 1B	Standard: Washtenaw to South U; Flexible: South U intersection to Willard	\$9,660,000	Yes
22	Church Street Curbless/Shared Streetscape + Reconstruction	DDA	South U to private alley	\$7,550,000	Yes
22	Miller Avenue Streetscape	DDA	N. Fourth to Ashley	\$5,710,000	Yes
22	Maynard Street Curbless/Shared Streetscape + Reconstruction	DDA	Liberty to William	\$12,870,000	Yes
30	Alley Enhancements / Reconstruction	DDA	Throughout	\$22,410,000	Yes
34	Alley creation	Expansion areas	Throughout	\$1,650,000	-

STREET NETWORK



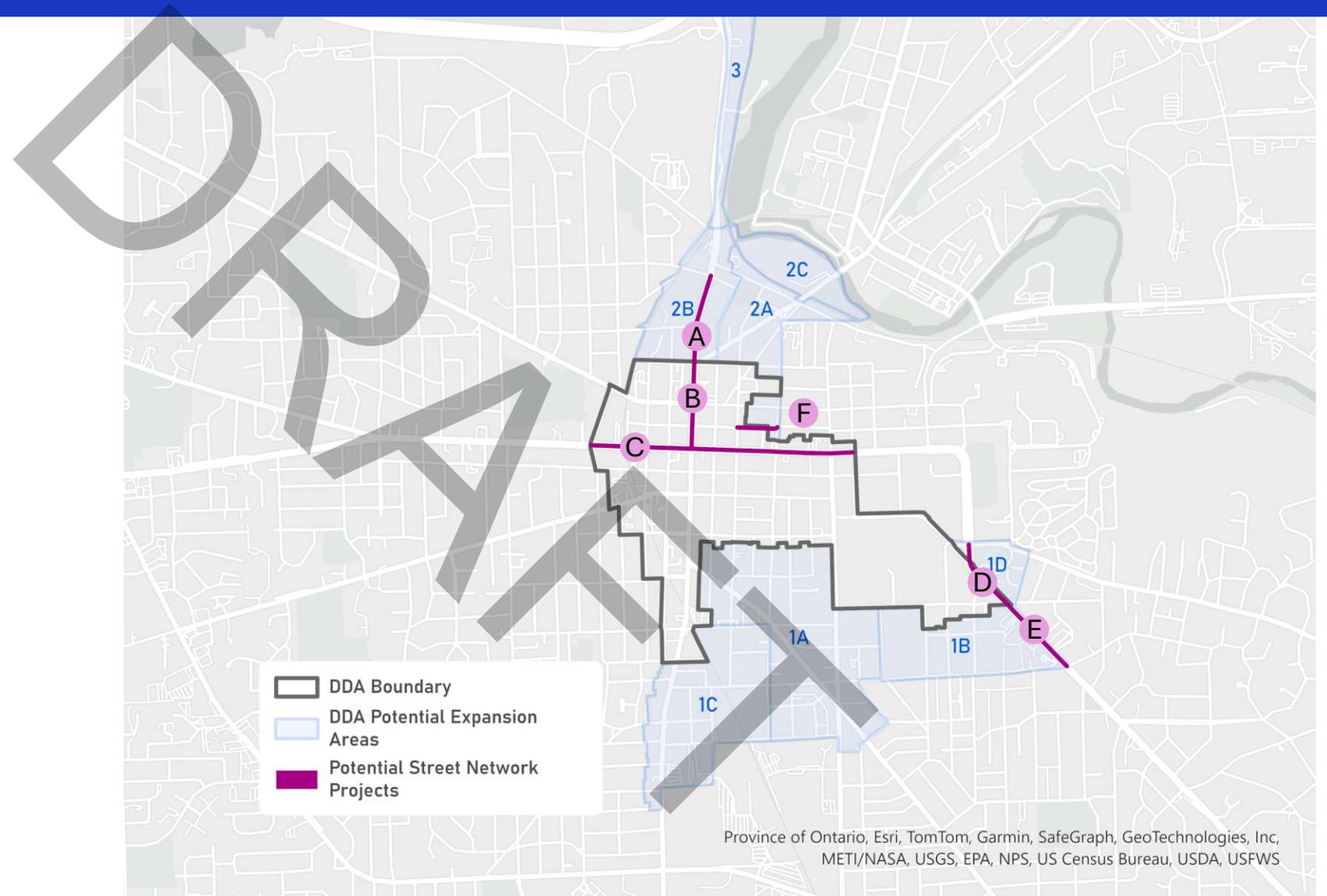
STREET NETWORK

MDOT Jurisdictional Support:

- A. N. Main (Expansion)
- B. N. Main (DDA)
- C. Huron (DDA)
- D. Washtenaw (DDA)
- E. Washtenaw (Expansion)

Other:

- F. Ann St. Two-Way Restoration



STREET NETWORK

Description: Projects focused primarily on improving multi-modal operations and safety within the roadway environment. This includes projects with potential lane reconfigurations, road diets, or two-way restorations that are not coupled to larger street reconstruction projects.

Identified Need & Value Alignment:

- Improves safety and access, particularly for transit riders and pedestrians.
- Strengthens access to downtown, a center for services, community, education, and employment.
- Prioritizes those who are disproportionately injured and transportation cost-burdened.

Typical Project Elements: Roadway resurfacing/reconfiguration, transit enhancements (signals, transit lanes / queue jumps), and signal improvements. May include utility upsizing and replacement.

Reference Plans: Moving Toward Vision Zero Plan, Downtown Area Circulation (DAC) Study, TheRide 2045 Long Range Plan, and A2 for All Comprehensive Plan.



STREET NETWORK

Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
1	MDOT Jurisdictional Support - Expansion Washtenaw Avenue	1B	S. University to Hill Street	\$9,630,000	Yes
1	MDOT Jurisdictional Support - Washtenaw Avenue DDA	DDA	Washtenaw Court to S. University	\$9,850,000	Yes
1	MDOT Jurisdictional Support - Huron Street DDA	DDA	1st Street to Washtenaw Avenue	\$21,450,000	Yes
9	MDOT Jurisdictional Support - Expansion N. Main	2B	Kingsley to W. Summit Street	\$11,950,000	-
9	MDOT Jurisdictional Support - N. Main DDA	DDA	Huron to W. Summit Street	\$11,730,000	Yes
16	Ann Street Two-Way Restoration	DDA, Area 2A	N. Fifth Avenue to Division Street	\$6,560,000	Yes

PLACEMAKING ENHANCEMENTS

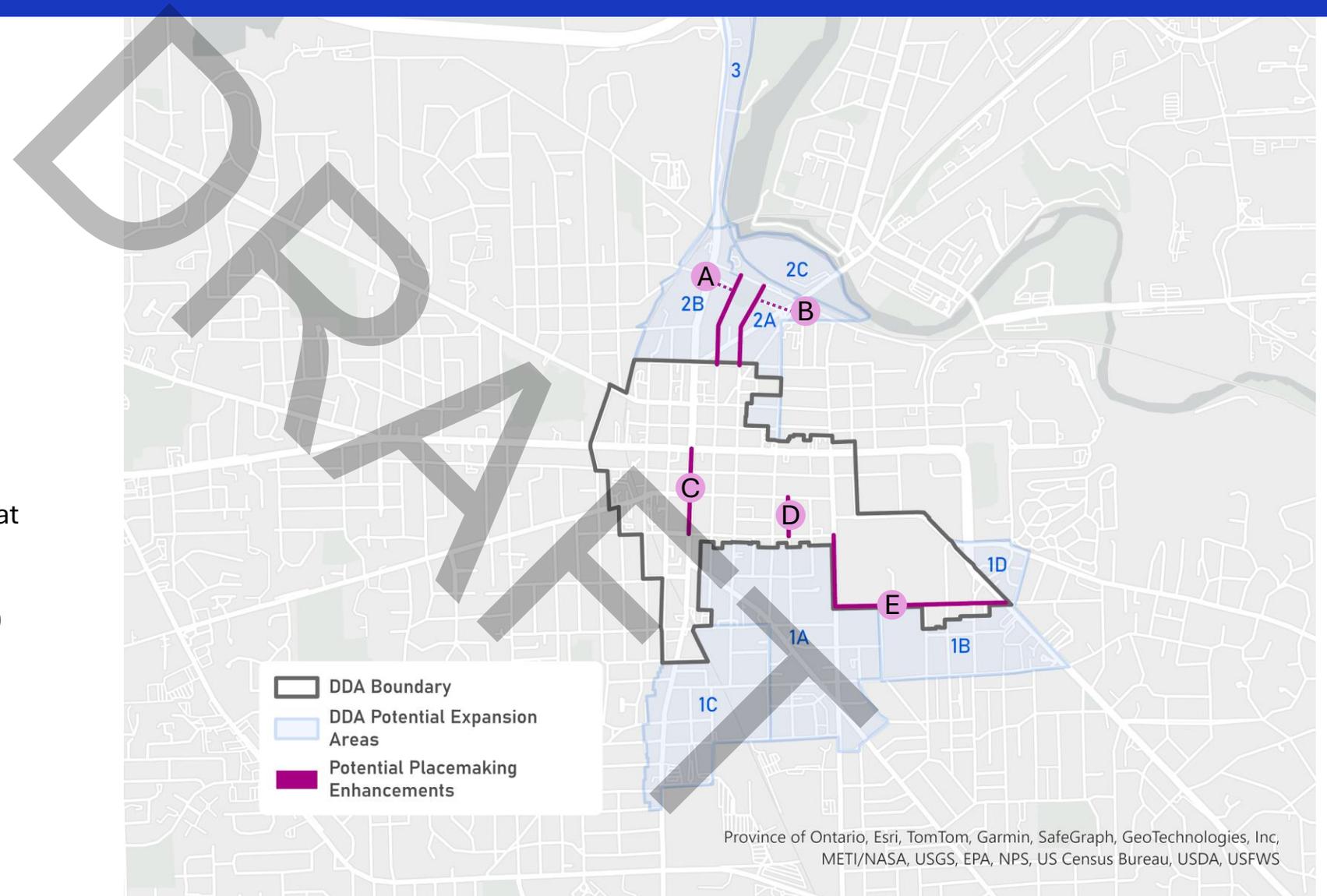


PLACEMAKING ENHANCEMENTS

- A. Fourth Ave. Riverfront Connection
- B. Fifth Ave. Riverfront Connection
- C. Main St. Platform Dining Support
- D. Thompson St. Key Connector
- E. South U. to State Neighborhood Connection

Not Pictured:

- New Streetlight Installation (throughout DDA)
- Event Bollard Installation (Streets that close frequently for events)
- Elevate Program Installations (Throughout DDA + expansion areas)



PLACEMAKING ENHANCEMENTS

Description: Enhancements to the public environment that help activate spaces, create a sense of identity, support social interactions, and connectivity to Ann Arbor as a unique place.

Identified Need & Value Alignment:

- Improves safety, comfort, and inviting downtown spaces.
- Supports a thriving downtown with active spaces and diverse businesses.

Typical Project Elements: Pavement art, wayfinding, special light/feature installations, public art works, interactive street elements, and seating areas.

Reference Plans: Downtown Area Circulation (DAC) Study, A2 for All Comprehensive Plan, and DDA Elevate Public Art Program.



PLACEMAKING ENHANCEMENTS

Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
7	Event Bollard Installations	DDA	Intersections adjacent to event streets (Washington, Main, Liberty, State, Maynard, South University)	\$6,000,000	
26	Elevate Program - 30 year total DDA	DDA	Throughout	\$3,750,000	
-	Elevate Program - 30 year total 1A	Area 1A	Throughout	TBD	
-	Elevate Program - 30 year total 1B	Area 1B	Throughout	TBD	
-	Elevate Program - 30 year total 1C	Area 1C	Throughout	TBD	
-	Elevate Program - 30 year total 1D	Area 1D	Throughout	TBD	
-	Elevate Program - 30 year total 2A	Area 2A	Throughout	TBD	
-	Elevate Program - 30 year total 2B	Area 2B	Throughout	TBD	
-	Elevate Program - 30 year total 2C	Area 2C	Throughout	TBD	
-	Elevate Program - 30 year total 3	Area 3	Throughout	TBD	
29	5th Avenue Riverfront Connection	Area 2A	Kingsley to river	\$2,350,000	
29	4th Avenue Riverfront Connection	Area 2A	Kingsley to river	\$1,880,000	
31	Thompson Street Key Connector	DDA	Liberty to William	\$1,850,000	
40	New Streetlight Installation	DDA	Throughout	\$5,500,000	
37	South University to State Neighborhood Connector (State Eastward)	DDA	State from William to South University; South University from State to East University	\$6,400,000	
45	South University Platform Dining	DDA	East University to Washtenaw	\$360,000	
45	Main Street Platform Dining	DDA	William to Huron	\$960,000	

TRANSIT ENHANCEMENTS

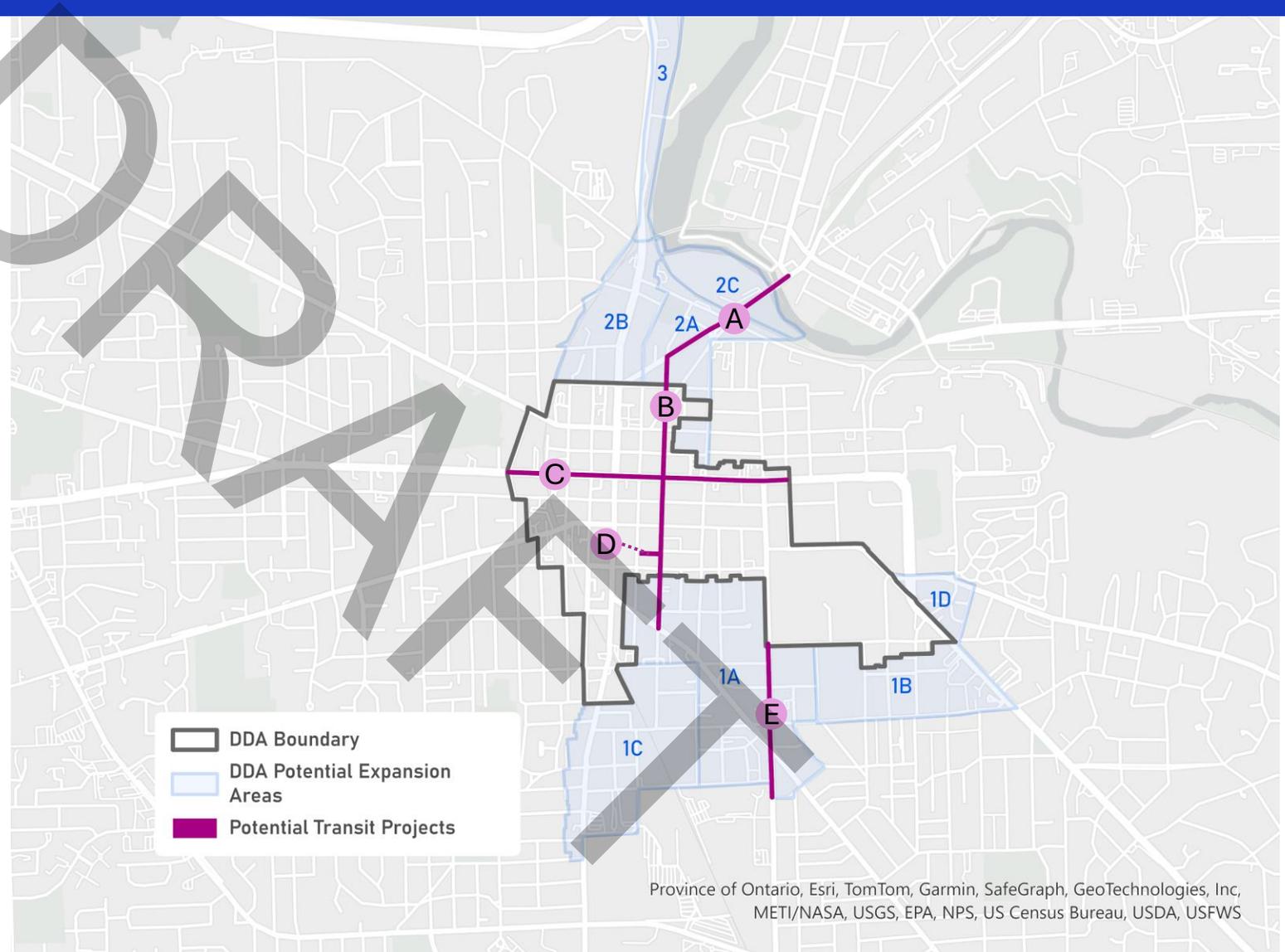


TRANSIT ENHANCEMENTS

- A. Plymouth-Broadway-Beakes- Queue Jump & Transit Only Lane
- B. Fifth Ave. - Queue Jump & Transit only lane
- C. Huron St. Dedicated Transit Lanes & BRT Stations
- D. Downtown Transit Center Capacity Support
- E. State St. Transit Lane Extension

Not Pictured:

- Transit Stop Upgrades (Throughout DDA + Expansion areas)



TRANSIT ENHANCEMENTS

Description: Projects focused on transit ridership, operations, and stop/station comfort.

Identified Need & Value Alignment:

- Improve transit riding experience by improving reliability and efficiency and providing enhanced amenities.
- Strengthen access to downtown, a center for services, community, education, and employment.
- Improve access and prioritize those who are disproportionately injured and transportation cost-burdened.

Typical Project Elements: Transit lanes, signals, queue jumps, and improved stops/shelters/stations.

Reference Plans: Moving Toward Vision Zero Plan, Downtown Area Circulation (DAC) Study, and TheRide 2045 Long Range Plan.



TRANSIT ENHANCEMENTS

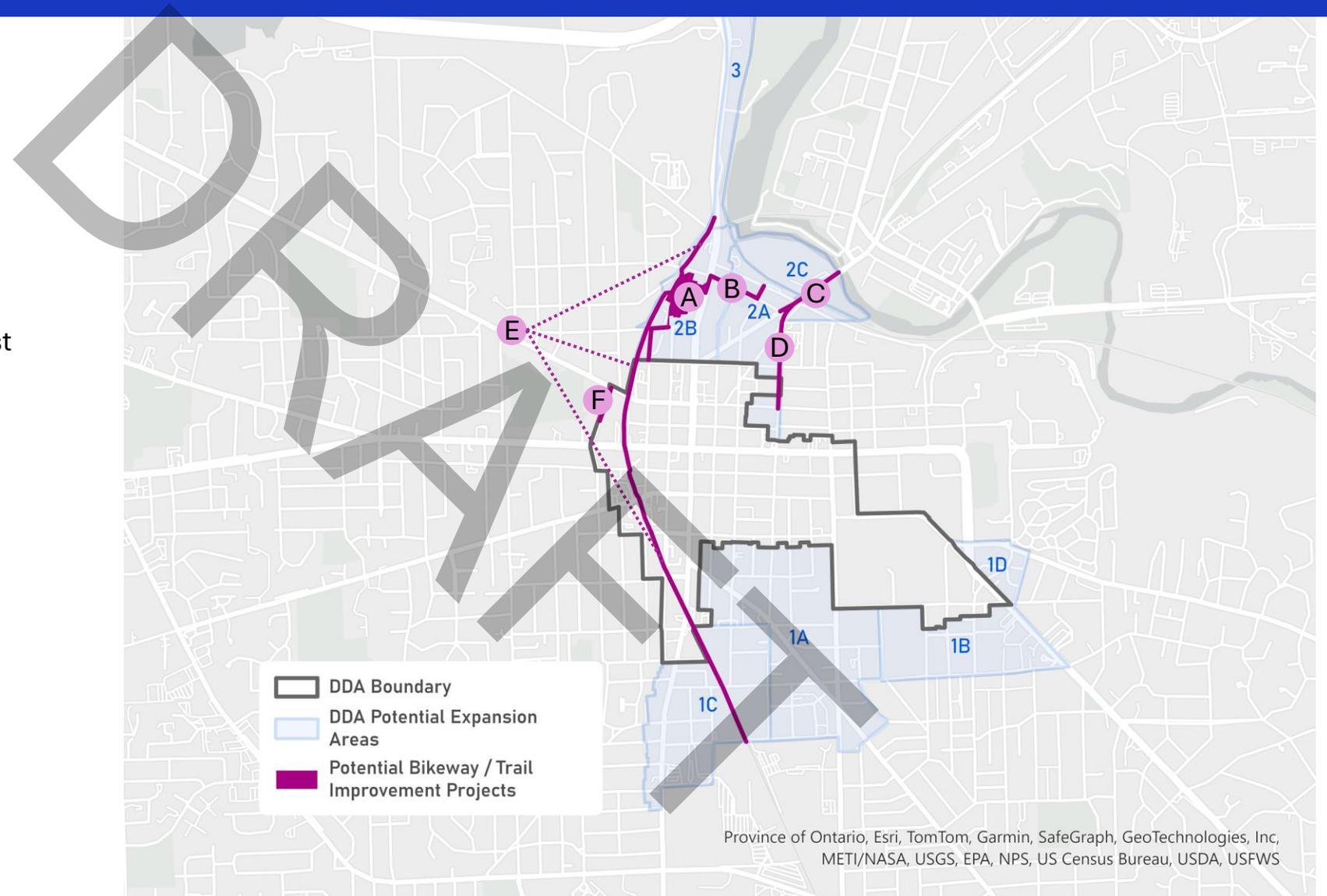
Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
1	State St. Transit Lane Extension	DDA, and Area 1A	S. University to Arch St.	\$18,941,841	Yes
1	Huron St. Dedicated Transit Lanes & BRT Stations	DDA	Chapin to Glen	\$21,700,000	Yes
8	Plymouth-Broadway-Beakes -Queue jump & Transit only lanes	Area 2C	5th Avenue to Broadway St.	\$1,875,000	-
15	15. Downtown Transit Center Capacity Support	DDA	Blake Transit Center	\$30,000,000	-
20	20. Fifth Ave. – Queue jump & Transit only lanes	Area 1A, DDA, Area 2A	Packard to Beakes	\$2,050,000	-
25	Transit Stop Upgrades - 15x Shelters	DDA	Throughout	\$750,000	-
32	Transit Stop Upgrades - x5 Shelters	1A	Throughout	\$250,000	-
32	Transit Stop Upgrades - x1 Shelters	1B	Throughout	\$50,000	-
32	Transit Stop Upgrades - x3 Shelters	1C	Throughout	\$150,000	-
32	Transit Stop Upgrades - x2 Shelters	2A	Throughout	\$100,000	-
32	Transit Stop Upgrades - x1 Shelters	2B	Throughout	\$50,000	-

BIKEWAY & TRAIL IMPROVEMENT



BIKEWAY & TRAIL IMPROVEMENT

- A. 721 Trail
- B. Summit Bikeway Connector
- C. Broadway - Plymouth Sidepath
- D. Division St. Bikeway Extension
- E. Treeline Trail
- F. Chapin St. – Miller Bikeway to West Park Connection



BIKEWAY & TRAIL IMPROVEMENT

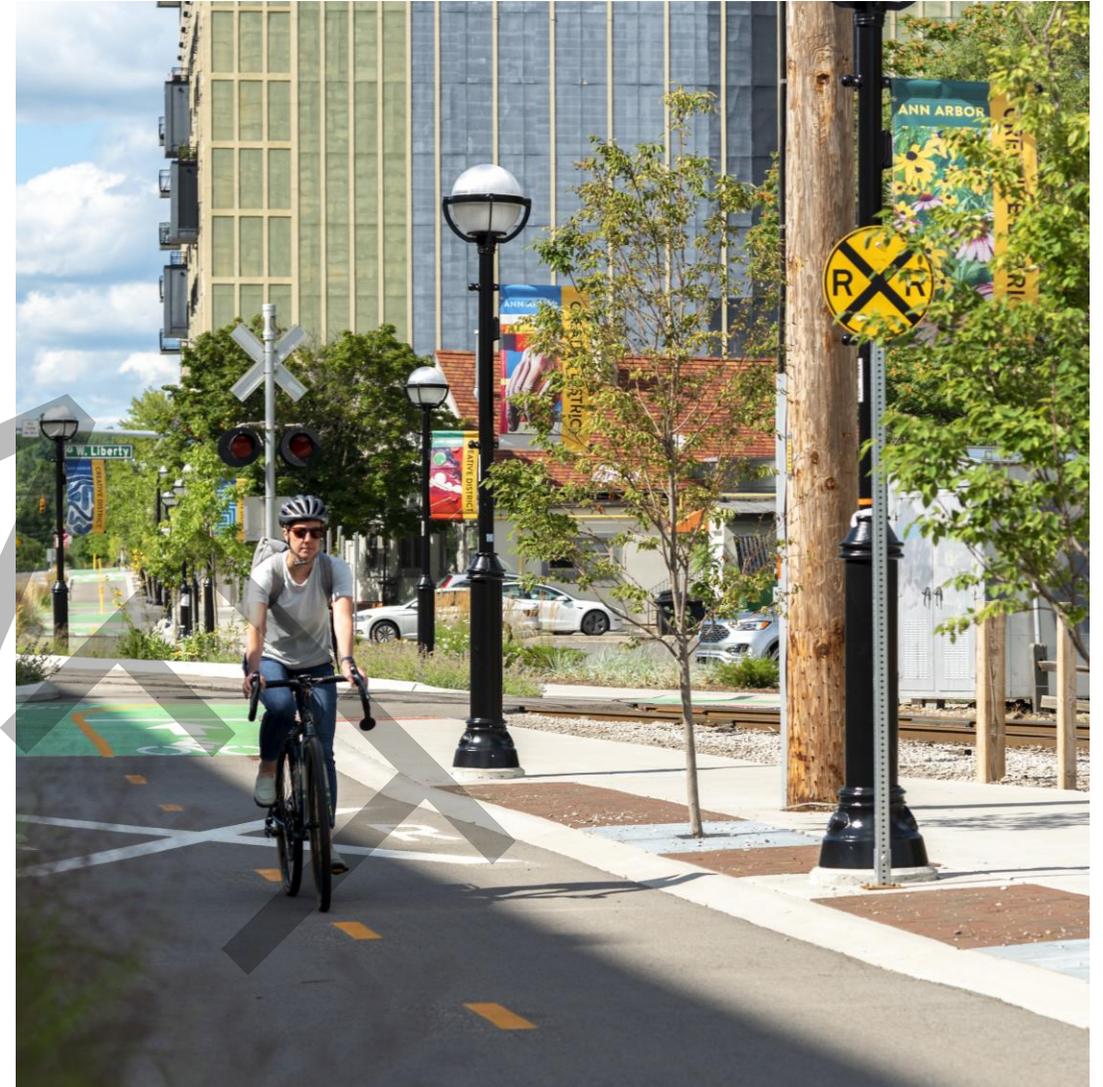
Description: Projects focus on key connections between downtown and residential neighborhoods, the river, and recreational paths.

Identified Need & Value Alignment:

- Strengthen access to downtown, a center for services, community, education, and employment.
- Enhances safety for all users.
- Improve access and prioritize those who are disproportionately injured and transportation cost-burdened.

Typical Project Elements: Curbs, paint and posts, signal work, wayfinding, and signage.

Reference Plans: Moving Toward Vision Zero Plan, Downtown Area Circulation (DAC) Study, and TheRide 2045 Long Range Plan.



BIKEWAY & TRAIL IMPROVEMENT

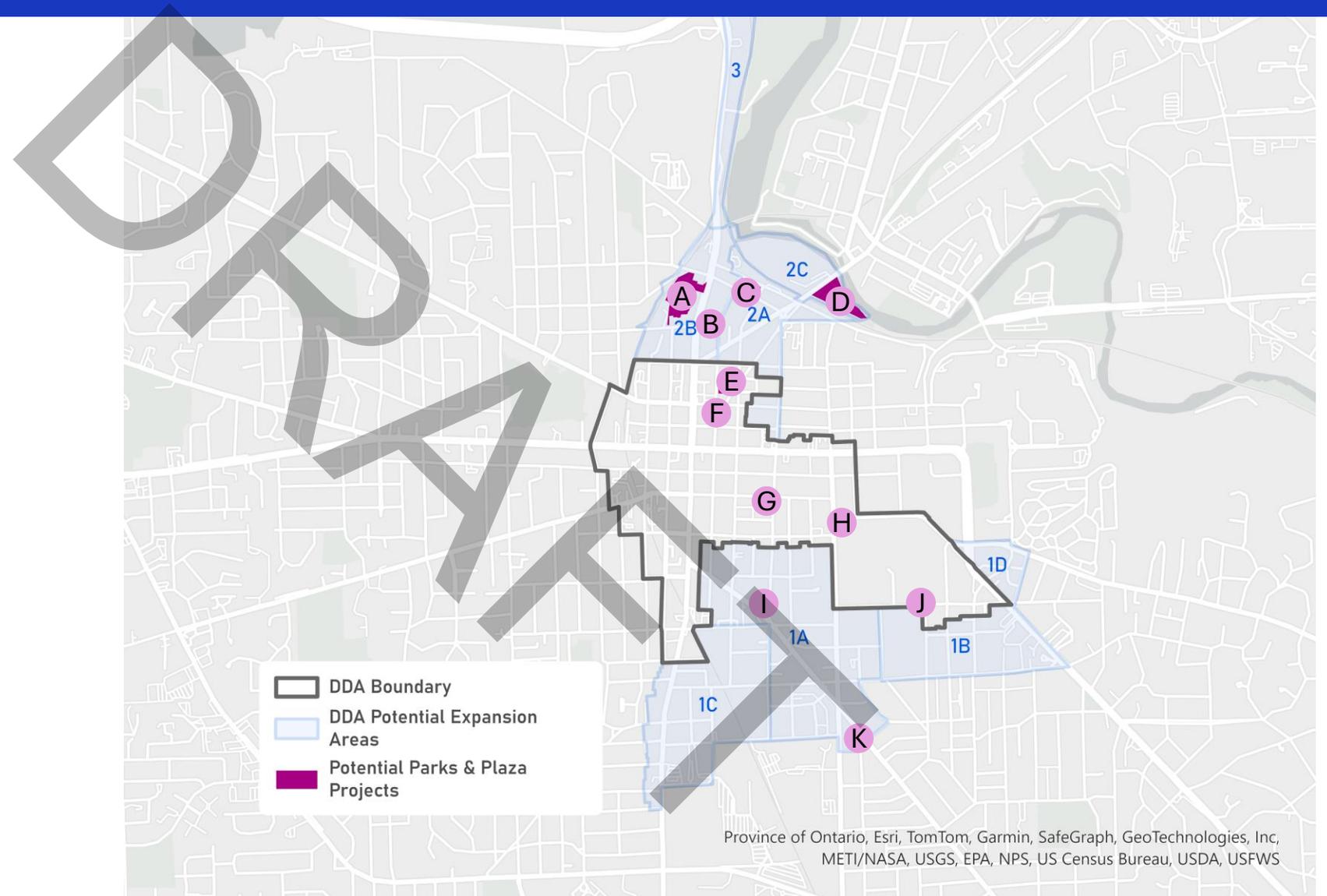
Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
6	Division Street Bikeway Extension	Area 2A	Catherine Street to Broadway Bridge	\$1,220,000	-
6	Broadway-Plymouth Sidepath	Area 2A, Area 2C	Broadway Bridge to Plymouth	\$720,000	-
14	721 Trail	Area 2B	Starting at Kingsley, extend the First Street bikeway north + create a fully separated connection to the Summit Street connector	\$1,190,000	-
23	Summit Bikeway Connector	Area 2A and 2B	N. Main to 5th Avenue and berm tunnel (Through Wheeler to Berm Tunnel and B2B)	\$3,360,000	Yes
28	Treeline Trail	DDA, Area 1A, 1C, 2B		\$120,200,000	-
49	Chapin Street - Miller Bikeway to West Park connector	DDA	Miller Avenue to West Park driveway	\$770,000	-

PARKS & PLAZAS



PARKS & PLAZAS

- A. 721 Park & Trail
- B. North Main Park
- C. Wheeler Park
- D. Broadway Park
- E. Farmer's Market Reconstruction
- F. Sculpture Plaza Reconstruction
- G. Liberty Plaza Reconstruction
- H. State St./North University Plaza
- I. Hanover Square Park
- J. McDivitt-White Plaza
- K. Forsythe Park



PARKS & PLAZAS

Description: Updating downtown parks to promote social and environmental resiliency, create flexible space for community, arts, culture, and play. Align with the Parks ADA transition plan and meet important capital needs.

Identified Need & Value Alignment:

- Enhances public spaces and preserves natural features.
- Improves access, fosters unique experiences, and highlight local culture.
- Supports growing downtown neighborhood needs.

Typical Project Elements: Landscaping, paving, seating, lighting, interactive art, and green infrastructure. Includes restrooms and sustainable energy, when applicable.

Reference Plans: Parks ADA Transition Plan, PROS Plan, Moving Toward Vision Zero Plan, and Downtown Area Circulation (DAC) Study. The Parks Asset Management Plan will be reflected as it develops.



PARKS & PLAZAS

Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
10	721 Park and Trail (City Property)	Area 2B	721 North Main Street	\$17,540,000	Yes
11	Farmer's Market Reconstruction (A2 Park)	DDA	Fifth Avenue, Detroit Street, Fourth Avenue	\$21,000,000	Yes
21	Liberty Plaza Reconstruction (A2 Park)	DDA	Liberty and Division	\$6,000,000	Yes
27	Wheeler Park (A2 Park)	Area 2A	4th Avenue, Depot, and 5th Avenue	\$6,440,000	Yes
34	Broadway Park (A2 Park)	Area 2C	Broadway near Depot	\$12,800,000	Yes
36	Sculpture Plaza Reconstruction (A2 Park)	DDA	Fourth Avenue and Catherine	\$1,700,000	Yes
38	State Street/North University Plaza (Public ROW)	DDA	State and North University	\$1,800,000	Yes
39	Hanover Square Park (A2 Park)	Area 1A	Packard and Division	\$1,100,000	Yes
46	McDivitt-White Plaza (UM Property)	DDA	South University and East University	\$2,110,000	Yes
48	Forsythe Park (A2 Park)	Area 1A	Packard and Arch	\$1,000,000	Yes
48	North Main Park (A2 Park)	Area 2B	Between Main and 4th Avenue	\$2,300,000	Yes

UTILITIES



UTILITIES

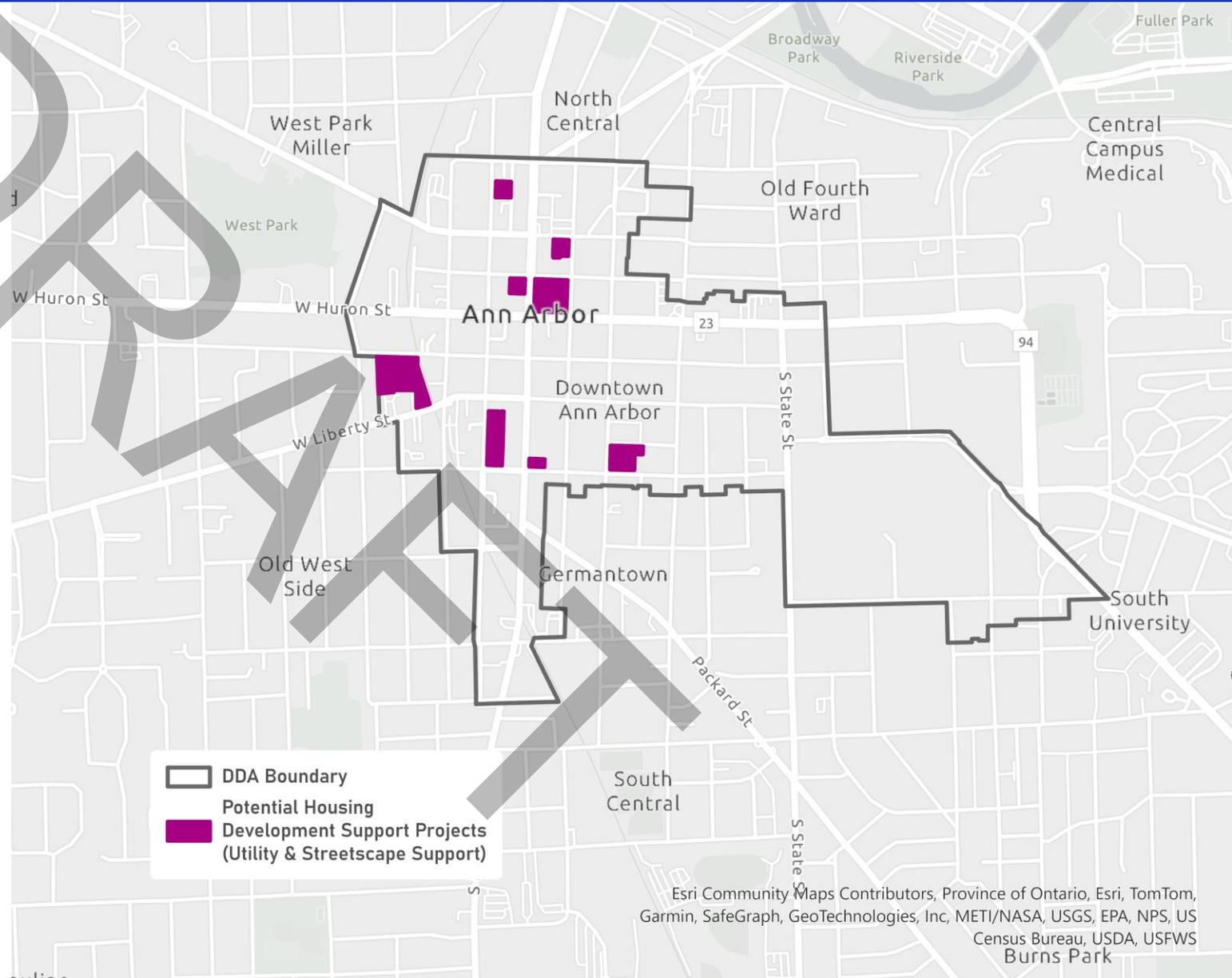
Description: Increase capacity and condition of public water and sanitary mains.

Identified Need & Value Alignment:

- Increase public utility resiliency.
- Support capacity for more people to live and visit downtown.
- Upsize utilities for Housing Commission developments.

Typical Project Elements: Water main replacements, sanitary sewer lining, and streetscape restoration.

Reference Plans: City Capital Improvement Plan (CIP), ongoing infrastructure needs assessments, and Development of City-owned Properties as Affordable Housing.



UTILITIES

Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
33	Water main Replacement (bucket project) DDA	DDA	Throughout	\$8,370,000	Yes
33	Water main Replacement (bucket project)	Area 1A	Throughout	\$7,400,000	Yes
41	Water main Replacement (bucket project)	Area 1B	Throughout	\$5,630,000	Yes
33	Water main Replacement (bucket project)	Area 1C	Throughout	\$4,360,000	Yes
33	Water main Replacement (bucket project)	Area 2A	Throughout	\$3,230,000	Yes
41	Water main Replacement (bucket project)	Area 3	Throughout	\$490,000	Yes
41	Water main Replacement (bucket project)	Area 2B	Throughout	\$730,000	Yes
47	Sanitary Sewer Lining DDA	DDA	Throughout	\$1,100,000	Yes
47.1	Sanitary Sewer Lining Area 1A	Area 1A	Throughout	\$390,000	Yes
47.1	Sanitary Sewer Lining Area 1B	Area 1B	Throughout	\$160,000	Yes
47.1	Sanitary Sewer Lining Area 1C	Area 1C	Throughout	\$320,000	Yes
47.1	Sanitary Sewer Lining Area 2A	Area 2A	Throughout	\$450,000	Yes
47.1	Sanitary Sewer Lining Area 2B	Area 2B	Throughout	\$90,000	Yes
47.1	Sanitary Sewer Lining Area 3	Area 3	Throughout	\$300,000	Yes
19	Housing Commission - Utility And Streetscape Support	DDA	Sites: Community Dental Center, Palio	\$400,000	Yes
41	County Sites - Utility And Streetscape Support	DDA	Sites: Ann & Main, Washtenaw County Admin Parking Lot, Washtenaw County Courthouse Parking Lot,	\$4,160,000	Yes
42	Downtown Library - Utility And Streetscape Support	DDA	Site: AADL downtown branch	\$580,000	Yes
43	City Sites (Not Housing Commission) - Utility And Streetscape Support	DDA	Sites: 415 W. Washington, First and William, Kline Lot	\$1,940,000	Yes

SUSTAINABLE ENERGY

Description: Study and install sustainable energy infrastructure (e.g., geothermal, solar, and wind) to support the creation of a Sustainable Energy Utility.

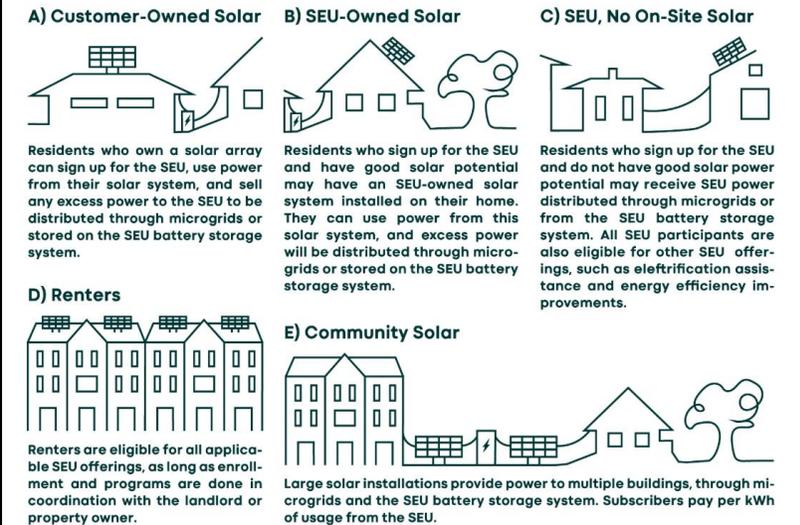
Identified Need & Value Alignment:

- Creates a resilient and sustainable energy system and downtown.

Typical Project Elements:

Geothermal, wind, and solar infrastructure.

Reference Plans: A2 Zero Climate Action Plan and District Geothermal Feasibility Study.



SUSTAINABLE ENERGY

Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
41	Geothermal Installation	DDA	Throughout	\$105,000,000	-
41.1	Geothermal Installation	Area 1A	Throughout	\$70,000,000	-
41.1	Geothermal Installation	Area 1B	Throughout	\$70,000,000	-
41.1	Geothermal Installation	Area 1C	Throughout	\$70,000,000	-
41.1	Geothermal Installation	Area 1D	Throughout	\$35,000,000	-
41.1	Geothermal Installation	Area 2A	Throughout	\$70,000,000	-
41.1	Geothermal Installation	Area 2B	Throughout	\$70,000,000	-
41.1	Geothermal Installation	Area 2B	Throughout	\$70,000,000	-
41.1	Geothermal Installation	Area 2C	Throughout	\$35,000,000	-
41.1	Geothermal Installation	Area 3	Throughout	\$35,000,000	-
44	District Solar & Wind Energy Assessment and Implementation	DDA	Throughout	\$106,000,000	-
44.1	District Solar & Wind Energy Assessment and Implementation	Area 1A	Throughout	\$36,200,000	-
44.1	District Solar & Wind Energy Assessment and Implementation	Area 1B	Throughout	\$15,700,000	-
44.1	District Solar & Wind Energy Assessment and Implementation	Area 1C	Throughout	\$36,200,000	-
44.1	District Solar & Wind Energy Assessment and Implementation	Area 1D	Throughout	\$15,700,000	-
44.1	District Solar & Wind Energy Assessment and Implementation	Area 2A	Throughout	\$6,920,000	-
44.1	District Solar & Wind Energy Assessment and Implementation	Area 2B	Throughout	\$9,890,000	-
44.1	District Solar & Wind Energy Assessment and Implementation	Area 2C	Throughout	\$9,500,000	-
44.1	District Solar & Wind Energy Assessment and Implementation	Area 3	Throughout	\$4,870,000	-

CAPITAL MAINTENANCE

Description: Repair and maintain infrastructure that is unique to downtown, including public seating, pavers, tree grates, pedestrian lighting, bike parking, and pedestrian counters.

Identified Need & Value

Alignment:

- Maintain a high quality of place.
- Maintain access and preserve initial project benefits.



CAPITAL MAINTENANCE

Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
44	Annual DDA repairs - 30 year total DDA	DDA	Throughout	\$13,500,000	-
44.1	Annual DDA repairs - 30 year total 1A	Area 1A	Throughout	\$10,454,264	-
44.1	Annual DDA repairs - 30 year total 1B	Area 1B	Throughout	\$4,552,170	-
44.1	Annual DDA repairs - 30 year total 1C	Area 1C	Throughout	\$6,800,761	-
44.1	Annual DDA repairs - 30 year total 1D	Area 1D	Throughout	\$1,138,909	-
44.1	Annual DDA repairs - 30 year total 2A	Area 2A	Throughout	\$3,614,348	-
44.1	Annual DDA repairs - 30 year total 2B	Area 2B	Throughout	\$3,736,452	-
44.1	Annual DDA repairs - 30 year total 2C	Area 2C	Throughout	\$2,296,753	-
44.1	Annual DDA repairs - 30 year total 3	Area 3	Throughout	\$2,290,427	-
66	Annual streetlight maintenance - 30 year total	DDA	Throughout	\$4,500,000	-
66.1	Annual streetlight maintenance	Area 1A	Throughout	\$3,484,755	-
66.1	Annual streetlight maintenance	Area 1B	Throughout	\$1,517,390	-
66.1	Annual streetlight maintenance	Area 1C	Throughout	\$2,266,920	-
66.1	Annual streetlight maintenance	Area 1D	Throughout	\$379,636	-
66.1	Annual streetlight maintenance	Area 2A	Throughout	\$1,204,783	-
66.1	Annual streetlight maintenance	Area 2B	Throughout	\$1,245,484	-
66.1	Annual streetlight maintenance	Area 2C	Throughout	\$765,584	-
66.1	Annual streetlight maintenance	Area 3	Throughout	\$763,476	-

PUBLIC RESTROOMS

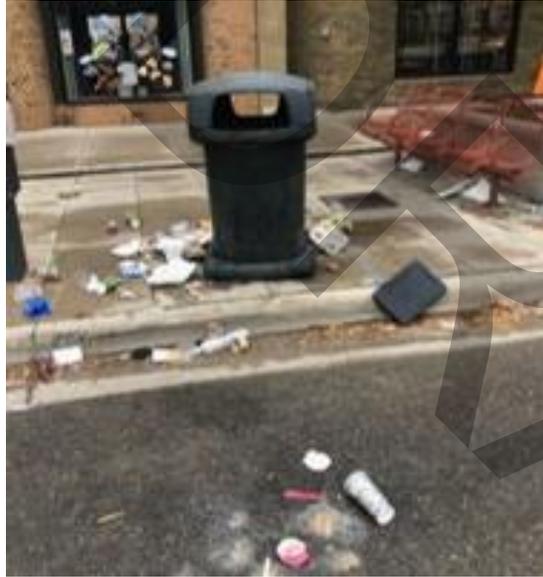
Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
31	Public Restrooms - x4	DDA		\$3,000,000	-



PROGRAMS & SERVICE

POTENTIAL INFRASTRUCTURE NEEDS 4.7.2025

SERVICES AND MAINTENANCE EXPANSION



SERVICES AND MAINTENANCE EXPANSION

Description: A Downtown Service Team that addresses complex maintenance and management issues that lack a clear champion or solution today.

Identified Need & Value Alignment:

- Improve downtown appearance and maintenance to a higher degree.
- Improve access to crosswalks, seating, and transit stops in winter months.
- Provide a solution for attractive, well managed event barricades.
- Create living wage jobs.

Typical Project Elements: Sidewalk and curbside cleaning, landscape maintenance, annual alley power washing, snow removal and ice melt application at sidewalk ramps, bus stops, ADA parking spaces, and benches. Bikeway delineator maintenance, supplemental pedestrian trash can service when visitor volume is high, barricade deployment, and a consistent presence and service connection downtown.



SERVICES AND MAINTENANCE EXPANSION

Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
-	Service and maintenance team - 30-year total	DDA	Throughout	\$30,000,000	
-	Service and maintenance team	Area 1A	Throughout	\$23,231,697	
-	Service and maintenance team	Area 1B	Throughout	\$10,115,934	
-	Service and maintenance team	Area 1C	Throughout	\$15,112,803	
-	Service and maintenance team	Area 1D	Throughout	\$2,530,910	
-	Service and maintenance team	Area 2A	Throughout	\$8,031,885	
-	Service and maintenance team	Area 2B	Throughout	\$8,303,227	
-	Service and maintenance team	Area 2C	Throughout	\$5,103,896	
-	Service and maintenance team	Area 3	Throughout	\$5,089,838	

AFFORDABLE HOUSING SUPPORT



Solar panels were an addition to the Miller Manor property.



AFFORDABLE HOUSING GRANTS

Prioritization Model Rank	Project Name	Boundary Area	Limits	Total Potential Cost	Utility Enhancement
-	DDA Affordable Housing Fund 30 year total	DDA	Throughout	\$55,467,503	
-	DDA Affordable Housing Fund	Area 1A	Throughout	\$4,007,189	
-	DDA Affordable Housing Fund	Area 1B	Throughout	\$1,270,356	
-	DDA Affordable Housing Fund	Area 1C	Throughout	\$2,593,121	
-	DDA Affordable Housing Fund	Area 1D	Throughout	\$434,509	
-	DDA Affordable Housing Fund	Area 2A	Throughout	\$521,109	
-	DDA Affordable Housing Fund	Area 2B	Throughout	\$536,762	
-	DDA Affordable Housing Fund	Area 2C	Throughout	\$320,264	
-	DDA Affordable Housing Fund	Area 3	Throughout	\$331,248	

OTHER PROGRAMS

Prioritization Model Rank	Project Name	Boundary Area	Limits		Total Potential Cost	Utility Enhancement
-	Customer and visitor data support	DDA + All expansion areas	Throughout		\$600,000	
-	Retail/small biz support or incubator	Expansion areas only	Throughout		TBD	
-	Sidewalk vault filling	DDA	Throughout		\$1,500,000	
-	Expanded Go!pass Program	All expansion areas	Throughout	** paid for by the parking system, not TIF**	\$15,000,000	



