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SUMMARY

The primary goal of these two phases of the project was to develop and execute a series of venues to validate and **strengthen stakeholder areas of interest**. Secondly, in order to advance design objectives, **establish a common baseline of understanding and objectives**. The principle vehicle to accomplish this effort was to utilize a local “Storefront” as an easy convenient and accessible staging point for interaction.

The former North Country Gardens building provided this venue throughout the project and included **five** public stakeholder sessions hosted by the FBD Committee. It is estimated that over the **five months** of the project over **150 participants** provided invaluable information, history, resources, ideas and feedback to the FBD committee members and design team at the Storefronts.

The following Inventory is a result of direct stakeholder input Small Town Design Initiative (STDI) assessment, as well as additional field investigation, data collection, synthesis and compilation by the design team providing the basis for the third phase of the project—Implementation.

DATA COLLECTION—INVENTORY

The following list of opportunities and constraints was compiled from the Stakeholder Committee Input Meeting on October 15, 2008. The list is broken down by committee including Historical, Pathways, Signs and Wayfinding, Waterfront, and Streets.

Historical Society

(Presentation by George Anderson, and discussion)

Some Opportunities:

- Native American History and background
- Maritime History and background
- Civil War connections (special celebrations in expected in 2011)
- History of lumber era and mills (Mill Pond area)

Pathways Committee

(Presentation by Andy Thomas, and discussion)

Some Opportunities:

- Committee has done a lot of preliminary

work, including cutting some of the paths, connecting to Braman Park (Leelanau Twp.), the soccer fields (Northport Public Schools), and looking to make connections to the Mill Pond, Village Center and waterfront

- Quality of life should include improving sidewalks; this is a component of the walkway people
- Development funds could be sought from the Township for parts of the project
- Input and dialog is to assure that the work done by walkways is not compromised, and at the same time the work is integrated into one plan with the other components from the other teams and driven to a higher level of creativity
- Signage can be made by volunteers, materials, etc. specified by Design Study recommendations
- Pathway along the creek to the shoreline
- Walkways could have different levels of loops with different surfacing
- Permits would require universal access; accessible trails would help in securing grants (could start with wood chip base, and then enhance for accessibility with grant funds)
- Could combine accessible trails and “nature trails”
- Residents in the upper part of our village would benefit from walkways in their area
- Pathways “Predominantly” non-motorized vehicles only; consider electric golf carts for senior citizens in some areas; are electric golf carts compatible with a “walkway”

Some Questions and Responses:

Where do people in the village walk now? *Haserot Beach Park, Village sidewalks, along streets*

Are there any items considered by walkways, but not addressed so far? *Bicycle pathways and connections to regional systems*

Signs and Wayfinding Committee

(Presentation by Marsha Buehler, and discussion)

Some Opportunities:

- Hours for Visitor's Center (currently unattended)
- Committee has identified needs for directional signs, placing of the signs has to be clarified
- Visitor's Center be the obvious *first* stop when visitors come to town and are looking for things to do
- There should be signage for those returning from the lighthouse, just north of town
- There should be signage for the lighthouse/ Northport a few miles south of town; maybe even in Greilickville and Suttons Bay
- MDOT might allow a cap (with a logo) and a base (Northport)
- There might be funds for Visitor Centers/signs and access to toilet facilities
- Current signs say a lot about the past, little about the future, and what it could be

Some Concerns:

- There is a lot of concern with maintaining a schooner in the logo
- There should be coordination with MDOT
- The design team should not be bound by specific suggestions by the committee(s)
- Some coordination with the Heritage Route Committee might be desirable
- Some coordination with Leland and other villages might be desirable
- Specific MDOT plans, such as the blinking light, should be reviewed up front

Some Questions & Responses:

What other icons are there representing our Township? *The lighthouse, the shoreline, schooner, arts, natural environment, historic port*

Additional requirements? *A list of some suggestions made by individuals was provided, local zoning issues and MDOT requirements; these were clarified.*

What are the objectives for signs? *A Blinker sign, M-22 no-passing sign, Business District sign (Install initial sign(s) in 2009/10, to get the process rolling even if all funds for full system are not procured).*

Waterfront Committee

(Presentation by Ernie Barry and Bill Collins, and discussion)

The Design team reviewed the "Waterfront Test" - "Elements of a Vital Downtown Waterfront" results, performed by the team (see pages 1-14 and 1-15).

Some opportunities:

- Integration of walkways and shoreline
- Mill Creek environment needs help—some opportunities are naturalized landscaping, improved public access and interpretation
- Parking; Two main parking lots that generally work except when there are special events, maybe moving trailer parking to another location, reconfiguring old playground and adjoining area
- Trash management - currently two dumpsters on opposite ends but insufficient for major events (could have dumpsters relocated, better screened or off-site)
- New harbor building to replace current bathhouse to include community meeting rooms, bath, laundry, room for boaters, public toilets
- Architectural consistency between buildings (including sheds, current baths, pump house, future structures)
- Other property acquisitions to allow small boat storage (difficult but could identify and consider possible locations)
- Coordination with signage and wayfinding; encourage integration of more public art work
- Introduction of community sailing program

Some Concerns:

- South beach needs clean up near newest playground structure; weeds are plentiful
- The extent of overview (oversight) for the marina grounds, south beach, and park
- Current configurations: size of the boat ramp, seasonal and transient slips, and corresponding number of parking space, and universal accessibility
- Cost of operations and maintenance
- Need place to rent and launch small sail boats; kayaks; bicycles; etc. (possible tourism and micro business niches)

Waterfront Committee (continued)

(Presentation by Ernie Barry and Bill Collins, et al)

Some Questions and Responses:

What activities take place in the park, besides the fireworks? *A list was provided by Chamber of Commerce.*

How does the marina function with two parks on the side of the marina? *There is a marina committee. Marina and parks are all owned by the village (deed restrictions were provided - See Appendix)*

Can funds from the marina operation help provide improvements to the Park and/or the South Beach? *Yes, for the Marina parcel, but the question should be asked of the Village Marina Committee. The above also can affect the extent of continuity in the design of the waterfront.*

Marv Wittig, Northport Harbor Master, is knowledgeable and available for day-to-day operation questions and concerns.

Capacity: are there plans to expand marina? *Leave that as a separate issue to be addressed later on (slip addition configuration provided by Marina Committee later)*

Moorings planned? *Not yet, except for maybe a on the south end of the shoppers' walk*

Any need or want for development south of the beach, around Smith Road? *No its private property.*

Are people willing to see pieces of art along the waterfront? *A good example was the painted doors exhibited by our NPS students—no complaints from public.*

Waterfront connections to downtown - what is anticipated? *The intent is to merge the ideas.*

Anything in STDI of great interest or concern? *Fishing pier might be desirable (beyond shoppers' dock); the continuity with south beach*

Is beach grooming possible at South Beach? *Yes requires a MDEQ below Ordinary High Water (OHW)*

Pier Group Building? Privately owned, currently not operating. Used to be a restaurant - this could be a

gold mine for opportunities (design team will find ways to "incentivize" public and private contributors...)

Streets Committee

(Presented by Mike TenBrock et al.)

The Design team reviewed the "Downtown Test" - "Elements of a Vital Downtown Core" results, performed by the team (*see pages 1-12 and 1-13*).

Some Opportunities:

- New decorative streetlights (not too bright; not too high; not too ornate)
- Resurface parts of M-201
- Sidewalk replacement for width, improve curbing, storm water drainage
- Median island on Nagonaba St. (or even temporary road closures—between Mill and Bay street for programmed events)
- Crosswalks
- Irrigation for planters
- Reroute heavy traffic (truck routing)
- Public plaza area in Township Office/Public Library area
- Possible M-201 turnback discussion with MDOT began last summer
- Additional planters, benches, and litter receptacles

Some Concerns:

- Maintenance of some of the items should be responsibility of the Village
- Roadway, curbing, and drainage improvements are not a specific focus of this design
- Final cost projections will be based on concept design and will be a pre-engineering number with enough detail for grant and funding development
- Rerouting truck traffic and signalization could add some challenges in the process to upgrade according to MDOT standards
- Bump-outs would need approval from MDOT geometrics, would probably make them difficult in some areas without a turn back
- Up-front dialog regarding possible M-201 "turnback" should take place now, before going too far into the FBD streetscape design process.

Streets Committee (continued)

Some Questions and Responses:

Is there any information/maps on existing lights?
None anyone was aware of

Specific budget for improvements are desired; shouldn't this project look to be incorporated into the Village's budgeting considerations? *Interaction with, and buy in from the decision maker's is critical*

Is the community supportive of "green" measures?
Yes, good stewardship calls for that; payback of 5 years or less, "no-brainer"; of more than 10 years, again "no-brainer"

INVENTORY MAPPING

As part of the initial field work conducted by the design team, **digital aerial topographic mapping** was used to create a series of base maps for the project. The topographic mapping was originally done for use in designing the Village's sewer and waste water systems and was updated where possible to show changes in the existing features and buildings.

Two series of base maps were generated for the village core areas and the waterfront areas. The design team then utilized the mapping in the field to create **Opportunities and Constraints Maps** for the areas of the project. The maps begin to assess the physical and visual characteristics, features, limitations, and assets in a graphic and symbolized way.

The maps, as exemplified on pages 1-6 and 1-7, were then used at the Storefront Studios to conduct dialog with stakeholders. These initial maps were used to help evaluate the design programs, evaluate and debate the merits of various ideas and considerations, and update existing conditions information used by the design team. All additional Opportunities and Constraints mapping for the project areas can be found in the Appendix.

MSU- SMALL TOWN DESIGN INITIATIVE (STDI) REPORT AND GRAPHIC BOARDS

In 2008, The initial undertaking of the *Future by Design (FBD)* process contracted with Michigan State University's Landscape Architecture program—Small Town Design Initiative (STDI). This community-university partnership engaged hundreds of people to participate in visioning possibilities for future improvements in Northport. MSU's final report titled **Northport Image/Identity/Sense of Place.**

The Design team utilized this report and graphic boards provided as a starting point for possible design concepts. A summary of particular MSU—STDI concepts and ideas, which were further explored through the Development, Validation and Visualization phases by design team, can be found in the Appendix.

Insert MAP — Village Center

OPPORTUNITIES & CONSTRAINTS

LEGEND

-  Gateway DISTRICT
-  Avant-Garde DISTRICT
-  Market DISTRICT
-  Art DISTRICT
-  Waterfront DISTRICT
-  Northport Village Center



Insert MAP — Waterfront

OPPORTUNITIES & CONSTRAINTS

LEGEND

-  Gateway DISTRICT
-  Avant-Garde DISTRICT
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-  Art DISTRICT
-  Waterfront DISTRICT
-  Northport Village Center



DOWNTOWN BUILDING ASSESSMENT

(Tom Nemitz—Cornerstone Architects)

The vitality and success of any city or community is the combination of many different components, all working together.

One of these components is the “Sense of Place” created by the interaction of streetscape and architecture. The assessment of existing architecture and use of existing structures is a key component in developing a master plan or “road map” that will take you from where you are, to where you want to be.

The need for revitalization efforts in Northport is clear. Many structures are vacant or at best seasonal in use. Large expanses of properties are under-utilized, overgrown, or used as surface parking. The current status limits the possibility of vibrancy and limits the Village as a targeted destination for many.



Waukazoo Steet in its hay-day had its anchor businesses.... as did Mill and Nagonaba Streets.



However, **Northport also possesses qualities that many communities can only wish for.** Proximity to the water and a high quality of life has been and is attractive to a number of residents transplanted from other areas. Nearby tourist attractions such as the light house and Sleeping Bear National Lakeshore draw visitors and vacationers.



The infrastructure or “bones” of the community are strong. Many historically attractive structures line the main roads; school systems are strong and participate in the “Promise” program to advance secondary education support; the harbor offers boaters a safe haven, and attractive destination.



A rich history is well documented for Northport, and many references to that history still exist in the community. Improvements to the sewer system, and an increased awareness of sustainable initiatives, also are worthy achievements already in place.

DOWNTOWN BUILDING ASSESSMENT (continued)

Waukazoo Street

Waukazoo Street represents the “gateway” into Northport for many travelers and residents alike. The importance of “first impressions” is reflected in the existing and future development of Waukazoo for the success of Northport.

The village plan of Northport places the businesses and commercial use structures along three main roadways:

- Waukazoo Street
- Nagonaba Street
- Mill Street

For a community the size of Northport, this plan spreads out the various businesses to a point where no real density of districts is established. This has resulted in a village mix of residential style homes and businesses, surface parking spaces, vacant lots, and incompatible styles of architecture. This is especially true along Waukazoo as people enter Northport. Overgrown residential properties, vacant lots, new infill housing, historic style commercial buildings, ranch style homes, and vacant buildings line Waukazoo.

Waukazoo presents a wealth of opportunities for the revitalization of Northport. New appropriately designed infill structures that combine commercial and residential uses can replace overgrown properties and vacant lots. New buildings to house restaurants with seasonal outdoor café-style seating can replace vacant structures. Pedestrian links from the hill to the waterfront can be established, and a new gateway can be established that gives all who enter Northport a feeling of well-being. The density of buildings along Waukazoo can establish a feeling of vibrancy and offer shops and structures that cater to visitors and residents. Uses such as movie theaters, cafes, bars, specialty sports, professional offices, furniture/antique stores, toy stores, and farm fresh markets can create people spaces that enhance the character and quality of life in Northport.

The implementation of a possible alley at the west end of Waukazoo can provide a secondary artery for service and access to specialty shops, parking, and residential properties that may climb the hill to take advantage of views and encourage new families to look to Northport as home.

Combining both “on street” parking with remote parking behind the buildings will allow for many parking choices depending on the seasonal shifts in visitors and residents.

Placement of new structures near the sidewalks will enhance the pedestrian scale and create approachable architecture.

“Waukazoo is a key component to Village Center revitalization”

The appropriate development and enhancement of Waukazoo is a key component to the revitalization of the Community of Northport”.



Address: Approximately 121 Waukazoo
Use: Residential
Style: Newer Infill
Contributing: As an Infill-yes.



Address: Approximately 120 Waukazoo
Use: Residential
Style: Residential-farm house style
Contributing: Historic-Minimal Architectural-Minimal

**DOWNTOWN BUILDING ASSESSMENT
(continued)**

Nagonaba Street

Nagonaba Street provides for an eclectic mix of architectural styles and uses of the buildings. Both residentially styled and traditional commercial styled storefronts line the street. A mix of 1970-80 style buildings are also present with the village offices, Tom’s, Village Library, and Huntington Bank Building. Expanses of parking lots for Tom’s and the village offices cut large spaces between buildings and alter the pedestrian feel of the streetscape.

The initial review and subsequent façade improvement studies attempt to correct several of the negative features of the Nagonaba streetscape.

- Low density and placement of buildings
- Compatibility issues with various architectural styles
- Unplanned mix of uses
- Wide streets prevent interaction from side to side.
- No focus towards the waterfront

Facelifts for the dated facades of the Bank and Tom’s grocery store are recommended. Parking areas for the Village office areas may be prime “infill” areas that still preserve some internal parking, but return new buildings to the proximity of the sidewalks. Where parking is needed, streetscape improvements call attention to defined entries, and signage directing people to off-street parking areas.

Older structures can be upgraded with simple measures like new paint schemes or more intensive upgrades including additions or full “face-lifts”.

There is also a need for a **cohesive architectural “vocabulary”** to be developed along Nagonaba as a natural link to the waterfront areas. East of Mill Street, Nagonaba could truly be a highly active pedestrian place with a narrower roadway and interesting architectural improvements to existing structures.

A combination of on street parallel and angle parking, combined with tasteful off-street parking areas, can preserve the facades of new buildings to be placed along the sidewalks for a more walk-able feel to the village core.



Address: Approximately 131 Nagonaba
Use: Commercial/Retail “The Depot”
Style: Stone Train Depot
Contributing: Historic-Yes
 Architectural-Yes



Address: Approximately 123 Nagonaba
Use: Commercial/Residential-Antiques
Style: Residential-Bungalow
Contributing: Historic-Yes (except bow window)
 Architectural-Yes

West on Nagonaba, the transition becomes apparent that a more residential mix is currently in place. This seems an appropriate link to the western neighborhoods up the hill and to the school vicinity.

A more pronounced awareness of the potential for Park Drive should be investigated as a link to the Mill Pond and possible small-scale development along this drive. This link could be an important tie for the village core business area to other amenities in the community such as Bramen Hill.

**DOWNTOWN BUILDING ASSESSMENT
(continued)**

Mill Street

The portion of Mill Street from the intersection of Nagonaba north to Third Street was also considered. Similar to both Nagonaba and Waukazoo, this portion contains a mix of residential and commercially-oriented businesses. The architecture reflects the uses.

Several upgrade projects are under way including the renovation of the former Willowbrook Inn property and the residential property (approximately 103 Mill) to the south of the creek.

Existing businesses such as Barbs Bakery, the Art Gallery, and the Eat Spot provide key anchors for the vitality of Mill Street and the north business district.

The tree-lined street is a very attractive setting, and the bridge (culvert) over Mill Creek literally offers a nature point of interest for strollers. Suggested modifications in the area could be as little as painting, landscaping, and general upkeep of the properties to maintain and enhance the character along Mill Street.

This area of Northport should remain **attractive to art oriented businesses, restaurants, bakeries, and a mix of live-work structures** that maintain the character of the street. Links (Second and Third Street) to the Waterfront are primarily residential in mix and contribute to the character and walkability of Northport. Additional sidewalks on this streets would improve this however. With renewed revitalization in Northport, the Mill Street blocks could become popular with people that are looking for the perfect area in close proximity to the downtown, residential streets and the waterfront.

It is further recommended that the **existing businesses along Mill Street be retained and encouraged** to remain as much as possible to preserve the character and achieve the level of vibrancy that is possible.



Address: Approximately 100-102 N. Mill Street
 Use: Retail/Residential/Commercial "Pennington Collection"
 Style: Urban Historic Storefront
 Contributing: Historic-Yes
 Architectural-Yes
 44'-10" wide x 48'-6" tall



Address: Approximately 101 N. Mill Street
 Use: Retail/Residential possible "The Prescription Shop"
 Style: Urban Historic Storefront
 Contributing: Historic-Yes
 Architectural-Yes
 24'-5" wide x 30'-6" tall

Mill street **provides a good transition for people both into and out of Northport**, and suggest little architectural work be done.

ELEMENTS OF A VITAL DOWNTOWN CORE

A TEST for what you have or hope to have?

*Is it a **Destination?*** - Within the Community, Region, and State (takes advantage of anchors)

*Is it or does it have **Distinguishable Districts?*** - Easy to get to, "Way-find" within, Unique character/image, Brand

*Does it have **Diversity?*** - Retail/Service/Leisure time/and Living sectors make it up (mixed-use)

*Is it **Convenient and Safe?*** – Easy to **park** (Cars, bikes, RV's), and **walk** around, "cross-shopping"

*Does it have **Interesting Elements?*** – "People" places are prevalent and well-connected, strong anchors

*Is it **Vibrant with Activity?*** – Programmed seasonal events, *Impromptu leisure*, Evening/night,

TEST FOR NORTHPORT VILLAGE CENTER

Destination?

Northport, by default, is a destination in that it is the northernmost Village on the Leelanau Peninsula - on this the village should capitalize. Attractions to the north do draw a considerable amount of traffic through the Village and opportunities exist to capture their attention and increase the value of the Northport Area as a destination.

“Northport by default - is a destination in that it is the northernmost Village on the Leelanau Peninsula—on this we should capitalize.”

Attractions include natural resource-based activities like Peterson Park, Leelanau State Park, the Lighthouse, and Kehl Lake Natural Area. Downtown has its anchors also - the corner gas station, former Northern Country Gardens Building, Post Office, Eat Spot, Stubbs, Barb's Bakery, Tom's Market, Community Art's Center, and Rock Shop. However, some are in need of façade upgrades or even adaptive reuse - the former North Country Garden and Willowbrook Inn sites have already begun to undergo significant renovation.

Distinguishable District?

The overall downtown district (Village Center) struggles for identity. Existing land-use grapples to show its true face, with a mix of commercial and single-family homes intermixed in the Village Core. Future land use in the Village Center has been identified to move towards more commercial and business-oriented business. It does, however, need to be noted that Northport gains some distinguishable identity from its live/work single-family style homes such as the businesses on Waukazoo and the art galleries in the north waterfront area.

Sub-districts are visible in varying themes and physical environment and help enhance the Village Center. Waukazoo Street is traditional in form and struggles the most to find identity as it is in transitional state with high vacancy rates and underdeveloped lots. Nagonaba Street, with its wide expansive roadway cross sections, "feels like" it is more for cars than people. A distinguishable asset Nagonaba does provide is the strong potential connection with the waterfront which currently is under maximized visually and physically. Mill Street probably provides the most distinguishable characteristics to the Village Center; however, these characteristics, that include narrow sidewalks, meandering walkways, and connections to the creek, large old growth trees, and overall randomness, are only unique to this street.

Diversity?

The Village Center does provide diversity of retail, service, leisure time, and living sectors; however, its "mixed of uses" seem to be unorganized and in transition. Instead of "meshing" the mixed uses, they may function as more separated entities than a unified Village Center, which distracts from presenting a distinguishable district and from efficient use of the valuable downtown property.

Currently, some businesses catering to seasonal visitors, including a used book store and a rock shop, which appear to be making their way in the Village Center. While others are succeeding by serving locals and visitors alike, such as the gas station, Tom's grocery store and bakery. Opportunities exist today to invest in vacant property and undervalued commercial business for sale that could take aim at more service-oriented business and boutique-type businesses that provide for the needs of locals by filling business niches. Opportunities also exist as infill development occurs to encourage second and third floor domiciles.

TEST FOR NORTHPORT VILLAGE CENTER (continued)

Convenient and Safe?

Rear parking capacity and off-street parking availability is poor with little available. The exception to this is the quasi-public parking occurring at the fitness center and grocery store. The lack of back alleys also restricts convenient off-street access, drop-off, and delivery for business owners.

Convenient parallel parking achieves shorter term needs of patrons, while thru/around block walking connections could be enhanced and strengthened. Cross-shopping is not particularly evident based on the shops placement and cross-section of businesses. Strong non-motorized connections to nearby "leisure time" amenities, such as the Mill Pond and the waterfront, is lacking.



Overall, the Village ambience and character reassures a sense of safety. The "small-town-feel" atmosphere and businesses such as the corner petro station all add to the convenience and safety.

Opportunities exist to improve on the ground safety and convenience through universal accessibility, including safe pedestrian crossings, barrier-free parking and sidewalk ramping at intersection corners, diversity in paving surfaces, more developed wayfinding, and pedestrian lighting.

Interesting Elements?

Several interesting elements exist throughout the Village, most however are underutilized or not accessible. Elements for enhancing human pleasure include natural elements as well as the built environment.



The Mill creek and pond, and waterfront all are underutilized as amenities supporting diversity for visitors to the downtown, should be explored.

The built environment is dated, building facades are in need of upgrades and a "designed streetscape character" is almost non-existent. Interesting elements exist within the architectural features of the buildings facades and just need to be renovated.

The streetscape, though lacking in designed elements, provides the basic manila envelope to build upon. The distinguishable districts that exist in the streetscape need to be polished and built upon with designed features included paving patterns, varying sidewalk widths, lighting, overhead elements, and signage.



Vibrant with Activity?

The Village sponsors and promotes several seasonal events but little or no "impromptu leisure," evening/night time activity occurs. Not much sign of "Living" – sounds, smells, random meetings, people watching going on after 5:00pm. More frequent midweek (noon hour - early after hours), Weekend or Friday night street activity and sponsored "street parties/events" are needed.

TEST FOR WATERFRONT

Destination?

Nagonaba Street Access.

Main arrival from Village Center has a long view to marina terminating in a large marina parking lot at G. Marsten Dame Marina designed for car-trailer parking for the boat launch. The post office ½ block (a key link for Village Center to the water) is not a distinctive connection visually or physically compelling people to go to the water or drawing people from the waterfront to the Village Center.

The Main street to Bay street connection to the waterfront is another potential route for arrival to the waterfront from the south, but is relatively unknown to the unfamiliar visitor. The ninety-degree turn (road end) north is an import and visual terminus and wayfinding node for the waterfront. Currently there is no sense of arrival at this park space. The area has a closed, dilapidated restroom some “goat paths”, is overgrown, and in the winter is used as a major snow storage area.

In its day, the Pier Group building was part of the allure and draw to the north end of the waterfront. Indeed, artist studios along Bay and 2nd street exist as a continuation of the activity the area once saw and the potential for a resurgence with adaptive reuse of the Pier Group building and site.

The Historical Society building located in the former Railroad Depot, provides people a rich glimpse into the Village’s notable Maritime and Lumber Era past. It also serves as a starting point for a historic home walking tour route – which has had some development as could be strengthened.

The park spaces have some elements of recreation and leisure time, the main ones being the newer play structure at South Beach Park and the Pavilion at the marina. Haserot Beach Park has little attraction but some opportunity with the breakwater, creek mouth and possibly interpretation of the former Coast Guard signal tower. The new restroom and the advent of the Visitor’s Center also are components that provide support for visitor’s to the waterfront, but are hidden and not presently a part of wayfinding signage system.

Finally the marina itself, with a twin boat launch, and four piers with approximately 80 seasonal and 40 transient slips, brings several months of intense and steady use to the waterfront, but fully 7 more months with diminished waterfront activity.

Distinguishable District?

It is difficult to distinguish arrival and way-find to and about the waterfront district, principle arrival via Naganoba Street can easily be missed by the unfamiliar as no signage or strong visual clues are present. Similarly, Main and Second and other connecting streets do not support either a strong vehicular nor a non- motorized *sense of arrival* to the waterfront.

The three main subspaces, Haserot Beach, G. Martsen Dame Marina Park and South Beach, are relatively unconnected visually as well as physically. They are truncated by large parking areas, adding to the sense of disconnectedness.

Site detailing and character do not add to the waterfront to create a distinguishable, memorable district. Physical connections with walkways, lighting, landscape treatments, common site detailing of amenities are also minimal and could strengthen the

“...connecting streets do not support either a strong vehicular nor a non- motorized sense of arrival to the waterfront”

common tread of shoreline and water’s edge. However, a variety of elements do create interest in an of themselves by providing recreational, interpretive, leisure-time, and some economic (shopping) opportunities on the collective waterfront.

Diversity?

Many individual aspects on the waterfront add to it’s emerging diversity of interests and attractions for people, visitors and year-round residents alike. The play ground at (South Beach), the unique pavilion (G.M.D. Marina park); the Depot (history museum) and caboose (history museum element); the Visitor’s Center, open spaces and beaches themselves also contribute to drawing people.

However, lack of unifying design elements and physical linkages weaken the experience in and between the sub-spaces on the waterfront.

Historically, seasonal Holidays like the 4th of July help contribute to the diversity of the waterfront experience. Events held annually, such as the Car Show and the Winter Festival help bring diversity.

An ongoing market assessment may reveal many unfulfilled business “niches” available which may support the waterfront over a more diverse set of programmed events and extended seasons. Currently, supporting elements are few and predominantly on the waterfront with little “public space” downtown to entice people back to the Village center and businesses.

Convenient and Safe?

Is there public parking capacity available? Alleys and rear parking areas inhospitable or unavailable. Is there convenient parking – evaluation of short term and long term needs for visitors (summer influx) needed.

Through and around-the-block pedestrian connections to waterfront could be added (i.e. from Waukazoo block) to increase access and cross shopping (Downtown merchants work together to draw people).

Connections to nearby “leisure time” amenities are lacking (i.e. the Mill Pond, waterfront parks). M-201 bisects the downtown core - safe distinguishable non-motorized crossings are lacking in some locations.

Interesting Elements?

The History Museum, caboose and railroad history in general add interest; other areas of interest include the former Coast Guard signal tower, Mill Creek, marina breakwater, willow trees, fishing and water quality, marina pavilion (built with historic piles), the former Pier Group building, door manufacturing facility, and art galleries.

“People spaces” are scarce such as – pocket parks, sidewalks to narrow (few “urban” spaces). cars dominate streetscape – Waukazoo pedestrian scale is adequate, however the buildings and businesses palette do not provide much draw. Nagonaba St. is too wide and open for a

comfortable pedestrian scale. The Post office ½ Block business combination - Post office, bank, Twp. Offices and Library makes this key area a bit a general purpose commerce center for daily neighborly encounters and interaction. Focal (Way-finding) elements are lacking – Character of the place is undistinguishable (Needs icon elements)

Vibrant with Activity?

As with the Village Center, promotion of seasonal events can and should spill from the waterfront to the downtown center proper. Minimal “impromptu leisure,” evening/night activity (as much as the Village scale can handle), spaces where people can have random encounters with friends and “people” watch, exist currently.

Much of the activity on a public waterfront is “invented” by people. Supportive elements entice activity, planned trips and return visits. At the Northport waterfront, people are left to create themselves (bring chairs blankets, recreation toys), improvise (sit on or under what ever is handy), and/or pass on the option to stay because subspaces are not readily available or obvious.

The waterfront seems to lack a major public space draw that compels people to it. The principle opportunity of the road end on Nagonaba Street is uncelebrated and underutilized, as a boat launch parking area. Transitioning this space into more of a “people” space with supportive nearby parking resources is a major opportunity. Creation of such a space would expand programmability, and create visual and physical linkages from the waterfront to the village center via Nagonaba Street.

The community of Northport is home to a series of planned events that together help add to the seasonal draw. These events include the annual “Cars in the Park” at Haserot beach and the Winter Carnival held at Bramen Hill.

2009 is the inaugural year of the Northport Lighthouse and Maritime Festival as well as the Leelanau Farmers Market to be held at the depot in on Fridays from June 19th through September 18th. Another initiative rolled out in 2009, is a new 5-Day youth sailing class using 8-foot boats called prams, will be held off of South Beach Park. These new initiatives bode well for the increased activity and vibrancy during summer months.

EVOLUTION OF DISTRICTS

With “*the elements of a vital downtown, village center and waterfront*” tests complete, a character assessment was developed. The assessment revealed something very distinguishable within the Community of Northport. Five uniquely distinct sub-areas or districts - two very evident and three more subtle - are present.

To guide discussion and aid idea generation, we have termed the five districts as follows:

GatewayDISTRICT

Avant-GardeDISTRICT

MarketDISTRICT

ArtDISTRICT

WaterfrontDISTRICT

These sub-districts have been described by information gathered through the Small Town Design Initiative Process (STDI) and further onsite inventory and assessment, public / stakeholder input, and conceptual plans evolved during this planning process.

In order to create detailed design solutions, each sub-district is described below in terms of the following five desired and distinguishable qualities: **Overall Ambience**, **Architecture**, **Street Character**, **People Space**, and **Activities & Events**.



(See “District” Map—on the following page)

GatewayDISTRICT

Main Street and M-201 intersection
Mill Street and Sixth Street Intersection

Overall Ambience

- Gateway to recreation
- First and last impressions as visitors pass through Village
- Strong first impressions
- First introduction to Village wayfinding
- Initial introduction to joint wayfinding (MDOT and Village) to occur at Village limits
 - M-22 and M-201 intersection (South)
 - M-201 and 3rd Street (North)

Architecture

- Northern Michigan “Cottage” and “Barn” style architecture
- Mixed traditional neighborhood single family residential
- Recognized historical home sites

Street Character

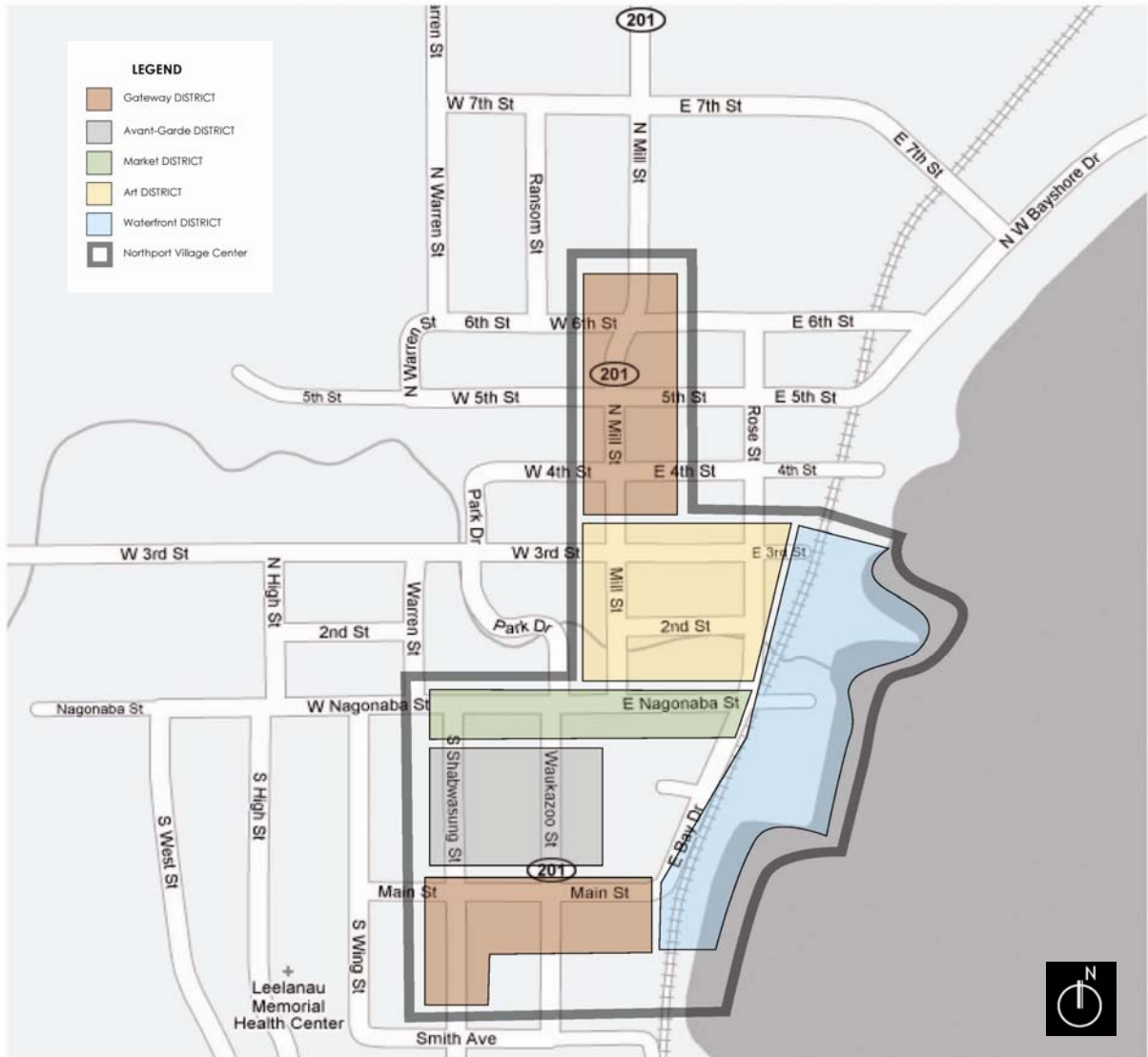
- Traditional neighborhood
- Street trees
 - Maples, Beech, Oak
- Tree lawns
- Sidewalks at 5 foot width
- Introduce decorative concrete paver / brick gutter
 - South - Starting at gateway
 - North - Starting at Third Street
- Introduce street lighting
 - Low light levels
 - Low mounting heights – bollard lights
- Traffic calming
 - Curb projections / Bump-outs
 - Strong vertical elements
 - Narrowed driving lanes

People Spaces

- Limited people spaces
- Create defensible space for pedestrians
 - Enhanced crosswalks
 - Proper signage
 - Different paving – altering ground plane
- Environment created by street tree over-story – sidewalk only

Events & Programming

- Festival banners
- Overhead elements



EVOLUTION OF DISTRICTS (continued)

Avant-Garde DISTRICT

Waukazoo Street
Shabwasung Street

Overall Ambience

- Mixed-use
- Sharp, clean, trendy, utilitarian appearance
- Teen, young adult, 20 something atmosphere

Architecture

- Mixed-use
 - Architectural allows for mix of old and new
 - Maximize first floor space as commercial space
 - Move domiciles to 2nd/3rd floor
- Existing “false façade” architectural style moves towards contemporary modern building design
- Historical buildings identified and preserved
- Business development geared towards younger generation
 - Restaurants
 - Internet Cafes
 - Coffee Shops
 - 2nd story domiciles
 - Book Stores
 - Boutiques
 - Bars, clubs
 - Youth center

Street Character

- Open, clean lines, contemporary
- No street trees
- Sculptural vertical elements add visual interest
 - Light poles
 - Banner poles
 - Public art
- Sidewalk widths widen from 5 to 6 feet
- Paving
- Decorative concrete paver / brick gutter carries itself from Gateway District
- Introduce decorative paver / brick detail behind curb
- Encourage development of quasi-public hard-scape space outside of road right-of-way
- Street lighting
 - Moderate light levels
 - Mid-level mounting heights – 12-14 feet

- Utilize and encourage business to provide lighting on street-facing façade
- Consider Village contract to pay utility cost of nighttime operation
 - In-ground lighting
- Traffic calming
 - Curb projections / Bump-outs
 - Strong vertical elements
 - Narrowed driving lanes
- Mid-block crossing to encourage cross shopping and walkability



People Spaces

- Abundant people spaces in quasi-public space
- Create defensible space for pedestrians
 - Enhanced crosswalks
 - Proper signage
 - Different paving – altering ground plane
- Sidewalk cafes
- Development of pedestrian connections with off-street parking locations and adjoining properties

Events & Programming

- Sidewalk Sale
- Enhanced midday, evening activities
- Extended business hours on select nights

EVOLUTION OF DISTRICTS (continued)

MarketDISTRICT

Nagonaba Street

Overall Ambience

- Mixed-use
- Eclectic
- Shopping, active, vibrant
- Action, people, diversity
- Business and leisure time activities
- Strong connection with waterfront

Architecture

- Mixed-use
 - Architectural allows for mix of old and new
 - Maximize first floor space as commercial space
 - Move domiciles to 2nd/3rd floor
 - Variety of architectural styles
 - Historical
- Contemporary modern building design
- Historical buildings identified and preserved
- Business development geared towards all ages
 - Service oriented business
 - Post office
- Tom's Market
- Bank
- Petro Station
- Village Office
 - Coffee Shops
 - Art Galleries
 - Boutiques
 - Bars, clubs

Street Character

- Expansive with views to waterfront
- Overhead tree canopy
- Street trees
 - Honey Locust
- Sculptural vertical elements add visual interest
 - Light poles
 - Banner poles
 - Public art
- Sidewalk widths widen from 5-10 feet to 10-15 feet
- Paving
- Decorative concrete paver / brick gutter carries itself from Avant-Garde District
- Enhanced decorative paver / brick detail behind curb

- Decorative paving more intense at corners and seating areas
- Living stormwater interpretation
 - Celebrate water
- Street lighting
 - Moderate to High light levels
 - Mixed lighting sources
 - High-level mounting heights – 18 feet
- Re-introduce Bollard Lights from Gateway District
 - Selected areas
 - Connection to waterfront
 - LED
- Traffic calming
 - Curb projections / Bump-outs
 - Strong vertical elements
 - Narrowed driving lanes
- Mid-block crossing to encourage cross shopping and walkability

People Spaces

- People spaces incorporated in right-of-way
 - Stormwater gardens
 - Bio-retention Tree Planting
- Create defensible space for pedestrians
 - Enhanced crosswalks
 - Proper signage
 - Different paving – altering ground plane
- Sidewalk cafes
- Development of pedestrian connections with off-street parking locations and adjoining properties
 - Future consideration for public parking behind
 - Tom's Market
 - Park Street connection to 3rd Mill Pond

Events & Programming

- Programmable market space (Mill to Bay St.)
 - Art Fair
 - Leelanau Wine Festival
 - Sidewalk Sale
 - Fall Agricultural Festival
 - Northport Fall Festival
 - Tree Lighting & Open House
 - Friday Night Live
- Enhanced midday, evening activities
- Extended business hours on select nights

EVOLUTION OF DISTRICTS (continued)

ArtDISTRICT

Mill Street

Sub-Streets Second through Sixth

Overall Ambience

- Mixed-use on Mill Street
- Live Work dwellings intermixed with single family
- Diversity
- Eclectic
- Mystery
- Anticipation – High interest
- Sense of Place
- Security

Architecture

- Mixed-use
 - Maximize first floor space as commercial space
 - Move domiciles to 2nd/3rd floor
- Variety of architectural styles
 - Historical
 - Classic Traditional Neighborhood single family
- Retro-modern
- Art infused
- Historical buildings identified and preserved
- Business development geared towards the arts
 - Unique Restaurants, Cafes
 - Coffee Shops
 - Art Galleries
 - Boutiques
 - Live work Studios

Street Character

- Cloistered, secluded
- Overhead tree canopy
- Variety, curvy streets
- Street trees
 - Maples, Beech, Oak
- Sculptural vertical elements add visual interest
 - Public art
- Sidewalk widths maintained at 5-6 feet
- Paving
- Decorative concrete paver / brick gutter Enhanced decorative paver / brick detail

People Spaces

- Minimal people space – space becomes your experience as you move through district
- Create defensible space for pedestrians
 - Enhanced crosswalks
 - Proper signage
 - Different paving – altering ground plane
- Development of pedestrian connections with off-street parking locations and adjoining properties
 - 2nd-6th Street off-street parallel parking
 - Connection to Mill pond on Third Street
 - Connection to waterfront on Second and Third Street



Events & Programming

- Art Fair
- Sidewalk Sale
- Northport Gallery Walk
- Enhanced midday, evening activities
- Extended business hours on select nights

EVOLUTION OF DISTRICTS (continued)

Waterfront DISTRICT

Bay Street
G. Marsten Dame Marina
Haserot Park
South Beach

Overall Ambience

- Maritime
- Open, expansive
- Scenic
- Natural resource



Architecture

- Maritime Contemporary
 - Harbormaster Building (Marina)
 - Restroom Facility (South Beach)
- Historical buildings identified and preserved
 - Relocated Pavilion / Amphitheater (Marina)
- Future Business development on Bay Street could move from single family to commercial to support Village Center and strengthen connection to waterfront

Waterfront Character

- Contemporary mix with historic undertones
- Variety of Ecosystems / Biomes – Successional Design
 - Creek Watershed
 - Shoreline
 - Primary / Secondary Dune
 - Forest

- Variety of walkways, linear and radial forms
- Native landscaping
- Balance of open space and designed space
- Interpretation and educational component
 - Culture, history, natural resources
- Sculptural vertical elements add visual interest
 - Light Poles
 - Banner Poles
- Public art
- Sidewalk widths 10-12 feet
- Paving
- Decorative paving throughout waterfront
- Overhead lighting
 - Black Sky Standards
 - LED
 - Low light levels
 - Mid-level mounting heights
- Bollard lighting
- Parking pulled away from water's edge
 - Buffer
 - Low Impact Development (LID) standards for storm water management

People Spaces

- Provide a mix of spaces in scale, shape, location
- Development of pedestrian connections with off-street parking locations and adjoining properties
 - Strong connection to Nagonaba Street
 - Enhanced linear connection along Bay Street

Events & Programming

- Art Fair
- Music in the Park
- Cars in the Park
- Fireworks
- Fun Run
- Winter Festival
- Northport School Promise Picnic
- Natural Resource (Watershed) Interpretation
- Cultural history Interpretation
- Leelanau Wine Festival
- Multi-modal livery (i.e. sailboats, kayaks, canoes, bikes)
- Enhanced midday, evening activities
- Extended business hours on select nights
- Northport Lighthouse & Maritime Festival (New in 2009)
- Leelanau Farmer's Market (New in 2009)
- Youth Sailing Classes (New in 2009)