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RECOMMENDATION SUMMARY

The following sections consist of targeted objectives deemed most critical to address over the next five to fifteen years in Northport. The recommendations which follow will assist to provide a framework for the Village in moving towards a renewal in its critical Village Center and waterfront. If progressed, these improvements will in turn invigorate the private sector to also contribute to a new and sustainable future. The Action Program and Recommendations include phasing and funding options for the immediate 5-year horizon as well as the decade beyond. These initiatives are proposed as a template to structure existing and future efforts of leaders of the FBD committee, Village, Township, and other community organizations.

The content of this section should be periodically refined, revised and re-targeted as circumstances evolve and change. The process is ongoing, cyclical and fluid. Implicit is the need to draw from this initiative and help influence and guide strategic and cooperative project planning efforts at all levels in Northport.

ADMINISTRATIVE STRUCTURE

The Scenario proposed is based on the design development and recommendations formed from the Northport - *Future By Design (FBD)* process; future validation of priorities gathered from additional public input; feedback from Village Council, Committees, and Community Leaders.

Additional input from other local and state agencies including the Leelanau County Road Commission (LCRC), Michigan Departments of Transportation (MDOT) and Natural Resources (MDNR) and Michigan Economic Development Corporation (MEDC), and others, is also anticipated on a project specific basis.

Two parallel initiatives began in Northport during the course of the FBD plan development:

1) The Chamber of Commerce resurged an *Economic Development exploratory committee which is investigating the merits of forming an EDC or possible Downtown Development Authority (DDA)*. Recommendations from that group may help the community develop a framework for future economic development and possible downtown projects in the Village Center such as *streetscape,*

façade improvement, parking and circulation enhancement, and business redevelopment.

2) *Community Parks and Recreation, Open space, and Greenways Plan*, was completed by the Village Planning Commission with assistance from the Council of Governments (NWMCOG). It provides a working 5-year plan for the *pursuit, enhancement and funding of recreation related projects* in the Village.

From the FBD committee, EDC/DDA and Recreation Plan recommendations, it is envisioned that Phasing and Funding of desired projects will be integrated into future Capitol Improvements Plan (CIP) budgeting and priority setting by the Village of Northport.

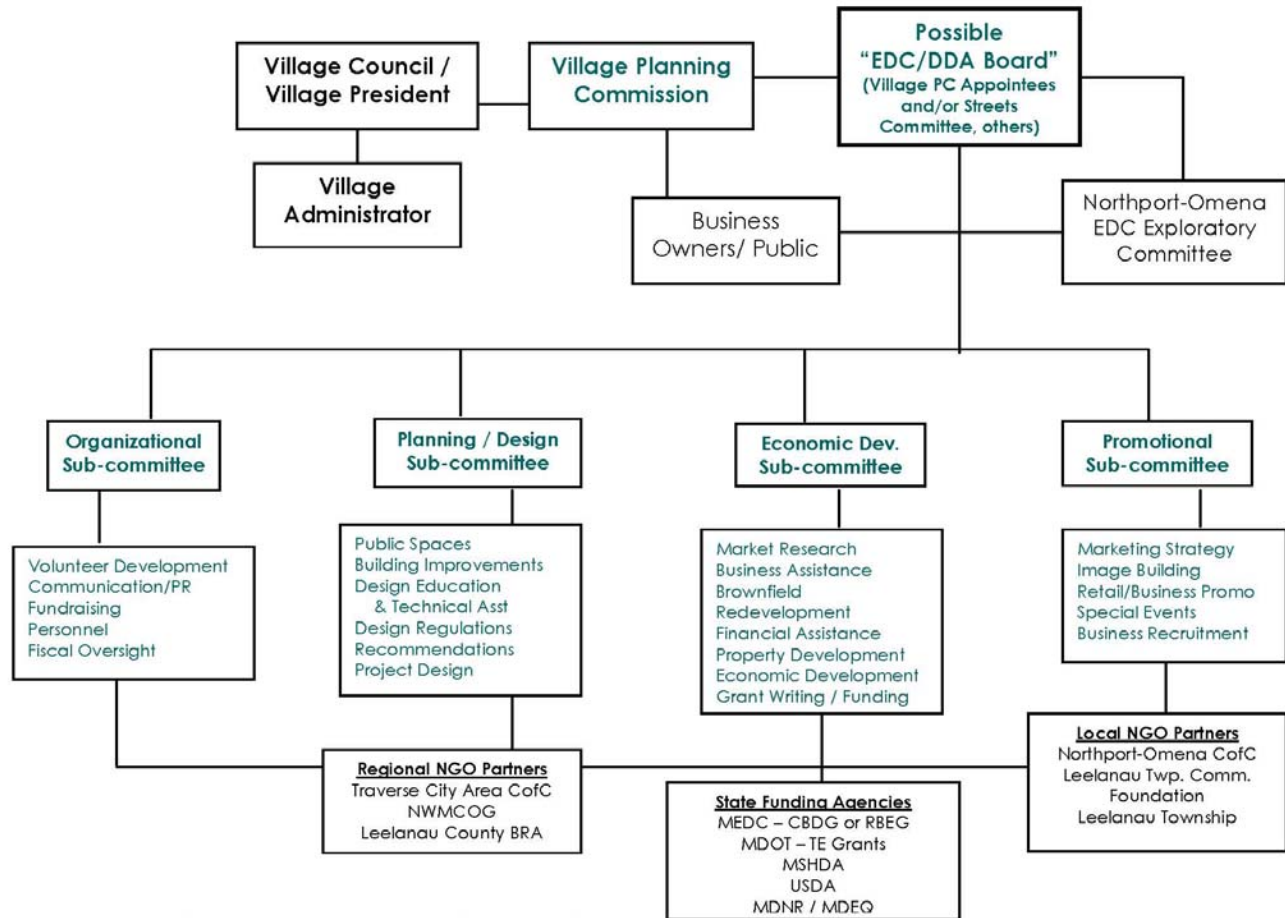
Modification and integration of specific projects into the Village Streetscape, Waterfront and Recreation Committee's goals and objectives commenced during the course of the FBD plan development and validation phase, but will necessarily continue in the future with these committees. As the wise old adage goes "as the core goes—so does the broader community".

“New public infrastructure—provides a strong basis for a renewal of public / private cooperation in the Village Center”

The health and vigor of the Village Center—downtown is an indicator of the present and future prosperity of Northport. It is clear that years of efforts to improve the Villages infrastructure—namely sanitary sewer system—has brought Northport forward. Indeed, it has also signaled *Intent* to support the future vitality of the community. However, to fully do so, it will also demand a renewed cooperative framework for the community to regain its full potential.

Finally, the “community of Northport” is comprised of two governing parts — the Village and Leelanau Township. It can be argued that the past and future of these governing units are inexorably linked. The population is comprised of many long term “Leelanau-ites”, as well as newer transplants and land owners. All bring invaluable perspective, ideas, concerns and motivations to the community—many of which were shared through the Small Town Design Initiative and FBD processes conducted in 2008.

Northport Village “Downtown” Development Proposed Organization Chart



Source: Derived from organizational chart for Michigan Main Street Program Basics 101 Workshop, September 29, 2003

ADMINISTRATIVE STRUCTURE SUMMARY

The proposed organizational chart was developed as a working tool to begin to understand the possibilities and workings of the Village of Northport currently. The inter-relationships and connections between various parts of the existing local, regional and state agencies which may be involved in future projects are also easily seen and compared.

The chart also attempts to fit the advent of a new board in the village—possibly a Downtown Development Authority—as termed by the state enabling legislation, and is being explored currently by the Northport-Omena Chamber of Commerce—EDC/DDA Exploratory Committee.

More apply termed it could be a “Village Center Development Board” or Committee, charged with assisting the community with downtown related improvement efforts, bridging the gap between private business owner’s, and the public process, and taking on project work not typically done by the Village Council, Planning Commission or Committees. The format is a working tool designed to help evaluate possibilities and challenges as Northport moves forward.

PROJECT RECOMMENDATIONS

The projects listed on the following pages are provided as a base line Phasing and Funding Scenario and should be used as a working tool adjusted as timeframes, scope and budget priorities are confirmed and funding is sought.

STREETSCAPE DEVELOPMENT

Village “Downtown” Development Plan

Description: Public Act PA 197 of 1975, provides a community in Michigan the ability to focus on downtown business district economic and physical vitality. Often originating from an economic development commission (EDC) in a community an established body aids the local governmental unit (LUG) to develop long range plans, enter into contracts, purchase and improve land, accept grants, and finance improvements with periodic approval by the governing body among other responsibilities enabled by PA 197.

Once this objective is sought and approved by the Village, the next step in the formation of process is to prepare the Downtown (DDA) Development Plan in accord with Section 17 of the Act. The planning process would typically include the following steps:

1. Completion of the land use plan
2. Public process and communications plan
3. Project identification
4. Cost estimating
5. Feasibility
6. Prioritization of projects
7. Preparation of the DDA Development Plan to fulfill any statutory needs which may include:
 - Designation of boundaries
 - Street locations
 - Description of existing improvements
 - Cost of improvements
 - Construction phasing
 - Open space
 - Intent to sell
 - Proposed zoning changes
 - Cost of development/method of financing

- Persons to whom land will be sold
- Procedures
- Number of residents
- Plan for relocation
- Relocation costs
- Compliance with PA 227
- Other pertinent information
- Qualified facility
- Plan review, hearing, approval

A second consideration is the creation of a downtown plan adoption of an administrative structure for a governing body similar to Michigan Main Street model. The philosophy of the Michigan Main Street is both comprehensive and incremental. It fosters self-help, public private partnerships, builds on existing assets, quality, change, and action. It advocates a comprehensive strategy of work that is known as the *Main Street Four Point Approach*. This approach includes *design, organization, promotion, and economic restructuring*. *Design* includes enhancing the physical appearance of the district by rehabilitating historic buildings, and encouraging supportive and compatible new construction. *Organization* includes building consensus in seeking solutions. *Promotion* means marketing traditional district assets to potential investors and entrepreneurs. *Economic restructuring* means strengthening the district’s economic base.

As part of the revitalization of Michigan’s traditional downtowns, the Michigan Economic Development Corporation (MEDC) has *Community Development Block Grants (CDBG) and Rural Business Enterprise Grants (RBEG)* in support of private projects that can help create private jobs and private investment within traditional downtowns. These monies can also leverage associated project infrastructure improvements, including parking, streetscape, signage, burying utility lines, roads, sewers, drainage and water. The MEDC—CDBG funds require a 10% local match.

Local funds may also be leveraged to seek funding for *downtown redevelopment on an Michigan “M” route through Transportation Enhancement (TE-21)*. Grants through the federal government and Michigan Department of Transportation (MDOT) may be available to conduct streetscape-ing on M-201.

DOWNTOWN DEVELOPMENT PLAN(CONTINUED)

Lead local unit of government (LUG) committee:

Northport-Omena Chamber of Commerce—EDC/DDA Exploratory Committee; Village Planning Commission; Village Streets Committee; Leelanau Twp. Planning Commission; Leelanau Township Community Foundation (LTCF).

Key agencies partners:

Michigan Economic Development Corporation (MEDC); Traverse City Area Chamber of Commerce; Michigan Department of MDOT

Projected Cost Range: Variable dependent scope and time frames desired and level of LUG participation. For a Village such as Northport downtown plan development should be budgeted at 20 to 25 K to complete. (not including assistance from legal council and possibly bond council—should a Tax Increment Finance vehicle be explored).

Matching funds could be sought as a key recommendation from the FBD process, from the LTCF and Coastal Zone program at the MDEQ or other sources.

When this should occur: Upon the EDC/DDA exploratory group's findings and recommendations, the Village should act to enable or establish a body to oversee creation of a Village "Downtown" Development Plan.

“ Empower an entity within the community to support the business sector and together create a vibrant, prosperous Village Center.. ”

The plan created could then recommend a formal establishment of Northport Downtown Development Authority if warranted.

Waukazoo Streetscape

Project Area: (Include Waukazoo/Main to Waukazoo/Nagonaba intersections). Work would occur predominantly in the M-201 (Waukazoo) Right of Way.

Some grading or permanent landscape easements may also be sought.

Purpose: Implement streetscape elements to upgrade Waukazoo Street as part of this critical Village Center revitalization area.

Streetscape development objectives include new, wider sidewalks, decorative lighting, paving and street amenities, traffic calming measures such as curb projections and crosswalks, wayfinding signage, storm water improvements and street trees, planters (pots) and landscaping where appropriate.

Projected Cost Range: \$350,000–500,000 (budgeting could include streetscape improvements only not necessarily a full road cross section reconstruct; Limited infrastructure upgrades; budget range does not include unidentified work outside of the R.O.W., property acquisitions or easements, legal or engineering costs) typically non-eligible grant costs and paid for by the local agency.

When this should occur: Consideration of common streetscape elements should happen in several phases; Physical planning and design engineering (2009-10), Coordination with major private redevelopment projects such as the new infill restaurant, former Woody's and vacant shops (possible brownfields), grant development and funding, and implementation as timing presents itself.

Due to local funding limitations, timing will depend on when other major redevelopment or brownfield projects commence and/or assistance through MDOT occurs via a Transportation Enhancement (TE) grant.

A plan and design for the corridor should be developed however, as soon as possible so it is ready to create incentives, integrate and otherwise guide private redevelopment investment towards the character of the projects desired by Northport.

Nagonaba Streetscape

Project Area: (Include from Shabwasung St. to Bay Street – 3 blocks)

Purpose: Implement streetscape elements to upgrade Nagonaba Street as part of this critical Village Center revitalization area. Streetscape objectives include new, wider sidewalks, decorative lighting, paving and street amenities, traffic calming measures such as curb projections and crosswalks, wayfinding signage, storm water collection improvements, street trees, planters (pots) and landscaping where appropriate. A major non-motorized trail link is also proposed at Park Street, which would create a gateway, wayfinding map, special paving and access to the Mill Pond area.

Projected Cost Range: \$600,000-950,000 Streetscape with major new storm water infrastructure improvements, pedestrian alley/mid-block connections, and parking considerations as well as new street amenities. (budgeting could include streetscape improvements only not necessarily a full road cross section reconstruct; Limited infrastructure upgrades; budget does not include unidentified work out of the R.O.W., property acquisitions or easements, legal or engineering costs).

When this should occur: Consideration of common streetscape elements should happen in several phases:

- Planning /preliminary engineering (2010-11)
- Phasing and Funding Development (2011)
- Phase 1 Implementation - (2012-14)
(Mill St. to Bay Street) - high priority to connect the waterfront
- Phase 2 Implementation — (to be determined)
(Shabwasung to Mill Street)

Planning and Preliminary Engineering can be used to assist with coordination, pending public/private re-development projects such as the Leelanau Township Library—Leelanau Twp. Offices site Improvements on Nagonaba Street. (see Appendix).

In addition, potential private property renovations and façade improvements as well as parking

improvement projects can be coordinated with a streetscape design development and implementation schedule.

Due to current local funding limitations, timing of desired streetscape projects will depend on several factors. Private redevelopment projects on Waukazoo or Nagonaba might help obtain MEDC funds for related infrastructure improvements to a property. A good example site might be the former Woody's Oasis site on Waukazoo Street. This type of public-private cooperative project would typically be spearheaded by the EDC or DDA type of entity.

More comprehensively however, funding for streetscape improvements through assistance from MDOT could occur in several ways. First, a future turn-back of M-201 through the Village could provide some local match dollars to leverage for more improvements while giving the Village more design flexibility than if it remained an "M"-route. Secondly, a Transportation Enhancement (TE) grant project working either MDOT in support of a local agency (Village) application (turn-back scenario) or MDOT as the primary TE applicant with Village matching funds .

Should a turn-back occur, MDOT may support a local agency (Village) streetscape TE grant application. However with an "open call" for projects, a backlog of submitted applications, and variable funding availability from the Federal government. The more the community can coordinate with MDOT and work out the desired streetscape program with MDOT's objectives the better.

Finally, other possible funds may be available from the USDA Rural Development for at least Preliminary engineering and development. Smaller grant may also be sought from MDEQ or EPA for storm water low impact development (LID) measures in the Village Center proposed for Nagonaba Street.

Possible M-201 Turnback: During the initial stages of the FBD project, members of the Streetscape committee had conducted dialog with the Michigan Department of Transportation (MDOT) Traverse City TSC on possibility of an M-201 turn back. Reverting of the M-route operation and maintenance to a cooperating governmental unit. The Village Center "M"-routing on Waukazoo from M-22 to the Village limits on the north end would

Advantages and disadvantages of such an option could be weighed more thoroughly to determine the merits of such an action. At the time of this study MDOT had provided the Village of Northport some initial stipulations, revenue budget numbers and general breakdown of consideration.

While there was initial interest to see what affects on streetscape design parameters, funding, and operation and maintenance costs might be given the two options, the village council voted to not pursue more dialog or detail from MDOT.

Public Alley/R.O.W Parking Lot Improvements

Description: Consideration of additional and peak period public parking for village street blocks behind Waukazoo and Nagonaba Streets; possible public lots supporting waterfront on Bay Street in conjunction with, or independent of waterfront redevelopment projects; Second and Third Streets on street parking and sidewalk connections; Park Street pathway (non-motorized access pathway to the Mill Pond).

Projected Cost Range: Initial public alley and parking plan development \$5500 to 7500 depending on scope) Improvement for public alley \$100,000 – 300,000. This could include public/private alley reconfigurations for delivery, patronage, circulation and rear parking access behind east and west sides of Waukazoo block and north side of Nagonaba (east 2 blocks) and including some side street parking improvements on Park St., but not necessarily including land purchases; possible long term lease/improvement projects for privately owned parking lots could be also be pursued.

When this should occur:

Phase 1—(2009-2010) Additional planning should continue with the village possibly through a sub-committee at the planning commission or possible Village DDA).

Phase 2—Funding Development (Time frame undetermined – will need to coincide with Village Capitol Improvements Plan (CIP), Land leasing procurement or purchase (time frames to be determined).

Phase 3– Implementation may optimally coincide with private re-development time frames. An example of a missed opportunity for this type of effort occurred

during this project as Tom’s Grocery Store proceeded with parking lot changes independent of the evolving public plan for the Village Center. Nagonaba and Waukazoo Streets (2010-15) could be worked on depending on land availability, procurements and private development projects. Consider key mid-block pedestrian access points as soon as preliminary site plans for properties come in for review at the planning commission level.

Shabwasung Street

(From M-201/Main to Nagonaba)

Description: Shabwasung Street offers some possibilities for alleviating Waukazoo Street of a majority of truck traffic. Some indications during the public stakeholder and Storefront sessions were that Shabwasung might be a superior route. Due to the narrowness of the R.O.W. and steep adjacent side slopes, very limited streetscape modifications are possible.

The intersection radii and turn lanes at Shabwasung and Nagonaba Streets could be adjusted to accommodate truck routing however. Ultimate determination of a truck-outing signage, final road cross section and geometry would occur with MDOT. A traffic analysis will likely be warranted.

Projected Cost Range: \$150,000 – 500,000 (depending on the level of upgrades necessary to improve the road cross-section to a class-A road designation)

When this should occur: Since a M-201 turn –back option is not currently being pursued with MDOT Traverse City TSC, a timeframe for upgrades to Shabwasung to accommodate a designated truck-route is difficult to identify. Initially, however it will be optimal to develop streetscape enhancement projects to coincide with possible Shabwasung Street upgrades and improvements.

If M-201 is not turned back to local control, it may be possible, although unlikely to have the Traverse City MDOT TSC be the applicant for a Transportation Enhancement (TE) grant application and thus provide the minimum 20% match. Additional local funds of at least 15 to 20% would be necessary.

This applies to Waukazoo and Nagonaba streets as well. Dialog should also occur with the Leelanau County Road Commission (LCRC) as any of these options are considered.

Storefront Façade Improvement Program

Description: Create a façade improvements program geared towards accomplishing the following objectives; create business interest in upgrading aging properties in the business district; provide technical and/or financial assistance to business owners to spur action; guide architectural character and standards desired for the community of Northport and specific “sub-districts” within Northport.

Projected Cost Range: Variable depending on businesses involved and available local funding which may be made available to incentive-ize businesses to do improvement projects. A renewable “seed” fund of \$3000-\$5000 could be allocated on an annual basis initially. Interested businesses can sign up for façade improvement design and budgeting assistance if they agree to work with local lenders in the program for brick and mortar improvement loans.

When this should occur: The planning and development of a low interest loan program sponsored by Village/DDA/EDC and set up with the help and participation of several local banks, should commence as soon as the Village/DDA is ready to proceed (2011-2012).

Through downtown design development for streetscapes the Village/DDA may choose to solicit interested businesses and include façade improvement studies in the design process if the business commits to an improvement project. Typically, such activity is contagious and spurs others to look at improvements to their buildings.

During the development and validation phase (Chapter 2) portion of this project a series of businesses within the DDA District were identified, for possible façade improvements including—Refer to the Façade Study section of Chapter 2. The DDA could initiate contact with businesses owners through a variety of means and help determine interest or future interest in the program.

Brownfield Redevelopment Projects

Description: The process of implementing a brown-field redevelopment project can be encouraged by a Future EDC/DDA, however it usually starts with a private speculator or entrepreneur's vision. Within Northport itself, no sites have been identified on the Leelanau County Brownfield Redevelopment Authority (LCBRA) list. However, several properties within the Village could possibly be eligible for demolition and clean-up money under the category of *Functional Obsolescence*.

Projected Cost Range: Undetermined

When this should occur: Clearly, the future Village DDA/EDC should work with and encourage the Leelanau County Brownfield Redevelopment Authority (LCBRA) to actively pursue attracting private developers to redevelop sites in Northport. Brown-field Redevelopment discussion at the LCBRA to date has focused largely on petroleum reclamation sites in the County. The current LCBRA Brownfield Redevelopment Plan only lists the former Woody's Settling Inn property.

Initially the future Village EDC/DDA could request the LCBRA potentially include several additional sites in and adjacent to the village center at least as potential “functionally obsolete structures” with the Village/DDA district. Further dialog with property owners on sites such as the former Pier Group Building, and door manufacturing building should be made. All potential sites should then be contained within the future defined DDA boundary in order to be considered for remediation/demolition and/or redevelopment funding in the future.

Other economic incentives that may be considered to promote the redevelopment of these sites include tax abatement programs, and infrastructure development projects through the Michigan Economic Development Corporation –MEDC) funds (see page 3-3 of this Chapter).

Wayfinding Signage Project

Description: Develop a series of wayfinding signage for placement in streetscape and waterfront project areas for Gateway Signs, Circulation Signs, and Interpretive Signs.

Phase 1 — Finalize prototype sign configurations and work with a local sign manufacturer to review prototype signage, logo options, material selections, preliminary construction details and cost projections. Initial funding could be sought through an MEDC RBEG grant and leveraged with local foundation grants.

Phase 2 - Develop and review overall placement plan with Zoning Administrator (ZA), MDOT Trunk line permit engineer (if applicable), and Village Planning Commission. Present signage plan to Planning Commission for approval and recommendation for plan adoption to the Village Council.

Phase 3 - Identify high priority gateway and/or circulation signs from the sign package for implementation. This selection should be limited to 2 to 4 locations initially depending on local funds available.

Future Phases—Determine locations for additional circulation and interpretive signs on a project by project basis and include them in funding applications such as streetscape and waterfront projects where applicable.

Projected Cost Range: Sign package final construction details and specifications, bid package as conducted by design professional and sign industry representative.

Signage fabrication and installation (Variable depending on option selected and quantity selected. (Initial package targeted at \$15,000 to \$25,000)

When this should occur: The planning and project development for a selected public-private cooperative project should commence upon the completion of this project by means of bringing the results from the FBD process to the respective Village and Township bodies. Initial panel placement must be based upon a fully planned and approved wayfinding plan and sign

Initial sign placement is anticipated for Fall of 2009 or early 2010 with additional wayfinding system sign placements as budget and possible additional funding is allocated in the future.

Library-Twp Hall Outdoor Internet Patio

Description: The side-yard on the east side of the Township Library and Offices building was disrupted by the removal of a large maple tree during the sewer project. The Friends of the Library and Township Officials would like to advance a plan with attractive landscaping arrangement that meshes with the future Streetscape project on Nagonaba Street. Visitors and residents alike use the library as their internet hot spot, and Library does not wish to turn them away.

The provided wish list included detail for: Landscaping and irrigation, Pavilion or shade structure; new joint facility sign; replaced sidewalk/patio; Litter receptacles and bike rack; site lighting related to streetscape.

Projected Cost Range: To be determined. The Library have funding sources available if native plants, Irrigation to help maintain the beds and lawn and plaques to identify each species are used. The Township has allocated funds for the shade structure and intends to move forward with a local fabricator.

When this should occur:

The initial planning and project design layout conducted during the FBD process should serve as the basis to pursue additional brick and mortar dollars from local foundations. A possible funding sources may include Rotary Camps and Services (Sept. 2009- capitol grant round).

A cooperative project to complete design plans for implementation could commence this summer for installation this fall. Or depending on funding, it could proceed for installation in spring 2010.

The project funding should include final design, project bidding, construction and construction administration. With appropriate preliminary plans and specifications, the work could also be done as a design-build project with a selected company(s). Given funding allowances and a selected contractor, construction could then be anticipated as early as Fall of 2009.

Haserot Beach Improvements Project

Description: The project targets improvements at the north end beach park which had original funding from the MDNR—Land and Water Conservation Funds (LWCF). The Visitor's Center , former Pier Group building, new public restroom (lift station) building, former Coast Guard signal tower, marina basin, and public sand beach are included in the general project area. FBD proposed improvements include:

- Picnic-shade pavilion near north end of the public beach, amenities and beach grooming
- Universal access fishing pier near mouth of harbor
- Third St. public parking or cul-de-sac to accommodate 20-30 cars
- Develop limited universal access walkway connections
- Consider cultural, and historic maritime, and railroad interpretation to support History Museum
- Create a boardwalk and native plantings to enhance Mill Creek corridor
- Site lighting to tie into other waterfront parcels
- Marina promenade improvements (marina floating docks and floating "Tall-ship pier and gangway are not included in this project).

(See Pages 2-21 and 2-22 for additional detail)

Projected Cost Range: \$510,000—780,000.
Dependent design final detailing on components selected .

When this should occur: The planning and project development plan and funding applications for Haserot Beach Park Improvements could over the next several years based on prioritization from the Village Planning Commission and Council moving forward. Funding sources could include Great Lakes Fisheries Trust Fund, Coastal Zone Management (MDEQ), and/or L&WCF (MDNR) or MNRTF (MDNR) in cooperation with the National Park Service (NPS).

The grants targeted should be correlated with the improvements most suitable to fulfill the spirit of the funding sources. This project could also be divided into smaller phases or grants or grants pooled to do a larger project all at once. This would be determined by local funding matching dollars available, priority setting and grant timing.

GLTF would be a good fit for the fishing pier, Mill creek Boardwalk/pathway, water quality interpretive signage and promenade improvements for public access to the lake edge. The project might potentially include all the elements related to the fishery or access to the fishery as possible.

L&WCF grants are smaller (50/50 match \$50,000 to \$75,000 per grant) and would be a good fit to fund a beach shade pavilion, or the Mill Creek boardwalk/ pathway.

Haserot Beach Park could develop multiple grant to combine for a more comprehensive project effort. If successful on a L&WCF grant, it could then be used to leverage a GLTF grant depending on the level of local commitment they would ask for when presented the proposed project scope.

G. Marsten Dame Marina/Park Improvements Project

Description: The project targets improvements at the land and water based parts of G. Marsten Dame Marina and Park which had original funding from MDNR—Waterways. The History Museum, Mill Creek, public boat launch and parking, marina basin, harbor building, and south parking lot are included in the general project area. FBD proposed improvements include:

- Existing pavilion enhancements
- Expand marina shower/restroom building and four-season meeting room
- Redevelop wider promenade along marina head wall
- Relocate and better screen large dumpster enclosures

- Create public plaza space at public boat launch
- Marina pier and dock upgrades
- South end parking lot renovations
- Develop a waterside pavilion structure / or overlook deck location

(See Pages 2-23 and 2-24 for additional detail)

Projected Cost Range: \$1.7 — \$2.3 million. Dependent design final detailing on components selected .

When this should occur: The planning, project development funding and implementation for G. Marsten Dame Marina Park has several phases. Waterways grant applications for these types of projects take multiple years and should commence with long-term implementation schedules in mind. Initially a preliminary engineering Waterways grant should be sought to refine plans, costs and develop grant exhibits and budgets. The next round of grant's are due April 2010. Given these lead times, if the community applies in 2010—improvements could be funded by 2012 or 2013.

First Step —Develop a grant request to MDNR Waterways to fund a Preliminary Engineering Study. These are 50/50 matching grants, fro which Marina revenue from a former grant in aid project can be used. Grants are due April first of each year. This grant and resultant study must be completed to set the stage for development grants through the state Waterways Commission.

The cost and scope of the Preliminary Engineering Study would be based on the conceptual plans developed for the FBD project and additional input from the Village Marina Committee and Staff. The Study would look at the concepts in more detail and refine the layout, proposed engineering details, and further evaluate user input, existing infrastructure conditions, costs, logistics, funding and timing for possible proposed boating access and land-based infrastructure grant submittals.

South Beach Improvements Project

Description: The project targets improvements at the South Beach Park which consists of 8 parcels was purchased by the Village of Northport from private land owners from time period of 1940 (parcel 8) through the 1968 (parcel 1). Indications during the FBD planning process were that the park had deed restrictions on it preventing future development beyond its use as a beach. A title search conducted for the project indicated lot 6 indeed has deed restriction limiting development such that "... no buildings, trees or obstructions of any kind shall be erected or placed on said land that will interfere with the view from the house owned by the first parties and being across from the land described in this deed..." Deeds for lots 1-7 and 8 do not indicate a similar deed restriction as lot 6. (See Appendix)

Accessed to the South Beach Park area is predominantly from Bay Street via Main Street. G. Marsten Dame Marina park users also enter from the north edge parking, however there are no connecting walkways. The site has an old restroom building on the south edge (parcel 8), a popular swimming beach, scattered, aging playground equipment, a newer play structure and sand volleyball court. A public bus stop is also available in the adjacent parking lot shared by the G. Marten Dame Marina Park.

The proposed objective of this project is to provide better public access from the Village Center universal access into and through the site, better connection to the waterfront (marina) to the north, improved public parking, restrooms, beach improvements and upgraded park amenities. FBD proposed improvements include:

- Regrade wide, high beach vicinity; introduce native plantings; eradicate invasive plants; and establish a beach cleaning/grooming program
- Construct a new restroom building in the approximate location of the former restroom
- Construct a new shade shelter to support beach and park users

- Construct parking improvements—possible paved parking area for 15–20 cars to support the south end of the waterfront area and more directly serve the swimming beach.
- Implement general park improvements and amenities to match elements in the other waterfront parcels (lighting, benches, litter receptacles, site detailing).

(See Pages 2-25 for additional detail)

Projected Cost Range: \$420,000 — \$510,000. Dependent design final detailing on components selected .

When this should occur: The planning and project development for South Beach Park Improvements appeared to have support from the Village Council to be the initial waterfront project undertaken. The Village Planning Commission could choose to prioritize this project for a recommended grant development, preliminary engineering, zoning and specification development to commence in fall of 2009. Targeted grant funding sources could include Great Lakes Fisheries Trust Fund, Coastal Zone Management (MDEQ), and or MDNR Trust Fund (MNRTF).

The recently adopted Village of Northport Community Recreation, Open Space and Greenways Plan makes the Village eligible to apply for a development grant from the Michigan Department of Natural Resources Trust Fund (MNRTF). An Application could be prepared and submitted as early as April 2010, the next round of funding. This project could also be divided into smaller phases based on local funding sources, matching dollars available and timing similar to the process described for Haserot Beach Park.

Project Coordination: Since the these two waterfront projects would actually “compete” against each other, the objectives, funding sources, timing and sequence of the overall waterfront development should be examined and set before delving into any one project process. In addition, careful phasing of improvements that might overlap with the G. Marsten Dame parcel should occur. This will help avoid “un-doing” progress to make connections and adjacent improvements.

IMPLEMENTATION SUMMARY

The previous section provides a framework to build a more detailed and prioritized comprehensive approach to Village Center and Waterfront renewal in Northport. These recommendations combined with the conceptual programming, plans, and visualizations in previous sections are the basis for refined project development, the next task for Northport.

This section recommends phasing and funding actions for the immediate 5-year horizon but also implementation steps that will occur over the next decade and beyond. Although preliminary costs can be appear daunting at first blush, many projects can and will be broken into smaller more “doable” phases. However, the plan also encourages more comprehensive planning and implementation of details and construction that will provide a harmonious and carefully done environment for visitors and residents alike.

Finally, these proposed initiatives are a template to structure existing and future efforts of leaders of the FBD committee, Village, Township, and other community organizations. The success of the framework established will take a cooperative commitment over the next several months and years to refine and ultimately succeed trough completed projects. Sustainability and success being the ultimate goal for Northport—it is irresistible.