

Northville's Livable Streets

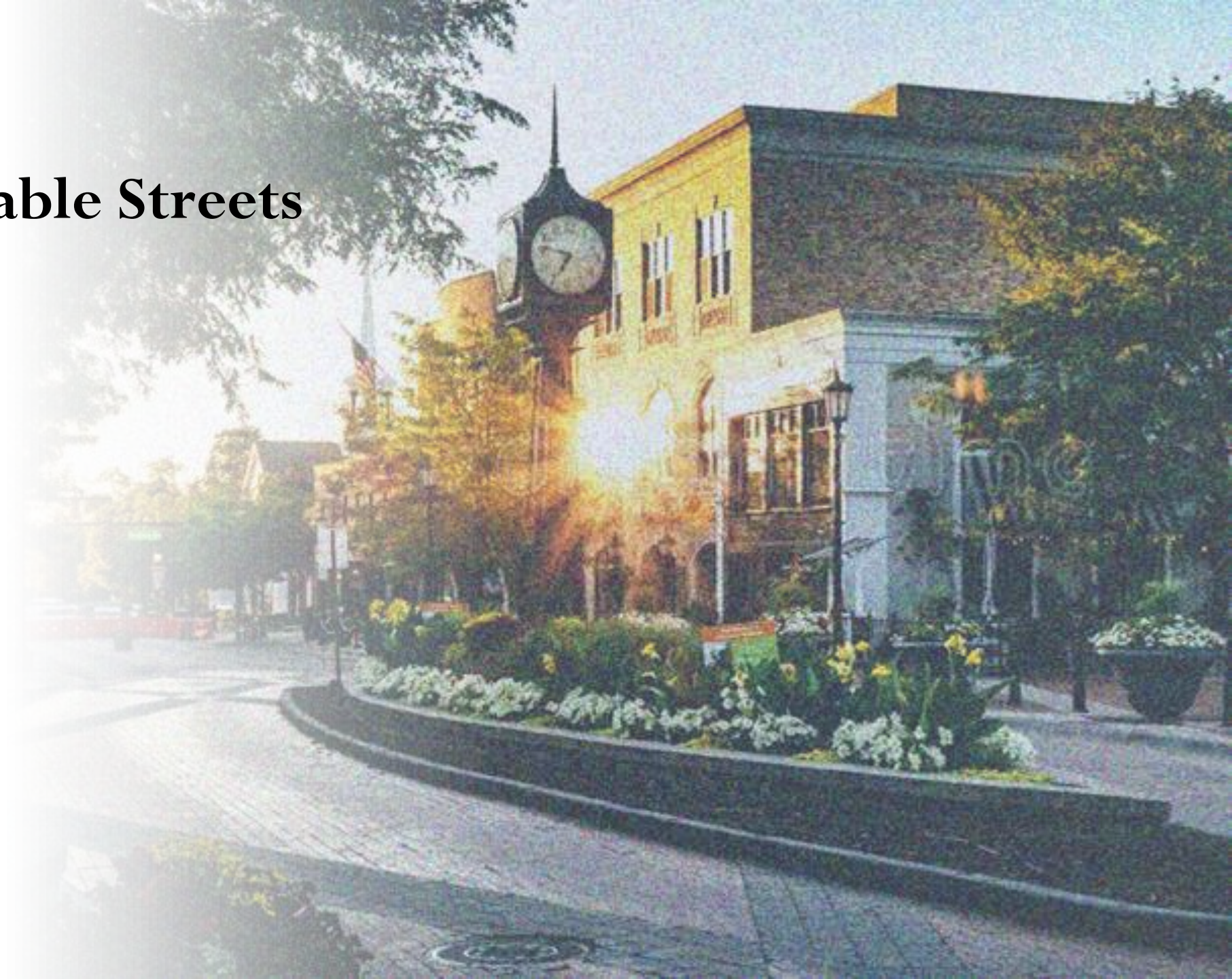
Pedestrian Plan

Existing Conditions Analysis Report

November 4, 2022



**GRISSIM
METZ ASSOCIATES
ANDRIESE**
Landscape Architecture



Work Plan and Schedule

October

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
24	25	26	27	28
Background Info., Inventory and Site Analysis				
			Meeting w/Advisory Committee	
31	Nov 1	2	3	4
Background Info., Inventory and Site Analysis				

November

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
31	Nov 1	2	3	4
Background Info., Inventory and Site Analysis				
		Meeting w/Advisory Committee, DDA/City Staff and Traffic Eng.		
7	8	9	10	11
Draft Concepts				
14	15	16	17	18
Draft Concepts				
21	22	23	24	25
Draft Concepts				
	Meeting w/Advisory Committee, DDA/City Staff and Traffic Eng.			
28	29	30	Dec 1	2
	Workshop w/all Stakeholders and Community (either Tuesday or Wednesday)	Workshop w/all Stakeholders and Community (either Tuesday or Wednesday)		

December

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
28	29	30	Dec 1	2
Concept Plan Refinement				
5	6	7	8	9
Concept Plan Refinement				
			Meeting w/Advisory Committee, DDA/City Staff and Traffic Eng.	
12	13	14	15	16
Ped Plan Presentation				
			Meeting w/DDA and City Council	

- Background Information and Site Analysis October 24 thru November 4, 2022
- Draft Concepts November 7 thru November 23, 2022
- Workshop(s) November 29 or November 30, 2022
- Conceptual Plan Refinement December 1 thru December 9, 2022
- Pedestrian Plan Refinement December 12 thru December 16, 2022



Goals

1. Make Northville an engaging and livable Downtown for everyone

“Engage a Downtown area that provides exemplary commercial/ retail services to the community’s residents and also stimulates a vibrant interaction between the community’s unique neighborhoods, historic architecture, commercial areas, and cultural opportunities.”

2. Provide a place for successful and prosperous commerce

“Maintain the health of viable commercial corridors”

Functional Requirements

- **Accessibility**

- Pedestrian, including ADA, curb transitions
- Service, deliveries, trash removal, housekeeping
- Emergency and fire access
- Vehicular safety control
- Mobility – golf carts, gators, wagons, scooters
- Parking and staging – vehicular, motorcycle, bikes, shopping carts
- Gateway flexibility and design

- **Infrastructure planning / organization**

- Tenant and commons space support needs – electrical, gas or propane, structure anchors, storage, screening elements, infrastructure below curb transitions
- Comfort needs – heaters, fire pits, fans, wind breaks, shade elements, furniture, lighting
- Support systems for the green – trees, shrubs, perennials, flowers, hanging baskets, window boxes, vines, irrigation
- Safety and aesthetic lighting

- **Operational planning and maintenance**

- Housekeeping, refuse management
- Streetscape furnishings, landscape, and pavements maintenance
- Seasonal display change outs
- Event staging

Experiential Placemaking

- Sidewalk merchandising
- Tenant main street, infrastructure signs, identity and storefront displays
- Retail merchandising kiosks
- People seating multiuse pavilions
- Food truck plaza
- Mobile entertainment stage
- Digital displays and advertising
- Video displays and advertising
- Background sound system
- Lighting effects
 - Tree lighting, string lighting, lamps, projection lighting and effects, architectural highlighting, mapping, etc
- Movable seating options
 - high tops, picnic tables, group seating, lounge seating, Oktoberfest seating
- Live work amenities
- Seasonal venues and events
 - synthetic ice rink
- Revolving art and sculpture

A street scene featuring a historic clock tower and a brick building. The clock tower is a tall, dark structure with a large clock face and a pointed top. The brick building is a multi-story structure with a prominent corner. The scene is set in a city street with trees and a sidewalk. The word "History" is overlaid in the center of the image.

History

History

- 1960's pedestrian malls
- Kalamazoo Mall first – 200 other cities followed
- Initially successful but declined slowly
- 1980's – 90% opened back up to vehicle access



History

Why did they fail?

- Competition from shopping malls
- Population moving to suburbs
- Not enough vehicle access
- Not enough parking close by
- Not comfortable in all seasons
- Perception 'Not safe'



History

Why do they succeed?



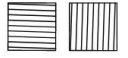
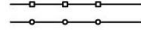


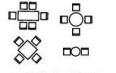





- Adjacent to destination such as college, university, beach, etc.
- Comfort
- Large population near by
- Distinguishing characteristics
- Social Activities/ Community Engagement
- Shift in urban planning trends of walkability, sustainability, and connectivity.
- Draw of a downtown destination/ city center

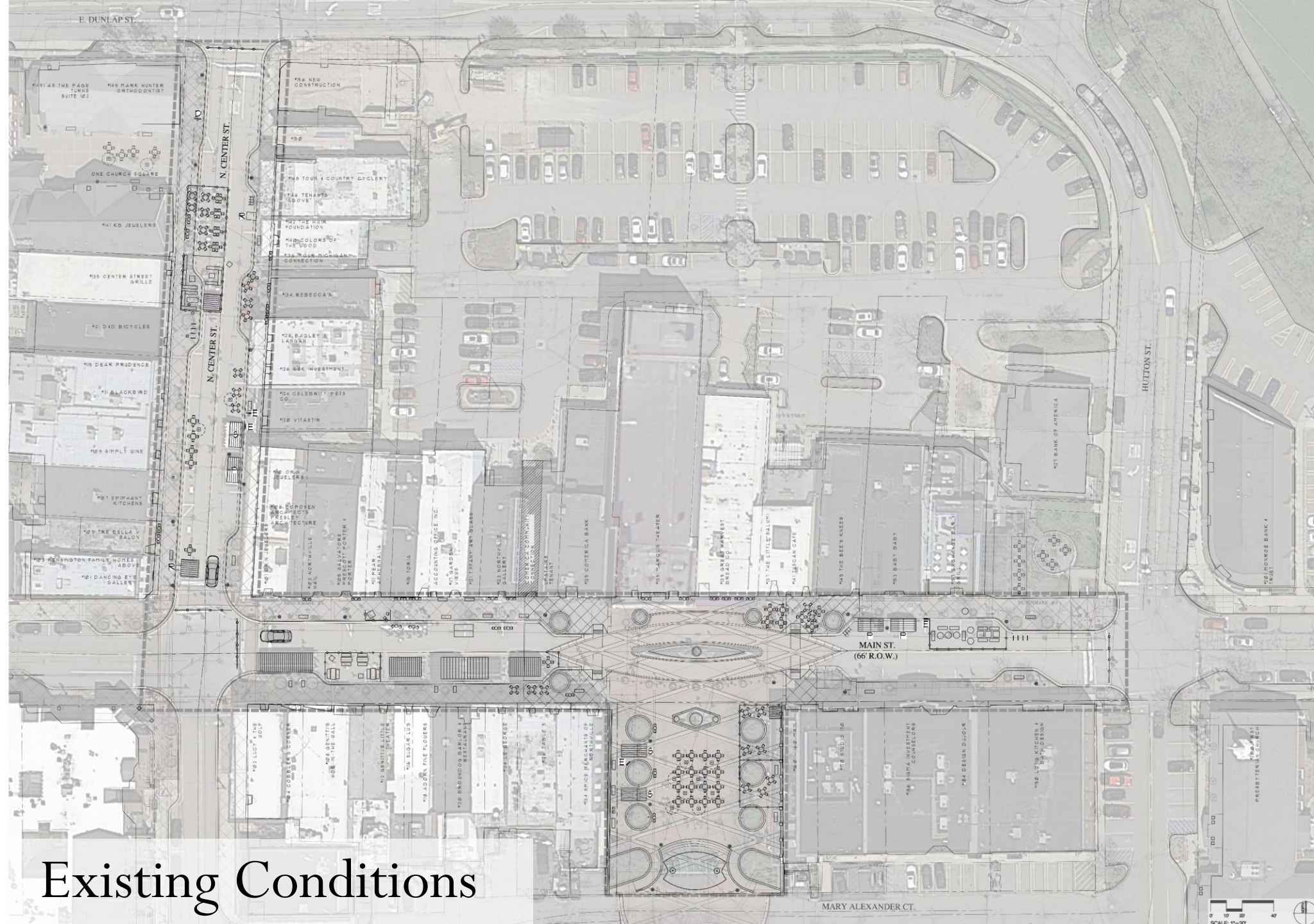


Existing Conditions



Legend:

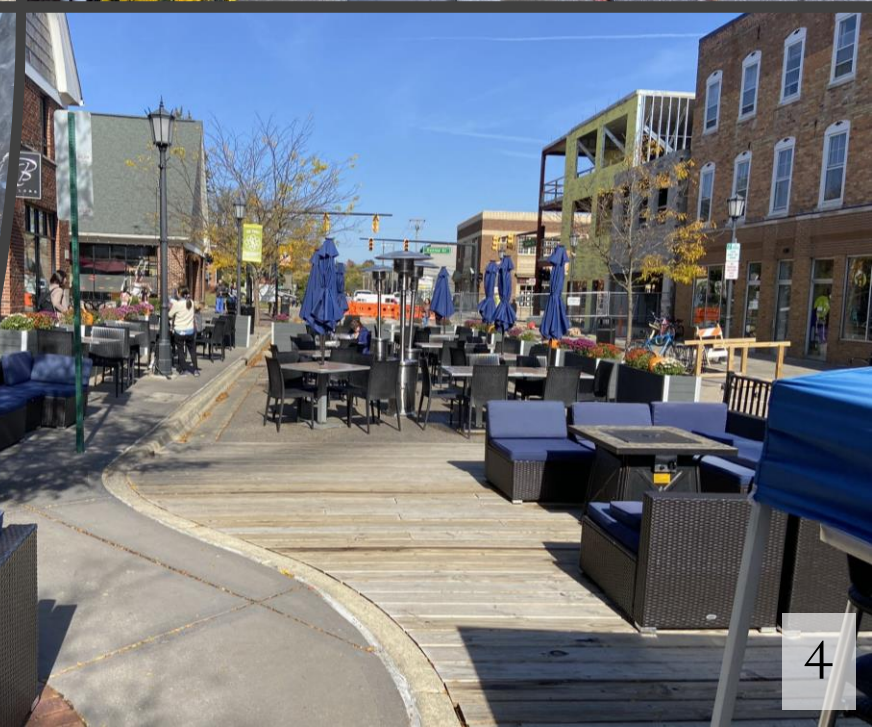
-  STAND
-  POD
-  "ROOFED" STRUCTURE
-  PHYSICAL PERIMETER DEMARCATION
-  BIKE HOOPS
-  PARKED POLICE CAR
-  SEATING / TABLES
-  UMBRELLA
-  ELECTRIC BOX
-  DIRECTORY SIGN
-  WASTE RECEPTACLE
-  TEMPORARY RAMP



Existing Conditions

Restaurants

1. Center Street Grille outdoor dining area looking south.
2. Covered outdoor dining with sun, wind, and weather protection in addition to lighting and heating.
3. Large areas used for crated gabion anchors for roofed structures.
4. Center Street Grille deck expanding sidewalk grade at “cocktail lounge.”



Retail

1. Retail sidewalk display and seating.
2. Attractive and lighted pedestrian short-cut to aid accessibility.
3. Engaging retail storefront display.
4. Accessible access to retail pop-up.



Utility

1. Electric power box for stands and pods.
2. Temporary electric power boxes for stands and pods.
3. Temporary electric power.
4. Temporary bike racks and ramp access.



1



2



3



4

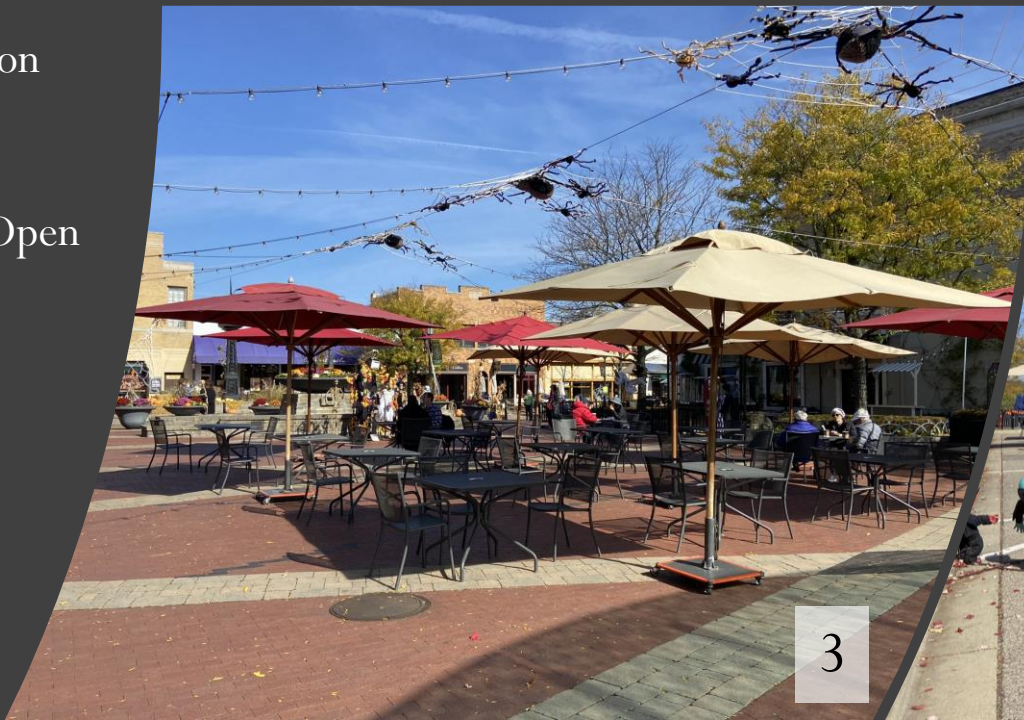
Street Views

1. Center Street Grille outdoor dining area looking south.
2. Main Street looking west. Outdoor dining to road centerline with common space in north half of street.
3. Main Street brick paver rug. Connection with Town Square.
4. Loading/ unloading at intersection of Center Street and Main Street.



Common Space

1. Common space furnishings and amenities including fire pits.
2. Common space pods on Main Street with electric heaters and power outlets.
3. Town Square well-used common space amenities.
4. Center Street looking north. Open for common space use.



Common Space

1. Center Street looking south.
Common space area with variety of moveable seating and umbrellas to encourage use for all.
2. Enclosed courtyard fronting
Center Street with great potential.



A street scene featuring a clock tower, a brick building, trees, and a street sign. The clock tower is a prominent feature on the left side of the image, with a large clock face. The brick building is a multi-story structure with a flat roof. The street is paved with cobblestones and has a median with plants. A street sign with a shield and an arrow is visible on the right. The overall atmosphere is urban and historic.

Living Streets

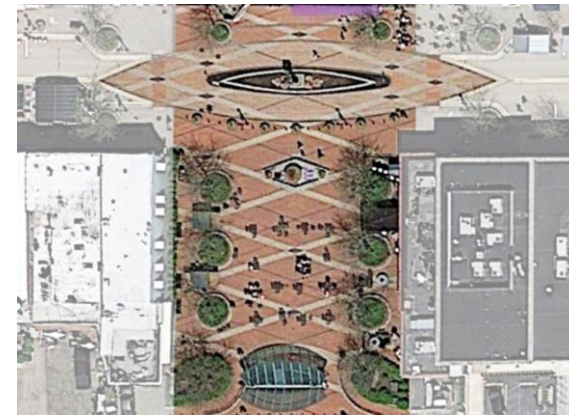
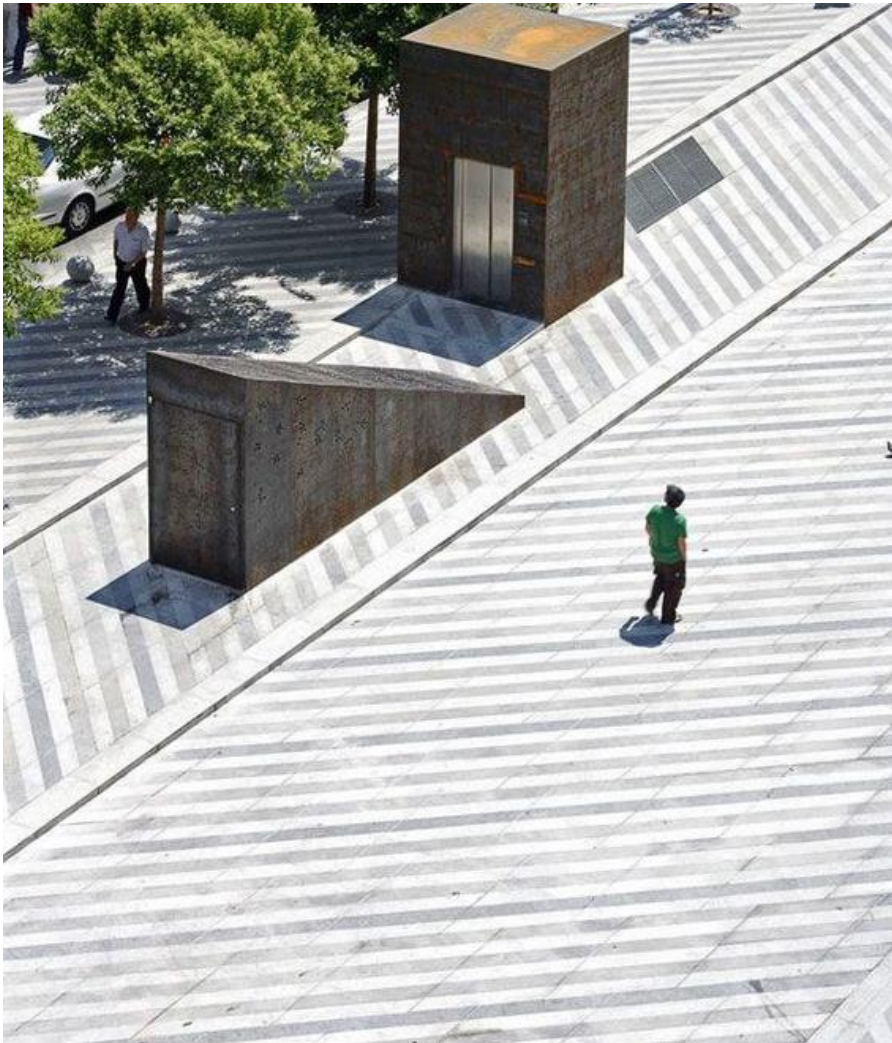
Shared Space



- Limited one-way traffic
- Flexible space
- Live/ Work Amenities



Pavement Design



- Remove all traffic references
- Creates a sense of place
- Breaks up asphalt pavement
- Activates the floor



Lighting



- Supplement existing light poles
- Highlight focal elements
- Memorable night-time drama
- Artful layer of light



Retail



- Sidewalk merchandising
- Flexible space
- Potential for a variety of users
- Expands the retail footprint



Restaurants



- Comfort
- Accessible access
- Street energy
- Opportunity for expression

Amenities



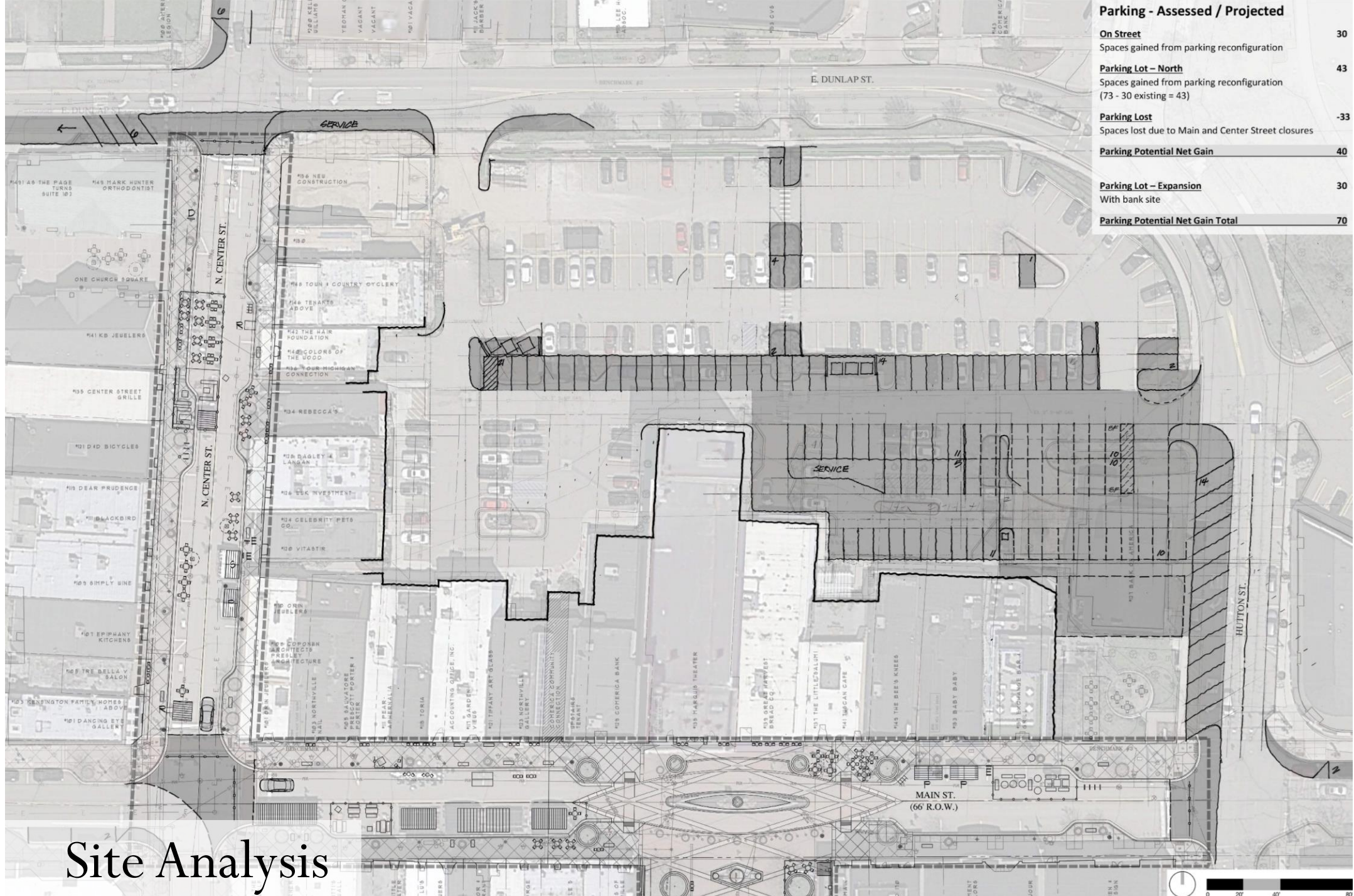
- Engaging for all users
- Different events for all seasons
- Create areas for people to gather



Gateways

- Denotes the area of the Social District
- Creates a sense of arrival
- Branding opportunities for the City and Businesses
- Iconic
- Memorable
- Magical
- Sculptural
- Authentic to Northville
- Timeless with a Twist





Parking - Assessed / Projected	
On Street	30
Spaces gained from parking reconfiguration	
Parking Lot – North	43
Spaces gained from parking reconfiguration (73 - 30 existing = 43)	
Parking Lost	-33
Spaces lost due to Main and Center Street closures	
Parking Potential Net Gain	40
Parking Lot – Expansion	30
With bank site	
Parking Potential Net Gain Total	70

Site Analysis