



Sustainable Small Harbors Project

Ontonagon Charrette

Final Report

PROJECT GOAL

To identify the key barriers to small harbor economic, social and environmental sustainability and provide a toolkit to help small harbor managers create more stability in their communities.

MI Sea Grant

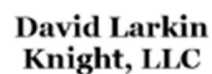
Sustainable Harbor Design Charrette
October 2015 – January 2016



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Acknowledgements

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Ontonagon Charrette Final Report 2015

Contents

Acknowledgements	1
List of Figures	3
List of Tables	4
1.0 Two-Page Executive Summary of Entire Process	5
2.0 Design Alternatives Overview	8
2.1 Design Alternative 1: Enhanced Outdoor Recreation	9
2.2 Design Alternative 2: Mixed Use and Open Space	13
2.3 Design Alternative 3: Industrial and Commercial Enhancement.....	17
3.0 Preferred Alternative – Ontonagon 2035	21
3.1 Shipyard Beach	25
3.2 Rose Island	29
3.3 Ontonagon Village Marina	36
4.0 Connectivity	40



Ontonagon Charrette Final Report 2015

List of Figures

Figure 1 - Ontonagon Design Focus Areas	8
Figure 2 - Alternative 1 Presentation Board	10
Figure 3 - Alternative 1 Community Vote Results	12
Figure 4 - Alternative 2 Presentation Board	14
Figure 5 - Alternative 2 Marina Boat Club Sketch	15
Figure 6 - Alternative 2 Community Vote Results	16
Figure 7 - Alternative 3 Presentation Board	18
Figure 8 - Alternative 3 Section	19
Figure 9 - Alternative 3 Community Vote Results	20
Figure 10 - Preferred Alternative Full Site Plan.....	23
Figure 11 - Preferred Alternative Focus Areas.....	24
Figure 12 - Shipyard Beach Site Plan	26
Figure 13 - Boat Launch Existing Condition and Artistic Rendering	27
Figure 14 - View Down River Street (Facing Lake Superior) Existing Condition and Artistic Rendering	28
Figure 15 - Rose Island "Entertainment District" Plan.....	29
Figure 16 - Rose Island Plan	31
Figure 17 - Existing Conditions and Full Artistic Rendering of Rose Island.....	32
Figure 18 - Artistic Rendering of Fishing Village on Rose Island	33
Figure 19 - Artistic Rendering of Entertainment District on Rose Island.....	33
Figure 20 - Existing Conditions and Artistic Rendering of Ontonagon Trail Center	34
Figure 21 - Existing Condition and Artistic Rendering of Downtown Community Amphitheater.....	35
Figure 22 - Final Design Ontonagon Village Marina Site Plan.....	36
Figure 23 - Existing Condition and Artistic Rendering of the Ontonagon Village Marina	37
Figure 24 - Existing Condition and Artistic Rendering of Sport Fields, Playground, and Pavilion.....	38
Figure 25 - Existing Condition and Artistic Rendering of Indoor Boat Storage and Boat Club	38
Figure 26 - Existing Condition and Artistic Rendering of Marina Amenities and Shops.....	39
Figure 27 - Section through Ontonagon Village Marina and Boat Club	39
Figure 28 - Existing Signage and Artistic Rendering	40
Figure 29 - Connectivity Diagram.....	42



Ontonagon Charrette Final Report 2015

List of Tables

Table 1 - Ontonagon Design Charrette Schedule.....	7
Table 2 - Alternative 1 Content Matrix.....	9
Table 3 - Alternative 2 Content Matrix.....	13
Table 4 - Alternative 3 Content Matrix.....	17
Table 5 - Preferred Alternative Content Matrix.....	22



Ontonagon Charrette Final Report 2015

1.0 Two-Page Executive Summary of Entire Process

Administered by the state, county, and local units of government, there are over 80 small public harbors and marinas throughout the State of Michigan. These harbors are a critical component of the state's blue economy with impacts from Great Lakes recreational boating in the billions of dollars. Unfortunately, a decade-long trend of lower water levels, at least temporarily reversed in 2014, combined with increasingly severe economic constraints have resulted in strained local economies. Most significantly, state and federal funding for public harbors maintenance is increasingly limited. Accordingly, by 2015, public harbors will be required to develop five-year master plans in order to receive financial support from the Waterways Commission of the Michigan Department of Natural Resources (MDNR). Therefore, research is needed to inform both the development and the content of these plans as harbors seek a more sustainable future.

The *Sustainable Small Harbor Management Strategy* project entails developing a strategy for small harbors to become economically, socially, and environmentally sustainable. A key feature includes documenting the value these small harbors provide to various stakeholders including boaters, anglers, property owners, and businesses and identifying potential revenue streams for the future. Project findings will inform the development of a toolkit of best practices, resources, and funding opportunities to support small harbor planning.

The research is being conducted by Lawrence Technological University, Environmental Consulting & Technology, Inc., David Knight LLC, and Veritas Economic Consulting along with representatives of government agencies who are sponsoring the project. Funding for the project is coming from a unique collaboration of agencies including Michigan Sea Grant (MSG), Michigan Department of Natural Resources (MDNR), Michigan Department of Environmental Quality (MDEQ) Office of the Great Lakes (OGL), and Michigan State Housing Development Authority (MSHDA). Finally, a state-wide Advisory Board has been engaged to guide the project and reviewing/summarizing documents that pertain to challenges small harbors face. The Advisory Board is comprised of key partners and stakeholders including policy makers, managers, harbor masters, industry representatives and lobbying organizations that deal with this topic (see project website for additional details <http://www.miseagrant.umich.edu/smallharborsustainability/>). As such, there is a tremendous amount of experience and organizational capacity being applied to this problem.

Communities were selected on a criteria system that included diverse location, the harbor type (small shallow draft), harbor position relative to the community type (suburban, city, downtown), population size, current organizational capacity, and economic condition.



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Ontonagon was selected as one of four case study communities. In support of the process, information gathered and analyzed for Ontonagon included:

- Organizational and leadership charts of the community
- Marina statistics such as boats berthed, launched, demand, etc.
- Employment data and other related census data
- Master planning efforts (existing or in progress) or special assessment districts
- Zoning for harbor and downtown/adjacent land areas
- Any recent planning or improvement grants received
- Specific challenges Ontonagon is experiencing (regulation, policy, laws, water levels, maintenance, etc.)
- Economic information (budget for community, budget for harbor operations, funding mechanisms, grants received, etc.) for Ontonagon
- Existing tourist information (flyers, magazines, etc.) and existing tourist way finding signage
- Aerial photograph/maps

Developing a vision for a sustainable harbor requires input from a wide range of stakeholders, including landowners, waterfront users, planning officials and local citizens. As such, the charrette design team engaged the Ontonagon community in a multi-day community visioning and collaborative design exercise (also known as a design charrette) to identify opportunities to secure the economic, social and environmental sustainability of public waterfront facilities. The team followed the National Charrette Institute (NCI) Charrette System™ for this phase of the project. An NCI charrette is an iterative rapid design process involving public interaction. The charrette design team hosted an initial meeting on October 21-25. Those who attend the initial meeting weighed in on the future of Ontonagon's waterfront and identified assets linked to existing and potential public waterfront facilities. A three-day public planning meeting or "community design charrette" to garner feedback, develop ideas and create a sustainable vision for Ontonagon's waterfront was conducted from November 5 to 7 (Table 1). In the community design charrette participants assessed and prioritized design and planning options. Community participation that framed the options included public sessions and technical meetings with key constituents. These meetings resulted in three alternatives for the public waterfront as an asset to the community. Those alternatives were further refined into a preferred alternative that represents a single vision for Ontonagon in 2035. The charrette team compiled community input to develop a sustainable vision specific to Ontonagon. The final vision, as well as the process for development, for Ontonagon is documented in this report and was presented to Village Council on January 8, 2016.

The goal of the community engagement portion of the project is to facilitate regular stakeholder involvement and feedback which builds trust in the process and builds support for the implementation plan. This allows the project team to quickly gain consensus and reduce the time to implement a sustainability plan. The meetings in the four case study communities



Ontonagon Charrette Final Report 2015

will inform the toolkit which provides a roadmap for other communities to engage in a similar process.

Table 1 - Ontonagon Design Charrette Schedule

	Thursday, 11/5	Friday, 11/6	Saturday, 11/7
9:00 a.m.		Debrief on night meeting	Finalization of alternatives
10:00		Refine vision	Pin Up/Team meeting
11:00		Team Pin Up	Production of preferred plan
		<i>Technical meeting: Marina and Water-Based Recreation</i>	
12:00 p.m.	Lunch on your own	Develop alternatives	
1:00	Team to convene at Community Action meeting room; initial set up		Final check with stakeholder team
1:30 PM	Walking Tour of Ontonagon + drive to marina – Joe Erickson, guide	<i>Technical meeting: Parks, Recreation and Tourism</i>	
2:00		Develop alternatives	Production of preferred plan, cont.
3:00	Meet with stakeholder team to present results of preliminary meeting (10/1) and base data	<i>Technical meeting: Business and Industry</i>	Prepare for final presentation
4:00	Set up for evening	Set up for Open House	“Work in Progress” Session for Ontonagon Waterfront (4:00 - 6:00 pm) (final work in progress presentation)
5:00	Facilitator briefing		
6:00	Public Input Workshop (6:00-8:00 pm) (visioning)	Open House: Selecting a Preferred Vision (6:00-8:00 pm) (preferred vision, alternative preference)	Break down studio
8:00		Preferred concepts synthesis	Dinner on your own
9:00 p.m.	Close for day	Close for day	
Legend: Grey = public meeting; Yellow = Stakeholder Team meeting; Orange = technical meetings.			

2.0 Design Alternatives Overview

Each alternative was “driven” by a unique harbor/waterfront edge feature and developed/evaluated on four additional criteria (Land-Use, Connectivity, Economic Development, and Natural Systems) as represented in the Alternative Content Matrix (Table 2). The Alternative Content Matrix was completed as part of the charrette process to succinctly disseminate the unique, but parallel alternative concept plans. Figure 1 shows three of the focus areas for the alternative designs: shipyard, Rose Island, and the marina.

Figure 1 - Ontonagon Design Focus Areas





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2.1 Design Alternative 1: Enhanced Outdoor Recreation

Design Alternative 1 is formed by leveraging the natural features of Ontonagon for outdoor recreation. In this scenario, infrastructure was removed in several areas to form larger natural areas and park space. In other areas infrastructure was added including a small boat launch, kayak landing and rental, amphitheater, and park amenities. Table 2 lists the main aspects of this design and Figure 2 is the display board from community voting.

Table 2 - Alternative 1 Content Matrix

Alternative 1: Enhanced Outdoor Recreation	
Harbor/Waterfront Edge Driver	Natural Areas & Low Impact Recreational Uses; Improved Water Access
Land-use	<p>Shipyard:</p> <ul style="list-style-type: none"> • Beach Access, Park Amenities, and Observation Tower • Extended Single Family Residential • New Village Lakeshore Park <p>Rose Island & Rail Yard:</p> <ul style="list-style-type: none"> • Non-motorized Trails & Boardwalk Extension • Kayak Landing • Fishing Piers and Shanties, Band Shell • ORV/Snowmobile Trail Head with Amenities (Historic Train Station) <p>Ontonagon Village Marina:</p> <ul style="list-style-type: none"> • Small Boat Launch • Pavilion, Warming Station, • Playground and Athletic Fields
Economic Development	<p>Village:</p> <ul style="list-style-type: none"> • Increased spending from recreational tourists • Increased single family housing (enhanced tax base) • Rentals (kayak, ORV, bike), entry and storage fees <p>Ontonagon Village Marina:</p> <ul style="list-style-type: none"> • Mild increase in boat traffic spending (launch fees, boat dockage fees, etc.) • Pavilion rental and boat storage
Natural Systems	Removal of pavement and infrastructure from Rose Island; Dune Habitat in Shipyard and Lakeshore Park; Fish Habitat in Rose Island Slough
Engineering Consideration	<ul style="list-style-type: none"> • Minor Infrastructure Improvements to Marina and West Beach • Major Underground Infrastructure Improvements (Water, Sanitary Sewer, Storm Sewer) to New Shipyards Construction • New Streets in Village and to Lighthouse; Remove Culvert to Rose Island and Relocate Paddy's Creek Bridge over Rose Island Slough

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Figure 2 - Alternative 1 Presentation Board





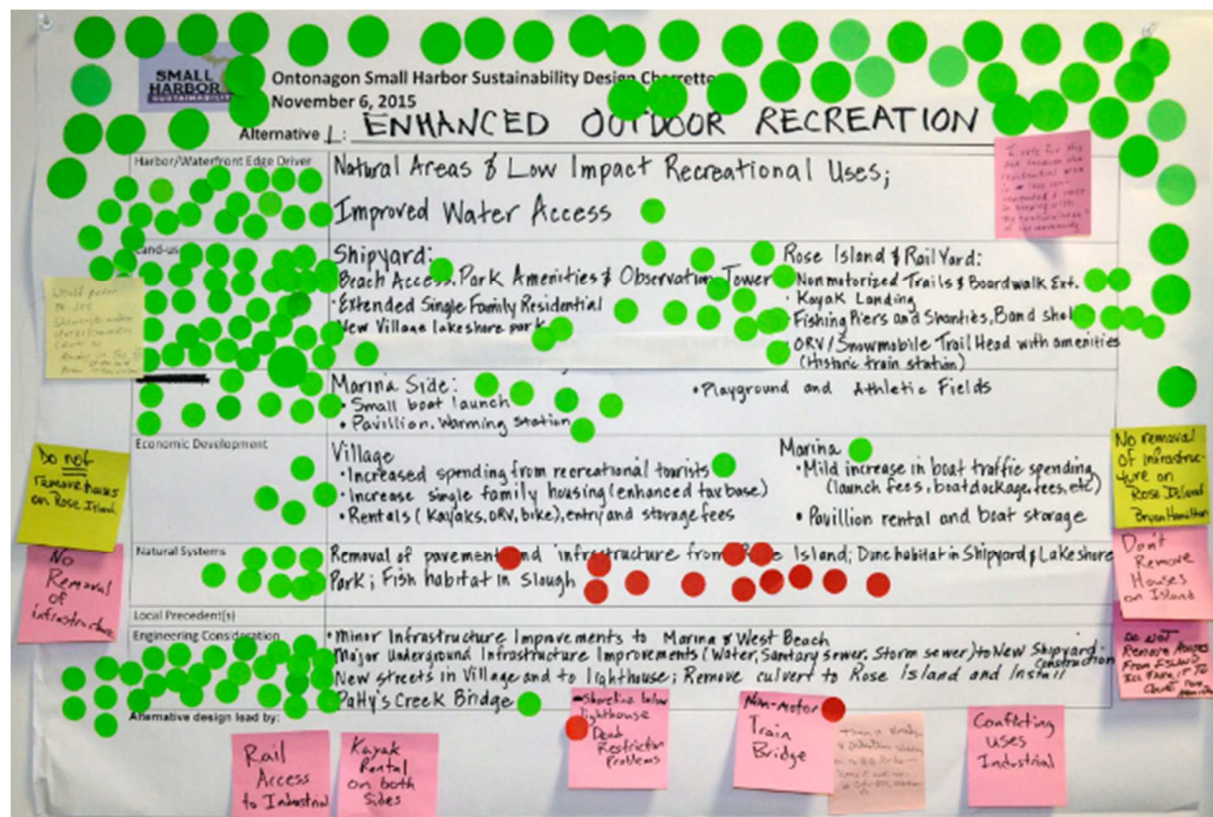
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Alternative 1 received 46 overall approval votes (large green dots) and 14 rejection votes (small red dots) by community members on the second night of the charrette. This alternative had the largest number of large green dots. The majority of the red votes were regarding the removal of houses and other infrastructure from the southern half of the island. One of the red votes was against having the old train bridge designated as pedestrian-only and another was against public use of the industrial land west of the river due to brownfield site conditions. The voting is shown in Figure 3 with overall votes on the top left corner and votes for individual elements within the table. Oral feedback during the public input session included:

- I vote for this one because the residential area is less concentrated and more in keeping with the “naturalness” of our community
- No removal of infrastructure on Rose Island (Mentioned Twice)
- Don’t remove houses on the Island (Mentioned Three Times)
- Conflicting uses industrial (public access conflicts with industrial operation on west side of river)
- There is already pedestrian walking on the railroad bridge – keep it multi-use, i.e. ORV-ATV, pedestrian, etc.
- Non-motor train bridge (should be multi-use)
- Shoreline below lighthouse [has] deed restriction problems
- Kayak rental on both sides of river
- [Need] Rail Access to Industrial
- Would prefer to see/showcase modern hotel/convention center as anchor in this area; “If you build it they will come”

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Figure 3 - Alternative 1 Community Vote Results





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2.2 Design Alternative 2: Mixed Use and Open Space

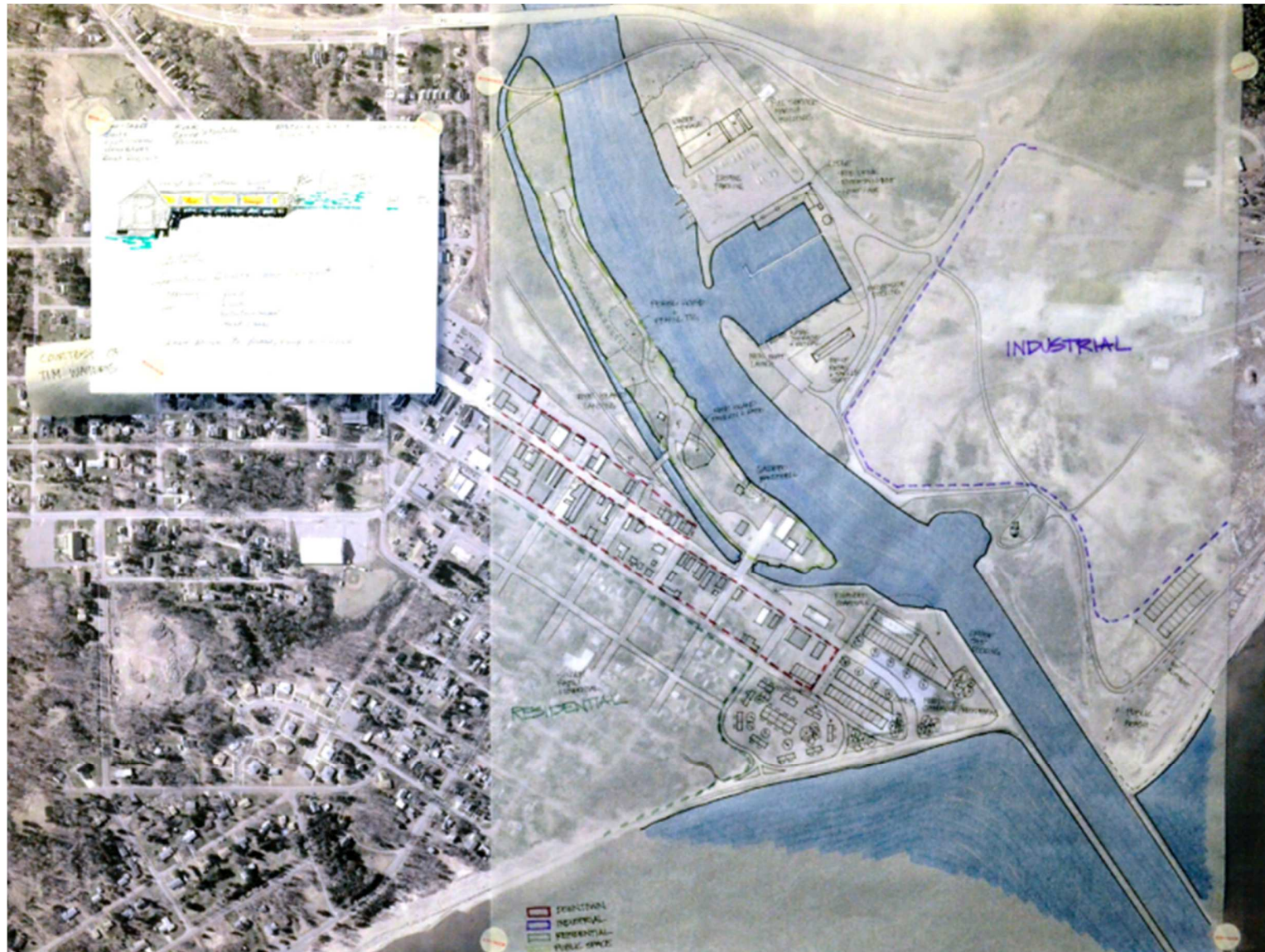
Design Alternative 2 was driven by mixed-use development, adding medium density housing in the Village in the shipyard area and on the other side of the Ontonagon River along Lake Superior. The design for Rose Island followed the current Ontonagon Parks and Recreation Plan and the Ontonagon Village Marina was built up with marina-related shops, indoor boat storage, and a boat club. Table 3 lists the main aspects of this design and Figure 4 is the display board from community voting.

Table 3 - Alternative 2 Content Matrix

Alternative 2: Mixed Use and Open Space	
Harbor/Waterfront Edge Driver	Medium-density Housing in Village; Rose Island Improvements; Expanded Marina Services
Land-use	<p>Shipyard:</p> <ul style="list-style-type: none"> • Attached Townhomes and Apartments • Mixed-Use Building along River (2-3 stories) • Public Access to Lakeshore Park <p>Rose Island & Rail Yard:</p> <ul style="list-style-type: none"> • Boardwalk Extension & Fishing Piers • Kayak Landing • Pavilion, Fishing Piers and Shanties, Band Shell <p>Ontonagon Village Marina:</p> <ul style="list-style-type: none"> • Small Boat Launch and Docks • Comfort Lodge for Boaters • Boat Storage and Full Service Marine Facilities • Seasonal Retail
Economic Development	<p>Village:</p> <ul style="list-style-type: none"> • Increased Residential and Commercial Tax Base • Increased Spending from Tourists <p>Ontonagon Village Marina:</p> <ul style="list-style-type: none"> • Launch Fees; Slip Rentals; Boat Repair, Storage & Construction • Residential Tax Base (West Beach) • Rentals (kayak, pontoon) • Leasable Space
Natural Systems	Natural Stormwater Management in New Development, Lakeshore Dune Improvements
Engineering Considerations	<ul style="list-style-type: none"> • New Building Construction (Residential, Mixed use, Marina) • New Parking Lot at Marina, Rose Island and West Beach • Minor Road Improvements to Site • Major Underground Infrastructure Improvements (Water, Sanitary Sewer, Storm Sewer, Electrical, IT) to New Shipyard and Marina • New Streets in Village and to Lighthouse; Remove Culvert to Rose Island and Install Paddy's Creek Bridge

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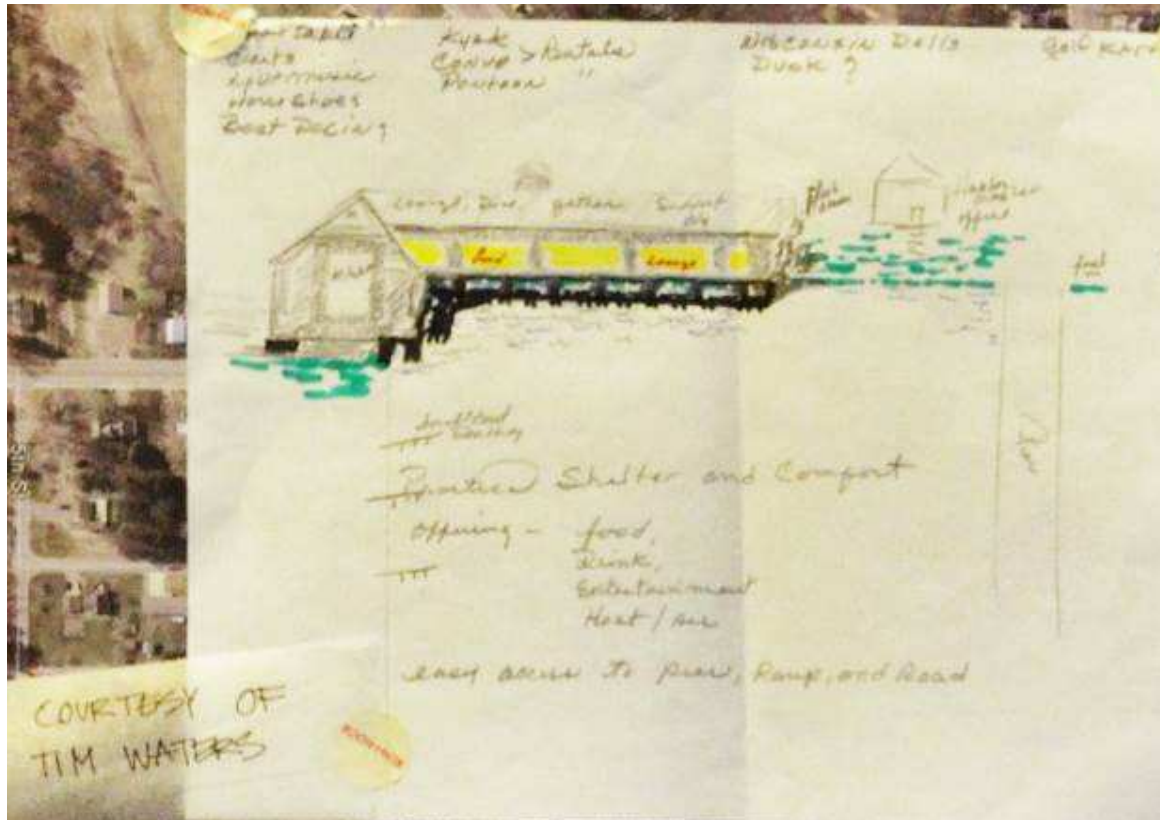
Figure 4 - Alternative 2 Presentation Board



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Figure 5 shows a sketch of a boater comfort station, or boat club at the Ontonagon Village Marina. This building would be accessible by the public and would offer food, drink, entertainment, and a place to warm up.

Figure 5 - Alternative 2 Marina Boat Club Sketch

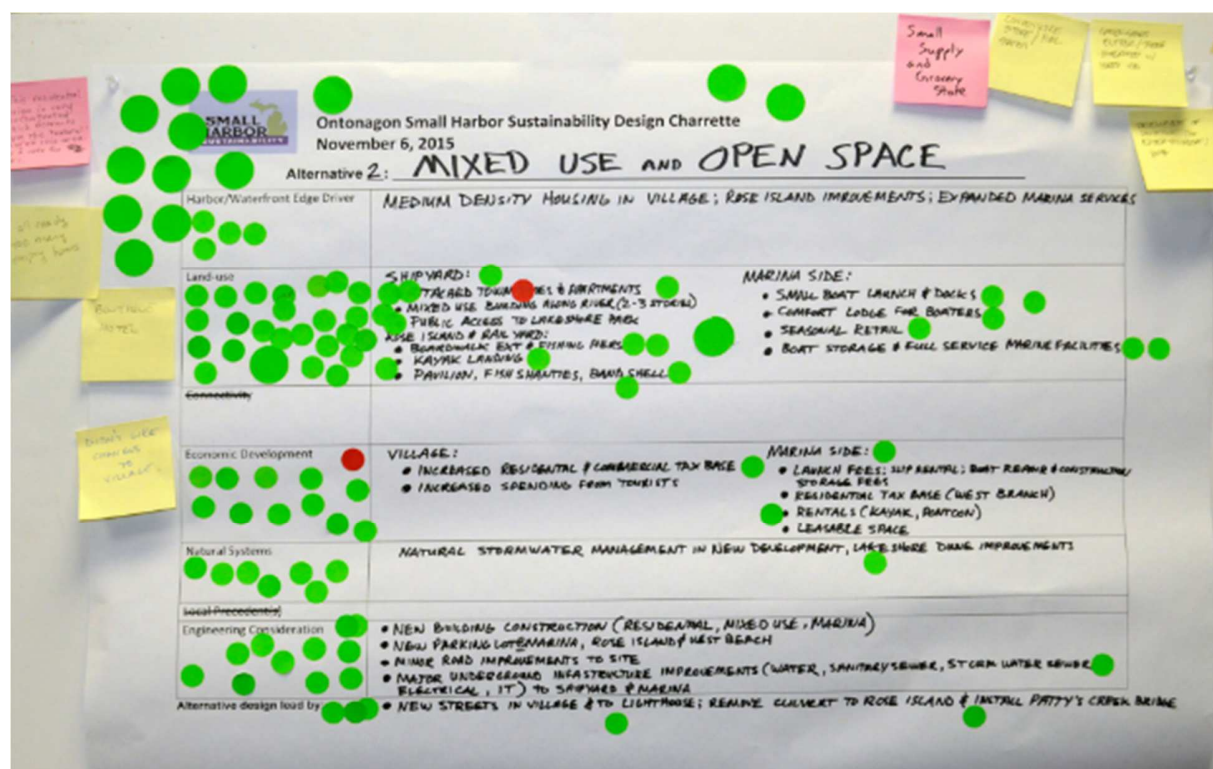


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Alternative 2 received 13 overall approval votes (large green dots) and two rejection votes (small red dots) by community members on the second night of the charrette. One rejection vote was against townhouses and the other against changes in the Village. The voting is shown in Figure 6 with overall votes on the top left corner and votes for individual elements within the table. Oral feedback during the public input session included:

- This residential [vision] is very concentrated which detracts from the “naturalness” of this area, so I voted for [Alternative] #1
- Already too many empty homes
- [Add a] Boutique Hotel
- Didn’t like changes to Village
- Small supply and grocery store (at marina)
- Convenience store/fuel station (at marina)
- Green space buffer/trees integrated w/mixed use
- Development of downtown for entertainment/youth

Figure 6 - Alternative 2 Community Vote Results





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2.3 Design Alternative 3: Industrial and Commercial Enhancement

The third design alternative maintains and enhances the current industrial areas for industrial use. Near the Ontonagon Village Marina additional commercial, marina-related businesses and residential space were added. Rose Island was transformed into an entertainment and festival area. Table 4 lists the main aspects of this design and Figure 7 is the display board from community voting.

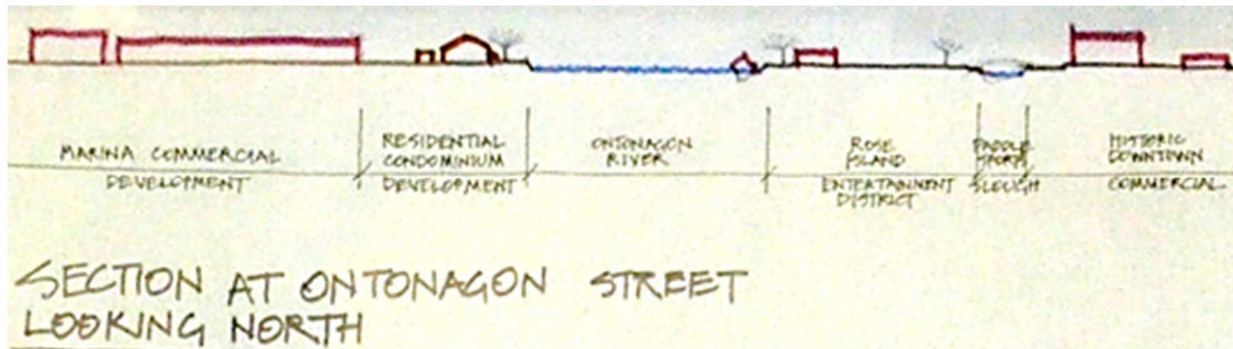
Table 4 - Alternative 3 Content Matrix

Alternative 3: Industrial and Commercial Enhancement	
Harbor/Waterfront Edge Driver	Increased industrial use along water's edge drives residential and commercial development
Land-use	<p>Shipyards:</p> <ul style="list-style-type: none"> Increased Industrial Use <p>Rose Island & Rail Yard:</p> <ul style="list-style-type: none"> Motorized Vehicle Path Through Island Entertainment District and Festival Area (carnival, outdoor sports, food and beverage service), Boardwalk Extension Cruise Ship Dock, Shoppers Dock <p>Ontonagon Village Marina:</p> <ul style="list-style-type: none"> Marina-supportive Commercial, Boat Storage and Full Service Marine Facilities Riverside Residential Playground and Athletic Fields
Economic Development	<p>Village:</p> <ul style="list-style-type: none"> Increased Industrial and Commercial Tax Base Increased Employment Rose Island Entertainment Development Revenues <p>Ontonagon Village Marina:</p> <ul style="list-style-type: none"> Tourist and Transient Spending Economic Development Corporation (EDC) Fees Launch Fees; Slip Rentals; Boat Repair and Construction; Storage Fees Leasable Space Residential Tax Base (Riverside Beach)
Natural Systems	Natural Stormwater Management in New Development, Restored Access to Water
Engineering Considerations	<ul style="list-style-type: none"> Major Underground Infrastructure Improvements (Water, Sanitary Sewer, Storm Sewer, Electrical, IT) to Rose Island and Marina and Riverside Residential Street Construction on Rose Island, Marina Area, and Lighthouse

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A section through the new residential space along Ontonagon River to Rose Island and Downtown is displayed in Figure 8.

Figure 8 - Alternative 3 Section

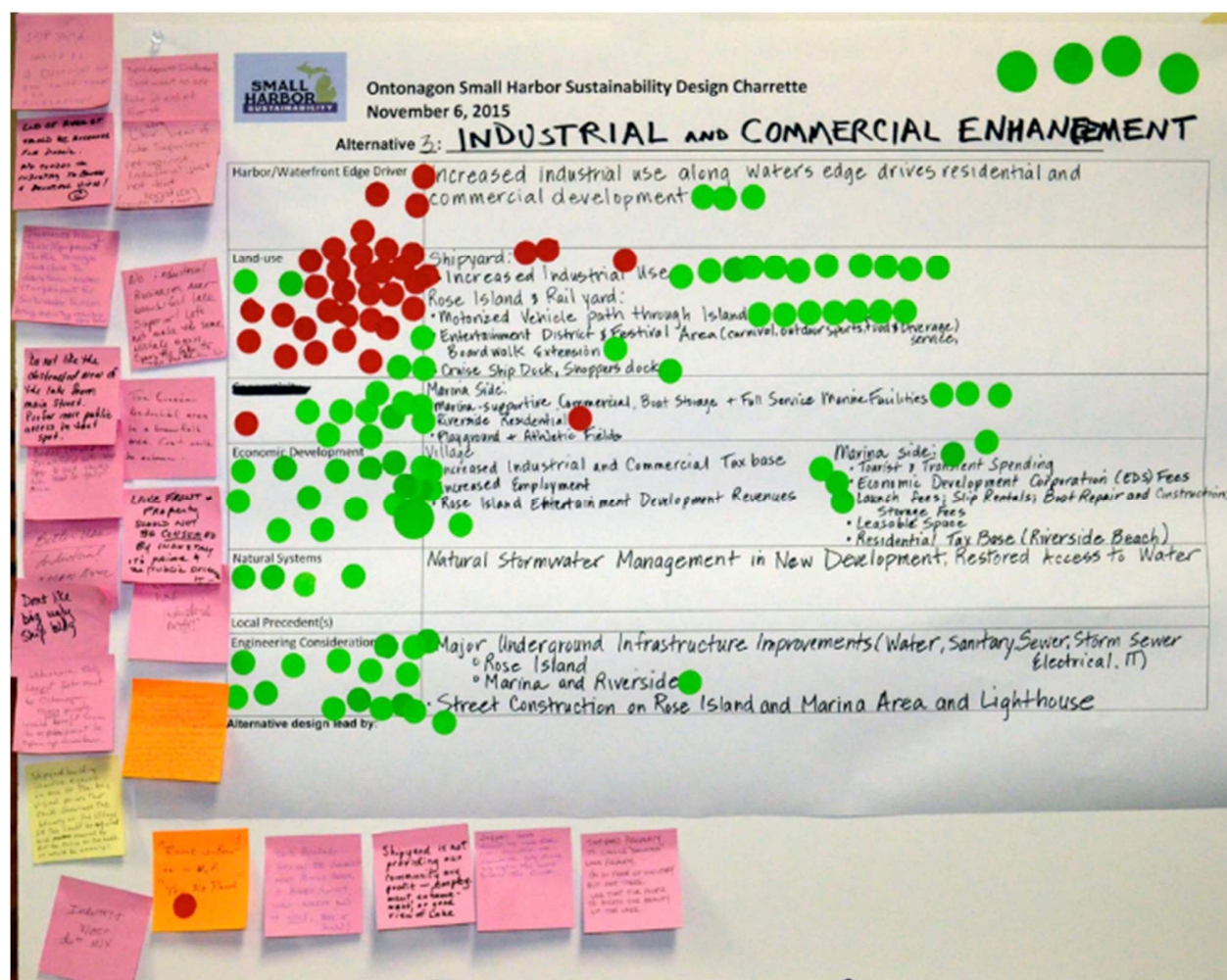


Alternative 3 received four overall approval votes (large green dots) and 38 rejection votes (small red dots) by community members. The rejection votes primarily pertained to industrial use of the shipyard property. The voting is shown in Figure 9 with overall votes on the top right corner and votes for individual elements within the table. Oral feedback during the public input session included:

- Shipyard should be a destination for entertainment or recreation
- End of River Street should be reserved for public [use]. No condos or industrial to block a beautiful view!
- Not against industrial, just want to see lake at end of River Street
- Want clear view of Lake Superior; not against industrial, just not that location
- Increased heavy truck/equipment traffic through and close to downtown- makes [downtown feel like a] turnpike but heavy industry unsustainable here (Shipyard location)
- No industrial businesses near beautiful Lake Superior! Let's not make the same mistake again. Open the lake to the public
- Do not like the obstructed view of the lake from Main Street; prefer more public access in that spot
- The riverside residential area is a brownfield area; cost would be extreme
- Contamination on brownfield site; not able to put things like that in this area
- Lakefront property should not be consumed by industry; it's prime and the public deserve it
- If a viable industrial business could succeed in the "Shipyard" building, then it already would. 25 years of a vacant blight on our river has been enough. I would like to see a government entity buy the property and turn it to public space. The whole western U.P. would benefit. I don't know how to make it happen but government wastes money in many worse ways.
- Better use for industrial access to river

- Don't like big ugly ship building
- Lakeshore [Shipyards] building largest detriment to Ontonagon. Many people would benefit from its replacement to open up downtown.
- Shipyard building [is an] inactive eyesore in one of the key visual points that could showcase the beauty of the Village. If this could be acquired and removed.
- Industry and water don't mix
- [Add] a "Round-a-bout" or "You go Round" (on River Street)
- Shipyard is not providing our community any profit, employment, enhancement, or good view of lake
- Shipyard property is choice "showcase" lake property. I'm in favor of industry but not there. Use that for people to access the beauty of the lake

Figure 9 - Alternative 3 Community Vote Results





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3.0 Preferred Alternative – Ontonagon 2035

“Ontonagon 2035” represents a shared future vision of the community based on the charrette design process. Alternative 1 had the majority of community approval votes, so the “preferred alternative” was developed primarily from Alternative 1 with aspects of Alternative 2 and 3 included based on voting and oral feedback during the process. The final design was separated into three design portions like the alternatives: Ontonagon Village Marina, Rose Island, and the Shipyard. The final design includes converting the Shipyard property into public beach access with a small amount of development. Rose Island has an extended boardwalk and follows closely with the current parks and recreation plan with the addition of dockage and development along the north end. At the Ontonagon Village Marina site, access to the Ontonagon Light was restored in the design and marina facilities and amenities were enhanced. The final design includes the items in Table 5 and depicted in Figure 10.



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Table 5 - Preferred Alternative Content Matrix

Harbor/Waterfront Edge Driver	Additional housing in Village; Waterfront Hotel; Rose Island Improvements; Expanded Marina Services
Land-use	<p>Shipyard:</p> <ul style="list-style-type: none"> • New Attached Homes or Condos • Hotel and Banquet along River (2-3 stories) • Public Access to Lakeshore Park and Pier Walkway • Lookout Tower and Beach Amenities Building • Handicap Beach Platform in Lakeshore Park <p>Rose Island & Rail Yard:</p> <ul style="list-style-type: none"> • Boardwalk Extension along Island • Additional Fishing Piers • Restaurant and Entertainment Development • Kayak Landing and Rental/Outfitter • Restoration of Pavilion and Fishing Village • Downtown Community Amphitheater • Restore and Covert Old Train Station into Ontonagon Trail Center <p>Ontonagon Village Marina:</p> <ul style="list-style-type: none"> • Small Boat Launch and Docks • Comfort Lodge for Boaters • Boat Storage Facilities • Seasonal Retail • Sports fields, Playground, and Rental Pavilion • Access to Ontonagon Light
Economic Development	<p>Village:</p> <ul style="list-style-type: none"> • Increased Residential and Commercial Tax Base • Increased Spending from Tourists <p>Ontonagon Village Marina:</p> <ul style="list-style-type: none"> • Launch Fees; Slip Rentals; Boat Repair and Construction; Storage Fees • Rentals (kayak, pontoon) • Leasable Space
Natural Systems	Lakeshore Dune Improvements
Engineering Considerations	<ul style="list-style-type: none"> • New Building Construction (Residential, Marina) • New Parking Lot at Marina, Rose Island and Shipyard Beach • Minor Road Improvements to Site • Major Underground Infrastructure Improvements (Water, Sanitary Sewer, Storm Sewer, Electrical, IT) to New Shipyard and Ontonagon Village Marina • New Streets in Village and to Lighthouse; Remove Culvert to Rose Island and Install the Relocated Paddy's Creek Bridge • Reduce Width of Car Bridge to Rose Island

[illegible]

Figure 11 - Preferred Alternative Focus Areas





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3.1 Shipyard Beach

Final design of the “Shipyard Beach” maintains most of the Shipyard site as open space after the industrial buildings are removed. Along the river frontage a new hotel would contain meeting rooms and a banquet hall for large events and an adjacent docking area could host Great Lakes tour boats. The public space includes additional parking along the beach and a lookout tower with beach amenities like bathrooms for changing and seasonal concessions. Finally, along the edge of the Village new housing opportunities including condos or appropriately sized single family homes redefine how the residential area blends with the water front. Figure 12 illustrates where these features are located.

Figure 12 - Shipyard Beach Site Plan



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Figure 13 - Boat Launch Existing Condition and Artistic Rendering



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The removal of the large industrial building also visually reconnects Ontonagon's downtown to the waterfront. An observation tower would be visible at the end of River Street to draw people towards the water and beach.

Figure 14 - View Down River Street (Facing Lake Superior) Existing Condition and Artistic Rendering

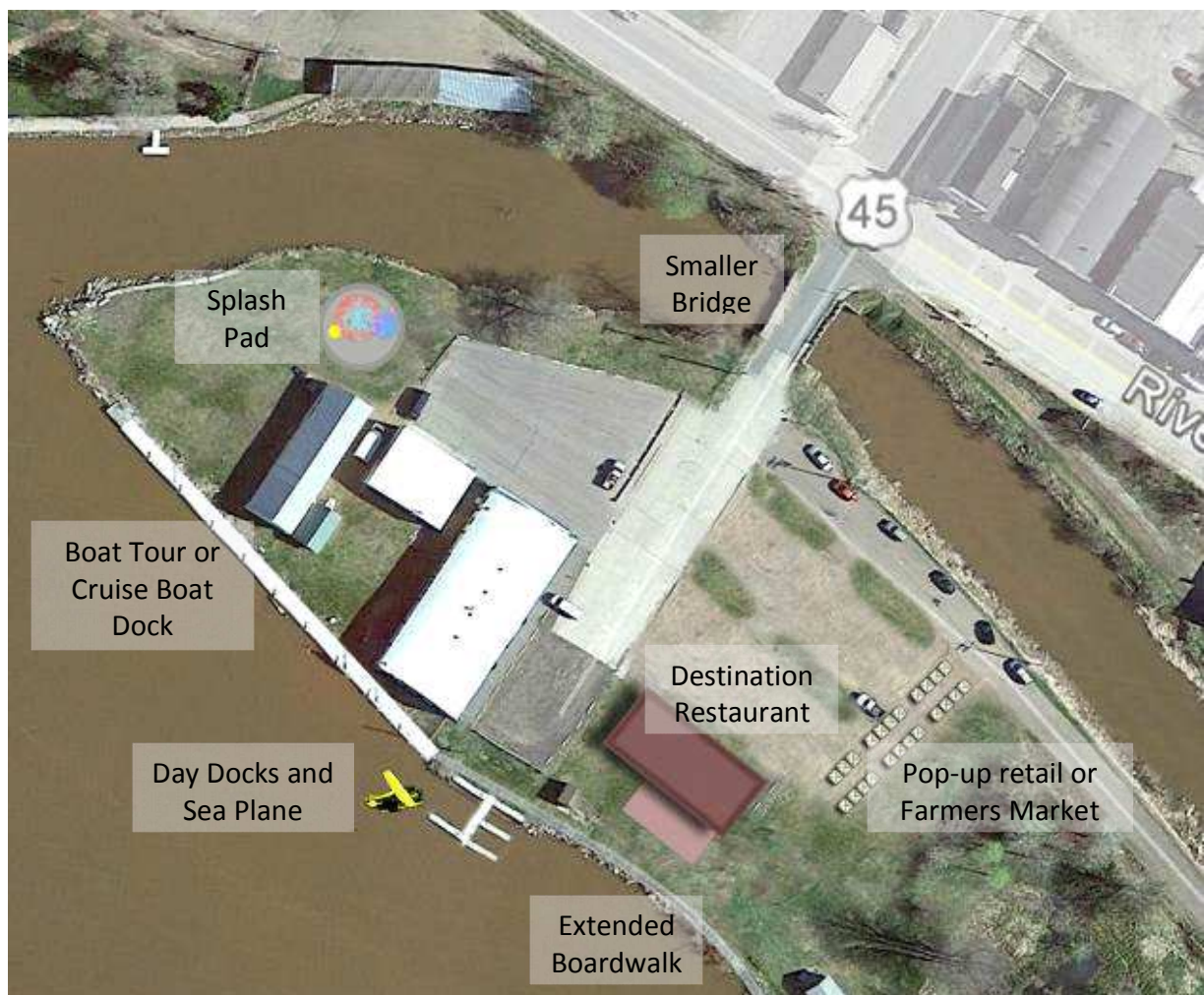


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3.2 Rose Island

Rose Island has a few destinations and the Preferred Alternative design builds on the current Ontonagon Park and Recreation Plans. A detail of the design for the north end of the island is displayed in Figure 15. This is the most developed part of the island and has a close connection to the downtown area. The bridge to downtown is a remnant of the old highway and is currently 60 feet wide with some sections an additional 30 feet wider. Replacing this bridge and culverts with a bridge of half the width is shown in the preferred alternative design. This would still allow two-way vehicular traffic and pedestrian crossing but allow more water through the Rose Island Slough and a more accessible connection for kayakers passing through from the proposed kayak landing. The design also shows more activity centers on the island including a designation restaurant, hub for plane or boat tours, simple splash pad, and space for seasonal or pop-up retail and markets. Figure 16 shows the rest of the island and adjacent train station area.

Figure 15 - Rose Island "Entertainment District" Plan





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Figure 16 shows the improvements for all of Rose Island. At the south end, converting the old train bridge into a Rails-to-Trails multi-use bridge for snowmobilers, pedestrians, ATVs, Bikes, and ORVs. This bridge connects across the Rose Island Slough and the trail goes north towards the old train station, which is repurposed in the design as a trail information center.

Improvements on the island include adding to existing boardwalk around the private property to connect the current fishing piers to the historic fishing village and on to the northern tip of the island. Additional fishing piers were added on the island. The old pump house was restored as public restrooms for the island and the historic tug boat moved over to the fish shanties to enhance the ambiance of the historic fishing village. Adding a kayak landing on the island along the Rose Island Slough is depicted along with Paddy's Creek Bridge placed at the end of Houghton Street for pedestrians.

Figure 17 includes an oblique photo of the existing conditions and a rendering of island proposed features. Figure 18 and Figure 19 are enlarged sections of the rendering (Figure 17).

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Figure 16 - Rose Island Plan



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Figure 17 - Existing Conditions and Full Artistic Rendering of Rose Island



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Figure 18 - Artistic Rendering of Fishing Village on Rose Island



On the north end of the island new businesses were added, including airplane tours of the Porcupine Mountains and a destination restaurant right next to the Ontonagon River and the boardwalk.

Figure 19 - Artistic Rendering of Entertainment District on Rose Island



Figure 20 shows renderings of the old rail station building converted into a trail information center. This location is a hub for pedestrian use, ORV, and snowmobile traffic since it is near the bridge crossing the Ontonagon River and provides a back entrance and parking for downtown.

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Figure 20 - Existing Conditions and Artistic Rendering of Ontonagon Trail Center





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In the downtown area there are several open lots with steep elevation changes. This area, near River Street and Houghton Street intersection, is ideal for a community amphitheater and band shell. Outdoor concerts, movies, or other performances bring people to the downtown and stimulate economic activity.

Figure 21 - Existing Condition and Artistic Rendering of Downtown Community Amphitheater



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3.3 Ontonagon Village Marina

On the other side of the Ontonagon River is the Ontonagon Village Marina and the preferred alternative design plans are shown in Figure 22. The area to the north of the marina was left as industrial land and not altered for the final design beyond adding access to the historic Ontonagon Light. This existing industrial zoned property could host new industry for Ontonagon. Realistic alternatives include a bulk material terminal, light industry, or boat building. At the Ontonagon Village Marina, a playground and athletic fields are proposed to create more activities near the marina. The pavilion added along the water can be rented for events or used by marina and park visitors.

Figure 22 - Final Design Ontonagon Village Marina Site Plan



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Figure 23 shows existing and artistic rendering of the Ontonagon Village Marina. Figure 24, Figure 25, and Figure 26 are enlarged sections of the design. Inside the marina a small boat launch and docks for small boats was added to allow easier launching of small craft in the safety of the marina basin instead of into the river current. The marina itself has expanded services with indoor boat storage and winterizing of boats. Figure 25 shows boat storage and the boat club at the Ontonagon Village Marina. This building is a warming station for boaters. The boat club building is shown overhanging the water with floating docks attached along the side for short term docking. Retail was also added near the marina with a new complex for marina related shops, shown in Figure 26. Trades like small engine repair, fiberglass, and boat maintenance could be achieved through public-private partnerships at the Ontonagon Village Marina.

Figure 23 - Existing Condition and Artistic Rendering of the Ontonagon Village Marina



Figure 24 - Existing Condition and Artistic Rendering of Sport Fields, Playground, and Pavilion



Figure 25 - Existing Condition and Artistic Rendering of Indoor Boat Storage and Boat Club

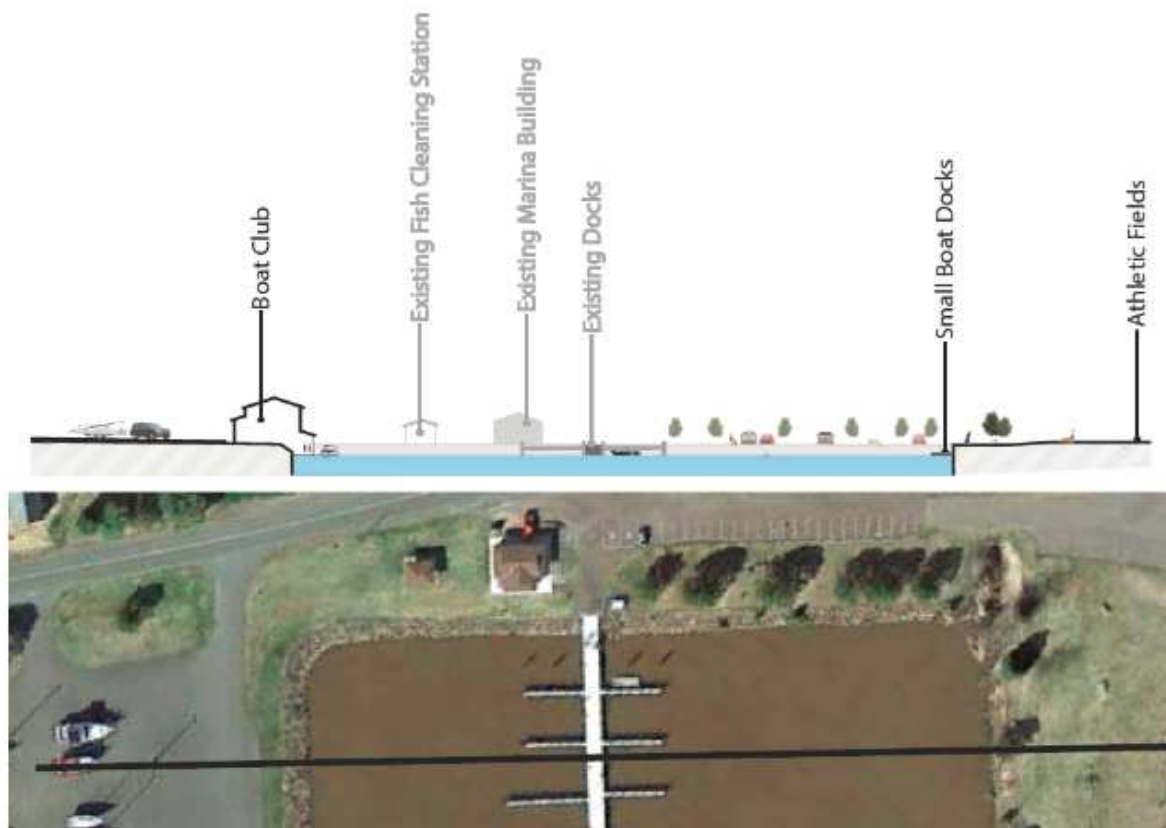


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Figure 26 - Existing Condition and Artistic Rendering of Marina Amenities and Shops



Figure 27 - Section through Ontonagon Village Marina and Boat Club



4.0 Connectivity

The final section of this charrette report considers connectivity as a key feature for a sustainable community and improved all season connectivity in Ontonagon is critical for all modes of transportation. Signage along MI-64 is vital for Ontonagon since many visitors to the Porcupine Mountains pass by Ontonagon along this route. Clear signage advertising local businesses and attractions, as depicted in Figure 28, would help direct visitors.

Figure 28 - Existing Signage and Artistic Rendering





Ontonagon Charrette Final Report 2015

Having information and rentals available for alternative modes of transportation allows residents and visitors more recreational opportunities and eases access to and from downtown. The proposed trail center is a great place to host information and rentals, but posting this information at additional places where visitors may enter Ontonagon is equally important. Bikes, golf carts, ORVs, ATVs, and kayaks are popular methods of transportation that could be rented. Figure 29 has some of the main transportation routes mapped along with the potential methods of transportation. Installation of a “shoppers’ dock” – free, temporary docking space for visitors –on Rose Island near downtown would also allow boater access downtown without needing a car. Transportation should be available for peak times and services and the existing shuttles should operate into the evening.

Figure 29 - Connectivity Diagram

