





A home in the historic west side neighborhood



Introduction

The City of Northville has many valuable assets. It has a significant number of high quality historic buildings, it is walkable and pedestrian friendly, it has a pleasant small town atmosphere, and people—particularly families—are drawn to the numerous events held periodically throughout the year.

At the same time, there are many aspects that could be emphasized and improved upon to make the downtown more vibrant. The retail mix needs more variety, as do the types of restaurant offerings in order to draw a broader variety of people into the downtown. It gets perhaps a little too quiet at night. There is a perception that more parking is needed. The connections around the downtown area are awkward at times, and especially the connections from Main Street to the park / events area at Ford Field. The Farmers Market could also be more centrally located with a greater expansion of offerings.

This physical assessment takes many factors into account. These include the various “character zones” of downtown, approaches and entrances to the downtown, vehicular circulation and parking, pedestrian orientation, and the character defining features that provide downtown Northville with its unique identity.

Character Zones

Upon entering downtown Northville from any direction by car, there is a sense that this is a pleasant small town with a prominent historic character. A closer look at a slower pace reveals this is certainly true, but there are essential details that could enhance this appeal and there are some aspects of the downtown that detract from this initial impression. In order to better understand the components of the downtown, it was divided into zones of distinctly different character. Refer to *Figure 1, Character Zones Map*, to see the eight different Character Zones.

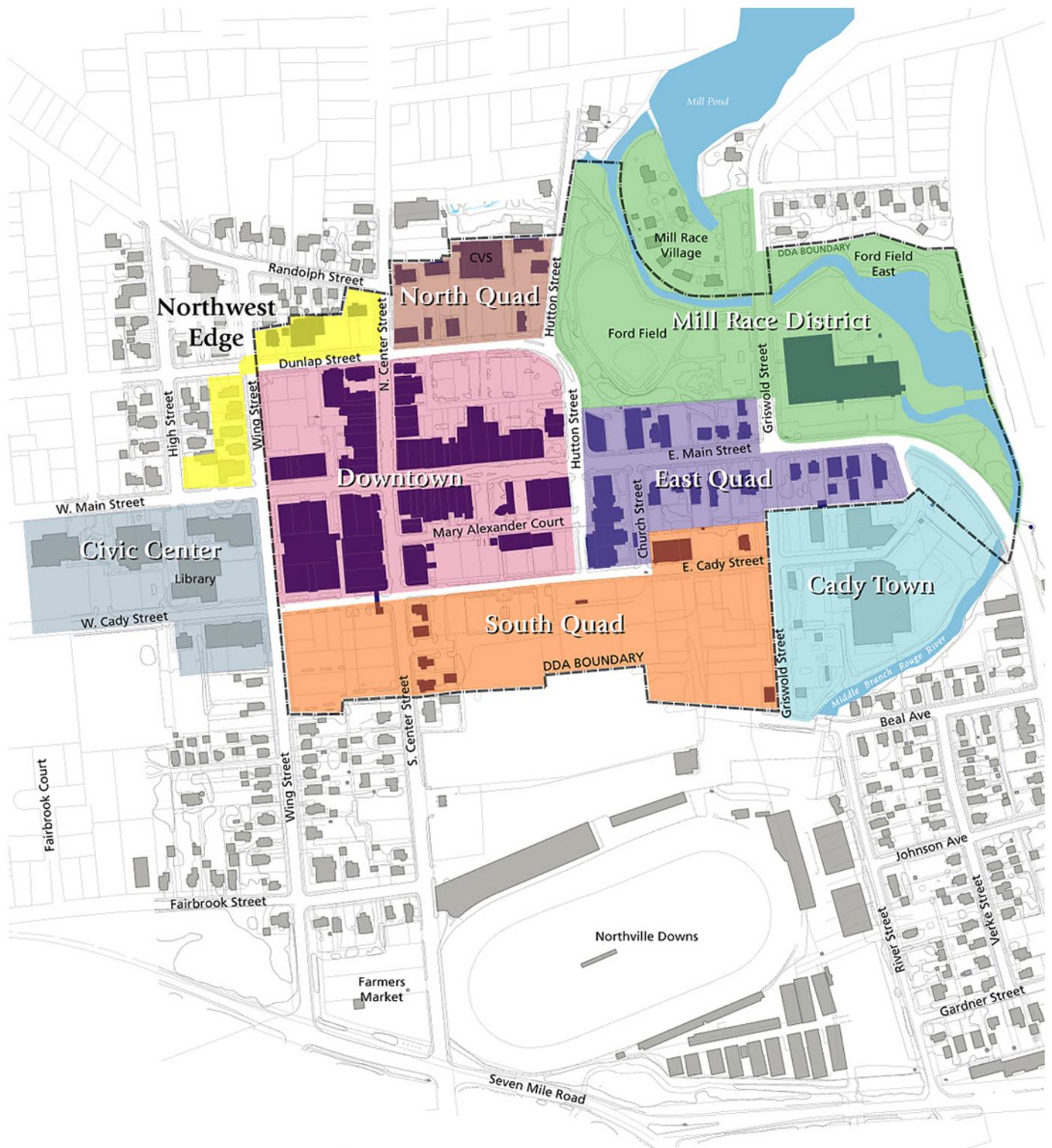


Downtown - The core focus of Northville for business and entertainment.

Downtown

This is the center of the downtown business district and is made up of four distinct blocks. It is bordered by Dunlap to the north, Wing Street to the west, Cady Street to the south, and Hutton Street to the east. Land uses include retail, commercial, office space, and surface parking lots. There are sizeable parking lots on the outer ring of this district, immediately adjacent to the downtown on the north, south and west sides. A perceived lack of parking may be due to the difficulty of direct pedestrian through-access to E. Main Street from the lot behind the stores on Block 6. See *Figure 2, Composite Assessment*.

Figure 1



Character Zones Map
City of Northville
Downtown Strategic Plan



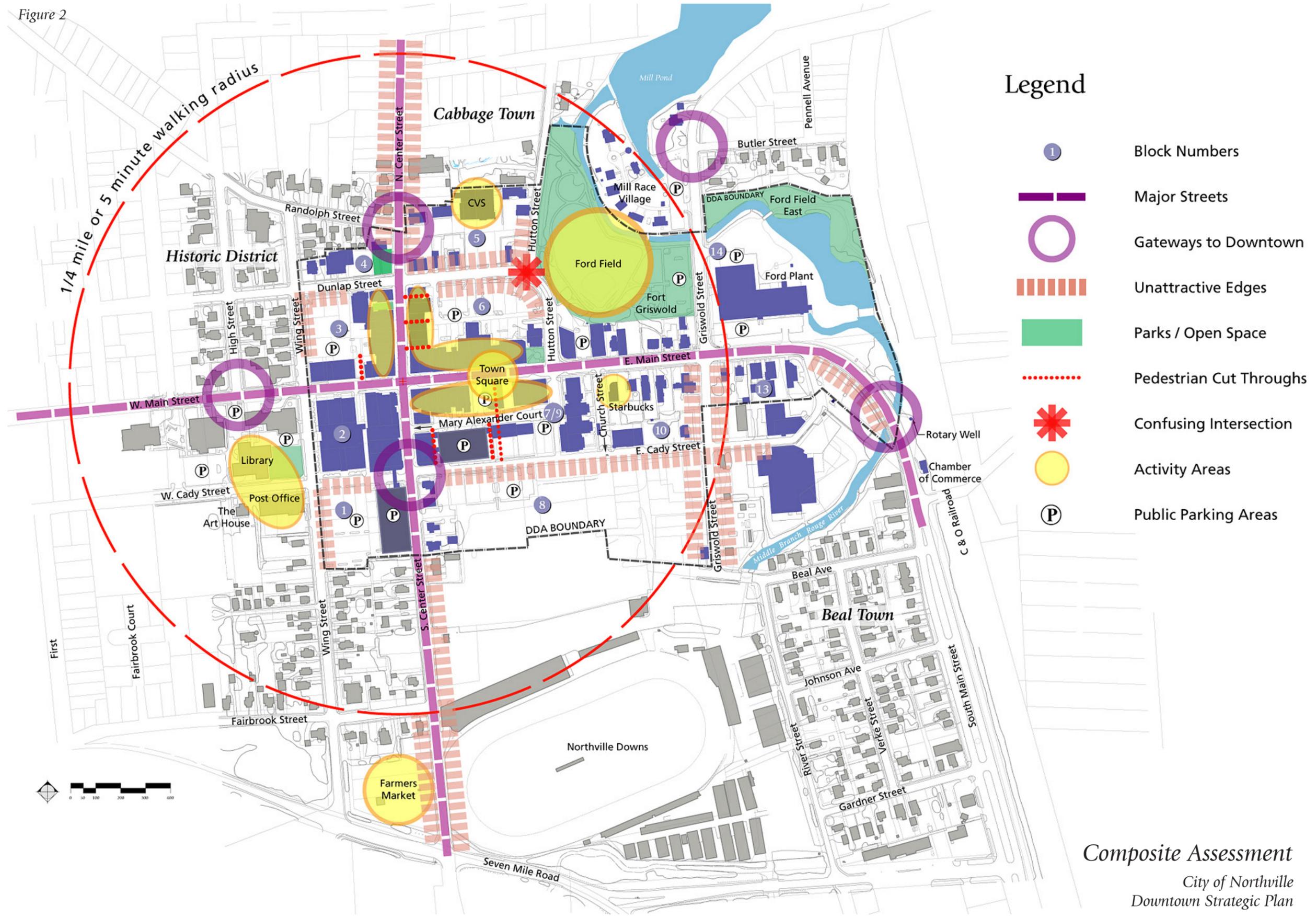
The pedestrian median in the heart of town on Main Street. It acts as a focal point and as a traffic calming tool, allowing pedestrians a sense of safety.

The two major merchant oriented streets are Main and Center. Center is most active between Main and Dunlap, and Main is most active between Center and Hutton. This L shaped area is really the heart of the downtown commercial district. New development on Main west of Center will expand this activity, making it more of a T shape.

The downtown architecture has a strong sense of history with many one to three story mid-to-late 19th century buildings, as well as some new structures that draw on the surrounding historical character. The new 120 W. Main Street Building, on the western edge of downtown is a good example of a new building that fits well within the historic context of downtown. There are also a number of buildings with more contemporary facade treatments.

There is an emphasis on pedestrian friendly accessibility exemplified by the shortened crossing distances, particularly at E. Main and the Bandshell Park area where a landscaped median serves as a pedestrian refuge island, and at various intersections with bump outs or curb extensions. There are also numerous benches throughout the downtown area. At the heart of the district is Bandshell Park, a major focal point for activities or for simply taking a break while shopping.

Figure 2



Composite Assessment
 City of Northville
 Downtown Strategic Plan

Parking lots lack landscaping and appear unattractive when viewed from adjoining properties. Large dumpsters and grease bins are visually prominent and unsightly in the parking lots and side streets off of Main. Their presence makes these areas look unkempt and undesirable.



*Mary Alexander Court:
There are opportunities to activate
the back of the Main Street shops in
order to bring this area to life as a
viable part of the commercial
downtown.*

The downtown area includes Mary Alexander Court. Some businesses front on this street and some back up to it. There are decks off the back of some of the Main Street stores. This street serves as the primary service and delivery route for businesses that back up to it. In some ways, it feels like an alley / service area, and in others it has the sense of potential to become a vibrant area with its own unique character.

S. Center Street is on a steep slope, with few active uses, making it less pedestrian friendly than other streets in this district. MainCentre in particular, with its recessed entries, presents an austere facade on S. Center Street. The CadyCentre building, while attractive and nicely detailed, is separated from the focus of activity downtown by a half block of less active uses. The relatively steep slope itself, on both sides of the street, is a challenge for wheelchair access as well as for some pedestrians and bicyclists.

Non-motorized access from other directions is on a level grade and is more interesting from a retail perspective. There are numerous shops and eateries when entering from the east or the north, and there are currently dynamic changes taking place from Wing into downtown with the new 120 W. Main Street Building and The Village (formerly the MGM building).

*Senior Community Center:
An active part of the Civic
Center district.*



Civic Center

The Civic Center area is immediately to the west of downtown. Though it is outside of the DDA boundary, it still serves as a vital part of the downtown, as well as offering major services to the area. These include the Library, the Senior Community Center, the Post Office, the Old Village School, the Art House, and the City Hall and Police / Fire Station. The combined result is a concentrated activity area of essential services. Except for the Old Village School, the architecture in this area is more recent than much of the historical downtown. Buildings are also set back from the street rather than abutting the edge of the sidewalk.

Non-motorized access into town from this district is straightforward along Main, emerging from the west side residential area. The climb up the slope along Wing north of Cady poses more of a challenge and the current state of construction alongside The Village is not currently inviting, though to many, it represents an area of interesting potential and positive change.



*South Quad:
A view of Northville Downs from
near Cady Street.*

South Quad

The South Quad is bordered by Wing Street to the west, Griswold to the east, surface parking above Northville Downs to the south, and Cady Street to the north, with a small addition above Cady from Church to Griswold. Currently, much of this area serves as free all-day parking for the downtown, both in surface lots and in two-level parking decks.

The parking west of S. Center Street is more developed and formalized with a large surface lot and a large two-level deck. There is one paved surface lot east of S. Center along Cady, as well as a large gravel parking lot. This area looks more temporary and transitional than the area to the west of S. Center. Compounding the sense of temporary and unkempt uses is the unattractive open view across the vast gravel parking lot leading to Northville Downs. The New Victorian building and the recent Presbyterian Church addition on the north side of Cady Street stand out as examples of quality architecture in this zone.

Non-motorized access into town from the south is reasonably good with a gentle uphill grade along S. Center Street, a relatively wide street in this area with room for bicycles. It is, however, a stretch of road that is exposed, with limited visual interest. Cady Street serves as a side street that leads to small, quiet pedestrian access points into downtown along the stretch between S. Center Street and Church Street.

*Cady Town:
With its close proximity to downtown
there are good opportunities for im-
provement and connection.*



Cady Town

Cady Town is bordered by the river to the south, Griswold Street to the west, the DDA boundary behind the shops on Main Street to the north, and the entrance to downtown along Main Street to the east. It serves as the first view on the east side entrance into downtown.

Except for a small segment on the eastern edge, this district falls outside the DDA boundary, but it is an area of strong potential and influence directly adjacent to the downtown area. This is an interesting area due to the proximity of the river, the industrial character of the historic Belanger building, the large area of open space, and the interesting tight curve on Cady Street.

Though currently somewhat stark due to the open view across the parking area to the west, there is a strong non-motorized connection up Griswold from Beal Town and the southeast neighborhoods into downtown. The city has been working with the Beal Town residents to get their feedback on rebuilding the Beale Street bridge.



*East Quad:
A broad mix of character types in a
relatively small area.*

East Quad

This encompasses the area directly east of downtown from Hutton Street south to Cady along Main and includes Church Street. This has a distinctly different character from that of the downtown district. The buildings tend to be a mix of detached structures surrounded by yards or parking. Some of these are historic nineteenth century houses, while others are contemporary offices of one or two stories. A majority of the buildings sit back from the sidewalk, with the exception of the newer structures. A large historic landmark building, the First Presbyterian Church of Northville, sits prominently between Hutton and Church Streets.

If anything, this area has a lack of cohesion due to the diverse building types, ages, styles, and colors, and to the diverse setbacks. It is made more prominent by its close proximity to the heart of the downtown. On one block the character is random with many gaps, while the next block is a tight urban configuration.

There is a moderately challenging grade rising up from Griswold along Main Street. Though not daunting compared to S. Center Street south of Main, the grade and lack of cohesive character makes it less interesting for non-motorized travel than the tighter urban core of the downtown.

*Ford Field & the Mill Race District:
The connection to Ford Field and
Mill Race Village from downtown
needs to be clarified and improved.*



Ford Field & Mill Race District

This District includes Ford Field, the Mill Race Village, Ford Field East, the old Ford plant which now houses businesses of various types, and the river and pond directly behind. This is literally a lower section of town, displayed most prominently by the steep embankment along the west and south sides of Ford Field. While this embankment is a fascinating geologic feature, it has also proven to be a barrier separating the activities of downtown from those going on in Ford Field. Adding to that sense of separation is the thick mass of trees growing along the ridge. There are access stairs off of Hutton Street, but they are somewhat awkward to reach from downtown, as there is no clear and distinct connection.

The Ford plant houses a variety of businesses and is a good example of adaptive reuse. Adjacent Ford Field East is park like, and although it is removed from other parts of town and not easily accessed. To do so requires traversing a parking lot and crossing a small pedestrian bridge into a secluded green area and pathway along the river. The path comes to a dead end within sight of Main Street on the backside of the factory.

The non-motorized connections from the Mill Race District into downtown include Hutton and Griswold Streets, as well as traversing Ford Field to the stairs that lead up to the Hutton / Dunlap Street intersection. The Hutton Street connection weaves through pleasant quiet neighborhoods. Griswold Street is the main corridor leading from

the numerous homes to the northeast of town. It is a long downhill stretch coming into town; conversely, it is a long uphill stretch going back.

The non-motorized connection from Mill Race Village is a direct pleasant walk, up the Hutton Street stairs and into town. Less direct, though more accessible, connections lead to the west along the path that follows the river up to Hutton, or east to Griswold and up to Main. The path along the river is the most pleasant and interesting of the two due to its transition from natural beauty into historic downtown. The Griswold Street route is more exposed and leads past a parking lot on Griswold and along a stretch of Main Street that is less cohesive than the urban core.



*North Quad:
Near the heart of town, this district
has a more suburban feel with park-
ing as a visual focus.*

North Quad

The North Quad is basically a large parking area surrounded by a variety of active Northville businesses in a typically suburban layout. These businesses include CVS Drugs, Little Italy Ristorante, New Bangkok Cuisine, and a drive-through Comerica Bank, among others. Though much of the area is centered on an ungainly mass of asphalt, the area is highly active, mainly due to the draw of CVS serving as a small scale version of an anchor store. Little Italy Ristorante, a Northville gem, while attractive and well tended, is recessed and hidden from the hub of activity.

The sight line looking east toward Ford Field is blocked by the mass of trees lined along the ridge on the other side of Hutton Street. Someone unfamiliar with the area would be unaware of a large recreation area so close by.

The non-motorized connection along N. Center Street leading in from the north emerges from a well scaled and well defined streetscape into a stretch at Rayson Street that is rather long, exposed and lacking in unity before reaching Dunlap Street. It is primarily a gentle uphill climb that pitches up sharply just before reaching Randolph Street.

*Northwest Edge:
There is a sense of neighborhood
transition from the more urban feel of
the downtown.*



Northwest Edge

This is an L shaped area that wraps around the northwest edge of downtown. It includes the American Legion Hall to the east and continues west past the funeral home and Northville Watch & Clock, and turns the corner south on Wing to follow the line of businesses in residential buildings that lead to Gardenviews on W. Main Street. Though not within the DDA boundaries on the west side of Wing Street, it is the dividing line and buffer between the distinctly larger scale commercial downtown area and the quiet smaller scale historic residential neighborhoods on the west side.

The non-motorized connections here are, on the whole, straightforward and they lead out of a pleasant historic neighborhood. This connection does, however, include the imposing and largely unscreened parking lot with minimal edge treatment bordering Wing and Dunlap Streets.

Approaching and Entering the Downtown

There are four major approaches to the downtown: Center Street from both the north and south, and Main Street from both the east and west. Each of them offers a unique perspective on the initial impression upon entering into the heart of Northville.



*Center Street from the South:
There is a distinct transition into the
downtown upon crossing Cady Street.*

Center Street from the South

This approach, a long uphill, actually begins at the Seven Mile Road crossing. The Northville Downs racetrack makes quite an impression because it is so prominent. The view to the right is one of a rather stark solid fence surrounding the track, and the view to the left is one of a large unimproved surface parking area (used for the Farmers Market one day per week, May through October). Neither of these are a positive aesthetic introduction to the City. A “Welcome to Northville” sign is the only indication that one is entering the downtown. Passing Fairbrook Street, the view softens somewhat on the left with housing and vegetation, but on the right, the imposing racetrack structure yields to more unimproved surface parking. There is an open view across the lot and up the hill to a few of the downtown buildings on Cady Street.

The City parking deck on the left, just before reaching Cady Street, does a nice job of shielding the parked cars from immediate view, and it also draws on materials and design characteristics of the downtown area, particularly in its use of brick. However, the entire edge along the deck

is devoid of activity. On the right are some well kept businesses housed in unremarkable residential buildings. Most prominent are the large brick structures at Cady Street on both sides of the road: CadyCentre and MainCentre. They create a sense of enclosure on the street and indicate a defined entry into downtown. Both structures have a nice sense of detail, though MainCentre is less effective because of its contemporary facade and recessed entries that are set back from the sidewalk.

Center Street is congested with traffic during peak hours. The slow traffic is actually a benefit for downtown businesses as motorists are more aware of the variety of downtown stores and are traveling slow enough to make last minute decisions to stop and shop. The all-day "No Left Turn" from Center to W. Main Street is creating a disadvantage to businesses on W. Main. With the development of 120 W. Main Street and the Village, the City may consider limiting the "No Left Turn" to the peak traffic hours only.

*Center Street from the North:
There is a distinct transition into
the downtown upon crossing Dunlap
Street.*



Center Street from the North

This also is a long incline approach to the downtown. It begins with a well-landscaped median and landscape setback near the Hiller's grocery store. This creates a welcoming entrance. Traffic traveling eastbound on Randolph Street feeds onto N. Center Street at a key gateway entrance point. The approach along Center graduates from a long series of

detached businesses north of Dunlap Street immediately to a block of attached two and three story buildings between Main and Dunlap. The effect is one of sharp transition and immediate identification entering the downtown core.

North Center Street is three-lanes until it reaches Dunlap, where it narrows to two. This results in a traffic calming effect appropriate for the downtown. As a pedestrian, approaching the downtown from the north on Center Street has its challenges. The sidewalks are too close to the road, snow is often piled on the sidewalks by the Department of Public Works, and residents often place their garbage cans on the sidewalks for pick up. All of these conditions make it difficult to use the sidewalks to get into town.



*Main Street from the East:
With such a wide road, there is the
opportunity for streetscape
improvements and a stronger entry
identity into the downtown.*

Main Street from the East

Entering the downtown from the east, S. Main emerges from a median divided residential boulevard with the C & O railroad corridor along the east side. The railroad is screened with trees and vegetation. S. Main crosses the river, swings a long arching left and rises up toward downtown.

Once across the river, the mill pond and the adjacent adapted Ford plant comes into view on the right. On the left is an open view across a stark parking area to the Foundry Flask and Equipment Co. and the old Belanger Building. Further up E. Main is a line of detached businesses on the left. Griswold Street is a major north / south crossing point with a greater percentage of traffic funneling in from the north.

The roadway itself is overly wide in this area, which allows for the opportunity to create space for an identity feature of some form. The overall sense in this area is that the scale is too broad. There is a need to bring it down to more of a human scale with a more defined entry image.

*Main Street from the West:
With an historical / residential feel,
this is the quietest of the entryways
into downtown.*



Main Street from the West

Residents probably use this entry more than visitors, but it is still an active entryway. It emerges from an historic residential neighborhood and transitions through the Civic Center area, crossing Wing Street into downtown. It is the quietest of the four entryways.

Circulation and Parking

Directional Signage

Older directional signage in the downtown is deteriorating and more focused toward business orientation than for wayfinding. There are a very limited number of signs downtown that direct visitors to destinations such as public parking, civic buildings, parks, and other common destinations. Currently, there are “temporary” neon orange and yellow signs that indicate short and long-term parking. These should be replaced with something more effective and attractive.

Street Patterns

downtown Northville is generally a two-way grid pattern. This allows for many circulation options. The exceptions are: Church Street flows one way from E. Main to Cady; Mary Alexander Court, one way from Hutton to Center; one way south from Main Street along Bandshell Park to Mary Alexander Court. A key focal point occurs at the Bandshell Park area of Main Street, where there is a pedestrian island with an historic clock placed within it. This both slows traffic and signals to drivers that pedestrians are a priority in the downtown.

There are fewer circulation options on the south side of downtown at the Northville Downs super block. Here the limited number of cross town streets, especially for those drivers seeking routes to Novi, causes undue pressure on the main streets in downtown. Compare the two street pattern diagrams to see how cars can freely move around the downtown in *Figure 3, Street Patterns*, compared to the limited number of choices around the Northville Downs property shown in *Figure 4, Superblock*.

Where Hutton and Dunlap meet, there is a wide curve and a median. As this is already a reasonably narrow street, the necessity of a planted median is questionable. It adds confusion for both motorists and pedestrians in a place where a more simple design solution would clarify circulation and logical crossing areas.

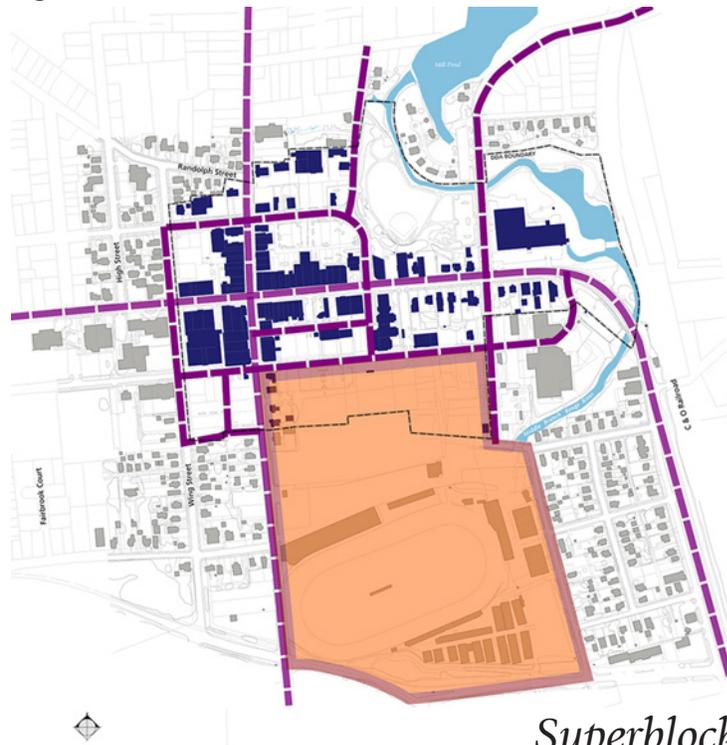
Figure 3



Street Patterns

Compare these two street pattern diagrams which show how cars have a variety of circulation options in Figure 3, as opposed to the limited options created by the "superblock" in Figure 4.

Figure 4



Superblock

City of Northville
Downtown Strategic Plan

Non-Motorized Orientation

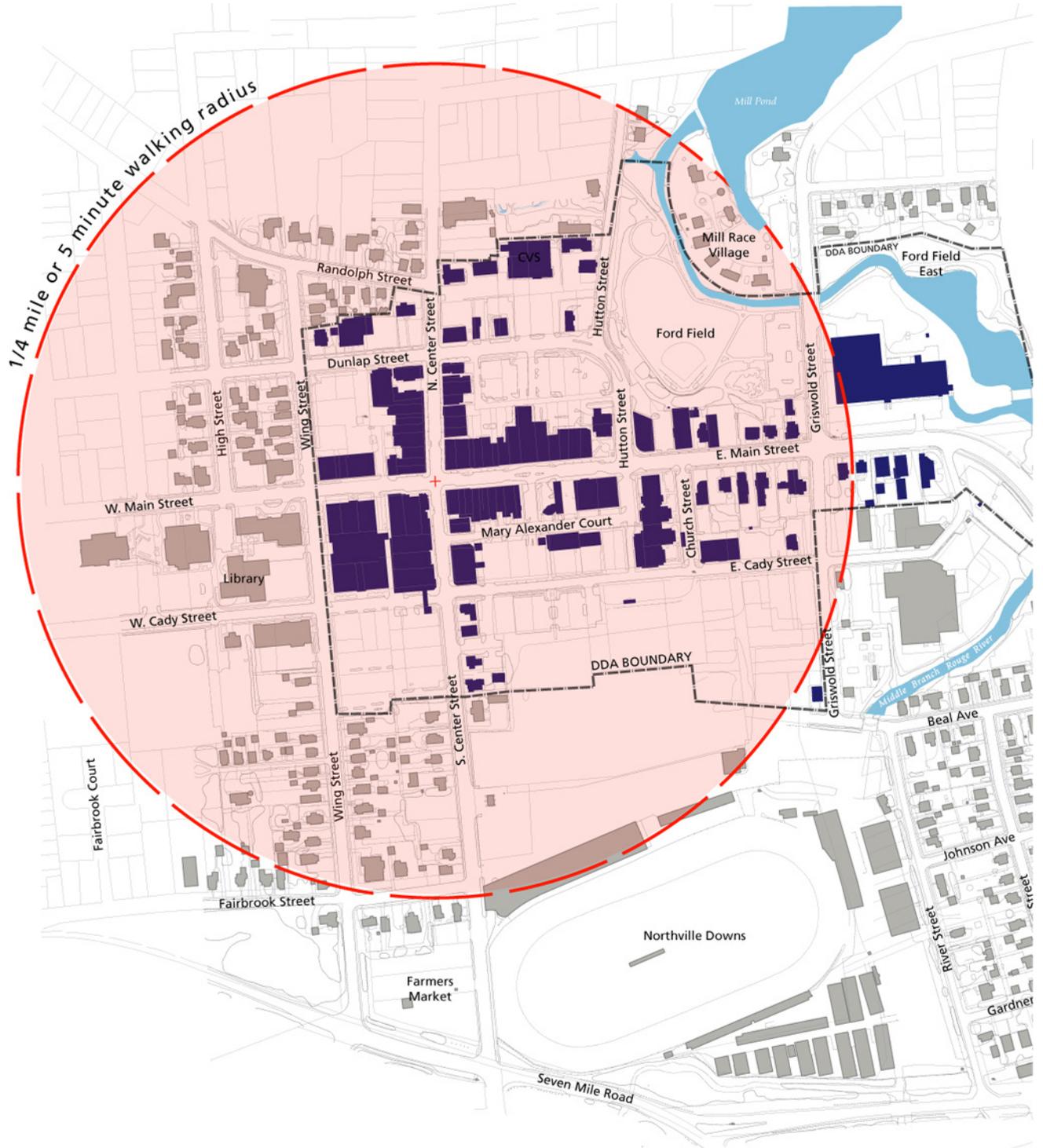
For a pedestrian, Northville is a very compact, pedestrian friendly and eminently walkable community. It prides itself in its pedestrian friendly environment. There are numerous benches placed throughout the downtown, intersections that offer refuge and shortened crossing distances for pedestrians, and the overall walking distances are short enough to encourage residents and visitors to wander through town.

Through years of study and observation, urban designers have concluded there is a marked drop-off rate in the willingness of a pedestrian to walk beyond a five minute or quarter mile range. *Figure 5, Walking Radius*, delineates a quarter mile radius, the distance most people are willing to walk for many common occasions. The circle encompasses the entire downtown and extends well into the adjacent neighborhoods. About 80% of people will not walk a greater distance unless conditions are very good. In interesting neighborhoods and downtowns—those among the very best, of which Northville qualifies—pedestrians may be willing to take a ten-minute walk (half-mile radius).

If there are any significant land blockages, such as difficulty getting across railroad tracks, dead end streets, sidewalks that abruptly end, and the like, the radius drops significantly. In a town like Northville with a well-connected grid pattern, the quarter mile radius is a very reasonable distance able-bodied people will be willing to walk. It is important to note that this willingness will also decrease when the routes are not stimulating and do not provide the ability to rest in the shade and / or find a bench. This is critical for children and many older people.

Numerous pedestrian cut-throughs provide important linkages from parking areas to Main and Center Street. Some cut-throughs are more attractive than others, but all play an important role in providing access from parking areas to shops so customers can actually “park once” and easily connect to their destinations. Several of these cut-throughs (all from Block 6 to Center Street) are privately owned. The City should work with property owners to ensure that these cut-throughs remain open and viable. Options include easements, purchase or development agreements, to name a few.

Figure 5



Walking Radius
City of Northville
Downtown Strategic Plan

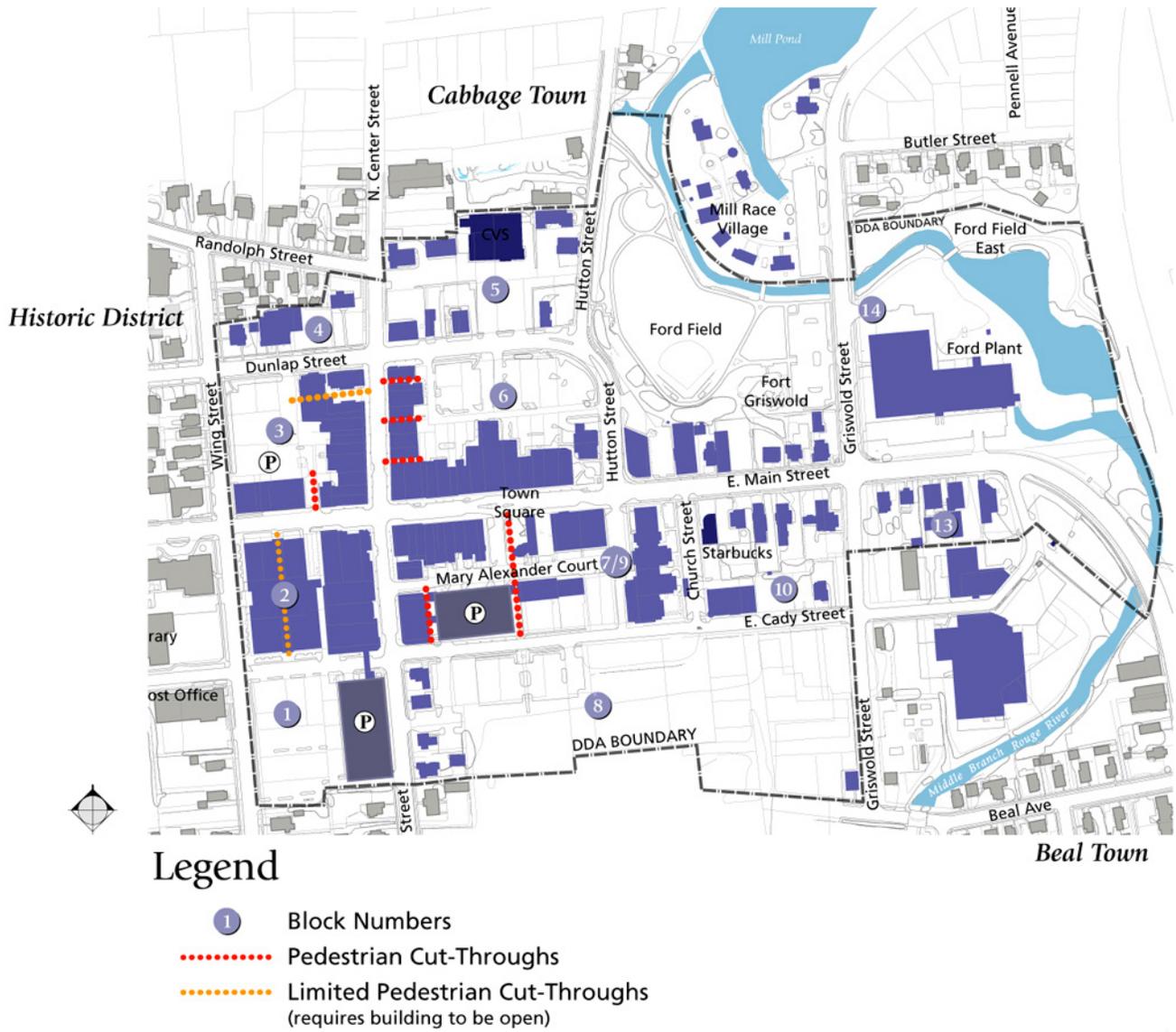
Figure 6, Pedestrian Cut-Throughs, illustrates the pedestrian cut-throughs in the core of downtown. There are three connections from the parking area on Block 6 to the N. Center Street business area. An ideal midblock pedestrian cut-through also exists from the Block 3 parking lot to the W. Main Street businesses. Owners of The Village are planning an internal cut-through to connect the Block 1 parking area to their internally accessed shops and to the W. Main Street businesses. The two pedestrian cut-throughs connecting E. Cady Street to E. Main Street are well designed and very direct. However, only a limited number of customers choose this route due to the perceived distance, lack of visual interest, and the uphill climb.

There are no direct connections from the Block 6 parking area to the businesses on E. Main Street, requiring customers to walk to the intersections at Center Street or Hutton to get to the business area. This type of long Block without cut-throughs may result in customers driving from business to business rather than accomplishing all of their downtown shopping on foot, causing increased traffic congestion on Main and Center Streets. Note that pedestrians can cut through businesses, and many do encourage this, but this also requires those businesses to be open.

Northville has become a destination for numerous bicycling and running clubs due to its terminus on Hines Drive. Cyclists can ride nearly twenty miles one way between Dearborn at its southeast end and Northville at its northwest end along this popular vernal river route. Northville is also a popular stopover for mountain bikers using the nearby Maybury State Park bike trails. Individuals and groups often begin and end their ride in downtown Northville, riding out Main Street to Beck and from there to the park's entrance. Less active, but still used is the road route west along Seven Mile to Whitmore Lake.

One of the local bike shops as well as one of the cafés sponsor two of the largest bike racing teams in the state. Many of these recreational users spend part of their time in Northville purchasing supplies and taking breaks at downtown coffee shops, bakeries, and restaurants. One asset to many of these riders who begin their rides in Northville is that there is plenty of free parking right downtown, enabling them to conveniently park their cars in a central location before heading out on their ride.

Figure 6



Pedestrian Cut-Throughs

City of Northville
Downtown Strategic Plan



Center Street Deck

Parking

Recent parking management changes have resulted in an improvement in available downtown parking. While some people contend that parking is fine in the downtown area, others say that it could be improved upon. The availability of free parking throughout the downtown, compounded by downtown employees using the most desirable spaces, creates the perception that parking is inadequate. There is also the difference in perception between those willing to park far off in a shopping mall parking lot contrasted with those disinclined to park a half Block from a store in the downtown even if it is closer than that in the mall.

The hesitancy to use perimeter surface lots may also be in part due to the lack of interesting pedestrian connections. An example is the abundance of parking options in the South Quad area that require the pedestrian either to walk up Center through the inactive Block between Cady and Main, or through the haphazard Mary Alexander Court area. Improving north / south connections may provide incentive to park in perimeter lots thereby easing the demand in the downtown area.

Dunlap Street Parking Lot

There are numerous parking areas ringing the downtown, both in surface lots and two-level decks. There are also numerous on-street parking spaces. As noted, some lots require the visitor to walk to the end of the block in order to get around to the stores along the desired shopping street. This occurs in two major lots in downtown. Great Harvest Bread welcomes visitors to cut through the store, though this is not common knowledge to an out-of-town visitor. And, whereas there are three cut-throughs on the east side of N. Center Street, there are none on the west side, except the cut-through at the Stampeddler building complex.

With minor exceptions, most of the surface parking lots are either unscreened or they do not have a clear, pleasing identifiable edge. This kind of streetside appearance looks unkempt and unappealing. Public parking should be readily identifiable, aesthetically pleasing, and consistent in appearance to distinguish it from private parking areas. Quite a few parcels, especially in Block 6, are privately owned. If possible, these should be either obtained by the City or controlled through public / private partnerships.

The City has done a good job of providing on-street parking in downtown. Business owners benefit from on-street parking because it is the most convenient and valuable type of parking possible. The U.S. Chamber of Commerce has estimated that the value of an on-street parking space is worth \$70,000 to \$105,000 in gross retail sales annually. (In 1974, the U.S. Chamber of Commerce indicated that one downtown parking space would generate \$20,000 to \$30,000 of revenue. This was adjusted with an inflation rate to arrive at the 2004 numbers of \$70,000 to \$105,000.) Parking on the street serves another purpose as well. It is a natural traffic-calming device acting as a buffer between pedestrians using sidewalks and cars moving along the street.

Not all streets in downtown have maximized on-street parking. Suggestions for optimizing parking on the street will be further explored in Section Five of this report.



*Bandshell Park:
The public realm centrally focused
downtown.*



Outdoor Seating at Great Harvest: Seating areas such as this bring a social life to the streets and make the City look lively and inviting.

Character Defining Features

Parks and the Public Realm

Downtown Northville has a limited number of public gathering spaces. Ford Field is a successful active recreation area. Bandshell Park is a small pocket park with a gazebo and minimal green space. Hutton Park, the small public park at the northeast corner of Hutton and E. Main Street has been partially used by Poole's Tavern for outdoor café seating. Entrances to shops and a public restroom surround the well-maintained Old Church Square. The park next to the Library on the northeast corner of Wing and W. Cady Street is a quiet green with canopy trees and an exceptional specimen elm. The role of each of these parks as community gathering spaces could be strengthened.

The sidewalks are seriously lacking outdoor cafes, a gold standard for active street life and a successful downtown. Outdoor seating provided

Outdoor seating could add more to this block of East Main Street.



City of Northville

by Poole's Tavern, Great Harvest, American Spoon Foods, Tuscan Café and others add a social element to Main and Center Streets and stand out as successful gathering places in downtown.

Activity Areas

The liveliest areas in downtown are on E. Main, particularly at Bandshell Park, which is a hub of community activities, and N. Center Streets, at the retail anchors CVS and Starbucks, Ford Field, the Library, and the Farmers Market. All of these activity areas are within the five-minute walking radius (except for the Farmers Market), yet the relationships between and among them are poor. *Figure 7, Activity Areas*, illustrates the disconnect between activity areas.

Landscape, Lighting, Paving, and Street Furniture

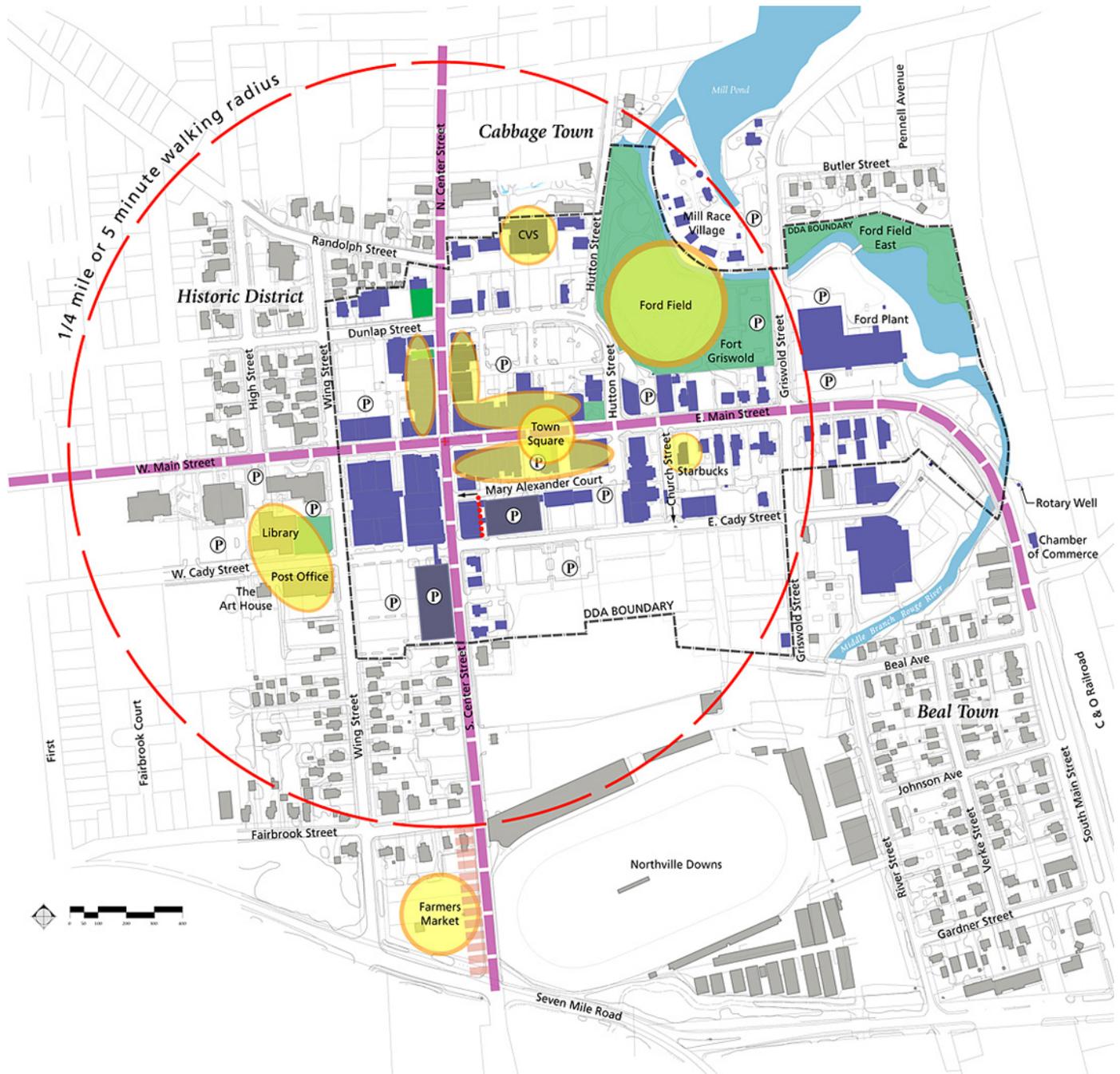
Many of the trees downtown are weakened and noticeably suffering. Poor pruning practices have resulted in many of the trees appearing unnatural and misshapen. There is a general lack of healthy tree canopy and many of the trees block window displays and storefront signs.

There already exists a signature street light for Northville, and considerable investment has been made to furnish the downtown with attractive coordinated trash receptacles and planters. However, there is an otherwise somewhat haphazard assortment of other elements, benches, paving elements and patterns, retaining walls, and the like. The concrete pavers are twenty-five years old, showing signs of fading and disintegration and are not consistent with the historic character of the downtown.



The street trees downtown are noticeably stressed; many of the trees are blocking storefront signs.

Figure 7



Activity Areas
City of Northville
Downtown Strategic Plan