

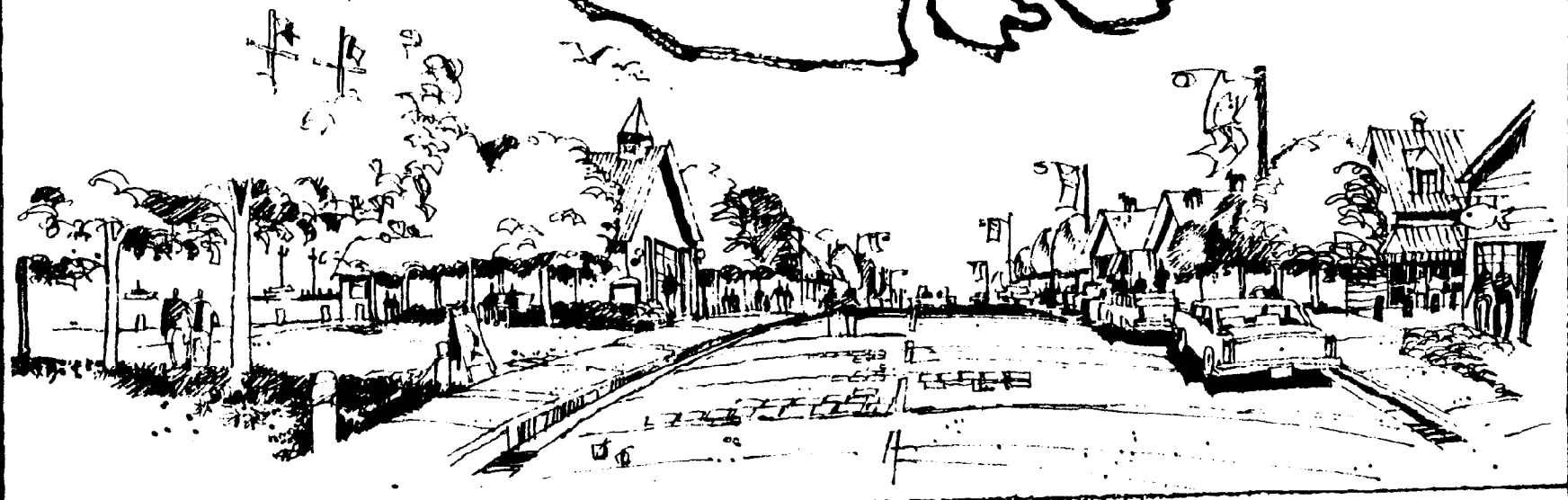
Wisconsin Coastal Zone Management Program

SISTER BAY

WATERFRONT MANAGEMENT PLAN

PREPARED BY:
EDWIN A. SANBORN & ASSOCIATES, INC.

COASTAL ZONE
INFORMATION CENTER





CHARACTER SKETCH
BEACH COMMERCIAL / CBD

ACKNOWLEDGEMENTS:

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SISTER BAY

WATERFRONT MANAGEMENT PLAN

PREPARED FOR THE VILLAGE OF
SISTER BAY, WISCONSIN BY

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1981

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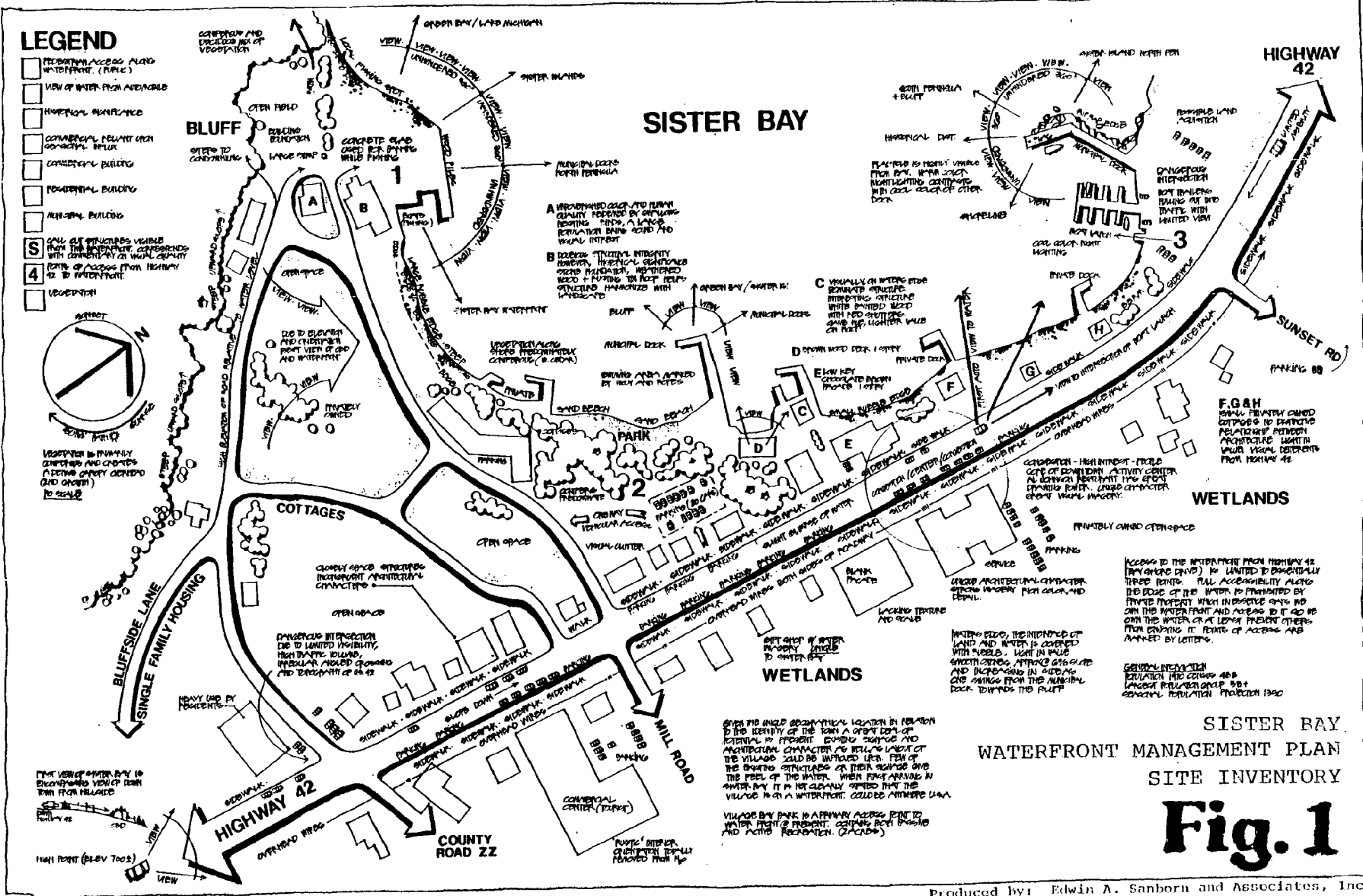
Introduction

Given the avowed intent to increase the visual access and to preserve and improve the public recreational access in the long term preservation and development of Sister Bay's waterfront, the management plan must first address the need for improvement of existing public waterfront properties.

Secondly, for the purpose of facilitating expansion of existing public facilities, maintenance of open space visual easements, and for advantageous trade and/or developmental potential, the village officials should aggressively seek to purchase wherever possible, additional properties within the waterfront management zone.

Finally, governmental authorities must avail themselves of every fiduciary opportunity to accomodate private land and/or waterbased developmental improvements where consistent with management objectives that will result in promulgating public access.





LEGEND

- PROPERTY ACCESS FROM WATERFRONT (PUBLIC)
- VIEW OF WATER FROM ADJACENT
- HISTORICAL SIGNIFICANCE
- COMMERCIAL REVENUE FROM COMMERCIAL BUILDING
- COMMERCIAL BUILDING
- RESIDENTIAL BUILDING
- MUNICIPAL BUILDING
- S: ONLY ONE STRUCTURE VISIBLE FROM THE WATERFRONT, CORRESPONDS WITH COMMENTS IN WORK SHEET
- 4: MORE THAN ONE STRUCTURE VISIBLE FROM WATERFRONT
- VEGETATION

SISTER BAY

SISTER BAY WATERFRONT MANAGEMENT PLAN SITE INVENTORY

Fig. 1

SINCE THE SINGLE GEOGRAPHICAL LOCATION IN RELATION TO THE IDENTITY OF THE TOWN A GREAT DEAL OF ATTEMPTS IN PRESENT SCENIC CHANGE AND ARCHITECTURAL CHARACTER AS WELL AS VIEW OF THE VILLAGE SHOULD BE IMPROVED UNDER FEEL OF THE BOARD'S STRUCTURE OF THEIR OWNERS AND THE FEEL OF THE WATER. WITH THAT BEING IN MIND, IT IS NOT CLEARLY STATED THAT THE VILLAGE IS IN A WATERFRONT, COULD ANSWER VIA.

VILLAGE BY PARK IS A PRIMARY ACCESS ROUTE TO WATERFRONT'S PROPERTY. CURRENTLY BOTH PUBLIC AND ACTIVE RECREATION (CRACKS).

ACCESS TO THE WATERFRONT FROM HIGHWAY 42 (TRUCKS AND BUSES) IS LIMITED TO ESSENTIALLY THREE POINTS. FULL ACCESSIBILITY ALONG THE EDGE OF THE WATER IS PROVIDED BY PRIVATE PROPERTY WHICH IN POSSESSIVE STATE NO ONE CAN THE WATERFRONT AND ACCESS TO IT AS BE OWN THE WATER OR AT LEAST PRIVATE OTHER FROM GRANTING IT RIGHTS OF ACCESS AND MARKED BY LETTERS.

GENERAL REGULATION
 REGULATION INTO GROUP 400
 LATEST REGULATION GROUP 500
 GENERAL REGULATION PROVISION 1300

Site Inventory

CENTRAL BUSINESS DISTRICT

Visual Images

The visual imagery of the Sister Bay Central Business District is characterized by:

- a) a spatial composition perceived as being very open in nature.
- b) the lack of commercial/downtown area identity coupled with a minimal awareness of the waterfront village location due to a lack reflection in architecture and signage; several excellent examples of architecture exhibiting imagery appropriate for a waterfront theme do exist in the village and should serve as examples for future development.
- c) the lack of a clear, distinctive architectural relationship existing between the dwellings composing the downtown area; incongruent architectural styles and furnishings sometimes co-exist in close proximity to one another, and varied colors and building materials are prevalent.
- d) the lack of a dominant vertical building element; the prominent mainstreet vertical element are overhead utility lines.
- e) no evidence of street tree plantings.

Circulation

Sister Bay automobile circulation is typified by traffic congestion and inadequate parking in the Central Business District. Potentially dangerous situations may arise due to the numerous drive entrances, the difficulties involved with merging into traffic from the on-street parking stalls located on both sides of Highway 42, due to high traffic volumes, and the limited views caused by topography, irregularly angled intersections, and inhibited vision caused by vegetation, landforms and buildings.

Natural Features

The Central Business District area is located in a low-lying plain enclosed by a hillside and bluffs to the South, Southwest, and North. The Southerly approach to Sister Bay from Highway 42 affords a commanding view of the waterfront and downtown area.

Wetland areas border the downtown area to the East. The land area to the West fronting Sister Bay offers 2.7 miles of shoreline, and much potential for interaction between people and waterbody.

Local vegetation is primarily coniferous and exhibits a dense overhead canopy.

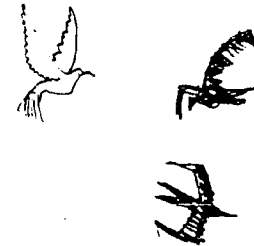
THE WATERFRONT

Access to the waterfront from Highway 42 (Bayshore Drive) is limited to essentially three points. These points are regarded as nodes of activity, and all 3 are identified with docks. Full accessibility to the rubble edged lands fronting the bay is prohibited due to the private ownership of several land parcels.

The 2 acre Village Bay Park is a primary access point to the waterfront for tourists and local residents.

Views of the waterfront for Highway 42 car-bound travelers is limited. The first unimpeded view of the water offers a scene of the municipal dock to the Northwest of the Central Business District. Views for waterfront pedestrians from the 3 main activity areas unhindered visual access to Lake Michigan and surrounding environs.

Large populations of birds, water-oriented wildlife, and the bay produce auditory and visual interest and enhance water/land interaction.



OVERHEAD CANOPY IS DARK
DENSE, NO VERY DENSE
IN THIS AREA

PERMIT NO TRESPASSING SIGNS AND
WATER ACCESSIBILITY MORE DIFFICULT

OVERHEAD WIRES
SIDEWALK W/ CURB + CUTTER

VISUAL PENETRATION FROM THE AVENUE
FIRST OCCURS AT THIS POINT WHEN TRAVELING
NORTHWARD ON HIGHWAY 42

← TYPICAL CITY ST. →

SIDEWALK RUN PARALLEL TO WATERFRONT
AT THIS POINT AND WATERWAY BEYOND
OVERSHADOWED OVER VEGETATION.

EXISTING SIGNAGE FIRSTLY SOUTH OF POINT
LAWSON. REARVIEW VIEW OF WATER FROM
AUTO. THIS LOCATION ALSO PROVIDES A
BETTER PERSPECTIVE OF WATERFRONT
AT NORTHWARD POINT

PLANK WALKS
DENSE VEGETATION
USUALLY DOMINANT
WHITE/RED POOP

HERE HEAVILY
GROWING
WATERFRONT
BUILDS WELL
WITH LAND USE

SHOULDER AND SWELL
EXTEND WATER'S
SEA IN INFLUENCE

WAVES

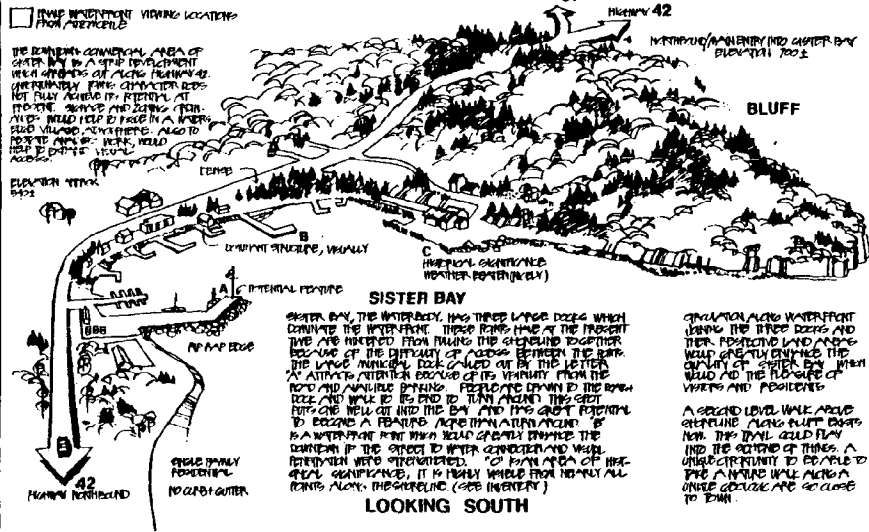
WATERFRONT AND RIBBON SENDS LIGHT IN VALLEY

STRUCTURE IS COVERED WITH PLANK WALKS WHICH SINKS DOWN TOWARD THE WATER
CRIBS ARE SINKING BY THE ACTION OF THE WATER AND LIGHT IN VALLEY
CONTRASTS WITH THE DARKNESS
MAY BE EFFECTIVE FOR SOME
INVESTIGATION OF THE WATER
FRONT. THEY ARE
STILL UNDER

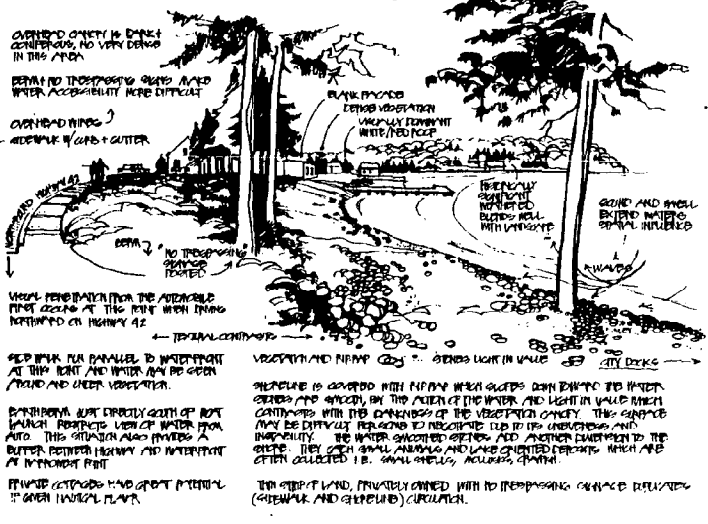
SISTER BAY
WATERFRONT MANAGEMENT PLAN
SITE INVENTORY-AREA 3

Fig. 2

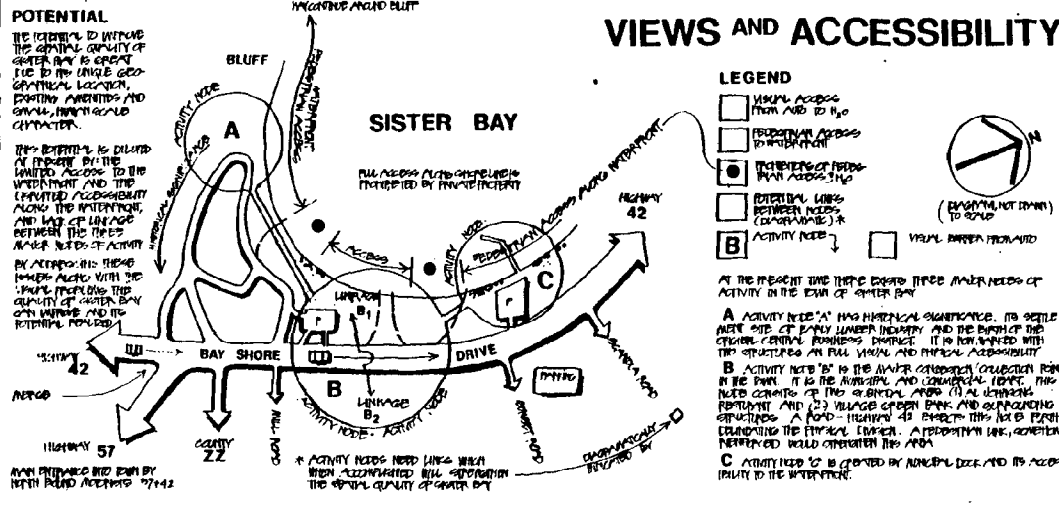
BIRDS' EYE VIEW WATERS EDGE



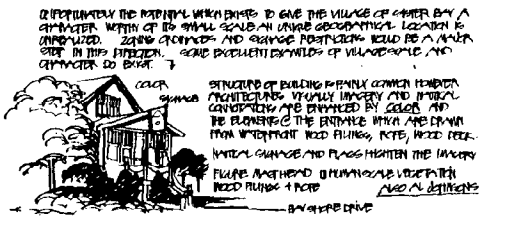
SHORELINE ANALYSIS



VIEWS AND ACCESSIBILITY



VILLAGE CHARACTER



SISTER BAY WATERFRONT MANAGEMENT PLAN SITE ANALYSIS

Fig. 3

Site Analysis

ACTIVITY NODES

Three major activity nodes exist in the village of Sister Bay. A large dock is the focal point for each node and provides a strong visual image of waterfront activity; combined the docks visually dominate the waterfront.

The major activity nodes are:

- 1) The highly visible, historically significant area identified with the old lumber company dock located to the Southwest of the Central Business District which represents the settlement site of the early lumber industry and the original location of Central Business District development.
- 2) The municipal and commercial "heart" of Sister Bay, featuring Al Johnson's Swedish Restaurant, the Village Green Park and surrounding structures, and the municipal boat dock.
- 3) The large municipal dock, located to the Northwest of the Central Business District serves to attract people due to its high visibility from the road, available parking and waterfront accessibility.

Potential exists for the inter-connection of these activity nodes, and the subsequent unification of waterfront and Central Business District areas. The spatial quality and town character of Sister Bay would be greatly enhanced by these linkages, and would draw attention to the unique geographical location, existing amenities, and small, human scale exemplified by the community. A water's edge village atmosphere would result.

An existing second level walk above the shoreline is located along the bluff to the Southwest. Linkage to the proposed shoreline walkway presents additional land/water interaction potential.

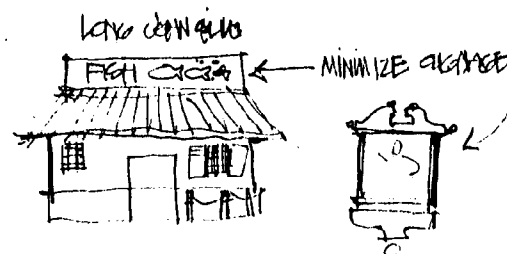
This potential waterfront pedestrian corridor characterized by uninhibited access along the shoreline is presently prohibited due to the private ownership of some waterfront properties. Limited access, both visually and physically, from the lineal, downtown-commercial area fronting Highway 42 to the waterfront makes it difficult to draw people to the water's edge and the potential waterfront walkway.

VILLAGE CHARACTER

Zoning Ordinances and signage restrictions represent measures which could be implemented to ensure the development of a water's edge village atmosphere. Several excellent examples characteristic of this concept already exist in Sister Bay. The color, visual imagery, and nautical theme of the gift shop architecture and furnishings promote a waterfront theme. Similar thematic concepts are found at Al Johnson's restaurant.



CHARACTER SKETCH
PEDESTRIAN SCALE COMMERCIAL



8

Conceptual Plan

PLAN CONCEPT

The conceptual plan for Sister Bay emphasizes that: The existing spatial scale of the village should be preserved; the waterfront and unique Door County geographic character should be enhanced and maintained; and the shoreline and undisturbed vegetation on the bluff should be kept in their current state.

The preceding measures will serve to create a strong identity and sense of place for the village. It is critical that a Central Business District entrance identity be created for pedestrians and drivers, as well as a harbor identity be developed for boaters.

Any future development should reflect the existing and proposed improvements to the landscape character of the area. In reflecting this concern, it is proposed that any additional housing be designed to be compatible with the existing village scale and be sympathetic to the landscape. Improvements to, and expansion of existing boat launch facilities must also be compatible with present harbor development.

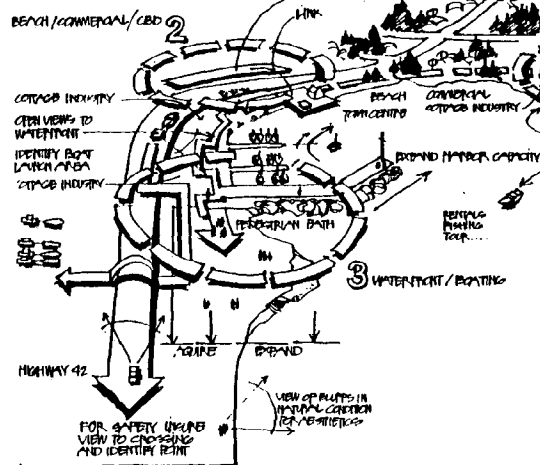
PEDESTRIAN CIRCULATION

Pedestrian use and circulation on waterfront lands are to be encouraged through:

- a) acquisition of select waterfront properties or easements and the expansion of existing pedestrian space areas.
- b) drawing pedestrians into contact with boats and water whenever possible.
- c) placing pedestrian circulation directly at the water's edge.
- d) removal of auto parking from the water's edge and replacement with pedestrian spaces.
- e) opening view channels to the waterfront from the Highway 42 (Bayshore Drive) automobile/pedestrian corridor.

THE SCALE OF WATERFRONT THAT NOW EXISTS SHOULD BE PRESERVED. THE CHARACTER OF THE WATERFRONT AND UNIQUE GEOGRAPHIC LOCATION OF DEER COUNTY SHOULD BE STRONGLY ENHANCED TO GIVE THE WATERFRONT AND THE CBD AN IDENTITY / SENSE OF PLACE. THE NATURAL CHARACTER OF THE SHORELINE AND UNDEVELOPED CHARACTER OF THE BAY IS KEEN TO THE VISUAL AND AESTHETIC QUALITY OF THE WATERFRONT AND SHOULD BE PROTECTED. ANY DEVELOPMENT DONE SHOULD REFLECT THE LANDSCAPE CHARACTER AND BE IN HARMONY WITH ITS NATURAL BEAUTY.

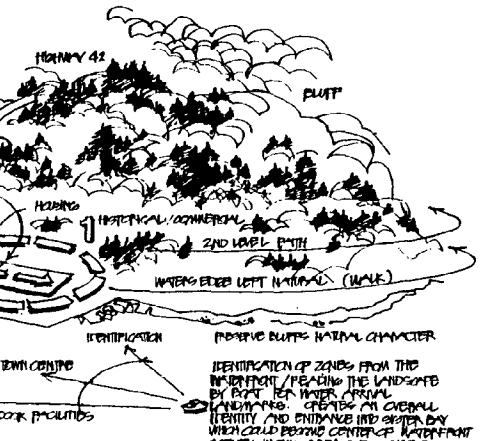
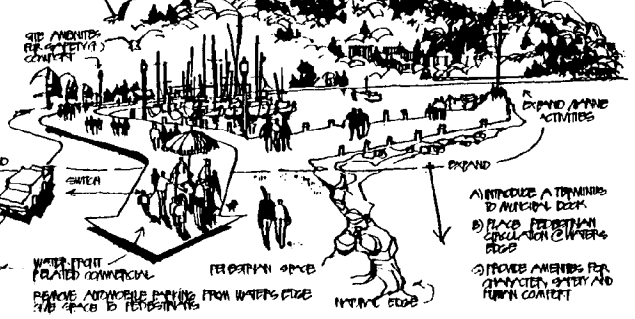
THREE MAJOR ZONES OF HUMAN ACTIVITY ARE IDENTIFIED USING SITE ANALYSES AND THIS ZONING SPACES Labeled 1, 2, 3 FURTHER EXAMINED AROUND EXISTING TERRITORY.



CONCEPT DIAGRAM

INDICATES EYE VIEW LOOKING TOWARD THE SOUTH (DIAGRAM NOT TO SCALE)

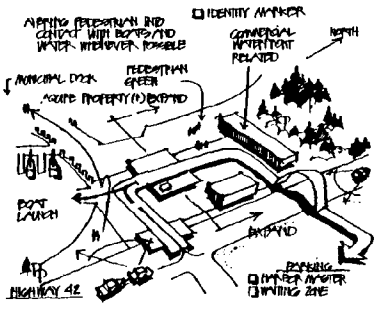
RECREATION CIRCULATION SHOULD BE ENHANCED ALONG THE WATERFRONT BY MAKING WALKING MORE CONVENIENT, COMFORTABLE AND ENJOYABLE. THIS WILL LEAD TO THE FULL POTENTIAL OF EXISTING WATERFRONT. AN ENHANCED BOAT LAUNCH /



SISTER BAY

WHEN THE MAJOR WENT TO IMPROVE THE VISUAL ACCESS AND TO PROTECT AND IMPROVE THE PUBLIC PROPORTION ACCESS IN THE LONG TERM PRESERVATION AND DEVELOPMENT OF SISTER BAY WATERFRONT THE FUTURE MOST FAVORABLE FROM ADDRESS THE NEED FOR IMPROVEMENT OF EXISTING PUBLIC WATERFRONT PROPERTIES. ADDITION FOR THE PURPOSES OF INCLUDING EXISTING OR EXISTING PUBLIC FACILITIES MAINTENANCE OR OPEN SPACE VISUAL ENHANCEMENT AND ADJUSTMENTS TRADE AREA DEVELOPMENT INTERNAL VILLAGE OFFICIALS SHOULD ACCORDINGLY SEEK TO FULFILL APPLICABLE PROPERTIES IN THE WATERFRONT MANAGEMENT PLAN. GOVERNMENT AGENCIES MUST AVOID HIGH LEVELS OF ENTRY OBSTACLES TO ALLOW HOME FRONT LAND ALONG WATERFRONT DEVELOPMENTAL IMPROVEMENTS WERE CONSISTENT WITH MANAGEMENT OBJECTIVES THAT WILL RESULT IN PROMULGATING PUBLIC ACCESS.

3 WATERFRONT · BOATING
(DIAGRAM NOT TO SCALE)



- (1) IMPROVE BOAT LAUNCH FACILITIES AND BOAT CAPACITY
- (2) IMPROVE WALKABILITY AND CIRCULATION
- (3) IMPROVE ENVIRONMENT AND VISIBILITY
- (4) ACCENT ENTRY AREA TO BOATING CHARACTER FOR SAFETY AND IDENTIFICATION

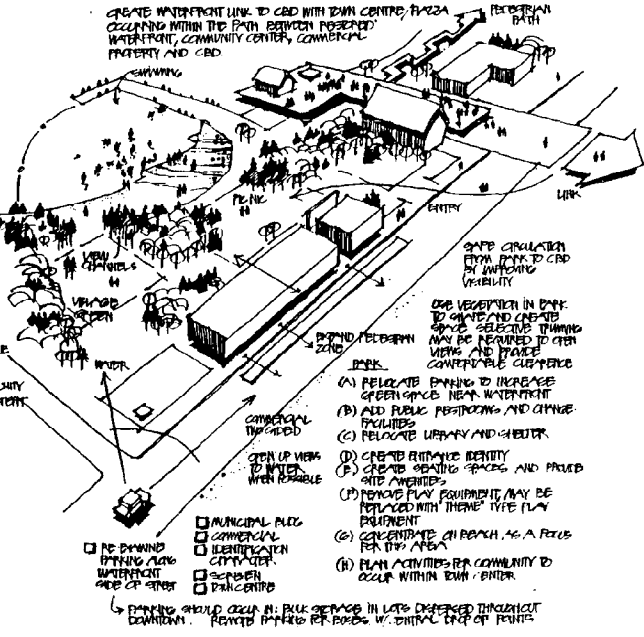
1 HISTORICAL · COMMERCIAL

THIS AREA SHOULD BE DEVELOPED WITH A SCALE FITTING CHARACTER, DEER COUNTY AND WITH THE RESPECT DESERVED A HISTORIC SITE. ANY COMMERCIAL AREA SHOULD BE COMPATIBLE WITH THE EXISTING CHARACTER OF THE VILLAGE. ANY EXPANSION OF BOATING FACILITIES SHOULD BE COMPATIBLE WITH THE HISTORICAL BOAT LAUNCH AREA. HOUSING SHOULD BE COMPATIBLE WITH THE EXISTING SCALE OF THE VILLAGE AND COMPATIBLE TO THE LANDSCAPE.

IDEAS: HISTORIC WALKING TOUR, TRAILS, AND/OR DEER COUNTY, PARKING, BOAT LAUNCH, RESTAURANT, MUSEUM OF HISTORIC BOATING INDUSTRY. CHARACTER SHOULD BE CONSIDERED.

2 BEACH · COMMERCIAL ... CBD

CREATE WATERFRONT LINK TO CBD WITH BOAT CENTER, PIZZA OCCUPYING WITHIN THE PATH BETWEEN PROPOSED WATERFRONT, COMMUNITY CENTER, COMMERCIAL PROPERTY AND CBD.

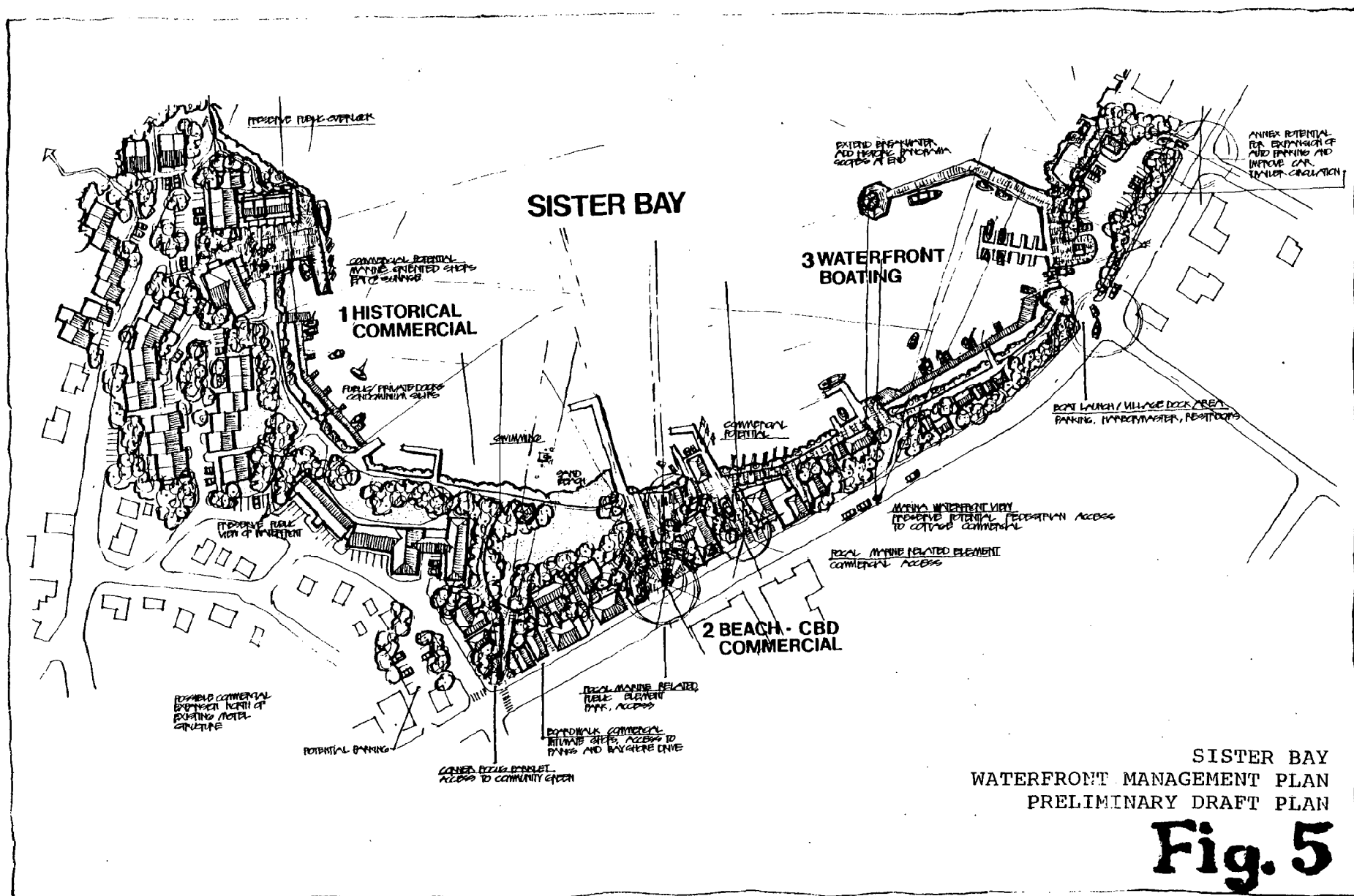


- (A) RELOCATE PARKING TO INCREASE GREEN SPACE NEAR WATERFRONT
- (B) ADD PUBLIC RESTROOMS AND CHANGE FACILITIES
- (C) RELOCATE LIBRARY AND SHELTER
- (D) CREATE PUBLIC IDENTITY
- (E) CREATE BOATING SPACES AND PROVIDE SITE AMENITIES
- (F) REMOVE PLAY EQUIPMENT, MAY BE REPLACED WITH THEMATIC TYPE PLAY EQUIPMENT
- (G) CONCENTRATE ON BEACH AS A FEEL FOR THE AREA
- (H) PLAN ACTIVITIES FOR COMMUNITY TO OCCUR WITHIN BOAT CENTER

PARKING SHOULD OCCUR IN BLUE SPACES IN LOTS OFFERED THROUGHOUT DOWNTOWN. PARKING SHOULD BE PROVIDED FOR BOATING AND BOATING.

SISTER BAY WATERFRONT MANAGEMENT PLAN CONCEPTUAL PLAN

Fig. 4



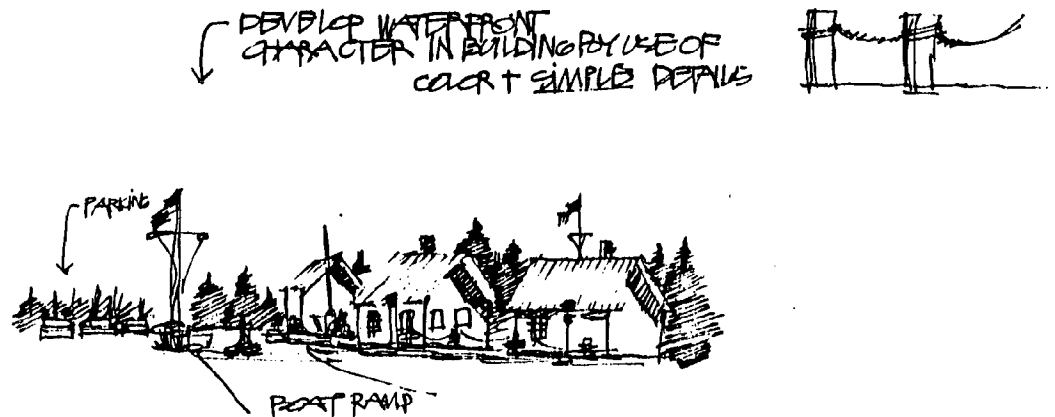
CENTRAL BUSINESS DISTRICT TOWN CENTER

A town center/plaza space should be developed, and community activities programmed to occur within this area. A link extending through this space to the waterfront would enhance the importance of the waterfront pathway and increase pedestrian use.

VEHICULAR PARKING AND CIRCULATION

After examination, parking may be removed from the waterfront side of Highway 42 (Bayshore Drive) and be dispersed in lots throughout the downtown area in order to expand pedestrian circulation and increase potential views to the waterfront.

Methods designed to alleviate potentially dangerous automobile intersection areas must be instituted. Unimpeded views of the crossings should be identified and clearly delineated.



Design Concept Plan

Historically the private sector Central Village Landowners have inherited the stewardship of the waterfront, an increasingly vital role in which they have performed admirably in the absence of public initiative. Heretofore governmental authorities were without management directive or planning mandate in these crucial matters. Given realization of a Sister Bay Comprehensive Plan and this adjunct Sister Bay Waterfront Management Plan, village authorities are now equipped with requisite guidelines for action.

In the interest of initiating action given the intent of improving and increasing visual access to the waterfront, the village should, at the onset, remove all parking on the Bay side of the state highway and the random parking currently proliferating in the Village Park. Coincidentally, increased parking should be provided first in a series of dispersed small lots; secondly, large public parking lots in connection with similar private facilities should be made available to the visitor; and finally, it is possible that the remote bulk parking areas might serve as a viable option, especially as may regard busses and car/camper rigs. Accordingly, lands should be sought out for purchase and subsequent development for parking.

Contributing to the unsightliness of the commercial waterfront zone is the unconscionable proliferation and wanton placement of overhead utilities. Every effort should be exerted to mitigate this blight and every pending action of the Public Service Commission should be scrutinized so as to insure compliance with urban planning and management objectives.

Lands along the waterfront are extremely valuable and are generally not of sufficient dimension nor overall scale to entertain the possibility of involuntary subscribed public access. Therefore, governmental authorities must avail themselves of every opportunity to accommodate private land and/or waterbased developmental objectives where consistent with management goals that will result in promulgating public access to the waterfront.

In the absence of benevolent private stewardship or as lands along the waterfront become available they should be purchased by the village. Particular emphasis in acquisition policy should be placed on those tracts in proximity to existing village waterfront properties. Specifically, every effort should be exerted to obtain the existing service station abutting the village park. Juxtaposition of this property represents a "key" opportunity with the removal of the building to greatly enhance the visual and physical access to the waterfront and attendant recreational opportunities. Interestingly, the demolition of this visual impediment will create a new "first glance" Gateway to the Bay and plaza pedestrian esplanade.

The motel adjacent and north of the village dock should be acquired as the property may become available. This additional land will facilitate vehicular circulation and provide increased visual and pedestrian access to the waterfront and at the same time accommodate expanded marine recreational pursuits. Typically, the village should strive to provide marine oriented harbor improvements that require large financial capitalization and provide commercial marina dockage only to the extent that this demand might not be fulfilled by the private sector.

For the purpose of developing scenic overlooks and access thereto and the attendant maintenance of visual easements, the village should lease or acquire a strip of land on the easternmost boundary of the former lumber yard property. For the purpose of achieving the same objectives, the undeveloped property immediately adjacent to the southernmost limit of the village dock property should be acquired.

Waterfront activities of Sister Bay are demarked from both a land and water-based approach by three large docks. These landmarks, in turn, represent major nodes of activity. Village Dock and the Village Park are public property while the third, the old lumber dock, is a private holding of historical significance.

Improvement of the public properties is a high priority. For example, in the circumstance of the village dock area the margins should be developed first in a manner that benefits the leisurely, idyllic pedestrian experience. Generally this will require the pushing back from the water's edge the snub nosed parking confrontation and the creating of patterned differentiation of walkways defined by appropriate urban waterfront amenities and framed by vegetatively reinforced landforms. Seasonal peak parking demand at the village dock is insatiable even to a nominal degree. Therefore, it seems reasonable not to attempt to even partially fulfill this demand on site but rather develop off-site bulk storage parking areas. The proportion of the area blanketed with asphalt could, therefore, be reduced.

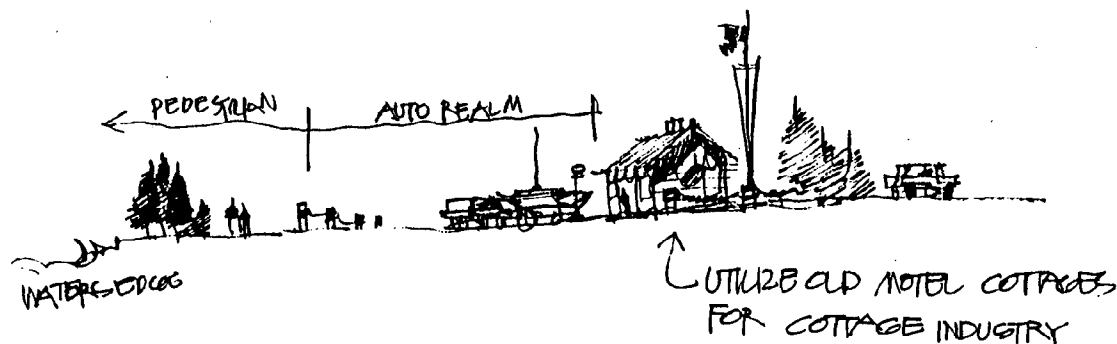
In the case of the Village Waterfront Park the public library housed in the temporary structure therein should be relocated from within the park to another downtown location. Also, the park shelter should be relocated off-site together with the playground equipment. In the interest of promoting visual access, the dense coniferous vegetation should be selectively cleared and pruned. In addition, the potential should be explored of using the old post office as a multi-purpose park shelter which would be equipped with public restrooms, showers, and dressing facilities for the beach enthusiasts and concessions, to the extent appropriate for the use intended. Inasmuch as this park is centrally located in the visitor commercial area, it should be characterized as an integral part of the town centre. On this basis it is appropriate to suggest the potential development of a substantial paved plaza. This courtyard adjacent and to the south of the Town Hall could well serve as an outdoor setting for drama, dance, music, and art.

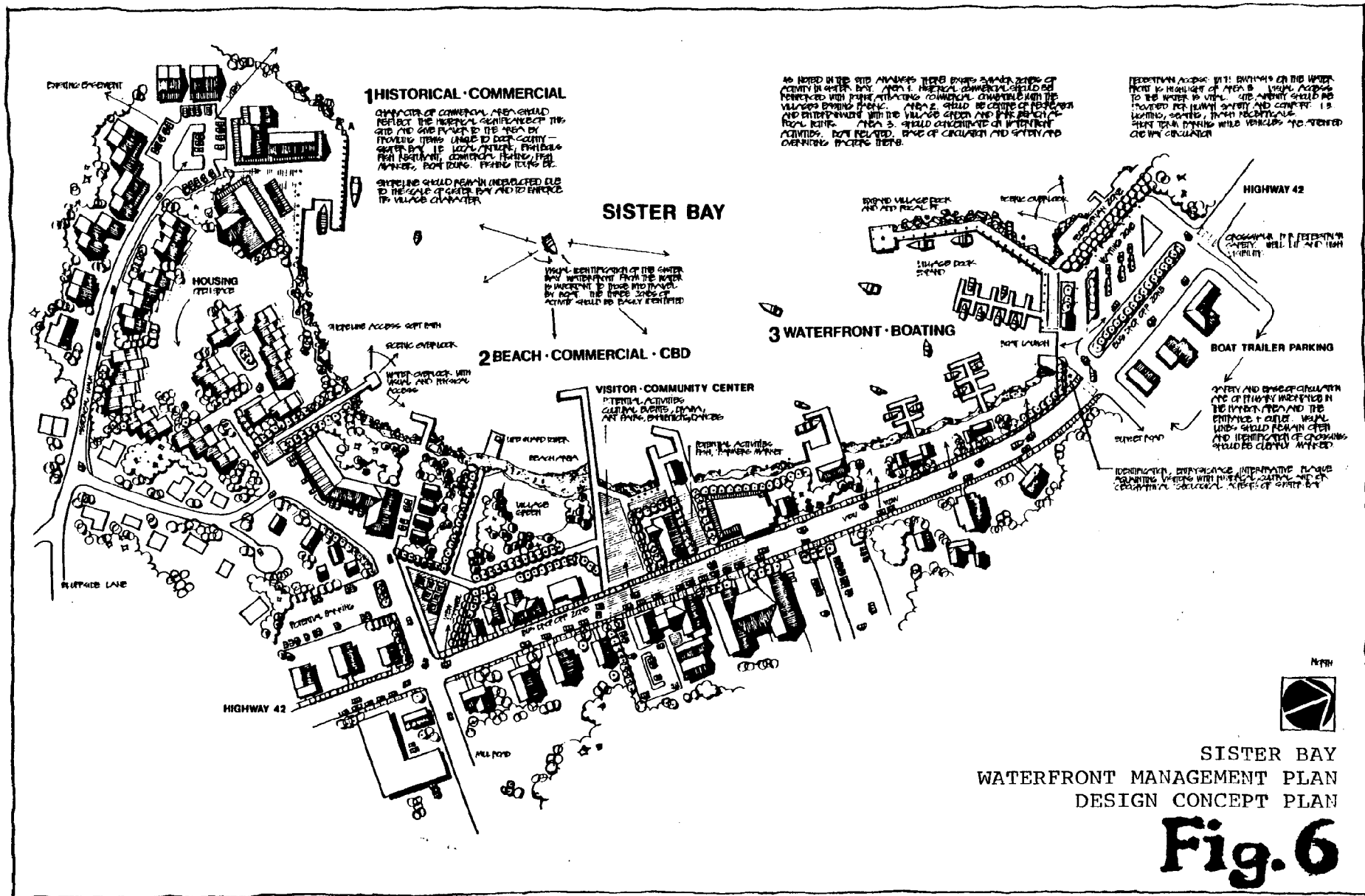
North of the Village meeting hall and south of the existing marine commercial lies an advantageously located piece of property. Perhaps in its wisdom the Village may wish to purchase another waterfront property for which it could exchange for this property.

In the happenstance of this scenario, this narrowly rectangular area could well represent an ideal location for a farmers' market or push cart vendors, or perhaps even outdoor commercial displays of marine interest.

The Third Dock, which is privately owned, and the historic waterfront commercial center should be developed to that extent economically feasible in a quasi-public vein so as to achieve potential public access. Improvements contemplated must be in keeping with the overall objectives of the waterfront management plan which seeks to reconcile the meaningful historical influences with the interests of the existing neighborhood and future residential development.

If the many afore-stated objectives are to be realized, public officials must avail themselves of every opportunity to participate in a meaningful way with the effucation of developmental plans that seek to achieve Waterfront Management objectives. Characteristically, this participation might include the formation of Tax Increment Financing Districts and the utilization of Industrial Revenue Bonds for construction purposes. Happily, these financial tools, if implemented in a timely fashion, serve both the private and public purpose. Perhaps most importantly they provide revenue for public purchase and improvement of properties. These meritworthy objectives heretofore have seemingly proved unapproachable for lack of financial wherewithal.





SISTER BAY
 WATERFRONT MANAGEMENT PLAN
 DESIGN CONCEPT PLAN

Fig. 6

1. VILLAGE PARK

- a. Purchase service station property adjoining park.
- b. Remove parking from within park confines. Seek out appropriately located lands for purchase and development as parking.
- c. Remove public library from within park and relocate downtown.
- d. Remove shelter and play apparatus from within park and relocate off site.
- e. Relocate postal service functions to appropriate downtown location suitably served by parking. Remodel post office structure to serve as multi-purpose park shelter.
- f. Improve beach and redevelop park with emphasis on redefining major entrances.

2. VILLAGE DOCK

- a. Realign parking, create waterfront walkway and landscape amenity.
- b. Purchase adjoining property on northern margins and expand land-based marine ancillary services.
- c. Purchase adjoining property on southern margins and expand potential for water-base marine dockage services.
- d. Purchase properties remote from Village Dock proper for bulk storage, parking cars and trailers.

3. HISTORIC DOCK

- a. Promulgate public access to the waterfront in a manner keeping with the overall objectives of the waterfront management plan which seeks to reconcile the meaningful historical influences with the vested interests of the existing neighborhood and the future residential development.

4. MUNICIPAL INITIATIVES

- a. Accommodate private land and/or waterbased developmental objectives where consistent with management goals that will result in promulgating public access to the waterfront.
- b. Remove parking from the Bay side of the highway.

Agressively seek out suitably located properties that may be available and purchase for the purpose of developing "off street" parking. Where readily assimilated, provide for commercial expansion.
- c. Purchase easements for access to scenic overlooks.
- d. Formulate a Waterfront Tax Incremental Financing District in conjunction with utilization of Industrial Revenue Bonds for construction purposes.
- e. Initiate removal proceedings for unsightly overhead utilities.
- f. Develop graphics signage system to foster more efficient utilization of existing "off street" parking areas.

PRIORITIZED
LONG RANGE
IMPLEMENTATION PLAN

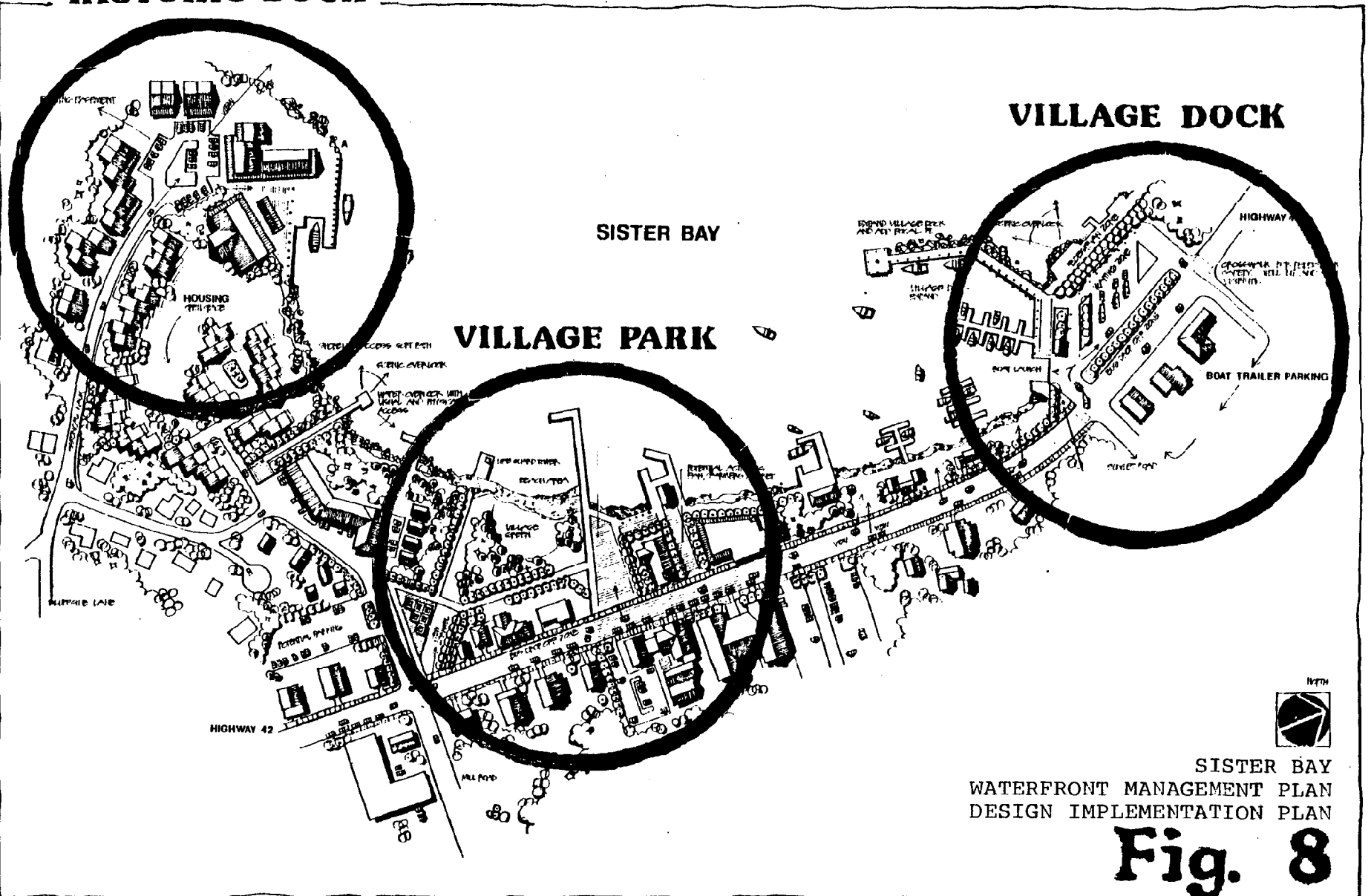
Fig. 7

HISTORIC DOCK

VILLAGE DOCK

SISTER BAY

VILLAGE PARK

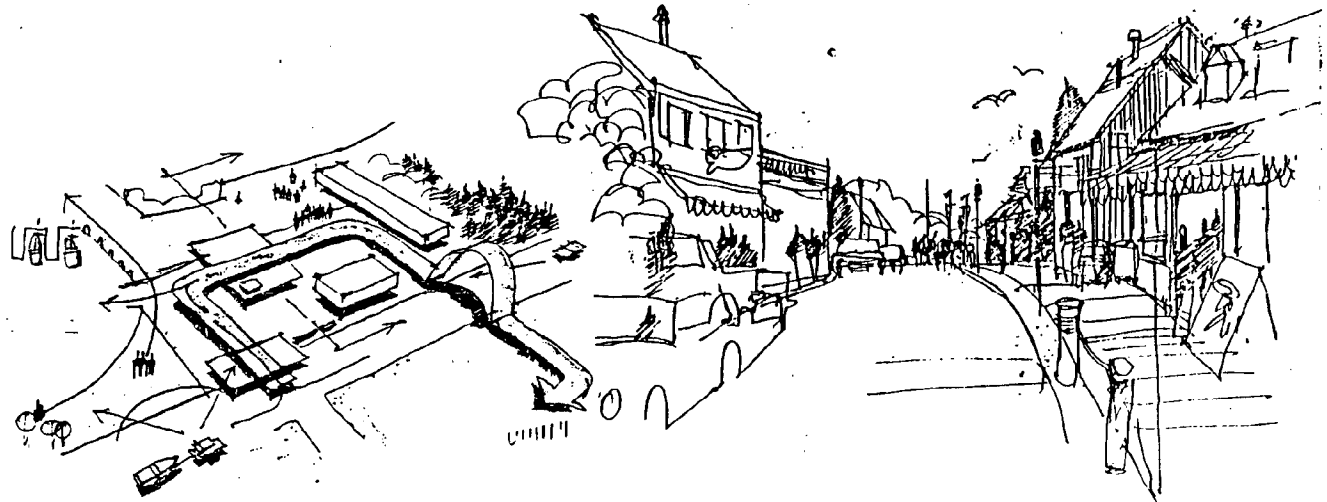


SISTER BAY
WATERFRONT MANAGEMENT PLAN
DESIGN IMPLEMENTATION PLAN

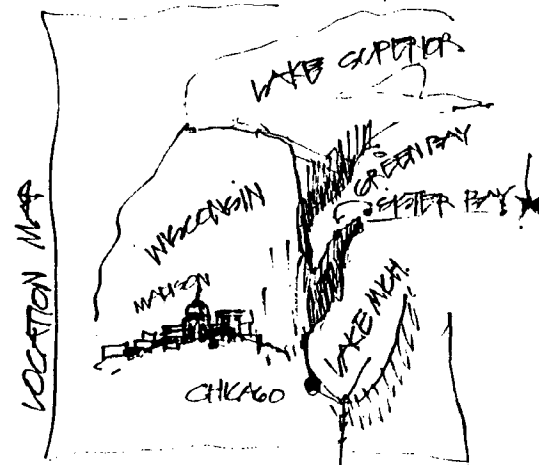
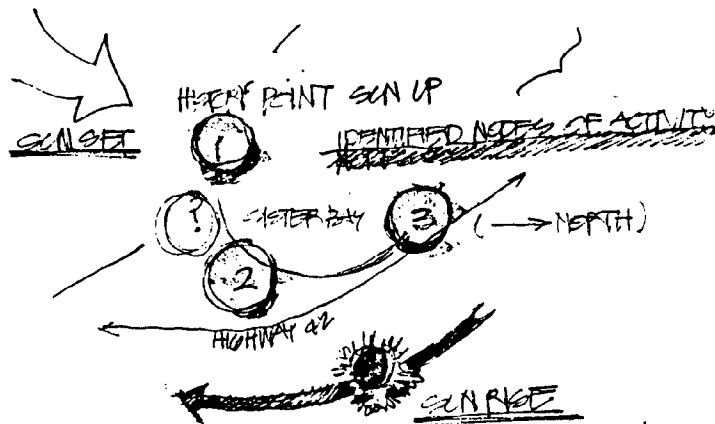
Fig. 8



ACTIVITIES W/ SUNSET
 EATING | RELAXING AFTER DAY
 WEATHERING | EVENING ENTERTAINMENT
 FISHING



Produced by: Edwin A. Sanborn and Associates, Inc.



ACTIVITIES W/ SUNRISE

ANIMAL FEEDINGS
 FISHING
 BREAKFAST (SMOOTH PANCAKES
 W/ COCONUT BERRIES)
 BEAUTIFUL LIGHT ON WATER
 SERENITY



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