

Downtown Development Authority

Workshop Meeting Agenda

Wednesday, June 5, 2013

Noon, Northside Municipal Marina Clubhouse



City of South Haven

MISSION STATEMENT: The Downtown Development Authority (DDA) is to be a leader in helping to fulfill the City of South Haven Municipal Plan; through planning, funding, and development of projects within the DDA District which promote, encourage and contribute to the overall economic growth and development of the community.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. DDA will be asked to review/discuss logo designs from Lambrix Design Inc. for the Phoenix Street Improvement Project.
5. DDA will be asked to review the HarborWalk interpretive markers program as it relates to the DDA District.
6. Adjourn

RESPECTFULLY SUBMITTED,

Deb Davidson
DDA Director

South Haven City Hall is Barrier-free and the City of South Haven will provide the necessary reasonable auxiliary aids and services for persons with disabilities, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting to individuals with disabilities at the meeting upon seven (7) days notice to the South Haven City Clerk. Individuals with disabilities requiring services should contact the City Clerk by writing or calling South Haven City Hall at (269) 637-0700.



Agenda Item 4

DDA will be asked to review/discuss logo designs from Lambrix Design Inc. for the Phoenix Street Improvement Project.

The DDA Board is being asked to review the designs from Lambrix Design Inc. – graphic artist and marketing firm – for the Phoenix Street Improvement Project.

Background Information:

The DDA has a budget of \$10,000 per year for economic development purposes, including development of materials for business attraction, business retention, and communications before/during/after capital improvement projects. Lambrix Design Inc. has been contracted to create materials to assist businesses with the Phoenix Street Improvement project. Owners Nancy and Dave Lambrix have created four designs for your review. The designs include a logo and slogan to be used on signage, flyers, brochures, etc. for the main purpose of demonstrating that South Haven downtown is open for business during construction. It is an awareness campaign to assist in the downtown economics during a challenging time. The DDA and City will use the chosen logo/slogan and it is anticipated that downtown businesses, the Chamber of Commerce and the Visitors Bureau will also jump on the bandwagon. The campaign is meant to be fun, quirky and to draw attention to South Haven with the underlying meaning that “We are still open!”

I purposefully have not included the concept designs in this plan so that each one can be explained and viewed as a group.

Recommendation:

The DDA Board of Directors should come to a consensus on one design.

RESPECTFULLY SUBMITTED,

Deb Davidson
DDA Director



Agenda Item 5

DDA will be asked to review the HarborWalk interpretive markers program as it relates to the DDA District.

The DDA Board of Directors will be presented with the HarborWalk interpretive marker design concept and an update of the marker program. The Board will be asked to consider sponsorship of a marker.

Background information:

As a City Staff person, not DDA Director, I am undertaking the project to replace the HarborWalk interpretive markers. I am working with Patti Montgomery of the Maritime Museum, John Marple and the Historical Association. As occurred in the original program, the markers will be sponsored by groups and/or individuals. There will be approximately 14 markers but discussion has taken place to include additional markers. Proposals have been sent to sign companies and a company (Revolution Design) has been found that will construct the markers at the most economical cost - \$800 per marker. Originally, a company quoted a cost of \$2500 per marker. The current process that will be used on the "sign panel" is much improved from the original process when the markers were constructed in the early 90's. You have probably noticed the cracking on the current markers, making it very difficult to read. The process proposed for the new sign panels consists of aluminum composite material with full digital print including anti-graffiti laminate.

I am asking the DDA to consider sponsorship of one marker that would represent the downtown. The language has yet to be written but it would include the history of the downtown.

Please note that the \$800 sponsorship would be expensed as "Streetscape" in the \$125,000 2013-14 budget.

Recommendation:

The DDA should discuss and consider sponsorship of an interpretive marker on the HarborWalk that represents the downtown history.

Attachments:

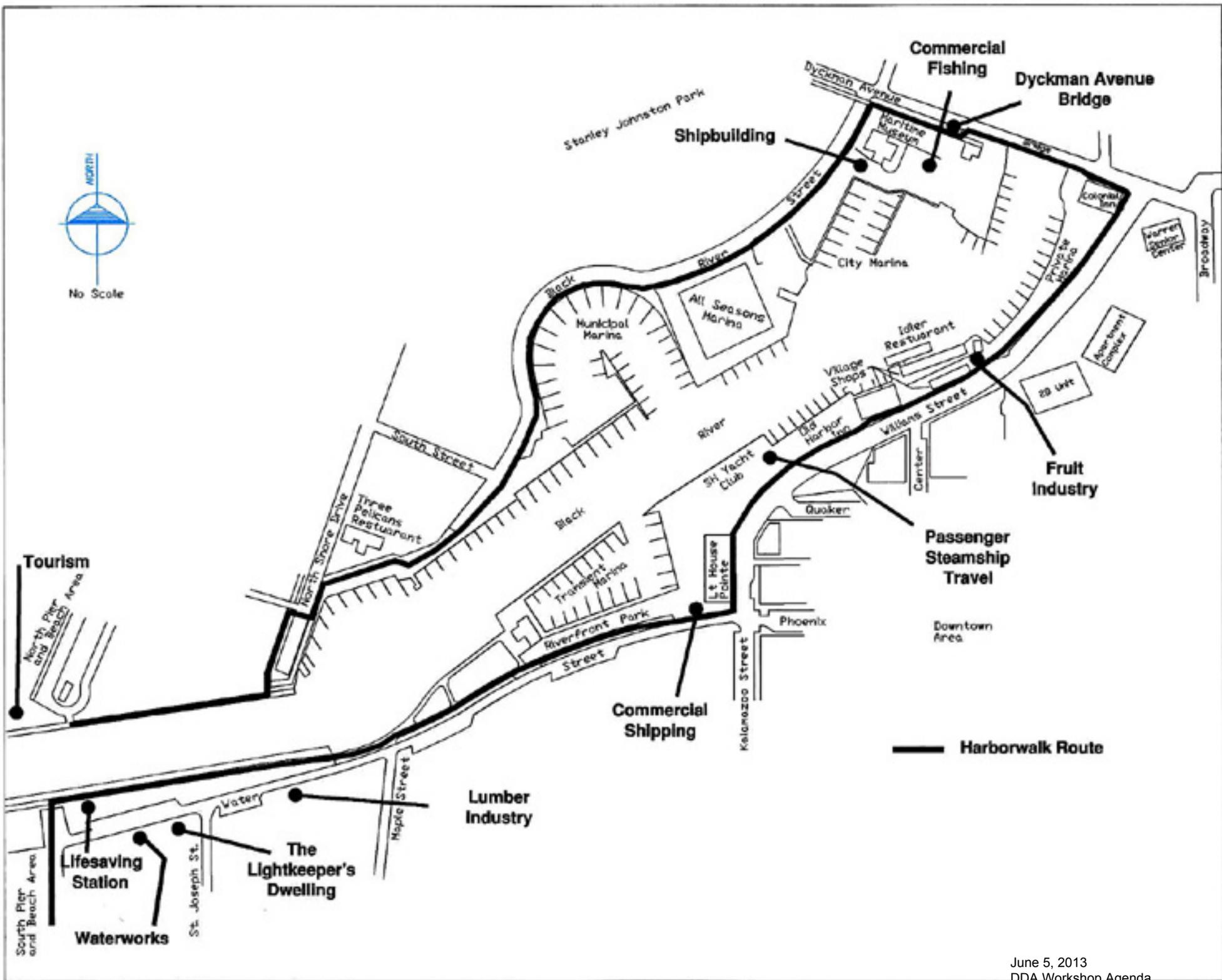
\$125,000 2013-14 Budget
HarborWalk map
Photos (2) of current HarborWalk interpretive marker
Concept design of HarborWalk interpretive marker
Marker sketch with dimensions
Photos (2) of Revolution Design sign sample
RESPECTFULLY SUBMITTED,

Deb Davidson
DDA Director

City of South Haven Downtown Development Authority

DDA FY 2012-2013 BUDGET FOR THE \$125,000 ACCOUNT

Expenses	FY 2013-14 BUDGET	FY 2013-14 ACTUAL
<u>RESTROOMS at HURON/KALAMAZOO</u>	\$ 4,000.00	
Utilities-water/sewer		
Utilities-electric		
 <u>STREETSCAPE</u>	 \$ 5,000.00	
 <u>MARKETING</u>	 \$ 10,000.00	
 <u>HAZARD ELIMINATION</u>	 \$ 25,000.00	
 <u>PROFESSIONAL/CONSULTING FEES</u>		
 <u>OTHER CONTRACTURAL SERVICES</u>	 \$ 7,000.00	
 <u>SNOW REMOVAL</u>	 \$ 5,000.00	
 <u>HOLIDAY LIGHTING PROGRAM</u>	 \$ 5,000.00	
downtown tree lighting at intersections		
 <u>LANDSCAPING</u>	 \$ 4,500.00	
Landscape contractor		
 <u>DREDGING</u>	 \$ 10,000.00	
 Total expenses		



SHIPBUILDING

Between 1856 and 1902, more than 50 wooden ships were built at shipyards along the banks of the Black River. The construction of these ships was financed by ship owners, local merchants, groups of shareholders, and small shipping companies. Shipyards employed carpenters, joiners, caulkers, mast makers, riggers and other skilled workers.

Shipbuilding declined during the early 1900s, as South Haven's economy increasingly catered to the resort industry. Although today's recreational boats are largely constructed out of fiberglass, the tradition of small wooden boatbuilding continues in South Haven.

SPONSORED BY
THE LIGHTHOUSE INN -
FRED & ROSE MONAHAN



City of South Haven

A LUMBERMAN AND THE LAKES

Volney Ross (1845-1940) established a lumber business in South Haven in the early 1880s. In 1890 he financed construction of the



Myrtle M. Ross to manage the shipment of his products and other goods to and from Lake Michigan markets.



ON THE BANKS OF THE BLACK RIVER

Shipyard workers and visitors pose at the building site of the steamer, Myrtle M. Ross 1890.



MYRTLE M. ROSS

The young Myrtle M. Ross, owner of the timber's ship, Myrtle M. Ross. Many Great Lakes ship owners followed the maritime tradition of naming their vessel after a wife or daughter.

CITY OF KALAMAZOO

The City of Kalamazoo was built here, due to the present location of the Maritime Museum, in 1892. Built for the passenger steamship trade between South Haven and Chicago, the City of Kalamazoo accommodated 500 passengers, and was the largest ship ever built in South Haven. The ship was destroyed by fire in 1911.



Great Lakes
Council for Inter-lake Trade



DYCKMAN AVENUE BRIDGE

Before crossing the Black River in a far more rugged and less to the point, early travelers relied on horse-drawn ferries that spanned the river until 1836, when a wooden drawbridge was constructed. From 1836 until 1916, an iron swing bridge connected the north and south banks of the river. The current structure, completed in 1916, was Michigan's first cantilever bridge.



Stephen W. Dyckman, City Engineer of South Haven
Born in 1845, Dyckman served as the City Engineer of South Haven from 1880 to 1916. He was instrumental in the design and construction of the Dyckman Avenue Bridge, which replaced the iron swing bridge that had been in use since 1836.



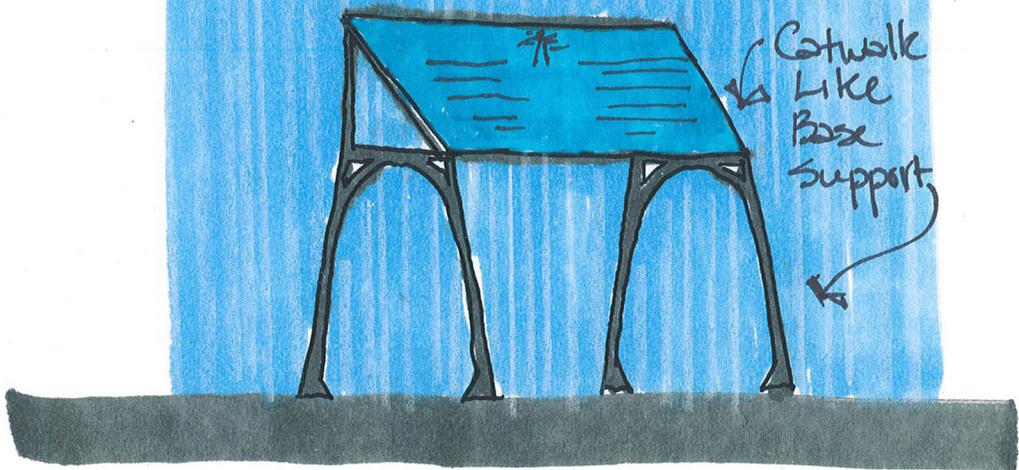
1836 Wooden Draw Bridge
The first bridge across the Black River, this wooden drawbridge was used for nearly 40 years before being replaced by the iron swing bridge in 1836.

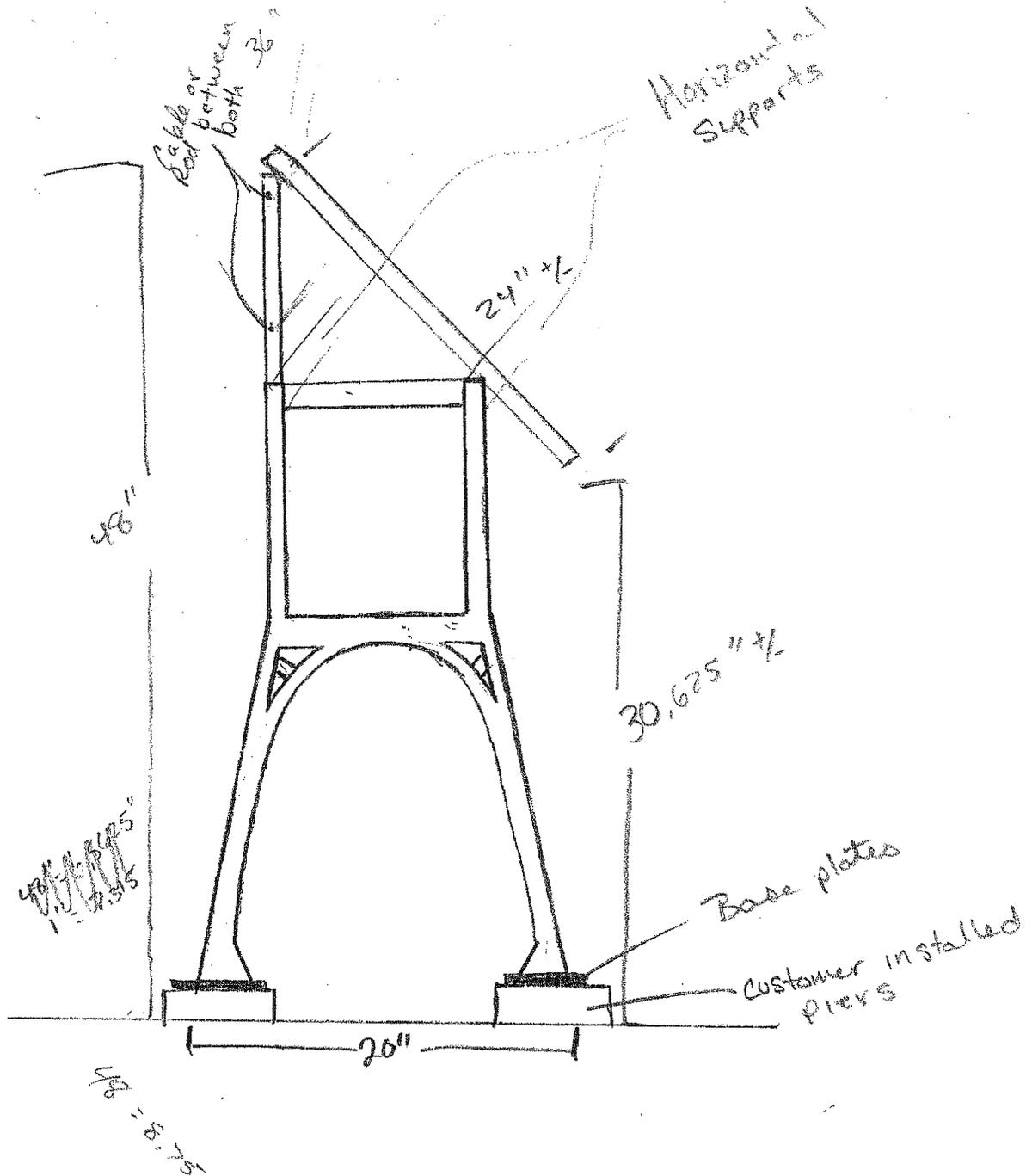


Iron Swing Bridge
The iron swing bridge, built in 1836, was the second bridge to span the Black River. It was replaced by the cantilever bridge in 1916.



Informational sign along HarborWalk









BRIDGMAN ←
Beach Town



BARODA ←
Farm & Wine



BERRIEN SPRINGS ←
History & Recreation

Welcome
Lake to Grapes

← Weko Beach
→ Warren Dunes

www.Lake2Grapes.com

