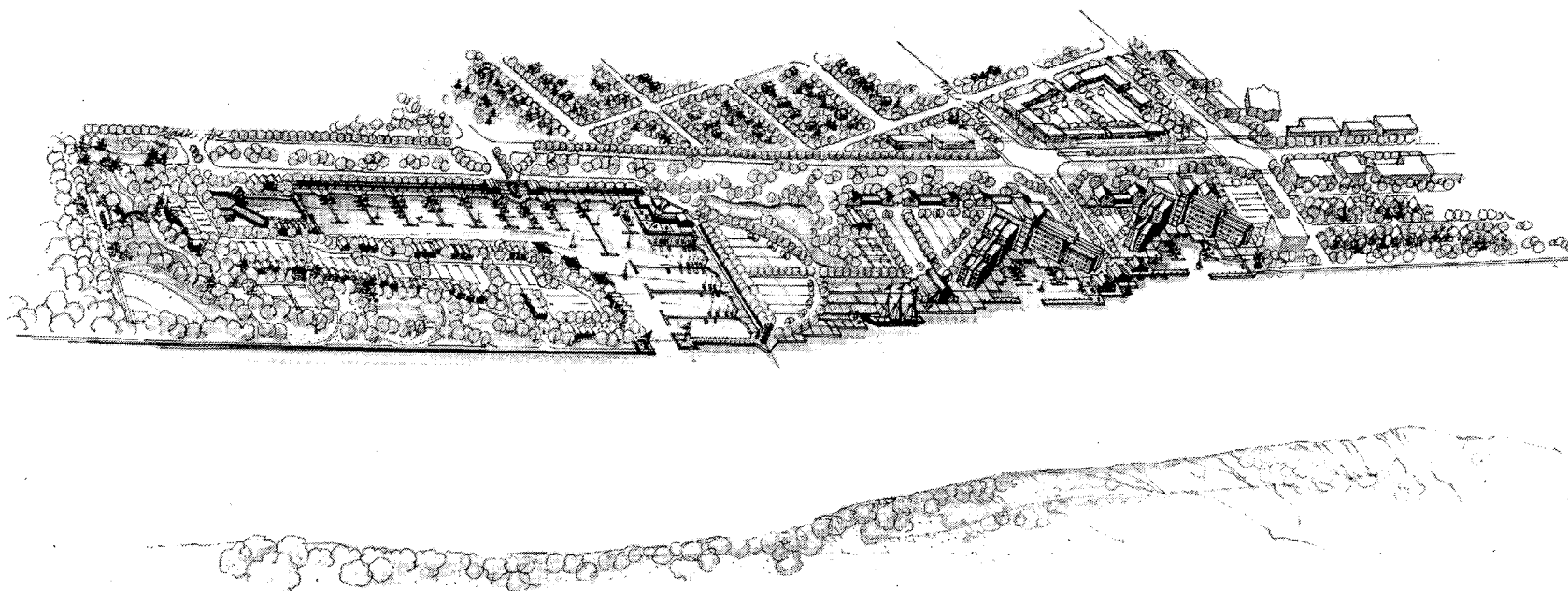


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## Wyandotte Waterfront Study

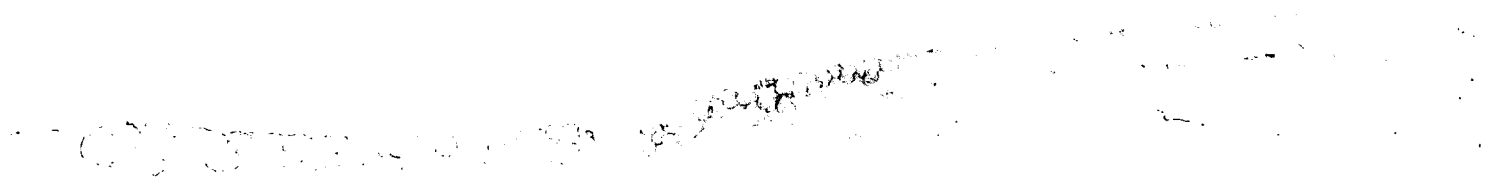
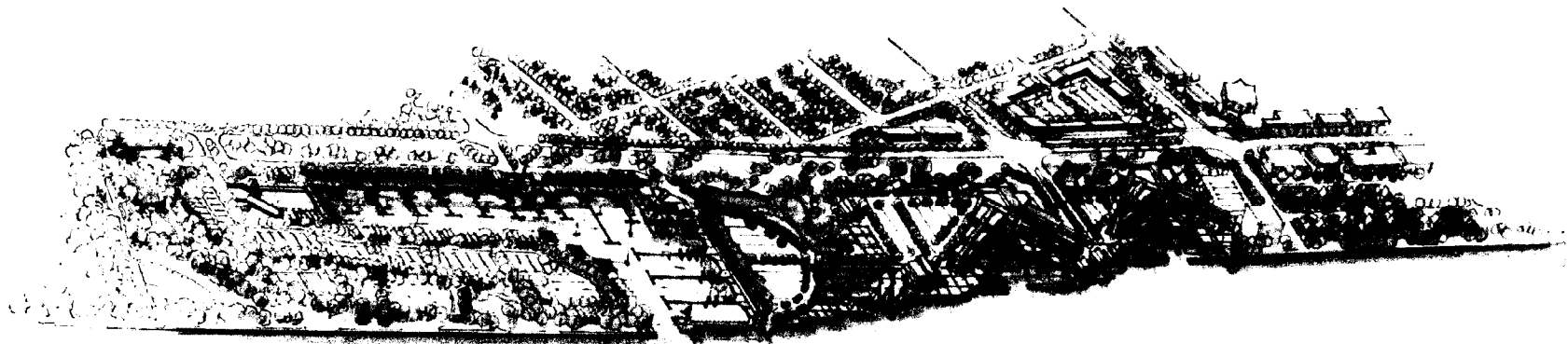
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## Wyandotte Waterfront Study BASF/Pennwalt Properties

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Financial assistance for this plan has been partially provided through the Coastal Zone Management Act of 1972 administered by the Office of Coastal Zone Management National Oceanic and Atmospheric Administration and the Michigan Department of Natural Resources Land and Water Management Division Great Lakes Shoreline Section.

Prepared for:  
City of Wyandotte  
3131 Biddle Avenue  
Wyandotte MI 48192  
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Prepared by:  
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January 1989

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**JJR/**

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Planning  
Landscape Architecture  
Urban Design Civil Engineering

Johnson Johnson & Roy inc

20 January 1989

Ms. Gayle Savage, Engineering Office  
Supervisor and Development Coordinator  
City of Wyandotte  
3131 Biddle Avenue  
Wyandotte, MI 48192

Re: Wyandotte Waterfront Study  
JJR No. 14746.00/35

Dear Ms. Savage:

Johnson Johnson & Roy/inc. (JJR) is pleased to present this final report for the waterfront study encompassing the BASF South Works and Pennwalt properties. This project represents a unique potential to reclaim these industrial sites as an opportunity to enhance mixed use community and recreational development for the residents of Wyandotte.

JJR would like to thank the City of Wyandotte for its accessibility and participation in the planning process. The elected and appointed officials worked diligently to assure an open and interactive dialogue that identified and addressed the many complex issues involved. This process included BASF, the State of Michigan, Wayne County, and other groups/individuals as appropriate.

We believe this document provides the basic planning framework to proceed with this project and implement the vision for Wyandotte's waterfront of the 21st Century. We wish you success in this bold step to reaffirm your leadership role in the Downriver Area.

Sincerely,

JOHNSON JOHNSON & ROY/inc

  
Barry S. Murray  
Associate

BSM/wjf

Enclosure

**US Department of Commerce  
NOAA Coastal Services Center Library  
2234 South Hobson Avenue  
Charleston, SC 29405-2413**

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## Executive Summary

The consolidation of industrial facilities on the Detroit River has given the City of Wyandotte a once in a lifetime opportunity to guide the redevelopment of 110 acres of valuable waterfront property to enhance the economic vitality of the city and provide waterfront access for public use and enjoyment. Community goals relevant to waterfront development include:

- *Revive the physical and economic fabric of the Wyandotte waterfront for a variety of public and private uses*
- *Improve lines of communication and cooperation between public agencies, industry, and the people of Wyandotte*
- *Seize every opportunity to connect waterfront access city-wide*
- *Optimize views of the waterfront from Biddle Avenue*
- *Improve the image of the river's edge as viewed from the water*

Relationships between community planning objectives, existing environmental conditions, and site design and engineering considerations were evaluated in order to create three alternative schemes for site development. These schemes then served as a catalyst to focus discussion on defining specific objectives for future waterfront development. These objectives include:

- *Maximize the diversity of the proposed land use mix with housing as the primary component*
- *Maximize opportunities for marina development*
- *Create a waterfront "special use area" to serve the needs of the Wyandotte community*
- *Maintain existing viable on-site businesses and encourage a commercial mix that enhances that which presently exists downtown*

A preferred development plan incorporating the preferred components from each alternative was refined to illustrate how meeting these objectives might appear in built form.

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This study represents the first step in a long-range process ultimately leading to the development of the site and the revitalization of the Wyandotte waterfront. Four areas of future study are identified:

- *Understanding critical community issues that will influence site development*
- *Investigation of physical characteristics that will impact the preferred development plan and guide further engineering and design decisions*
- *Identify market trends to verify feasibility of the land use mix illustrated in the preferred development plan*
- *Study the range of expenditure and revenue options to assure the economic vitality of the project*

With this information, the City of Wyandotte will be able to develop a strategy to implement the plan and realize its goal of waterfront revitalization.

---

## Introduction

Since the beginning of civilization water has attracted human development. Rivers, lakes, and seas provide food, a mode of transportation, a source of energy, and a raw material for the production of a variety of goods. The residents of the Great Lakes Basin are blessed with an abundance of benefits that can be derived from the vast aquatic resources of the world's largest freshwater seas. It is the Great Lakes' role as an international shipping channel that has had the most impact on development in the region. Coupled with the emergence of Detroit as an automotive manufacturing giant, the Downriver communities along the Detroit River shoreline became a prime location for heavy industrial activity such as steel production, chemical processing, and other automotive-related manufacturing facilities.

People are powerfully attracted to water. Nowhere can one experience more closely the splendor and drama of nature's energy than along the water's edge. The excitement of sailing with the wind, the soothing sound of waves lapping against the shoreline, the splendor of the sun rising over a watery horizon are just a few examples of the emotions water inspires. It is these qualities that draw people to live, play, and work on the waterfront.

The intrinsic attraction of people to water creates the desire to increase and enhance access to this special environment. Reclaiming industrial property for people presents an additional dimension to the challenge of waterfront development. What is needed is a balance between the built environment and nature, one that provides a variety of economically viable uses for the benefit of the entire community while reestablishing the natural character of the water's edge.

The City of Wyandotte has been shaped by the functional and aesthetic qualities of its location on the shores of the Detroit River. Almost 60 percent of the Wyandotte waterfront is occupied by industrial facilities including those of the BASF Wyandotte Corporation and the Pennwalt Corporation. In 1980, BASF announced the closing of their 83-acre South Works facility and began demolition and equipment removal. Chemically contaminated soils on the South Works site resulted in a lawsuit against the company.

Negotiations between BASF and the Michigan Department of Natural Resources produced an agreement outlining a remedial action plan to decontaminate and reclaim the South Works facility. The Pennwalt Corporation has also discontinued operations at its Wyandotte riverfront plant, which is south of and adjacent to the South Works; and the U. S. Environmental Protection Agency is in the process of reviewing and investigating possible chemical contamination at this site.

Instead of regarding the loss of these two facilities as an economic setback, the City of Wyandotte sees this as a once in a lifetime opportunity to guide the redevelopment of over 100 acres of prime waterfront land in a manner that will provide public access to the water and increase the economic vitality of the city. The city has taken two steps toward achieving this goal: initiating a process to rezone these two properties from Light Industrial to Planned Development District, and securing a grant from the Michigan Coastal Management Program. The Planned Development District zoning provides a mechanism for the City to guarantee a comprehensive approach to the development of a wider variety of land uses on the waterfront. One of the objectives of the Coastal Management Program is to "provide technical and finan-



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cial assistance for creative coastal projects," particularly those which involve "economic redevelopment design concepts regarding coastal industrial development." Since the goals of the City so closely match those of the Michigan Coastal Management Program, a grant was awarded to identify redevelopment opportunities on the Wyandotte waterfront

The City retained the consulting services of Johnson Johnson & Roy/inc (JJR), a planning, urban design, landscape architecture and civil engineering firm, in order to study the possible development options on the property. JJR worked with City officials and citizen and industry representatives to analyze existing on-site conditions and develop and evaluate a variety of land use options in order to determine a feasible direction for future efforts to develop the site. This report summarizes the efforts of these groups.

The 110-acre Wyandotte waterfront study site is located on the Detroit River between Pine Street to the north and the southern city limit to the south (see *Figure 1*). In addition, the Heritage Development Group, which owns the Portside Inn restaurant and 3 1/2 acres of undeveloped waterfront land north of Pine Street, has indicated a willingness to cooperate in the study to assure a coordinated public and private effort to revitalize the Wyandotte waterfront.

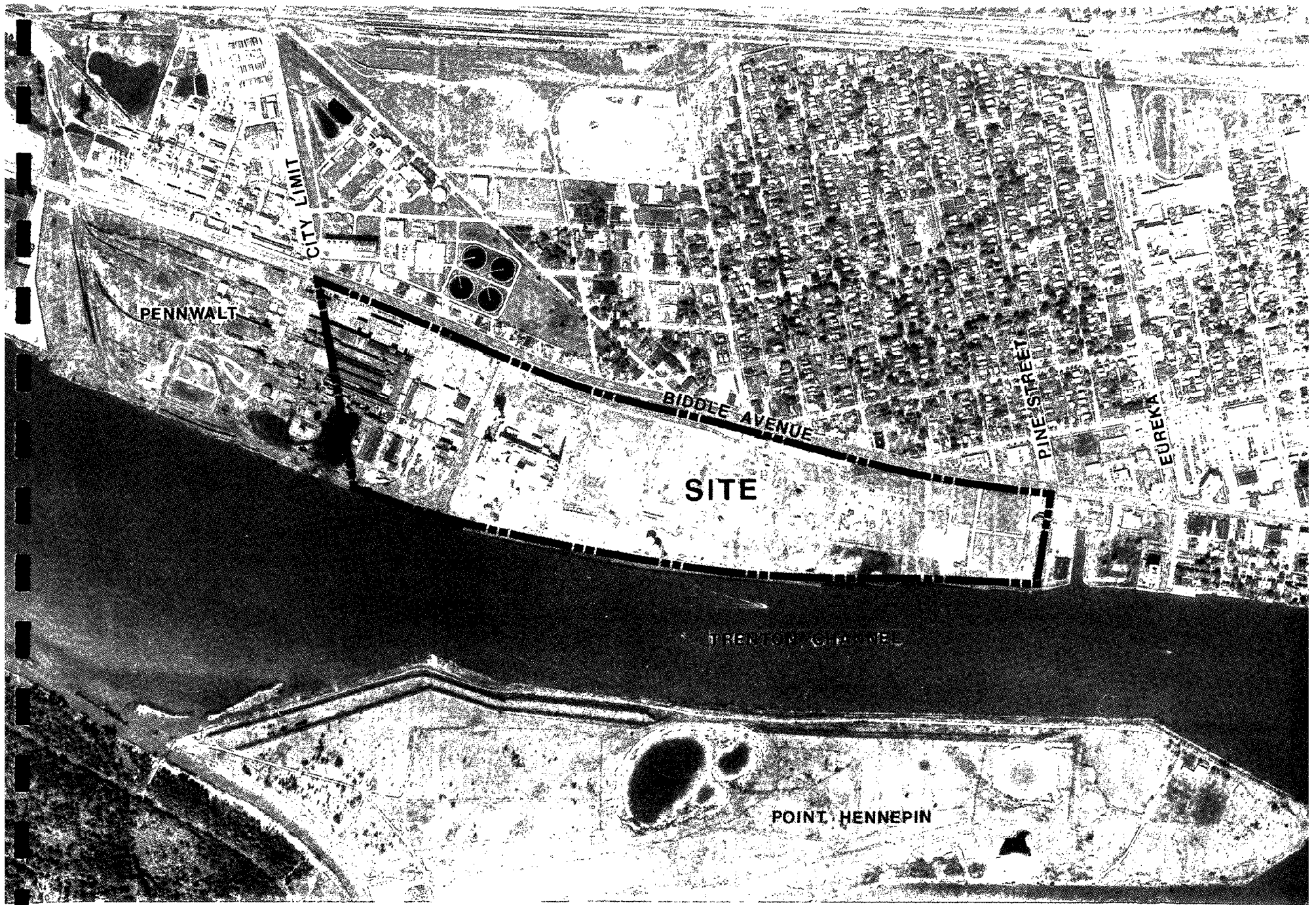
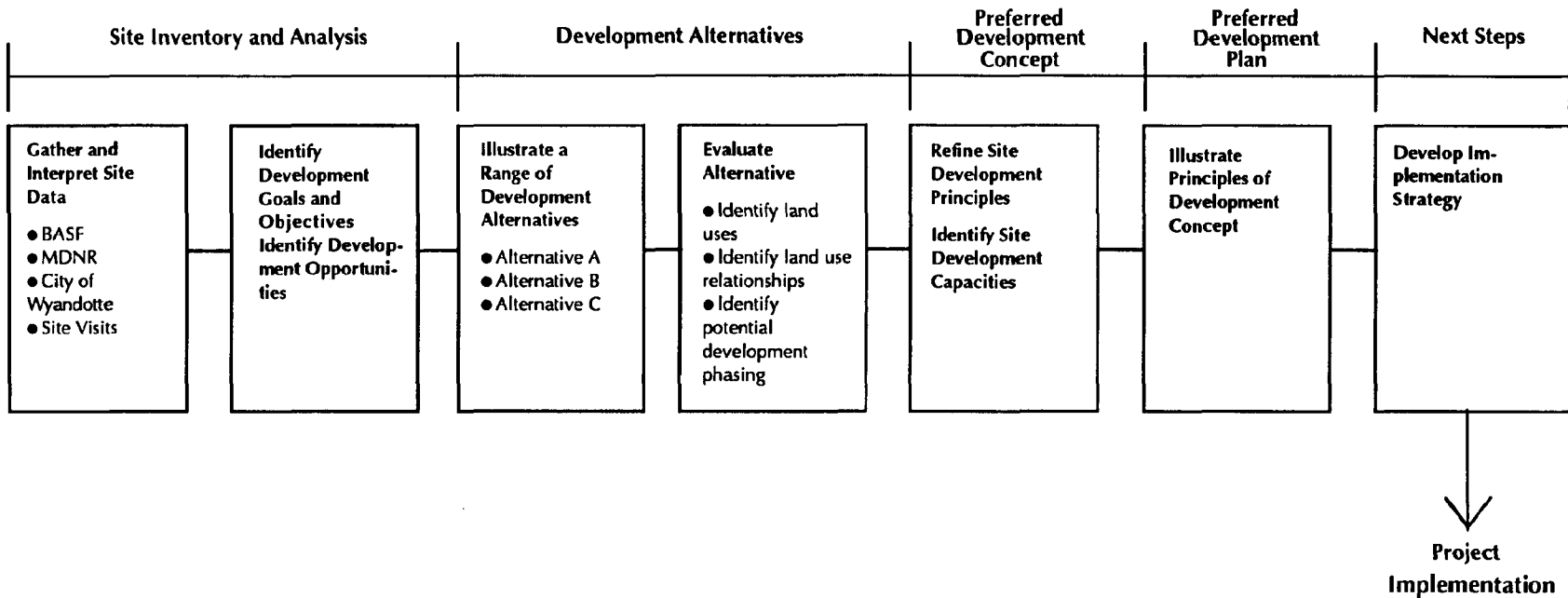


Figure 1 Study Area

The study used an interactive planning process characterized by thorough site analysis, the generation of several realistic alternatives, and the careful refinement of a preferred development plan containing a combination of features from each alternative. At this point, directions for further study are identified (see Figure 2).



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## Phase I: Inventory and Analysis

The first step in site planning for any piece of property is to identify the natural and social forces that have influenced the site in the past in order to understand how these forces will affect development in the future. The findings of the site inventory and analysis process used to identify the opportunities and constraints influencing development of this important riverfront site are summarized below.

The inventory and analysis conclusions presented here are based primarily on sources of existing information. This data base includes site surveys furnished by the City's community planning consultants, Vilican-Leman and Associates, and existing land use and master plans from the City of Wyandotte. Technical data were provided in the remedial action plan prepared for BASF by S. S. Papadopulos & Associates and the consent agreement reached between BASF and the Michigan Department of Natural Resources (MDNR). This information was supplemented through conversations with representatives of the MDNR, the City of Wyandotte, Wayne County, and BASF. Individuals from these agencies provided details pertaining to existing utilities and infrastructure, industrial impacts on the site, and site history. Field investigations provided detailed information concerning the character of the site and surrounding properties and views to and from the site itself.

Expansion and refinement of the data base then reached a level from which conclusions were made about the opportunities and constraints on the property. While these conclusions formed the basis for the initial site development alternatives, additional information was constantly generated and recycled throughout the site planning process.

## Regional Setting

The City of Wyandotte is one of a series of 17 communities known as the Downriver Area, which is located south of Detroit and adjacent to or near the Detroit River. The Downriver Area has a history of industrial development because of its proximity to the automobile plants of Detroit and the shipping channels of the Great Lakes. These conditions favor heavy industries such as steel manufacturing, automobile assembly, automotive-related products and services, and chemical industries, including BASF and Pennwalt.

The domestic and international changes in the structure of the steel and automobile industries that took place in the '70s and '80s have had profound effects on the Downriver Area. Major industrial employers have reduced their labor forces and, as in the case of BASF and Pennwalt, consolidated facilities. One result of these plant closings has been a reassessment by the communities of the local employment base with an emphasis on diversifying the land uses of former industrial sites. The waterfront properties that border on the Detroit River represent important opportunities for the development of recreational, residential, and commercial uses which could help to expand the local and regional economy. The recent announcement of plans to build a 300-slip marina at the former Firestone Steel Products facility in Riverview and a mixed-use waterfront development in Gibraltar indicates that this reassessment is beginning to materialize in the form of specific, planned projects.

---

## Community Setting *Figure 3*

Located less than 10 miles south of downtown Detroit and 8 miles from Metro Airport, the City of Wyandotte is accessible from the major north/south transportation corridor of Interstate 75 and the regional transportation routes of Fort Street and Biddle/Jefferson avenues. The large north-south Grand Trunk and Conrail Railroad corridor divides the city and provides rail access to industries throughout the Downriver Area.

Wyandotte also occupies an important location about 8 miles from the confluence of the Detroit River and Lake Erie. This combination of proximity to the factories of Detroit and the recreational opportunities of Lake Erie and the Detroit River has promoted the development of both industrial and residential land uses on the waterfront in Wyandotte.

Biddle Avenue, the primary north-south vehicular route through the heart of Wyandotte, forms the primary link between waterfront properties. An analysis of the visual and functional land use relationships along this corridor reveals several community-wide planning issues that affect the development of the study site. The edges between residential areas and industrial facilities are poorly defined, creating a need for landscaped buffers between these different types of land uses. Entrances to the city and its commercial district should be developed and reinforced to create a positive image for the city. Neighborhoods and business districts need to be linked to provide a sense of continuity throughout Wyandotte.

Downtown Wyandotte is an attractive, bustling retail district. The well-maintained storefronts, shade trees, brick paving, and decorative lighting fixtures create a pleasant environment for shopping, entertainment, and business activities. Future development should strive to build upon the tradition of quality design that has been established here.

One point that becomes immediately apparent in Wyandotte is the lack of public access to the waterfront. Historically, waterfront property has been privately owned by industrial facilities and residential development. The two sites in Wyandotte with public access are Bishop Park, with 1,000 feet of water frontage, and the public boat launch.

In response to the existing conditions in the community, the following goals have been formulated to guide development of the Wyandotte waterfront.

- *Revive the physical and economic fabric of the Wyandotte waterfront for a variety of public and private uses.*
- *Improve lines of communication and cooperation between public agencies, industry, and the people of Wyandotte.*
- *Seize every opportunity to connect waterfront access city-wide.*
- *Optimize views of the waterfront from Biddle Avenue.*
- *Improve the image of the river's edge as viewed from the water.*

## Industry

- Establish an attractive south entrance to this city of Wisconsin.
- Define the dominant views of the former property.
- Reinforce the edge of the water treatment plant along State and Hennepin Aves.
- The industrial views are dominated by the large plant and chimney buildings. The waterfront treatment is revealed in profile with a sheltered foreground at Biddle Ave.

Biddle Avenue, Interstate 94

## Neighborhood

- Reinforce the entrance to the neighborhood at Grove Street.
- Center neighborhood commercial center along Biddle Avenue.
- Define a structure to the importance of the neighborhood at Grove and Hennepin Ave.
- The vast open workspace of the former south works dominates this area. The neighborhood to the east of the core but becomes merged at its edge. There is no clear boundary between industrial neighborhood and the scattered commercial buildings along Biddle Avenue.

Biddle Ave.

## Commercial Core

- Tie the southwest neighborhood to the commercial core.
  - Reinforce the entrance to the commercial core at Biddle Avenue & Foot Avenue.
- The image of Biddle Avenue changes dramatically south of Hennepin Avenue. Biddle Avenue is a unified strip in the center of downtown that north of Hennepin Avenue.

Foot Ave.

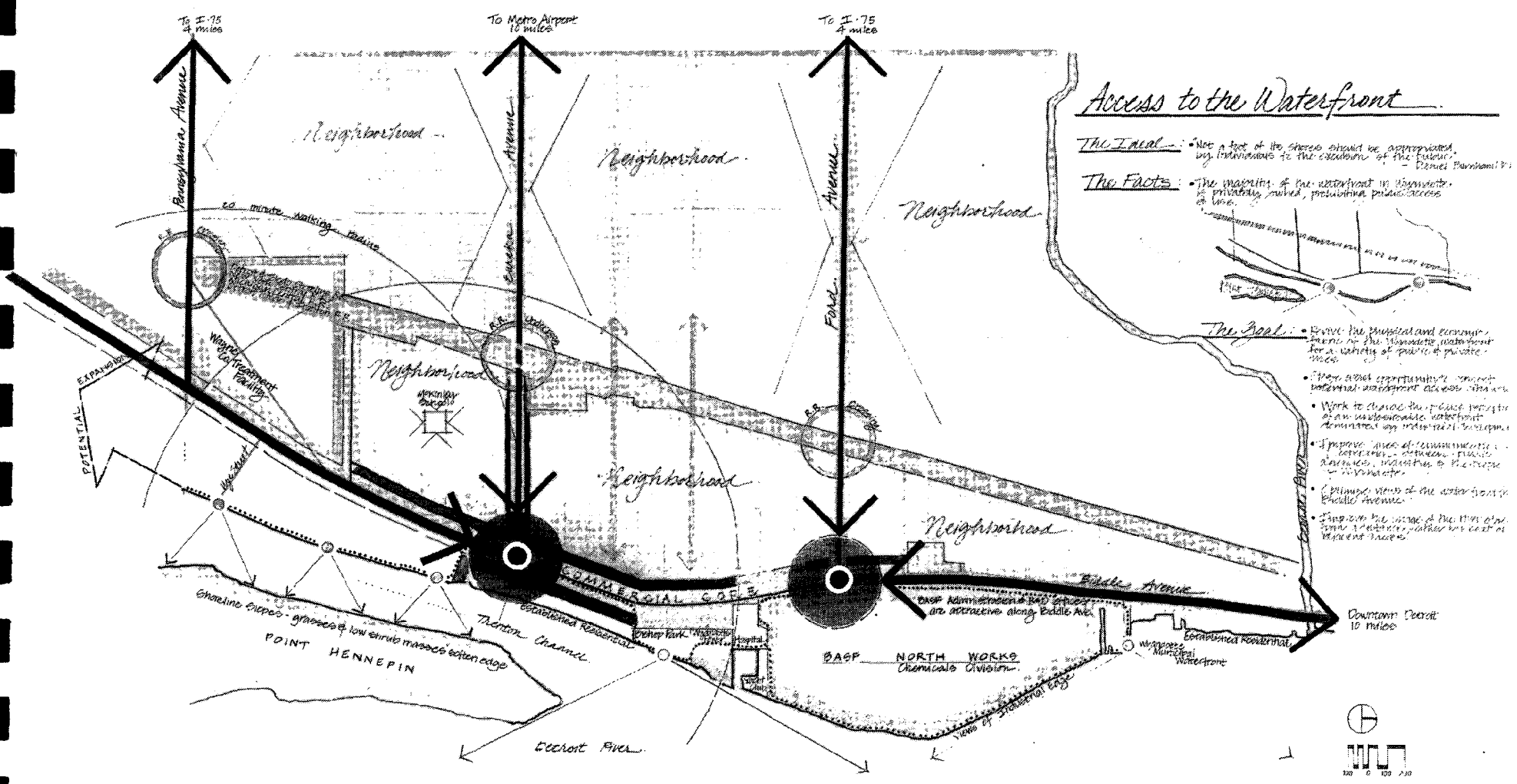
## Industry

- Use the existing yard landscaped setbacks and structures of the old BAF buildings on Biddle Avenue to create the future BAF development.
  - Identify areas to contract for access to the downtown and waterfront neighborhood.
- The BAF with more chemical storage is a primary focus of the area. The large industrial buildings are merged toward the river and structure can and left building space Biddle Avenue. Use access to adequate space for BAF expansion.

## Neighborhood

- Establish an attractive north entrance to the city of Wisconsin.
  - Define and structure the entrance of the neighborhood at its edge to create a structured land use.
- This single building in the north is not addressed with the other BAF. The "backyard" land use can be developed along the river and Biddle Avenue. The waterfront is a very attractive.

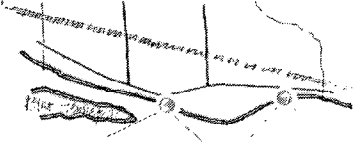
Biddle Avenue, Interstate 94



### Access to the Waterfront

**The Ideal:** - Not a lot of the shore should be appropriated by industrial use to the exclusion of the public. - Daniel Burnham 1911

**The Facts:** - The majority of the waterfront is dominated by privately owned, preexisting public access.



- The Goal:**
- Revive the physical and economic scene of the Mississippi waterfront for a variety of public and private uses.
  - Provide opportunities for small industrial waterfront activities.
  - Work to change the public image of an unworkable waterfront dominated by industrial development.
  - Improve uses of communication between public services, especially in the case of transportation.
  - Change views of the waterfront along Biddle Avenue.
  - Improve the image of the river along the waterfront, rather than east of Hennepin Avenue.

Figure 3 Community Setting

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## Site Setting *Figure 4*

While the waterfront is a unique part of Wyandotte, and development on the study site should be a special part of the waterfront, it is crucial that any waterfront development should relate to, and be part of, the Wyandotte community. In order to accomplish this, the relationship between the site and its adjacent land uses has been studied in detail.

### ***Detroit River/Trenton Channel Edge***

The Detroit River has a history of negative impact from industrial and utility discharges, commercial fishing exploitation, and environmentally insensitive commercial development. Public and private efforts have led to a substantial turnaround in the water quality of the river through the creation of new laws and the involvement of regulatory agencies to control the character of development adjacent to the Great Lakes Basin. Improved water quality and upgrading of industrial facilities have created an environment where the Detroit River can be considered an asset to development of all types.

More specifically, the Wyandotte Waterfront Study site fronts on the Trenton Channel of the Detroit River which provides access for Great Lakes freighters to the Downriver communities between Wyandotte and Gibraltar. While this channel provides the opportunity to see ocean-going freighters up close, the presence of Point Hennepin and Grosse Ile limits the views across it to the Detroit River. The exception to this is the fantastic long view upriver to the Detroit skyline with the full breadth of the Detroit River as its foreground. The view down the channel focuses on

the scenic forested edge of Grosse Ile. Future development should be oriented to take advantage of these long views. Water views can also be maximized by buildings which elevate the viewers above Point Hennepin and enable them to see over the island to the Detroit River.

Although the site is adjacent to the river, the short view across the Trenton Channel does not give the viewer the feeling of being near the water when driving along Biddle Avenue. Possibilities to bring the water closer to the street should be explored. Views across the channel could be improved by softening the shoreline of Point Hennepin with plant material as discussed in the "Point Hennepin Master Fill Plan."

Views of the site from the water should also be considered since recreational water usage increases the potential for many visitors to be arriving by boat. The existing bulkhead at the river's edge requires repair in several areas, and its overall appearance needs to be improved. This bulkhead also marks the approximate U. S. Army Corps of Engineers harbor line which limits the extension of future development into the channel.

Since water is a powerful attraction to people, a primary goal of the City of Wyandotte is to develop a waterfront promenade for public use which would provide access to and serve as a link between a variety of water-oriented activities. This walkway could also connect on-site development to Wyandotte's existing attractions and to future waterfront projects in adjacent communities.

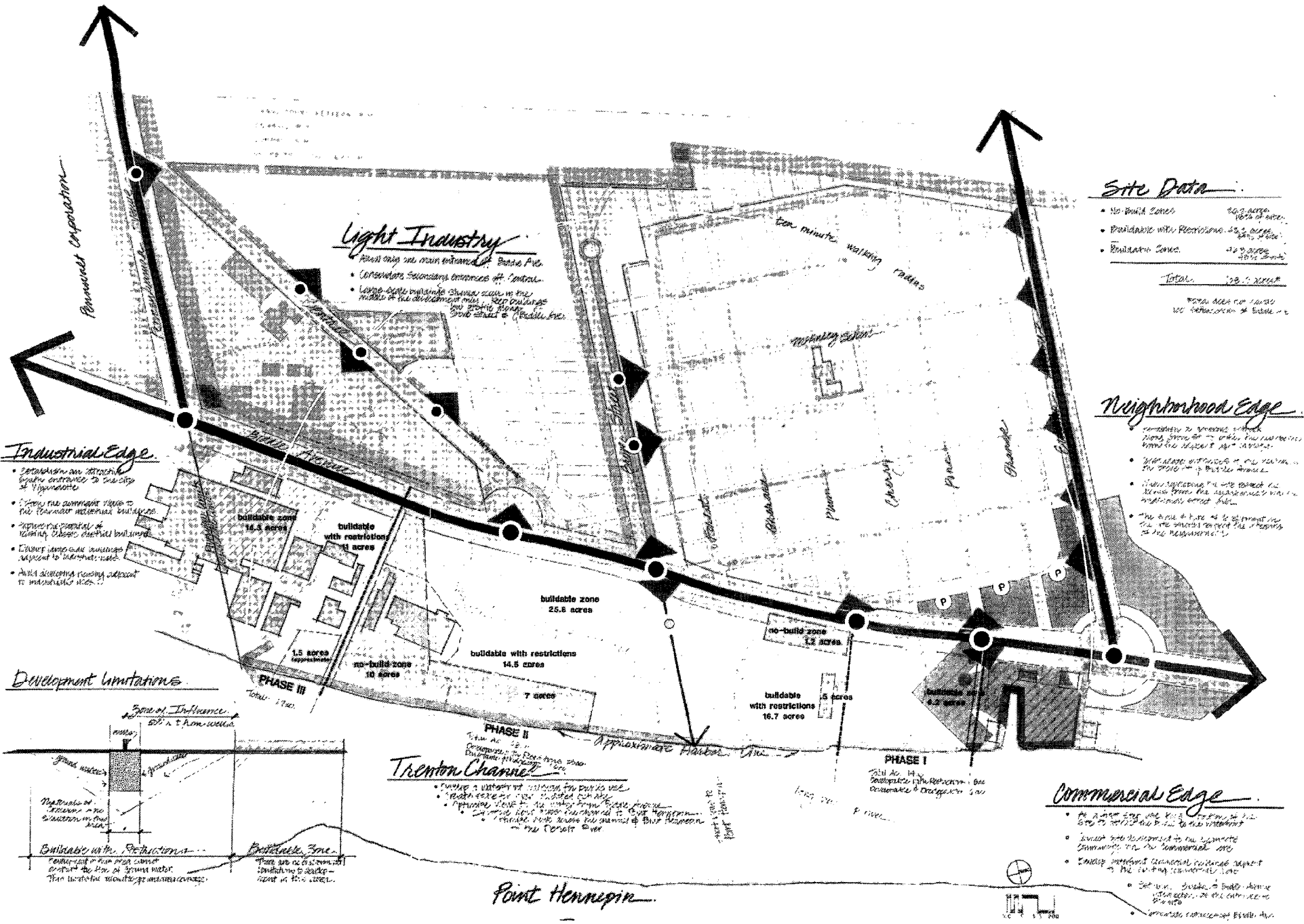


Figure 4 Site Setting



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### ***Commercial Edge***

The Wyandotte downtown forms the northern edge of the study site which creates the opportunity to expand the existing activities of that viable business district onto the waterfront. Additional waterfront-oriented commercial businesses would be an appropriate transition between existing development and the project site and would encourage existing pedestrian traffic downtown to explore the waterfront. In addition, the Biddle Avenue/Eureka Avenue intersection should be enhanced to provide an attractive northern gateway to the project site.

The parcel owned by the Heritage Development Group has a small marina which serves the Portside Inn restaurant. A McDonald's restaurant and the Daly- Merrit Insurance office front on Biddle Avenue. The Biddle House, a ten-story residential tower is located on the waterfront, north of the Portside Inn.

### ***Neighborhood Edge***

The Southeast Neighborhood, west of Biddle Avenue, is a well-established residential area. The development on the study site should respect the scale of this neighborhood. Aligning future entrances to the project site with existing street intersections will allow future development to respond to the traditional neighborhood street grid. Extending Plum or Cherry streets across Biddle Avenue and through the site would create a pedestrian link with the McKinley School, thus connecting an important component of the neighborhood with waterfront activities.

### ***Industrial Edge***

The existing Pennwalt facility forms the southern boundary of the project site. There is a variety of massive abandoned industrial buildings which dominate the views from the site to the south. There are some attractive smaller administrative buildings which may be suitable for conversion to a different use. The scale of the industrial development provides the opportunity to develop larger scale land uses in the southern portion of the site. Whatever use is developed at this southern terminus should serve as an anchor for Wyandotte's future pedestrian system in addition to being a link to future waterfront development that may occur in Riverview.

The existing Wayne County Wastewater Treatment Facility at Biddle Avenue and Pennsylvania Avenue is also the southern edge of the Wyandotte city limits. This intersection should be improved to create a high-quality entry image to the city from the south. Approximately 55 acres of property across Biddle Avenue between Central and Grove streets is zoned for a light industrial park. The City has been consolidating these land parcels to provide adequate space for industrial uses.

### ***On-Site Conditions***

The industrial activities previously located on the site continue to impact future development. Areas of chemically contaminated soils exist on the site and are in the process of being treated in accordance with the consent agreement between BASF and the Michigan Department of Natural Resources. This treatment involves the installation of drawdown wells which pull groundwater through the soils to dissolve the contaminants. This groundwater is then pumped to the sewer system for transport to the Wayne

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County Wastewater Treatment Facility for processing. Monitoring wells have been installed to record contamination levels and records indicate that decontamination efforts are proceeding. The treatment system is to remain operational for up to thirty years unless monitoring indicates that the contamination levels comply with U. S. Environmental Protection Agency (EPA) standards after fifteen years of treatment. If these standards are met, groundwater extraction may end, although monitoring must continue for the remainder of the 30-year period. In addition to chemical contamination on the BASF property, the possibility of contamination on the Pennwalt property is presently being investigated by the EPA. Pennwalt is unable to initiate any actions on their property until this review is complete.

This chemical contamination has a direct impact on future development. The remedial action zones themselves are considered to be unbuildable, at least until decontamination efforts are complete, since removing contaminated soils from the site will involve State-regulated disposal procedures and increase the cost of construction. Groundwater within approximately 500 feet of the extraction and monitoring wells is being drawn toward the wells; and this flow must remain undisturbed, thus restricting the development that can occur above. Areas beyond the 500-foot radius of the wells are considered to be buildable with no environmental restrictions and can be dredged to create open water areas for marinas. The largest buildable/dredgable zones occur to the north and south ends of the site and in an L-shaped area east of the Grove Street intersection (see Figure 4). There are approximately 20 acres of unbuildable soils, 42 acres of areas which are buildable if groundwater flows are accommodated, and 46 acres of land which can be built upon and dredged. The characteristics of

the Pennwalt soils and groundwater are undetermined at this time.

In addition to the chemical impacts, there are existing concrete foundations, slabs, and pilings remaining on the site which will be expensive to remove. However, the removal of these foundations may improve groundwater flow even if they are replaced by substantially smaller foundations. Or these existing foundations may provide opportunities to build structures on top of them, reducing the cost of construction and potential new impacts on groundwater flow.

The existing infrastructure serving the site is in good condition. Existing sanitary and storm sewer lines run along Biddle Avenue. There is a pumping station south of Pine Street which is part of the County's combined storm and sanitary sewer system. Wyandotte Municipal Services provides electricity, water, and cable services which can be extended into the site. Representatives from the Michigan Consolidated Gas Company indicate that gas lines are presently available to serve the site. The capacity of all existing services requires further study relative to the density of land uses proposed for site development.

Biddle Avenue is presently five lanes wide with a 120-foot right-of-way. The Wayne County Office of Public Services and the City of Wyandotte are presently discussing a proposed boulevard which would reduce the number of lanes to four and add a 30-foot-wide median island to this road between Pennsylvania Avenue and Grove Street. The existing right-of-way is of adequate width but may require expansion if traffic generated by the future development exceeds the capacity of the proposed road cross section.

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## Opportunities for Waterfront Revival

The primary goal of this planning process is to create a plan that is realistic in scope and has potential for multi-use development. Wyandotte's decision-makers and citizens should strive to formulate a plan that quickly and effectively changes the existing perception of an undesirable waterfront dominated by industrial development. The plan must effectively tie a variety of activity areas together with a continuous system of public land along the water's edge.

There is an immediate need to develop successful waterfront-oriented amenities as an impetus to attract other types of development. This requires locating initial developments in the most buildable, non-contaminated portions of the site. The northern parcel, between the Central Business District and Plum Street is an ideal location to begin site development since there are no known contaminants in this area and it provides an opportunity to extend successful activities from the downtown into the waterfront.

The role of public amenities as an incentive to private development should also be considered. Public development such as marinas, pedestrian promenades, and plazas attract privately funded commercial and residential projects, bringing additional people and revenue to the waterfront.

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## Phase II: Development Alternatives

Using the information generated during the inventory and analysis phase, three site development alternatives were prepared to explore the variety of land use types and relationships which could occur on the site. Since these different schemes were prepared without the benefit of a marketing study, they are not intended to serve as an indication of current market trends but rather to promote discussion about the potential development opportunities on the site. These alternatives were reviewed by a committee consisting of City officials and staff and interested citizens, and an informal set of evaluation criteria was developed to guide the preparation of a preferred scheme for further refinement.

Although each development alternative is unique, they do share some common components that emerged from the inventory and analysis process. None show development in the contaminated zones. These areas are incorporated into the overall open space framework which provides a transition between different types of land uses and opportunities to create recreational and visual amenities such as an improved entry image to the city from the south. All of the alternatives include a waterfront-oriented mixed-use development at the northern portion of the site as a transition between the existing downtown and development on the study site. Taller buildings are concentrated on the northern end of the site and oriented towards the spectacular upriver views.

Each scheme provides pedestrian access along the entire waterfront edge and focuses on a central public festival space and marina. The vehicular circulation systems in each alternative consolidate entrances to the site by type of use in order to minimize the number of additional curb cuts along Biddle Avenue. All

proposed entrances are aligned with existing intersections to extend the existing street grid into the project site. Specific development options on the Pennwalt site were not explored given the status of the contamination studies that are presently being done on that property.

Generous landscaped setbacks are proposed to soften views of industrial facilities. Although it is not illustrated on the plans, it is recommended that in the light industrial park west of Biddle Avenue larger buildings be concentrated in the middle of the park, with lower profile buildings located along Grove Street and Biddle to minimize the impact on the adjacent Southeast Neighborhood. Entrances to the industrial park should be consolidated on Central to minimize industrial traffic along Biddle Avenue and Grove Street.

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**Alternative A Figure 5**

This scheme represents the most diverse mix of public and private uses. There are five components: commercial/office, mixed-use, high- and mid-rise housing, public festival space and marina, low-rise housing, and a public park.

The mixed-use development includes uses that are similar in size and character to those in the existing downtown. One-story buildings containing approximately 60,000 square feet of retail, entertainment, restaurant, and office facilities are oriented toward an expanded marina basin, providing the opportunity for recreational boaters to moor their craft while visiting the site. Buildings adjacent to Biddle Avenue will have lighted display windows at street level to encourage downtown pedestrians to explore new waterfront activities. A public promenade connects the existing business district to the new development and provides pedestrians the opportunity to stroll along the revitalized riverfront. While some parking is provided in a centrally located surface lot, the amount of valuable waterfront property dedicated for this purpose is kept to a minimum. Instead it is proposed that additional parking requirements be accommodated in a parking structure located across Biddle Avenue. This structure can also provide parking for the other components of the development and the existing downtown. All existing businesses are preserved in this scheme.

A variety of housing types are shown. High-rise and mid-rise buildings are located at the north end of the site to maximize the long views up river. The high-rise structure is 6 to 8 stories tall, contains 260 dwelling units, and ties in with the existing housing towers along Wyandotte's waterfront. The lower mid-rise build-

ings are 4 stories tall, allowing the housing component to step down toward the smaller public festival area. There are 125 total dwelling units in the mid-rise development. Parking for both facilities is located on the lower two floors of each building, which enables the public waterfront promenade to continue along the river's edge without interfering with the privacy of residents.

The festival space will accommodate activities such as art fairs, ethnic festivals, farmers' markets, and boat shows. A public marina is dredged in the most buildable zone to create 100 boat slips and maximize the amount of water edge in the development. This scheme illustrates about 40,000 square feet of indoor and outdoor festival space and a separate marina administration facility. The public waterfront promenade continues along the marina's edge.

One hundred fifty-four low-rise housing units are sited on the buildable land south and east of the proposed marina. The two-story buildings are oriented to take advantage of the marina views to the west and the public park and river views to the east. Sixty-five boat slips are provided for residents in addition to a swimming pool, tennis courts, and health club. Public waterfront access is provided along the marina's edge and connects to the promenade in the southern component of the scheme, the public park.

The 17-acre park supports a variety of field sports and passive recreation activities. The waterfront promenade continues along the river's edge and provides a potential link to future waterfront development south of Wye Street.

*Alternative A*

- A. Fin Street Waterfront development**  
Develop waterfront commercial buildings adjacent to the downtown core. Uses may include retail, restaurants, entertainment & offices.
- All buildings are oriented towards the river & an expanded marina.
- Area includes 60,000 sq. ft. mixed use development. A parking deck across Brady Avenue could include square footage.
- B. High to Medium Density Housing**  
Provide development opportunities for high & medium density housing, oriented toward the river.
- Mid rise buildings are 4 stories with a total of 125 du. (Gau./building). Parking is provided on the first two levels.
- High rise buildings are 6 to 8 stories with a total of 200 du. Parking is provided on the first two levels.
- C. Public Festival Space & Marina**  
Provide opportunity for public waterfront activities such as art fairs, farmers market, ethnic festivals & boat shows.
- The public portion of the marina provide 100 boat slips & 60 transient slips. The administration building serves the facility.
- The area includes 40,000 sq. ft. of special event space for waterfront activities.
- A waterfront promenade allows the public to walk along the water's edge & links the festival area with other waterfront development.
- D. Low Density Housing**  
Provide a range of neighborhood scale to orient towards the river and park.
- 154 du. are provided in townhouses and walkup townhomes. A clubhouse provides a pool, tennis & health facilities. 20 are provided for the residents.
- Space is provided for softball, field sports and passive recreation such as picnicking and strolling on the waterfront promenade.
- E.**

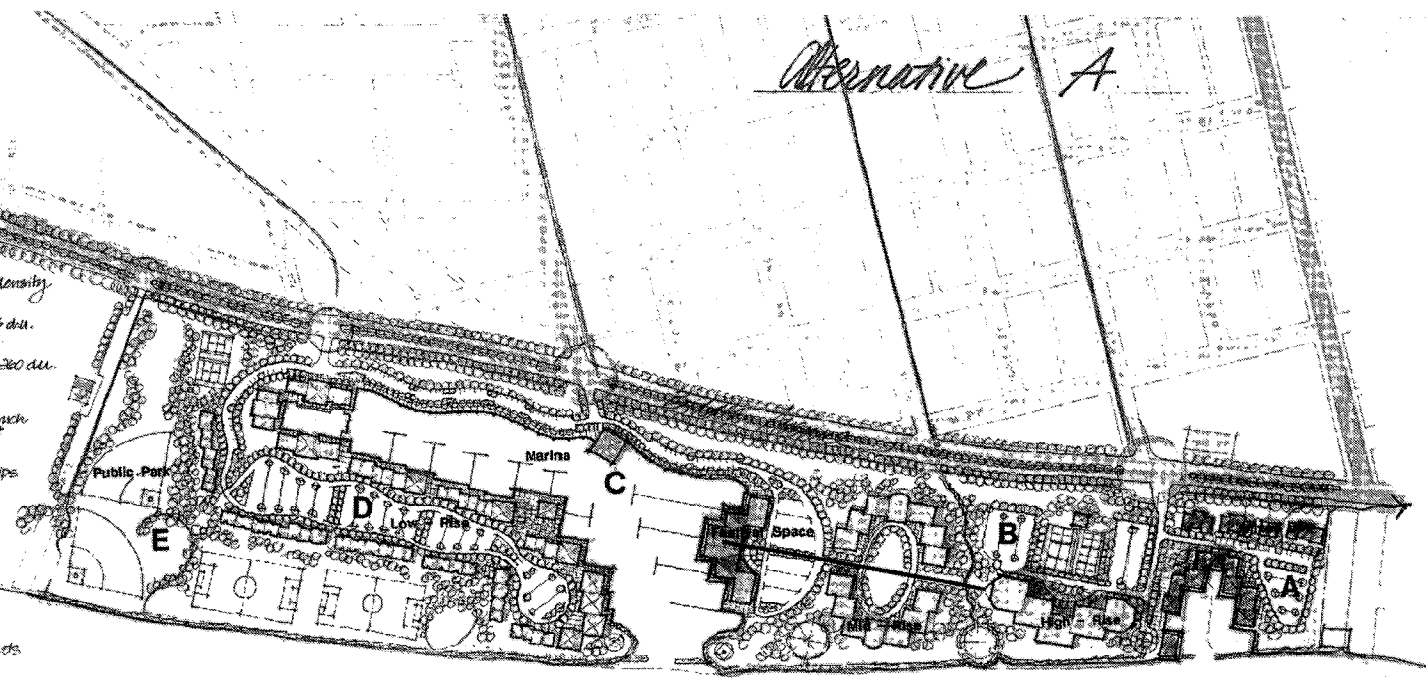


Figure 5 Alternative A

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**Alternative B Figure 6**

This alternative has the largest proportion of public development. There are four components: commercial/office, mixed-use, high- and mid-rise housing, public festival space and marina, and public golf course.

The mixed-use development in this scheme contains 35,000 square feet of space, which is approximately one-half the size of the similar development in Alternative A. The design concepts behind this component are the same as those discussed in the previous section with the exception that the existing businesses have been displaced by the proposed development.

In this scheme there are three high-rise residential towers oriented around an expanded marina. The marina provides slips for the residents of the housing project in addition to transient slips for boaters visiting the mixed-use development. These twelve-story buildings contain 300 dwelling units and have parking on the lower two levels and are designed to maximize the long views up and down the river. The four-story mid-rise buildings contain 112 total dwelling units and are oriented toward the river to the east and public marina to the south. Parking for the mid-rise residents is provided in a surface lot adjacent to the structures. The public promenade follows the marina and river edges and connects the mixed-use development to the public festival space and marina.

This alternative illustrates the most extensive public facilities with 90,000 square feet of area allocated for the festival space and 220 boat slips provided within the marina. This option also includes a central water feature which can be converted to an ice skating

rink in the winter. The waterfront promenade follows the marina's edge and leads pedestrians back to the riverfront.

A 40-acre public golf course is the southern terminus of this scheme. The golf course is a 9-hole par-3 facility with a clubhouse, putting green, and tennis courts. The promenade skirts the edge of the course, allowing pedestrians to enjoy both the river views and the activities on the course without interfering with play. The walkway continues south to link the Wyandotte riverfront development with future waterfront projects in Riverview.

**A. Waterfront Development**  
 Develop waterfront commercial buildings adjacent to the commercial core. Uses may include retail, restaurants, entertainment & office.

- All buildings are clustered around the marina (landed basin).
- Area includes 55,000 sq. ft. of one-story mixed-use development. A parking deck across bridge Ave. can link to the development via a skywalk.

**B. High Density Housing**  
 Provide development opportunity for high & medium density housing, oriented towards the river.

- Mid-rise buildings are 4 stories high, accommodating 112 du. Parking is provided in the adjacent surface lot.
- High rise buildings are 12 stories high with parking on first two floors. Each building contains 100 du. for a total of 300 du.

**C. Public Festival Space & Marina**  
 Provide opportunity for public waterfront activities such as art fairs, farmers market, ethnic festivals & boat shows.

- The marina has 250 boat slips & an administration building.
- The area includes 75,000 sq. ft. of buildable space for special events and pavilion space.
- Included with plans is a central water feature which can be converted to an ice rink for skating in the winter.
- A waterfront promenade allows pedestrians to walk along the water's edge & links the festival area with other waterfront development.

**D. Public Recreation**  
 This 40 acre area consists of an executive 9-hole golf course & clubhouse with tennis courts and putting green.

*Alternative B*

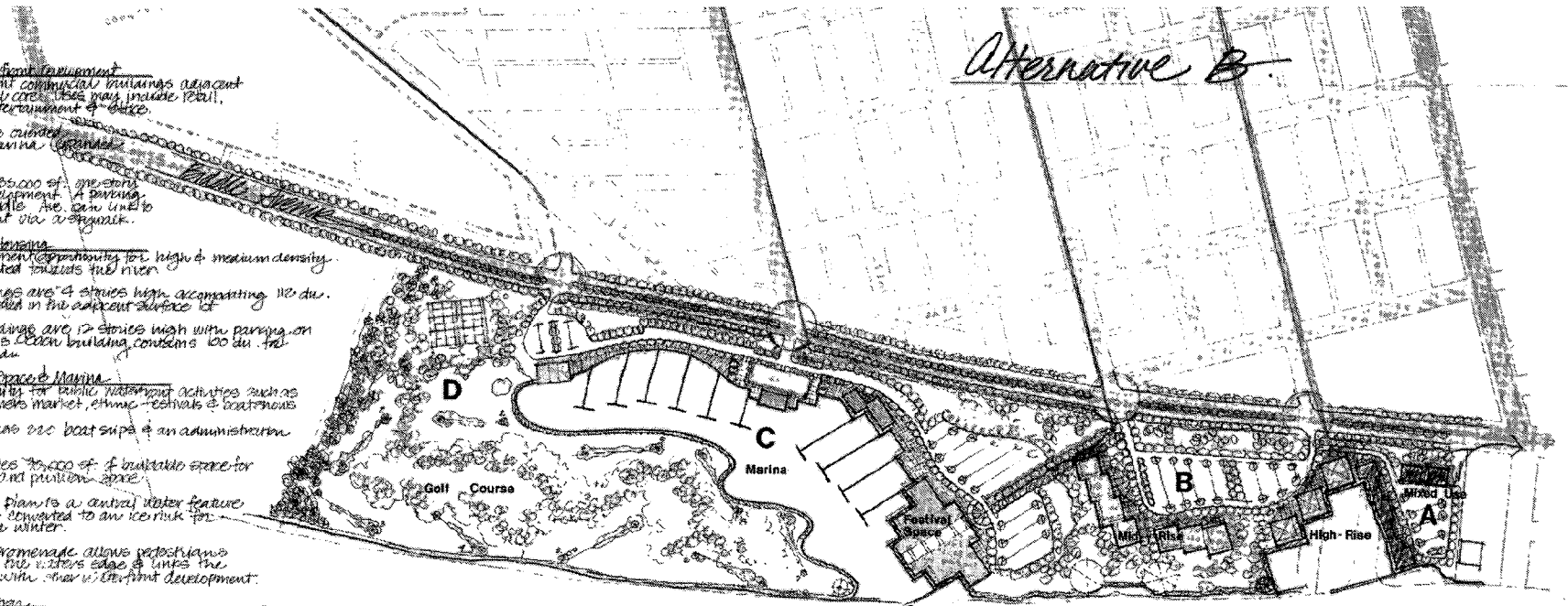


Figure 6 Alternative B



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*Alternative C Figure 7*

Alternative C is the scheme with the smallest proportion of public facilities. It has four components: commercial/office, mixed-use development, hotel, public festival space and marina, and office/research and development facilities.

The mixed-use development is similar to the developments described in the discussion of Alternatives A and B.

A 400-room waterfront hotel is located in the northern portion of the site. It is three to four stories in height and oriented to take advantage of long views up and down the river. Parking is available in an adjacent surface lot and under the building. The public promenade follows the river's edge and connects the hotel to the rest of the waterfront development.

The 30,000 square feet of festival space and 135-slip marina in this option represent the smallest public component of the three alternatives. The marina administration facilities are located within the festival space. There is a central water feature which can be used for ice skating in the winter. The waterfront promenade continues along the edge of the marina and connects the festival area with other waterfront development.

The southern terminus of this scheme is a pair of three-story buildings, each containing 120,000 square feet of space which can be used for office or research and development facilities. The generous amount of open space between the buildings and the river can be used by the public for passive recreation.

*Alternative C*

- A. Hotel**  
 Provide opportunity to develop a 300 room hotel with views across the channel and the river.  
 • Parking is provided in a surface lot & under the hotel.  
 • Pedestrian walkways links to hotel to the CED & other waterfront development.
- B. Public Festival Space & Marina**  
 Provide development opportunity for public waterfront activities such as art fairs, farmers market, ethnic festivals & boat shows.  
 • The marina has 135 boat slips & an administration building.  
 • The area maybe 30,000 sq ft of building space for special events & pavilion space.  
 • Included in the plan is a central water feature which can be converted to an ice rink for skating in the winter.  
 • A waterfront promenade allows pedestrians to walk along the water's edge & links festival area with other waterfront development.
- C. Office / Residence**  
 The plan shows two 5 story office buildings totaling 240,000 sq ft oriented toward the river.  
 • Open space next to the water can be used for passive recreation.

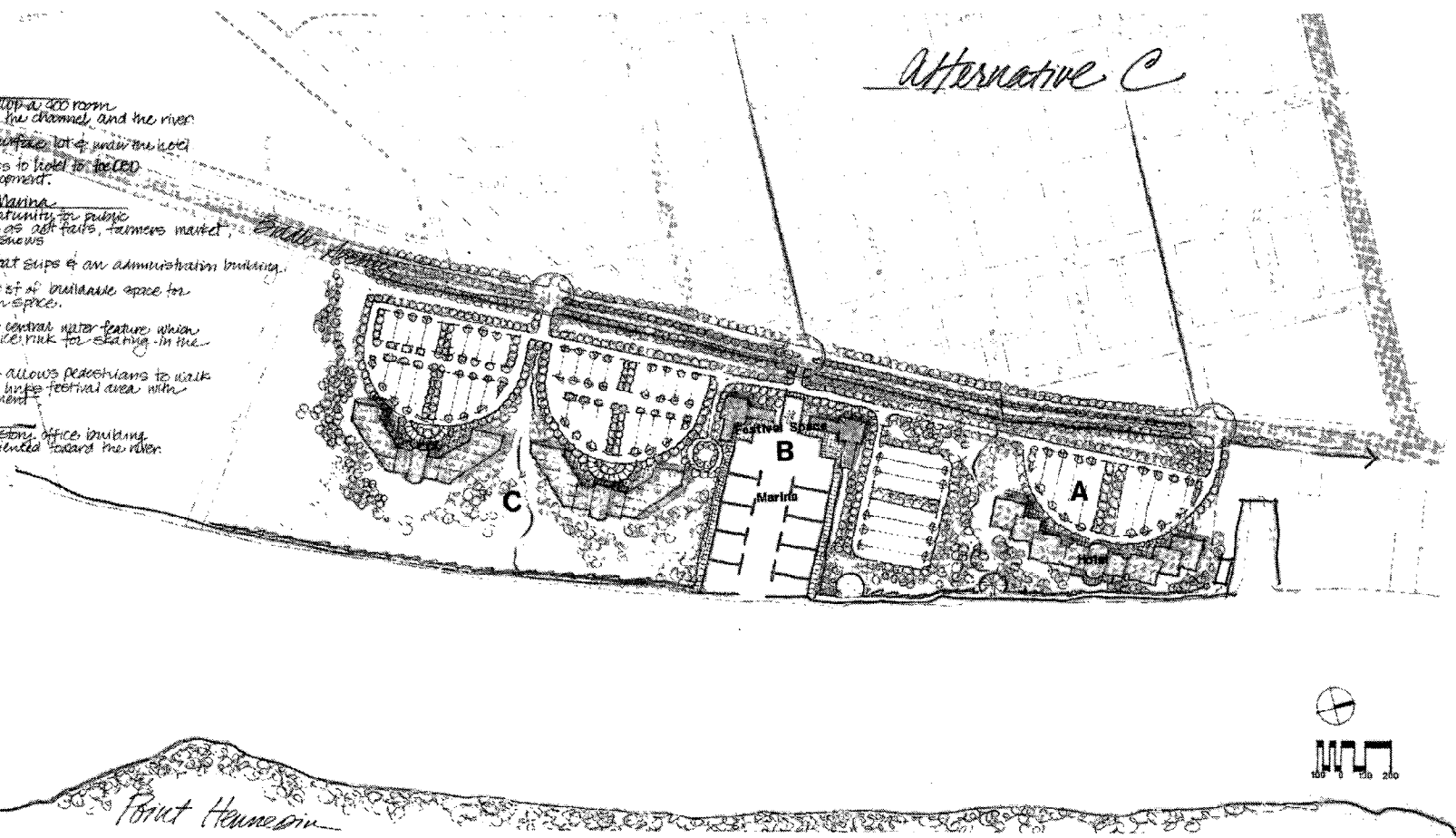


Figure 7 Alternative C

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### ***Evaluation of the Alternatives***

In reviewing the different development alternatives, each option was evaluated to optimize the opportunities for waterfront revival. The feasibility the land uses presented in each alternative was evaluated in terms of the experience of the team members and their understanding of the potential for success in Wyandotte, since a marketing study has not yet been prepared. Also assessed was the relationship of proposed development to the rest of the Wyandotte community and the role of the pedestrian circulation system. Potential implementation schedules were discussed to assure that the proposed scheme would be capable of quickly and positively changing the negative perception of this waterfront site.

The location of the proposed commercial/office mixed-use development was felt to be in keeping with the City's master plan for the Pine Street Waterfront Development Area. It was agreed that this type of use would be an appropriate transition between the downtown and future waterfront development. The group felt that the amount of commercial space should be reduced to minimize competition with the businesses in the existing Central Business District, and the possibility of adding a housing component to this development should be explored in the preferred alternative.

The concept of public festival space area was agreed upon as a component which should be included in the preferred scheme, but the group was uncomfortable with the connotations associated with the current popular use of the term "festival market place" as a large-scale, retail-oriented waterfront development similar to Portside in Toledo. The group wanted to limit the region-wide appeal of the public waterfront component and focus

the activities instead on those of a type and size appropriate to the needs of the Wyandotte community.

The group felt that maximizing the amount of marina space in the development was crucial to the future success of the project. It was agreed that the majority of marina slips should be public, and the marina administration facility should be incorporated within the special use building.

The housing component was commonly accepted as an appropriate and feasible use. The proposed densities were felt to be in keeping with the existing character of Wyandotte. It was recommended that the housing mix illustrated in Alternative A be refined in the preferred scheme. The group also decided that allowing public access between marina-oriented housing units and the water as shown on Alternative A would negatively affect the ambience of waterfront living. It was decided that access to the private marina's edge should remain private to optimize the waterfront experience for all users of the development.

The recreation and open space component was felt to provide a good transition between the different land uses on the site and an appropriate use for the contaminated zones. The concept of building a golf course was felt to be a good idea as an interim transitional use but not the highest and best long-term use since it would serve a limited segment of the community and consume buildable land that could be developed in the more immediate future. The group also recommended that the open space east of the low-rise housing development shown in Alternative A be reserved as private recreational space to increase the amenities

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available within that development and reduce the amount of public expenditure necessary to implement the plan.

The hotel and corporate/research office components illustrated in Alternative C were dismissed from further investigation. It was felt that a hotel was not needed in Wyandotte at this time and that, since office development was not a water-dependent use, it was not appropriate for valuable waterfront property.

The strategies for implementing a project of this type centered on the need to make an immediate impact on the negative perception of this waterfront site. In order to expedite implementation, it was felt that the preferred scheme should strive to respect the location of existing businesses on the site as well as that of the County pump station. It was also agreed that the development phasing should reflect existing ownership patterns. And although the existing environmental conditions on the Pennwalt site are under investigation, the preferred development concept should identify the potential development opportunities there and the potential for integrating with future waterfront development in Riverview.

The consensus reached by the group provided a set of criteria that established a direction for the preferred scheme which are summarized as follows:

- *Maximize the diversity of the proposed land use mix with housing as the primary component.*
- *Maximize the opportunities for marina development in the areas that can be dredged.*
- *The size of the public "special use area" should reflect the needs of the Wyandotte community and not serve as an attraction for the larger region.*
- *Concentrate additional commercial development to the north of the site to complement existing businesses in the downtown district.*
- *Maintain the location of existing commercial buildings and the pump station*
- *Maintain access to the drawdown wells which monitor the progress of the remedial action plan for removing contaminants from the site.*

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## Phase III: Synthesis

This phase represents the culmination of the planning efforts and results in a refined plan that synthesizes the preferred components of the different development alternatives. Although the plan illustrating the preferred alternative may not reflect what is ultimately built on the site, it is the principles and capacities expressed in the development concept that will direct the future site development. These principles are discussed below.

### **Preferred Development Concept** *Figure 8*

The preferred development concept is based on the idea of developing water features to attract and focus public and private development on the waterfront. The public open space system unifies the entire development and provides optimal pedestrian access to the water without detracting from the needs of the residents on the site. The higher density development is located at the northern end of the site where the taller buildings maximize the long views up and down the river. The central marina provides a focal point for lower density housing and a community special use area. Commercial development is located along Biddle Avenue to create a smooth transition between the new development and the existing businesses downtown. The entrances to the site are aligned with the existing street grid and segregated by land use to minimize the number of additional intersections on Biddle Avenue and minimize the potential for circulation conflicts.

Development on the Pennwalt property is oriented around a central water feature. The precise configuration will depend on the location of areas that are environmentally suitable for dredging. It is anticipated that there would be a mix of land use types

based on future market trends. The most important principle guiding this future development is the need to coordinate these plans with the City of Riverview to assure a comprehensive approach to Downriver waterfront development.

The proposed development units are defined by the existing ownership patterns and the environmental framework established by the remedial action plan. Access to the monitoring system is maintained. The first phase of development is expected to occur between Pine and Plum streets; the second phase will extend south to Wye Street. The Pennwalt site will probably be the last component to be built.

**A Development/Private Venture**

Develop a mixed-use waterfront development adjacent to the downtown core. Incorporate existing buildings into development.

Marine Recreational Building shown from 10-B shows an existing structure to be used as a waterfront view. This structure provides for 500 dwelling units and an additional 100,000 sq. ft. of office & commercial space.

**B Pine to Plum Street Development**

Provide development opportunity for housing oriented towards the Detroit River as a water main.

There is potential to connect to the adjacent private development with a multi-use residential building which also runs to the River & Light Street. This area covers about 500,000 sq. ft. of office & commercial space.

**C Public Marina and Special Use Area**

Provides opportunity for public waterfront activities such as boat slips, summer market area, festival & boat launch.

The public portion of the marina could provide 800 boat slips. A floating dock, ice area, and used for special events and festivals, demonstrations, etc.

Waterfront promenade area is the public to walk along the waterfront edge with other waterfront development. A waterfront park area is also shown. Recreation center uses and provides area for open to other activities.

**D Waterfront Townhouses**

Develop low-rise waterfront townhouses to orient towards the marina and a private park with private recreational amenities.

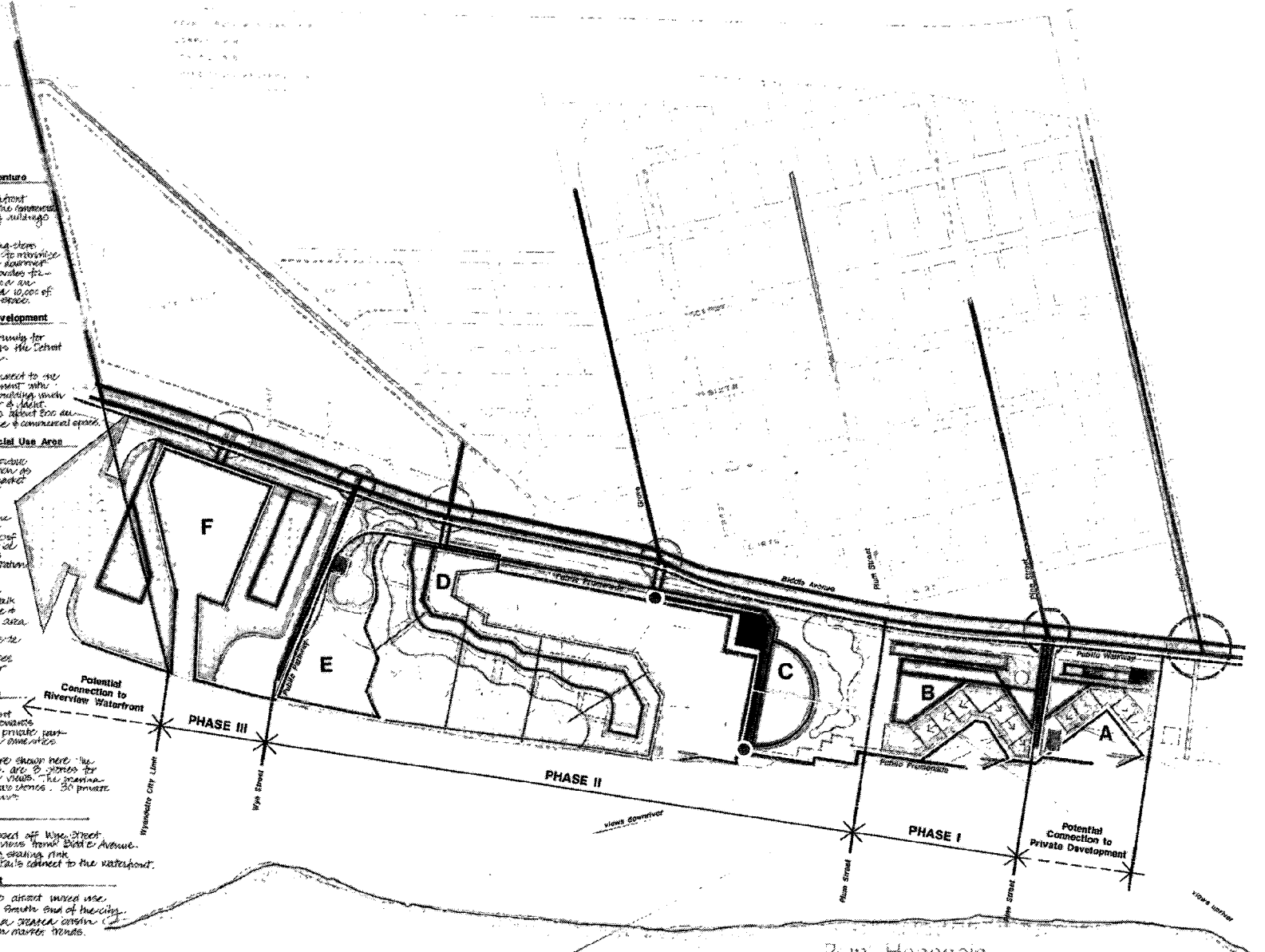
140 dwelling units are shown here. The park area is shown as a public park area. The marina is shown as a public marina. The townhouses are shown as a private townhouses. The park area is shown as a public park area.

**E Public Park**

The park can be accessed off Wye Street. A trail provides water views from Belle Avenue. It can be used as a skating rink during the winter. Trails connect to the waterfront.

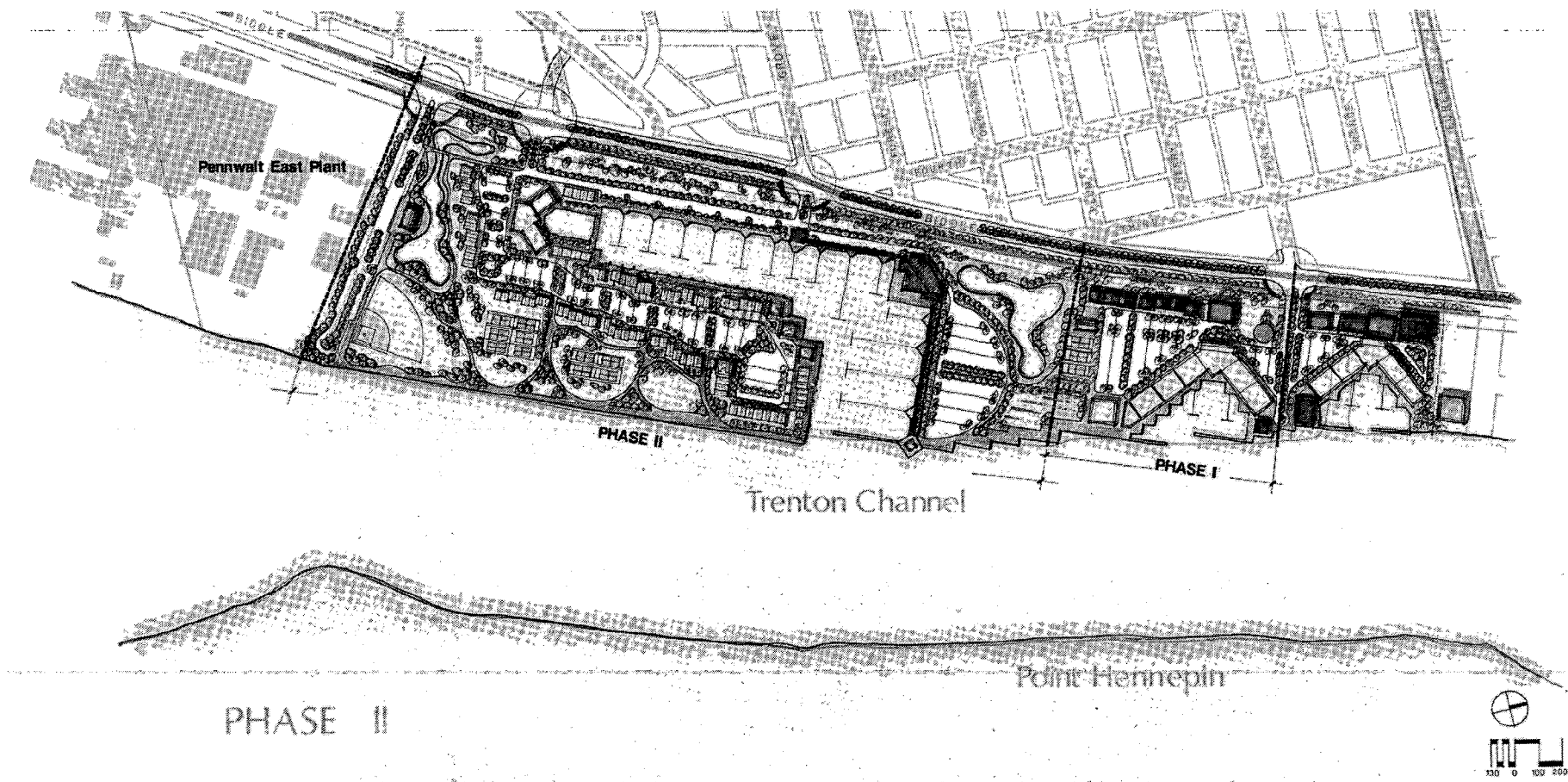
**F South End Development**

Explore opportunities to attract mixed use development to the South end of the city. Development should be oriented towards the river and the waterfront.



DEVELOPMENT CONCEPT

Figure 8 Preferred Development Concept



The preferred development plan illustrates how the principles outlined in the development concept may appear in a built form.

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The Heritage Development Group property north of the study site serves as a transition from the existing downtown to the new waterfront development. It incorporates existing buildings in a mix of commercial and residential development oriented around an expanded marina basin. The mid-rise residential building is designed to maximize the number of dwelling units with a water view, and steps down in two-story increments from a central twelve-story tower to eight-story buildings at each end. This arrangement provides 200 dwelling units with parking on the lower three levels. This site has the capacity for an additional 10,000 square feet of office and commercial space, and marina slips are available for residents and transient boaters visiting the site. The public pedestrian promenade connects the waterfront activities on the site with those existing downtown and provides access to the water's edge. This private development will most likely precede the first phase of the preferred development plan.

Phase One contains a mix of residential and commercial uses located around a marina which provides mooring facilities for residents and visitors. *Figure 10* illustrates how the Phase One development would appear prior to construction of Phase Two. The mid-rise residential structure is designed in a similar manner, stepping down from a central tower, maximizing water views (see *Figure 11*). Parking for the 300 dwelling units is provided on the lower levels of the building. Twenty thousand square feet of office and commercial space is oriented toward Biddle Avenue, expanding the activities of the downtown into this phase of the project. The public promenade continues along the edge of the marina and leads pedestrians to the public special use area and marina that is the central feature of the second phase of development.



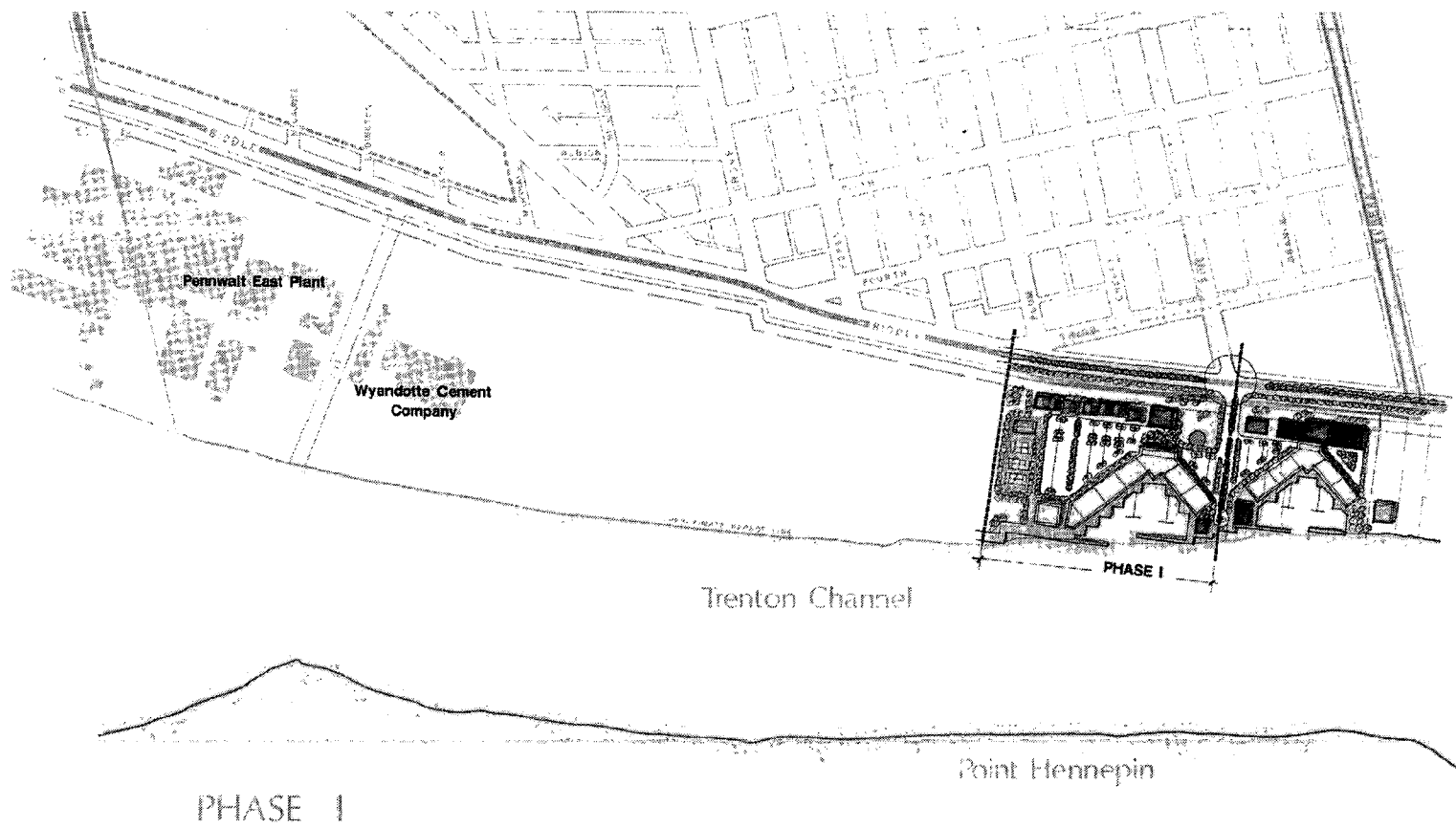


Figure 10 Phase One Development

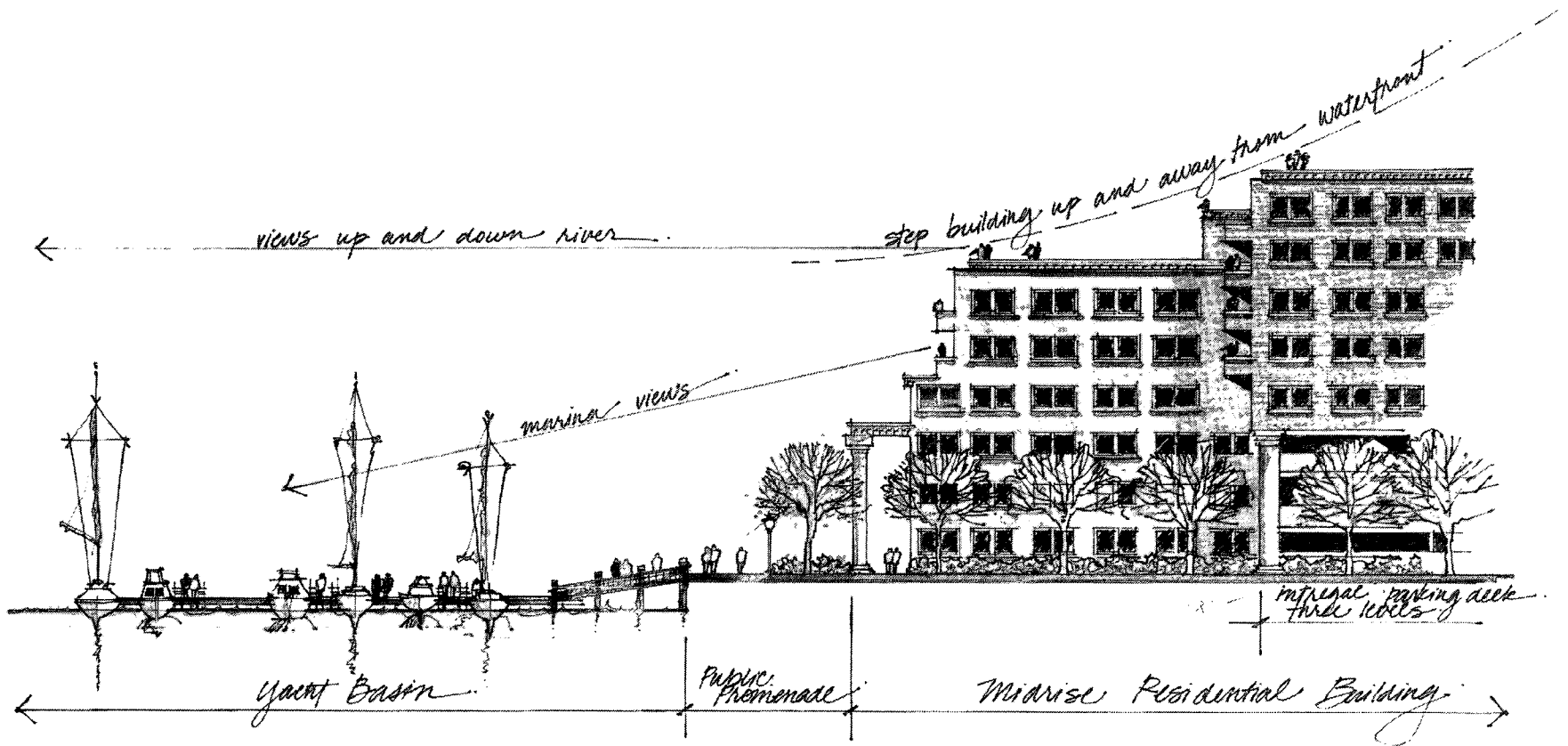


Figure 11 Residential on the Waterfront

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The special use area has been down-sized to 20,000 square feet to better reflect the needs of the citizens of Wyandotte. The marina has the capacity to moor 300 boats. Activities such as art fairs and ethnic festivals will take on a special quality in this waterfront setting as illustrated in *Figure 12*. A riverside park serves as a transition between public and private uses and provides an area for special outdoor events such as visits from tall ships or outdoor concerts set against the backdrop of the Trenton Channel. A clay-lined pond brings water closer to the Biddle Avenue, allowing passing motorists to also enjoy a water view. The waterfront promenade allows pedestrians to walk along the edge of the river and marina and links the mixed-use developments to the north and the public park to the south.

One hundred forty waterfront townhouses are sited on the east side of the marina. A private riverside park provides recreational amenities for the residents. The units on the edge of the marina are two stories high. The parkside units are three stories high to allow residents to look over the smaller waterside units at the marina in addition to providing views to the landscaped green space and the water beyond . Thirty boat slips are provided in addition to the swimming pool, tennis courts, and health club facilities.

The southern terminus of the preferred development plan is a 10-acre public park. Another clay-lined pond, bringing water views closer to Biddle Avenue, can be used for winter skating. A softball field is illustrated here, or other field sports such as soccer could be accommodated. Trails connect the different activities with the river's edge and waterfront activities to the north.

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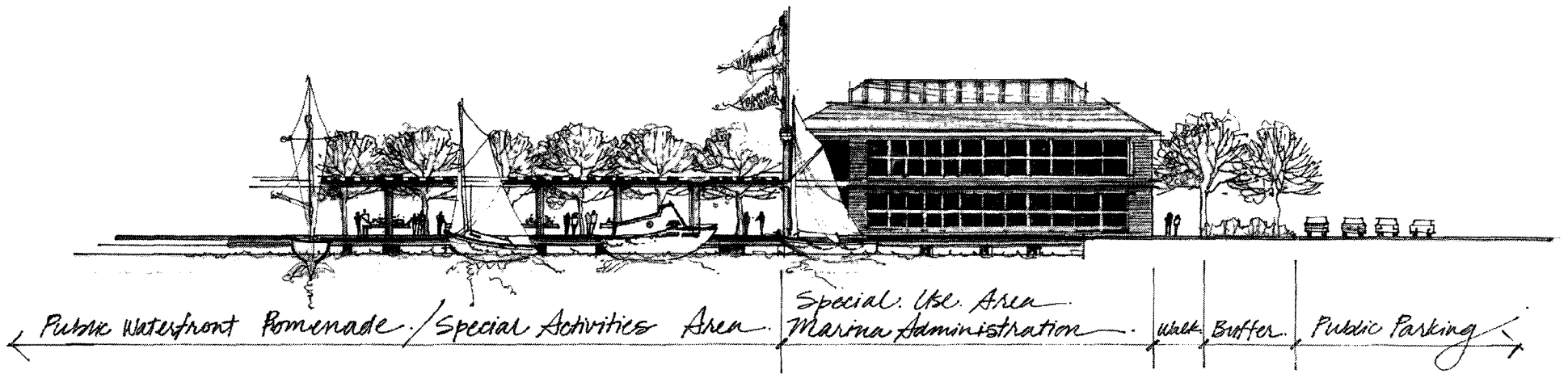
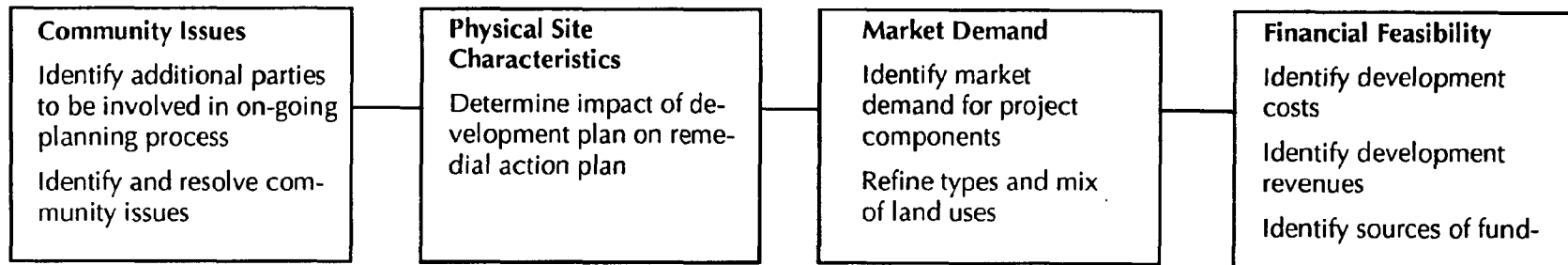


Figure 12 Special Use Area

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After reviewing the preferred development plan, the group agreed that the principles embodied in it accurately reflect the goals for the optimum development for the site. The next task is the identification of issues which must be addressed in order to realize the ideals expressed in the plan.



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## Revitalization of the Wyandotte Waterfront: The Next Steps *figure 13*

The preferred development plan represents the potential development opportunities that exist on the site given the current level of understanding of site conditions. It illustrates the optimal relationship between the study site and the community as it exists today and is envisioned for the future. And although the plan is based on detailed study and discussion by the team of consultants, officials, and interested citizens, it is recognized as the first step in the long-range process required to ultimately implement a plan to revitalize Wyandotte's waterfront.

The next step toward realizing this goal is a study of four areas: community issues, physical site characteristics, market demands, and financial feasibility. The results of these studies must be integrated and interpreted within the context of the preferred development plan in order to create a built project that responds to all of the issues affecting the site and its relationship to the goal of waterfront revival.

When identifying the community issues that are important to Wyandotte, all parties that may be affected by site development such as business and industry, state and local officials, and local citizen groups must be identified and invited to participate. An ongoing dialogue should be established among these groups in order to reach a consensus regarding the development program and the degree of publicly borne costs that are acceptable in order to maximize the benefits of the project that can be enjoyed by all.

This process was initiated in November 1988 with a presentation of the plan to the City Planning Commission. The meeting was open to the public, potential developers were invited, and the

presentation was reported in the local newspaper. A second public Planning Commission meeting was held to discuss a proposal to rezone the study site from Light Industrial to Planned Development District. After discussion of the issue the Planning Commission recommended approval. The City Council tabled the issue at the request of BASF in order to accommodate an additional 60-day period for public comment. The MDNR, whose approval is required prior to any development on the BASF-owned property, has reviewed a preliminary draft of this report and have expressed approval of the concept. A copy of the letter outlining the MDNR's response can be found in the Appendix.

The investigation of the physical characteristics of the site should concentrate on the impacts of development on the remedial action plan and the site components that will guide the engineering and detailed design of the final development. A hydrogeologic study that focuses on the impacts of the preferred development plan on existing groundwater flow is an important component of this study. The City is currently trying to determine the most efficient way to undertake such a study.

A marketing study is needed to identify the types of land uses which are in demand for this area. Studies that have recently been prepared for other waterfront developments in the Downriver Area identify the need for additional marina facilities and waterfront housing. The Heritage Development Group is also preparing a marketing study for their property. Any information made available from these reports should be studied and appropriately applied to the Wyandotte waterfront. It may also be necessary to prepare a marketing study specifically for this project.

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Related to the marketing study is a financial feasibility study that compares the cost of different development alternatives to the revenues expected to be generated by each. By integrating this analysis with the marketing study and the physical development plan, the economic viability of the final project can be assured. In addition, potential funding sources, such as the State's proposed Harbor Development Program, should be investigated to determine the eligibility of the proposed development to receive public monies.

The ultimate goal is the creation of a master plan that responds to the issues that have been identified and addressed by all of the participants in the process. The City of Wyandotte has taken the important first steps toward realizing the goal of revitalizing this important piece of valuable waterfront. The efforts of this study have resulted in a specific development alternative that responds to needs of the community and respects the conditions on the site. With this in hand, the City is able to focus on the specific information required to translate this plan into the exciting reality that marks a new vitality for the Wyandotte community.

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**Appendix**

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NATURAL RESOURCES COMMISSION  
THOMAS J. BAUER, CHIEF  
MARILENE J. TOLMAY, DEPUTY  
D. HELEN J. COOPER, SECRETARY  
PETER J. KOSKINEN, ASST. SECRETARY  
STATE OF MICHIGAN  
LANSING, MICHIGAN 48224

STATE OF MICHIGAN



JAMES J. BLANCHARD, Governor  
DEPARTMENT OF NATURAL RESOURCES

STEPHEN A. MARSH, DIRECTOR  
1111 N. ZEEB ROAD  
LANSING, MICHIGAN 48227  
DAVID F. HALLS, DEPUTY

November 30, 1988

Ms. Gayle Savage  
Development Coordinator  
City of Wyandotte  
3131 Biddle Avenue  
Wyandotte, MI

Dear Ms. Savage:

RE: South Wyandotte Shoreline Redevelopment Study

Thank you for the opportunity to comment on Johnson, Johnson and Roy (JJR) Shoreline Redevelopment Study for the BASF Wyandotte South Works Project.

Department of Natural Resources (DNR) staff have reviewed the study and have the following comments:

1. The concept uses and alternatives as proposed by JJR appear to be compatible with the intent of the Consent Decree between the State of Michigan and BASF, Inc..
2. The phased development concept appears logical and should allow plenty of time to ensure compliance with the consent decree noted in (1) above.
3. We have no preference for any one of the alternative development schemes over another as described by the JJR report.
4. Based on the assumption that the study will lead to actual development of the site, the State of Michigan needs to be involved during the development process as follows:
  - a. Notification of the proposed development to ensure compliance with paragraph XII of the Consent Decree.
  - b. Allow enough time in your planning and development process to accommodate the time frame outlined in paragraph XII of the Consent Decree. Paragraph XII requires BASF & DNR to agree that BASF can ensure continued operation and maintenance of

the various cleanup and monitoring systems on site as required by the order. Paragraph XII requires BASF to give notice to DNR and the Attorney General (AG) 60 days prior to any intended sale or lease and allows DNR 60 days from the receipt of the proposal from BASF to object in writing if we feel the conditions of the Consent Decree can't be met with the proposed development.

- c. Paragraph XII provides for a total of 120 days to resolve the issues surrounding sale or lease of the property. We suggest you allow the full 120 day period in your planning process.
- d. To ensure as complete a review and quick a response as DNR can give, we recommend you provide three (3) copies of the proposal for development to the following state officials:

Virginia Loselle  
Environmental Response Division  
505 W. Main St.  
Northville, MI 48167

Dennis Hall, Chief  
Land and Water Management Division  
P.O. Box 30028  
Lansing, MI 48909

John Shauer, Acting Chief  
Office of Environmental Enforcement  
P.O. Box 30028  
Lansing, MI 48909

Roy Schrameck, District Supervisor  
Surface Water Quality Division  
505 W. Main Street  
Northville, MI 48167

We will provide the copies necessary to staff within DNR for review and comment.

5. To insure that the Consent Decree does not cause any more time delay than necessary, you should also make sure that BASF notifies DNR and the AG's office as required by paragraph XII of the Consent Decree as soon as possible.

Enclosed is a copy of the Consent Decree in its entirety for your information and review.

At this point, the next step in the process is notice from BASF to the AG and DNR pursuant to paragraph XII of the Consent Decree. Without that notice and assurance by BASF that site cleanup operations will go on unhindered, DNR cannot give final approval to the proposed development.

Please contact me if you have any questions.

Sincerely,

John M. Shauer  
Acting Chief  
Office of Environmental Enforcement  
517-373-3503

JMS:dh  
enclosure

cc: Ms. Virginia Loselle, DNR  
Mr. Dennis Hall, DNR  
Mr. Roy Schrameck, DNR



**US Department of Commerce  
NOAA Coastal Services Center Library  
2234 South Hobson Avenue  
Charleston, SC 29405-2413**