LINKED RIVERFRONT PARKS PROJECT

CITY OF DETROIT RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ PC

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Landscape Architects

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Members
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October 31, 1979

Mr. Leon Atchison, Director
Recreation Department
20th Floor, Water Board Building
Detroit, Michigan 48226

Dear Mr. Atchison:

Schervish, Vogel, Merz is pleased to present this report with its recommendations for the design and implementation of the Linked Riverfront Parks Project (LRPP). Our firm entered this study sharing your vision of dynamic redevelopment for Detroit's waterfront. Over the last year our enthusiasm has intensified for what we absolutely believe is a rare and unique opportunity for Detroit.

The LRPP, once complete, will provide access to and use along the riverfront stretching from downtown's Hart Plaza to Belle Isle. The parks are designed to be exciting and will include water-falls, a water-play sculpture, plazas, a riverfront amphitheatre, tour boat stops, sunken gardens, and a natural island formed by a transient marina canal. The links will establish an opportunity for the preservation of the tradition and flavor of the riverfront including the many existing industries in the area. An attitude of flexibility to change over time in order to meet the needs and aspirations of the community has been maintained. The LRPP has been programmed to act as a catalyst for future private development for many years to come.

The project has raised many issues that require resolution. We have used our best professional judgement in making the assumptions upon which our conclusions and design decisions are based. In order to proceed, a clear commitment is needed to develop the LRPP in principle and act on its recommendations.

The real challenge yet remains, and it will only be met because of the continued foresight and coordinated efforts of yourself, the Mayor's Office, the City Council, the various city, state and federal agencies, and the very momentum that this project is gaining.

The LRPP must not be allowed to become static. It represents an enormous opportunity for the people of Detroit.

Very truly yours,
SCHERVISH, VOGEL, MERZ, P.C.

David W. Schervish, ASLA
Project Manager

CITY OF DETROIT
COLEMAN A. YOUNG, MAYOR

RECREATION DEPARTMENT
LEON H. ATCHISON, DIRECTOR
735 RANDOLPH STREET
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COASTAL ZONE MANAGEMENT PROGRAM
MICHIGAN DEPARTMENT OF NATURAL RESOURCES

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OCTOBER, 1979

LINKED RIVERFRONT PARKS PROJECT

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COASTAL ZONE MANAGEMENT
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MICHIGAN DEPARTMENT OF NATURAL RESOURCES
Division of Land Resources Programs
Chris Shafer, In Charge, Coastal Zone Management Unit
David Warner, Project Representative

THIS REPORT WAS PREPARED WITH THE ASSISTANCE OF
THE FOLLOWING CONSULTANTS:
SCHIMPELER-CORRADINO ASSOCIATES
Traffic & Civil Engineering

SNELL ENVIRONMENTAL GROUP
Marine & Seawall Engineering

ROCHON ASSOCIATES
Presentation & Renderings

"London has its Thames, Paris, the Seine, Rome, the Tiber, and New York, the Hudson; but in everything the Detroit excels them all."

— From Silas Farmer's
"History of Detroit"
1884

FORWARD

Every great city has a unique feature which historically has been the basis of its concept as an urban design phenomenon. Venice with its canals, Paris with the Seine and Rome with its hills and the Tiber come readily to mind. What of Detroit?

In the midst of its renaissance, the one distinguishing feature Detroit possesses, the Detroit River, is also being rediscovered by the project proposed herein. So long abused and ignored, this great waterway, in any meaningful urban design concept, must be re-established as the physical image of the city.

The concept herein proposed by the firm of Schervish, Vogel, Merz, P.C. is a noble attempt to accomplish this essential goal. As such, it is the most important project existent in our entire urban region. While others concentrate upon the "inlanders" of our historical perspective, this project "stands upon a different mountain" so that the myopia of the past may be removed from our view. For this perspective, those involved, the Recreation Department, the Mayor's Office, and the architects-landscape architects-planners must be applauded.

If we cannot perceive the simple imperative that "our" river is the single most important physical attribute we possess, we will have lost again the core of a unique image. Let us hope that at last we will again be allowed the right to come into intimate contact with what belongs to us all - the strait after which Detroit is named.

Bruno Leon

Bruno Leon, FAIA, Chairman
Urban Design Committee
Detroit Chapter
American Institute of Architects

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ACKNOWLEDGEMENTS

Schervish, Vogel, Merz is extremely grateful to all the individuals and agencies who contributed information valuable in the preparation of this report. We would especially like to thank Harriet Saperstein, who has continually shown confidence in this project and our recommendations, even during times of frustration.

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INTRODUCTION

PROLOGUE

Historically, the Detroit River has been underutilized as a natural resource. Industrial and port activities have been the primary users of the riverfront for the last century. It is recognized that these users provide economic stability for Detroit. However, it is also recognized that other American cities, in similar situations, have found ways of utilizing their natural resources and maintaining an economic base while providing a balance of mixed land uses.

Throughout the country are many fine examples of urban waterfront utilization from which Detroit is able to draw inspiration: Chicago's Lakeshore Drive, Toronto's Ontario Place, the Riverwalk of San Antonio, Seattle and its piers, the wharves of San Francisco, the warehouse conversions of Boston, and directly across the Detroit River, Windsor's greenbelt. Each of these developments evolves from careful planning and uses as its basis the city's inherent culture and integrates that character with existing physical features. Each true success is based on a "feeling of place".

In order for Detroit to realize the potential of its waterfront both new and old concepts must be explored. Imaginative thinking in design, planning, and implementation strategy must be sought to enhance the riverfront's redevelopment and link it to other community areas in the city so that a total sense of continuity and stimulation is provided.

Past characteristics cannot be forgotten if there is to be a genuine "Detroit Waterfront" identity. By integrating historical areas and buildings, emphasizing the city's culture, its people, its industry, and its natural features, it is possible to successfully redevelop the Riverfront to be recognized as "uniquely Detroit".

INTRODUCTION

BACKGROUND

Since 1946 all major planning studies generated by the City of Detroit have called for more and better access to the riverfront. Until recently, however, little pressure has been brought to bear to realize the goal of public accessability. Mayor Young has consistently stated that public access and use of the river is essential for Detroit's continued growth and revitalization. This concept was an important part of his "Moving Detroit Forward Plan" presented to President Carter by a coalition of business and government officials. In 1977, the City Planning Department report entitled, "Policies and Possible Futures For The Riverfront" supported a concept of public accessability. This report divided the riverfront into nine distinct planning segments which are linked together by a continuous bicycle/pedestrian path system and encourages new recreation uses especially between the Renaissance Center and Belle Isle.

Refer to page 3

The City of Detroit Recreation Department has been a primary force in pursuing a concept which links the ten miles of the Detroit Riverfront together. In 1978 it completed a document entitled, "Detroit Riverfront Recreation" with an accompanying diagrammatic plan, "Detroit Riverfront Recreational Alternatives". This plan, prepared in conjuction with Schervish, Vogel, Merz, P.C. and the staff from the Huron-Clinton Metropolitan Authority, emphasizes the linking of underutilized areas both visually and physically through a series of paths and open spaces and continuous pedestrian/bicycle right-of-ways called the "Linkage System" in this document. Open spaces and parks are intensely programmed to provide nodes along the linkage system and to act as a catalyst for future private development. The plan exemplifies the effort to coordinate and relate the multitude of projects occuring along the riverfront. Federal, state and city projects such as the Riverside Park boat launching ramp and playfield near the Ambassador Bridge, the new Grayhaven Marina along with

Refer to pages 4-5

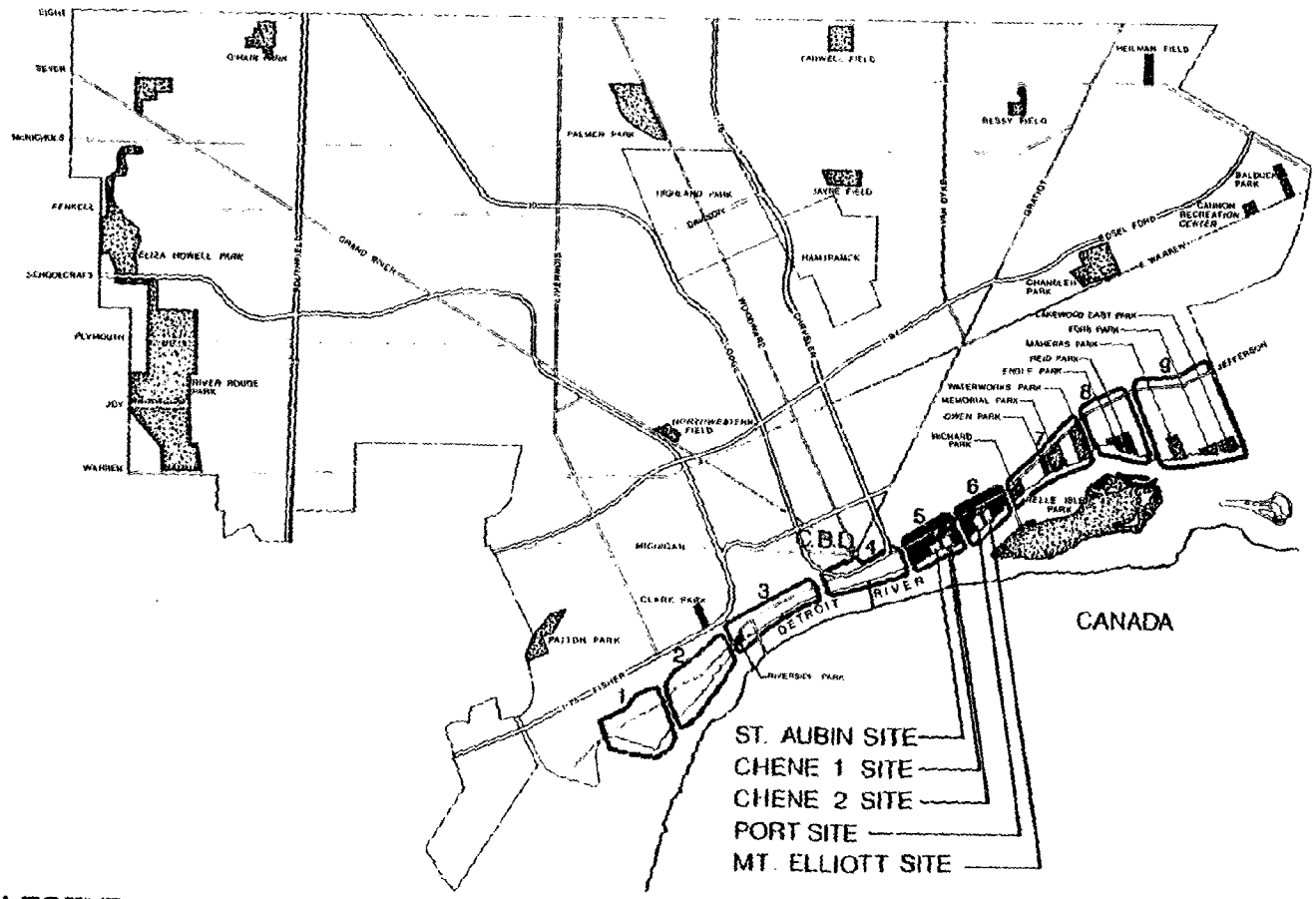
the residential complex on the east side and the thirty-one million dollar Hart Plaza at the Civic Center are seen as connected and related to private development. These include the proposed West Riverfront housing project, the Free Press Printing and Distribution facility, the Joe Louis Sports Arena, the multi-use Marina City complex and the emerging entertainment areas on Franklin and Woodbridge east of the Renaissance Center. Such developments show the private sector's renewed willingness to invest in the city's waterfront thereby complimenting the catalytic $350 million investment of the Renaissance Center.

LINKED RIVERFRONT PARKS PROJECT

The Linked Riverfront Parks Project (LRPP) is the first planning project to begin implementation of this vast concept. It encompasses planning segments number five and six as defined by the City Planning Department, and the "Urban Theme Parks" and "Urban Activity Center" as defined in "Detroit Riverfront Recreational Alternatives". This three mile segment of the riverfront lies in the crucial area between the Renaissance Center to the west, the Belle Isle MacArthur Bridge to the east, Jefferson Avenue to the north and the river to the south. Within this area five specific sites were to be studied:

Refer to pages 4-5

- St. Aubin Site - a twelve acre parcel at the foot of Orleans and St. Aubin Streets.
- Chene #1 Site - ten acres at the foot of Chene Street.
- Chene #2 Site - three acres between Chene and Dubois Streets, north of Atwater Street.
- Port Site - fourteen acres at the foot of Leib Street.
- Mt. Elliott Site - seven acres at the foot of Mt. Elliott Street.



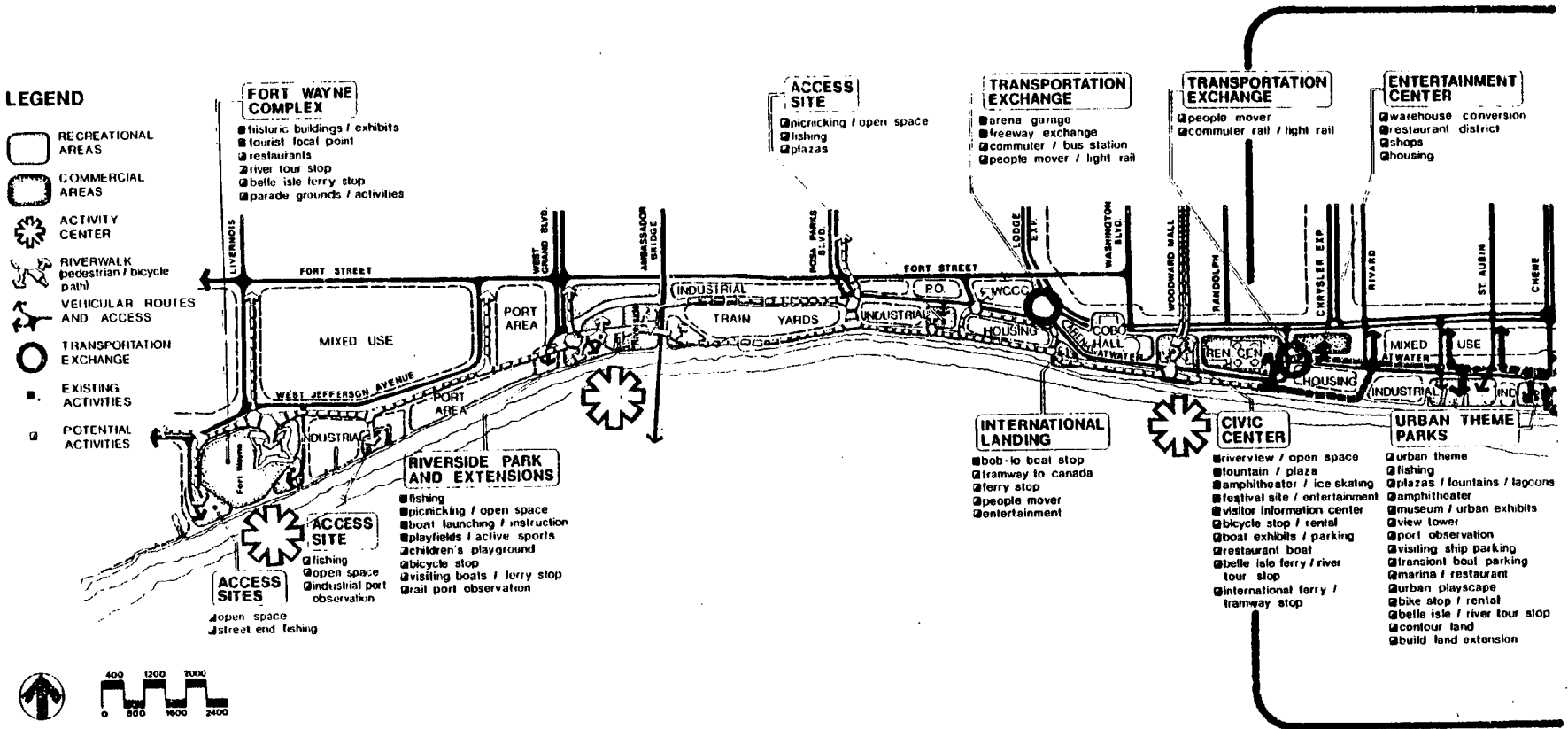
LEGEND

EXISTING PARK SITE

9 PLANNING SEGMENTS

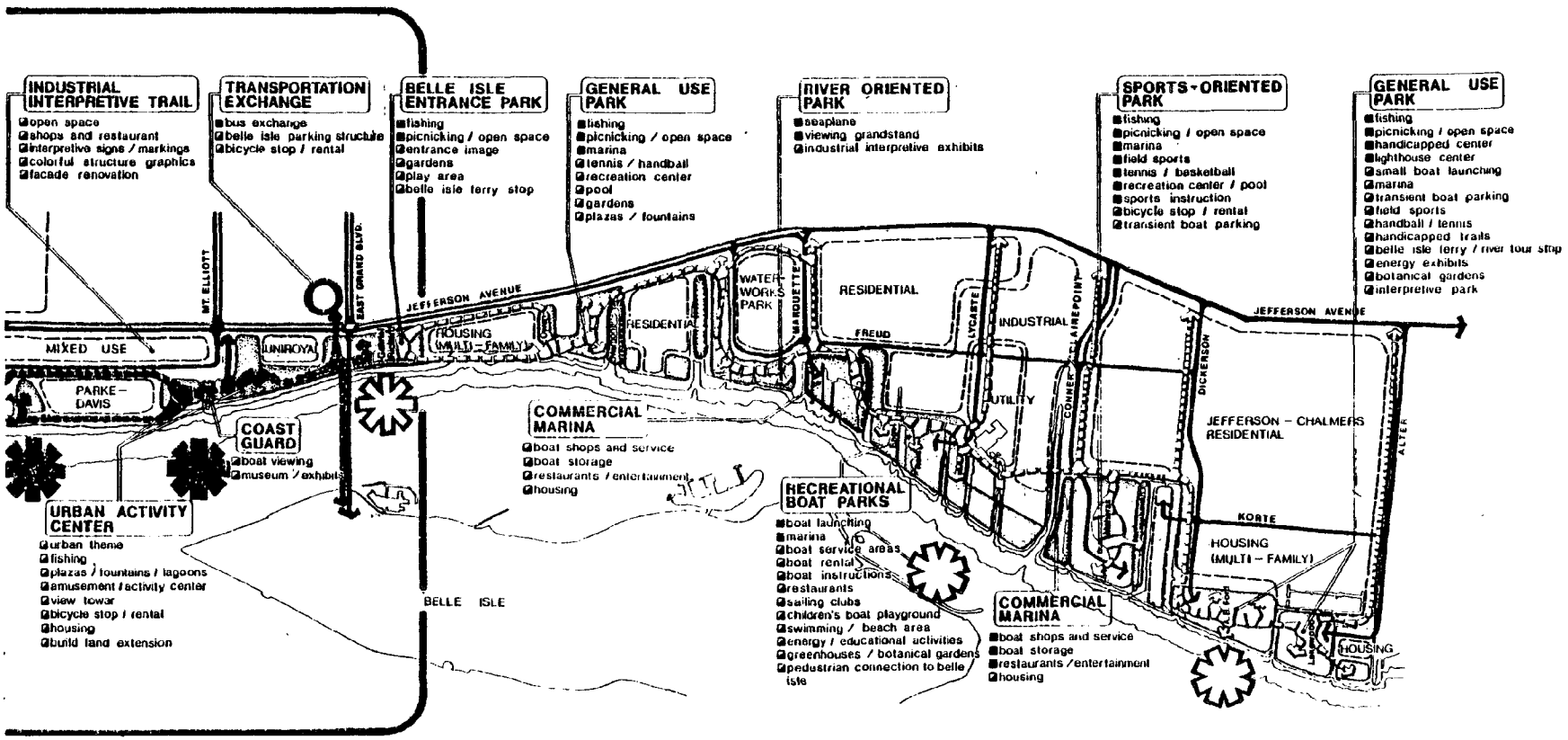
LOCATION MAP
WITH PLANNING SEGMENTS

LINKED RIVERFRONT PARKS PROJECT



DESIGN AND DEVELOPMENT BY:
LANDSCAPE PLANNING DIVISION,
DETROIT RECREATION DEPARTMENT
and
SCHERVISH, VOGEL, MERZ, P.C.
DETROIT, MICHIGAN
NOVEMBER 1978

LRPP



AREA

DETROIT RIVERFRONT

RECREATIONAL ALTERNATIVES

LINKED RIVERFRONT PARKS PROJECT

RECREATION DEPARTMENT

SKIDMORE, OWINGS & MERRILL

DETROIT, MICHIGAN

Three of these sites, St. Aubin, Chene #1 and Mt. Elliott, were specifically defined as parks. The Chene #2 and Port sites were to be studied in context to determine whether they should be planned as parks or some other viable use. Integral to the study was the concept that these sites be linked east-west and that access be provided from the north where intensive housing development exists from the south along the river.

These five sites were then clustered in two areas: one about midway between the Renaissance Center and Belle Isle Bridge where, in close proximity, are the Chene #1, Chene #2, and St. Aubin sites; the other, halfway again to the bridge, includes the Port and Mt. Elliott sites. These clusters are called the Chene Node and Mt. Elliott Node, respectively, the names coming from major north-south access streets.

GOAL

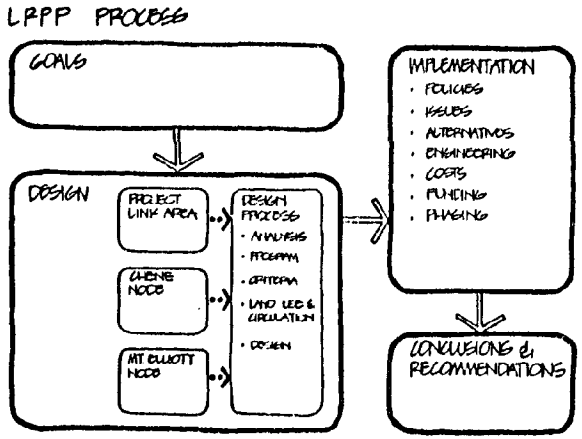
The overall goal of the Linked Riverfront Parks Project was then defined as the linkage of the Renaissance Center with the Belle Isle Bridge through two park nodes having major access to the north. This overall project goal is seen in reference to the goals of gaining public waterfront access; reinforcing the existing viable industrial and commercial base; encouraging new residential development and setting a pace for developing the rest of the Detroit Riverfront. Coastal Zone Management was asked for funding and this resulted in two studies. The first was for a comprehensive site analysis of the area (accomplished from September to December 1978) and the second was for preliminary design of the park nodes, linkages and access.

PLANNING TEAM AND PROCESS

To accomplish the intent of these studies Schervish, Vogel, Merz assembled a planning team which had three major compoents: the overall analysis, planning, landscape architectural

and architectural design were executed by Schervish, Vogel, Merz; civil engineering and traffic engineering concerns by Schimpeler-Corradino Associates of Detroit; conceptual marine engineering, seawall, and hydrology concerns by the Snell Environmental Group of Lansing.

A process was developed that is based on the following six tasks flowing from one to the other: (1) Site Analysis, (2) Programming, (3) Criteria Statements, (4) Land Use and Circulation, (5) Conceptual Design and (6) Implementation. This report summarizes the results of each of these tasks, and is divided into four parts. Parts One, Two and Three summarize the first five tasks for the Project Link Area, the Chene Node and Mt. Elliott Node respectively. Part Four is concerned with the total implementation plan for the area.



INTENT

The intent of this report is to provide a sound basis upon which the parks and linkages may be constructed, which will further encourage new private-sector development in concert with the entire parks system. It is not meant to be an inflexible plan but rather a catalyst for renewal of this crucial area.

ANALYSIS

DEVELOPMENT PROGRAM

CRITERIA

PROPOSED LAND USE & CIRCULATION

DESIGN

PROJECT LINK AREA 1

ANALYSIS

HISTORY

Detroit has certainly changed since the days when Cadillac discovered "its broad meadows always kept green by the river" and the wild fruit trees "with branches bending under the weight of abundant fruit". Gone too are the thick forests and the wildlife that inhabited them. As for the river itself, Cadillac would find that the whitefish are much less abundant and that the serpentine shoreline and its twenty-foot bluffs have disappeared.

The original shoreline began to change in 1827 when the City of Detroit acquired old Fort Shelby from the federal government. The fort was dismantled and, at the mayor's request, its ramparts were used to fill river inlets to prevent garbage from collecting there. With the dawn of the industrial age, the practice of filling continued in order to provide necessary land for new industry.

Since the time of Cadillac, the river has been the focus of life and livelihood for Detroit's inhabitants. It was so vital that "ribbon farms" were established all along its banks. These long, narrow plots of land enabled the maximum number of citizens to have a river edge for irrigation and transportation. They were usually only two hundred feet wide by one to three miles long. Most of the streets in the LRPP area bear the names of farm owners, and plots of subdivided land are still described according to the farm of which they were once part.

In 1852, Hugh Moffat established a sawmill at the riverfront on land he assembled from farm owners Chene, St. Aubin, and Campau (this land surrounded the streets that now bear these names). This sawmill later became the Detroit Lumber Co.,

and during World War I, was the Oades Imperial Shipbuilding operation. In 1882, Frank Lauhoff purchased the land north of the Moffat Sawmill (at Chene and Guoin) from Dorothea Gravier, daughter of Joseph (James) Campau. When the floors of his new manufacturing building drastically shifted, Mr. Lauhoff concluded that Mr. Moffat must have used his land as a sawdust dump! This proved to be only a minor problem, for the Lauhoff Corporation still exists today, the second oldest industry in the LRPP area.

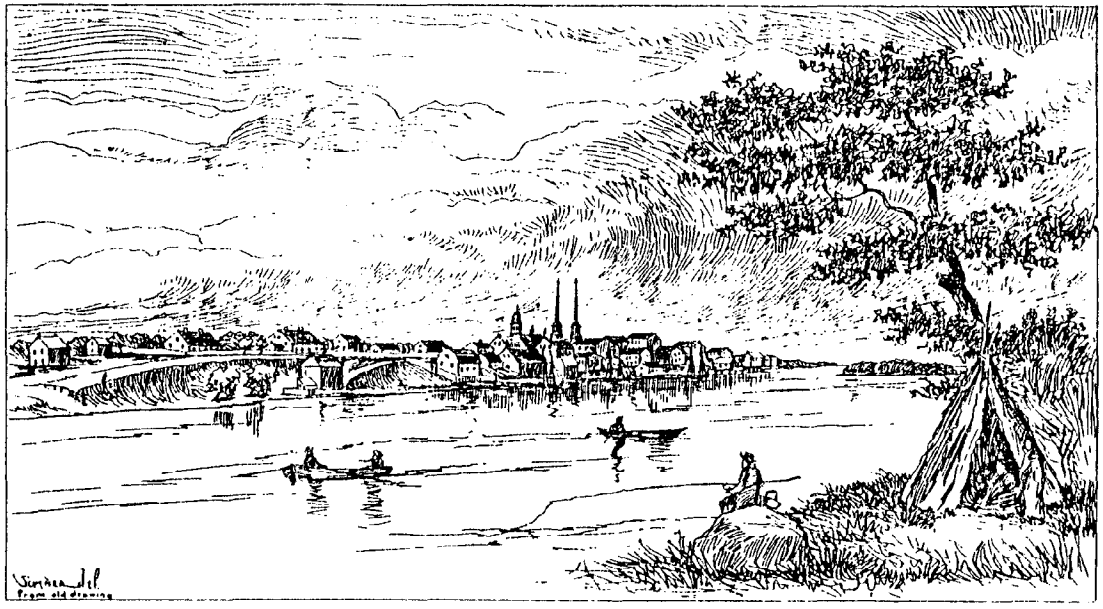
The history of Detroit's waterworks also has a chapter in the LRPP area. In 1836, the City purchased the nearly bankrupt Hydraulic Company and built a reservoir at the foot of Orleans Street. A brick tower, fifty feet high, was also built which held an iron storage tank and served as a riverfront landmark until the Detroit Water Board was established in 1852. Two years later, the Water Board abandoned this site and built the Watson Street Reservoir on ten acres of the Dequindre farm.

Within the boundaries of this project was centered the busiest of Great Lakes shipping activity. The area from Hastings Street (now Schweizer Street) to Orleans was lined with drydocks, shipyards, boiler and engine works and ship suppliers and chandlers. Perhaps the outstanding shipbuilder and repairer was the Detroit Dry Dock Company, founded in 1852. Its huge drydock was at the foot of Orleans Street. Shipbuilding continued in this area until the 1920's. Since that time other industry has continued to flourish -- whether, unfortunately, water related or not.

Through the years the river has provided many transportation needs. In the earliest days, pirogues (canoe-like vessels) were used in the warmer months, while sleighs were used on the frozen water in winter. In 1820, Francois Labeleine, "Francis the Whale", provided log canoes for crossing over to Canada and in 1825, John Burtis' Horse Boat Ferry intro-

duced competition. In Burtis' scheme, a hugh cog wheel rotated by a team or horses propelled a cadamaran-style vessel between the two shores. Railroad ferries were eventually introduced and their use continues until today.

Though the ribbon farms have disappeared and the passing of 275 years has transformed the riverfront, there is one thing that Cadillac would be pleased to find unchanged: In spirit, the inhabitants of the settlement "du Detroit" still draw their vitality and refreshment from that "lovely strait" connecting Lake St. Clair and Lake Erie.

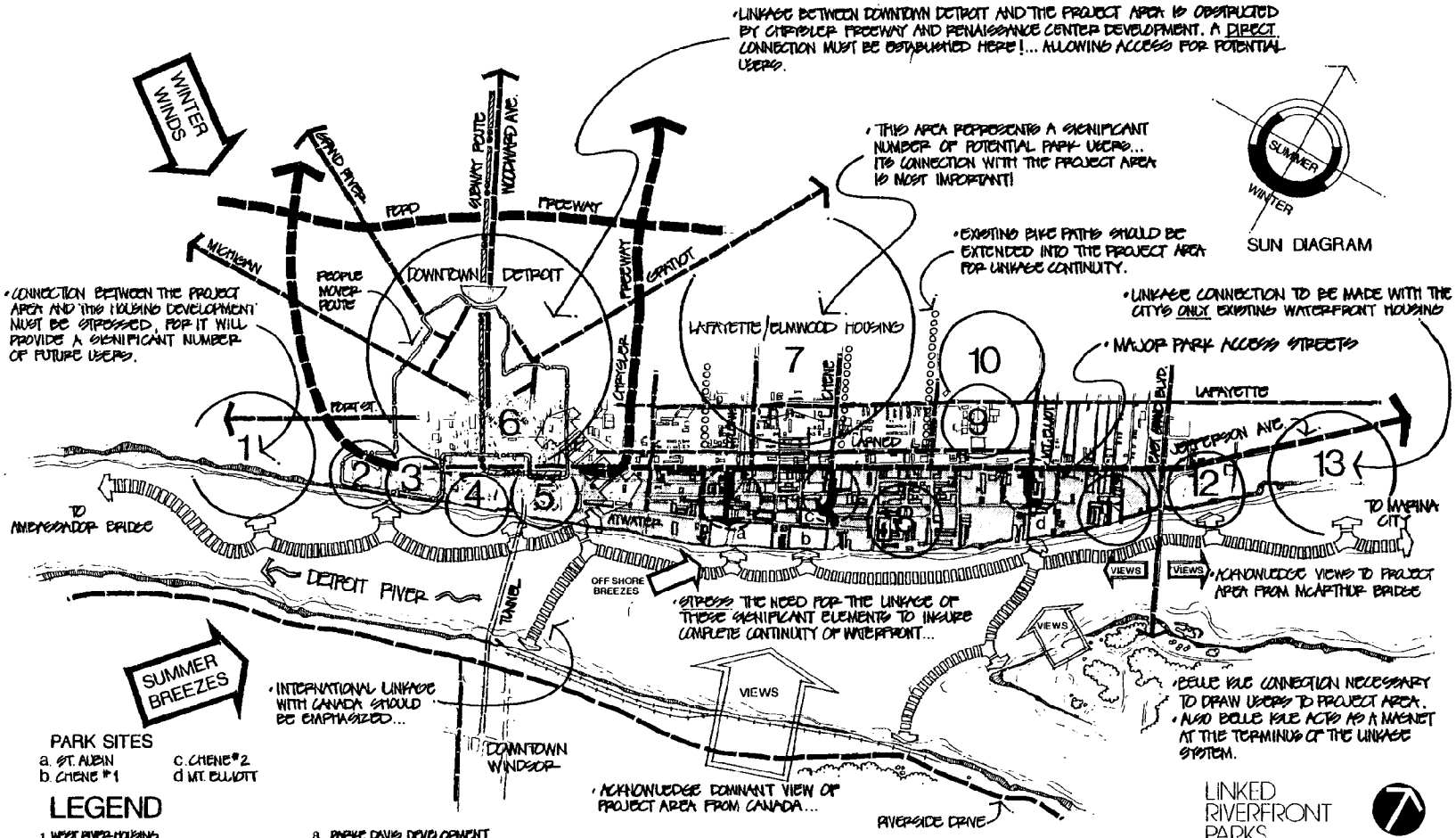


DETROIT IN 1826 FROM DRAWING BY GENERAL MACOMB

OVERVIEW

The Linked Riverfront Parks Project is located on the Detroit River between Renaissance Center and Belle Isle. Because of its location between these two contrasting centers of urban activity, the area is considered to be one of the prime sections of the riverfront for intense new use and development. This intensity is reinforced by the convergence of the regional system of streets and freeways at the CBD and by the Lafayette-Elmwood residential developments (16,000 residents) directly to the north. This residential group combined with Detroit's only high density waterfront housing east of the Belle Isle Bridge provides a potential permanent user base that is immediately accessible to the project area. When combined with office workers in the CBD, tourists and conventioneers, commuter rail passengers, industrial workers, and regional users of Belle Isle, the potential of park use in the project area is unique along the riverfront. Furthermore, visual access from Belle Isle, Canada, and the river itself is superb.

With the surrounding conditions as such, the major problem that now exists is that of providing suitable access into and through the area. Presently, the movement of vehicles, pedestrians and boats is hindered by obstacles such as unimproved traffic patterns, cluttered industrial operations and unstabilized river edge. In order to achieve the goal of bringing local and regional users to the area, it will be necessary to establish better physical and visual connections to the waterfront. This study is the first step toward the realization of this goal.



PROJECT LINK AREA

OVERVIEW ANALYSIS

LINKED RIVERFRONT PARKS PROJECT

0 800 1600

DETROIT RECREATION DEPARTMENT

SUMERVISH VOGEL MERZ P.C. DETROIT LANDSCAPE ARCHITECTS DETROIT MICHIGAN

EXISTING CONDITIONS

Structures

Refer to pages 18-9

On the whole, the buildings in the area are industrial, many built in the early 1900's. These red brick, one to four story buildings are the ones that establish the scale and character of the area. Other industrial buildings may also be found--those of reinforced concrete frame with brick and glass infill and more recent "metal sheds". On Franklin Street near Adair remain three frame houses probably dating from the early part of the century. They suggest that a small neighborhood once thrived in the area.

Jefferson Avenue provides a range of buildings from the historic wood frame Moross house of 1849 to the "strip" architecture of the 1950's Shorecrest Motel. Between Renaissance Center and Belle Isle one may find an historic church, historic houses, apartment buildings, motels, auto dealers, a variety of commercial establishments and a few spot industrial uses.

Streets and Paving

Generally, the streets in the project area have 50' right-of-ways with 35' paving for vehicles. Sidewalks to the edge of buildings comprise the remainder of the right-of-ways. In some cases, right-of-ways are slightly more or less. Jefferson Avenue has a 120' right-of-way.

Nearly all the streets in the area are paved in asphalt. However, in random spots the asphalt has broken away, revealing Belgian (granite) block and brick paving. Since these random spots occur throughout the entire area, it is reasonable to assume that most of these streets still have this older paving intact underneath. Woodbridge Street between Orleans and St. Aubin has completely exposed brick paving. Railroad tracks occupy part of the right-of-way of Wight Street between Chene and Meldrum and along Guoin Street between Orleans and Walker.

Utilities

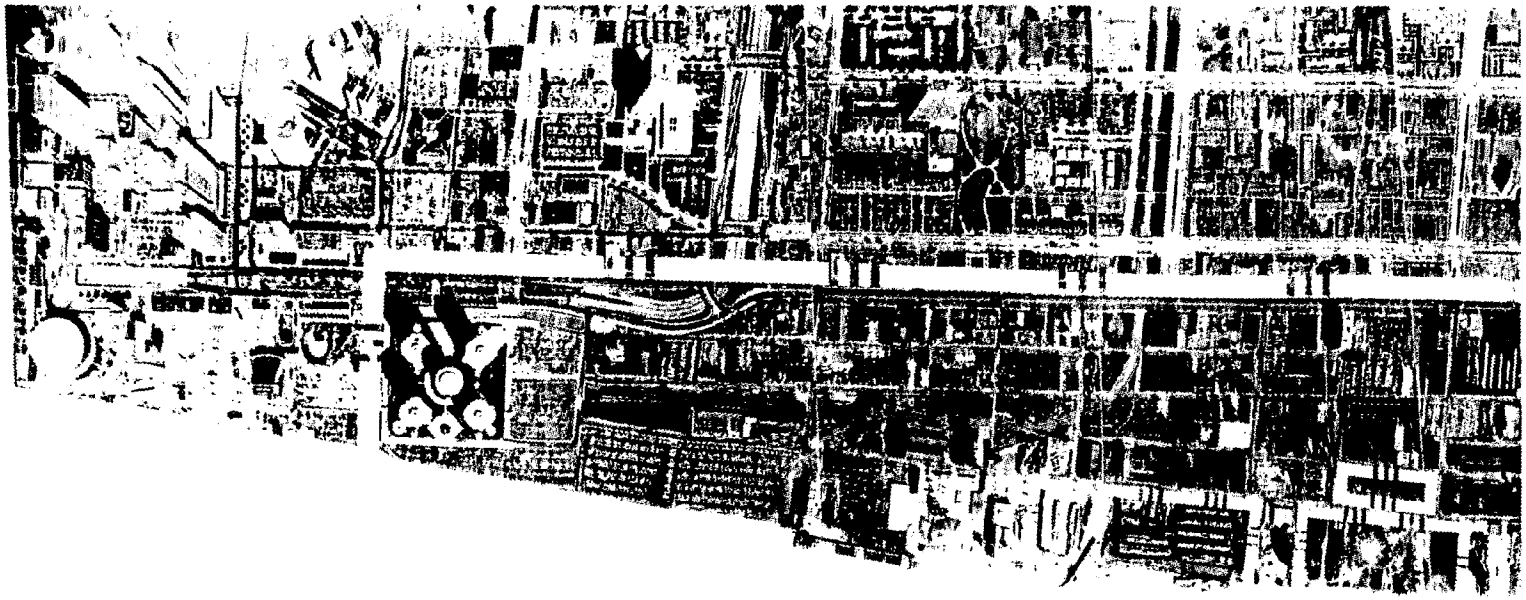
Combined sanitary-storm sewers are located along every north/south street except Walker, Iron, and Meldrum. Sewers also run the entire length of Franklin, and along Wight between Chene and McDougall and Leib and Mt. Elliott. Approximately 100 feet west of the MacArthur Bridge, a sewer runs to Belle Isle. Approximately 350 feet west of the bridge is another sewer outletting into the river. These are overflow sewers branching off the main Jefferson sewer, and they outlet directly into the Detroit River. They are used only during heavy rains when the Jefferson sewers reach capacity. Their size and location appear on the map.

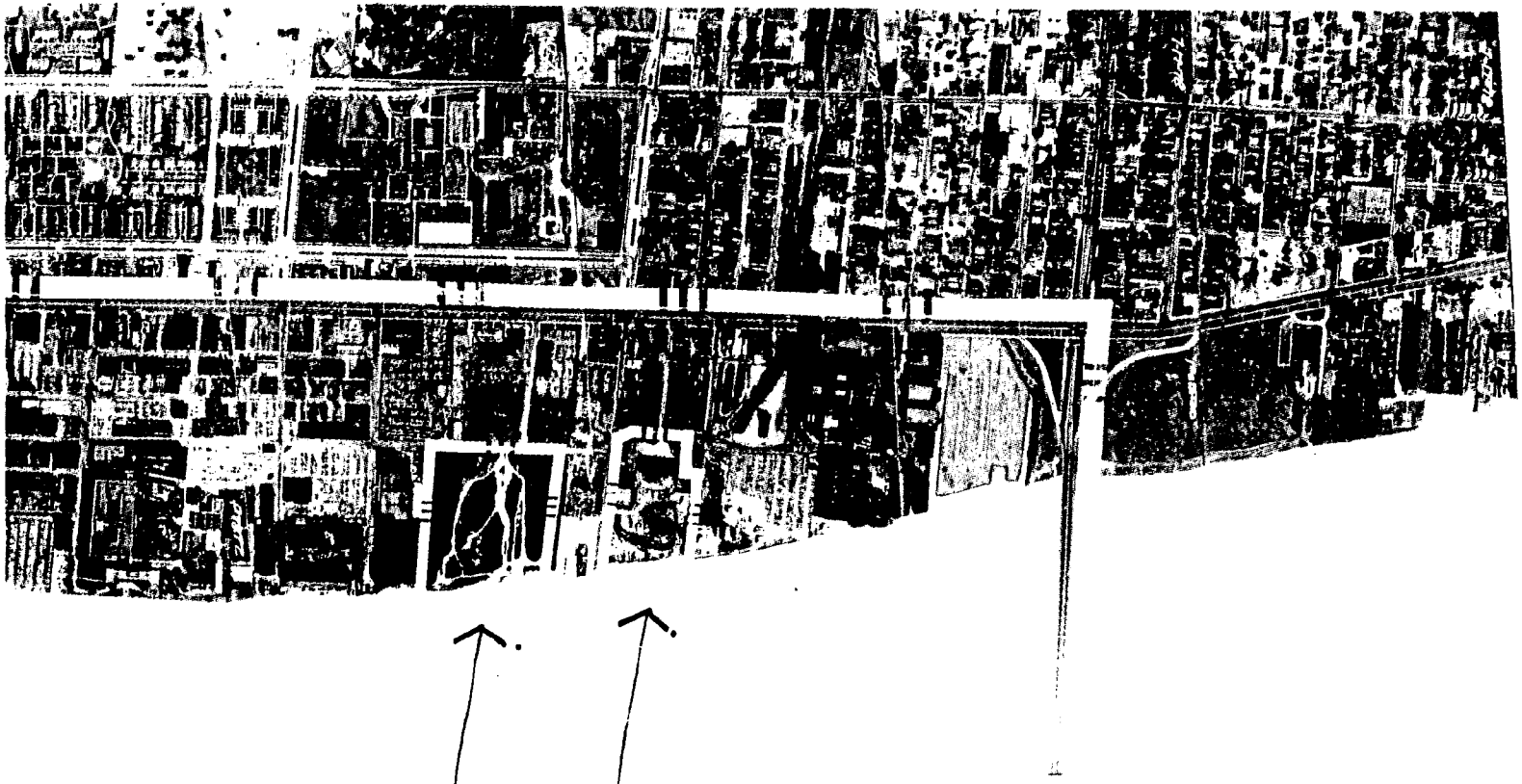
All other major utilties service the area. Water and gas are underground. Electric, telephone and public lighting are overhead. Most light standards are more than 50 years old, constructed of wood and painted black. They appear to be in satisfactory condition for continued use if desired in the design.

Detroit River Edge

The project area contains approximately 12,775 feet (2.42 miles) of Detroit River edge. The following chart provides a general overview of the type and length of each edge material. Specific locations and dimensions are indicated on the map.

MATERIAL	TOTAL FEET	% OF TOTAL
Steel	6,120	50%
No Edge Improvement (N.E.I.)	3,770	25%
Concrete	1,885	15%
Boat Slips	640	6%
Wood	390	4%
TOTAL:	12,775	


ST. AUBIN SITE
CHENE 2 SITE
CHENE 1 SITE



PORT SITE

MT. ELLIOTT SITE

PROJECT LINK AREA

AERIAL PHOTOGRAPH

LINKED RIVERFRONT PARKS PROJECT

0 400 800

CITY OF DETROIT RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ PC ARCHITECTS/LANDSCAPE ARCHITECTS DETROIT MICHIGAN

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9. Christ Church
10. Sibley House (Christ Church)
11. Not Known
12. United Bronz
13. Not Known
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15. Boron Gas Station
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17. Not Known
18. Federal Marine Terminal
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20. Veteran's Hall
21. Ferro Manufacturing Co.
22. Auto Hardware
23. Rex Trucking
24. Restaurant
25. Office Building
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27. Not Known
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29. Vacant
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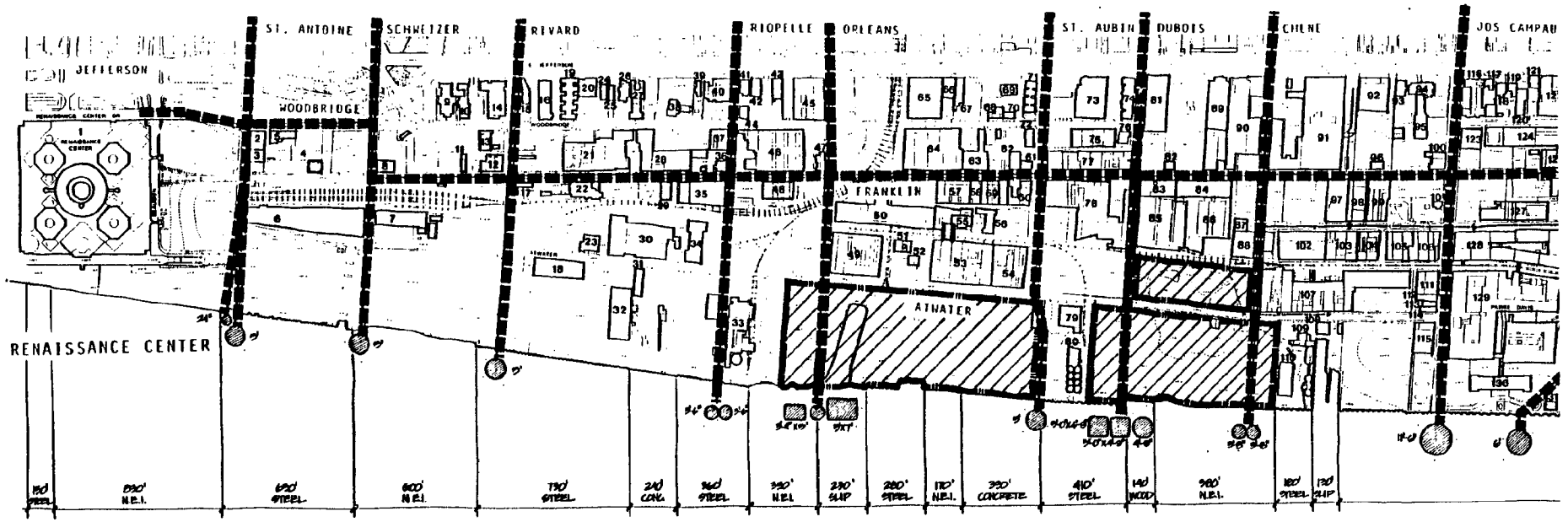
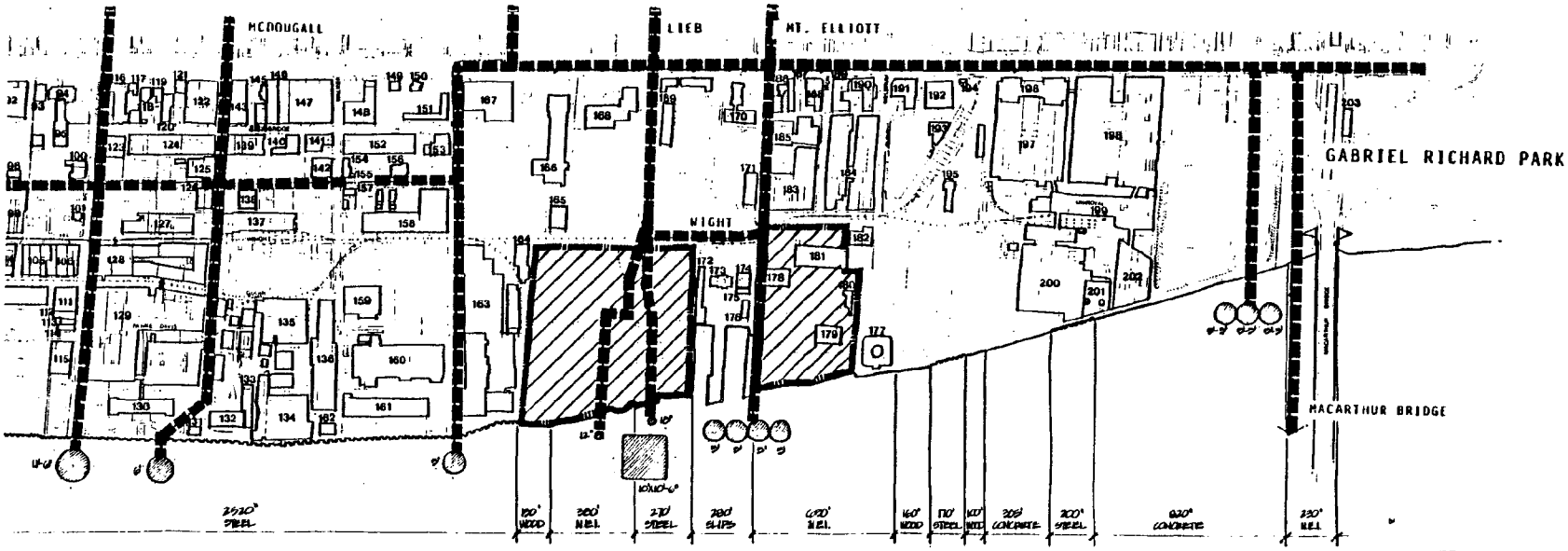
101. Restaurant
102. Robins Paper Company
103. Ecclestone Chemical Company



LEGEND

- [104] EXISTING STRUCTURES
- SEWERS
- N.E.I. NO EDGE IMPROVEMENTS
- AREA UNDER STUDY

104. Tool Works
105. Foundry Supplies
106. Not Known
107. Northern Engineering Works
108. Coast Guard Reserve
109. Penn-Dixie Cement
110. Penn-Dixie Cement
111. J & M Machinery
112. Vacant
113. Restaurant
114. Vacant
115. Parker Majestic, Inc.
116. Garden Court Apartments
117. Attorney House
118. Jefferson Avenue Clinic
119. WWWW Radio Station
120. DCAW Hall
122. PYC Davis Screen Printers
123. Garden Court Apts. Garage
124. Advance Welding
125. Advance Welding
126. Werthman Faulkner Creative Co.
127. Parke-Davis
128. Parke-Davis
129. Parke-Davis
130. Parke-Davis Administration Bldg.
131. Parke-Davis
132. Bio. Laboratory
133. Parke-Davis
134. Riley Stoker Corp.
135. Not Known
136. Foundry
137. Parke-Davis
138. Parke-Davis
139. Hodoy Ceilings, Inc.
140. Seymour Cadillac
141. Vacant
142. Ad Gravers, Inc.
143. PYC-Davis Wholesalers
144. Not Known
145. Gibson Peninsular Distributors
146. Rayl Industrial Supply
147. Seymour Cadillac
148. Seymour Cadillac
149. Not Known
150. Restaurants
151. Balmar Motel
152. Central Screw Products
153. Detroit Marine Engineering
154. House w/ Store
155. Restaurant
156. Houses
157. Vacant
158. Wright Austin Engineering
159. Parke-Davis Garage
160. Ajax Steel & Forge
161. Great Lakes Wholesalers
162. Not Known
163. Seymour Cadillac/Adair Street Warehouse
164. Seymour Cadillac
165. Seymour Cadillac
166. Ken Brown Chrysler Plymouth
167. National Bank of Detroit
168. Bart Lincoln Mercury & Used Cars
169. Bart Lincoln Mercury
170. U.S. Immigration Department
171. U.S. Immigration Department
172. Coast Guard Steel Iron & Sheds
173. Coast Guard Buildings
174. Coast Guard Buildings
175. Coast Guard Buildings
176. Coast Guard Buildings
177. Uniroyal Storage Tank
178. Weisman Co.
179. Weisman Co.
180. Weisman Co.
181. Weisman Co.
182. Purvis & Foster Boiler Company
183. Modern Tool & Die/Loeffler Pattern Co./Warnock Spring Co./ Generated Gear/Thomas Pattern Work.
184. Detroit Korey Iron
185. Detroit Retinning
186. Gasoline Station
187. United Machinery
188. Goss Awning Co.
189. Ziebart
190. Mister Ron's Bar/Pennway Telecorp./Gas Station
191. Romanesque
192. Michigan Consolidated Gas Co.
193. Not Known
194. Gasoline Station
195. Not Known
196. Uniroyal
197. Uniroyal
198. Uniroyal
199. Uniroyal
200. Uniroyal
201. Uniroyal Power House
202. Uniroyal
203. Bus Station



PROJECT LINK AREA
EXISTING CONDITIONS

LINKED RIVERFRONT PARKS PROJECT
0 200 400
CITY OF DETROIT RECREATION DEPARTMENT
SCHERVISH VOGEL MERZ PC ARCHITECTS/LANDSCAPE ARCHITECTS DETROIT, MICHIGAN

NATURAL ANALYSIS

The Natural Analysis examines the various physical features of the area which provide both opportunities and constraints to ultimate land use and recreational possibilities.

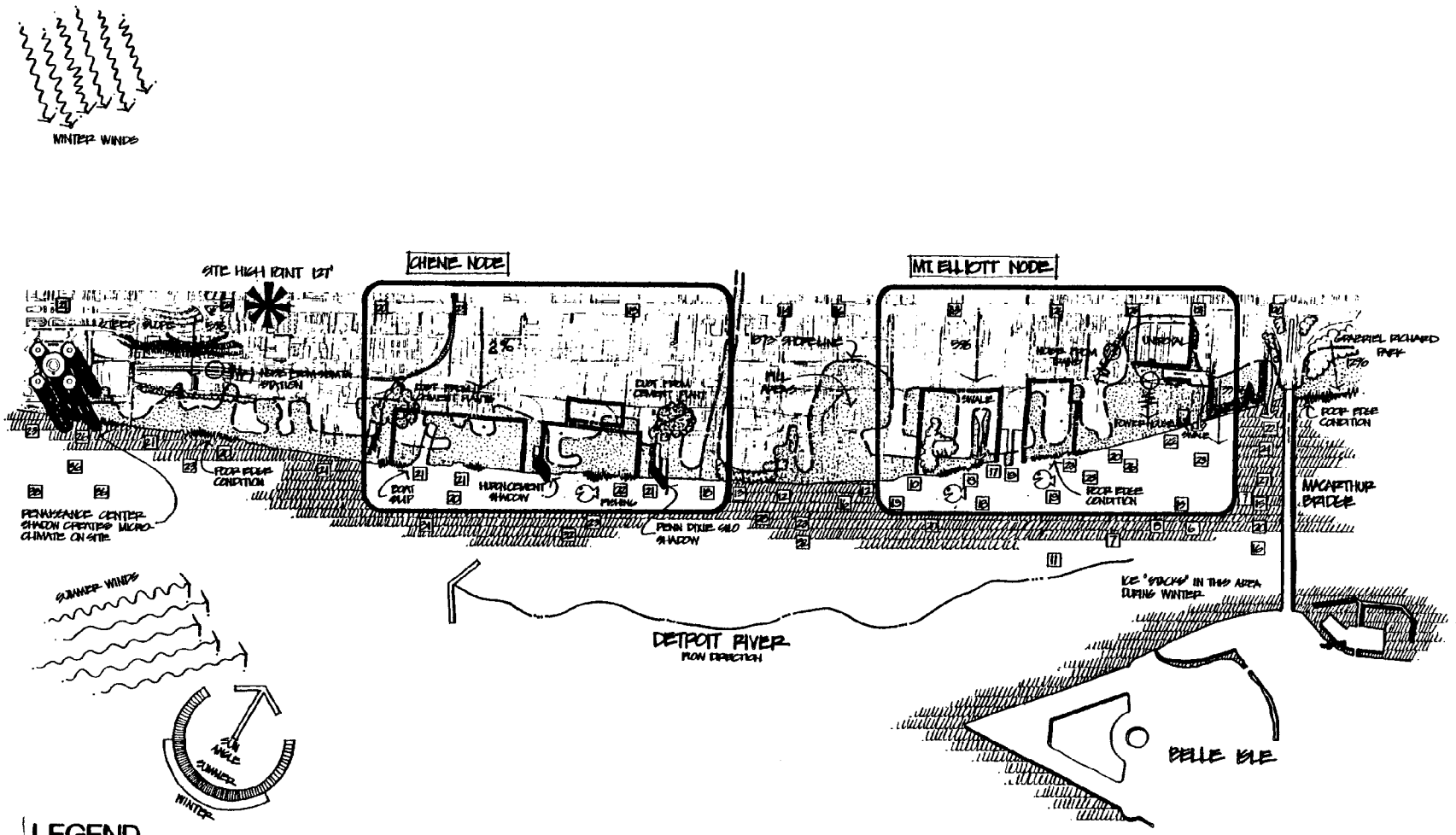
Soils

The following analysis of soils is based on data gathered from the Chene #1 site. Conditions for the other park sites in the area are assumed to be similar.

The basic soil profile in the area consists of miscellaneous fill materials consisting of cinders, sand, clay, brick and wood to depths ranging from 5 to 22 feet. A layer of organic soil exists below the upper fill. Clay of varying stiffness exists below the organic soils to the end of each test boring. The depth of fill and thickness of organic soils increases toward the river. In general the depth to stable soil is 22 feet at the river and 5 to 12 feet near Atwater Street.

It appears that the current soil presents no hindrance to the establishment of plant material although it is not the most desirable medium for plant development. The low nutrient levels in this soil layer indicate that the soil will require restructuring in order to be a proper and desirable plant growing medium.

This soil restructuring should attempt to create, in areas where feasible, an entirely new root zone, which will in turn bury any problem or deficiencies encountered in the current soil.



PROJECT LINK AREA

NATURAL ANALYSIS

LINKED RIVERFRONT PARKS PROJECT

CITY OF DETROIT RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ, P.C. ARCHITECTS/LANDSCAPE ARCHITECTS DETROIT, MICHIGAN

In this process, several objectives should be held in mind; one, increase the organic level of the soil, two, increase the cation exchange capacity through the introduction of colloidal materials and lastly, rebuild the nutrient levels in the soil.

The soil restructuring program can provide these characteristics through a comprehensive program which would include grading and structural development. To accomplish this, a 40% peat, 40% clay, and 20% sand mixture should be used. It is recommended that a mixture of sand and clay be blended into the upper layers of the existing soil material, regardless of whether this material has been previously moved or disturbed. This mixing is especially recommended in areas where the soil will not be disturbed during other construction procedures such as grading. It is further recommended that the organic peat materials be introduced into the sand/clay mixture in the upper levels of the final grade and planting root zone (top two to four feet).

Topographic

Much of the area south of Jefferson has been filled, thereby eliminating the 20 foot bluff that existed at the time of Cadillac's landing. Between Renaissance Center and Parke-Davis the greatest change in grade occurs between Jefferson and Franklin. A parking lot located on the southeast corner of Woodbridge and Rivard simulates the opportunity for overlooks that take advantage of the steep contours in this particular area. When standing on this site, one can observe that an otherwise excellent view of the river is partially blocked by one of the Federal Marine Terminal buildings on Atwater. Therefore, building heights in selected areas south of Woodbridge may be desireable.

Vegetation

Vegetation in the project area is virtually non-existent except for a few areas that have been developed privately. Parke-Davis has extensively landscaped the land between the river edge and its Administration Building. Trees, shrubs, hedges, planting beds, grassy areas, and brick paving create a very successful riverfront image. However, this is private land presently unavailable for public use. The vast parking areas east of Renaissance Center are screened along the street edges with evergreen and deciduous trees. The river edge is not planted.

The Huron and Medusa Cement companies have planted pine and maple trees along Atwater Street at the entrances to their properties. These plantings provide some screening, though they are not adequate for future development that may occur around them. The widely scattered vacant land in the area is covered with wild grasses and weeds, and is sometimes spotted with larger scrub growth and trees.

Wildlife

Because of the scarcity of vegetation, the area is almost totally lacking in any wildlife. Gulls may occasionally be seen near the water, although they, along with ducks, geese and other birds usually seek refuge on Belle Isle. Of course marine life is abundant and fishing draws small crowds to any accessible part of the river edge. A survey during the summer of 1978 by the Michigan Department of Natural Resources (DNR) revealed the following information concerning fishing activity along the Detroit River:

- Yellow perch and freshwater drum provided the bulk of the catch followed by rock bass, white bass and smallmouth bass.
- Walleye, white bass, yellow perch and channel catfish were the most desireable species as expressed by the anglers with walleye and white bass considered high priority for a stocking program.

- More than 90 percent of the fishermen interviewed considered improved fishing sites and fish habitat a higher priority for attention than improvement of their catch in species, number or size.
- More than half the fishermen fished at least twice per week.
- One of the major reasons for fishing by Detroit anglers was relaxation and stress reduction (i.e. recreational motives).

Climatic Conditions

Because of its location on the river, the project area is subject to different and more extreme conditions than regional climatological data indicates. For example, winter winds normally come from the northwest and summer breezes from the southwest. However, the specific site conditions of the LRPP show that the strongest winds come directly off the river from the southwest. Likewise, regional solar characteristics are somewhat modified by two site conditions: one, the LRPP lies on the south bank of the river, directly in the path of the afternoon sun, and two, the openness of the river, like any major body of water, allows the sun's rays to beam down unrelentlessly on any open spaces along the river.

These two climatic factors--sun and wind--will have a significant influence on the design of public open spaces along the river edge. They can be exploited to optimize design for year-round use. All design elements including plant materials, shelters, viewing and seating areas, overlooks, bicycle paths and pedestrian promenades should be designed in a manner that capitalizes on positive climatic features and alleviates negative ones. This will require sensitivity to seasonal variations in climate. For example, summer conditions would suggest that viewing and seating areas be shaded and oriented to capture the best summer breezes off the river. Winter conditions would provide that overlooks be well protected from the wind but allow penetration of the maximum amount of sunlight. These considerations, well-executed, can help to insure a fuller appreciation of the river year round.

The Detroit River

The Detroit River flows a distance of 32 miles from Lake St. Clair in a westerly and southerly direction to Lake Erie, with a drop of approximately three feet. Except at its head where Peach Island and Belle Isle are located, the upper 13 miles of the Detroit River has a continuous channel which is approximately 1/2 - 3/4 miles wide with depths ranging from 27 - 50 feet. Depths along the shoreline in the LRPP area range from 12 - 25 feet and the average velocity is 2.5 miles per hour.

Variations in water levels are a function of the flow discharge of the river which in turn is a function of the levels of the Great Lakes. Water level information on the Great Lake system is maintained by the National Oceanic and Atmospheric Administration (NOAA) and the following data is based on their records taken downstream from the project area at Fort Wayne and upstream at Windmill Point.

Considering average monthly elevations during the periods May through September between 1901 and 1978, the maximum monthly elevation recorded by the Fort Wayne gauge is 576.57 for June 1973 and the minimum elevation is 571.84 in September 1934. The gauge at Windmill Point has been in operation since 1960. The maximum monthly elevation recorded by the Windmill Point gauge during May through September for the years of record is 577.33 in June 1973 while the minimum is 572.80 in September 1964. These records indicate that monthly water surface elevations during the boating season varied by 4.73 feet at Fort Wayne and by 4.53 feet at Windmill Point, hence a five (5) foot difference between high water and low water should be assumed for design purposes.

Problems associated with ice during the winter can be broken down into two areas: structural damage resulting from vertical forces due to a build-up of ice and structural damage caused by collisions (with the shore) of floating ice chunks. The river edge will have to be designed to withstand the horizontal forces of floating ice. Damage caused by vertical forces can be avoided by providing sufficient clearance beneath protruding structures, such as overlooks, where ice build-up is possible.*

Refer to pages 18-9

The river edge in the project area is largely unimproved, randomly consisting of steel sheeting, concrete, rip-rap, wood or earth. In some places, private owners have made improvements for their own operations. Federal Marine Terminals recently improved its seawall, and the steel sheet piling at Parke-Davis together with its landscaping, makes a very suitable edge.

Uniroyal has constructed a 20 foot concrete retaining wall for a parking lot on its east side. As it exists, this is stark and has resulted in a very narrow strip of land at the river edge. However, it offers excellent opportunities for an overlook right at the river, and if softened with landscape material, may even recall the original bluffs.

*Excerpted from "Riverfront Capabilities Expansion Analysis", The Coastal Zone Laboratory, University of Michigan, Ann Arbor, Michigan, July 1979.

Refer to page 29

PERCEPTUAL ANALYSIS

Sensory Perception

Despite the underdeveloped and industrial character of the site, some good views do exist and there are countless others that can be improved or capitalized upon. The Renaissance Center, of course, is the most dominant focal point from virtually anywhere in the area. However, looking along Franklin or along Guoin from St. Aubin, affords the best axial view of the complex.

Views to the river are scatterd throughout, but for the most part, it's a matter of catching glimpses down narrow streets. From Jefferson, river views are almost totally obstructed except for "corridor" views down some north/south streets. Noteworthy vistas look south down Chene Street to Windsor's "Canadian Club" silos and down Adair Street to a Windsor church. Clusters of vacant land have possibilities for river views from Jefferson. The best occur between St. Antoine and Schweizers Streets and the land immediately north of the Port Site.

Notable night views are created by the play of lights from the bridges and passing boats on the dark rippling waters. Renaissance Center and the whole skyline loom in the background and the flashing neon sign of Canadian Club beckons across the river.

One of the greatest problems in the area at present is caused by trucks without a defined and enforced through route to follow. Trucks are very noisy, particularly when they must climb grade between Franklin and Jefferson. The roads in the area are covered with dirt and dust which is stirred up when trucks and cars pass. Other dust problems occur at the cement companies, but they are generally restricted to their own properties. However, the proximity of the Chene and St. Aubin sites to two cement companies may require some protection from dust

at the periphery. Uniroyal is the only industry causing significant levels of noise (there is a constant shrill) and foul smells. Standard Iron and Forge has chimneys that whistle and belch smoke intermittantly.

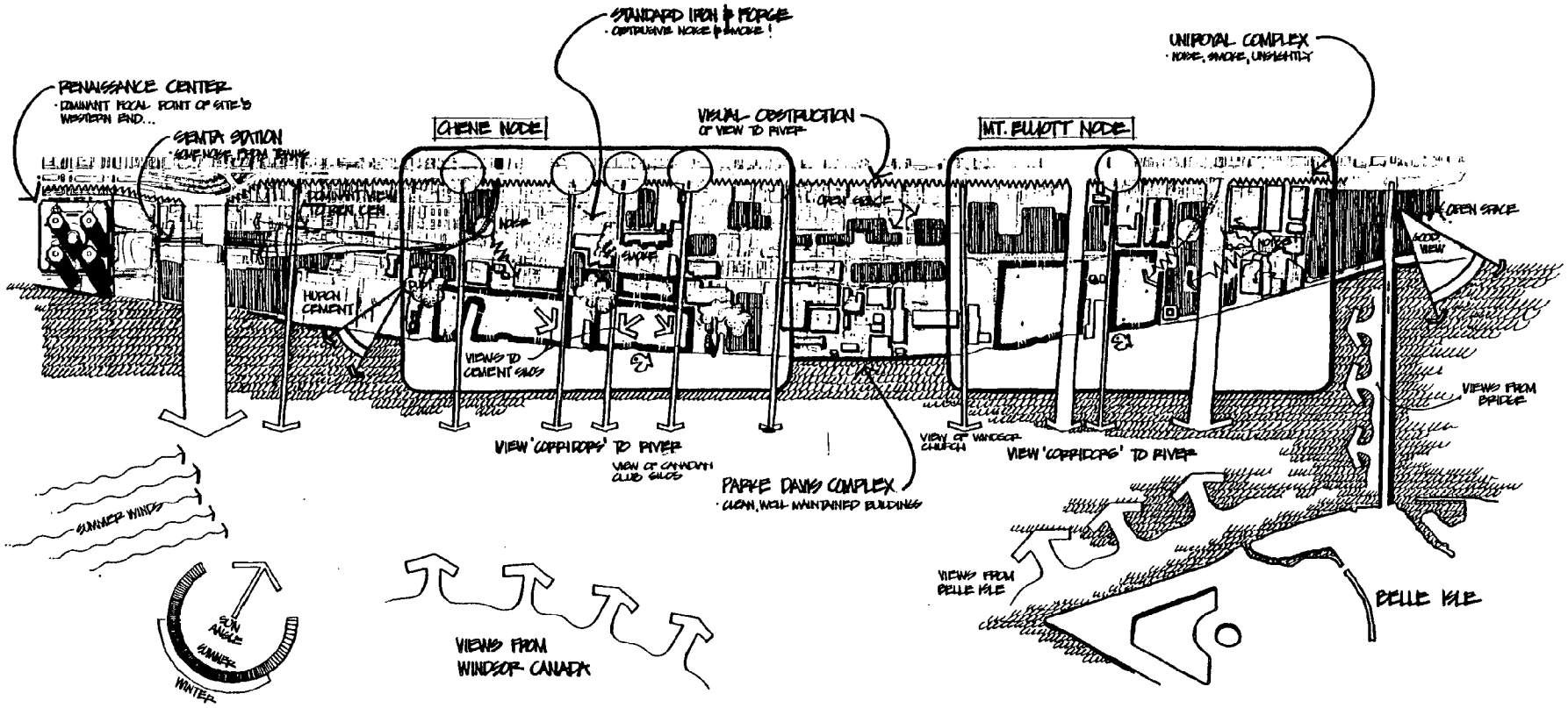
Physical Perception

There are several specific areas throughout the project area which are given a certain spatial definition or character by surrounding structures. The Coast Guard buildings are grouped around an open yard facing the river. At the foot of Adair Street, a larger such "yard" is enclosed by the Adair Street Warehouse and other glass and steel industrial buildings. The area in front of the Parke-Davis Administration Building is well landscaped and also provides a sense of place. Chene #1 is strongly defined by the imposing cement stacks. The industrial area of Guoin Street between Orleans and St. Aubin has a unique sense of enclosure created by the surrounding industrial buildings.

Because of the density of buildings in some parts of the site, sunlight is often blocked and shadows are cast. The shadow of the Renaissance Center in the setting sun extends far into the west end of the area while the cement stacks cast long shadows across the St. Aubin and Chene sites in early morning and late afternoon.

Overall Perception

The overall impression that one now perceives is that the area is dirty, overrun with truck traffic and intensely industrial. However, the attractions that exist, such as the restaurants and the river, are very popular, and despite the inconveniences, many people brave the noise and dirt to get to these places. Business booms from the Soup Kitchen to Schweizers and fishermen perch at the edge of the river wherever they possibly can. What the average visitor to the area may not perceive is that many of the buildings, streets and open areas (especially at the river) have the ability to be improved and made attractive for public use.



LEGEND

- VISUAL OBSTRUCTION
- VISUAL CORRIDORS
- NOISE
- QUIET
- OPEN SPACE
- AREAS UNDER STUDY
- SMOKE
- PEELING GRASS

PROJECT LINK AREA
PERCEPTUAL ANALYSIS

LINKED RIVERFRONT PARKS PROJECT

0 400 800

CITY OF DETROIT RECREATION DEPARTMENT

SOMERVISH VOGEL MERZ P.C. ARCHITECTS, LANDSCAPE ARCHITECTS DETROIT, MICHIGAN

Refer to pages 32-3

LAND USE & CIRCULATION ANALYSIS

Land Use

The Official Zoning Ordinance of the City of Detroit shows that most of the project area is zoned Intensive Industrial District, with only a short strip of Jefferson zoned General Business. Fortunately the actual use of the land is not as intensive as the zoning permits, but it is hardly appropriate for its location on the river. Very few of the uses at the water's edge are water-related. Those that are include the Federal Marine Terminals, Huron, Medusa and Penn-Dixie Cement Companies, Consolidated Docking and the two Coast Guard installations.

Major uses that are not compatible with their location present various difficulties in trying to retrieve land for more appropriate use. Anchoring both ends of the project area are the vast parking areas of the Renaissance Center and Uniroyal. The Renaissance Center land is well-suited for development in the long range, though the present use of the land may be less than desirable. However, the Uniroyal land is under-used and its development as a landscaped river overlook would be ideal. Although its operation is not water-related, Parke-Davis is a National Historic Landmark whose riverfront image has been established since the turn of the century. In addition, Parke-Davis is the only one to have acknowledged its riverfront location with extensive landscaping improvements. The remaining riverfront uses are the vacant Port site and the Chene #1 site, presently being used for truck storage.

The land uses away from the edge can be divided into three distinguishable areas: the Jefferson Avenue strip and the two larger areas east and west of Parke-Davis. Jefferson Avenue is a random mix of commercial, residential and some industrial uses. This strip contains many historic houses, an historic church and noteworthy apartment buildings. Unfortunately, these buildings are overshadowed by the overall effect created by the gas stations, motels and many deteriorated businesses.

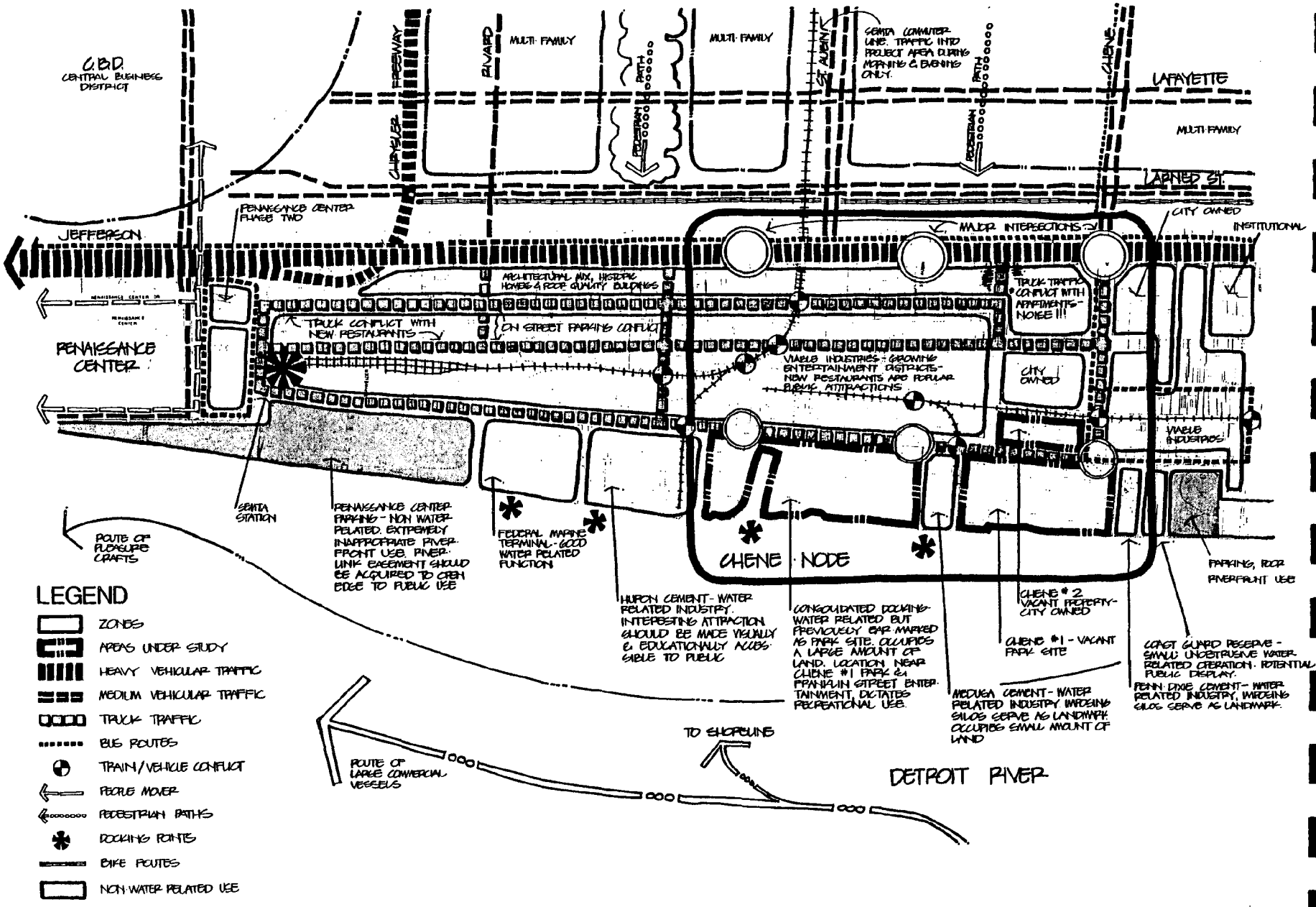
Redevelopment of Jefferson can be a meaningful step in the establishment of a positive image for the project area.

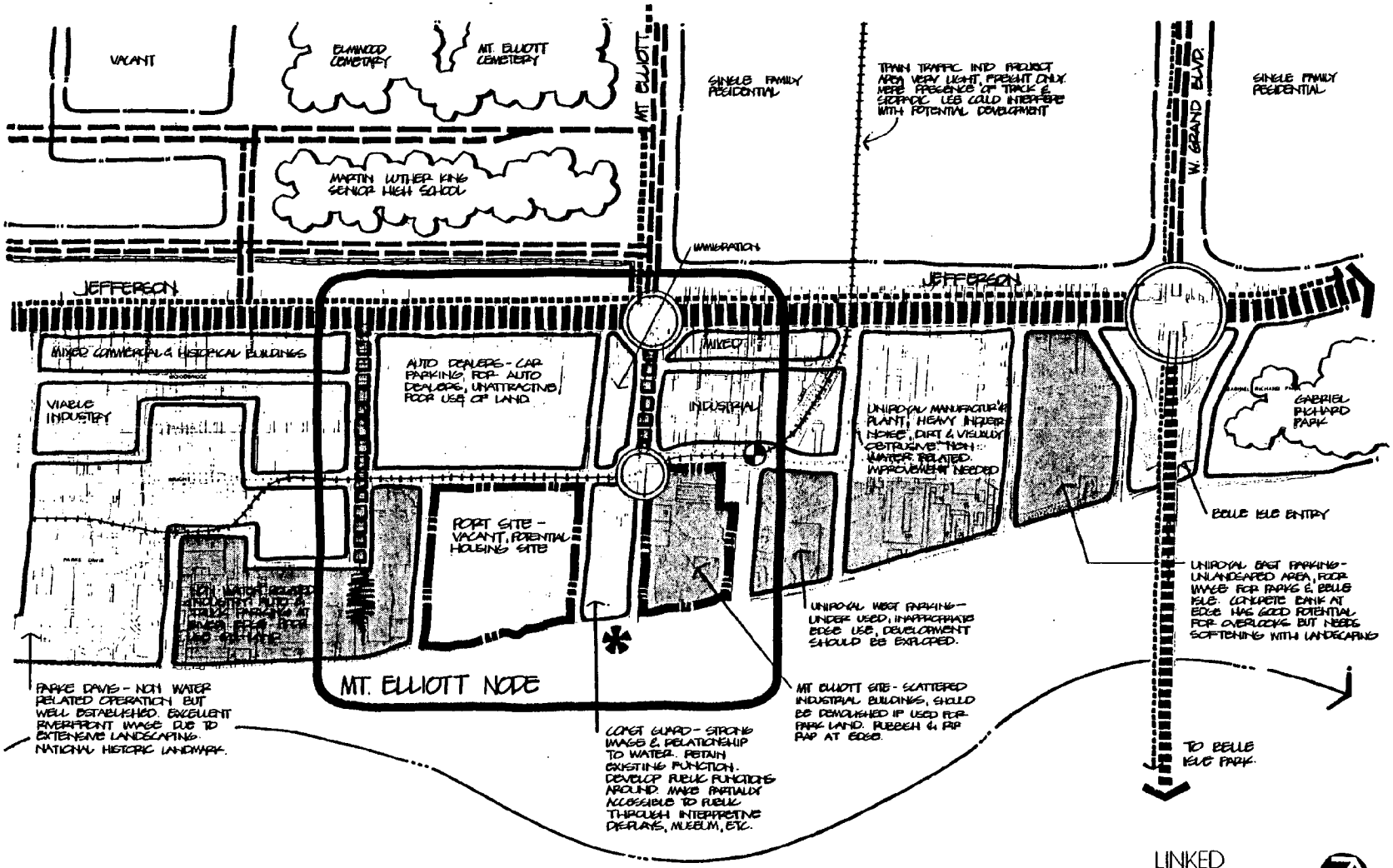
The area west of Parke-Davis consists primarily of light industry. However, it is here where several restaurants have emerged and development is most promising. This area contains the highest concentration of brick buildings that establish the scale and character of the entire LRPP area.

East of Parke-Davis, this character is fragmented by large areas of vacant land. Only two "pockets" in the area maintain the warehouse character--the vicinity of Adair Street and the industry between Mt. Elliott and Meldrum. Three Coast Guard buildings should be mentioned for their architectural quality and the adjacent dockside activity. Uniroyal is also located in this area and its physical plant is the only one whose scale and character deviate and detract from the rest of the area.

Vacant lots of various sizes are scattered throughout the project area. Most vacant land is overgrown with tall grasses, small trees and scrub vegetation. Several parcels are used for storage or laydown areas (e.g. Coast Guard buoy storage at Mt. Elliott and Wight). Vacant lots of most important consideration are those adjacent to park sites and those situated in proposed visual easements from Jefferson to the river.

Housing is severly lacking in the project area. This becomes a critical issue in terms of the new uses proposed, especially the parks. Both the Chene Node and the Mt. Elliott Node are logical locations for residential development. At Mt. Elliott the land is already vacant, awaiting development. However, market-rate housing is more feasible at Chene, due to its proximity to Downtown and the development of the Chene Node


C.B.D.
CENTRAL BUSINESS DISTRICT
CHRYSLER FREEWAY
BLVARD
MULTI-FAMILY
PATH
PEDESTRIAN
MULTI-FAMILY
ST. AUBIN
SEMTA COMMUTER LINE. TRAFFIC INTO PROJECT AREA DURING MORNING & EVENING ONLY.
PATH
PEDESTRIAN
CHENE
LAFAYETTE
MULTI-FAMILY
ARNED ST.
JEFFERSON
RENAISSANCE CENTER PHASE TWO
MAJOR INTERSECTIONS
CITY OWNED
INSTITUTIONAL
ARCHITECTURAL MIX, HISTORIC HOMES & ROOF QUALITY BUILDINGS
TRUCK TRAFFIC CONFLICT WITH APARTMENTS - NOISE !!!
TRUCK CONFLICT WITH NEW RESTAURANTS
ON STREET PARKING CONFLICT
RENAISSANCE CENTER
VIABLE INDUSTRIES - GROWING ENTERTAINMENT DISTRICTS - NEW RESTAURANTS ARE POPULAR BRICK ATTRACTIONS
CITY OWNED
VIABLE INDUSTRIES
SEMTA STATION
RENAISSANCE CENTER PARKING - NON WATER RELATED. EXTREMELY INAPPROPRIATE RIVER FRONT USE. RIVER LINK EASEMENT SHOULD BE ACQUIRED TO OPEN EDGE TO PUBLIC USE
FEDERAL MARINE TERMINAL - GOOD WATER RELATED FUNCTION
CHENE NODE
PARKING, POOR RIVERFRONT USE
ROUTE OF PLEASURE CRAFTS
HURON CEMENT - WATER RELATED INDUSTRY. INTERESTING ATTRACTION SHOULD BE MADE VISUALLY & EDUCATIONALLY ACCESSIBLE TO PUBLIC
CONSOLIDATED DOCKING WATER RELATED BUT PREVIOUSLY EAR MARKED AS PARK SITE. OCCUPIES A LARGE AMOUNT OF LAND. LOCATION NEAR CHENE #1 PARK & FRANKLIN STREET ENTERTAINMENT DICTATES RECREATIONAL USE.
CHENE #2 VACANT PROPERTY - CITY OWNED
CHENE #1 - VACANT PARK SITE
COAST GUARD RESERVE - SMALL UNOBTRUSIVE WATER RELATED CREATION. POTENTIAL PUBLIC DISPLAY.
MEDUSA CEMENT - WATER RELATED INDUSTRY WIDENING SILOS SERVE AS LANDMARK. OCCUPIES SMALL AMOUNT OF LAND
PENN DIXIE CEMENT - WATER RELATED INDUSTRY, WIDENING SILOS SERVE AS LANDMARK.
TO SHIPYARD
ROUTE OF LARGE COMMERCIAL VESSELS
DETROIT RIVER
LEGEND
ZONES
AREAS UNDER STUDY
HEAVY VEHICULAR TRAFFIC
MEDIUM VEHICULAR TRAFFIC
TRUCK TRAFFIC
BUS ROUTES
TRAIN/VEHICLE CONFLICT
PEOPLE MOVER
PEDESTRIAN PATHS
DOCKING POINTS
BIKE ROUTES
NON-WATER RELATED USE



LINKED RIVERFRONT PARKS PROJECT

0 200 400

CITY OF DETROIT RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ, P.C. ARCHITECTS / LANDSCAPE ARCHITECTS DETROIT, MICHIGAN

PROJECT LINK AREA

LAND USE & CIRCULATION ANALYSIS

park sites in the earlier phases. Although there is little vacant land in this node, some land is already available for consideration. Location of housing in this area demands sensitive design, since selective demolition will be necessary.

This report concludes that mixed land use plays a significant role in the existing vitality of the area, and will continue to do so as it develops. However, it is clear that certain uses, particularly recreation and housing, are strongly lacking. Therefore, the objective should be not to eliminate certain uses, but rather strive for an equitable and viable distribution of varied uses.

Circulation

Jefferson Avenue is the major access corridor for vehicular circulation. All north-south roads in this area intersect at Jefferson and are therefore potential entries to the park area. This situation allows trucks access to every north/south street. The most significant levels of truck traffic at present are: north-south along St. Antoine, Rivard, Riopelle, Chene, Adair, and Mt. Elliott and east-west along Woodbridge, Franklin, and Atwater between St. Antoine and Chene. This is a problem that can be minimized by use of logical, enforced truck routes, and the installation of traffic signals at appropriate intersections along Jefferson.

Automobile traffic is generally uninhibited except for minor delays during peak hours. This problem is most notable near the Renaissance Center.

Parking is scattered throughout the project area in lots and on the streets. The biggest parking problem occurs on Franklin street during the lunch hour when peak restaurant users vie with surrounding industry for parking space. At night, the problem does not appear to be as severe. Pedestrian circulation is generally limited to restaurant patrons and local

employees going to and from their cars. Bicycle traffic has seldom been observed and is assumed to be minimal.

Train traffic is extremely light with less than ten freight cars per week. The SEMTA commuter line, which turns north at Franklin and Orleans, operates only eight trains per day. Four trains arrive within a one-hour span in the morning and four depart within a one-hour span in late afternoon. Neither SEMTA nor freight rail have a strong impact on vehicular traffic flow in the area.

There are several bus lines currently operating in or near the project area. Route #35 services the Chene Node with a loop along Chene, Atwater, Jos. Campau and Wight. The Belle Isle Route #4 which now terminates at Jefferson and the MacArthur Bridge could be extended to service the Mt. Elliott and Chene Nodes. Other access is provided by routes using Jefferson, Chene, Mt. Elliott and East Grand Boulevard.

Numerous waterfront operations have boat-docking facilities. These locations are indicated as well as boat paths in the river.

Specific circulation issues of the Chene and Mt. Elliott nodes are analyzed in Parts Two and Three respectively.

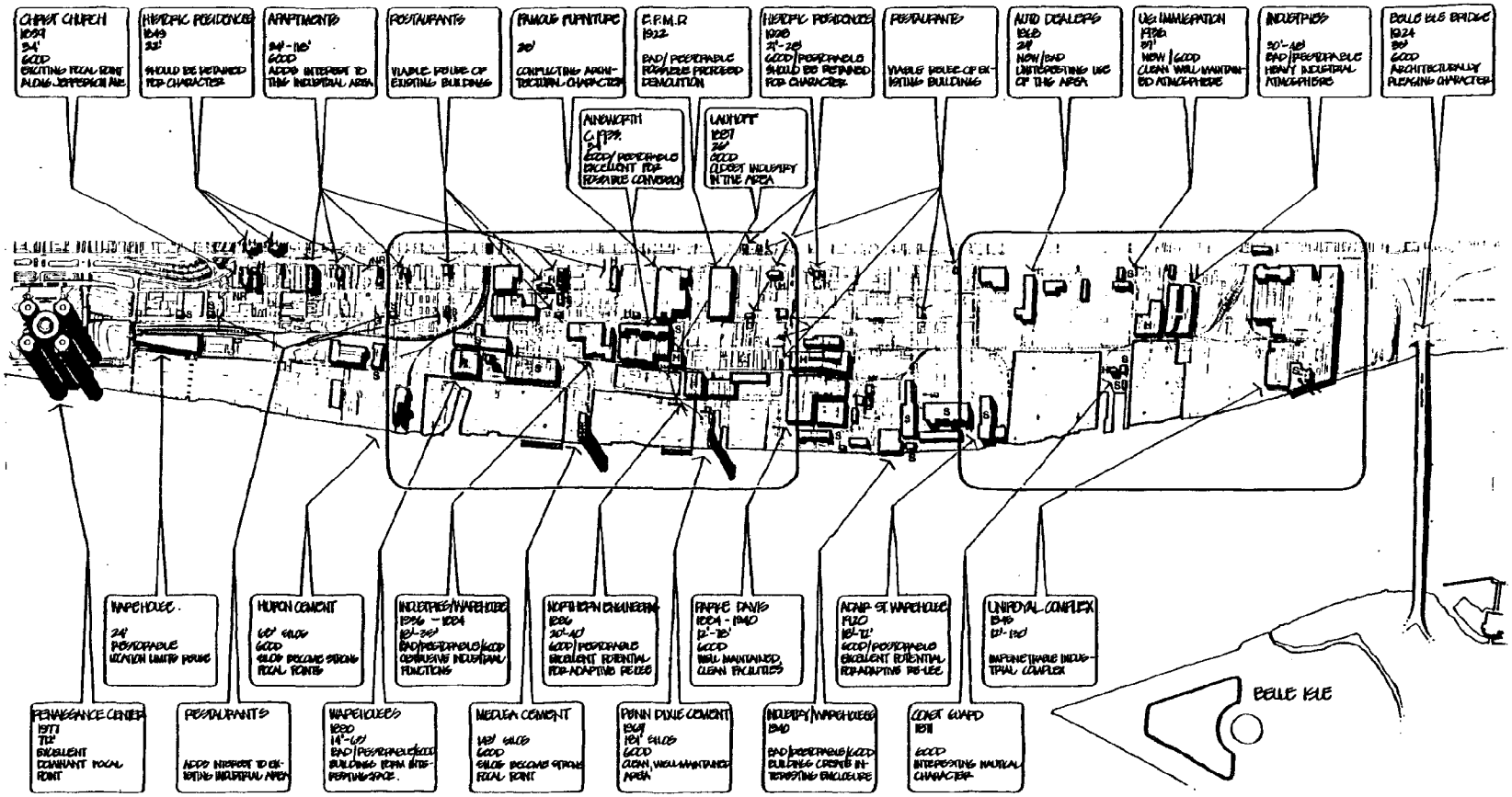
URBAN STRUCTURES ANALYSIS

Buildings

Certain structures shown on the map are classified either "historic" or "significant". Historic buildings are those that have been determined to have played an important role in the city's development or those associated with a notable person or event. Those buildings or sites listed on historic registers are so noted. It is strongly recommended that ALL buildings labeled "historic" be spared demolition.

"Significant" buildings have been singled out for their architectural, structural or spatial importance to a particular area, or because of the use that they serve (e.g. restaurants). These buildings are recommended for rehabilitation, but their demolition would not be considered as serious as a "historic" structure. In fact, demolition may be recommended if a greater good were achieved. Within this category there is a wide range of reasons for the mention of these buildings. Some are industrial buildings, actually typical of many others, but may be important in the sense of spatial enclosure created within a group of buildings. Others have architectural merit. Still others appear to be structurally sound and suitable for reuse. Sometimes a building of marginal quality becomes important due to its proximity to park sites.

Virtually every building contributes to the overall ambience of the area. In fact, the majority of buildings are neither "historic" nor "significant" when individually evaluated. However, demolition should be avoided as general rule in order to preserve the existing character.



LEGEND

NR ..... TIME BUILDING ON THE NATIONAL REGISTER OF HISTORIC BUILDING

NHL NATIONAL HISTORIC LANDMARK

H HISTORIC

S SIGNIFICANT

NAME/FUNCTION
DATES
HEIGHT
CONDITION
COMMENTS

LINKED RIVERFRONT PARKS PROJECT

0 400 800

CITY OF DETROIT
RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ P.C.
ARCHITECTS/LANDSCAPE ARCHITECTS
DETROIT, MICHIGAN

PROJECT LINK AREA

URBAN STRUCTURES ANALYSIS

Streets

Another factor contributing to the overall feeling of the area is the 50' street right-of-way. This lends a human scale in which both sides of the street relate to each other providing a feeling of intimacy and enclosure to the people walking on the streets. These streets offer the chance to uncover older paving to enhance development.

Utilities

Overhead utility wires detract from the quality of the streets and their relocation underground is recommended. Light standards are typical of those installed over 50 years ago and still seen in various spots around the city. They are made of wood and are painted black. Their reuse may be considered.

Existing underground sewers are combined storm-sanitary which outlet directly into the river during heavy rains. The legality of this situation has come under question and is currently being studied in connection with Environmental Protection Agency requirements for Detroit's entire combined sewer system. The issues and conflicts concerning park development are discussed in Part Four of this report.

DEVELOPMENT PROGRAM

Although it is not within the scope of this project to program the areas outside of the nodes or Linkage System, these areas cannot be ignored if the parks and surrounding uses, existing or proposed, are to be more than a continuation of fragmented projects that already dot the Detroit landscape. It is antithetical to the basic concept expressed in any "linked" system to ignore surrounding uses. Because of the significant location of this project, surrounding land uses are undoubtedly going to change, and therefore, it is necessary to make certain programmatic assumptions concerning these uses. The first step in this process is to anticipate potential users--those from existing development and those from future development in and around the area.

POTENTIAL USERS

Residential

Existing: Lafayette/Elmwood housing including many senior citizens; high rise housing east of Belle Isle Bridge; multi-family housing in the project area (concentrated along Jefferson in the Chene Node).

Future Potential: Continued development of Lafayette/Elmwood housing; development of housing in the CBD and in the project area itself; riverfront project west of Cobo Hall.

Office

Existing: Renaissance Center, CBD, Jefferson Strip, some offices in project area.

Future Potential: Continued development of Renaissance Center east; support offices to Renaissance Center in project area; development of new office center in project area; warehouse conversions.

Commercial/Entertainment

Existing: Jefferson Avenue strip including auto dealerships; beginnings of restaurant/entertainment district in Franklin Street area; shopping area of Renaissance Center; CBD.
Future Potential: Continued development of Renaissance Center; expansion of Franklin Street entertainment district; support commercial for future housing; tourist/conventioneer related commercial; riverfront restaurant/entertainment potential; warehouse conversions; Cadillac Center.

Industrial

Existing: Employment force in project area.
Future Potential: Expansion of industrial corridor including north of Jefferson; industrial infill along Franklin Street.

Institutional

Existing: Martin Luther King High School; hospitals on Jefferson; U.S. Immigration; Coast Guard; churches on Jefferson.
Future Potential: Community College Programs; Wayne State University cultural programs (e.g. Globe Playhouse); branch museums; municipal functions to serve new housing: libraries, mini-police station, fire station, neighborhood City Hall.

Recreational

Existing: Fishing; Hart Plaza; bike routes in Lafayette/Elmwood.
Future Potential: Complete recreational development for local as well as regional users, tourists and conventioneers; overflow from Hart Plaza.

Each of the different types of users would require specifically different types of functions to take place on the Linkage System or in a given activity node. For example, if no housing were developed around the sites, the primary housing use might be from Lafayette/Elmwood. Therefore, specific housing related activities such as a tot-lot might then be appropriate. Given the former instance residential users might be less significant than office users enjoying lunch outdoors. Given the latter case, the reverse would be true. Priority of use distinctively changes. If fishing were the primary use, the riverwalk access may be most appropriately car-orientated; if office or residential users predominated, it might be most appropriately pedestrian orientated.

The analysis has pointed out the viability of retaining a mixed use character in the area. The Linkage System and parks must then be programmed assuming all potential users are possible-from senior citizens to youngsters, from residents to tourists. This requires the design to stand alone regardless of future land use and to be adaptable to future land uses. The Linkage System then takes on a very important role since it will be a permanent element that must relate to the parks as well as other development, even though the land uses around them will be changing for many years to come.

Refer to page 45

DEVELOPMENT NODES

New development will instigate the land use changes discussed above. To facilitate further discussion, the project area has been broken into three Development Nodes in addition to the Chene and Mt. Elliott Park Nodes. They are the Renaissance, Parke-Davis and Uniroyal Development Nodes and encompass the geographical area surrounding each of these major operations. Certain assumptions were made concerning the development possibilities for each node. These assumptions are based on avail-

able information, stated city policies and the best professional judgement of the planners. They are meant only to give some direction to the overall linkage programming.

Renaissance Node

The effect of the Renaissance Center as a catalyst for renewed vitality in and near Downtown has been significant. With Phase II now under construction, it is assumed that:

- Development will continue eastward, with economic pressure eventually forcing the overtaking of surface parking lots.
- With the elimination of parking lots, a riverfront easement for public access can be obtained.
- Provisions can be made for security concerns of private developments adjacent to the public easement to insure marketability.
- At this conceptual stage of LRPP planning, it is not critical to determine whether this development continues as office/commercial or whether housing is introduced.
- Federal Marine Terminals, now adjacent to Renaissance Center parking lots, will eventually move into new port facilities downriver, creating new land for development and making available a public river edge easement.
- The trend of building conversions along Franklin Street will continue and expand into the Chene Node along Atwater Street and the Mt. Elliott Node at the foot of Adair Street. Existing industry contributes to the character of this street and is assumed to be visually improved. Infill buildings in scale with the surroundings will be added to give better spatial definition.

Parke-Davis Node

Parke-Davis' recent announcement to leave the city is cause for concern, but also opens the possibility for new development. It is assumed that:

- The buildings which have historical significance will remain and be adaptively reused.
- This is a prime location adjoining the Chene Node for a "new town-in town" multi-use development.

Uniroyal Node

Uniroyal has reduced operations at its facility. Therefore, it is assumed that:

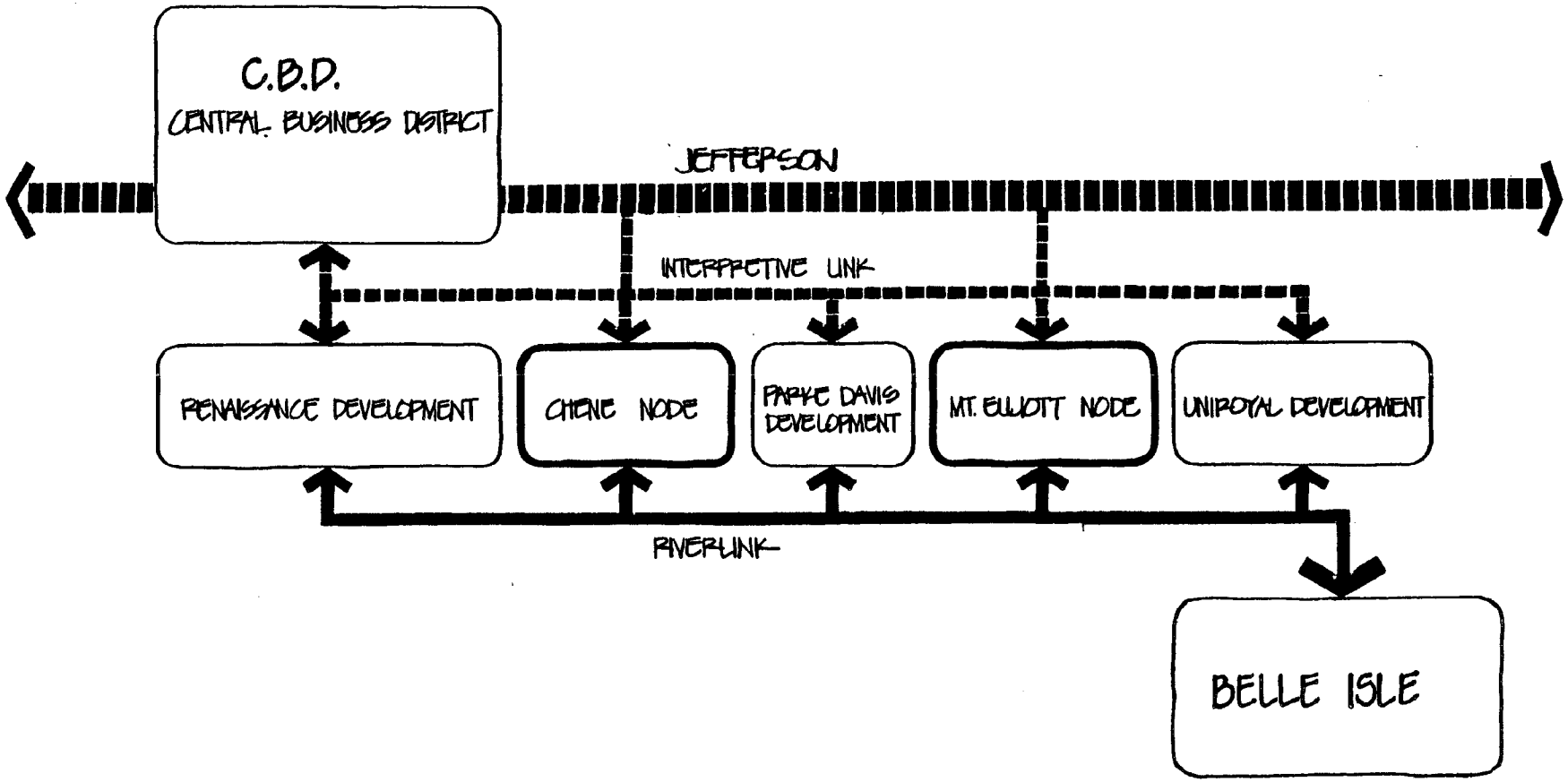
- Consolidation of facilities may take place, opening some buildings for adaptive reuse or clearing for new development.
- Parking may be centralized to free land for new development and riverfront access.

Conclusions

- Generally, potential riverfront developers seem to be reluctant to permit public access at the river's edge. However, competent design of the public areas and the individual projects can satisfy this concern for security. Nevertheless, it must be assumed that this long-standing apprehension will not be relieved overnight.
- Existing private ownership of riverfront land makes the riverwalk/bicycle path unachieveable in the short range.

- Since the riverwalk/bicycle path cannot be realized immediately, a secondary east-west link must be established. This is critical because construction of a park is likely in the short range, but without access it would fail due to lack of use.

With these factors in mind, a basis for programming the Linkage System is established. (Note that the "Linkage System" refers to the east-west routes. Access from the north is also critical and is discussed in Chapter 4 of this part.) The two routes now determined as necessary in the Linkage System are distinguished as follows: THE RIVER LINK refers to the pedestrian promenade/bicycle path at the edge, ultimately envisioned by the Recreation Department. These primary programmatic elements will be complimented by some of those also found in the INTERPRETIVE LINK. The Interpretive Link will be built in existing street right-of-ways and will draw its programmatic imput from the surrounding warehouse district with its historic significance, industrial base and entertainment establishments.



PROJECT LINK AREA

DEVELOPMENT RELATIONSHIPS

LINKED RIVERFRONT PARKS PROJECT

CITY OF DETROIT RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ P.C. ARCHITECTS/LANDSCAPE ARCHITECTS DETROIT MICHIGAN

CRITERIA

The site and program analysis suggest certain overall objectives that proposed planning and design should address. These criteria, by which the design is judged, are summarized below and apply not only to the Project Link Area but to node design as well.

EXISTING USES

- Existing, economically viable uses should be encouraged to remain and upgrade facilities.
- Existing land uses compatible with the proposed plan should be allowed to expand.
- Existing operations should be consolidated to intensify land use.
- Where existing viable operations must be removed because of incompatability with proposed development incentives should be used for relocation within city limits.
- Non-water related uses at the river's edge should be removed or adaptively reused.
- Sound or significant structures should be upgraded and adaptively reused where appropriate to new development.
- Demolition of existing sound structures should be avoided except where they detract from the character and scale of prevailing development.

NEW DEVELOPMENT

- Suitable areas for new development should be created through removal of existing incompatible land uses.
- New development should improve and intensify the use of the land.
- New development should expand and reinforce existing land uses that are presently under-represented in the project area. This applies particularly to residential development.
- New development should provide a permanent user base for the linkages and parks through introduction of housing.

- New development should be integrated into the overall General Development plan for compatibility of views, circulation, access, scale, character and identity.

VEHICULAR CIRCULATION/PARKING

- The circulation system should provide clear access to the parks and other points which in turn provide access to the river.
- The existing system should be revised to create an efficient system with minimal conflicts among different modes (car, truck, train, trolley, bicycle).
- Truck routes should be defined to avoid existing and future conflicts.
- Existing parking lots at the river edge should be removed or relocated.
- Existing and proposed parking areas should be consolidated and centralized to serve various uses and release land for development.
- Public transportation should be expanded and new systems provided.
- A rail system should be devised that neither interrupts service to remaining industries nor interferes with existing and proposed development.
- Existing track which is not incorporated into the revised rail system should be abandoned to avoid conflicts with potential development.

LINKAGE SYSTEM

- The Linkage System should physically connect the Renaissance Center and Belle Isle and major development in between.

- The Linkage System should contain activities as well as connect them. On the Riverlink such activities might be a bicycle path and pedestrian promenade -- on the Interpretive Link, historical displays and window tours of adjacent industries.
- The Linkage System should allow for eventual continuous pedestrian and bicycle access along the waterfront.
- The Linkage System should provide visual and physical access to the waterfront.
- The Linkage System should define major entries to the parks, new development and significant areas of existing development as well as to the waterfront.
- The Linkage System should bear a distinct identity and image that facilitates and encourages development.
- The Linkage System should be designed for maximum security both for public users and adjacent private developments.
- The Linkage System should be designed for minimal maintenance.

PARK SYSTEM

- The Park System should provide activity centers along the Linkage System.
- The Park System should be designed for a wide variety of users.
- The Park System should be adaptable to changing land uses.
- The Park System should encourage development through definition of pleasing "front yards".
- The Park System should maximize river edge use.
- To establish a strong identity and image, the Park System should capitalize on its unique location among industry and, most notably, at the waterfront.
- The Park System should be designed for maximum security.
- The Park System should be designed for minimum maintenance.

PROPOSED LAND USE & CIRCULATION

LAND USE

In order to realize all of the criteria outlined in the preceeding section, a gradual change in land use pattern is assumed to take place. The program analysis points to consolidation, adaptive reuse and new development to occur. The assumed pattern of this development is indicated on the *Land Use & Circulation Plan. The plan is highly generalized* but is based on alternatives and discussions with the Recreation Department, CEDD, Planning, and various segments of the private business community. It is not meant to be either utopian or inflexible; changes and updating will undoubtably occur as economic pressures come to bear. It does, however, give a guideline for organizing and directing those pressures and, more pertinent to this project, a basis upon which the park sites can be planned.

Refer to pages 58-9

The most significant change in the proposed land use is the condition at the river's edge. Although we have acknowledged that this land use pattern is not absolute, the acquisition of private land at the river's edge is nevertheless critical to the success of this project and the ultimate fulfillment of the goals herein stated. Non-water-related uses have been removed where possible -- at the very least a River Link easement ranging from five to fifty feet is shown. Most water-related industry was not considered disruptive to the River Link. Specifically, the cement companies have been analyzed, showing that public passage through or around their land is feasible and that either alternative will be acceptable. On the other hand is the Coast Guard, a significant element in the Mt. Elliott Node program. Although it will be necessary to direct the public away from the edge at this area, it will hardly disrupt the continuity of the River Link.

Another notable modification is the designation of large amounts of land for development. This category broadly refers to non-industrial land uses that relate to a pedestrian-oriented, human scale as opposed to an industrial, machine scale. Appropriate uses include commercial, entertainment, recreational and most importantly, residential. In the nodes themselves, swathes of land are cut north-south from the park sites to Jefferson Avenue. These zones are integral in creating an image of renewed vitality and development at the river.

The issue of establishing blocks of land for new use development could be a sensitive one and the following observations are meant to clarify the position in this report. For example, it would appear at first glance that industrial land uses have been substantially reduced, and in fact, the actual acreage has been decreased fifty percent. However, two factors serve as an explanation. First, this study is being conducted with the goal of incorporating other land uses in riverfront areas- a goal that is consistent with that of the City of Detroit and its planning agencies. Second, existing acreage that was calculated includes large portions of underutilized and vacant land and parking areas. By means of more efficient planning and land use structuring, most of the industries displaced by development could be relocated within the project area. Every effort was made to locate new development not only in areas appropriate to revised land uses, but also where disruption of existing operations, industrial or otherwise, was minimal.

The land use configuration presented here obviously will not be achieved immediately and therefore "Part 4: Implementation" will show the phasing as recommended to be consistent with this proposed land use plan.

Refer to pages 58-9

CIRCULATION

As the land uses change, so too must the circulation system. As previously mentioned, there are many conflicts already existing in the area. Because of the intensity of these conflicts, this study deals heavily with their resolution. However, it should be pointed out that the following recommendations are tentative. Actual implementation relies on the pattern of land use that eventually evolves in the link area. It is also understood that all conflicts cannot be permanently resolved in light of the mixed land use pattern advocated by this report.

The major element of the proposed circulation is the Linkage System which is devoted primarily to pedestrians, and bicycle movement. Because of its importance, it is discussed separately in the section which immediately follows.

Trucks

The most severe vehicular problem is the conflict with trucks, and therefore a number of truck routes are proposed. At the west end of the project area, a route on Rivard-Woodbridge-Riopelle is shown which assumes that Franklin Street is further developed and strongly oriented to pedestrians. To facilitate truck movement "no parking" restrictions should be placed on Rivard and Riopelle. Existing industry on Franklin Street would be serviced through a "local trucks only" system. Further, making Franklin Street one-way eastbound between Rivard and Jos. Campau would force trucks away from Franklin Street to the designated truck routes while increasing the attractiveness of Franklin for redevelopment. Although difficult to enforce and open to strong resistance, it is also possible to require "no commercial vehicle standing" on Franklin between 11 a.m. and 2 p.m. and between 6 p.m. and 12 p.m. to limit conflict with restaurants.

The second suggested truck route is found in the Chene Node along St. Aubin Street. This would service Medusa Cement directly. A new traffic signal at the St. Aubin-Jefferson intersection would enhance this route but a conflict will remain with local trucks using Woodbridge, which is part of the Interpretive Link.

A third truck route follows Jos. Campau, Wight and Walker. This route would serve the Parke-Davis area and other businesses in the central area of the project. Parking restrictions would not be imposed on Walker and Jos. Campau north of Wight, but parking should be allowed only on one side of Wight between Jos. Campau and Walker. An alternative to the use of Jos. Campau would be Chene Street, if the right-of-way can be increased. This increase is considered necessary since Chene will be a major access route to the parks for pedestrians and bicycles as well as cars. A wider right-of-way would provide room for a landscaped buffer between the roadway (that would carry the trucks) and the pedestrian/bicycle paths.

These routes, with proper signage and enforcement, would ease most major truck traffic problems under the proposed land use scheme. However, an alternate or complimentary proposal is possible: Establish a truck routing system based on particular times and days of use. This would be feasible if park use were most intense when truck traffic was not. This is likely to be the case. For example, peak park use might be on weekends and holidays when truck traffic is minimal. Therefore, truck access to certain streets could be restricted on those days only. Ultimately, the implementation of either or both of these proposals will require careful consideration of the concerns of all affected parties.

Trains

Although train tracks abound in the area, the Conrail System does not interfere greatly with the planned circulation. Minor problems might be expected at Mt. Elliott, Jos. Campau, Chene and Orleans with the introduction of new development. Completely abandoning the Conrail tracks would, in the long range, be ideal for general appearance and in facilitating redevelopment, especially in the Nodes.

Automobile/Parking

The Linked Riverfront Parks are not auto-oriented recreational facilities and therefore, the advisable strategy should be to direct cars to parking facilities soon after they turn into the entrance to the nodes. Ideally, parking facilities should be located to intercept near Franklin Street and St. Antoine, Atwater, and Rivard, Atwater and Orleans, Atwater and Chene, and Wight and Mt. Elliott. Exact locations for parking facilities depend greatly upon the results of redevelopment actions in the project area. Potential parking sites for the Nodes are shown in those specific land use drawings. The amount of parking to be provided depends more upon non-recreational development in the project area than on the parks themselves.

Parking demand for park users should not exceed 300 spaces for the Chene Node Park and 150 spaces for the Mt. Elliott Node park.

Mass Transit

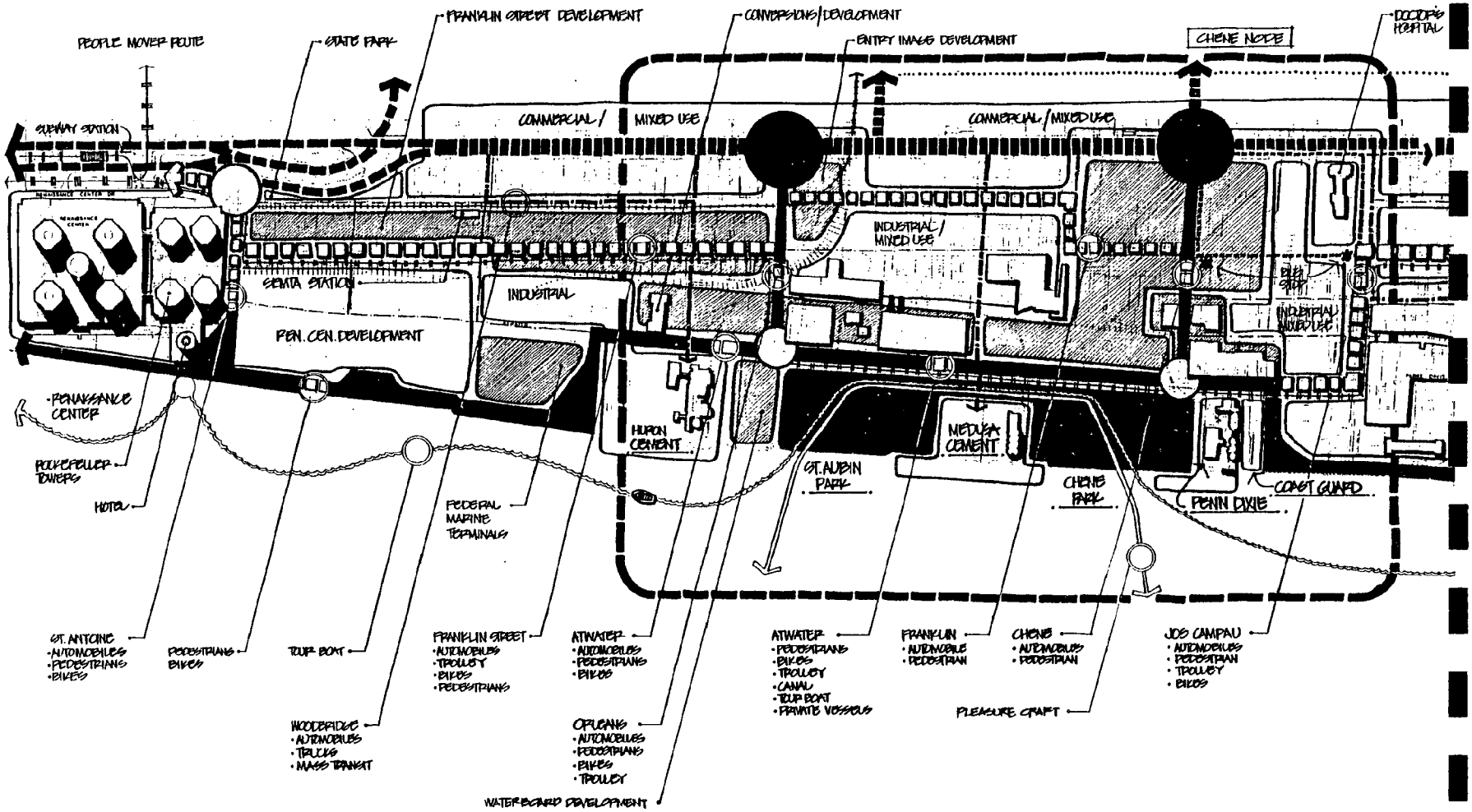
Public transportation would greatly relieve parking needs and reduce conflicts. A final alignment has been selected for the Downtown People Mover. A station proposed at Renaissance Center would service the park system via St. Antoine Street- this system is integrated with CBD parking facilities. A

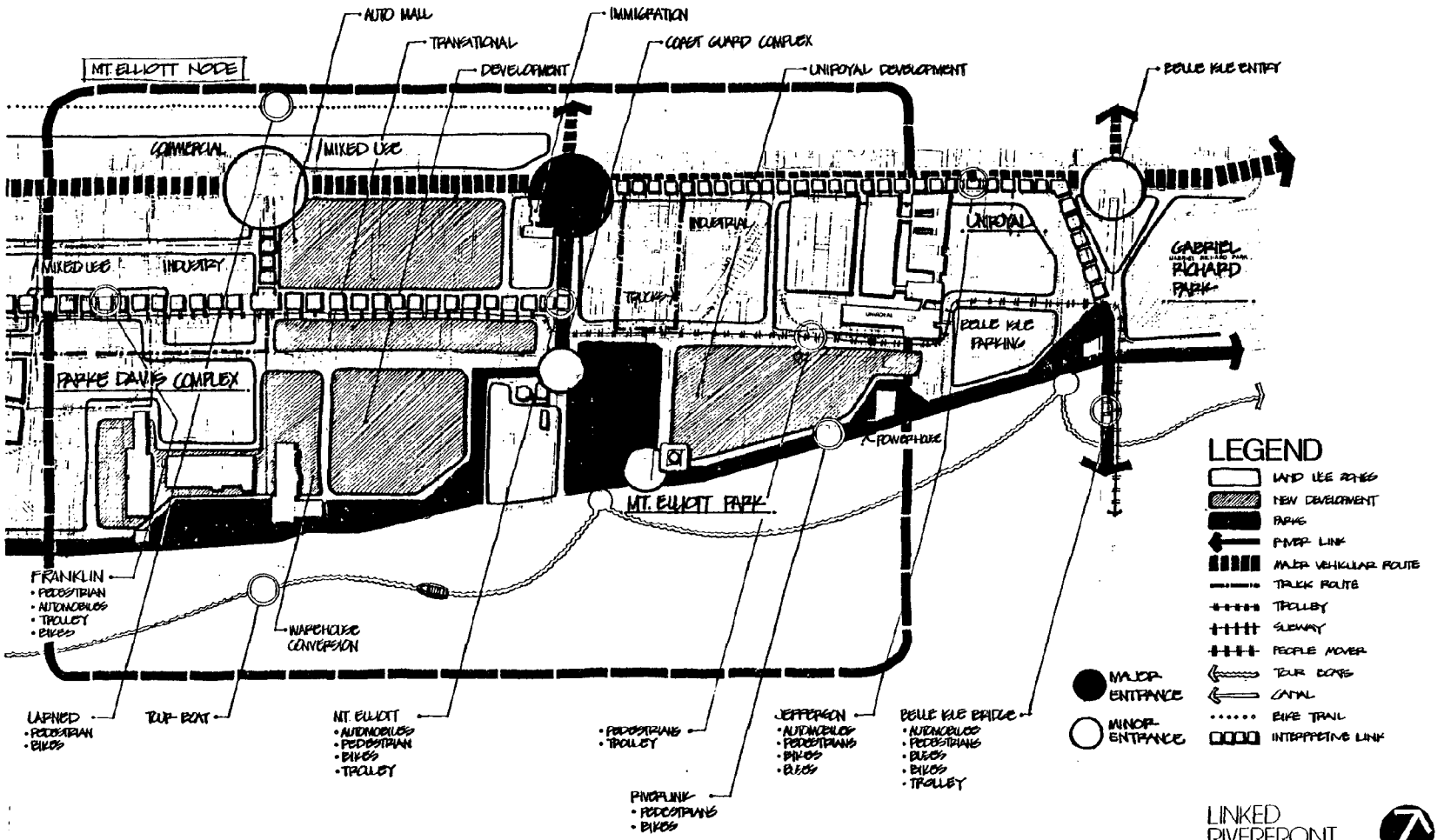
light rail system is under discussion and is proposed at grade along Woodbridge between St. Antoine and the SEMTA tracks (near Orleans Street). A station at the southeast corner of Woodbridge and Rivard is planned which would reinforce Franklin Street development and would be an entry point to the parks. Pedestrian amenity improvements could be made, linking the transit station to the Interpretive Link along Franklin Street and the River Link further south. A trolley route is proposed although this system is only under very preliminary discussion. A trolley, however, is very much in character with proposed conversions and the "entertainment" nature of some of the area. The route is proposed to cross the MacArthur Bridge, providing a convenient connection between the Linked Riverfront parks and Belle Isle (the trolley would also provide shuttle service to the island from a proposed parking lot near the bridge).

No other major improvements in public transportation are envisioned. At the present time, the Detroit Department of Transportation (DDOT) Route 35 (Mt. Elliott) provides service to the Chene Node. Several existing routes use Jefferson Avenue and stops could be easily coordinated with major entrances to park nodes. The Belle Isle bus route (DDOT #4) which now terminates at Jefferson and the MacArthur Bridge could be modified to improve the connection between the Linked Riverfront Parks and Belle Isle. The recommended route would be west on Jefferson to Chene, south on Chene to Franklin, east on Franklin to Jos. Campau, north on Jos. Campau to Jefferson and back to Belle Isle. This route would connect Belle Isle to both the Chene and Mt. Elliott nodes. A further modification could extend to Renaissance Center, following the proposed trolley allignment until the trolley is operational.

Water Transportation

A tourboat or watertaxi system has been proposed for the river. Circulation considerations should provide boats at approximately 30-minute intervals. Boats would not discharge passengers and then wait for them to reboard; rather, it would pick up new passengers and proceed to the next stop. The discharged passengers would have adequate time on the site and could depart on a later boat. Daily passes could allow passengers to make as many stops as possible and still return to the starting point. The tourboat would operate as a rivergoing bus with stops at scenic locations along the river.


PEOPLE MOVER ROUTE
STATE PARK
FRANKLIN STREET DEVELOPMENT
CONVERSIONS/DEVELOPMENT
ENTRY IMAGE DEVELOPMENT
CHENE NODE
DOCTOR'S HOSPITAL
SUBWAY STATION
COMMERCIAL / MIXED USE
COMMERCIAL/MIXED USE
INDUSTRIAL/ MIXED USE
SEMTA STATION
INDUSTRIAL
PEN. CEN. DEVELOPMENT
INDUSTRIAL MIXED USE
RENAISSANCE CENTER
ROCKEFELLER TOWERS
HOTEL
HURON CEMENT
MEDUSA CEMENT
ST. AUBIN PARK
CHENE PARK
PENN DIXIE
COAST GUARD
FEDERAL MARINE TERMINALS
ST. ANTOINE
• AUTOMOBILES
• PEDESTRIANS
• BIKES
PEDESTRIANS BIKES
TOUR BOAT
FRANKLIN STREET
• AUTOMOBILES
• TROLLEY
• BIKES
• PEDESTRIANS
ATWATER
• AUTOMOBILES
• PEDESTRIANS
• BIKES
ATWATER
• PEDESTRIANS
• BIKES
• TROLLEY
• CANAL
• TOUR BOAT
• PRIVATE VESSELS
FRANKLIN
• AUTOMOBILE
• PEDESTRIAN
CHENE
• AUTOMOBILES
• PEDESTRIAN
JOS CAMPAU
• AUTOMOBILES
• PEDESTRIAN
• TROLLEY
• BIKES
PLEASURE CRAFT
WOODBRIDGE
• AUTOMOBILES
• TRUCKS
• MASS TRANSIT
OPLEANS
• AUTOMOBILES
• PEDESTRIANS
• BIKES
• TROLLEY
WATERFRONT DEVELOPMENT



PROJECT LINK AREA

LAND USE & CIRCULATION

LINKED RIVERFRONT PARKS PROJECT

0 200 400

RECREATION DEPARTMENT

Refer to pages 64-5

LINKAGE ALIGNMENT

The Linkage Alignment plan highlights the elements which were important in determining the routes of the two segments of the Linkage System. The Interpretive Link was charted according to the following factors: the location of significant historic places, areas with captivating industrial operations, streets with restaurant and entertainment establishments, areas with notable physical amenities such as buildings or old street paving and locations with good potential viewing to the river and other focal points. Although these attractions are spotted throughout the whole project area, the route chosen was determined to have the highest concentration of features for exploitation in the design. Deviating from the "beaten path" is expected and hoped for.

The River Link is obviously oriented to the water. However, because of the river's long and colorful history--from ribbon farms to cement stacks--the River Link will assume many of the same elements as the Interpretive Link. Its distinguishing features will be exclusively pedestrian promenade and the bicycle path.

The Interpretive Link will be constructed in the existing street right-of-ways and thus will act as a catalyst for development along the way. Landscaping, street furniture, special lighting, signage and other elements relating particularly to the pedestrian will give it identity. Furthermore, the Interpretive Link will be easier to implement than the River Link which will require acquisition of private land for conversion to public easements.

Presently, there are two general obstacles to the retention of riverfront easements: water-related industry at the water's edge and the concerns of potential developers for security. In the former instance, most water edge uses have been recog-

nized for the interest they arouse, and removal is neither desired nor recommended. In the latter case, it is strongly felt that security concerns can be satisfied with competent and imaginative design of both the River Link and the proposed projects. With this in mind, it is recommended that the City adhere to its commitment of public access to the river's edge.

Access to the Linkage System from the north is critical and six major points are shown at St. Antoine, Orleans, Chene, Adair, and Mt. Elliott streets and MacArthur Bridge. Access for pedestrians, bicycles and cars would be improved on all these streets (no bicycles on St. Antoine). In addition, ramps for bicycles and pedestrians would be built around the bridge to provide access to the River Link. The grade change here is significant, but there is more than sufficient space to design comfortable ramps.

The following chart catalogues the functions that have been tentatively determined for the Linkage System, and is accompanied by a list of items to be considered in the design process.

Riverlink Functions

FUNCTION	CONSIDERATIONS
Walking/Promenade	Minimum width ten feet, type of paving, separation of traffic, lighting, security.
Jogging/Exercise Course	Conflict with bikers, pedestrians, signage (Vita course).
Fishing	Rail design should accommodate rod holders, car access important.

Observation/Overlooks	Steps, raised areas, handicapped access, fixed or movable view magnifiers, landmark maps.
Sunbathing	Clearings, slopes, south/west orientation.
Self-propelled Boating (Pedal boats)	Quiet water lagoons, equipment rental, water depth hazards.
Model Yachting and Boat Play	Quiet water lagoons, viewing, shallow water depths.

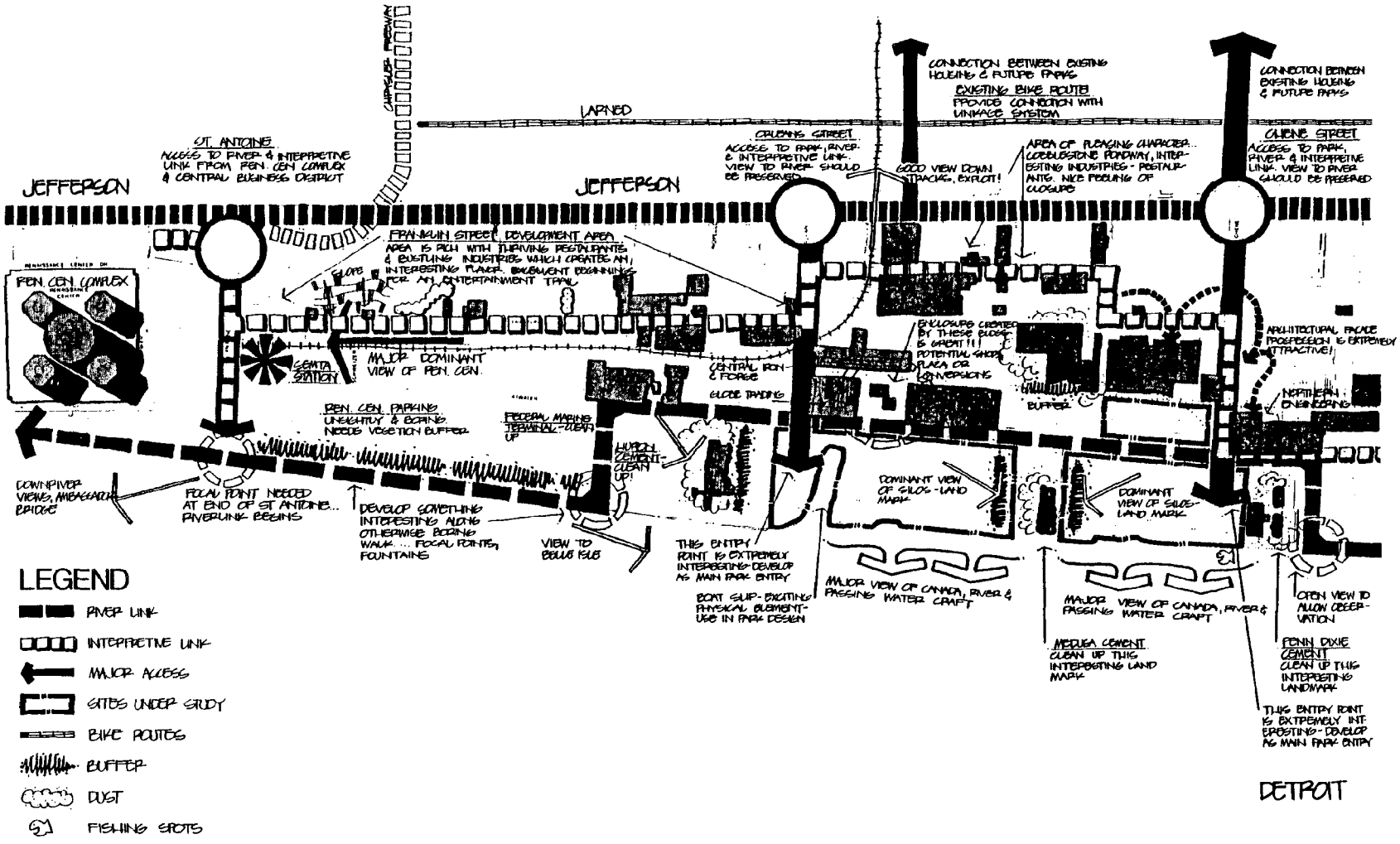
Interpretive Link Functions

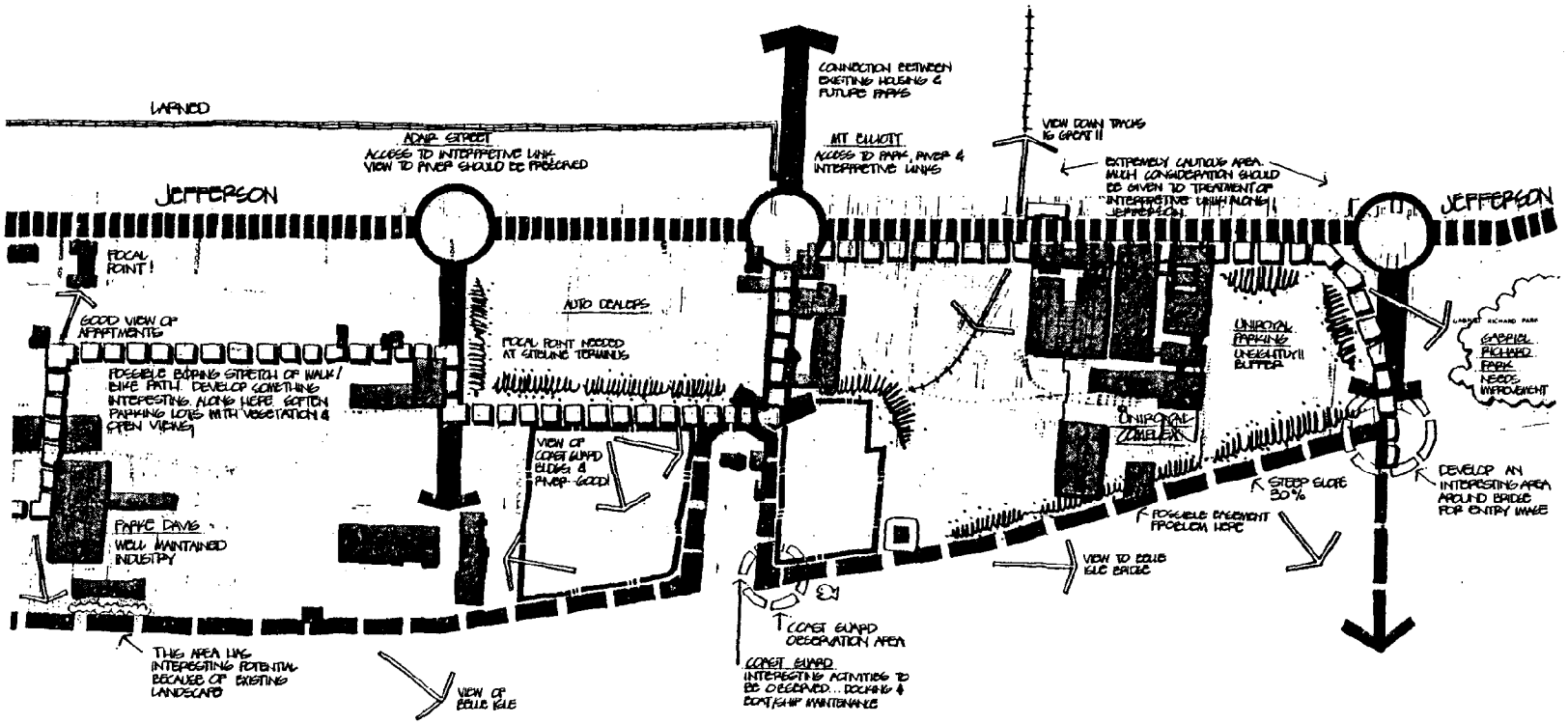
Industrial Interpretive	Signage, injury liability, tours, public access, monuments, museums.
Passive Game Playing	Permanent game boards, information, equipment rental.
Commercial Areas	Canopies, street furniture, landscape.

River Link and Interpretive Link Functions

Eating/Picnicking	Tables, benches, concessions, vendors, restaurants, outdoor cafes, security, lighting.
Vendors	Pavilions, canopies, ramps in lieu of steps.
Historical Interpretive	Signage, pavement marking, tours, historical monuments, information, museums.
Exhibits	Shelters, Kiosks, lighting, signage, vehicular access

Flora Observation	Interpretive signs, viewing from boats, maintenance concerns, lighting.
Information	Kiosks, maps.
Biking	Racks, rental areas, continuous paving (asphalt), separation of traffic, level changes, minimum widths: 4 feet one-way, 8 feet two-way.
Walking/Bike Tours	Bike rental, signage, pavilions, information, lighting.
Sitting/Viewing	Benches (average every 60 feet) sun/wind protection, slopes, sight lines.
Great Lakes Shipping	View magnifiers, identification systems, historical land uses, nautical monuments, museums
Support Functions	
Public Transportation	Trolley, shuttle bus, horse and carriage, water taxi, shelters, ticket areas, information.
Maintenance	Vehicle access, litter containers, snow removal, vandal-proof fixtures, clearance, widths, means of access, maintenance facility, handrail design.
Police/Fire	Overhead clearances, widths, means of access, scooter or equestrian patrol, mini-stations, view corridors.


CHRYSLER FREEWAY
LAFAYETTE
JEFFERSON
JEFFERSON
ST. ANTOINE
ACCESS TO RIVER & INTERPRETIVE LINK FROM PEN. CEN COMPLEX & CENTRAL BUSINESS DISTRICT
CADIEUX STREET
ACCESS TO PARK, RIVER & INTERPRETIVE LINK. VIEW TO RIVER SHOULD BE PRESERVED
CONNECTION BETWEEN EXISTING HOUSING & FUTURE PARKS
EXISTING BIKE ROUTE PROVIDES CONNECTION WITH LINKAGE SYSTEM
AREA OF PLEASING CHARACTER. COBBLESTONE ROADWAY, INTERESTING INDUSTRIES - PEDESTRIANS. NICE FEELING OF CLOSURE
GOOD VIEW DOWN STREETS, EXPLOIT!
CONNECTION BETWEEN EXISTING HOUSING & FUTURE PARKS
CALIENE STREET
ACCESS TO PARK, RIVER & INTERPRETIVE LINK. VIEW TO RIVER SHOULD BE PRESERVED
PEN CEN COMPLEX
FRANKLIN STREET DEVELOPMENT AREA
AREA IS RICH WITH THRIVING RESTAURANTS & EXISTING INDUSTRIES WHICH CREATES AN INTERESTING PLACE. EMBANKMENT BEGINNING FOR AN ENTERTAINMENT TRAIL
SLOPE
SEMTA STATION
MAJOR DOMINANT VIEW OF PEN. CEN.
CENTRAL IRON & FORGE
GLOBE TRADING
ENCLOSURE CREATED BY THESE BLOCKS IS GREAT!! POTENTIAL SHOPS, PLAZA OR CONVERSIONS
BUFFER
ARCHITECTURAL FACADE PROFFECEION IS EXTREMELY ATTRACTIVE!
NORTHERN OVERLOOKING
PEN. CEN. PARKING UNSIGHTLY & BORING NEEDS VEGETION BUFFER
FEDERAL MARINE TERMINAL - CLEAN UP
HUDDEN CEMENT - CLEAN UP!
DOWNRIVER VIEWS, AMBASSADOR BRIDGE
FOCAL POINT NEEDED AT END OF ST ANTOINE... RIVERLINK BEGINS
DEVELOP SOMETHING INTERESTING ALONG OTHERWISE BORING WALK.... FOCAL POINTS, FOUNTAINS
VIEW TO BELLE ISLE
THIS ENTRY POINT IS EXTREMELY INTERESTING - DEVELOP AS MAIN PARK ENTRY
BOAT SLIP - EXISTING PHYSICAL ELEMENT - USE IN PARK DESIGN
DOMINANT VIEW OF SILOS - LAND MARK
DOMINANT VIEW OF SILOS - LAND MARK
MAJOR VIEW OF CANADA, RIVER & PASSING WATER CRAFT
MAJOR VIEW OF CANADA, RIVER & PASSING WATER CRAFT
MEDUSA CEMENT CLEAN UP THIS INTERESTING LAND MARK
OPEN VIEW TO ALLEN CREEK - VATION
PENN DIXIE CEMENT CLEAN UP THIS INTERESTING LANDMARK
THIS ENTRY POINT IS EXTREMELY INTERESTING - DEVELOP AS MAIN PARK ENTRY
DETROIT
LEGEND
RIVER LINK
INTERPRETIVE LINK
MAJOR ACCESS
SITES UNDER STUDY
BIKE ROUTES
BUFFER
DUST
FISHING SPOTS



RIVER

PROJECT LINK AREA

LINKAGE ALIGNMENT PLAN

LINKED RIVERFRONT PARKS PROJECT

RECREATION DEPARTMENT

DESIGN

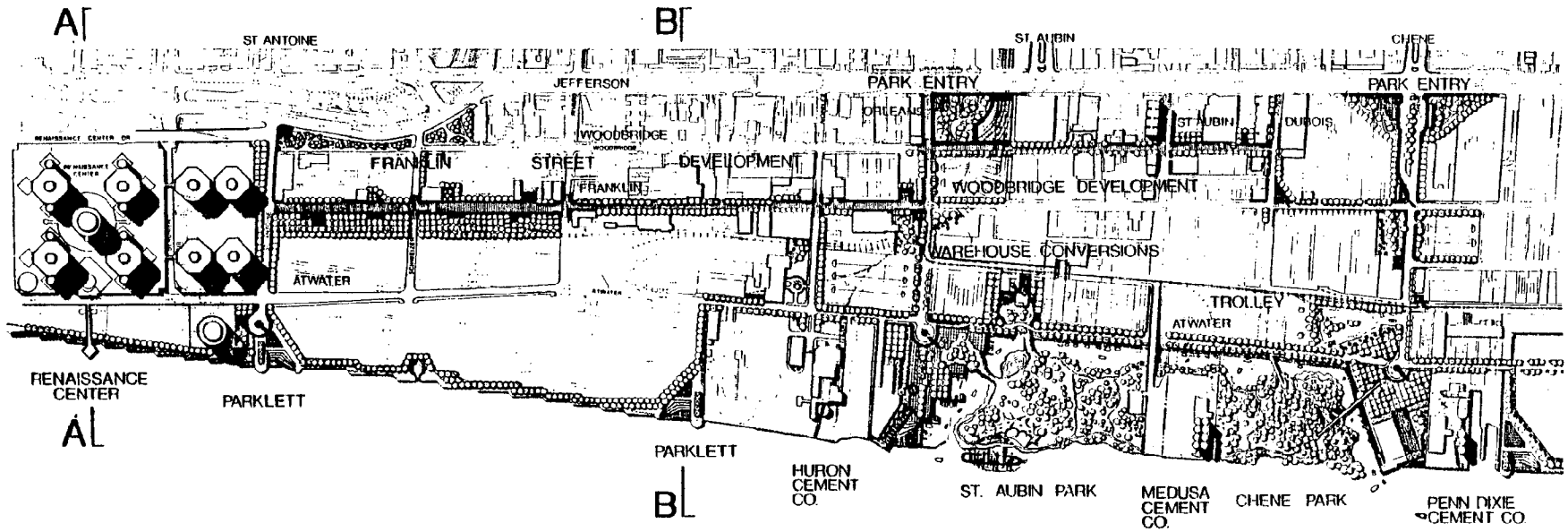
PROPOSED GENERAL DEVELOPMENT PLAN

The General Development Plan is a culmination of all analysis, and planning in the Project Link area. Programmatically the Project area has been separated into Linkages and Nodes. The Linkage system provides multi-use linear activities and connects the major development Nodes together. These Nodes derive their basis from the major development occurring within. The Renaissance Development is dominated by the Renaissance Center and related parking. The General Development Plan proposes a major access linkage along the river in order to connect the entire LRPP area with Hart Plaza and the CBD. The Linkage will enhance the river's edge in front of Renaissance Center and provide landscape buffers along its present parking lots. Further, the emerging restaurant district on Franklin Street within this Node will be enhanced through the design of the Interpretative Link and connecting into the Chene Node.

Most new recreation use is designed for the Chene and Mt. Elliott Nodes. The Linkage System is intended to connect with and through these Nodes. It is further meant to connect both these Nodes together into one Park system. This provision is accomodated by linking through the Parke-Davis development at the river's edge.

As the Riverlink proceeds past the Mt. Elliott Node, the Uniroyal development is encountered. Linkage is primarily provided at the water's edge in front of Uniroyal and also along its northern edge at Jefferson Avenue. Here the LRPP is complete by connecting the whole project to the Belle Isle Bridge and its eastern en-ry at Gabriel Richard Park.

Properly designed, the whole Linkage/Node System will not only act as an entire park and recreation system but as a catalyst for all future public and private development in the area.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ST AUBIN
DUBOIS
WOODBRIDGE DEVELOPMENT
WAREHOUSE CONVERSIONS
ATWATER
TROLLEY
ATWATER
RENAISSANCE CENTER
PARKLETT
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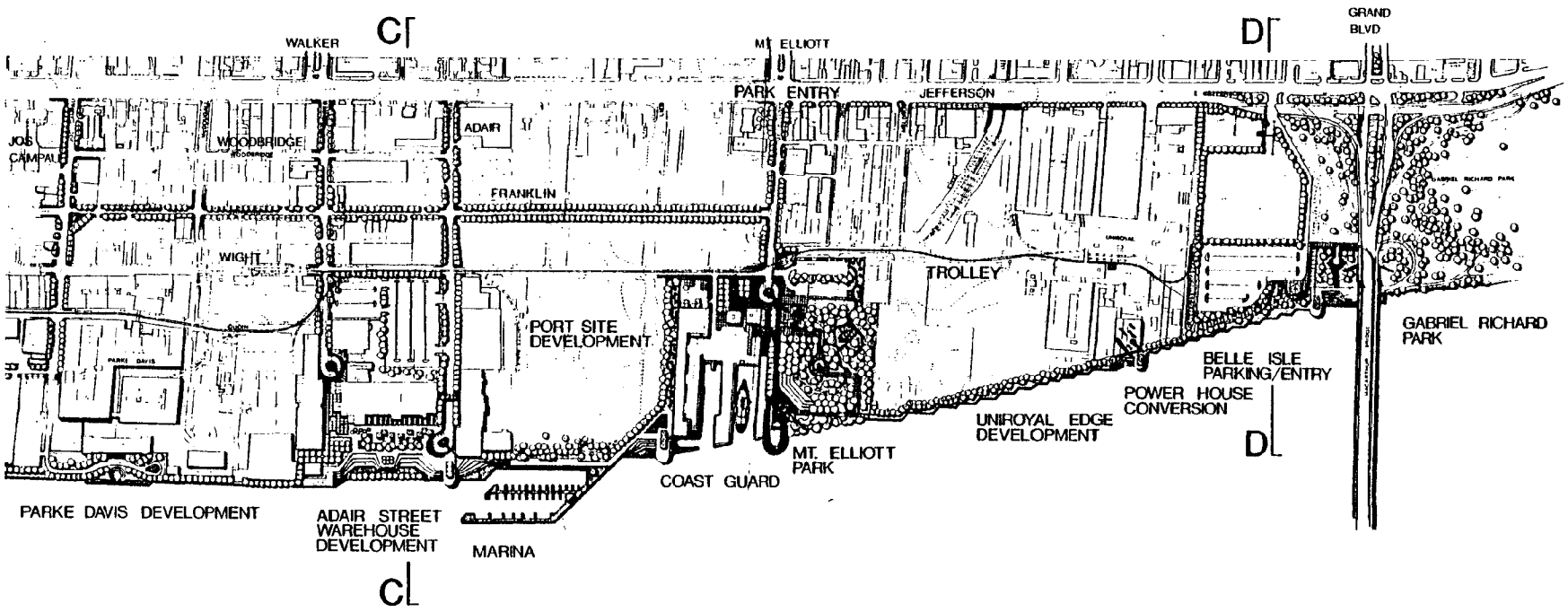
MEDUSA CEMENT CO.
CHENE PARK
PENN DIXIE CEMENT CO.
DETROIT



LINKED
RIVERFRONT
PARKS
PROJECT

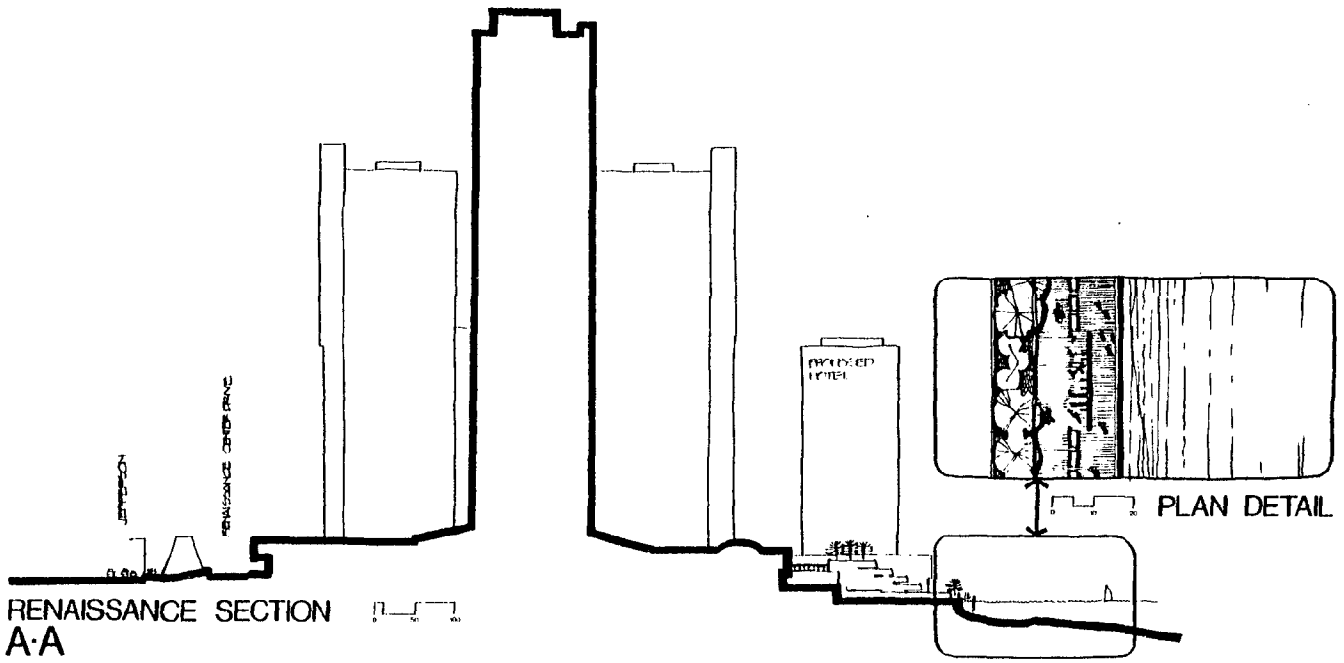
0 100 200

PROJECT LINK AREA

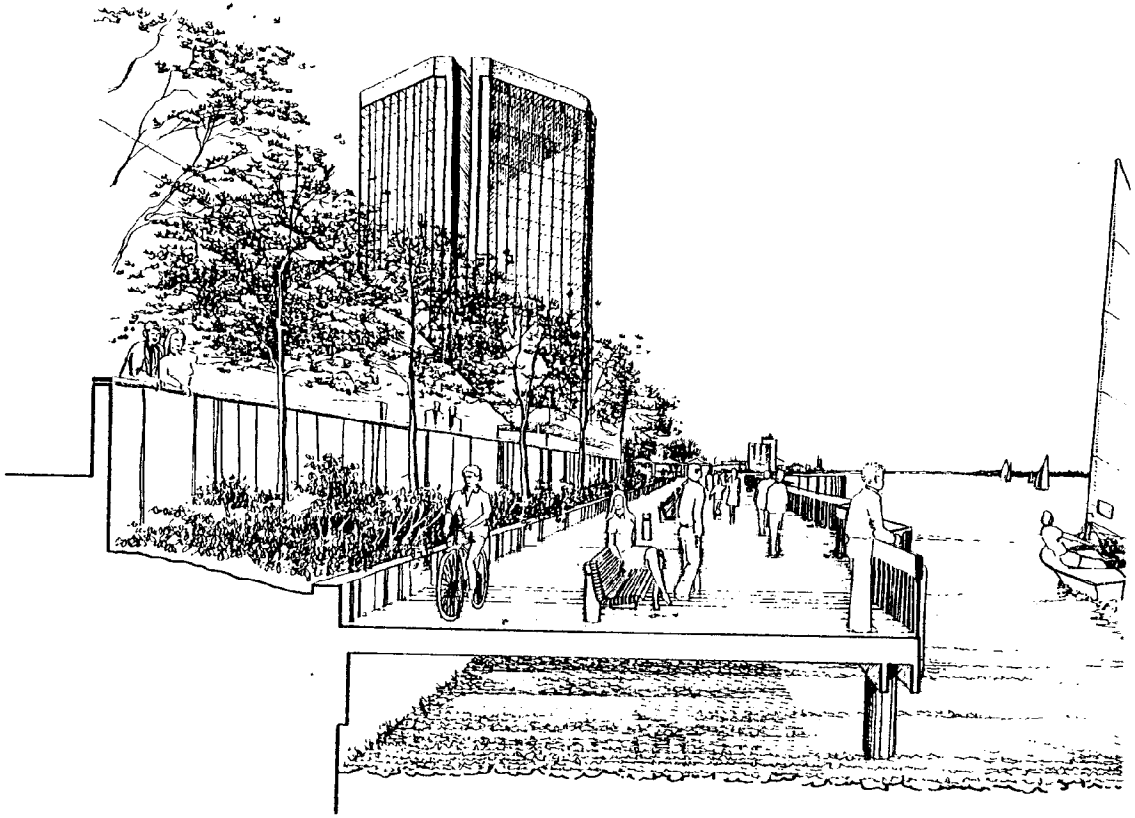
PROPOSED GENERAL DEVELOPMENT PLAN

THE RIVER LINK

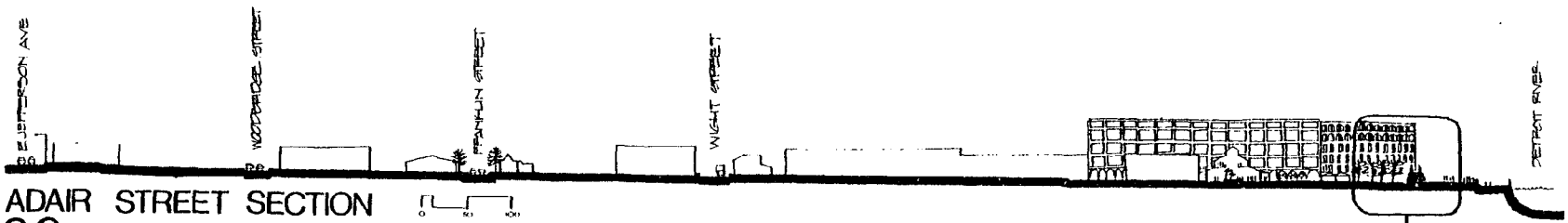
This is ultimately the primary link for providing public access to the waterfront. As can be seen in the design sections it varies along its length according to functional or physical restraints which in turn provide visual variety and interest. Each section contains three common elements: riverwalk at the edge; bicycle path in-land but visually related to the edge; and landscaped dividers or boundaries. These landscaped boundaries are particularly important where no spatial edge exists such as along the Renaissance Center parking lot.



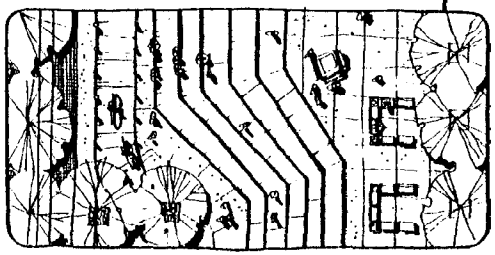
The riverwalk is proposed to be paved with aggregate concrete and granite. Where space is restricted, as at Renaissance Center and Uniroyal, the River Link becomes a wood deck, either cantilevered or built on piers. A special system of lighting will also be designed to be used only on the River Link. In this way, the paving and lighting together will help to maintain the identity and image of the River Link.



Separation between the River Link and the proposed Renaissance Center housing is provided by a projecting deck and a change of level.

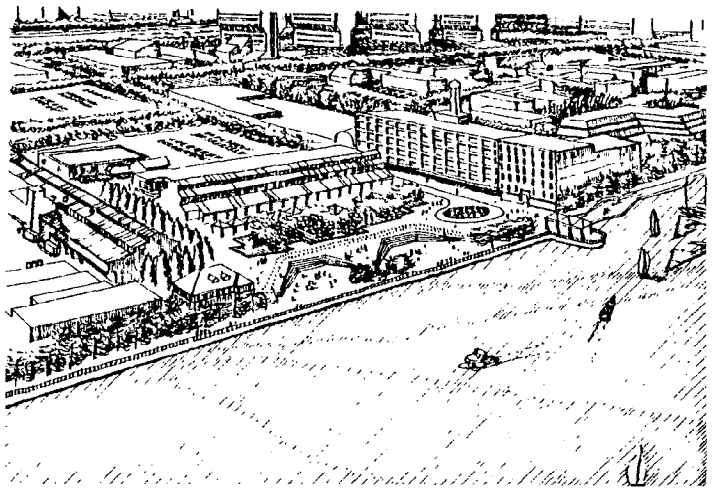


ADAIR STREET SECTION
C-C

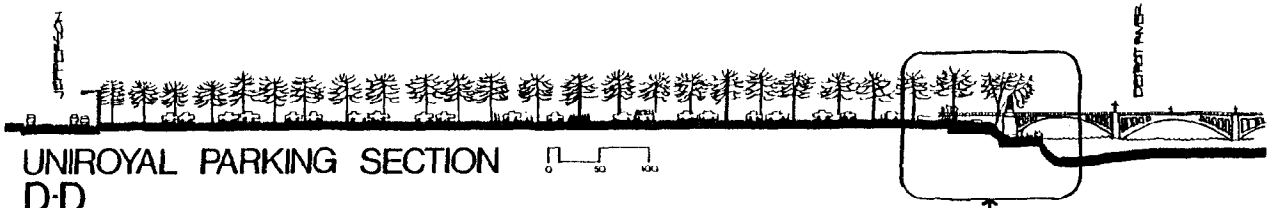


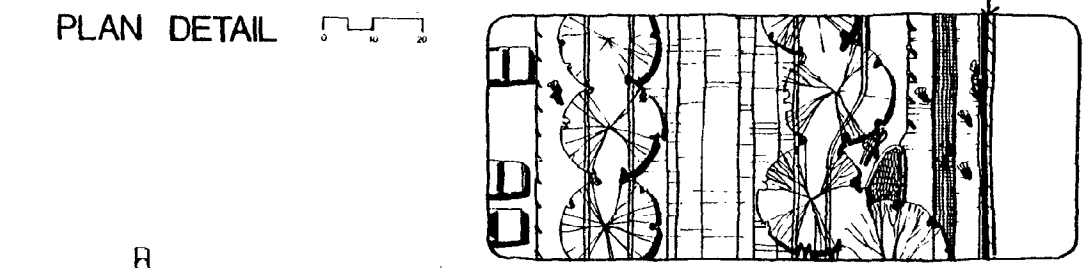
PLAN DETAIL

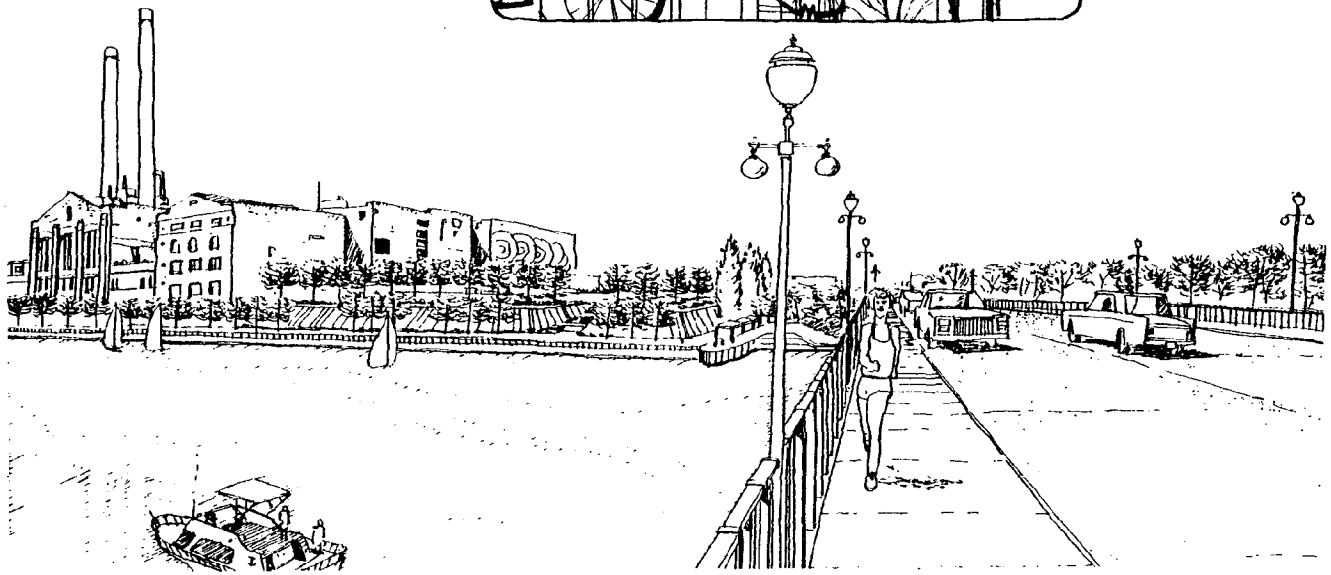
At selected spots the River Link extends into the river or into the land to provide overlooks, gathering spots, large picknicking or seating areas. Where direct access to the water is desired, (i.e. for wading, etc.) the River Link cuts into the land to provide a partially protected pool which is less hazardous than direct riverfrong access. In areas where fishing is to be discouraged (e.g. in front of new development) the handrail is unbroken. Where fishing is to be encouraged, wood decks are extended from the stepped portion of the edge. The question of safety, without interferring with function or design, has been considered in the edge/handrail design. Where the right-of-way is generous, an 18" stepped down ledge has been provided beyond the handrails to allow a platform for climbing out of the water. Where space is restricted, ladders must extend to water level to provide handholds.



The River Link will encourage development such as the conversions at the Adair Street Warehouse area.







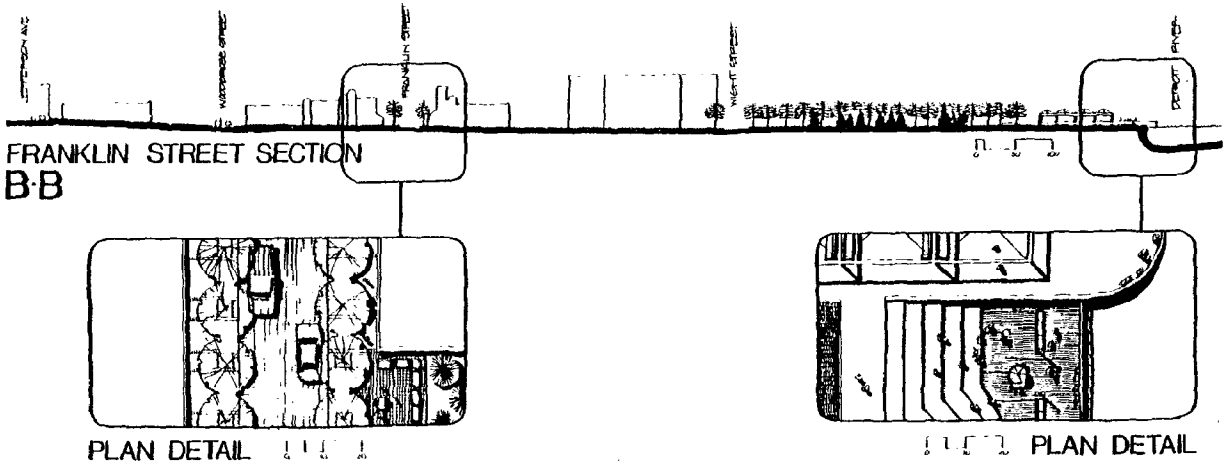
Looking from the MacArthur Bridge, the River Link is defined by edge improvements and landscape.

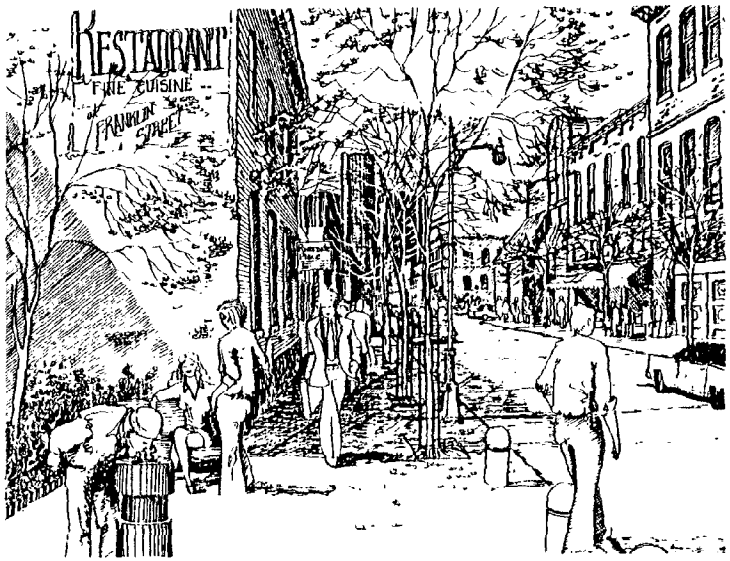
INTERPRETIVE LINK

The Interpretive Link has somewhat different design elements than the River Link. Bicycling is seen as a temporary function important only until the River Link is developed. Bicycles will never be discouraged from the area, but a separated path is not planned due to the narrow street right-of-ways. The Interpretive Link is more concerned with developing the pedestrian aspects of the trail, emphasizing walking tours and pedestrian access to housing, industrial operations and commercial establishments.

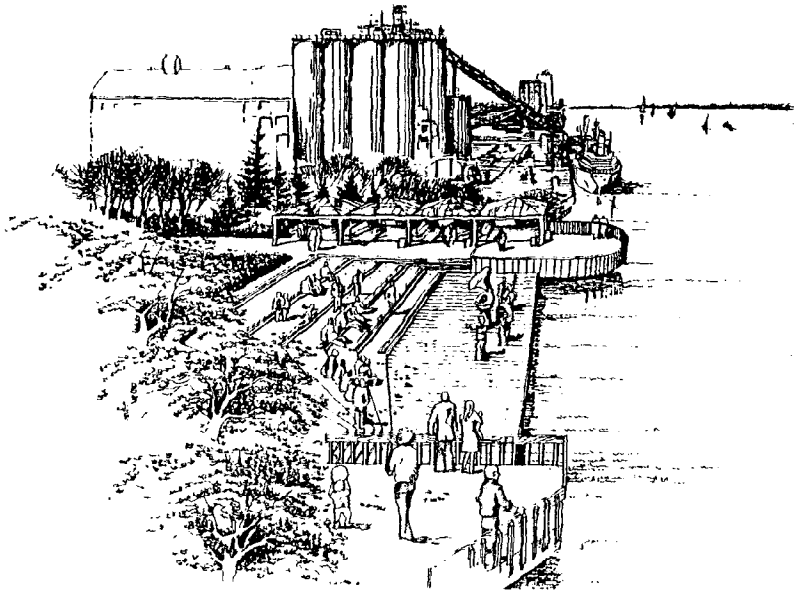
Once the River Link is established it is assumed to relieve any pedestrian congestion that might occur on the Interpretive Link. Therefore, no street has been proposed for conversion to an exclusive pedestrian "mall" (this is not feasible with mixed land use anyway). However, truck traffic and parking are restricted along the Interpretive Link to provide more space and a better atmosphere for pedestrian activity.

The Interpretive Link will be identified and unified by new paving (or possibly the restoration of old paving), landscape amenities, street furniture and historical/interpretive signage. Cooperation and participation of all merchants and owners along the trail is desired in order to provide a meaningful and exciting attraction for visitors.





The Franklin Street design will encourage a mixture of uses from restaurants to industry.



This parklette turns the River Link away from the immediate edge and into the Interpretive Link to bypass the Huron Cement property.

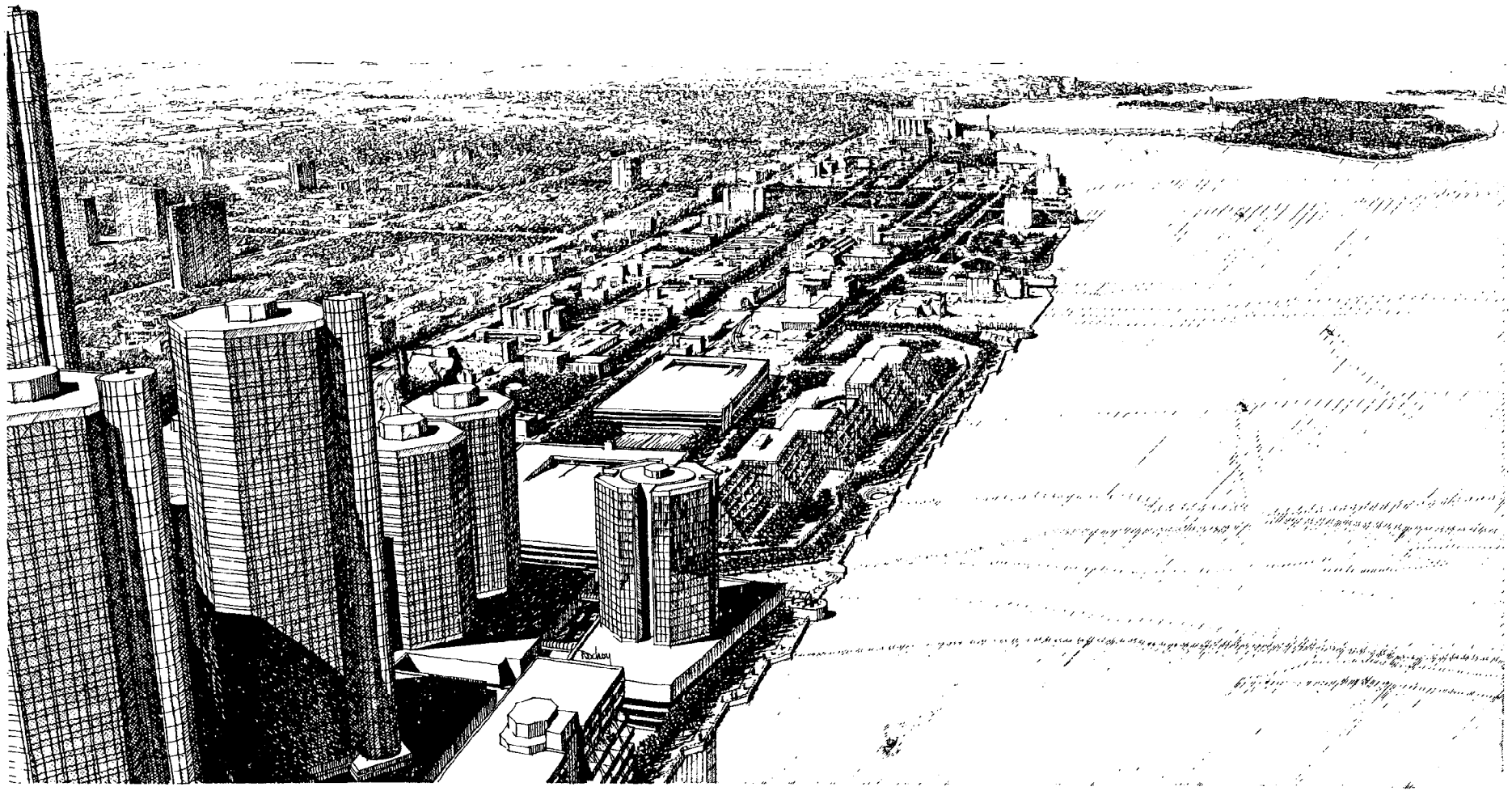
NORTH-SOUTH ACCESS

Although four of the six proposed access points from Jefferson are in the nodes it is appropriate that they be discussed with the Linkage System. Each access street is seen to be of the same character as the Interpretive Link. However, a bicycle path is permanently proposed in these sections since they will be the main routes from Lafayette/Elmwood and the CBD to the River Link. The image of "entry" is reinforced at Jefferson through widened landscape areas, and extension of the boulevards that now run north from Jefferson through the Lafayette/Elmwood housing.

The entry to Chene Park at Jefferson Avenue is defined with signage, landscaping and an extension of the Chene Boulevard into the project area.

DESIGN INTENT

The entire Linkage System is intended as an element that stands alone regardless of surrounding uses. It is seen as an active linear park where paving, lighting, landscaping, and signage give it a distinct identity to the public. This identifiable element would become the reference point through which diverse existing development is connected and provides a catalyst for new development.



ANALYSIS

PROGRAM

DESIGN

CHENE NODE 2

ANALYSIS

OVERVIEW

Refer to page 81

The Chene Node is located approximately one third of the way between the Renaissance Center and the Parke-Davis facility. As such, it occupies a strategic position on the Linkage System as the first major recreation "stop over". Fortunately it is still within relatively easy walking distance of the Renaissance Center and its parking lots (2/3 mile). It also abutts the restaurant district along Franklin Street, is close to the commuter rail station and is directly south of the Lafayette/Elmwood housing development. Because of its prime location, the Node has the potential to be an intensely developed area.

NATURAL ANALYSIS

Most natural features in the Chene Node including soils, topography, vegetation, wild life, and climatic conditions are typical of the Project Link area discussed in Part 1. The features specific to the Node apply to the river and its edge.

Water depths range from 18 to 22 feet, which is sufficient for cement company boats to dock. The docking edge has been improved with sheet piling and concrete which extend partially into the Chene 1 and St. Aubin sites. The cement companies have domain over any portion of the shore where their boats dock, a factor to be considered in the park design.

PERCEPTUAL ANALYSIS

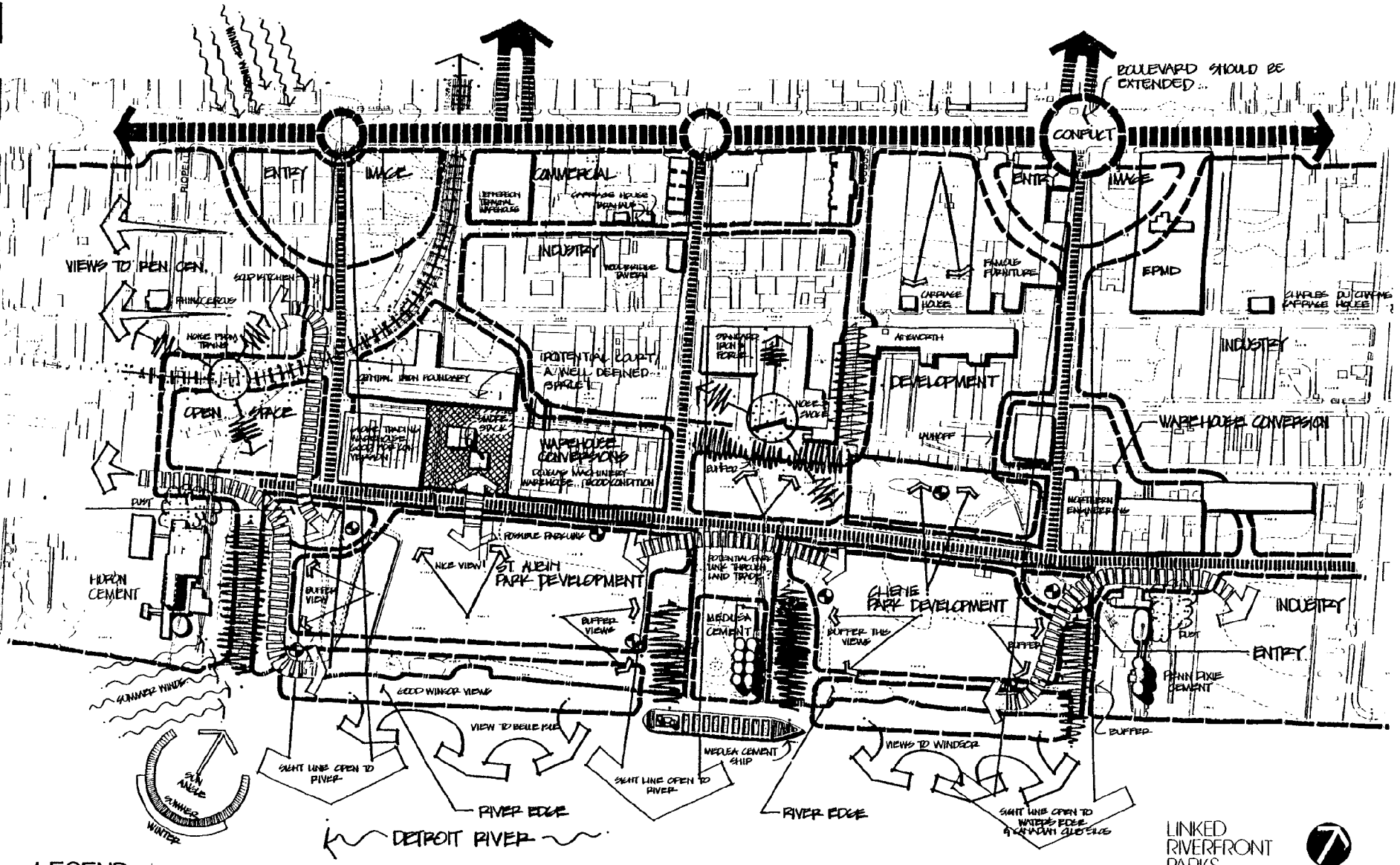
The visual obstructions typical of the project area are especially prevalent in this Node. A potential scenic easement to the river from Jefferson is blocked by Famous Furniture and the city-owned Ainsworth Warehouse. Provisions for such an easement in this or another location is crucial to the image of proposed new development. One notable view that should be

preserved is the vista down Chene Street to the Canadian Club silos. The flashing neon sign is a particularly strong focus at night.

Noise in the area could also be detrimental to new development. Trucks have a strong impact when moving to and from Consolidated Docking (St. Aubin site) and the cement companies. Not only are they noisy, but they tend to stir up dust along the way. Certain industries, such as forging companies contribute to noise, smoke and dust pollution. If these operations are to be good neighbors to new development, certain controls will be necessary to implement. Schervish, Vogel, Merz is currently preparing an Environmental Assessment report to address these impacts specifically.

Certain physical perceptions are created by buildings and other man-made structures in the Node. The area on Guoin Street between Orleans and St. Aubin with its closely-spaced warehouses and a "ceiling" of crane rails, has an intimacy that belies its industrial base and opens into a "courtyard" defined by a tall smokestack.

On the park sites, physical definition is given by the bordering cement silos. Chene #1 in particular is defined by silos on either side, but it lacks a northern edge and tends to bleed visually. Chene #2 bleeds into the vacant parcel to the west. St. Aubin is strongly defined by the Medusa silos to the east and the warehouses to the north. The western edge is enclosed by Huron Cement whose silos are less imposing, but nonetheless define the boundary.



LEGEND

VEHICULAR CIRCULATION
PEDESTRIAN SYSTEM
ZONES
TRAINS
NOISE
DUST
BUFFER

CHENE NODE

SITE ANALYSIS

LINKED RIVERFRONT PARKS PROJECT

0 50 100 200

CITY OF DETROIT RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ, PC ARCHITECTS LANDSCAPE ARCHITECTS DETROIT, MICHIGAN

LAND USE AND CIRCULATION ANALYSIS

Land Use

Present land use patterns prevent this Node from becoming intensely developed. It is a conglomeration of strip commercial, mid-rise housing, warehousing, industry and port facilities. At the water's edge are the three cement companies all of which rely on river access for their operations. Between Huron and Medusa Cement, on the St. Aubin site, lies Consolidated Docking, a container shipping company.

The cement companies represent major capital investments on their sites and therefore, relocation is assumed to be unfeasible in the short range. On the other hand, Consolidated Docking's location raises many questions even though it is a water-related industry. Its investment in the property is considerably less than the cement companies; it occupies nearly as much land as Huron, Medusa and Penn-Dixie combined; the land is used primarily for container storage; each container leaves the site on a truck, thereby impacting circulation; and finally, it is located near the Renaissance Center, the burgeoning restaurant/warehouse district and the Lafayette/Elmwood housing. All these issues come to bear at a time when the pressure for riverfront recreational land is very great. Furthermore, Consolidated Docking moved onto the St. Aubin site approximately five years ago when a park system had already been proposed for this segment of the riverfront (1972).

All of these arguments clearly indicate that the optimum use of the St. Aubin site is recreational or public-related. It is recommended that it be designed in conjunction with Chene 1 and that the two sites be physically connected. This can be accomplished by closing Atwater, acquiring the land north of Medusa Cement, or executing a land trade with Medusa cement.

There are several parcels of vacant or undeveloped land in this node. Chene 1 is being temporarily used for truck parking. Because it was readily available for purchase by the city, it has been earmarked for development as a park in order to establish an anchoring recreational use in the LRPP area. This analysis shows that a park in Chene 1 can be successful due to existing users from the CBD and Lafayette/Elmwood as well as new users from proposed surrounding development.

Along the north side of Atwater, vacant land at Orleans, St. Aubin, Dubois and Chene should be acquired by the City in order to devise a viable development plan for the node. Vacant land at Orleans and Jefferson offers the potential to develop a "west" entry into the node. A similar entry image is even more desirable at Chene, but no land is currently available. However, the city-owned EPMD building near Chene and Jefferson is scheduled for demolition and could be the first step in opening land at this important intersection. In the longer range, perceptions of the river from these entry points should be enhanced.

At this time, there is a sufficient quantity of vacant land to develop perceptual access to the river, but the configuration is not suitable. Land trades are necessary for this purpose, and the city can facilitate the process by acquiring vacant land where possible.

Circulation

Because of the industrial land uses, there is a great deal of truck circulation in the node. Conflicts occur at the restaurants and truck traffic is especially severe along Riopelle. The problem is one of noise and dust rather than disruption of traffic flow. A minor blockage often occurs on Woodbridge where loading trucks partially block the street. Defined truck routes and reorganized land uses will minimize conflicts when development occurs.

Ease of access and a strong, positive image are absolutely critical to draw the public into the parks and other non-recreational development. Points of transition will occur along Jefferson Avenue since it is the main traffic artery serving the LRPP area. Analysis indicates that there are two logical entry points for the Chene Node. Since Lafayette/ Elmwood residents are expected to be major park users, extension of Chene Boulevard south of Jefferson is recommended. This establishes an entry at the east end of the Node and provides access to the pivotal first phase of the parks development.

A second entry is recommended at Orleans. Although this street does not connect with a boulevard to the north, existing open space allows visual access to the river and physical access to the west end of the node. Extension of the St. Aubin Boulevard from the north was determined to be unbeneficial. The Chene Boulevard is better located and requires minimum acquisition of private land for the right-of-way.

URBAN STRUCTURES ANALYSIS

There are some truly "significant" structures in the Chene Node. The most dominating structures are the Medusa and Penn-Dixie cement silos which form a focused view along north/ south streets and are strongly evident from both Belle Isle and Windsor. These silos, because of their "purity" of form, should not be taken as a negative, as they give strong definition to the Node. The Huron Cement silos are not as dominating and are less significant from a spatial point of view.

For significance in terms of scale, character and charm, the following buildings have particular value and should be examined closely for potential adaptive reuse or at least rehabilitation:

- Globe Trading Company (site of the Great Lakes largest shipping operation until the 1920's)
- Douglass Machinery (warehouse)
- Lauhoff Company (located here for nearly 100 years, operated by the original family)
- Northern Engineering
- Franklin Street Facade of Ainsworth Warehouse.
- Carriage House (across from Ainsworth)
- Carriage House (north side of Woodbridge next to Brahaus)
- Charles Du Charme Carriage House

The following structures are significant because they have existed as or been converted to restaurants (some restaurants are not mentioned here because they lie outside the Node boundaries as shown in this document):

- Rhinoceros
- Soup Kitchen
- Woodbridge Tavern
- Brahaus
- Clementine's

Certain buildings detract from the character of the Node because of their architectural style, condition of physical plant, or inopportune location. The buildings and the specific conflicts they pose are listed here and discussed at length in Part 4: Implementation:

- Famous Furniture (Poor visual image at Jefferson for park entry development)
- Shell Gas Station (park entry development)
- EPMD Garage (park entry development)
- Ainsworth Warehouse (scenic easement, new development)
- Standard Iron and Forge (noise, smoke, dirt)
- Central Iron Foundry (dirt)

Overall, there is a series of "red brick" buildings whose scale and character should set the pace for the redevelopment of the area.

PROGRAM

NODE PROGRAM

Because of the mixed-use, underutilized and generally deteriorated nature of the area, a highly developed urban park would stand in total isolation if an overall development scheme is not created for the node. The potential viability of this approach can be glimpsed by the slow though persistent expansion of restaurant facilities along Franklin Street. These, combined with the introduction of a park system, will give impetus for continued private economic development. A network of parks in isolation, however, runs the risk of being underutilized or worse still, a "white elephant". The node's proximity to the Renaissance Center, however, makes this unlikely. Since there is no real overall plan for the Node, it was important to anticipate probable development and to propose some rationale for its dispersement in order that the parks themselves might be properly designed.

The first assumption made was that any private development south of Jefferson Avenue must have some identity or tie to Jefferson and not be hidden behind an industrial pocket or chaotic commercial strip. Since the present vacant land configuration does not allow for this, a development area reaching to Jefferson should be created while minimally disrupting viable economic activities. One border of this new development could front the parks, the other border could front Jefferson Avenue and tie-in to the park entry image. Because of the character of existing buildings this new development could, at least partially, be adaptive reuse of existing buildings.

Programmatically, the development could take two possible directions:

- An expansion of new housing south of Jefferson to the river (this was originally proposed years ago). A potential problem with this type of development would be its adjacency to heavy industry such as Standard Iron and Forge. The introduction of housing, however, would provide a permanent user base and would fulfill a city goal of bringing more residents downtown and to the river. This programmatic element is also reinforced by the fact that two major housing structures already exist in the node.

- An expansion of the entertainment character developing along Franklin Street. This is programmatically attractive because it can directly give a "theme" and vitality to the parks. Furthermore, the reconstruction of the Shakespearean Globe Playhouse, recently announced by the City and Wayne State University, is proposed to be located in the Node. This theatre ties in very nicely with the entertainment theme of the Node and by itself has the strength to force surrounding development to occur, including the rehabilitation and adaptive reuse of warehouses surrounding the park sites.

These two possible programmatic directions--increased housing and commercial/recreational development--are not necessarily in conflict. A mix of both could enhance the desired vitality of the area. The problem at this point rests with programming the parks relative to an unknown land use adjacent to them. Because the users range from industrial workers eating lunch, to entertainment users, to housing users, the parks must be programmed with enough flexibility to accommodate this wide mix.

PARK PROGRAM

Because of its location and gross programming concerns there is no doubt that the Chene Node park should be developed as intensely active while still allowing for some of the more passive activities to occur. Consequently, this concern for intensity, which is appropriate for an urban park, will not bring the Chene Node into conflict with the very passive Belle Isle, but rather will give a clear choice to Detroit users of a variety of park types. A conflict does arise, however, because of the funding sources for acquisition of Chene #1 and the St. Aubin Site--Land and Water Conservation Funds--is restrictive in how the park is programmed. This funding source allows no permanent structures other than comfort stations and picnic shelters to be built on park land. Consequently, intense uses are ruled out. Because of this restriction it is programmatically recommended that the Chene #2 site, already City-owned, not be developed strictly as a park but be turned over to private or public development which will enhance the intense activity desired (e.g. the Globe Playhouse or housing). Additionally, a portion of the St. Aubin Site owned by the Water Board should also be given over to intense development (e.g. a waterfront restaurant). This assures that all park borders with the exception of the east border of Chene #1 (Penn-Dixie Cement) are available for new development or conversion.

With these factors in mind, park functions were determined which would promote and encourage use and which would be complimentary to new development.

Active Functions

Canal: A canal was seen as a viable function for many reasons: It encourages development along its edge; it creates an area for temporary boat parking which is sorely needed in

downtown Detroit and brings another mode of transportation to the development (especially vital if the entertainment program predominates); it brings the Detroit River further inland and closer to more users; it provides a scalar change for variety; it strongly links the now separated Chene #1 and St. Aubin sites.

Water Feature: Because the park is directly related to the river, it was agreed that water should be its prime feature and focal point. On the St. Aubin site, a waterfall dropping into the canal was programmed. On the Chene site, an active water-play sculpture is proposed where one can run and splash through the water. It has already been successfully integrated into urban parks in other cities.

Watertaxi/Tourboat Stops: A tourboat has been proposed to begin this fall (1979) on the Detroit River. If successful the operator intends to expand this operation to include larger "historical" ships. This system is seen as potentially expanded to a river taxi service and a tourboat. This node should therefore accommodate both possibilities with large ship docking capacity at the river's edge and tourboat capacity right in the canal. Provisions should be made on shore for ticket vending, information booths, and queueing and waiting space.

Concert Barge Stop: The City has no adequate facility for "floating concerts". This dock could also be used for other visiting ships. Provisions or moorings and anchoring, utility connections and gangplanks should be made.

Amphitheatre and Stage: A viewing area would be required for the concert barge. This amphitheatre, however, could also be used for passive viewing of the Detroit River, Windsor shore, Great Lakes freighters, and other activity on the riverfront. It is therefore programmed as a "soft", grassy amphitheatre rather than a rigid, hard-edge one.

Temporary Boat Parking: To provide access to the new on-shore developments from the river, temporary parking for private vessels is planned along the edge of the canal and in small "marinas" near the entrance and exit of the canal. A metering system might be considered. Provisions should also be made for wake and sewage emission control and for clearances under bridges.

Passive Functions

Picnicking: To accommodate workers in the area at lunch time as well as other visitors attracted to the active functions, a distinct picnicking area should be provided as well as eating areas related to surrounding entertainment functions, concession stands and the like. Some sheltered picnic areas should also be provided.

Viewing Areas: Distinct areas for viewing surrounding activities should be provided. The amphitheatre would be one example of this but other platforms, steps and overlooks can be provided including extensions that allow viewing the river's edge and cement ships loading and unloading.

Fishing: Chene #1 is presently being used for some fishing and the presumption is made that improved access and facilities will bring more fishermen. This function should be accommodated and defined specifically in the design.

Gardens: Formal and informal floral gardens will add color and excitement to the parks. These large swatches of color can also act as signposts to ships passing on the river.

Support Functions

Service/Maintenance: A maintenance yard for the park would be located along the west boundary of Medusa Cement.

Vehicular Access: In order to make the island accessible to maintenance and emergency vehicles and Medusa trucks, a bridge would have to be built over the canal at either St. Aubin or Dubois Street. The design of the bridge must give special consideration for heavy vehicular loads and clearances for boats in the canal. Certain paved areas in the park must be designed to withstand the weight of maintenance and emergency vehicles.

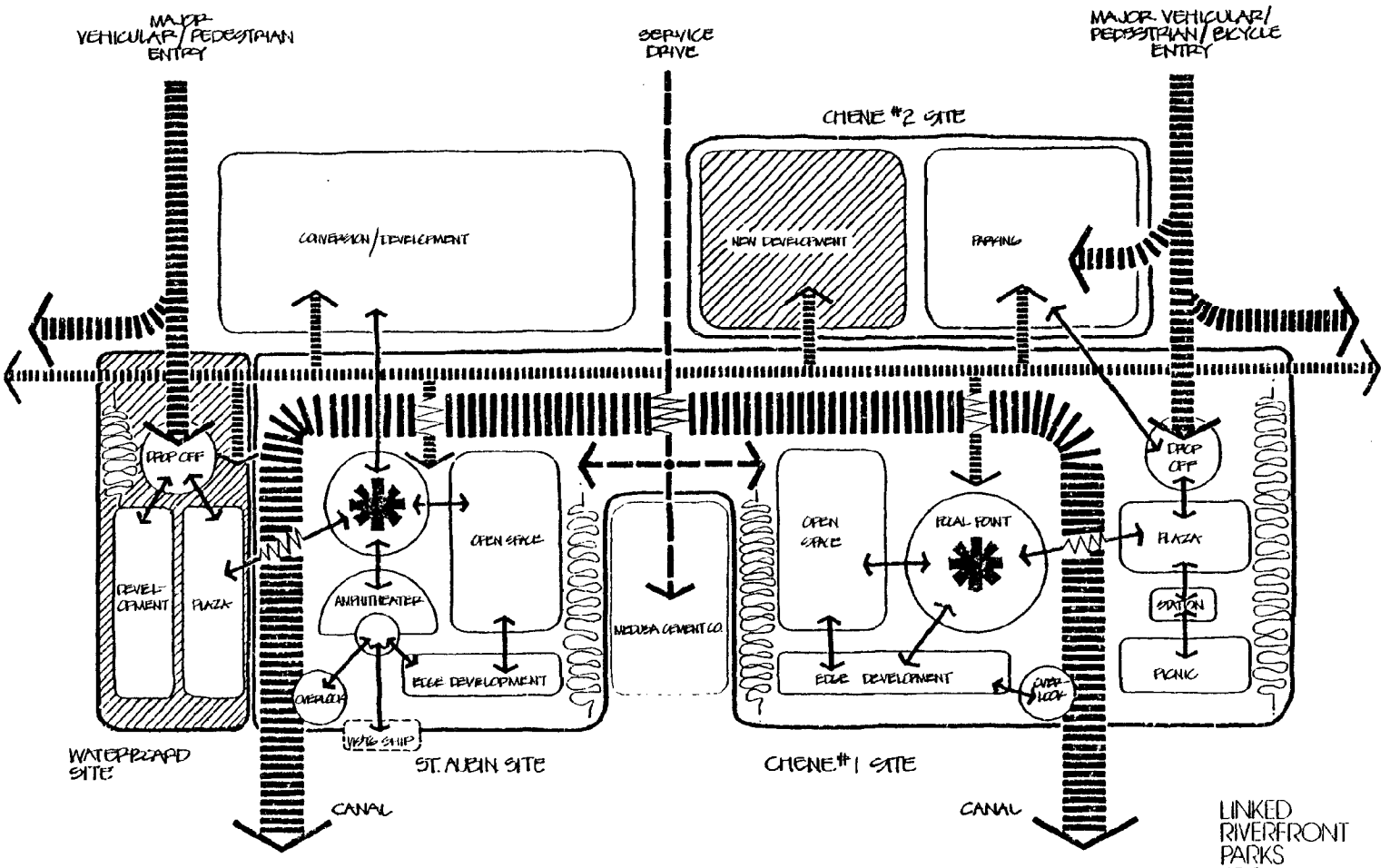
Mechanical: Space for pumps and other equipment required for the waterfall and water-play sculpture must be provided, and should be in close proximity to each feature.

Comfort Stations: Public facilities should be incorporated into the park design and planned to be as durable, vandal-proof and easy to maintain as possible.

Park Pavilions: Sheltered pavilions should be provided in select places in the parks, including the picnic and viewing areas. They are important to provide protection from intensities of sunlight, wind and other natural elements especially for the senior users living nearby.

Concessions: Because of certain functions programmed for the parks, and the resulting volume of use anticipated, there will be a need for vending, information and ticket booths in addition to the pavilions discussed above.

The Functional Relationship diagram helps to clarify how the elements of the Node's proposed development must function together so that a harmonious fabric is achieved. All the park functions are shown according to the association that each one bears with the others. The strongest element is the canal which ties together the Chene #1 and St. Aubin sites to create one unified park. The Water Board and Chene #2 are shown as new developments to serve and strengthen the use of the park.



CHENE NODE

FUNCTIONAL RELATIONSHIP DIAGRAM

LINKED RIVERFRONT PARKS PROJECT

LAND USE DEVELOPMENT

The proposed land use pattern responds to the development program that has been established. Entry zones are created at Chene and Orleans, with view sheds maintained down each street to the River. New or converted development borders the park sites to the north and west. A larger view shed is shown through this new development (parking or open space could be zoned in this area). Parking for the parks and surrounding development is proposed along the Chene and Orleans access corridors on land which is presently vacant. Uses as new or converted development would remain unchanged but improvement of physical plants is recommended and encouraged. Heavy industry should be buffered from development.

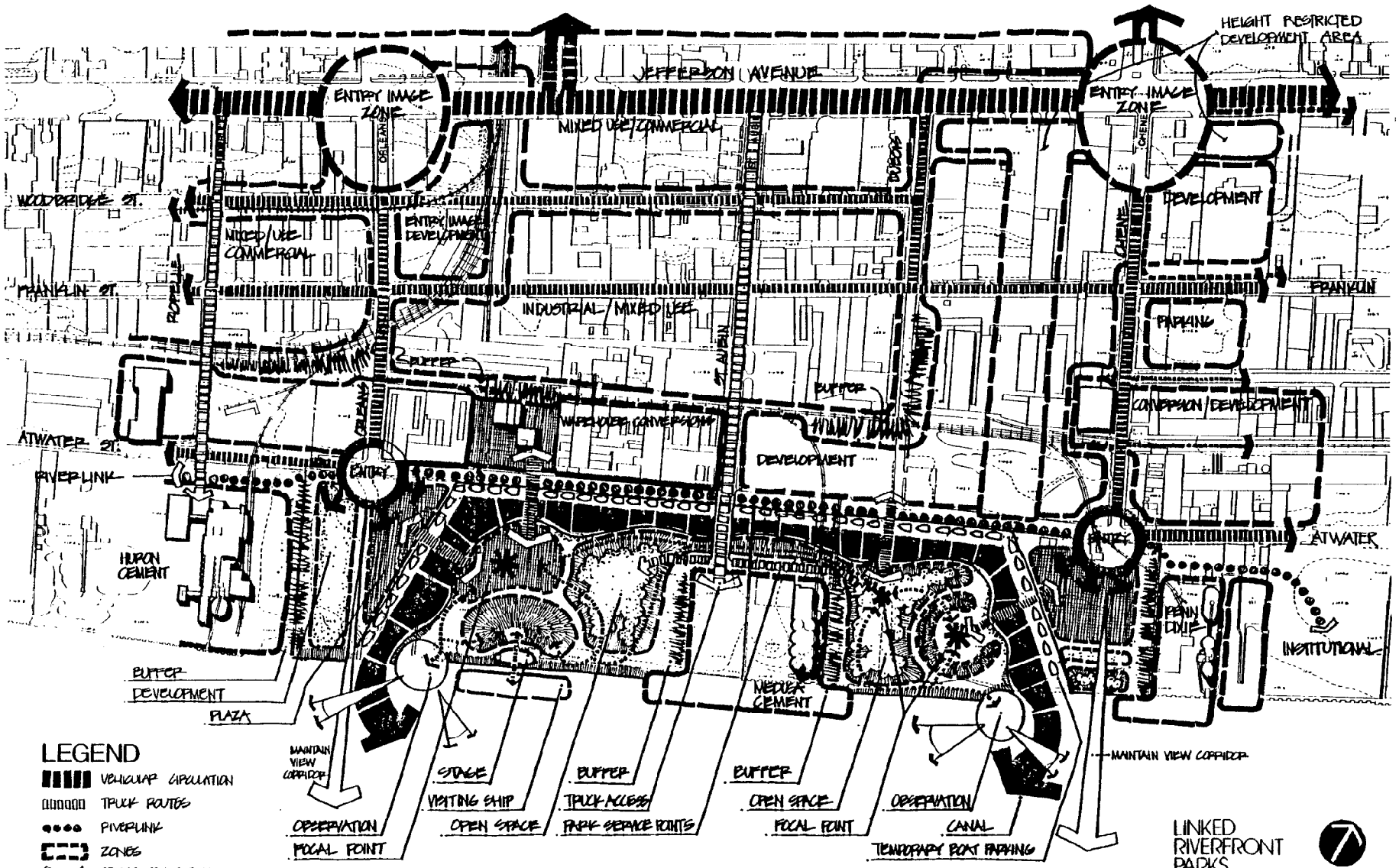
The Node has been divided into zones which are based on existing site conditions and anticipated requirements when development takes place.

Entry Image Zones are located at Jefferson and provide identity both for the parks and for surrounding development.

Existing Mixed-Use/Industrial Zones are existing areas which are seen as cleaned-up but not necessarily changes in use.

Warehouse Conversion/Development Zones are existing structures which are prime for adaptive reuse because of their character or because they adjoin the park sites.

Development Zones are large areas seen as having strong potential for new development. Structures existing in these areas are seen as being removed or rehabilitated depending upon the requirements of new development. These zones extend to Jefferson Avenue to provide necessary identity to the riverfront development.



CHENE NODE

LAND USE DEVELOPMENT

LINKED RIVERFRONT PARKS PROJECT

0 50 100 200

CITY OF DETROIT RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ P.C. ARCHITECTS/LANDSCAPE ARCHITECTS DETROIT MICHIGAN

Parking Zones are adjacent to the major entry streets. They serve the parks and can be shared with new development.

Cement Company Zones are where cement companies exist and extend into the water where boat easements are required.

Buffer Zones are areas requiring visual screening at eye level.

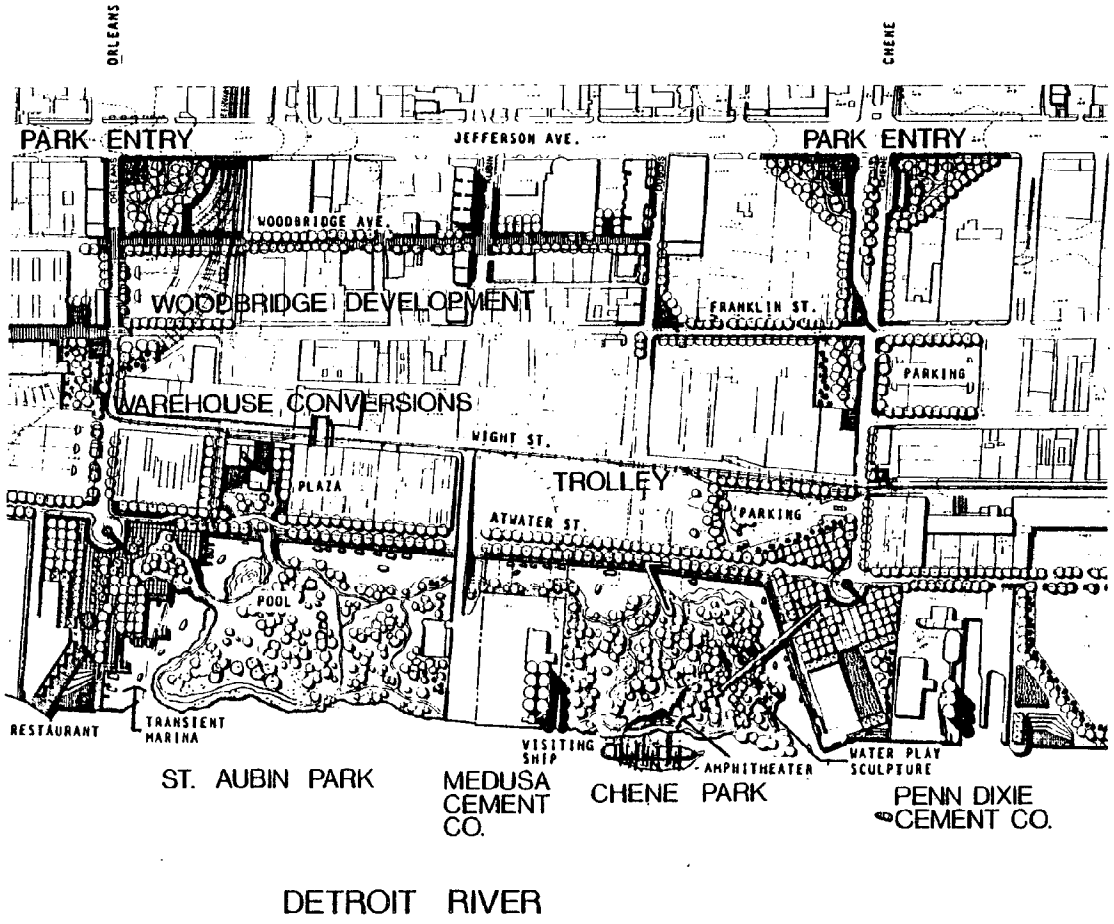
On the park sites, major land use areas have been designated. Entry plazas are defined at the foot of each major entry street. These plazas allow for maintenance of view corridors to Windsor and maintain sewer easements. The canal divides these plazas and all development north of Atwater from the park itself. Bridges span from the entry plazas to a major focus on each park site. These major focal points gradually give way to passive open space adjoining Medusa Cement.

Proposed Circulation is also shown on the Land Use Development plan, and is briefly discussed here. The details of the proposed circulation plan have been addressed in Part 1.

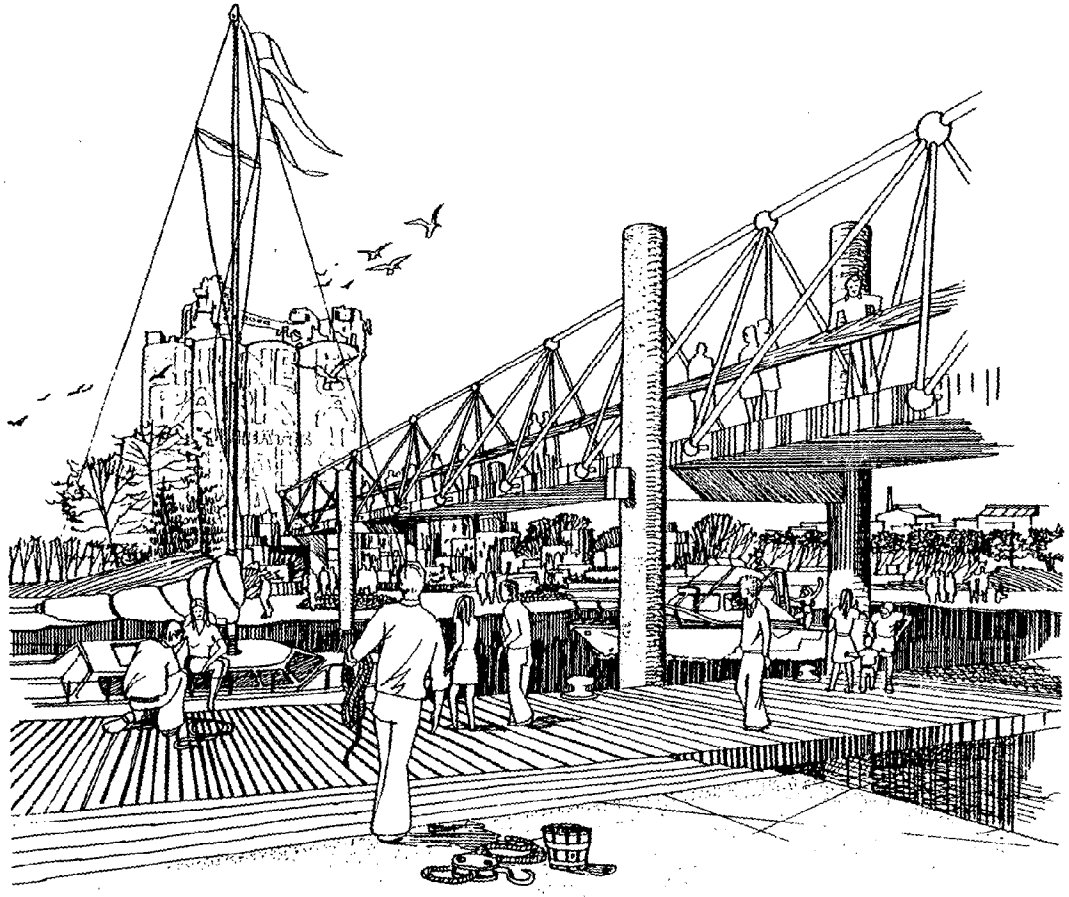
North/south access along Chene and Orleans will be designed for pedestrians, bicycles and automobiles. Ideally, trucks should be excluded from these streets, especially during times of peak park use. Bicycles can be accommodated on Franklin which will be the primary route until the River Link is completed. Atwater is eventually planned as a pedestrian/bicycle route and would be closed to vehicles. A truck route on St. Aubin would service Medusa Cement and other industries as well as the parks. Private boats, water taxis and tour boats would have access to the canal. A potential trolley is aligned along existing track.

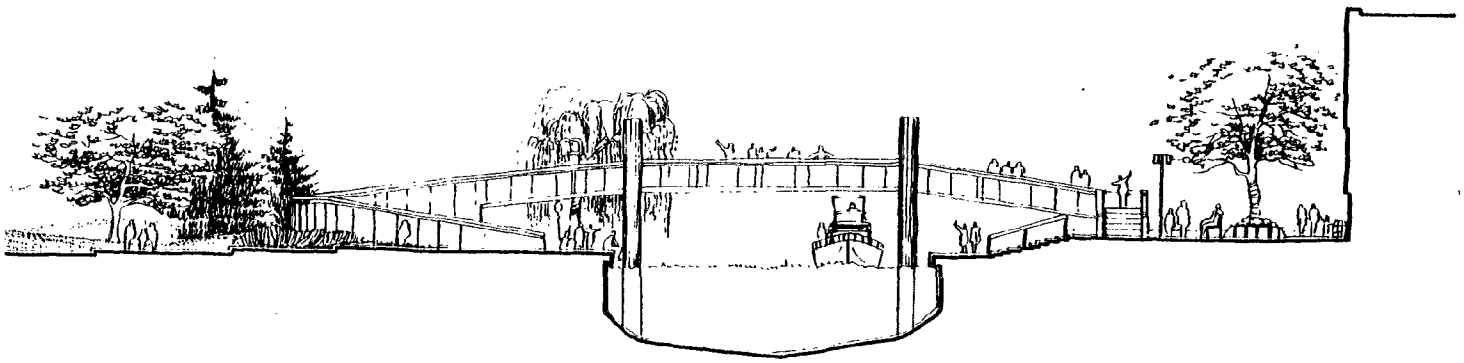
DESIGN

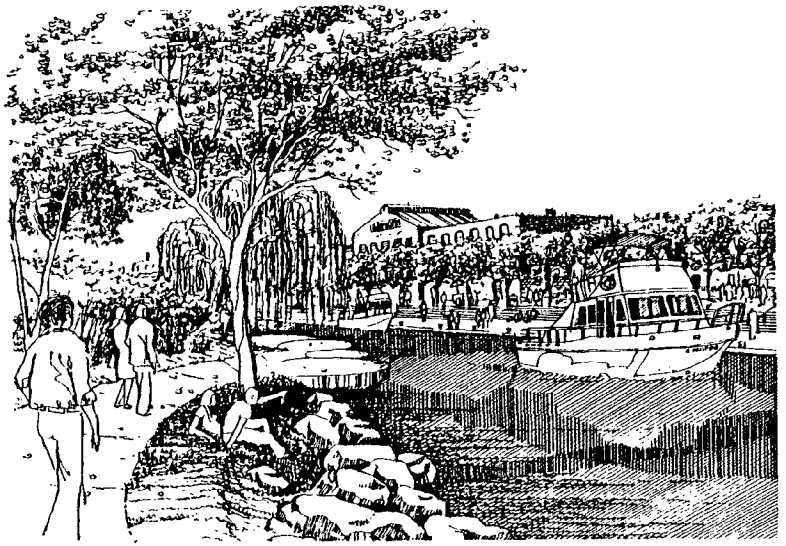
The Chene Node park was conceived as a "natural" island separated from the "urban" counterpart by a canal. The urban side is designed with straight lines and predominately hard, man-made materials, while the island is primarily a soft, natural area with trees and expansive grassy areas.



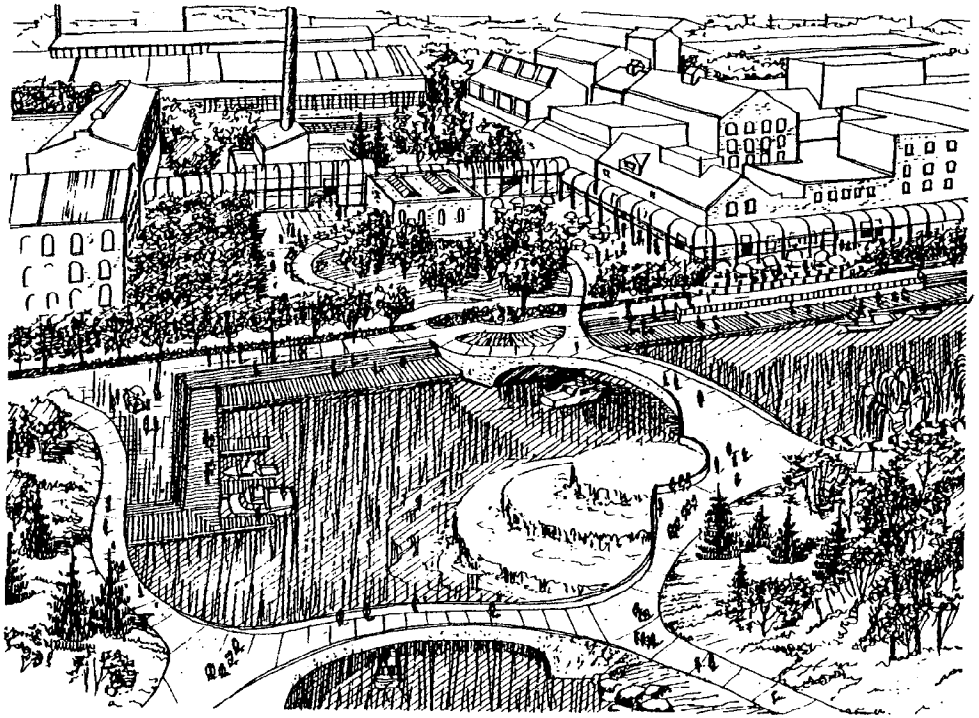
Access to the island is provided by four pedestrian bridges. On the Chene #1 site a steel-truss bridge boldly penetrates the island from the Chene Plaza, as does another concrete bridge from Atwater Street. Conversely, two natural bridges softly ooze onto the St. Aubin plazas.





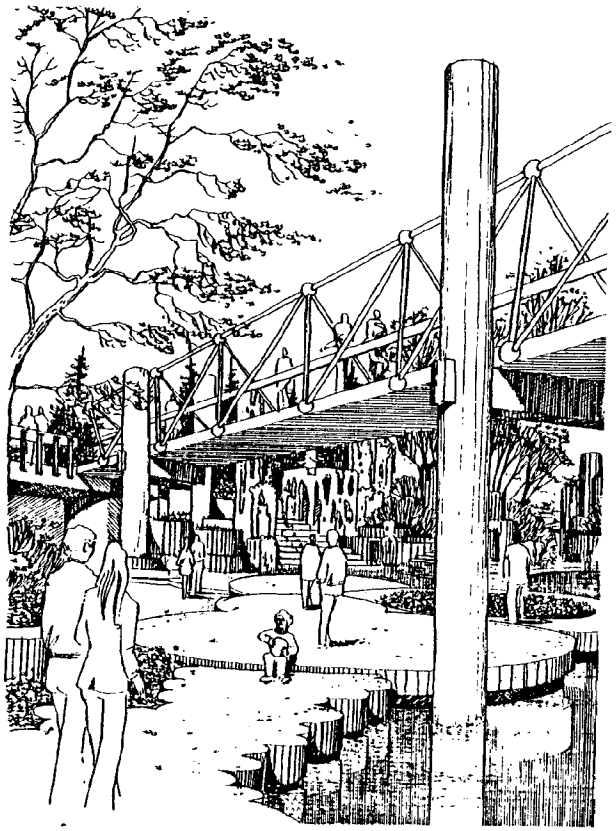


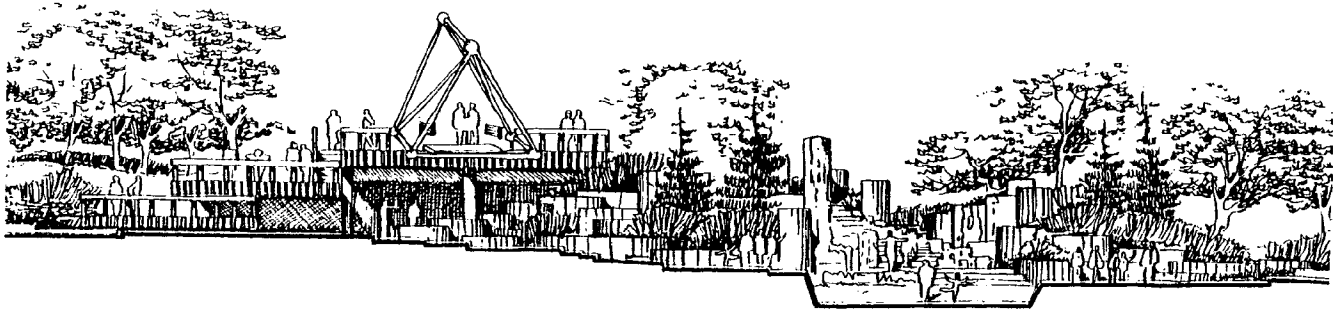
The feature of greatest impact on the park development is the canal. Besides creating a unique island for recreational pleasure, it resolves many functional and developmental issues. By bringing the river "inland" several hundred feet, the original goal of a river-side park is accomplished.

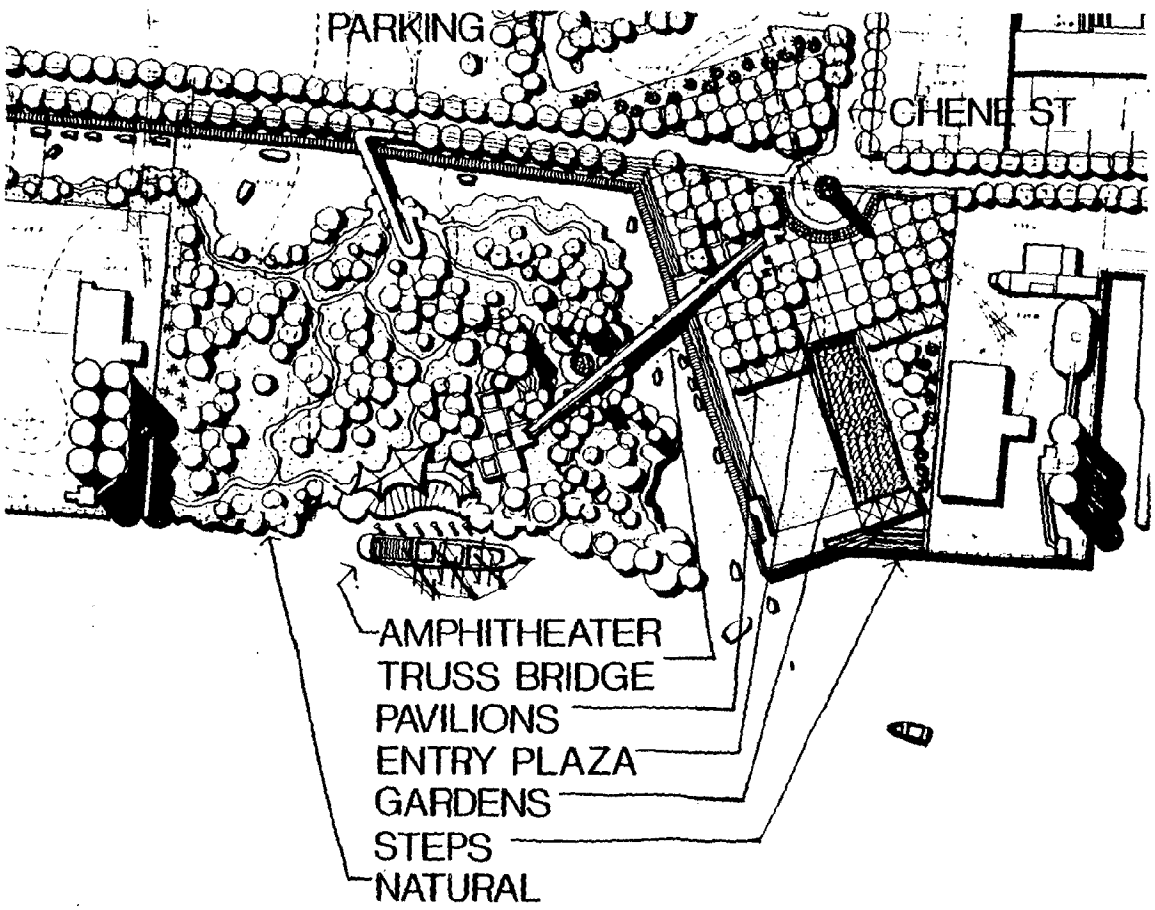


In addition, the north side of Atwater Street becomes a primary development zone which can help to insure the success of the parks and provide exciting shopping, entertainment and dining alternatives for Detroiters and visitors. This location for such development is logical since it establishes an eastern anchor for the ever-expanding Warehouse/Restaurant District along Franklin Street. The straight linear edge on the urban (development) side of the canal provides a continuous boat landing for private vessels wishing to use the facilities of the new development. Thus, the canal also acts as a marina. Tour boats and water taxis would also use the canal, bringing even more users to the area. A marina of standard design (in contrast to the "linear" canal marina) is located on the west edge of the park. This provides boat parking adjacent to the Water Board site development and is especially important for sailboats which will not be able to clear the bridges spanning the canal.

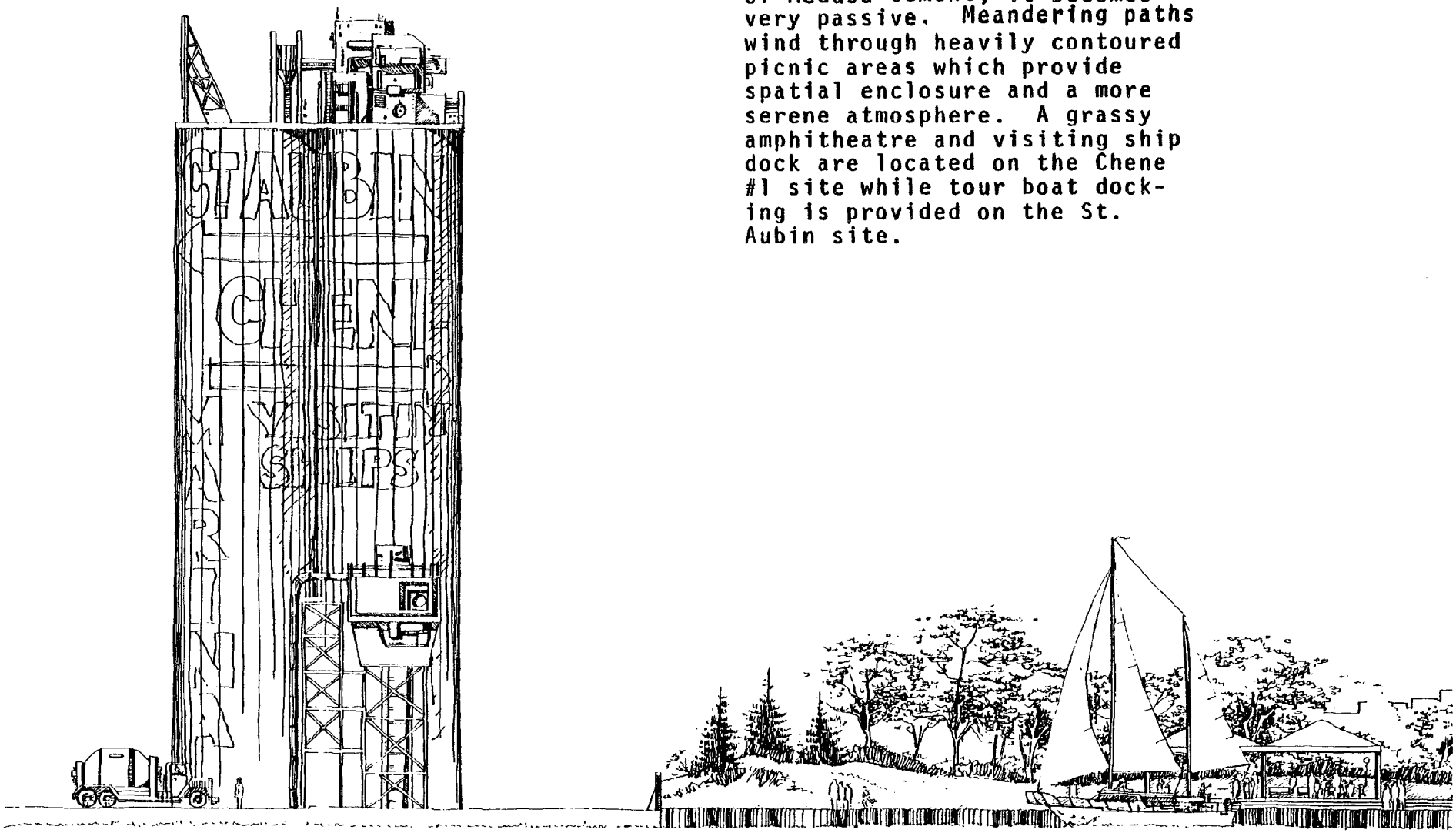
Two water features are the major elements of the park itself. Each establishes a focus from the entry plazas at the foot of Chene and Orleans. On the Chene site, it is a water-play sculpture, where kids of any age can splash through pools and water-sprays. Seating and viewing areas will be provided for those who wish to stay dry! The giant sculpture will create an enclosed space with an intimate scale where the sound of water can echo throughout. On the St. Aubin site, a water-fall spills into the canal. Here, the sound of falling water will create a soothing passive mood in contrast to the active character of the water-play.



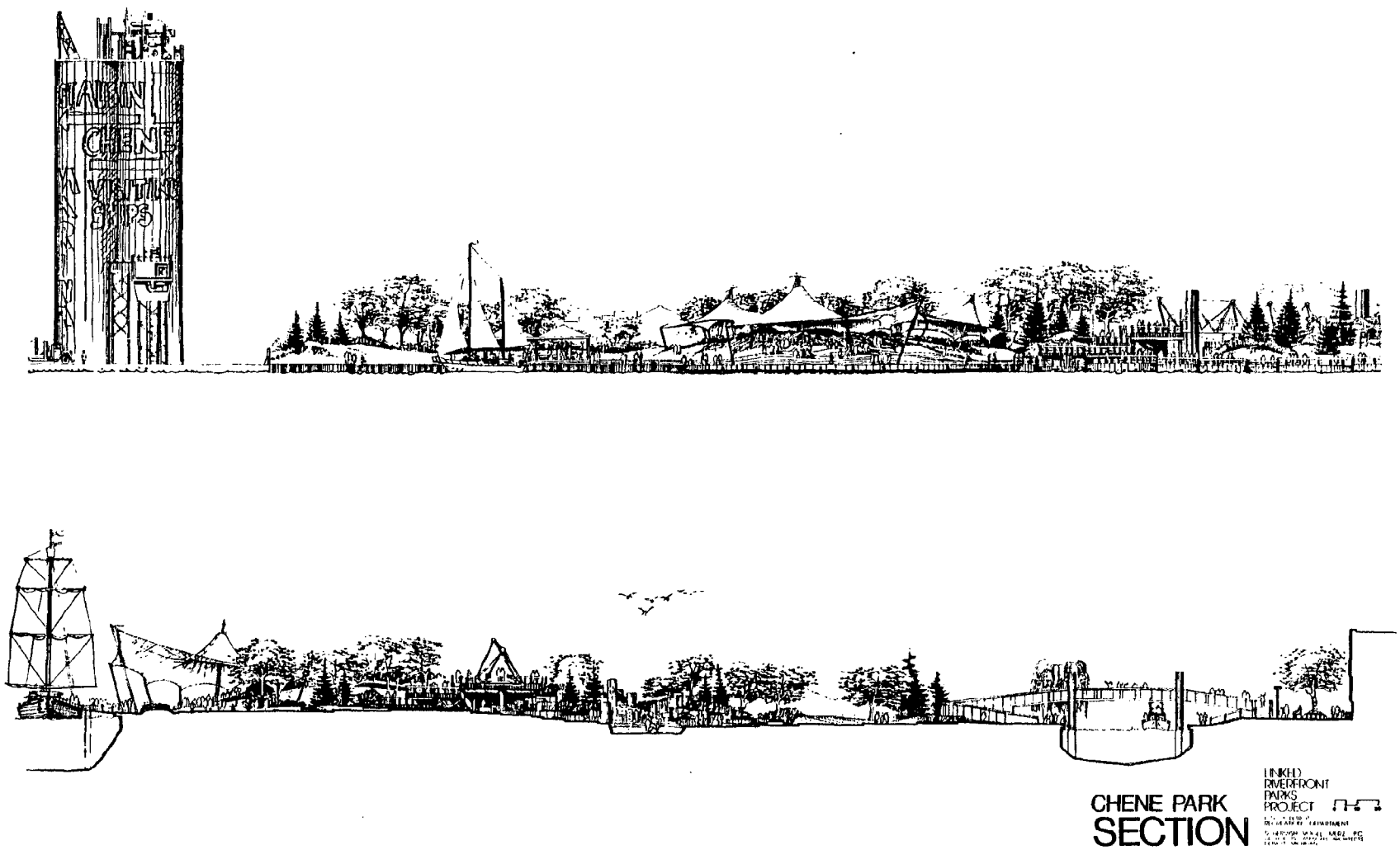




A close-up plan of the Chene Site reveals the various functions of the Park. The boat parking marina divides the urban plaza space at the entry of the park at Chene Street with its pavillion, gardens and bosques from the natural island. The two are connected by a truss bridge which penetrates a waterplay sculpture. The waterplay sculpture is set into a large landscaped hill forming a canyon-like space, and is composed of three major waterfalls (two to fifteen feet high, the center is twenty feet high). Water tumbles over a series of concrete cylinders of various heights and diameters down to three wading pools (twelve to eighteen inches deep). Water also cascades down steps which are provided for climbing in and around the sculpture. Extensive landscaping is integrated in the playscape with some cylinders acting as planters.

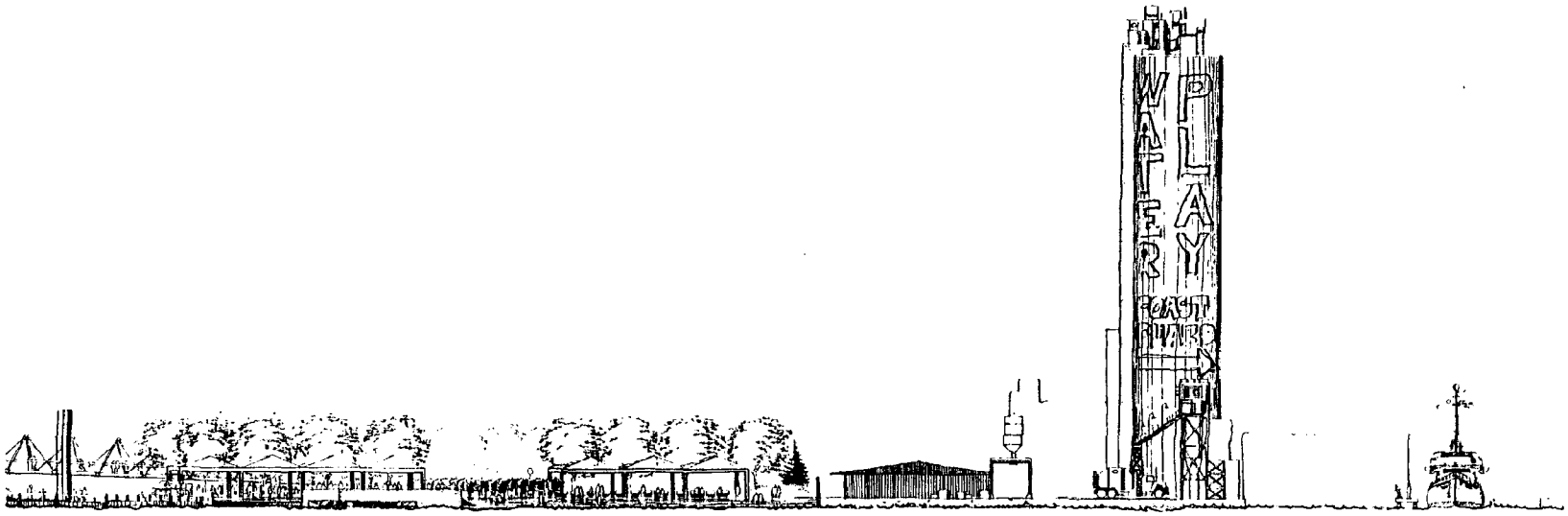


As the park nears the borders of Medusa Cement, it becomes very passive. Meandering paths wind through heavily contoured picnic areas which provide spatial enclosure and a more serene atmosphere. A grassy amphitheatre and visiting ship dock are located on the Chene #1 site while tour boat docking is provided on the St. Aubin site.



CHENE PARK
SECTION

LINKED
RIVERFRONT
PARKS
PROJECT



CHENE PARK

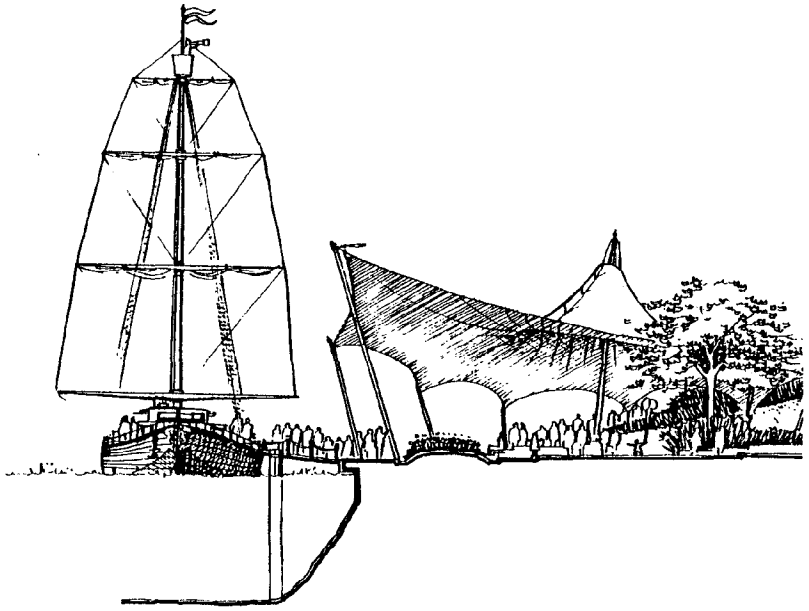
WATER ELEVATION

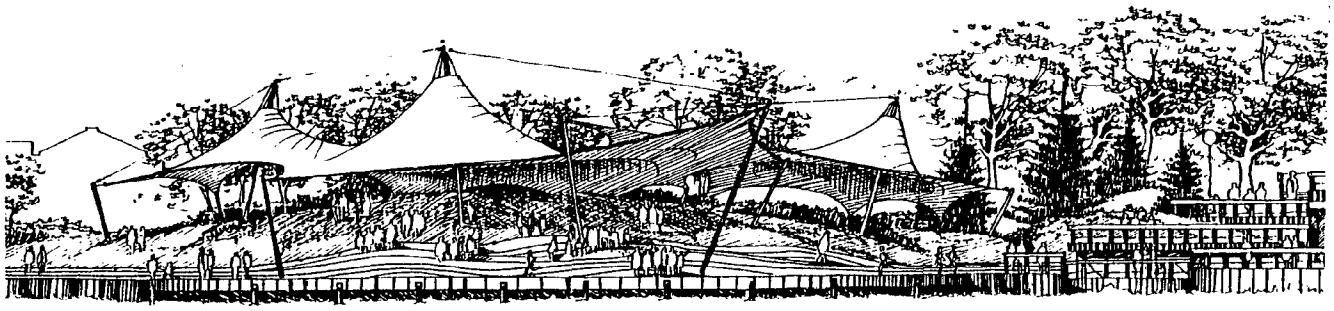
LINKED RIVERFRONT PARKS PROJECT

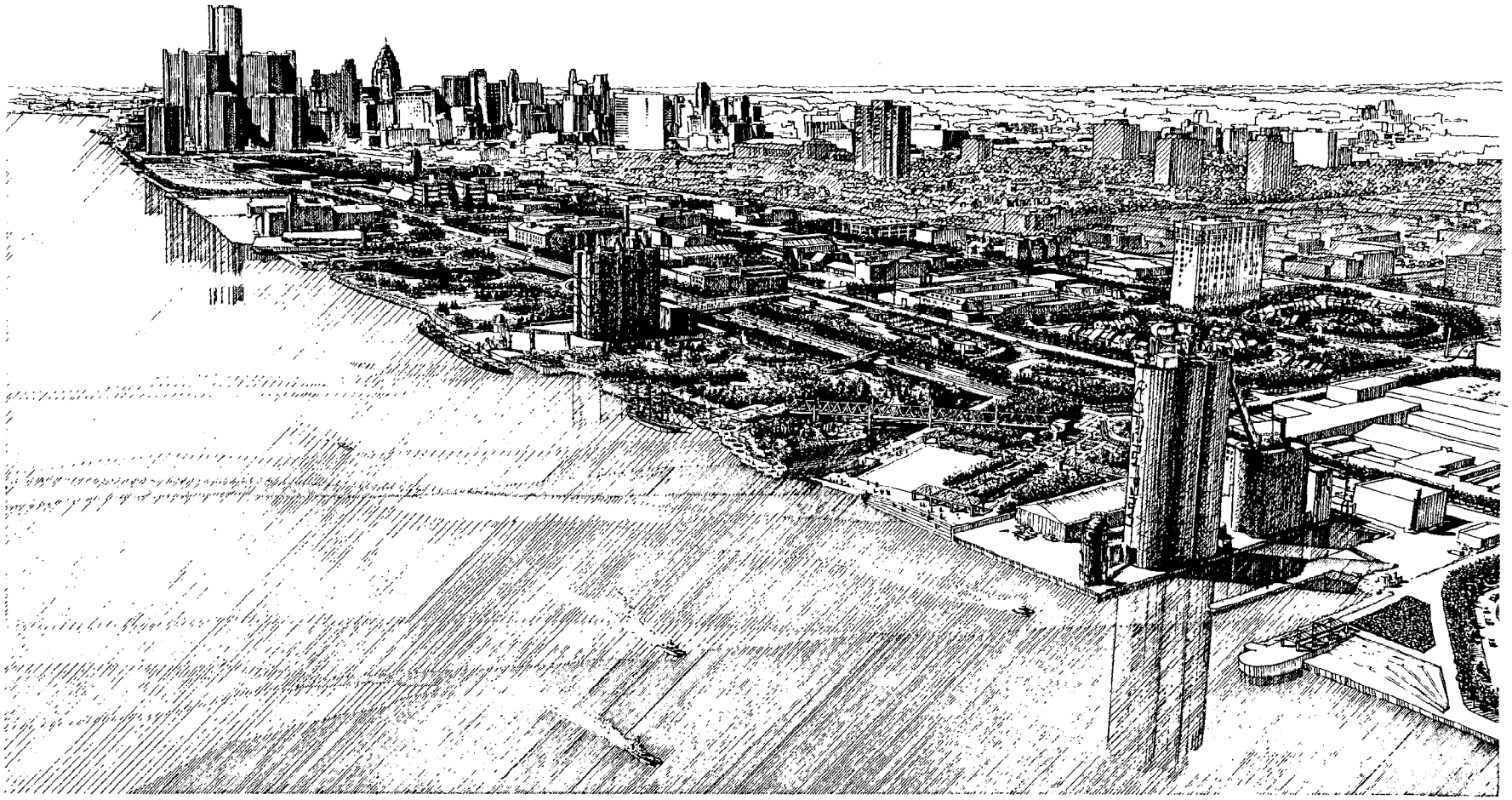
The above elevation shows how the park is enclosed by the Medusa and Penn-Dixie cement silos. Graphics painted on the silos would identify the parks from all directions. Also apparent from the river's edge are the pavilions, truss bridge, overlook decks, amphitheatre and natural area. A glimpse of the water play sculpture is given.

The section shows the canal at Atwater Street and the pedestrian bridge. The section further cuts through the fountain to show the various heights of the cylinders which create a dynamic enclosure where the water rushes throughout. At the river's edge is the visiting ship docking location and the grassy hill amphitheatre. The amphitheatre is covered by a free form tent structure, bright yellow or orange in color, to define and accentuate its festive character.

The design also provides a variety of views both from the river and the land-long vistas to exciting focal points, broad panoramas of the CBD and Canada, and short glimpses of special activities. The Water Board site (west edge of the St. Aubin site) is shown as commercial/retail development to further reinforce non-recreational development around the park. Warehouse conversions on Atwater Street will play a similar role and provide a transition from the Franklin Street Entertainment District to the park.







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1 040 EYP ǂc EYP
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6 245 00 Linked riverfront parks project / ǂc City of Detroit, Recreation Department, Coastal Zone Management Program, Michigan Department of Natural Resources, Schervich, Vogel, Merz PC.
7 260 Detroit, Mich. : ǂb The Department, ǂc 1979.
8 300 204 p. : ǂb ill., maps ; ǂc 22 x 29 cm.
9 500 "October, 1979."
10 651 0 Detroit (Mich.) ǂx Parks ǂx Planning.
11 710 1 Detroit (Mich.). ǂb Recreation Dept.
12 710 2 Schervish, Vogel, Merz.

ANALYSIS

PROGRAM

DESIGN

MT ELLIOTT NODE 3

ANALYSIS

Refer to page 111

OVERVIEW

There are several factors which will have an inescapable bearing on the development of the Mt. Elliott Node. Only a half mile away is the Belle Isle Bridge, which provides an excellent panorama of the riverfront. The Node park can only benefit from this visibility. The Coast Guard Station is an alluring attraction and an important historic landmark. Fishermen are drawn to the foot of Mt. Elliott Street in predictable numbers. The U.S. Department of Immigration and nearby industry could be important elements in the Interpretive Link. Finally, a potential housing project proposed for the Port Site (vacant land west of the Coast Guard) will have an obvious impact on the Node's development and will undoubtedly affect its use.

All of these elements imply a more passive development as compared to the active nature of the Chene Node. Mt. Elliott is relatively distant from the Renaissance Center, the CBD, and the activity associated with them. Such intensity would be incompatible with a housing development and an established fishing spot. However, these observations are intended not to discourage public use and development, but only to give them direction.

NATURAL ANALYSIS

Most natural features in the Mt. Elliott Node, including soils, topography, vegetation, wildlife, and climatic conditions are typical of the Project Link area discussed in Park 1. The features specific to the Node apply primarily to the river and the edge.

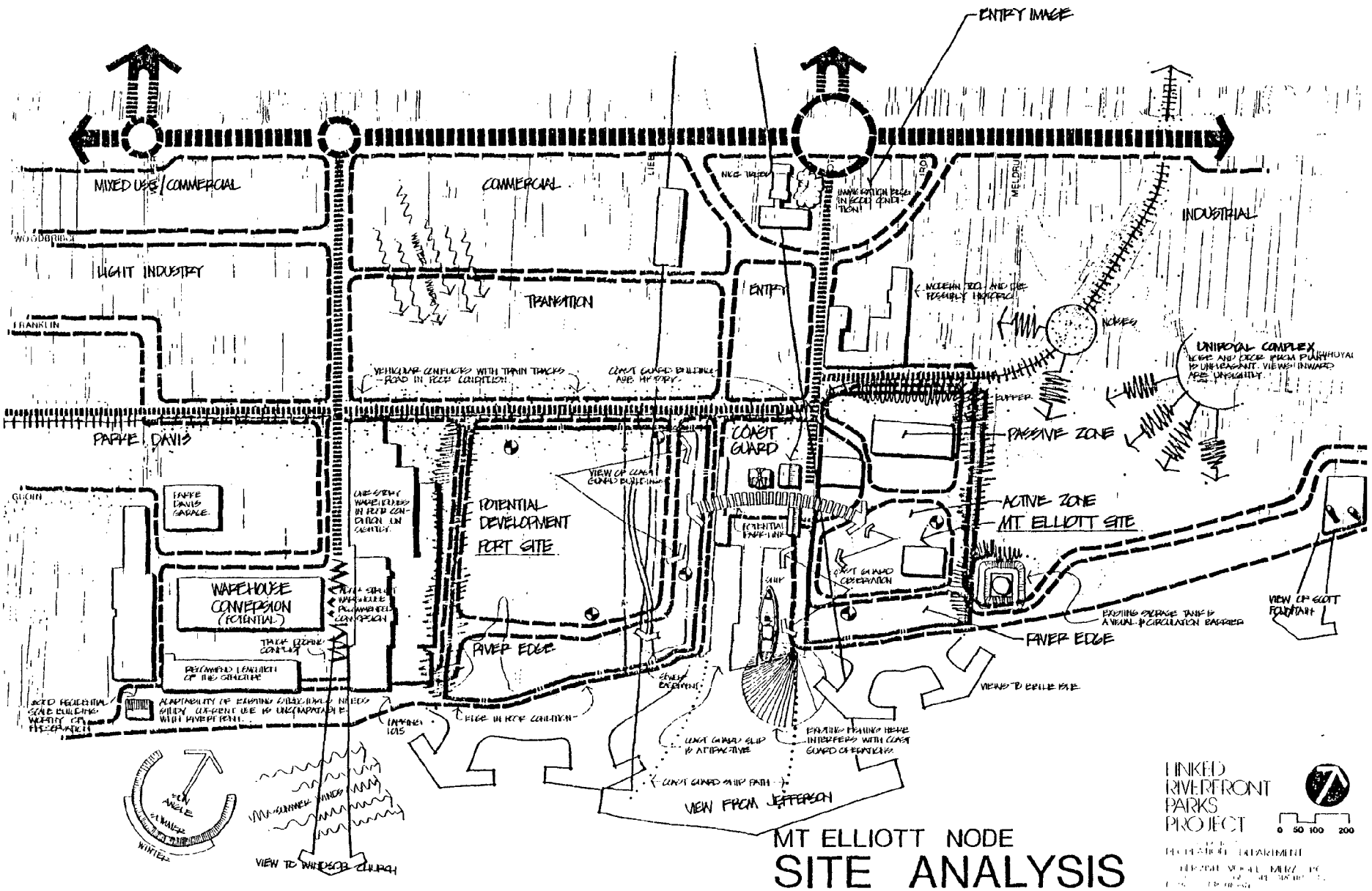
The edge condition is largely unimproved except in the Coast Guard area. The boat slips consist of a concrete dock on piers with a concrete cap on sheet piling. The edge of the Mt. Elliott site is rip-rap which is considered unimproved. The Port site consists of random sections of wood pilings, rip-rap and steel sheeting.

The water depth varies from twelve to nineteen feet which is sufficient for the Coast Guard ships to dock. This is also deep enough for a marina, tour boats, and most entertainment and restaurant barges. Ice build-up and flow is not a major problem because the Node is protected by Belle Isle. MacArthur Bridge helps to break up the ice, the majority of which flows in the main ship channel south of Belle Isle.

Fishing at the foot of Mt. Elliott is more popular than anywhere else in the project area. Water currents carry fishing lines away from shore, and fish seem to be attracted to this area. In addition, auto access facilitates loading and unloading of fishing gear near the edge. A conflict exists with cast lines interfering with the Coast Guard boats as they maneuver into the slips. The park design should restrict fishing at this particular area. It is important to recognize that this node already has a viable user group and improvement of fishing facilities should be a priority in new development.

PERCEPTUAL ANALYSIS

The extensive amount of vacant land in this node provides a dramatic vista from Jefferson to the Detroit River, the only such view in the entire project area. Highlighted in this view is the 1871 Coast Guard building which establishes the character of the whole node. The Coast Guard ships also appeal to spectator interest and lend a nautical flavor. Another notable view is looking south on Adair where a Windsor church terminates the vista at the end of the street.



MT ELLIOTT NODE

SITE ANALYSIS

Because of its proximity to Belle Isle, this Node will be highly visible. It will attract the attention of the many users of the island who have excellent vantage points on MacArthur Bridge and the west end of the island around Scott Fountain. With their curiosity thereby aroused, it can be expected that many will be drawn to the riverfront park. Likewise, views to Belle Isle will enable this Node to be a very pleasant recreational area.

Noise and dust pollution occurs in the area, and is due to surrounding industry and truck traffic. The potential truck conflict with new development is discussed in detail immediately below. Industries should be encouraged to improve their physical plants, although the Node development should include buffering for dust control and masking of noise.

LAND USE AND CIRCULATION ANALYSIS

Land Use

The typical pattern of non-water related land use is continued in this node--with one major exception--the Coast Guard operation. Not only is it appropriately located, but it is also a major attraction within the recreational program developed for the Node. The Coast Guard would like to expand and their needs should be incorporated in the program.

The specific incompatible edge uses are the Mt. Elliott site (industrial and dumping), parking lots at Uniroyal and Adair Street, and the vacant Port site which is earmarked for potential development. Other land uses in the node are expected to remain unchanged, although improvements are recommended and encouraged. The U.S. Department of Immigration at Jefferson and Mt. Elliott is regarded as a compatible neighbor and a potential public attraction on the Interpretive Link.

CIRCULATION

At the Adair Street Warehouse, there is daily truck loading activity that causes almost constant congestion on Adair south of Wight. There is a strong conflict between trucks maneuvering into the loading areas and through-circulation to the river edge parking lots. One of these lots belongs to Great Lakes Beverage Company and seems to be used largely at night for truck parking. Another lot surrounds the south portion of Adair Street Warehouse and is used as automobile storage by Seymour Cadillac. The conflicts along Adair would be greatly relieved by the proposed Adair Street Warehouse conversion.

Another potential traffic conflict could occur along Wight where railroad tracks are in the street. At present, both vehicular and train traffic are very light. However, with the creation of parks and other development, this situation would almost certainly change. The proposed extension of Franklin Street to Mt. Elliott would eliminate any potential conflict but leaves the fate of the tracks uncertain.

There are two specific vehicular conflicts on Mt. Elliott. North of Wight, truck traffic is significant, and could be detrimental to new development and the park especially during times of peak use. A truck route to serve the pocket of industry east of Mt. Elliott is discussed in detail in Park 1. The second conflict occurs at the foot of the street where the fishermen park their cars. This problem should be corrected with new fishing facilities provided in the park.

As in the Chene Node, there is a boulevard (Mt. Elliott) which extends north from Jefferson into residential areas. Again, it is recommended that this boulevard be extended south into this node. Together with a secondary entrance at Adair, it should be developed as an entry to the parks and other development.

URBAN STRUCTURES ANALYSIS

In this Node, there are two areas that should be pointed out for their spatial character. First is the Coast Guard complex which is unique in the LRPP area. The 1871 "Customs House", a 4-story brick storage building, portrays a special historic character. Together with the four auxiliary buildings, it forms a "courtyard" open to the boat slips and the river. The west building in this cluster is a delapidated metal shed. Although it detracts architecturally, its location is critical to completing the enclosure of the courtyard. A replacement building that is similarly sited is strongly recommended. While the courtyard seems an excellent spot for public use, conflicts with the Coast Guard operations prohibit public access. However, the courtyard is still visually "accessible" from the river's edge, a fact that should be kept in mind during design of the Mt. Elliott park and the River Link. Also, the north side of the Customs House has excellent potential for public use without the conflicts encountered on the south (courtyard) side.

The second area with special character is located at the foot of Adair Street. Again, a courtyard facing the river is formed by surrounding buildings, two of which are notable for their architectural quality: a brick, residential-scale building at the foot of Walker Street and the six-story Adair Street Warehouse. This warehouse was built for the Buhl Brothers who had a hardware manufacturing operation that crossed Adair and extended to Wight Street. The warehouse, the only remaining Buhl building, appears to be structurally sound and is ideal for conversion. The other buildings are metal and glass industrial structures, but also offer potential for conversion. The beverage company building (closest to the river) is an architecturally insignificant, concrete block storage building. It is an inappropriate riverfront use and should possibly be demolished to create a larger plaza when development occurs.

The Port site's location between these two areas places it in a special context for development: Its use will be the pin that holds together and unifies the adjacent properties.

The Mt. Elliott site is spatially defined to the north by the wall of Modern Tool and Die and to the west by the Coast Guard buildings and boat slops. There is no spatial containment on the east due to the expansive and unsightly Uniroyal parking lot. This lot will require extensive screening. There are three buildings existing on the site itself. None are significant or worthy of preservation.

PROGRAM

NODE PROGRAM

The Site Analysis indicates that the Mt. Elliott Node will act as a "hinge" in the movement of people from Belle Isle and east toward the CBD. However, no definitive direction is given by existing development as in the Chene Node. While the Coast Guard complex establishes character, it does not determine a program. In searching for a viable program, some general conclusions were made on which to base tentative programmatic decisions:

- The Coast Guard is an alluring active function that offers the most promising thematic concepts for the node and the park itself. The Immigration Department, another governmental agency concerned with an aspect of international border patrol, is a potential element in the Interpretive Link.

- The Port site has been designated as a potential housing site which would create a permanent viable user group for recreational facilities in the node. However, it is critical that a public easement be acquired at the riverfront to assure public access. Actual design will assure security and river access for the housing development while maintaining the public river link. In the end, new development of some type will be essential to the success of this node.

- The City of Detroit Recreation Department owns or has cleared the way for ownership of certain parcels of land in the node. Among these is the Mt. Elliott site, which is recommended as the only park development at the present time. Open space to the east (Uniroyal land) offers potential for future expansion if required. Industrial functions north of this site are viable and therefore potential elements of the Interpretive Link.

- The auto dealers along Jefferson can be consolidated; an "Auto Mall" has already been discussed. As the pressure to develop this node increases, this proposal will be more feasible to make land available for development.

- The Node already has a strong user group in the fishermen that gather at the foot of Mt. Elliott Street. Improved facilities that do not interfere with the Coast Guard should be a major concern of the program.

These possible programmatic directions indicate that the Mt. Elliott Node will be of a less active nature than the Chene Node. This perhaps is appropriate as the project area moves further from the intensity of the CBD and closer to the serenity of Belle Isle. This same attitude gives direction to the park program.

PARK PROGRAM

It seems fitting that the Mt. Elliott Node park should extract its theme from the neighboring Coast Guard complex. As it happens, the Coast Guard is facing the problem of obsolete facilities and expanding requirements for space. A coordinated effort between the Coast Guard and the Recreation Department during design development would most likely prove to be beneficial for both parties. The park program presented here is based on such collaboration. To solve Coast Guard needs, a portion of the Port site and the Mt. Elliott Street right-of-way adjacent to the boat slips would be given over to them. In turn, the Coast Guard would release the land on the north side of the Customs House and the buoy storage area on the northwest corner of Mt. Elliott and Wight Streets. This land trade would benefit the Node by providing an entry plaza to the park and a potential museum in the Customs House. This plaza could also act as the entry to the Port site development. The neighboring U.S. Department of Immigration and the Michigan Department of Natural Resources (DNR) could also be major contributors for public displays and interpretive information.

The following programmatic elements are all viable, though at this time tentative, alternatives for the Mt. Elliott Node park:

Museum: Possibly a branch of Dossin Great Lakes Museum that highlights the history and activity of the Detroit River. The Customs House would be an ideal location due to its historical significance and its unsuitability for Coast Guard needs. The museum could include displays of ship models, pertinent history and a "living" exhibit of the Coast Guard operation of the site.

Fishing: The importance of fishing to this area has been reiterated throughout this study. Fishing stoops that do not conflict with other park functions will be designed at the edge of the park.

Focal Point: A focal point should be included that emphasizes the nautical theme of the park and establishes an identifying image.

Visiting Boat Dock/Tour Boat Stop: In keeping with the nautical theme, provisions should be made for docking of visiting ships. A tour boat stop will provide access from the river.

Viewing Areas: Distinct areas for viewing surrounding activities, particularly around the Coast Guard, should be provided. Platforms, steps and overlooks can provide exciting and varied points from which to view riverfront activity.

Immigration/DNR Information Centers: The Immigration Department bears a relationship to the Coast Guard since it deals with a facet of border patrol. A study by DNR in 1978 revealed that fishermen on the Detroit River were generally unaware of the existence of the DNR and its efforts in this part of the State. In both cases, information centers would be helpful in educating the public.

Park Pavilions: Sheltered pavilions should be provided in select places in the park. They are important to provide protection from intensities of sunlight, wind and other natural elements, especially for the senior users living nearby.

Concessions: Because of certain functions programmed for the parks, and the resulting volume of use anticipated, there will be a need for vending, information and ticketing booths in addition to the pavilions discussed above.

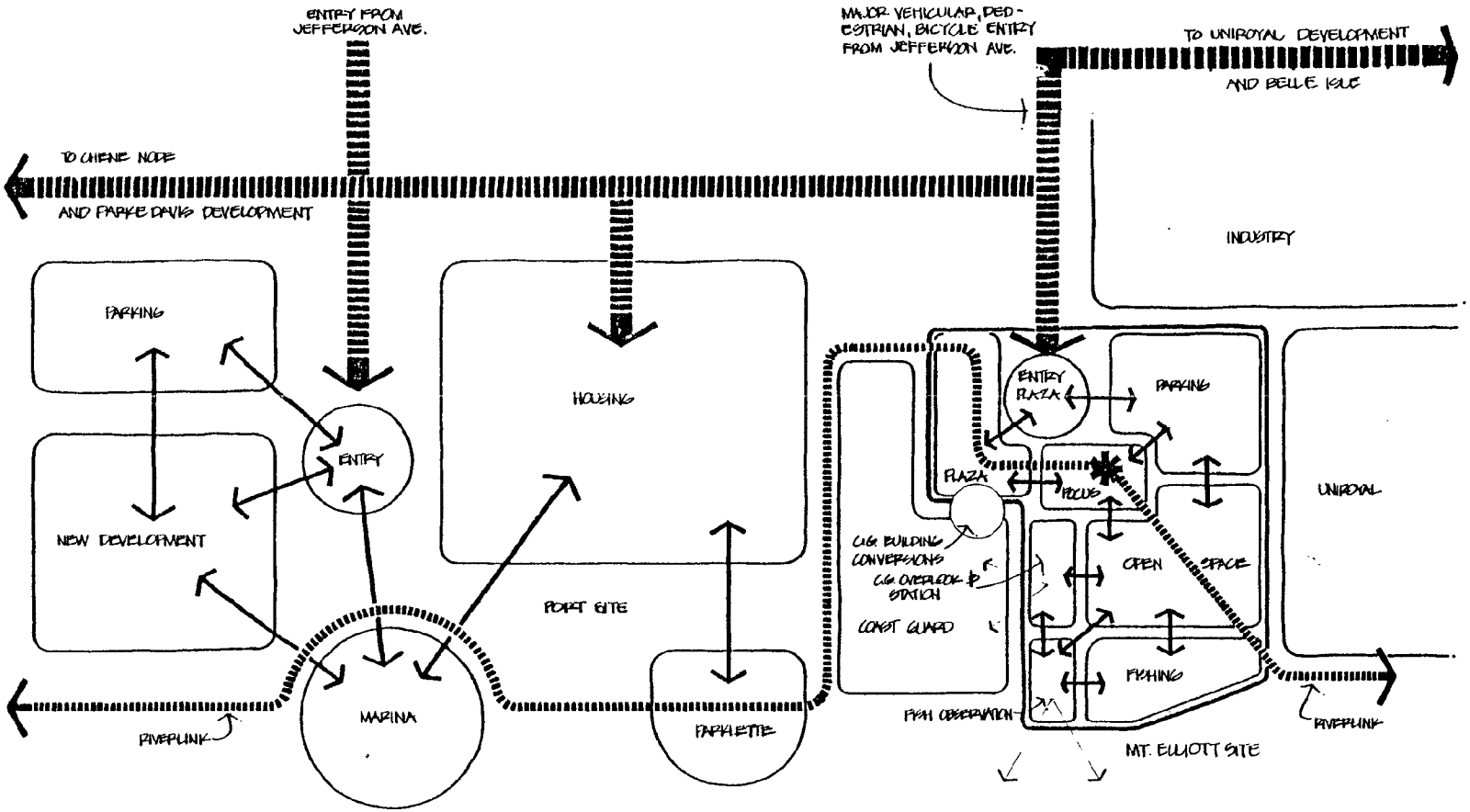
Mechanical: If a water feature is finalized for the park, space for pumps and related mechanical equipment must be provided and be in close proximity to the feature.

Comfort Stations: Public facilities should be incorporated into the park design and planned to be as durable, vandal-proof and easy to maintain as possible.

Service/Maintenance: A maintenance yard should be located in the park site, and be adequately buffered and secured from public intrusion.

Vehicular Access: The parks and linkage must be accessible to maintenance and emergency vehicles. Therefore, certain paved areas must be structured to withstand additional loads.

The Functional Relationship Diagram helps to clarify how the elements of the Node's proposed development must function together so that a harmonious fabric is achieved. The Mt. Elliott site is further broken down, showing the park elements as they will function in relation to one another.



LINKED RIVERFRONT PARKS PROJECT

RECREATION DEPARTMENT

MT ELLIOTT NODE
FUNCTIONAL RELATIONSHIP DIAGRAM

LAND USE DEVELOPMENT

The proposed land use pattern responds to the development program. Entry zones are created at Adair and Mt. Elliott with scenic easements to the river maintained down each street. A larger visual easement is shown through the area west of the Immigration building, where open space should be maintained, or height restrictions enforced. Parking for the park would occupy the northern portion of the Mt. Elliott site. Uses not shown as new or converted development would remain unchanged but improvement of physical plants is recommended and encouraged. Heavy industry should be buffered from development.

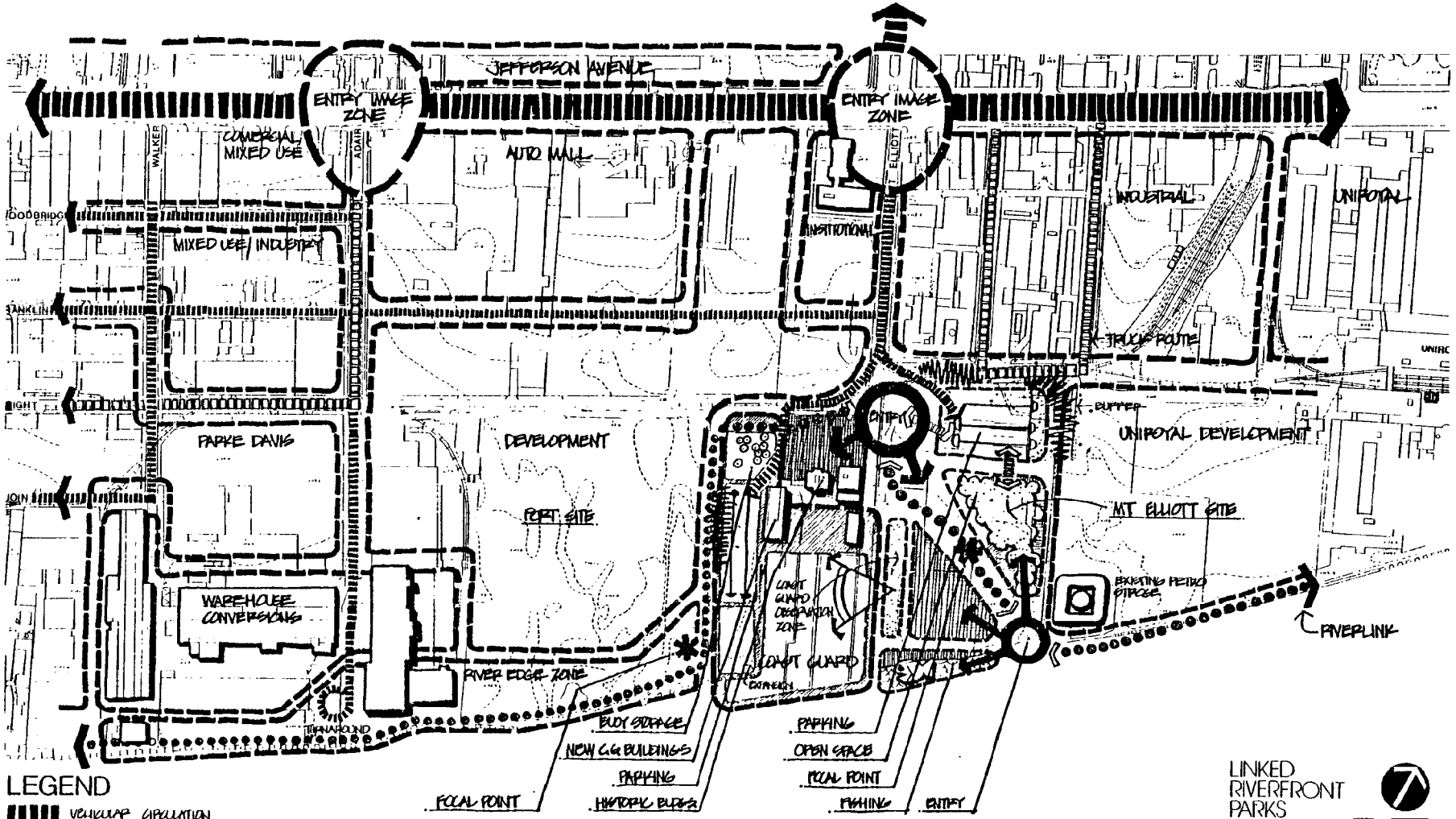
The node has been divided into zones which are based on existing site conditions and anticipated requirements when development occurs:

Entry Image Zones are located along Jefferson at Adair and Mt. Elliott, which will provide major vehicular access to the sites. The image of the total development should be reflected here in order to attract users to the area.

Existing Mixed Use and Industrial Zones are existing areas which are seen as upgraded visually but not changed in use.

Warehouse Conversion/Development Zones are existing buildings which are prime for adaptive reuse because of their character or location.

Development Zones are two large areas with strong development potential. One area is the vacant Port Site which is extended to Jefferson Avenue to provide visual access to the riverfront as well as the development itself. The other area is the Uniroyal parking lot, which is seen as a logical location for development, though its realization is necessarily longer range.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ENTRY IMAGE ZONE
ENTRY IMAGE ZONE
WALKER
ADAIR
ELLIOTT
COMMERCIAL/ MIXED USE
AUTO MALL
INSTITUTIONAL
INDUSTRIAL
UNIROYAL
MIXED USE/ INDUSTRY
TRUCK ROUTE
BUFFER
PARKE DAVIS
DEVELOPMENT
UNIROYAL DEVELOPMENT
PORT SITE
MT ELLIOTT SITE
WAREHOUSE CONVERSIONS
COAST GUARD OBSERVATION ZONE
EXISTING METRO STATION
RIVERLINK
COAST GUARD
RIVER EDGE ZONE
TURNAROUND
BUS STORAGE
NEW C.G. BUILDINGS
PARKING
HISTORIC BLDGS
PARKING
OPEN SPACE
FOCAL POINT
FISHING
ENTRY
FOCAL POINT
LEGEND
VEHICULAR CIRCULATION
TRUCK ROUTES
RIVERLINK
ZONES
MT ELLIOTT NODE
LAND USE DEVELOPMENT
LINKED RIVERFRONT PARKS PROJECT
0 50 100 200
CITY OF DETROIT RECREATION DEPARTMENT
SCHERVISH, VOGEL, MERZ, P.C. ARCHITECTS-LANDSCAPE ARCHITECTS DETROIT, MICHIGAN

Coast Guard Zone is that area which will continue to be used for the Coast Guard operations. Because of their expansion needs and the desire to gain partial public access, the zone includes additional land to the east (the Mt. Elliott Street right-of-way) and to the west (a portion of the Port Site). In turn, the Coast Guard would surrender the land on the north side of the complex for public use and development.

River Edge Zone is to be retained as public right-of-way for access to the river's edge.

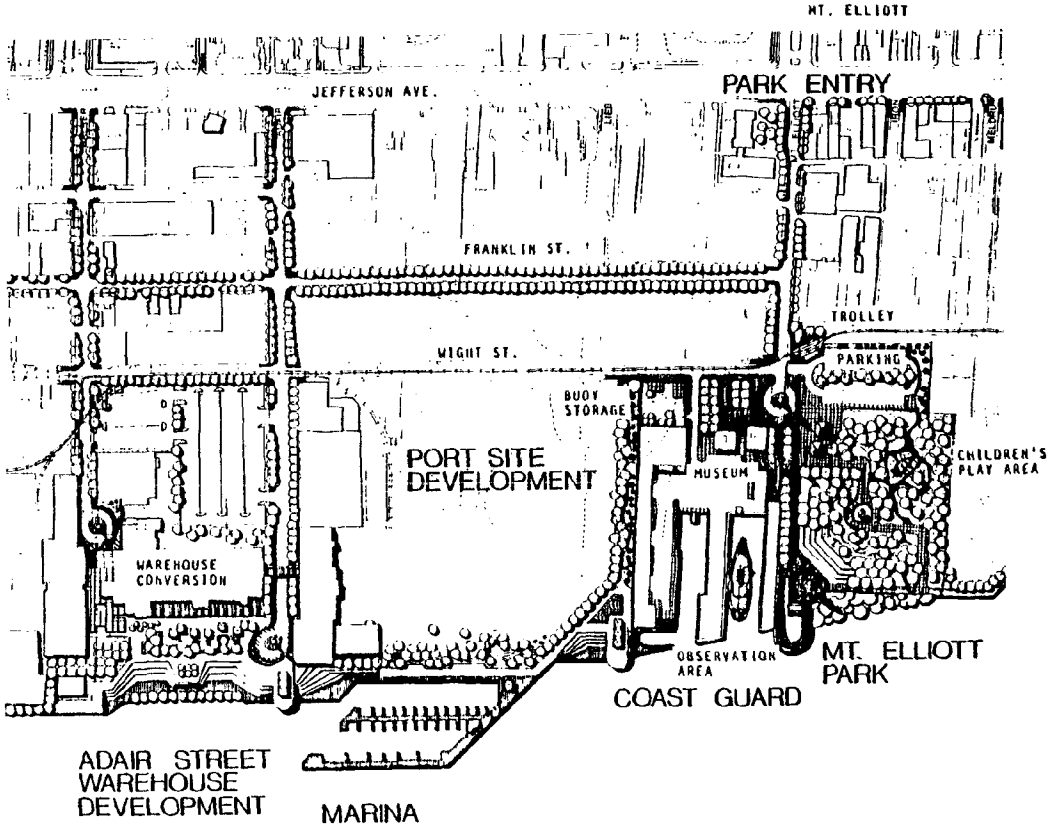
Auto Mall is the existing location of Bart Lincoln-Mercury. Through consolidation, this would be an "Auto Mall" for several dealers.

The Mt. Elliott (Park) Site is zoned according to the functions programmed for it. Shown are entries, parking areas, open spaces, plazas, focal points, viewing areas and fishing facilities.

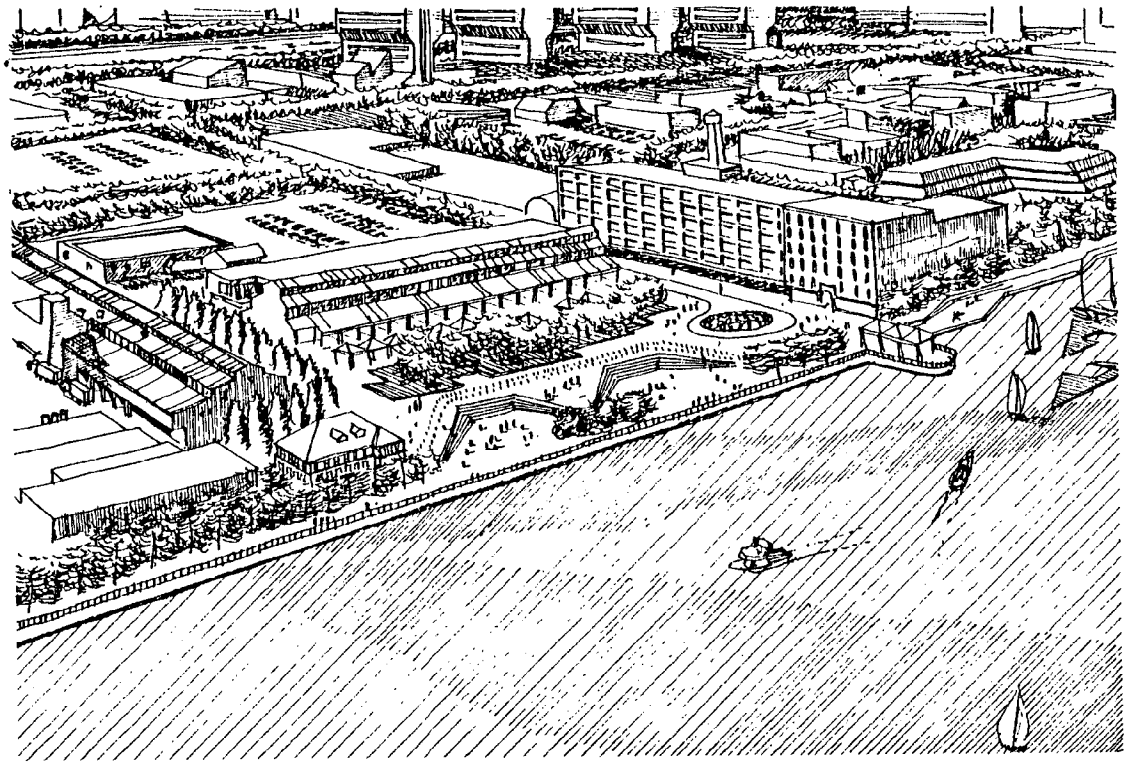
Proposed Circulation is also shown on the Land Use Development plan and is briefly discussed here. The details of the proposed Circulation have been addressed in Part 1.

North/south access along Mt. Elliott and Adair will be designed for bicycles and pedestrians as well as cars. Trucks should be excluded from these streets, especially during times of peak park use. Franklin Street would be extended eastward to Mt. Elliott, allowing Wight Street to be closed between Adair and Mt. Elliott. In this manner, more land can be given over to the Port Site development. There will be a space for a bicycle path on Franklin, but it will be secondary to the River Link. Two truck loops are proposed in the node: on the east end, Iron to Wight to Meldrum; on the west end, Walker to Wight to Jos. Campau or Chene. Temporary boat parking will be provided near the Warehouse Conversion Zone. Visiting ships could dock at this zone. The proposed trolley line would serve this Node and then continue to Belle Isle. Alignment on existing track is feasible, though development may require a new route.

DESIGN

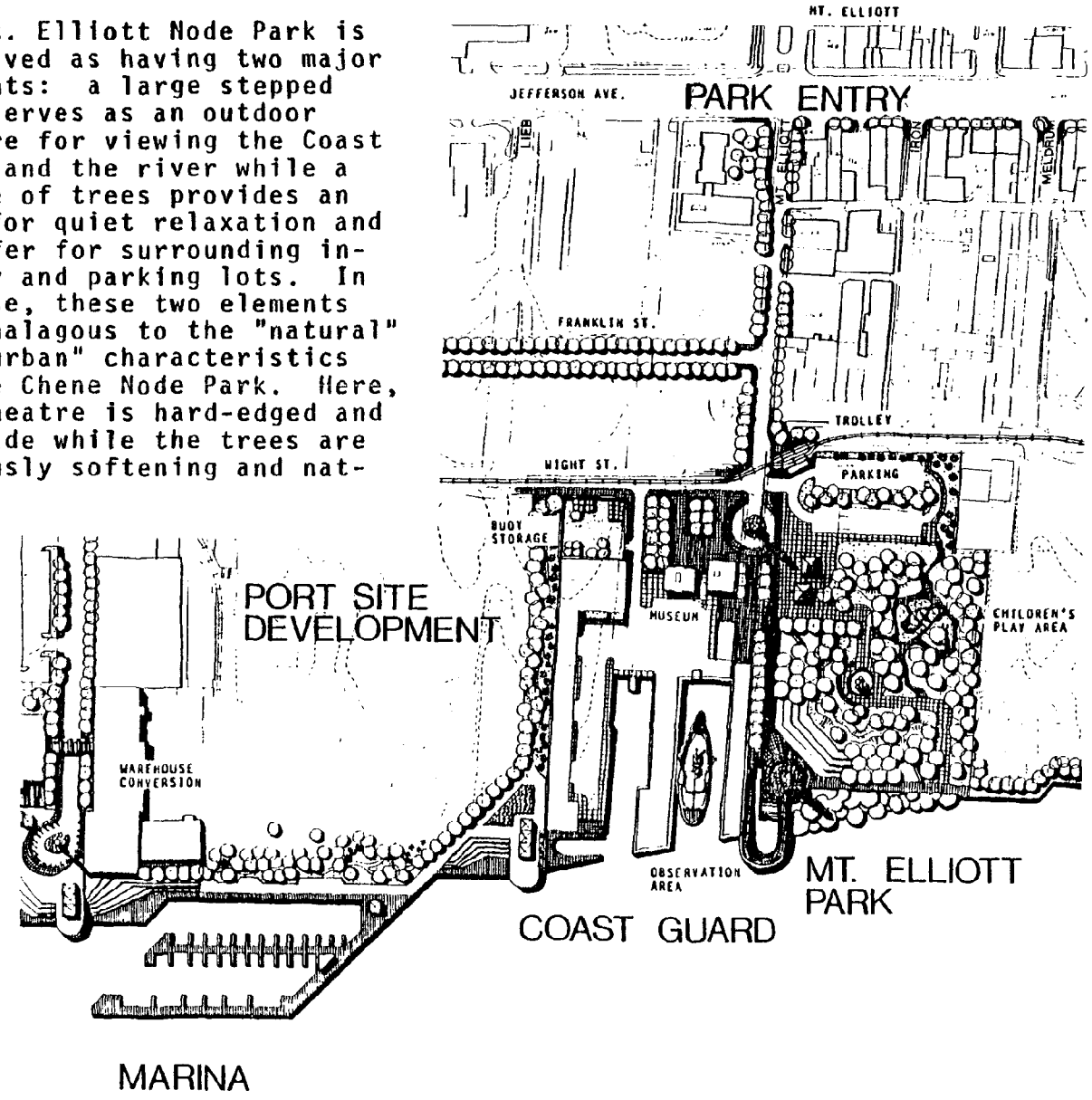


The Mt. Elliott Node is composed of four major areas: the Mt. Elliott Park, the Coast Guard, the Port Site development, and the Warehouse Conversion area. The primary public feature is the Mt. Elliott Park and Coast Guard Plaza which by their passive nature would be compatible with a proposed housing project on the Port Site. A private marina is located at the river's edge for use by the residents and others. The continuous River Link will connect Mt. Elliott Park with a plaza and adjacent complex of proposed warehouse conversions at the foot of Adair Street.

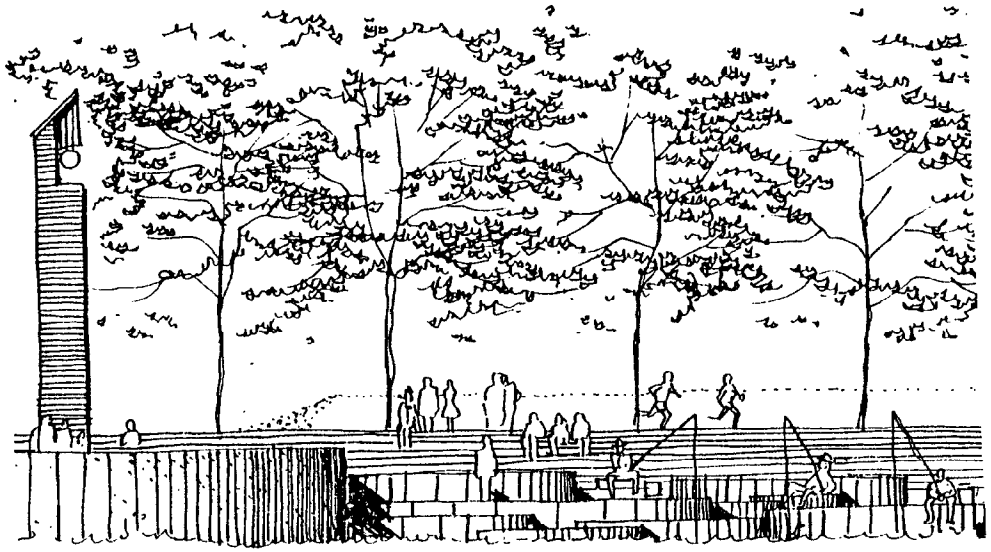


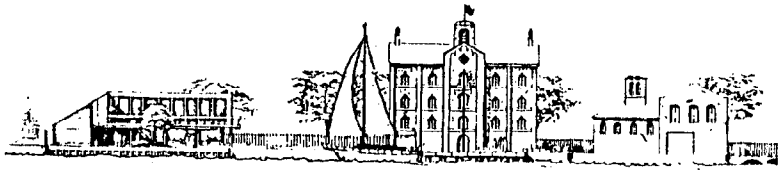
The Adair Street development involves a publicly developed plaza around which the privately financed conversions would take place. The Adair Street Warehouse would be the major conversion, suitable for offices, restaurants, shops or housing. The existing glass warehouse, which parallels the river, could form a winter garden/market area link to the other building conversions at the west edge of the plaza. The plaza itself is designed to include pavilions, seating, landscaped areas, steps to the river for sitting and viewing, and a segment of the continuous River Link.

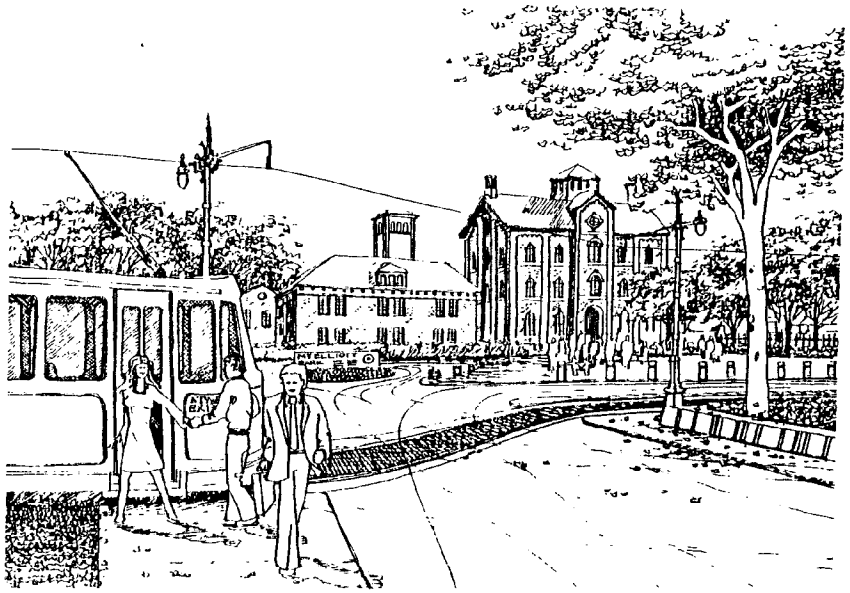
The Mt. Elliott Node Park is conceived as having two major elements: a large stepped area serves as an outdoor theatre for viewing the Coast Guard and the river while a bosque of trees provides an area for quiet relaxation and a buffer for surrounding industry and parking lots. In a sense, these two elements are analagous to the "natural" and "urban" characteristics of the Chene Node Park. Here, the theatre is hard-edged and man-made while the trees are obviously softening and natural.



These two elements are separated by the River Link which bisects the site diagonally. The monument or focal point would lie in this path and be immediately obvious when entering the park from Mt. Elliott Street on the north or the River Link on the south. As the River Link turns away from the edge to enter the park, land is freed to create a new fishing area. A series of concrete cylinders would become "stoops" where fishermen could perch. They would be located at a lower level than the park to prevent conflicts between fishermen and other park users.







The major entry to the park would be developed around the Coast Guard Customs House. A formal plaza with special paving, lighting, and other landscaping pedestrian features would be developed around the maritime theme.

MT. ELLIOTT
WATER ELEVATION

LINKED RIVERFRONT PARKS PROJECT

PROCESS & POLICIES

ISSUES & ALTERNATIVES

PROPOSED LAND USE DEVELOPMENT PROGRAM

ENGINEERING/COSTS/CONSTRUCTION

FUNDING

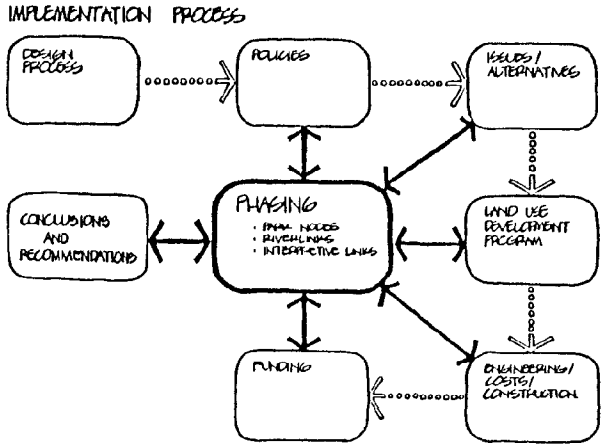
PHASING

IMPLEMENTATION 4

PROCESS & POLICIES

IMPLEMENTATION PROCESS

The preceding sections of this report clearly demonstrate that urban waterfront design and development can be a lengthy and complex process. It must be remembered that design without an implementation strategy is simply an academic exercise. Thus, the intent of this implementation section is to derive a development framework upon which the project can systematically proceed to its final goal of developing a viable park system connected by an open space linkage system on the Detroit riverfront.



The implementation process involves policy decisions; confrontation of issues and alternatives; land use development; engineering and costs; the identification of funding sources, and the phasing strategy.

The first five aspects relate to and affect phasing. The relationships are complex; any one item strongly affects another. For example, phasing might be affected by a city policy on land acquisition or the availability of funds. Therefore, flexibility must be maintained so the process is not interrupted or terminated when changes occur.

POLICIES

The goals of the LRPP must be achieved within the framework of City of Detroit policies. It is the intent of this project not only to build upon, but also to reinforce those established policies. These policies, as set forth by the City Planning Department in the document Proposed Policies and Possible Futures For The Riverfront, are as follows:

- Create access to the river
- Develop recreation on the river
- Encourage housing
- Reinforce existing industry and business
- Encourage entertainment
- Improve circulation
- Improve the visual and perceptual environment
- Protect the shoreline from ice, flooding and erosion
- Avoid negative environmental impacts
- Respond to beneficial opportunities

Furthermore, the Recreation Department's policy to DEVELOP PEDESTRIAN/BICYCLE ACCESS WHEREVER POSSIBLE ALONG THE DETROIT RIVERFRONT is based upon the aforementioned Planning Department document.

The following general implementation objectives are presented here within the framework of city policy:

- To establish for the city a definite direction--specifically a set of actions-- to allow for the implementation of the LRPP as programmed and designed.
- To translate into developmental terms the costs, scheduling and phasing of the design and engineering concepts presented in this report.
- To organize all project elements, segments, phases and funding sources into a format that will clearly and cohesively illustrate all the development facets of the project.
- To formalize an implementation strategy for the LRPP that seeks to resolve the issues this project may raise while simultaneously remaining consistent with city policy.

The following chapters seek to define this strategy.

ISSUES & ALTERNATIVES

The Linked Riverfront Parks Project design raises many development issues and alternatives which must be addressed in order to resolve conflicts and set a direction for decision making. In some instances the issues can be resolved by analyzing various design alternatives. Where this is significant the actual alternatives are shown separately and follow the discussion of issues. Reference is then made to show the issue/alternative relationship.

HEIRARCHY OF DEVELOPMENT ISSUES

There are approximately forty issues that have surfaced during the LRPP planning and design process. They have been grouped into six general categories which are arranged in order of priority. Categories One through Four are most pressing, but all should be acted upon as quickly as possible.

Refer to page 136

1. Land Trades and Acquisitions

The greatest priority for development of the LRPP is control of the land necessary for implementation of all the design elements. The basic strategy is to acquire parcels and easements in order of development. However, several issues are attached to these acquisitions.

A. ACQUIRE NICHOLSON PROPERTY. This is necessary in order for the LRPP to begin on schedule by Fall, 1980.

B. ACQUIRE CONSOLIDATED DOCKING PROPERTY. This site has been designated for recreation/park use, However, this property is currently being used as a container port and a relocation site for this industry has still not been found that will accomodate it as a port facility.

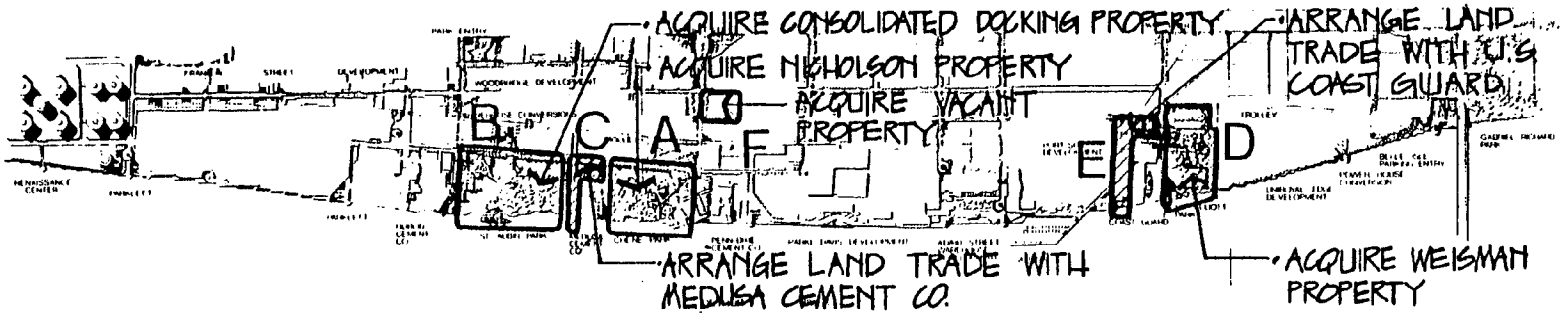
Refer to pages 150-1

C. LAND TRADE WITH MEDUSA CEMENT. The northern edge of Medusa's property is needed to allow the proposed canal to pass Medusa without infringing upon Atwater Street, conflicting with utilities, or obstructing east-west traffic. This land trade with Medusa Cement is of top priority for carrying out the linkage concept of the two Chene Node parks.

D. ACQUIRE MT. ELLIOTT SITE. This site has also been designated as recreation/park use. Relocation of the industries currently occupying this parcel is not so difficult because their use is non-water-related.

E. LAND TRADE WITH THE U.S. COAST GUARD. This trade is necessary to better insure the workability of the Mt. Elliott node. The park node would gain the historic buoy storage building and repair building, both which would serve to better enhance the park's sense of entrance. The trade would benefit the Coast Guard by providing them room for a new building and by giving them the now public eastern edge of their ship anchorage.

F. ACQUIRE VACANT PARCEL ON THE SOUTHEAST CORNER OF CHENE AND FRANKLIN. This parcel is available and would be ideal for Chene Node parking and enhancement of the potential visual access from Chene St.



1. LAND TRADES & ACQUISITION

ACQUISITION LAND TRADES

Refer to page 138

2. River Easements

The continuous riverlink concept can only be realized if easements are obtained for public access on private as well as public sites along the LRPP's river edge. Negotiations need to be undertaken as soon as possible to insure access and resolve potential conflicts that may occur. It will be necessary to gain easement rights at the following properties:

Refer to pages 150-1

A. MEDUSA CEMENT. The easement is desired along the river in front of Medusa. This is possible with minimum liability and maximum safety.

Refer to page 155

B. RENAISSANCE CENTER. The continuation of the riverlink past the Renaissance Center is strongly recommended due to its proximity to Hart Plaza and the drama of Renaissance Center as a landmark. Security pertaining to public access can be resolved through proper design.

C. PORT SITE. This site is under analysis as a potential major housing development site. The city should take steps immediately to obtain an easement for the riverlink and linear park in front of this proposed development. Security and water edge access at this site can be simultaneously assured the developers.

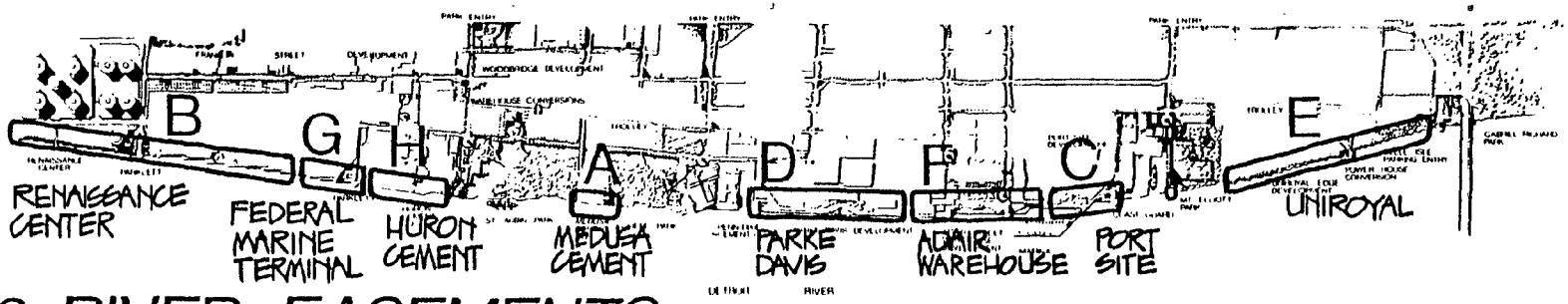
D. PARKE-DAVIS. Parke-Davis has the only private park on the river's edge in the LRPP area. An easement here is highly desirable along the river. Plans for this easement should coincide with future development.

E. UNIROYAL. Uniroyal constitutes the second largest owner of water's edge in the LRPP area. The easement necessary for the riverlink is in front of Uniroyal along the water. No industrial conflict is present as the facility is not water-related and security can be positively ensured for the owner.

F. ADAIR WAREHOUSE. Access for the riverlink at this location should occur in front of this warehouse and the other industrial buildings available. This complex defines a potential public courtyard area and will relate directly to warehouse conversions at the river's edge.

G. FEDERAL MARINE TERMINAL. Federal Marine Terminal is planning to move to a new location. It is uncertain at this point if planned new development on this site will be private or public. In any case, it is essential that steps be taken to insure that an easement be obtained along the river's edge that will be consistent with new development.

H. HURON CEMENT. An easement in front of all or part of Huron Cement, along the river's edge, is desired. It can be established with minimum liability to allow both river access and industrial interpretive viewing.



2. RIVER EASEMENTS

Refer to page 140

3. LRPP Access

Providing generous access and park visual identity and entrance image at the six north-south access points from Jefferson is absolutely necessary for successful use of the LRPP. However, in so doing complications arise with circulation and causes conflict with existing land use.

Refer to page 157

A. CHENE. The Chene Park node is the most active park in the system. Thus, the importance of Chene Street as a major access point is self-evident. Ideally, the entrance at Chene Street should provide a dramatic and easily identifiable entrance image and view. Furthermore, the alignment of Chene Boulevard to the north is ideal for tying in the 16,000 residents of Lafayette/Elmwood. Conflicts arise with the relocation of Famous Furniture and the existing truck traffic on Chene.

B. RENAISSANCE CENTER. An entrance to LRPP at this busy location, where thousands of people work, visit, and do business each day, would provide a large user-group for the LRPP. Negotiations to provide such an entry point are essential to extending the River Link to Hart Plaza and Cobo Hall. A true Downtown connection will then be established and access from Downtown to the LRPP will be provided.

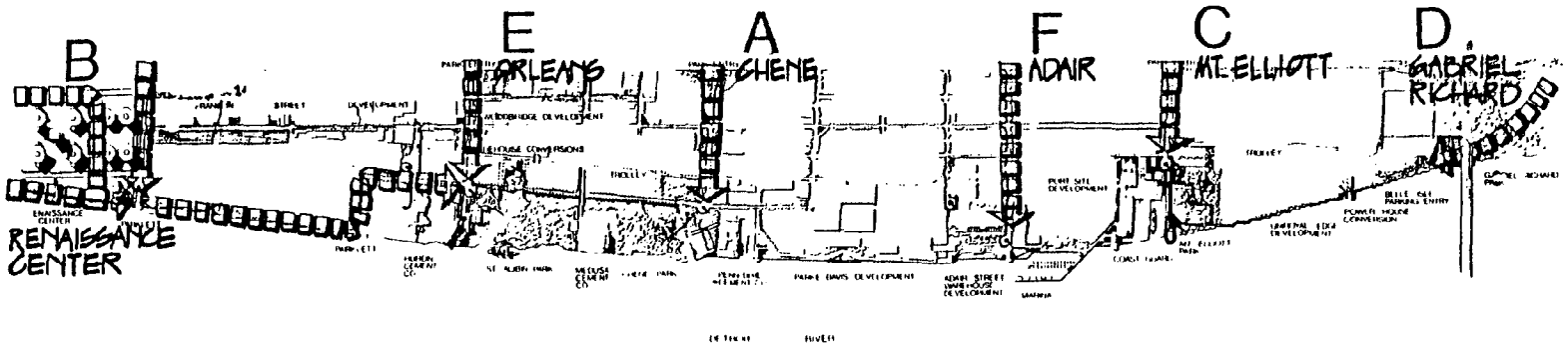
C. MT. ELLIOTT STREET. Maximization of traffic flow and a dynamic entrance into the Mt. Elliott Node should be prime considerations at this access point. Currently, Mt. Elliott, north of Jefferson, is a boulevard. South of Jefferson it narrows and jogs to the east. Alignment and widening of the southern portion is recommended to assure identity for the park as well as for future private development. Visual access from Jefferson to the river will also be accom-

plished.. A potential conflict exists since this proposal would require land from the U.S. Department of Immigration or demolition of some buildings to the east of Mt. Elliott.

D. GABRIEL RICHARD. Although not originally considered as part of this study, Gabriel Richard Park, together with the Belle Isle Bridge, is the real eastern boundary of the LRPP.

E. ORLEANS STREET. This is the primary access point from Jefferson to a new restaurant and entertainment district and the St. Aubin Park.

F. ADAIR STREET. This will provide a direct entrance into the Adair Street warehouse conversions and a secondary entrance into the Mt. Elliott Node including the Port site development. Visually it creates a framed view to a church steeple in Windsor. The conflict that must be resolved is the heavy truck traffic on Adair Street.



3. L R PP ACCESS

Refer to page 142

4. Circulation

A comprehensive traffic study has been executed as it pertains to access for motorized vehicular traffic, non-motorized vehicular traffic, pedestrian traffic and parking through the LRPP area.

The study is designed not to eliminate traffic, but rather to organize it, lessen its intensity in some areas, and properly orient it to the best advantage of the LRPP and the impacted business facilities located in the LRPP area.

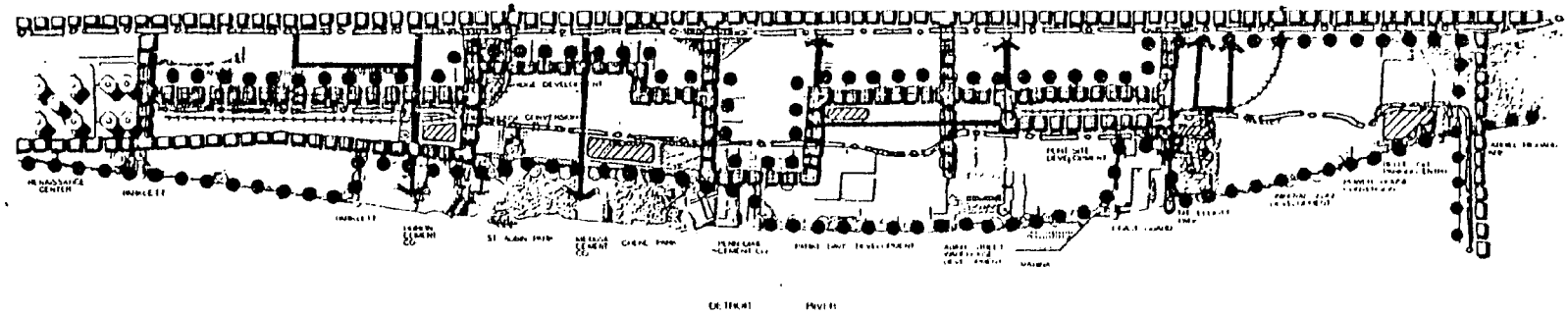
A. TRUCKS. Although light and heavy industry are an interesting and desirable mix in the LRPP area, the undesirable side effects of dirt and noise, as well as safety considerations, mandate that heavy truck traffic be contained to specific truck routes. This will minimize these undesirable effects. Implementation and enforcement of truck routes through the area is essential to satisfy user desirability of the LRPP.

B. PEDESTRIAN/BIKE. Continuous pedestrian/bicycle paths are paramount to the very concept of the LRPP. Every effort should be made to guarantee that this link is unbroken and conflicts with trucks, autos and trains are minimized.

C. AUTO. In some areas of the LRPP automobile traffic is necessary and even desirable to provide adequate access. In other areas, such traffic is unnecessary, undesirable, and will present a safety hazard. Recommendations for automobile traffic within the project area require strict implementation and enforcement.

D. PARKING. Parking within the LRPP area should be restricted to those areas where it is determined as desirable and necessary for convenient access. This must be further defined with due consideration for maximum usage of the LRPP and the encouragement of commercial, industrial, entertainment, and housing facilities located in the area, presently and in the future.

E. MASS TRANSIT. SEMTA rail is a major transit link with the northern suburbs. The tracks cut through the western portion of the LRPP area from Orleans to St. Antoine Street. Many proposals regarding the relocation of these tracks have been raised. It is important that these be resolved so that planning can proceed accordingly. Furthermore, current SEMTA plans for mass transit should be reevaluated for the feasibility of providing transit access to the LRPP area. Current plans for the Jefferson/Randolph trolley line should be evaluated for an extension into and through the LRPP area.



4. CIRCULATION

A. TRUCKS
B. PEDESTRIAN/BIKE
C. AUTO
D. PARKING
E. MASS TRANSIT
F. TRAINS

F. TRAINS. The Conrail tracks divide the eastern end of the LRPP area. This area is a site of intense proposed development. It would be most preferable to remove the tracks from the area. This decision can best be made in light of an evaluation of their actual type and amount of usage. If removal is not possible the tracks would probably have to be bridged at considerable expense.

Refer to page 145

5. Building Conversions

There are many structurally sound buildings within the project area that are real assets because of their location and character and are prime for redevelopment. As they become available they should be encouraged for conversions and used either publicly, privately, for joint development, and/or for mixed use.

The combination of park development and commercial, entertainment, and office development will create a momentum towards increased vigor for this area. The city must take a lead in development and possibly condemnation to bring this idea to fruition. To further demonstrate their lead role in encouraging development the city should, within the powers it has, offer special tax incentives for redevelopment and further provide information sources on public and private grants and low-interest loans.

A. AINSWORTH WAREHOUSE. The Ainsworth warehouse is being considered for demolition. This decision seems premature since the structure is sound and the area's future has not been determined. A study should be undertaken to evaluate its future. Among the many possibilities for its conversion are: housing--market-rate or public-subsidized, commercial, office, joint development, mixed use, or part of the Globe Playhouse development.

B. PARKE-DAVIS. Parke-David has recently announced that it will be vacating its Detroit premises. This complex contains many buildings and the only private river-edge park in the LRPP area, making it prime for conversion. Potential uses range from office, commercial or light industrial to a "new town-in town" development that encourages mixed use.

C. GLOBE TRADING COMPANY. Adjacent to the St. Aubin site, this building can be converted to support the St. Aubin Park and Atwater Street developments. Its potential for commercial/entertainment reuse is enormous. Further, the smoke-stack courtyard to the east will form an ideal focal point as it is set into a space well defined by other possible warehouse conversions. The major conflict might be the resistance of the present owners to relocate and sell this building at reasonable cost.

D. DOUGLAS MANUFACTURING. Adjacent to the St. Aubin Park and along the proposed Atwater promenade, this building has good potential for reuse. The conflicts are similar to the Globe Trading Company, but the building itself is not as appealing architecturally.

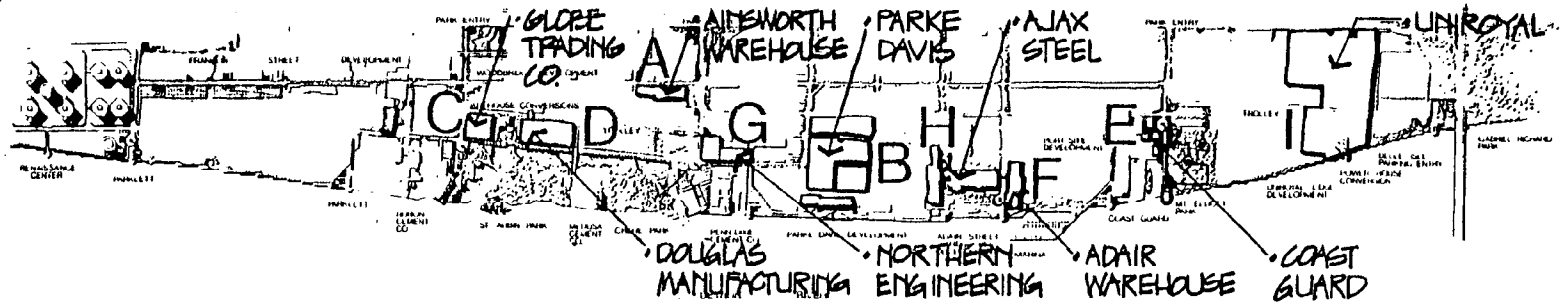
E. COAST GUARD. The historic buoy storage building and repair building could be obtained through land trade as part of the Mt. Elliott Node. These would enhance the park's sense of entrance and could be utilized as interpretive centers to attract the public. Other possibilities would be a Coast Guard museum and/or restaurant.

F. ADAIR WAREHOUSE. The Adair Street Warehouse is prime for rehabilitation. It is proposed that this rehabilitation be public oriented or that it be included in the proposed Port site housing development. It's river frontage could be an important amenity along the LRPP riverlink.

G. NORTHERN ENGINEERING. This building is diagonal to the Chene Park and its prominent location makes it a prime location for rehabilitation in housing or commercial mixed use.

H. AJAX STEEL: This building could work in harmony with the Adair Street warehouse to create a new center for public use. Its open glass roof might make it ideal for a "winter-garden".

I. UNIROYAL. Some of the Uniroyal property and buildings are unused or underused. A study should be undertaken to consider consolidation, conversion, demolition and new construction.



5. BUILDING CONVERSIONS

6. New Developments

With the new vitality being infused into the area much new development is to be anticipated. Entertainment, industrial, commercial, and housing facilities among others will be realized in the area.

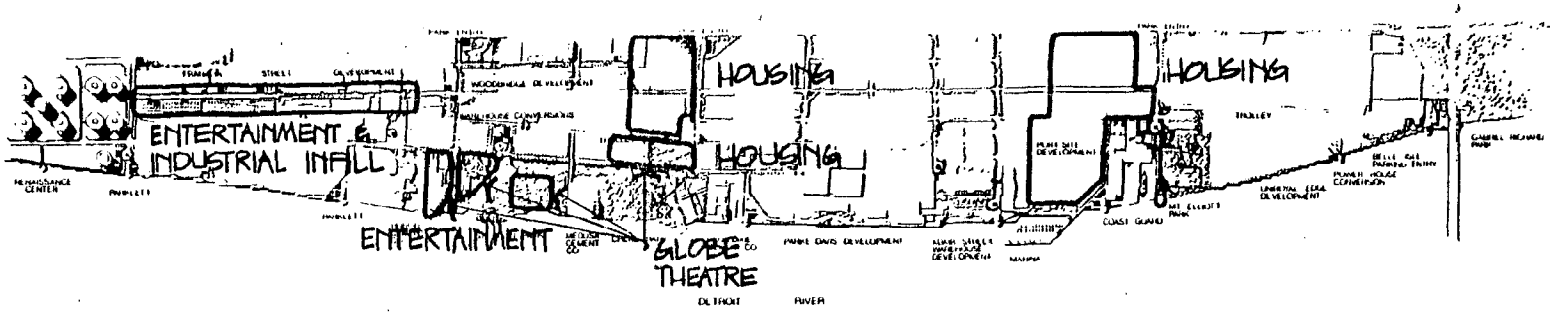
It should be the priority of the City to encourage such development by actively soliciting it, considering special tax incentives, providing information on funding sources, grants and low-interest loans, and finally by being a willing partner, if not initiator, in joint public/private development efforts.

In the area around Franklin Street, new restaurants have been added to those already established, thereby creating the beginnings of an entertainment/dining district. A study currently being executed by the Community and Economic Development Department (CEDD) proposes that industry be bolstered and encouraged on Franklin. Entertainment and industry can co-exist, and in fact, create an interesting, mutually beneficial relationship. It is important, however, to coordinate efforts into a harmonious relationship to minimize conflicts.

Refer to page 159

Other new commercial/entertainment possibilities exist in the LRPP area. The Water Board property west of the St. Aubin site is ideal for a waterfront restaurant or the Globe Playhouse. The Chene #2 site is also being considered for non-recreational development. These possibilities include the Globe Playhouse, housing and a new commercial structure.

New housing development should also be strongly encouraged in the LRPP. This will truly give the area a mixed-use character as well as provide an all important user base to development in the area. Primary locations for market-rate and public-subsidized housing would include Chene corridor in the Chene Node and the Port site in the Mt. Elliott Node. Both areas are presently under study.



6. NEW DEVELOPMENT

ALTERNATIVES

In order to maintain an attitude of flexibility as well as to resolve some of the issues raised by the LRPP, the following options are presented as alternatives to the proposed concepts of the general Development Plan. These alternatives deal with the most significant issues; other alternatives are discussed earlier in this chapter in connection with the heirarchy of development issues or are not considered crucial to the LRPP plan. Each alternative is shown graphically and is numbered in order of preference as recommended by Schervish, Vogel, Merz, P.C.

Refer to pages 150-1

St. Aubin/Chene Linkage Alternatives

The alternatives for linking the Chene and St. Aubin Park sites in relationship with Medusa Cement Company have a significant bearing on the design of the park and the adjoining River Link. The following three alternatives reflect these relationships as well as show the various park design possibilities. Furthermore, the potential exists for mixing portions of the alternatives with each other.

ALTERNATIVE #1: LAND TRADE BETWEEN MEDUSA CEMENT AND ST. AUBIN SITE

- Medusa: The northern 20% of Medusa's property would be exchanged for an equal amount of St. Aubin property to the west. This will provide Medusa with more river's edge to accommodate their boat docking easement as well as provide the necessary land to allow the proposed canal to link the two parks without infringing upon Atwater Street and its utilities. Furthermore, consideration must be given to relocating their storage building and accommodating truck and rail traffic over the canal.
- Chene Park: Chene Park would be designed with a canal for temporary boat parking and a proposed tour boat stop. All other major park functions would remain as shown in Part 2.

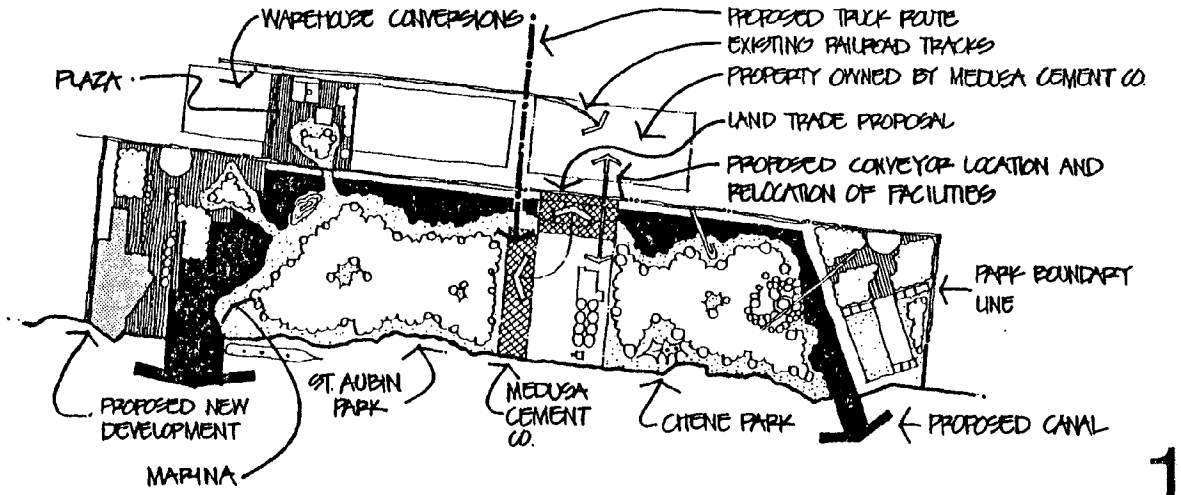
- St. Aubin Park: This park would continue the canal into a transient marina next to the proposed development at the Water Board property and north of Atwater at the warehouses.

ALTERNATIVE #2: RIVER EASEMENT AT MEDUSA PROPERTY

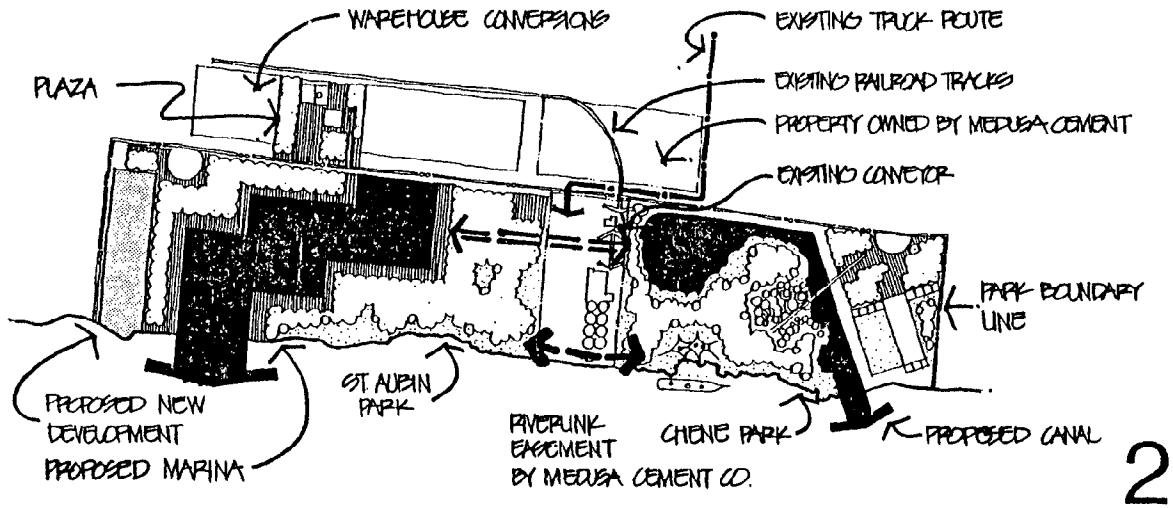
- Medusa: Linkage at the river side of Medusa is also desirable but more difficult to achieve because of the potential interference with their cement loading/conveyor operations. A protective structure would have to be installed under the conveyor to assure safe public access from park to park. Medusa's physical plant would remain intact.
- Chene Park: Without the land swap the canal on Chene would become a lagoon. Positive waterflow would be accomplished by installation of culverts connecting it to the St. Aubin site. Other major functions would remain the same.
- St. Aubin Park: Likewise, the St. Aubin portion of the canal would become a temporary boat parking marina with culvert connections to the Chene site. Other major functions would remain the same.

ALTERNATIVE #3: MEDUSA LAND TRADE WITH CHENE SITE/NO CANAL

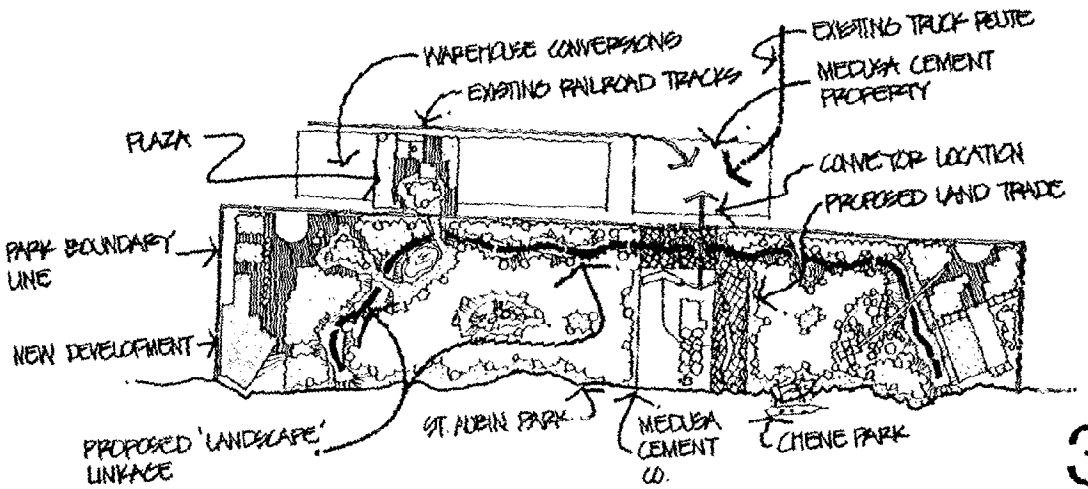
- Medusa: In this alternative, the northern 20% of Medusa's property would be traded with a portion of the Chene site. This would accomplish the same objective as Alternative #1 except that truck access to Medusa would be from Dubois Street. This alternative assumes that, for whatever reason, the canal is not feasible. The Linkage is accommodated by another element such as a sunken garden or a landscaped berm on the traded property.
- Parks: The element which replaces the canal would continue through both park sites. This would eliminate the temporary boat parking functions. All other functions, however, would remain the same.


WAREHOUSE CONVERSIONS
PROPOSED TRUCK ROUTE
EXISTING RAILROAD TRACKS
PROPERTY OWNED BY MEDUSA CEMENT CO.
PLAZA
LAND TRADE PROPOSAL
PROPOSED CONVEYOR LOCATION AND RELOCATION OF FACILITIES
PARK BOUNDARY LINE
PROPOSED NEW DEVELOPMENT
ST. AUBIN PARK
MEDUSA CEMENT CO.
CHENE PARK
PROPOSED CANAL
MARINA

1


WAREHOUSE CONVERSIONS
EXISTING TRUCK ROUTE
PLAZA
EXISTING RAILROAD TRACKS
PROPERTY OWNED BY MEDUSA CEMENT
EXISTING CONVEYOR
PARK BOUNDARY LINE
PROPOSED NEW DEVELOPMENT
PROPOSED MARINA
ST. AUBIN PARK
RIVERLINK EASEMENT BY MEDUSA CEMENT CO.
CHENE PARK
PROPOSED CANAL

2



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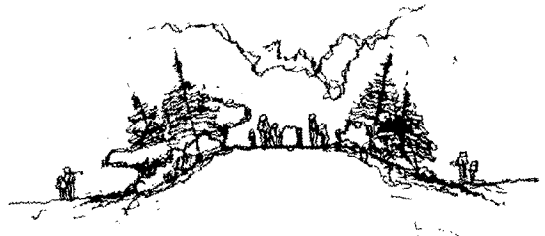


'SUNKEN GARDEN' SECTION

LANDSCAPE BERM SECTION

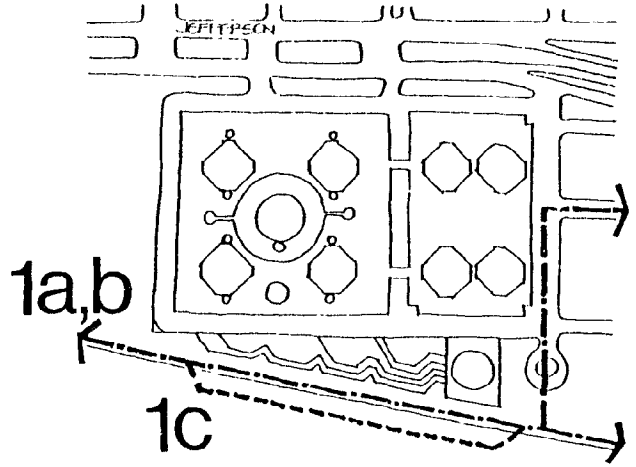
ST. AUBIN/CHENE LINKAGE ALTERNATIVES

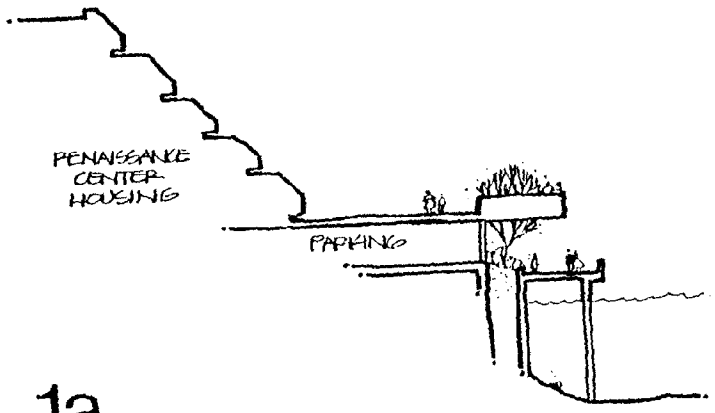
Renaissance Center River Link Alternatives

The continuation of the River Link past Renaissance Center is strongly desired to tie the LRPP to Hart Plaza and to dramatize the Renaissance Center as a landmark. Five alternatives are being explored for passing the River Link by this private development:

ALTERNATIVE #1: RIVER LINK AT WATER'S EDGE

An easement at the river's edge is preferred. The section drawings show the possibilities for separating the River Link from private development to alleviate security and marketability concerns. Section 1a and 1b would require only 10 feet of Renaissance Center edge with the remainder of the River Link extended into the river on piers. In Section 1c, the River Link would be entirely on piers, physically separated from the shore.





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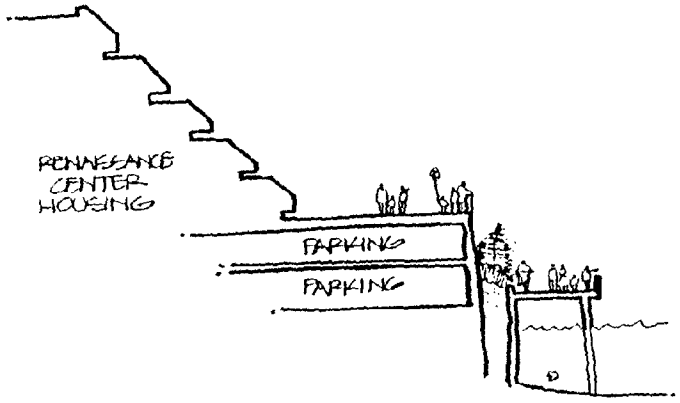

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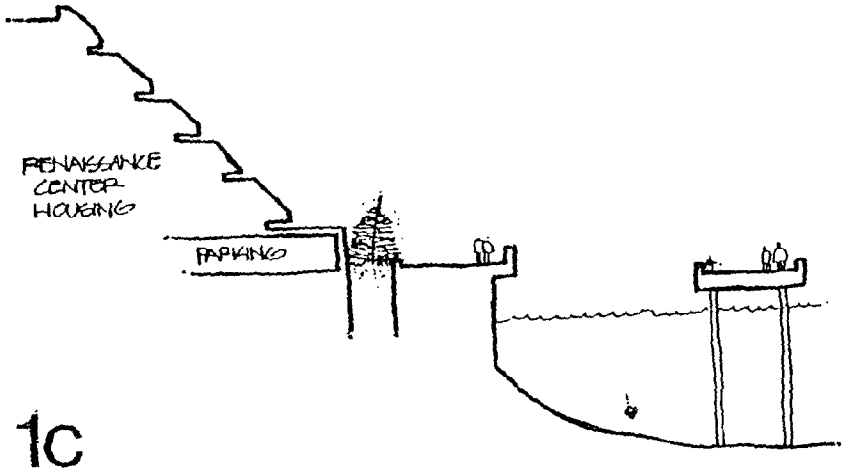


1c

EASEMENT ALTERNATIVES AT
RENAISSANCE CENTER

ALTERNATIVE #2: RIVER LINK ALONG RENAISSANCE CENTER DRIVE SOUTH

. This alternative, though not ideal, resolves the issue of security for development. Some traffic conflicts could occur unless the drive were extended to better accommodate bicycles and pedestrians. In order to maintain a visual and perceptual relationship to the river, height or space restrictions should be placed on the development. For example, mid or high-rise could be permitted if the buildings were not a continuous "wall" that blocked views. Conversely, tightly-spaced buildings would be acceptable if their height were restricted. After passing Renaissance Center, the River Link could step down again to the edge or continue at the elevated level and connect into the "overlook" at the east end of Hart Plaza.

ALTERNATIVE #3: RIVER LINK ALONG ATWATER

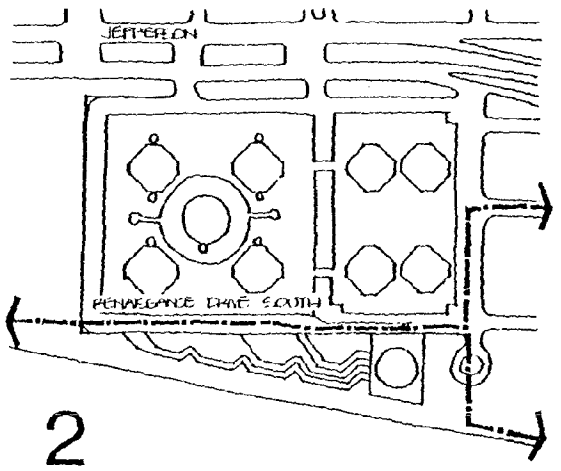
. This alternative would extend the River Link along Atwater behind the proposed Renaissance Center housing. The right-of-way is minimal for providing a bicycle path and presents a traffic hazard to pedestrians and bicyclists, Furthermore, there will be no visual access to the river.

ALTERNATIVE #4: RIVER LINK ALONG RENAISSANCE DRIVE NORTH

. This alternative has the same difficulties as alternative #2 but removes the River Link further from the river and increases the potential traffic hazard.

ALTERNATIVE #5: RIVER LINK ALONG JEFFERSON AVENUE

. This alternative again presents a traffic hazard and has a minimal right-of-way to create a bicycle path. This routing would further congest the Randolph/Jefferson intersection. Bicycle traffic would be added to the vehicular traffic turning into the Tunnel Toll Plaza, the high pedestrian volume going to and from the Hart Plaza and the new terminus of the Washington Boulevard Trolley.



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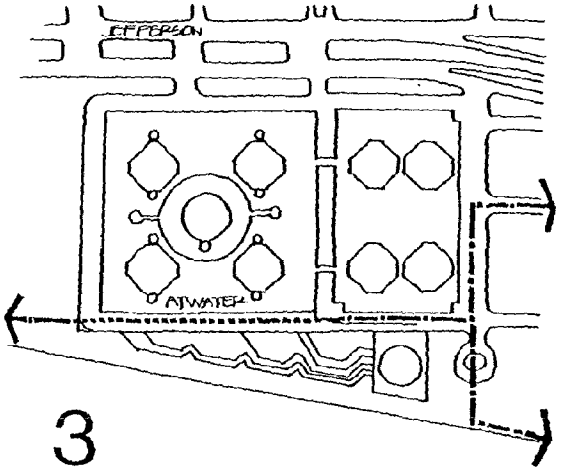

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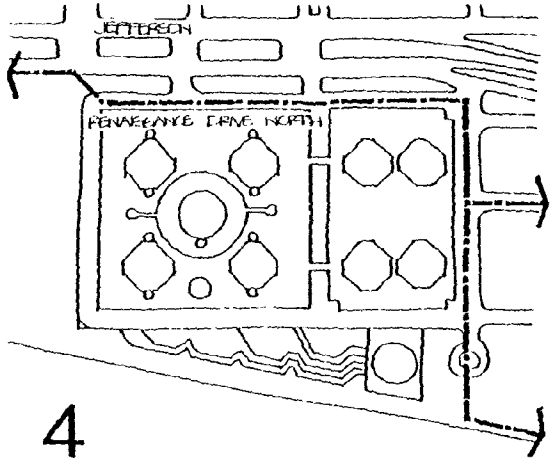

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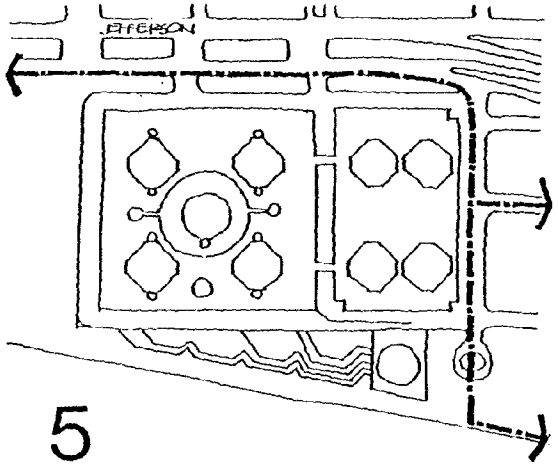

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EASEMENT ALTERNATIVES AT
RENAISSANCE CENTER

Chene Street Entry Alternatives

Creating a positive entry identity for the Chene Node is an important element of the design. Equally important is direct access for pedestrians, bicycles and automobiles coming from Jefferson or the Lafayette/Elmwood housing north of Jefferson. These four alternatives deal with the Chene Street entry and its alignment to the north.

ALTERNATIVE #1: CREATE CHENE BOULEVARD SOUTH OF JEFFERSON

- This alternative creates a new Chene Boulevard south of Jefferson and aligns it directly to Chene Boulevard north of Jefferson. This prevents a jog in the alignment and gives the site a dramatic entrance and a direct view to the Chene Park and the river. To implement this boulevard Famous Furniture would have to be removed since it blocks this alignment. Famous Furniture, which is economically viable, would have to be relocated nearby.

ALTERNATIVE #2: CREATE PARTIAL CHENE BOULEVARD

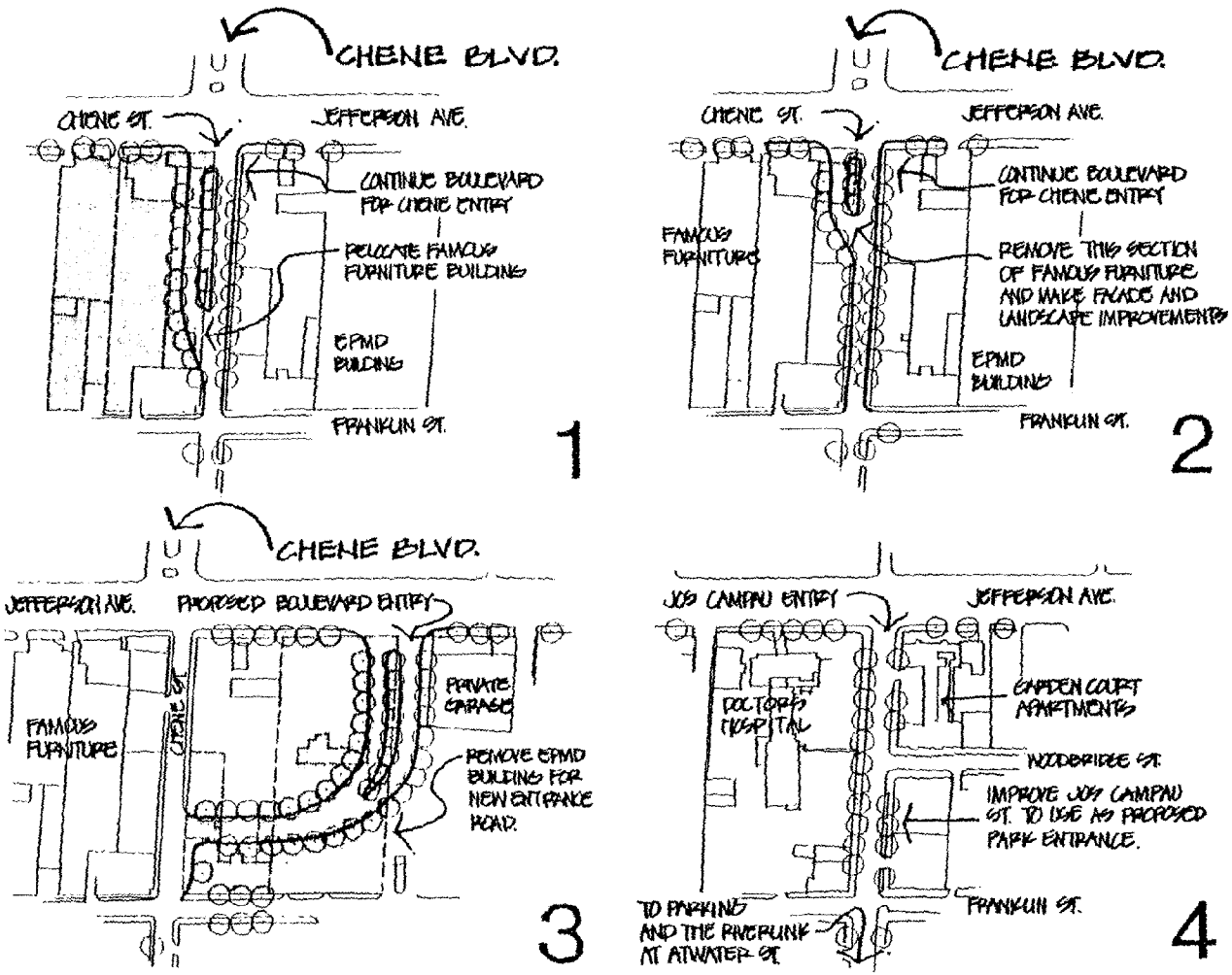
- This alternative requires the removal of a small portion of Famous Furniture to align the boulevard to the north. With remodeling and facade improvements, Famous Furniture could remain.

ALTERNATIVE #3: CHENE ENTRY AT EPMD SITE

- The EPMD building is city owned and scheduled for demolition. A new boulevard entry could be created on this site. This boulevard could not align with the boulevard to the north and would not give direct visual access to the river.

ALTERNATIVE #4: JOS. CAMPAU ENTRY

- The fourth alternative is to establish the Chene Node entry at Jos. Campau which has the widest right-of-way in the LRPP. Since this entry would not directly enter the parks, the parking lot at Parke-Davis on the river's edge could ideally be converted to recreational use.



CHENE ENTRY ALTERNATIVES

Globe Playhouse Location Alternatives

The Globe Playhouse is a proposed reconstruction of the 16th century theatre used for the production of Shakespeare's plays. Wayne State University with cooperation from the City of Detroit has undertaken this project and has indicated an interest in locating the playhouse in the LRPP area. Five sites have been initially indentified as possible locations for the Theatre:

ALTERNATIVE #1: THE WATER BOARD PARCEL

- The parcel is located on the riverfront at Orleans Street, just west of the proposed St. Aubin Park and is currently available for development.

ALTERNATIVE #2: CHENE 2 SITE

- This parcel is currently city-owned. It is located directly north of Atwater Street between Dubois and Chene Streets. This is probably the best site in terms of historical setting and significance.

ALTERNATIVE #3: AINSWORTH WAREHOUSE SITE

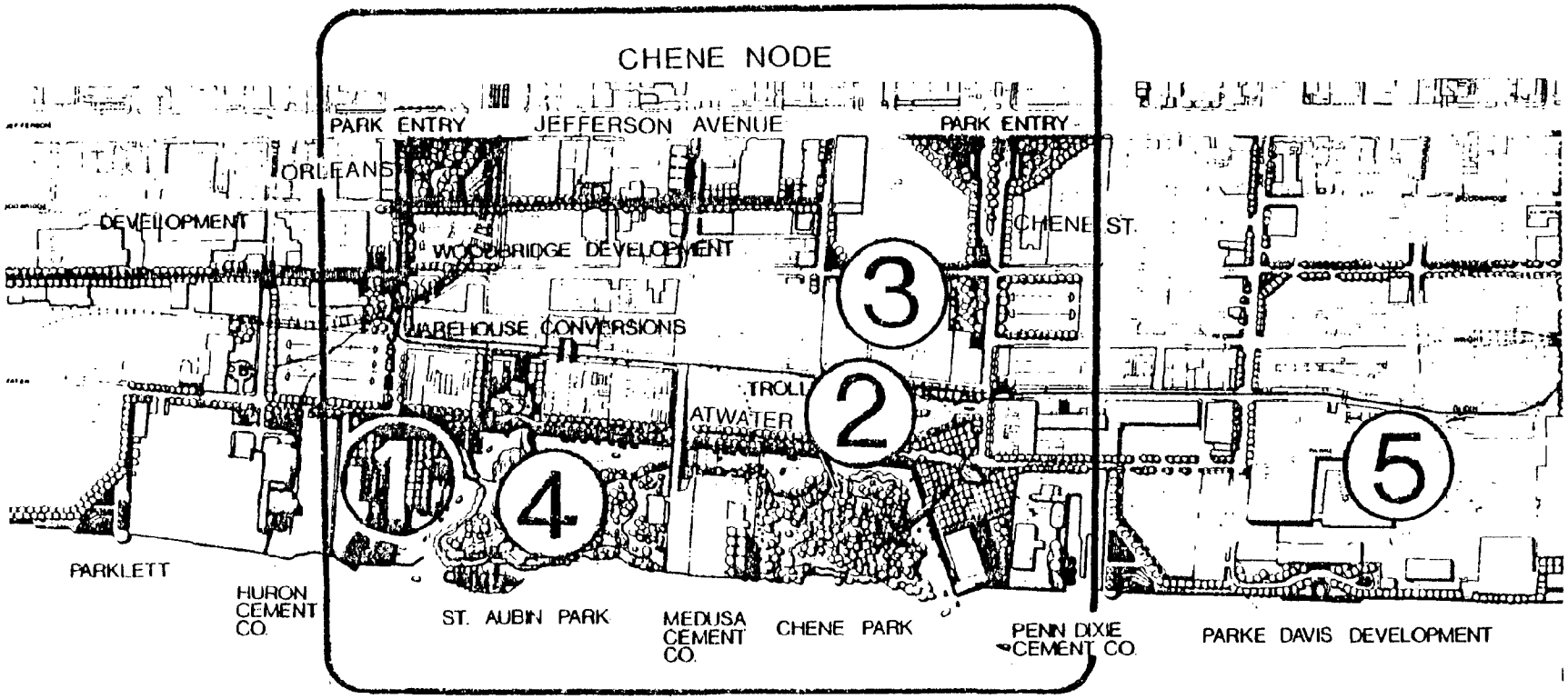
- This city-owned warehouse is currently being considered for demolition, but could be converted as part of the Globe Playhouse development. The theatre itself could be located, as indicated in Alternative #2, on the Chene 2 site immediately south of the warehouse.

ALTERNATIVE #4: ST. AUBIN SITE

- The Playhouse could be located within the proposed St. Aubin Park. However, current Land and Water Conservation Fund restrictions prohibit the building of structures, other than for park use, on this property.

ALTERNATIVE #5: PARKE-DAVIS COMPLEX

- Buildings within the soon-to-be-vacated Parke-Davis complex could be converted as part of the Globe Playhouse development. Other land within the boundaries of the complex would be available for the theatre itself.



1 WATER BOARD SITE
2 CHENE II SITE
3 AINSWORTH WAREHOUSE SITE
4 ST. AUBIN SITE
5 PARKE DAVIS COMPLEX

N

GLOBE THEATER LOCATION ALTERNATIVES

PROPOSED LAND USE DEVELOPMENT PROGRAM

This report advocates mixed land use in the LRPP to make the area viable and identify it as a unique feature in the urban landscape of Detroit. In order to achieve a balance of different land uses, certain required actions must be identified. Some are already underway; others must be undertaken in the near future to expedite the implementation of the LRPP. These actions include the following:

- Assemble the LRPP properties and obtain needed easements.
- Improve street conditions in and related to the LRPP area.
- Institute the design for the Interpretive Link.
- Consolidate, reinforce and upgrade industry in the LRPP area.
- Assemble land preferred for new development; including, but not limited to, Port-site housing, Chene Street area housing, and the Atwater warehouse conversions.

PUBLIC OWNERSHIP CURRENT & RECOMMENDED PUBLIC ACQUISITION

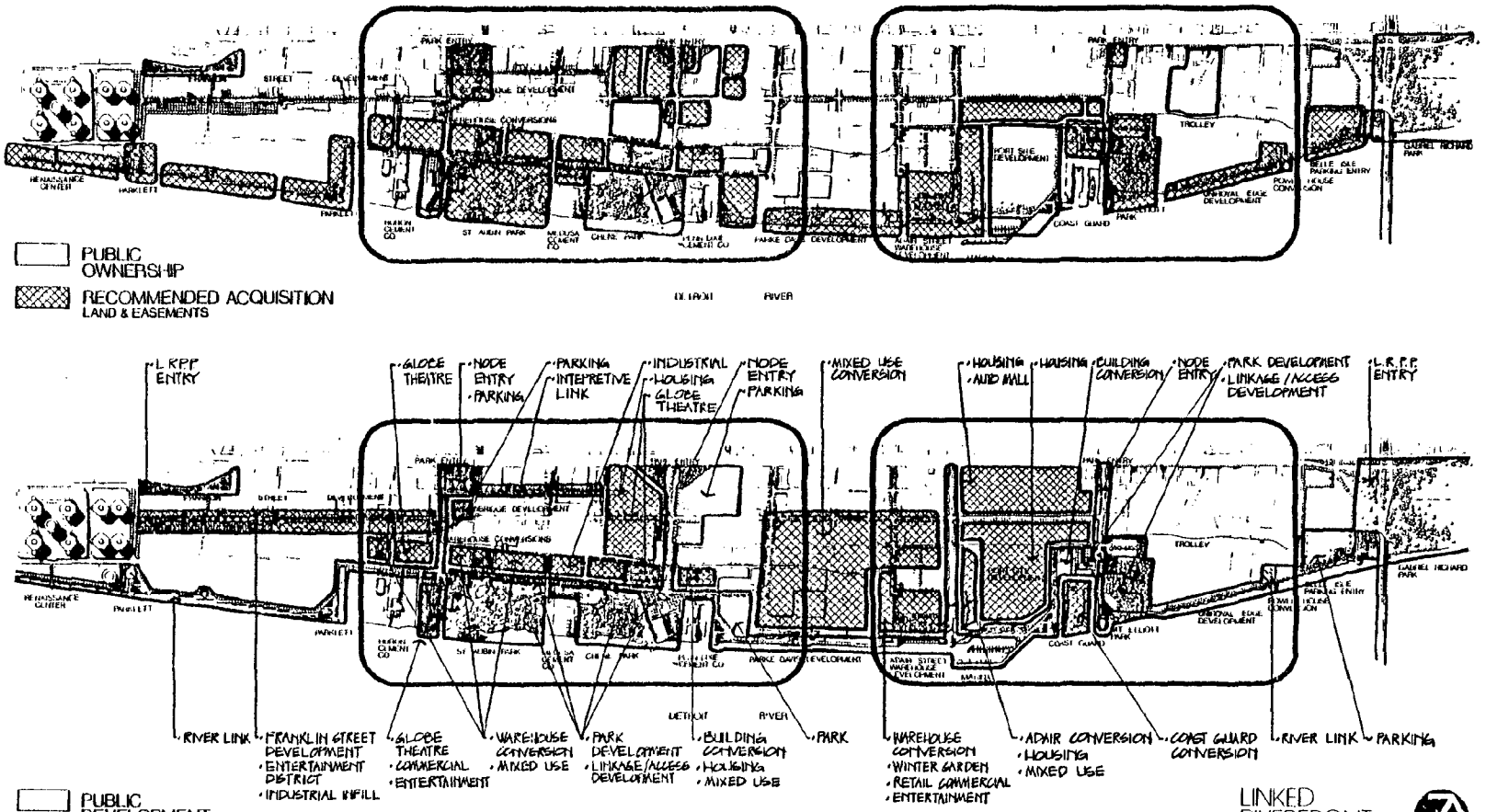
The upper map on the following page shows current public ownership and recommended public acquisition in the LRPP area. Public ownership, as illustrated in this map, is clearly for one of two purposes. Long term public holdings are for the specific use as Park Node or River Link easements. Other public land assemblages are solely for the purpose of encouraging private development. Both of these uses are considered essential to the continuation of the city's renaissance.

PUBLIC DEVELOPMENT & PRIVATE DEVELOPMENT OPPORTUNITY

The previous chapter identified the many issues that the LRPP has raised. Among these are many proposed land trades, building conversions and new developments. It should be noted that the execution of these projects will, in many cases, be

as a direct consequence of the LRPP. Without the orientation and thrust provided by the LRPP, these projects would be disjointed and, at best, marginally successful, if they were ever initiated at all. The bottom map notes the land use pattern and organization that will eventually emerge which emphatically suggests public development parallel to and along the river's edge. From Parke-Davis west to Renaissance Center, this linear development will occur south of Atwater. From Parke-Davis east to the Belle Isle Bridge this same pattern similarily occurs hugging the river's edge. While public infra-structure and development is being established, opportunities for private mixed use developments are seen as occuring primarily adjacent to and north of the LRPP system. The following projects are all potential developments relating to and resulting from the LRPP:

- Globe Playhouse Reconstruction
- Franklin Street Restaurant/Industrial District
- Warehouse conversions, including the Ainsworth, Globe Trading and Adair Street Warehouse
- Water Board Site Development
- Medusa Cement Land Trades
- Parke-Davis Development
- Port Site Development
- Coast Guard Expansion and Land Trades
- Establishment of Riverfront Improvement District
- New circulation system for the area
- Potential trolley system
- Market-rate and public subsidized housing
- Reorganization and enchancement of industrial areas
- Public/Institution developments of Coast Guard, Immigration, DNR



IMPLEMENTATION

LAND OWNERSHIP & DEVELOPMENT

LINKED RIVERFRONT PARKS PROJECT

0 400 800

CITY OF DETROIT RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ PC ARCHITECTS DETROIT, MICHIGAN

LAND USE DEVELOPMENT PROGRAM

The land ownership and development aspects presented above result in acreage trade-offs between different land use types. These trade-offs are summarized as follows:

LAND USE	EXISTING ACREAGE	PROPOSED ACREAGE
Recreational	11	58
Mixed Use/Commercial/Residential	50	142
Industrial	214	107
Renaissance Center	37	41
Institutional	21	12
Vacant	27	0
TOTAL	360	360

The implications of this program reflect overall city and Recreation Department policies:

- Recreational land use constitutes the heart and purpose of the LRPP. However, in keeping with mixed use guidelines and maintaining and providing an economic base, only 16% of the entire project area is designated recreational. This is still five times the existing recreational acreage. Property for recreational development is obtained primarily from vacant land or from consolidation of industry.
- Mixed land use which includes new development of commercial and residential is almost tripled. Again, this property is obtained primarily from vacant land and consolidation or relocation of industry.

- Industrial land use is reduced by 50%. This reduction, however, comes primarily from abandoned or underutilized industrial and warehouse property. The land use design, in fact, attempts to carefully avoid removal of viable industry. Industry is considered an important element in the overall mixed use concept.
- Renaissance Center is expanding on the western edge of the project area. This additional property would likely be obtained from the end portion of the SEMTA rail tracks.
- Institutional land uses remain the same with the exception of city-owned institutional property already slated for abandonment. This property would be utilized for new mixed use development.
- Existing vacant land is utilized both for recreational purposes as well as for new development.

The Land Use Development Program for the LRPP expresses general development trends for the area, as well as directions set by the LRPP. Some industrial and commercial acreage is being sacrificed, but at the same time all vacant and city-owned property is being utilized. Changing land uses in the area can lead to a rejuvenation and stability that is sorely needed.

ENGINEERING COSTS CONSTRUCTION

ENGINEERING

In order to provide preliminary cost data for the LRPP, project elements are broken into Parks, River Link Segments, and Interpretive Link Segments, and then analyzed relative to their engineering design and feasibility. This engineering is preliminary in nature. Further, engineering, especially value engineering, will be required during design development to completely analyze design appropriateness in terms of both costs and environmental impacts.

Parks

In designing the parks the following primary engineering concerns were dealt with:

- soil condition
- environmental impacts
- harbor line
- river hydraulics
- sewers and utilities

Twenty soil borings were taken on the Chene #1 site in September, 1979. Engineering interpretation of this data is currently being processed. No borings have been taken on the St. Aubin or Mt. Elliott sites. Data from the borings indicate "fill" depths from seven feet to thirty-two feet with "clay" below these levels. "Peaty Marl", "Marl" and "Organic Silt" were also found at various levels. Preliminary indications are that the structural capacity of the soil is very poor and structural loads of any consequence would have to be supported on costly piles. Ground water was encountered in many instances at five feet, although considerable variation is indicated. It is assumed in costing that these conditions occur at all sites.

Environmental impacts such as noise, dust, erosion and the like were dealt with in general terms during this study with specific attention given to canal design and construction on Chene #1/St. Aubin sites. An Environmental Assessment Report is presently being prepared for the Chene #1/St. Aubin sites by Schervish, Vogel, Merz, P.C. and Schimpeler-Corradino Associates, but is not yet complete.

A hydraulic study for the proposed canal for Chene #1/St. Aubin was completed by the Snell Environmental Group. This study, which is available for review, shows that the design as presented is acceptable for flow and prevention of stagnation. The "scoop" projecting beyond the shoreline at the canal entrance is hydraulically the best of the alternatives studied. At the exit, a floating breakwall is the preferred alternative. In terms of depth, edge design and canal shape the design is acceptable, although the transition from the river bottom to the canal bottom should be smooth.

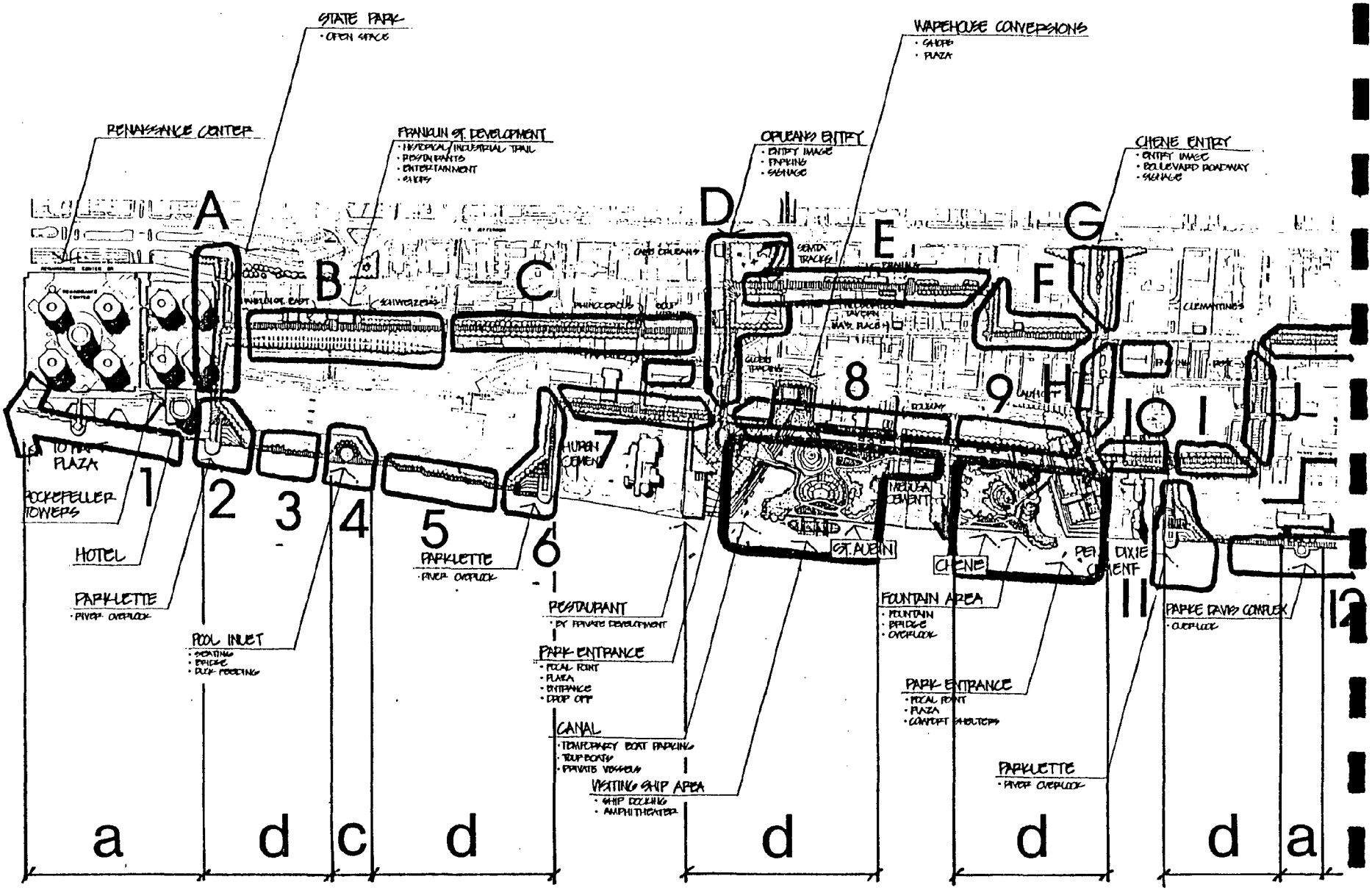
To increase flow and decrease sedimentation, concrete side walls are seen as the best alternative. However, sedimentation and erosion control program would have to be developed in conjunction with canal construction. Settling basins and weirs might be required but could become positive features in the final design.

No damage in the canal is expected from ice chunks. The entrance and exit, however, would have to be designed to withstand the horizontal forces of floating ice. The Belle Isle Bridge acts as an ice break, preventing major ice floes in this section of the river. The problem of water surge from large ships is not anticipated as a major concern because of the entrance/exit design and "inland" nature of the canal. However, further study should be undertaken to resolve any doubts regarding this potential impact.

In order to provide a "scoop" at the canal entrance, extension beyond the harbor line is required. In the proposed design of Chene #1, the scoop is shown approximately forty feet from harbor line. In order to accomplish this, an Army Corps of Engineers' permit is required. SVM has had preliminary discussion with the Corps, but the permit would not be given until the application is actually completed.

Storm sewers overflows are found at all three Park sites. During heavy rains these sewers dump raw sewage directly into the river. Park design accommodated these existing overflows, but in Chene #1 a sewer syphon is priced in to accommodate the canal. The Environmental Protection Agency has hired consultants to propose remedies for this problem. SVM discussed conditions at the Park sites with these consultants, including the possibility of major retention basins. Final recommendations, however, are a few years away and therefore no further alternatives have been considered in the design.

The waterplay feature on Chene #1 is the final concern of the Parks. Engineering of such a feature is extensive. A closed circulating system has been considered the most feasible, but no additional engineering has been done for this report. However, a preliminary investigation included a visit with the designers of Freeway Park in Seattle, which has a similar water feature. Design development will concentrate on this feature in more detail.


STATE PARK
· OPEN SPACE
WAREHOUSE CONVERSIONS
· SHOPS
· PLAZA
RENAISSANCE CENTER
FRANKLIN ST. DEVELOPMENT
· HISTORICAL/INDUSTRIAL TRAIL
· RESTAURANTS
· ENTERTAINMENT
· SHOPS
ORLEANS ENTRY
· ENTRY IMAGE
· PARKING
· SIGNAGE
CHENE ENTRY
· ENTRY IMAGE
· BOULEVARD ROADWAY
· SIGNAGE
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TOWN PLAZA
ROCKEFELLER TOWERS
HOTEL
PARKLETTE
· RIVER OVERLOOK
POOL INLET
· SEATING
· BRIDGE
· DUCK FEEDING
PARKLETTE
· RIVER OVERLOOK
RESTAURANT
· BY PRIVATE DEVELOPMENT
PARK ENTRANCE
· FOCAL POINT
· PLAZA
· ENTRANCE
· DROP OFF
CANAL
· TEMPORARY BOAT PARKING
· TOUR BOATS
· PRIVATE VESSELS
VISITING SHIP AREA
· SHIP DOCKING
· AMPHITHEATER
ST. AUBIN
CHENE
FOUNTAIN AREA
· FOUNTAIN
· BRIDGE
· OVERLOOK
PARK ENTRANCE
· FOCAL POINT
· PLAZA
· CONCERT SHELTERS
PARKLETTE
· RIVER OVERLOOK
DIXIE
PARKE DAVIS COMPLEX
· OVERLOOK
a
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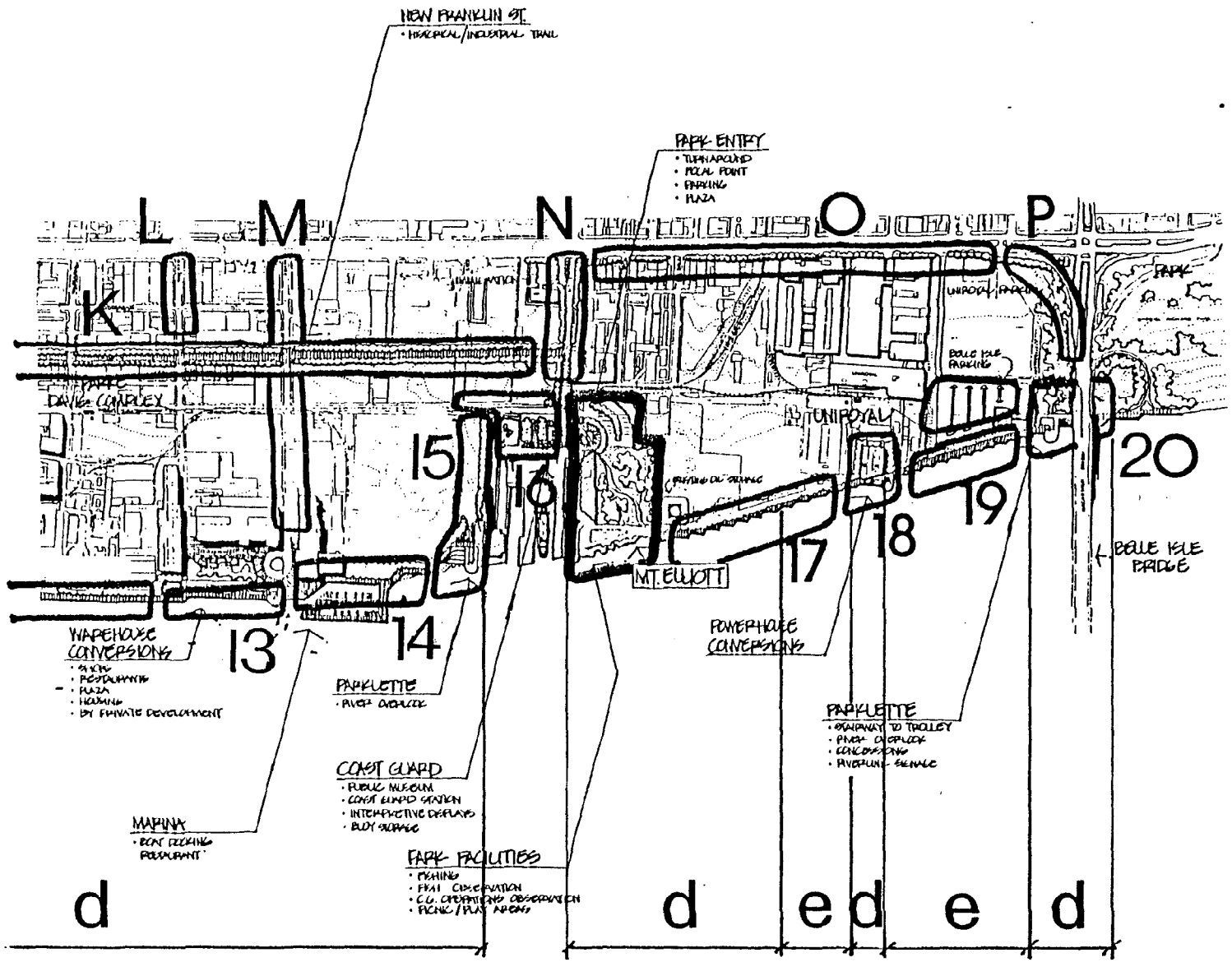


ENGINEERING EDGE & LINKAGE SEGMENTS

LINKED RIVERFRONT PARKS PROJECT

0 200 400

CITY OF DETROIT
RECREATION DEPARTMENT

SCHERVISH VOGEL MERZ PC
ARCHITECTS/LANDSCAPE ARCHITECTS
DETROIT MICHIGAN

River Link Segments

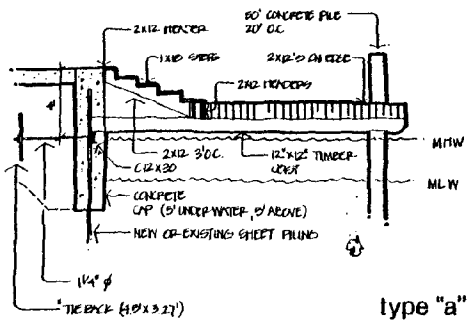
Major engineering concerns in designing the River Link segments deal with seawall and handrail design, as well as certain park concerns including soils and hydrology.

Typical engineering sections deal with five different edge types. After preliminary investigations in conjunction with the Snell Environmental Group, a steel sheet capped with concrete was chosen as the typical means of shoring the edge. This allows the use of existing steel sheet pile and concrete edges while still maintaining continuity for visual purposes. Gabians or timber piles were rejected at the river's edge but were still considered feasible for the canal.

Major fill and land building possibilities to increase riverfront land were considered but rejected as too costly unless a tremendous quantity of earth fill could become available (from subway construction, for example). Such an undertaking would require extensive study and is beyond the scope of this report. Where minimal land is available, as in front of the Renaissance Center, cantilevered and pile construction techniques of wood and concrete are proposed.

The following design criteria were determined for edge design:

- Provisions for maintenance and emergency vehicle access will be included in the physical configuration of the design and in the design loadings.
- All sheet piling shall be designed with a tie-back system consisting of anchor rods and sheet piling anchors. The spacing of the anchors may be altered or the sheet piling may be designed as free standing, depending on the conclusions developed when geotechnical information becomes available. The tie-backs will be located above the water level.



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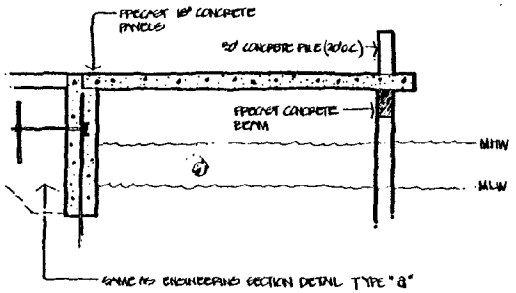
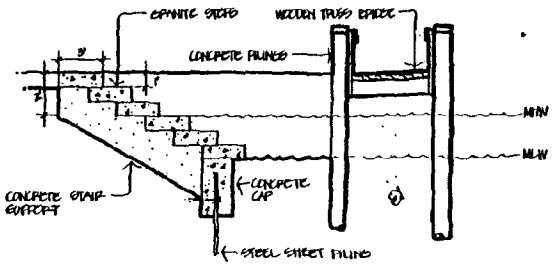


type "b"



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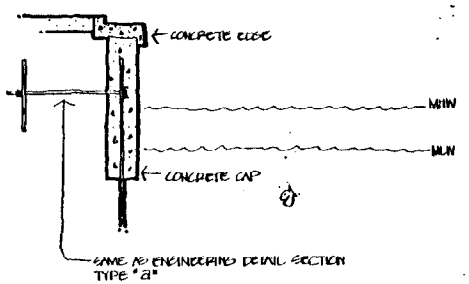

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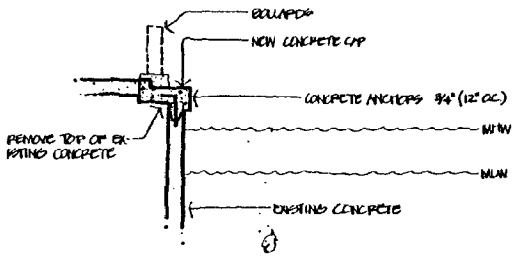


type "e"

IMPLEMENTATION
ENGINEERING SECTIONS

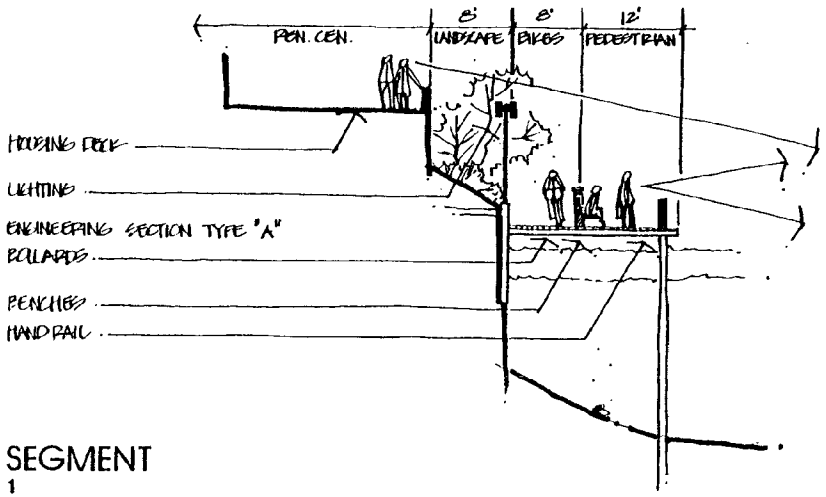
LINKED RIVERFRONT PARKS PROJECT
CITY OF DETROIT RECREATION DEPARTMENT
SCHERVISH VOGEL MERZ PC ARCHITECTS LANDSCAPE ARCHITECTS DETROIT MICHIGAN

- A concrete cap shall be installed on both new and existing sheet pile walls. The cap will serve as lateral support for the edge treatment. The cap shall extend below the low water level to protect the sheet piling against ice damage and improve appearance.
- Existing sheet pile or concrete walls were assumed to be stable and with the aid of the tie-back system, were used in all edge treatments.

One of the edge types is applied to each River Link Segment. The segment sections indicate the various conditions throughout the project area. In every section, the pedestrian walkway is aligned at the very edge.

In some instances where the right-of-way is minimal, it is combined with the bicycle path. Normally, however, the bicycle path is separated from the aggregate and granite-paved pedestrian surface by a landscaping area and, where possible, a change in level. The bicycle path is paved with asphalt to provide a continuous surface free of joints. A handrail is proposed in most areas for safety considerations and should be designed to take impact loads from snow trucks and similar heavy equipment.

The following River Link segments are numbered to relate to their specific locations in the LRPP System as shown on the map on Page 170. Further, the specific engineering segment type (a, b, c, d, e) is indicated with each engineering segment as well as showing its location on the map.



SEGMENT
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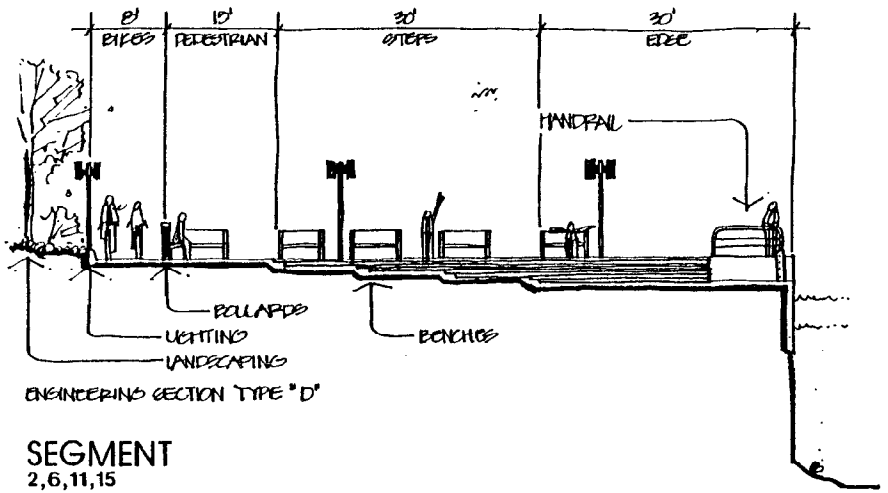
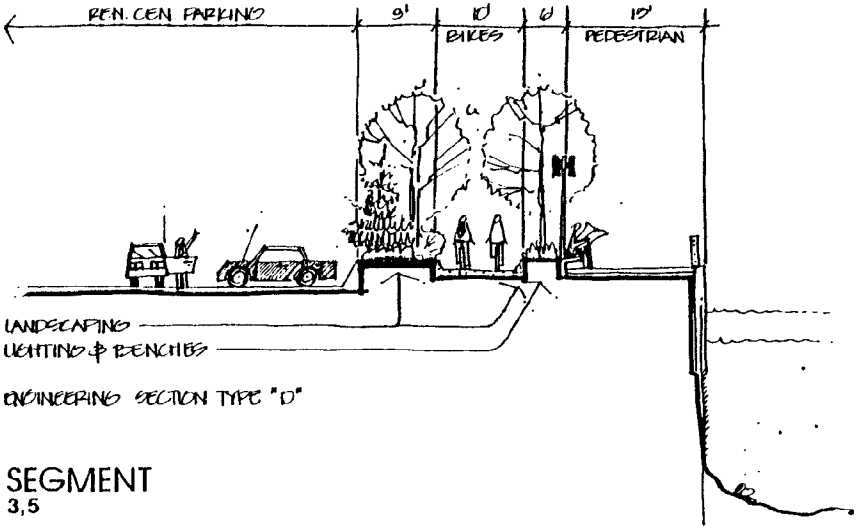
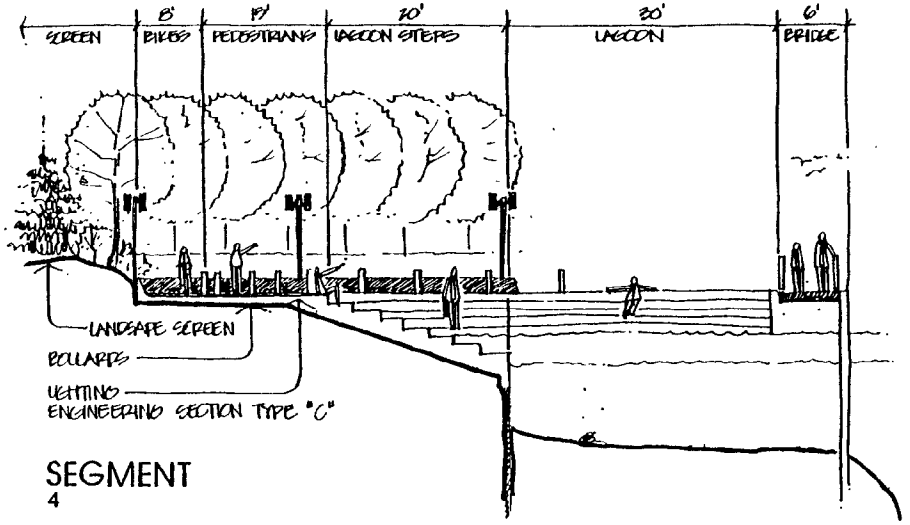


SEGMENT
2,6,11,15



SEGMENT
3,5



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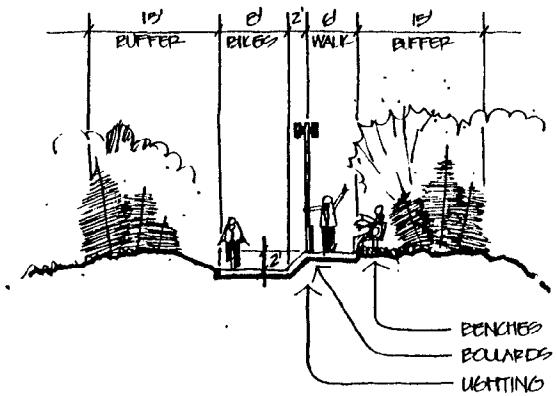

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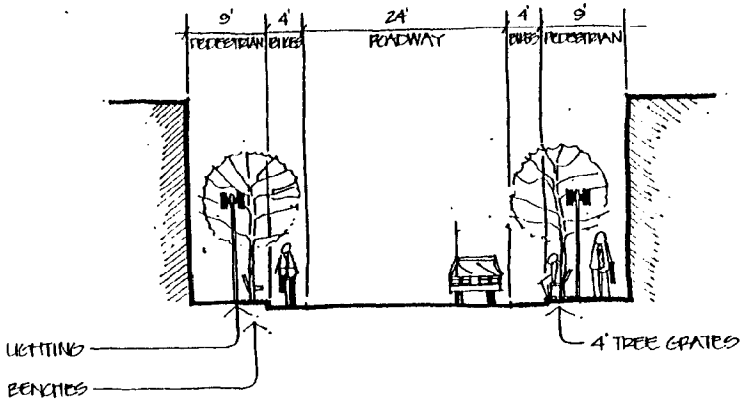

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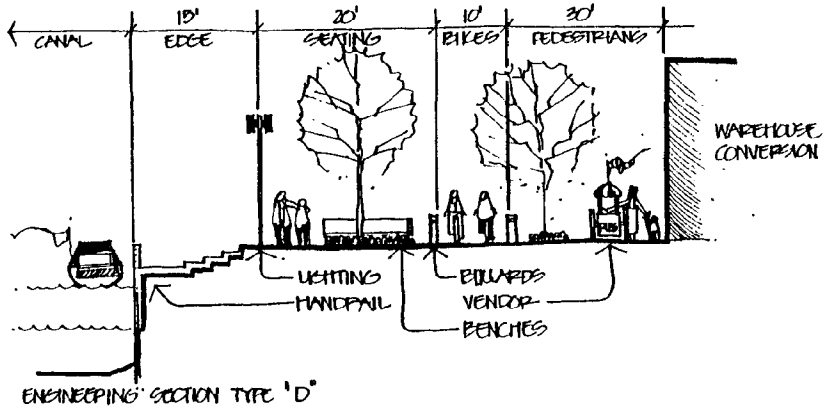

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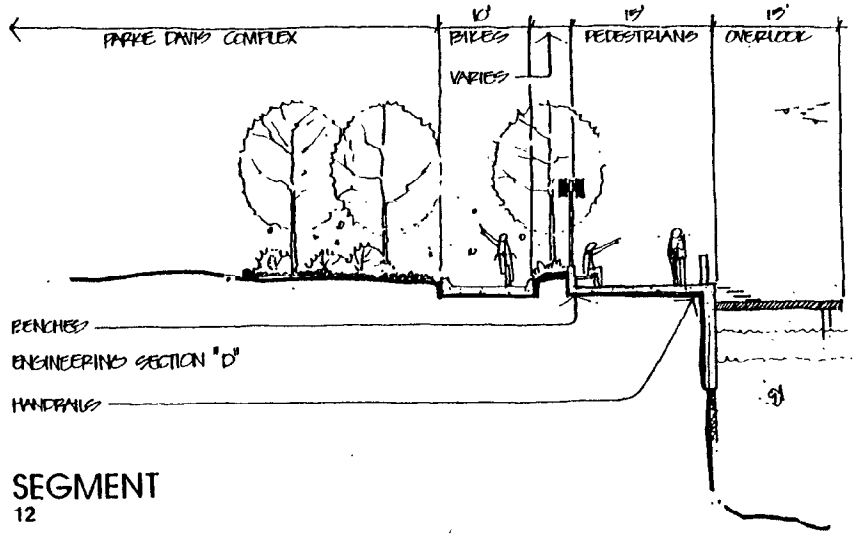

SEGMENT
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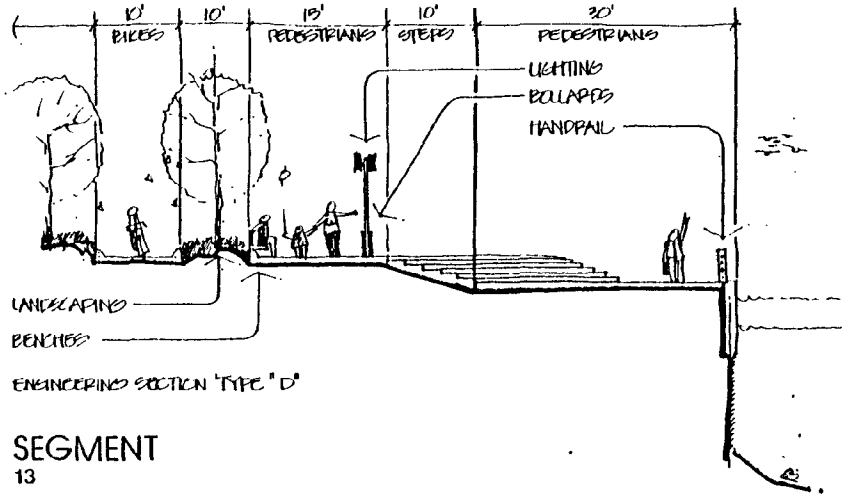

SEGMENT
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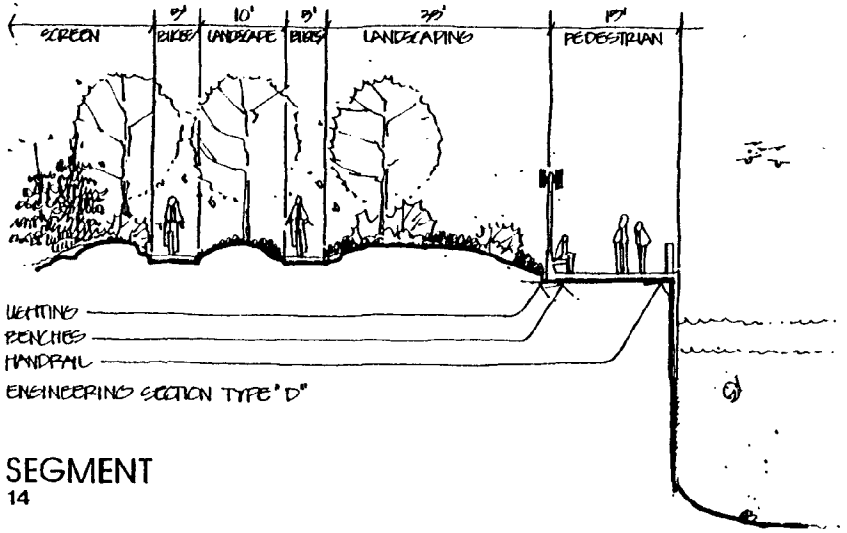

SEGMENT
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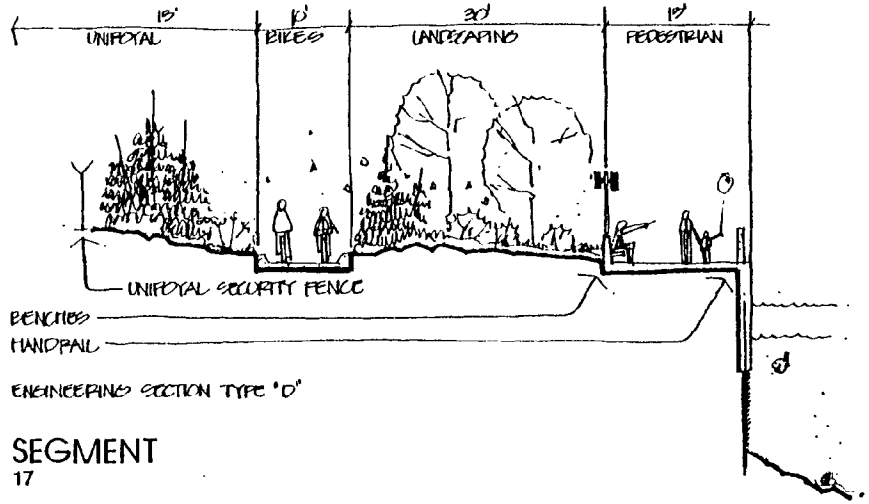

SEGMENT
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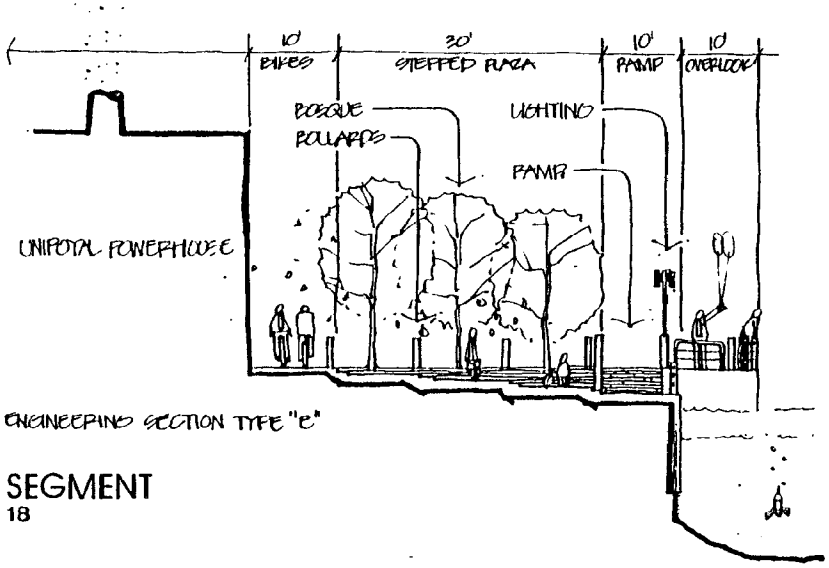

SEGMENT
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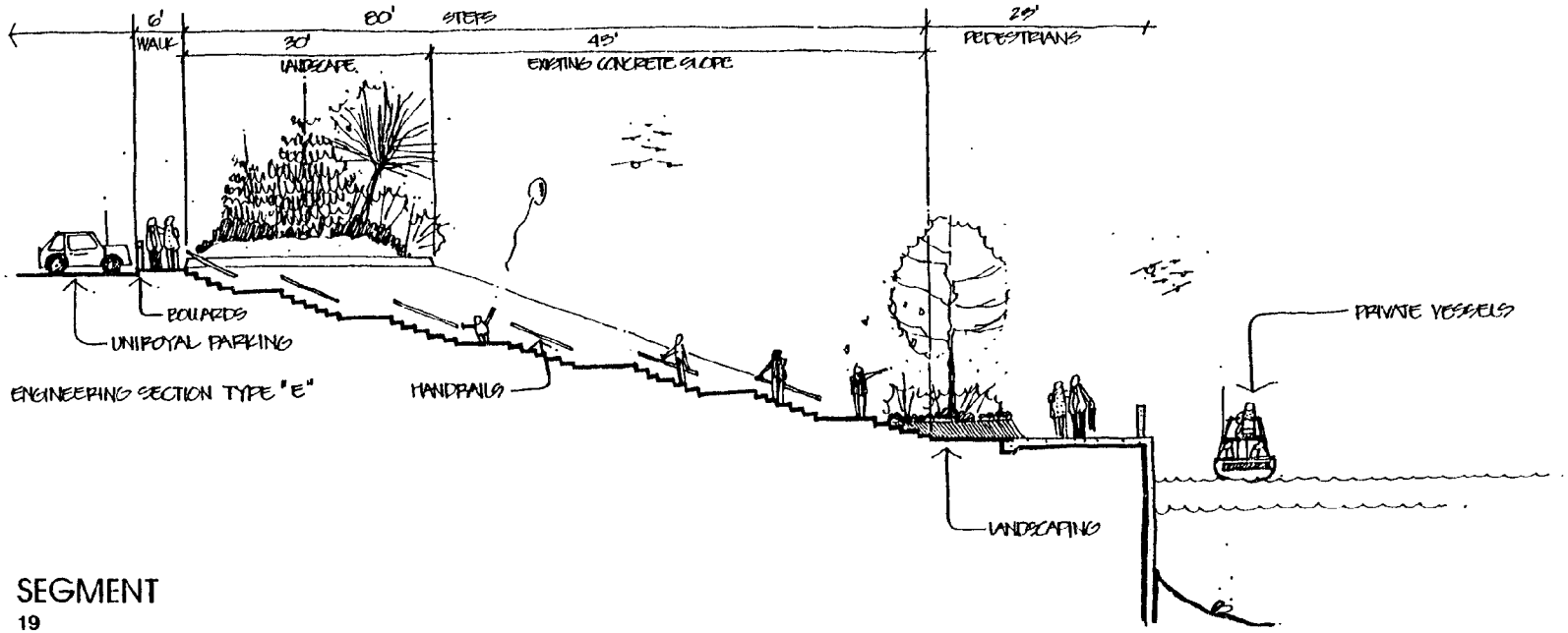

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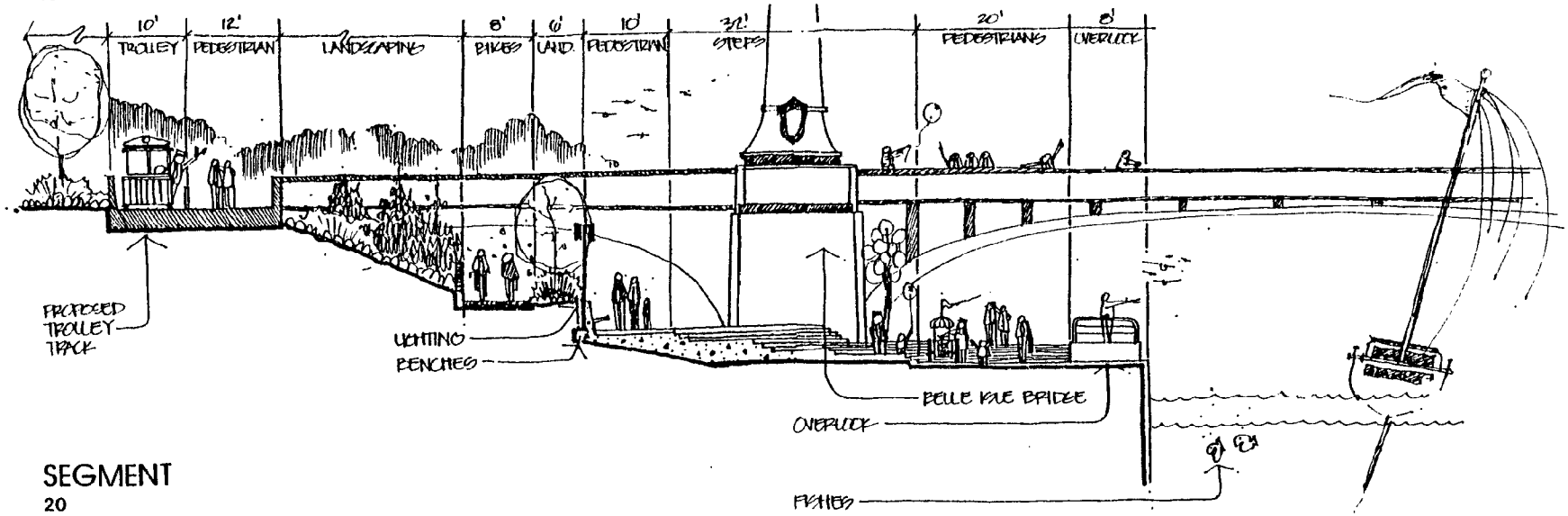


SEGMENT
20

Interpretive Link Segments

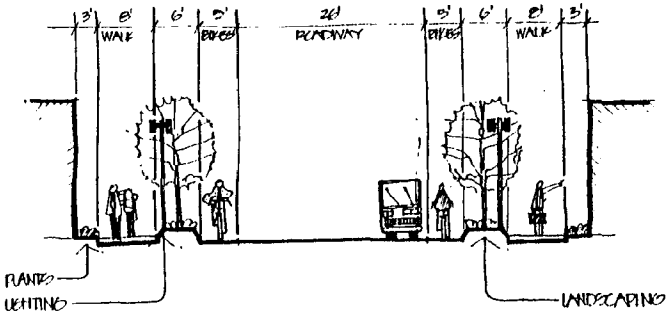
The major engineering concerns of the Interpretive Link Segments involve overhead utilities, traffic separation, and pavements. Typical sections of each segment are shown.

To encourage new development along the trail, most street paving, walks and curbs would be replaced. Visual surveys showed this replacement as generally necessary throughout. In addition, overhead electric and telephone utilities are buried. It was assumed that gas, water and drainage systems were satisfactory and would not have to be changed except for manhole adjustments and the like at new paving areas. Walks are generally priced as aggregate concrete with brick joints to delineate the Interpretive Link. Roadways are paved in asphalt except at particular areas to be emphasized where the paving is brick.

Temporary bicycle lanes are indicated, eventually to be replaced by permanent bicycle paths along the River Link. Restricted time use of the bike paths (e.g. weekends) may be necessary to avoid conflict with truck traffic.

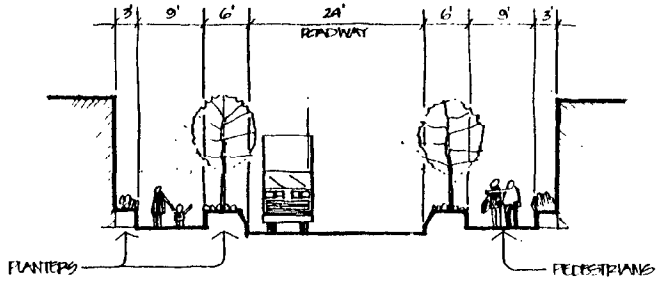
These sections are to give design intent for the entire trail but costs are given only for signage and the major park access routes.

The following Interpretive Link segments are numbered to relate to their specific locations in the LRPP system as shown on the map on page 170.



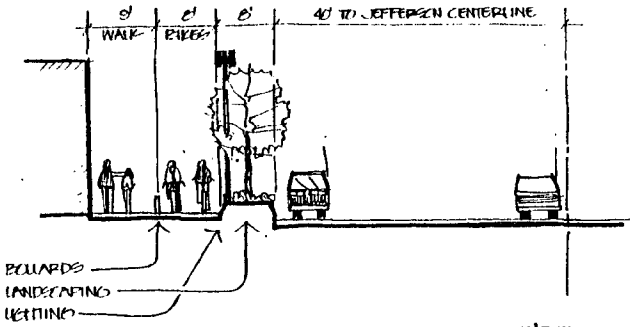
JOSEPH CAMPAU
70' R.O.W.

SEGMENT
J



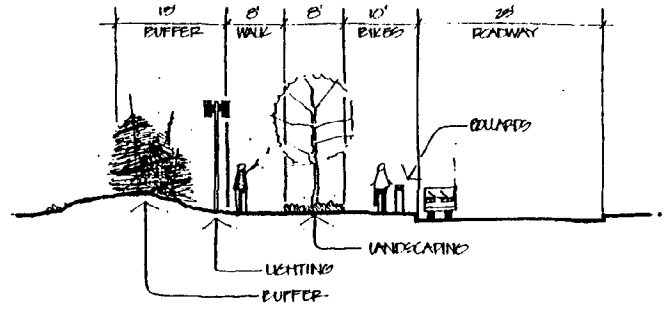
ADAMS STREET 60' R.O.W.
TRUCK ROUTE NORTH OF FRANKLIN

SEGMENT
M



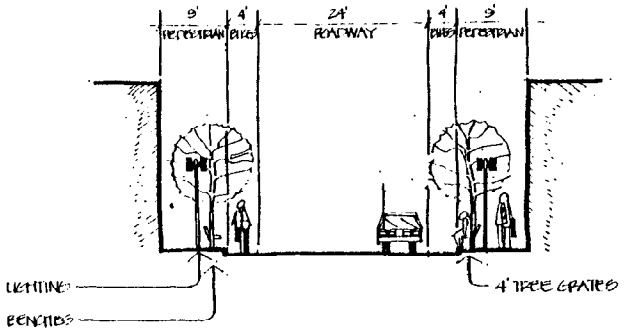
JEFFERSON AVENUE 120' ROW
BETWEEN MT. ELLIOTT & THE
RAILROAD BRIDGE

SEGMENT
O



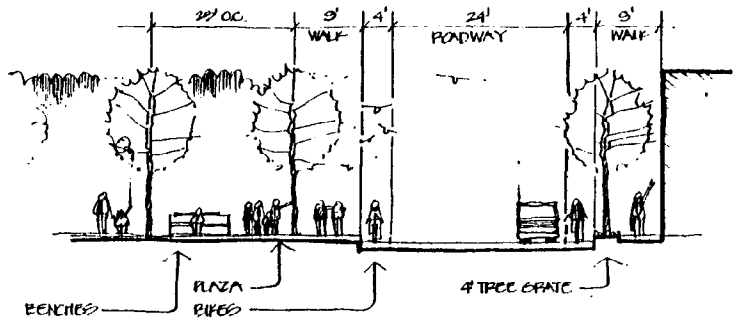
BELLE ISLE ENTRY

SEGMENT
P



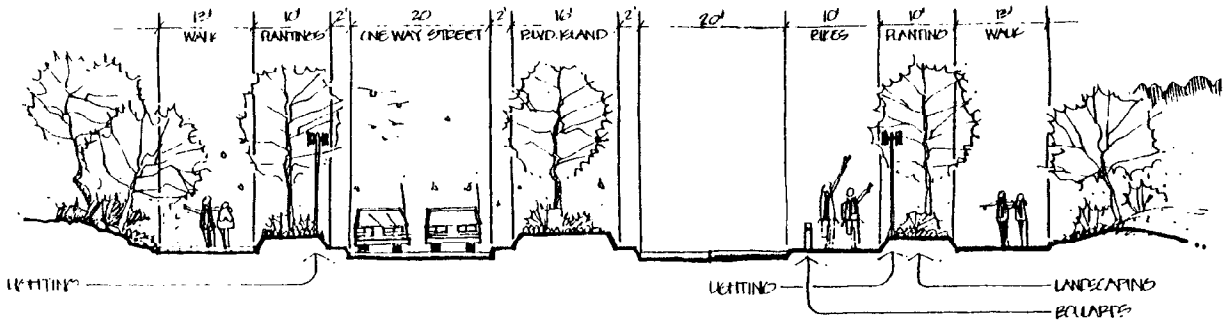
TYPICAL EAST/WEST SECTION FOR A 50' R.O.W.

SEGMENT
ACDFHIKL



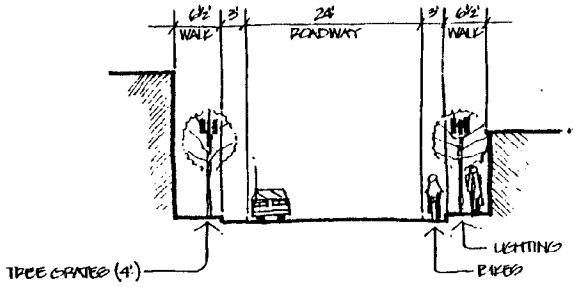
WOODBRIDGE/
FRANKLIN STREET 80' R.O.W.

SEGMENT
BE



CHENE BOULEVARD ENTRANCE

SEGMENT
G



MT. ELLIOTT AVENUE
43' R.O.W.

SEGMENT
N

CONSTRUCTION COST SUMMARY

PARKS

The Chene/St. Aubin Park costs include seawall and marina/canal development, infrastructure, grading, fill, landscaping, bridges and other amenities to be privately funded such as waterfalls, sunken gardens and the water play sculpture. The Mt. Elliott Park costs include seawall stabilization and all other programmed features.

Chene/St. Aubin Park	$15,500,000	
Mt. Elliott Park	2,700,000	
PARK TOTAL		$18,200,000

RIVER LINK

The River Link figures include new shoreline stabilization, riverwalk, special paving, lighting, hand rails, bike paths, furniture, and landscaping.

Development Phases		Engineering Segments	Cost	
R-1	St. Antoine Parklette	2	$ 440,000	
R-2	Parke-Davis Easement	11, 12	1,350,000	
R-3	Port Site Easement	13, 14, 15, 16	2,870,000	
R-4	Belle Isle Bridge Easement	20	470,000	
R-5	Renaissance Center Easement	1	980,000	
R-6	RenCen Parking Lot Easement	9, 10	1,830,000	
R-7	Atwater Linkage	3, 4, 5, 6	860,000	
R-8	Uniroyal Easement	17, 18, 19	1,330,000	
R-9	Atwater Linkage	7, 8	1,510,000	
	RIVER LINK TOTAL			$11,640,000

INTERPRETIVE LINK

The Interpretive Link and access includes signage for truck routes, bicycle and pedestrian ways, dedicatory plaques and monuments, access road improvements and identity signs.

Development Phases		Engineering Segments	Cost	
I.S.	Interpretive Signage	A, B, C, E, F, I J, K, L, M, O, P	$ 180,000	
I-1	Chene Street Park Entry	G, H	860,000	
I-2	Mt. Elliott Street Park Entry	N	380,000	
I-3	Orleans Street Park Entry	D	590,000	
	INTERPRETIVE LINK TOTAL			$ 2,010,000
	TOTAL CONSTRUCTION COSTS			$31,850,000
	Contingency Architectural/Engineering Construction Inspection Administration & Legal	30%		$ 9,550,000
	TOTAL PROJECT COST			$41,405,000

CONSTRUCTION

The proposed design is somewhat complex in nature. In particular, the Chene and St. Aubin parks have unique elements such as a water-play sculpture, a canal/marina and a waterfall that are not ordinary elements in typical parks. Because specialized construction is required and will be phased over a long period of time, it is recommended that Construction Management be utilized. Under this system, for example, sea wall contractors can be contracted separate from landscape contractors. In this way, it is possible to gain the most control over quality, maintain tighter schedules and possibly reduce costs. Phasing of construction documentation can also be paced with park development, thereby reducing construction delays.

Because of the design complexity and anticipated high visibility of the parks, it is recommended that special consideration be given to park operations and maintenance. Construction contracts with long-term maintenance clauses might be considered as well as the use of private maintenance contractors. The Recreation Department should diligently pursue programs that the LRPP is capable of handling so that the vitality of the proposed design is not diminished.

FUNDING

The LRPP may obtain financial assistance through a variety of methods and sources. Sources of funding include direct grants, repayable grants, loans, loan guarantees, advances, and technical assistance included as an integral part of a total project work program. Generally, two types of financial assistance are available: (1) revenue source and (2) local share assistance.

The applicant or sponsor of the project must submit separate applications to each agency or program that is appropriate for the project's financing needs. There is no standard procedure for identifying the agency or program to which applications should be submitted (e.g., the LRPP might require that applications be submitted upon completion of each phase of the proposed project, or financial assistance for a specific project might be obtained through a multi-year commitment). Each project must be considered individually based on the amount of direct grant monies available, the applicant's financial capabilities, the area's economic condition, the project's priority within comprehensive assistance program, and other factors.

The City of Detroit should follow the A-95 review process of the Office of Management and Budget (OMB), which assists the applicant in locating the source most likely to provide financial assistance. To inform local community leaders of plans for financing this project, potential funding sources are summarized in the categories of federal, state, local and private funding programs. The types of assistance available and the potential applicability to the LRPP are briefly described in the following charts.

TITLE	SOURCE CONTACT	USE	POTENTIAL APPLICABILITY TO LRPP
FEDERAL Small Projects Authority -- Flood Control	Department of the Army Army Corp. of Engineers	Planning, engineering & technical assistance for the study of flood control; fund implementation of recommendation, including seawalls, breakwaters, leeves, non-construction oriented floor control measures, up to $2 million; additional cost to municipality or by congress through congressional resolution	Engineering & technical assistance; Funds for seawall construction along the riverfront in the LRPP area
Coastal Zone Management Program of 1972 (P.L. 92-583)	Department of Commerce Michigan Department of Natural Resources	Planning, engineering, other technical assistance; no construction. Development of a management program for the land and water resources of coastal zones; minimum 20% of total project cost must be provided by applicant; other Federal funds not allowable match	Development of a management program for mixed use possibilities. Engineering/technical assistance for canal, marina, parks, easements Engineering/technical assistance for building conversions
Public Works & Economic Development Act of 1965 General Fund (P.L. 89-136)	Economic Development Administration Michigan Department of Commerce or Detroit Community & Economic Development Department	Financial assistance for development projects, redevelopment of an area or part thereof, & public works; projects must be located within an area designated by the EDA or a designated Economic Development Center	Development and redevelopment in LRPP and LRPP area; construction of public works projects in LRPP and LRPP area
Public Works & Economic Development Act of 1965 Title I	Economic Development Administration Michigan Department of Commerce or Detroit Community & Economic Development Department	Supplemental & basic funding in the form of grant or loan monies available to construct public works projects such as water & sewer systems, industrial parks, access roads, park facilities, public tourism facilities & to provide business development loans; must be located in an area designated by EDA or a designated EDC	Construction of canal/marina; construction of industrial park; construction of access roads; construction of public tourism and information facilities; source of business development loans for private sector
Public Works & Economic Development Act of 1965 Title IX	Economic Development Administration Michigan Department of Commerce or Detroit Community & Economic Development Department	Funds for obtaining technical assistance for preparation of impact analysis & strategies; fund implementation of recommendations including land acquisitions & redevelopment; must be located within an area designated by EDA or a designated EDC	Technical assistance to study impact analysis of LRPP area; Land acquisition & redevelopment

TITLE	SOURCE CONTACT	USE	POTENTIAL APPLICABILITY TO LRPP
Clean Water Act Amendment of 1977 (P.L. 95-017)	Environmental Protection Agency Detroit Water Board or Southeast Michigan Council of Governments	Funds to communities planning sewage treatment improvements with Federal assistance to evaluate for multi-purpose recreational development in the sewer R-O-W	Funding of combined water & sewer systems, retention basins, sewer easements; evaluation of multi-use or recreation projects related to necessary sewage and drainage improvements
Federal Aid Urban System Fund -- various sections of Title 23	Federal Highway Administration Michigan Department of Transportation and Detroit Department of Transportation	Improve service to major activity centers within urban areas; planning, surveying, research, eng., R-O-W acq., new construct, reconst., rehab., etc., resurfacing, roadside beautific. & recreation. Funds may be applied to hwys., bridges, bikeways, ped. walkways, fringe & corridor parking fac., rest areas & certain small boat access sites	Source of planning & engineering funds for R-O-W acquisition; new construction and reconstruction; resurfacing roads, roadside beautification, & recreation as applied to bridges, bikeways, pedestrian walkways, parking facilities, rest areas and small boat access sites thru the LRPP parks, links & general area
Federal Aid Highway Act of 1977 Section 142, Title 23	Federal Highway Administration Michigan Deparment of Transportation and Detroit Department of Transportation	Purchase of rail rolling stock, bus shelters, fixed rail facilities; in urban area, where included on Federal Aid Urban System, acquisition of R-O-W & construction of publicly owned parking facilities	Extension of trolley; trolley and bus shelter acquisition; acquire R.O.W. & construction funds for publicly owned parking facilities. If extensions of Chene, Mt. Elliott & Atwater Streets are on FAUS, then assistance available for R-O-W and constructing publicly owned parking facilities
Land & Water Conservation Act of 1965 (P.L. 88-578)	Department of Interior Heritage Conservation & Recreation Service Michigan Department of Natural Resources	Acquisition & development of outdoor recreation facilities, both land & water; includes bikeways; 40-50% federal/ remainder - state and local match	Includes cost of design & engineering of approved projects; main probable use on park sites. Present source of acquisition funds and first phase of development. Can be used for any outdoor recreation which will remain recreation in perpetuity
Historic Preservation Act of 1966	Heritage Conservation & Recreation Service Michigan Secretary of State-Historic Preservation Division	Presevation of nationally significant historic & cultural sites. 50% fed/50% local (local share can be comprised of other federal & state monies)	Several buildings, including Coast Guard customs house and various private buildings, could be put on National Register and subsidies then available for historic preservation, rehabilitation, and conversion

TITLE	SOURCE CONTACT	USE	POTENTIAL APPLICABILITY TO LRPP
National Trails System Act of 1968 (P.L. 90-543)	Heritage Conservation & Recreation Service Michigan Department of Natural Resources	Project on public or private land for public use, primarily recreational in nature; 25 year bikeway maintenance agreement required; 40-50% federal/remainder - state & local match	Construction of linkages and bikeways
Urban Park & Recreation Recovery Act of 1978	Heritage Conservation and Recreation Service Regional Heritage Conservation and Recreation Service	Rehab. grants for rebuild., remodel., expand., or develop. existing neighbor. outdoor or indoor recreation areas & facilities & innovative new park programs; 70% fed./30% local or 85% fed./15% local (where local share is contrib. by state). No new acq. allowed. Named 368 cities & counties as eliq. - Detroit is a priority area; 85% of funds are to priority areas	Expansion, rehabilitation, etc. of existing recreation areas & facilities in the LRPP (Detroit's present priority is neighborhood center renovation)
Housing and Community Development Act of 1974 (P.L. 93-383) Community Development Entitlement Grant	Department of Housing & Urban Development Detroit Community & Economic Development Department	Aid low & moderate income people & prevent blight & slums through housing & economic development; meet emergency community development needs. Formal citizens participation required; planning & construction allowed; CDEG funds may be used as match to any other federal program	Acquisition and development of real property, recreation facilities, public facilities, water & sewer facilities, streets, housing, urban beautification (tree planting); relocation & demolition costs through the LRPP area. Match for LWCF eligible projects, additional easement acquisition, land trade-offs, etc.
Housing and Community Development Act of 1974 (P.L. 93-383) Urban Development Action Grants	Department of Housing & Urban Development Detroit Community & Economic Development Department	Grants to assist severly distressed cities & urban communities in alleviating physical & economic deterioration through economic development & neighborhood revitalization; strong & firm private resource commitment required (1:4 grant to match private investment)	Full range of development activities, including land acquisition, demolition & site developments, leverage private investments for entertainment centers, commercial & housing complexes, etc., adjacent to parks
Comprehensive Employment & Training Act of 1973 (P.L. 95-524)	Department of Labor Detroit Department of Employment & Training	Funds to create new jobs in a variety of fields & to continue services that cannot be supported with local funds alone; 100% federal	Development of private projects partially using CETA employment/training programs; funds for employees for early years maintenance

TITLE	SOURCE CONTACT	USE	POTENTIAL APPLICABILITY TO LRPP
National Endowment for the Arts & Humanities Act of 1965 (P.L. 89-209) Promotion of Arts/ Architecture & Livable Cities Programs	National Endowment for the Arts Michigan & Detroit Council of the Arts Detroit Recreation Department	Promote excellence in design quality of the built environment through practical & innovative projects relating to city design; Foster professional education & development; environmental education & public awareness; research & design projects; 50% federal/50% state or local small grants with no funds for facility construction	General area design, design of sculpture, water play features, special arts area; programs to improve public awareness of linked parks project & importance of riverfront redevelopment
State & Local Fiscal Assistance Act of 1972 (P.L. 92-512)	Department of Treasury City Finance Department	Uncond. fiscal assist.; Distributed to each state by formula of proportionate share of fed. revenue sharing; Minimum 2/3 of ea. state allocation must be alloc. to local gen. purpose gov'ts. Additional funds to augment exist. programs not already sponsored or funded fed.; ordinary & necessary maint.,operating exp.& fiscal admin.;ord.&nec. capital expenditures	Capital expenditures; maintenance and operating costs; grant match
STATE OF MICHIGAN State Highway Funds (P.A. 51)	Michigan Department of Transportation Detroit Department of Transportation	Not less than 1% of gas taxes collected for State highway funds set aside for mandatory & exclusive use of non-motorized transportation facilities & services	Facilities & services for links, bike paths, pedestrian walks and pedestrian bridges
Governor's Urban Thrust Program	Department of Natural Resources	$10 million in first phase for projects in the southern lower Penninsula, including acquisition, expansion, and development of certain recreational projects	Acquisition, expansion & development of land easements for recreational purposes; acquisition, expansion & development of fishing, marina & boat related projects
Metro Fishing Plan	Michigan Department of Natural Resources Fisheries Division	Improve public access to and development of fishing sites; fishing bulkheads, shoreline stabilization	Edge improvements and protection at Linked Park sites

TITLE	SOURCE CONTACT	USE	POTENTIAL APPLICABILITY TO LRPP
Waterways Division Funds	State Department of Natural Resources Waterways Division	Funds generated from gas tax on boats for use in the development & construction of marinas & launching sites on inland lakes & Great Lakes	Construction of marinas, launching sites, canal boat parking; technical & engineering assistance
Michigan Land Trust Fund Act of 1976	Department of Natural Resources Office of Budget & Federal Aid	A land acquisition fund to provide broad recreational opportunity, especially providing land for recreation in or near urban areas & connecting in Great Lakes & tributaries; revenue from sale of oil, gas & mineral leases on state lands and from product royalties at those leases	Further land acquisition for recreation; acquisition of easements in LRPP area
Special Legislative Appropriation	State Legislature An individual legislator	Special projects of value, importance, etc.; legislator sponsors a grant-in-transfer bill	Could be used for new or redevelopment special projects in LRPP area; e.g. Globe Theatre, State Waterfront Exhibits, etc.
Michigan State Housing Development Authority Loans	Michigan State Housing Development Authority	Development Authority sells tax free municipal bonds on open market and then makes money available for loans to housing investors	Source of funds for the development of proposed housing project at the Mt. Elliott node as well as other proposed housing sites in the LRPP area
LOCAL			
General Obligation Bonds	City of Detroit	Any project as earmarked; back by full faith & credit of the issuer; Issuer may levy ad-valorem general property taxes to pay for bond; payback spread out over a period of years; subject to a local referendum	Large initial capital investment for development & rehabilitation for LRPP projects. Major source of present City of Detroit funding for LRPP elements

TITLE	SOURCE CONTACT	USE	POTENTIAL APPLICABILITY TO LRPP
Revenue Bonds	City of Detroit	Any project that can generate its own revenues; normally no financial backing of revenue bond other than obligation of borrower to operate the service to provide sufficient net revenues to meet obligation	Loaned on services such as parking garage, concessions in park facilities, marinas, short term boat parking. Could be used for construction of such facilities
Special Assessment Bonds	City of Detroit	Justified where certain properties receive special benefits not accruing to other properties; assessment apportions cost in relation to benefits attributed. Payable from receipts of special benefits assessment, when they are collected	Properties fronting the improved streets & R-O-Ws in the link segments of LRPP; could also be used to repay general obligation bonds borrowed at lower interest rates for initial construction capital
Development Authority	City of Detroit (enabling state legislation allowing creation of these authorities)	Mechanism to correct & prevent economic deterioration & promote economic growth in business districts Utilizes tax increment financing & development plan which diverts increased tax revenues as determined by increase in property values in an area & with powers to buy & sell properties, sell revenue bonds, etc.	Finance capital projects; Debt service on General Obligation bonds sold for capital projects in area; Extend Downtown Development Authority to LRPP area or establish new Riverfront Development Authority
GENERAL			
General Fund Revenues	State; County; City Finance Department	Allocations from general revenues where financial situation of municipality allows	Use as necessary and allowable. Will be required for project maintenance
Continuing Tax Levy	State; County; City Finance Department	Provides a fixed amount of money for a specific time period for a specific purpose; requires voter approval; assures dependable annual revenue	Use as necessary and allowable

TITLE	SOURCE / CONTACT	USE	POTENTIAL APPLICABILITY TO LRPP
PRIVATE			
National and Local Foundations	For extensive listing refer to[1]	Broad purpose, especially community development oriented including recreation, cultural activities, urban & civic improvements, historic preservation, renovation, one-time "seed"money, etc.	Projects of particular applicability in the LRPP would include: -Globe Theatre -Waterplay sculptures -building renovations and conversions -art projects, historic preservation, etc.
Organizations & Associations	For extensive listing refer to[2]	Private organizations and associations are often sources of funds for various community projects. Funding is usually broad purpose in nature, with an emphasis on community development	Same as above

[1] National
- Foundation Directory
% Foundation Center
888 7th. Ave.
N.Y.,N.Y. 10019
or
Foundation Directory
% Foundation Center
Regional Collection Center
Wayne State University
Purdy Library
Detroit, Mi. 48202

Local
-Michigan Foundation Directory
% Michigan League for Human Services
200 Mill St.
Lansing, Mi. 48909

[2] Encyclopedia of Associations
% Foundation Center
Regional Collection Center
Wayne State University
Purdy Library
Detroit, Mi. 48202

POTENTIAL FUNDING SOURCES

This chart illustrates potential funding sources and their application to the various project elements. As the project is implemented, each program must be reviewed at the time of application for funding and the source agency contacted for more specific details.

Potential Funding Sources / Project Elements	FEDERAL																		STATE							LOCAL				GEN.		PRIV.	
	Corp. of Eng.	CZM	EDA (G.F.)	EDA (Title I)	EDA (Title IX)	EPA	FHWA (FAUS)	FHWA (Sect.142)	HCRS (LWCA)	HCRS (HPA)	HCRS (NTSA)	HCRS (UPRR)	HUD (CDEG)	HUD (CDAG)	CETA	NEA	S&LFA	SHF	DNR (GUTP)	DNR (MFP)	DNR (WDF)	DNR (MLTFA)	LEG.	MSHDA	GOB	RB	SAB	DA	GFR	CTL	FOUNDATIONS	ORGAN. & ASSOC.
Chene Park		●	●	●	●	●			●			●	●	●	●	●	●		●	●	●	●	●	●	●	●		●	●	●	●	●
St. Aubin Park		●	●	●	●	●			●			●	●	●	●	●	●		●	●	●	●	●	●	●	●		●	●	●	●	●
Mt. Elliott Park		●	●	●	●	●			●			●	●	●	●	●	●		●	●	●	●	●	●	●			●	●	●	●	●
Chene St. Entry		●	●	●	●		●	●					●	●	●		●					●		●	●		●	●	●	●	●	●
Orleans St. Entry		●	●	●	●								●	●	●		●					●		●	●		●	●	●	●	●	●
Mt. Elliott Entry		●	●	●	●		●	●					●	●	●		●					●		●	●		●	●	●	●	●	●
R-1,2,3,4,5,6,8	●	●	●	●	●				●	●	●	●	●	●	●		●	●	●	●		●		●	●			●	●	●	●	●
R-7,9	●	●	●	●	●		●	●	●		●		●	●	●		●	●	●	●		●		●	●			●	●	●	●	●
Interpretive Link		●	●	●	●			●	●		●		●	●	●		●	●				●	●	●	●			●	●	●	●	●

PHASING

This chapter represents the overall phasing of the LRPP. In determining the phasing schedule, the following factors were generally considered:

- Time necessary for the acquisition of land and easements.
- Varied funding sources and their time schedules, specific requirements, etc.
- Ability to complete segments of the system within prescribed phases.
- Cost of the entire LRPP system.
- Private sector involvement, including time schedules.
- Time needed for design, engineering, preparation of contracts, and acquiring permits.
- Fast track construction and Critical Path Method (CPM) scheduling.

GENERAL PHASING STRATEGY

The project elements have been grouped into one of four categories: Park Nodes or development Nodes, River Links, Interpretive Links, and Truck Routes.

The park or development nodes are, from west to east: Renaissance Development, Chene Node, Parke-Davis Development, Mt. Elliott Node, and Uniroyal Development.

Each of the elements within these nodes is divided into four phases from A to D. Each phase is assumed to take from one to three years, although overlapping will result from the interface of public and private funding. The elements are a also numbered regardless of the node, in their assumed timing sequence. Using the Phasing Matrix, it can be seen that in Phase C in the Chene Node the Atwater portion of the River Link is completed. This portion is labeled R-7 which means that it is the seventh portion of the link completed.

PHASING MATRIX

	RENAISSANCE DEVELOPMENT	CHENE NODE	PARKE-DAVIS DEVELOPMENT	MT. ELLIOTT NODE	UNIROYAL DEVELOPMENT
PHASE A	I.S. Interpretive Signage Franklin Street T-1 Temporary Truck Route	I.S. Interpretive Signage Woodbridge and Franklin P-1 Chene Park T-1 Temporary Truck Route	I.S. Interpretive Signage Atwater, Jos. Campau and Franklin T-1 Temporary Truck Route	I.S. Interpretive Signage Franklin T-1 Temporary Truck Route	I.S. Interpretive Signage Jefferson
PHASE B	R-1 St. Antoine Parklette R-5 Renaissance Center	I-1 Chene Entry P-2 Chene Park P-1 St. Aubin Park	R-2 Parke-Davis Easement	R-3 Port Site Easement	R-4 Gabriel Richard Park
PHASE C	R-6 Renaissance Center	I-3 Orleans Entry P-3 Chene Park R-7 Atwater P-2 St. Aubin		P-1 Mt. Elliott Park I-2 Mt. Elliott Entry	R-8 Uniroyal Easement
PHASE D	R-9 Atwater T-2 Permanent Truck Route	P-3 St. Aubin Park R-9 Atwater T-2 Permanent Truck Route	R-7 Atwater T-2 Permanent Truck Route	I-4 Adair Entry P-2 Mt. Elliott Park T-2 Permanent Truck Route	T-2 Permanent Truck Route

Park Phase Designation

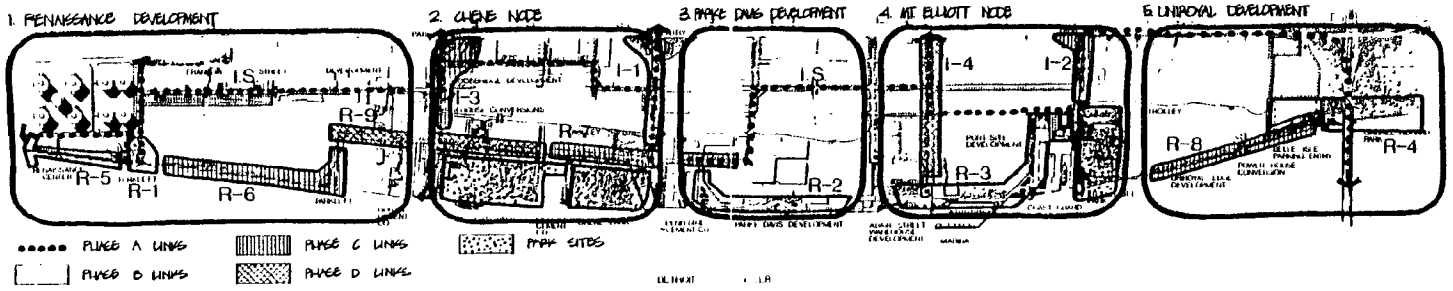
P 1 Phase One
P 2 Phase Two
P 3 Phase Three

Linkage System Designation

I Interpretive Link
R River Link
I.S. Interpretive Signage
T Truck Routes

The matrix also shows that construction emphasis in early years is on the western nodes (Renaissance and Chene) and the Linkage System so that it acts as a catalyst for private development while the Mt. Elliott node to the east is assumed to react to private development, especially the anticipated housing on the Port Site.

The overall phasing drawing shows the five nodes and the Park Linkage or truck route system contained in each and shows how the entire system works together. Each of the four Phases A to D is then illustrated individually to show what is completed in each one-to-three year time span.



LINKED RIVERFRONT PARKS PROJECT

0 400 800

CITY OF DETROIT RECREATION DEPARTMENT

SCHIEDVISH VOGEL MERZ, P.C. ARCHITECTS / LANDSCAPE ARCHITECTS DETROIT MICHIGAN

IMPLEMENTATION

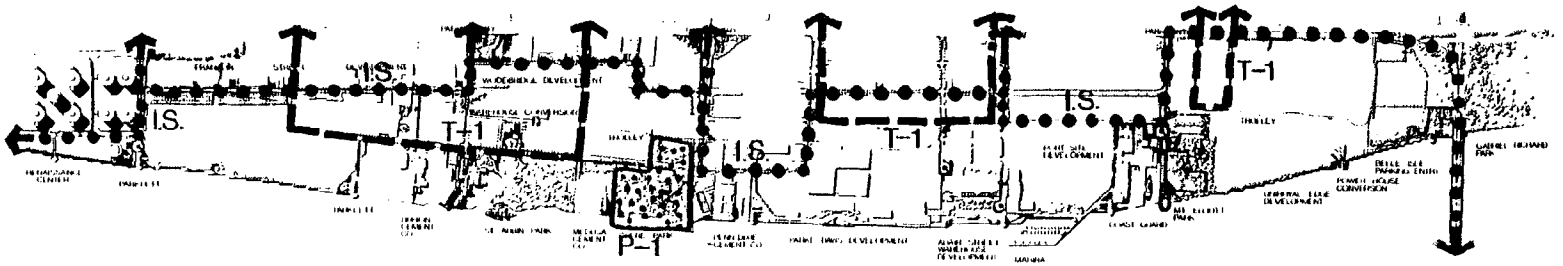
PHASING

Phase "A"

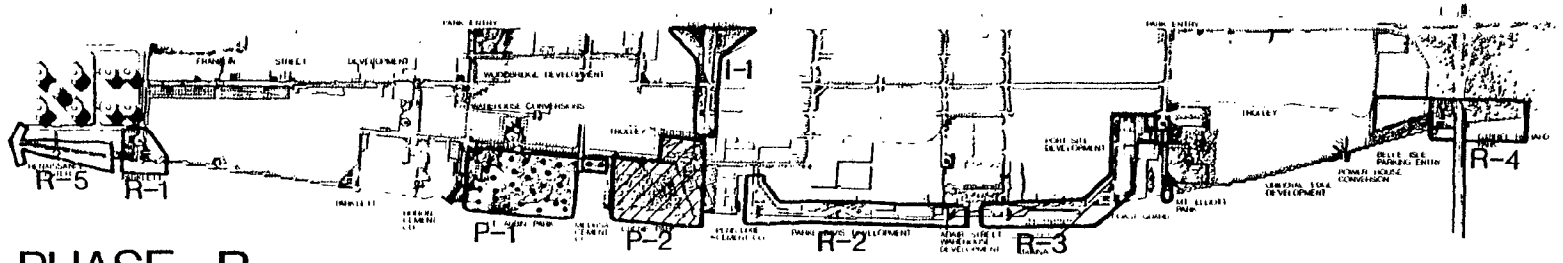
Phase "A" will see Interpretive Link signage installed and the establishment of a temporary bike path (perhaps weekends only) on that link. Temporary truck routes will also be established. The first part of Chene Park will have been completed and, in fact, one of the "activities" on the Interpretive Link will be to watch this construction take place. With the signage of the Interpretive Link, an "identity" for the LRPP will be established early.

Phase "B"

Phase "B" will see the beginnings of the River Link in front of Renaissance Center so that a direct tie to Hart Plaza becomes feasible. The River Link will be established at the Port site and Parke-Davis. A "parklette" at the foot of St. Antoine is established to create a focus for river access near the CBD. Likewise, the Chene Street entry is created to establish identity at Jefferson Avenue and the Gabriel Richard/ Belle Isle Bridge entry is established to create an identity at the eastern edge of the LRPP. Construction continues on the Chene #1 Park as it is linked with the St. Aubin Park via the canal. The seawall at Chene #1 is completed during this phase.



PHASE A



PHASE B

PARK PHASES

- P-1 PHASE ONE
- P-2 PHASE TWO
- P-3 PHASE THREE
- CURRENT PHASES
- PRIOR PHASES

LINKAGE PHASES

- R RIVER LINK
- I INTERPRETIVE LINK
- CURRENT PHASES
- PRIOR PHASES

- I.S. INTERPRETIVE LINK SIGNAGE
- T-1 TEMPORARY TRUCK ROUTE
- T-2 PERMANENT TRUCK ROUTE

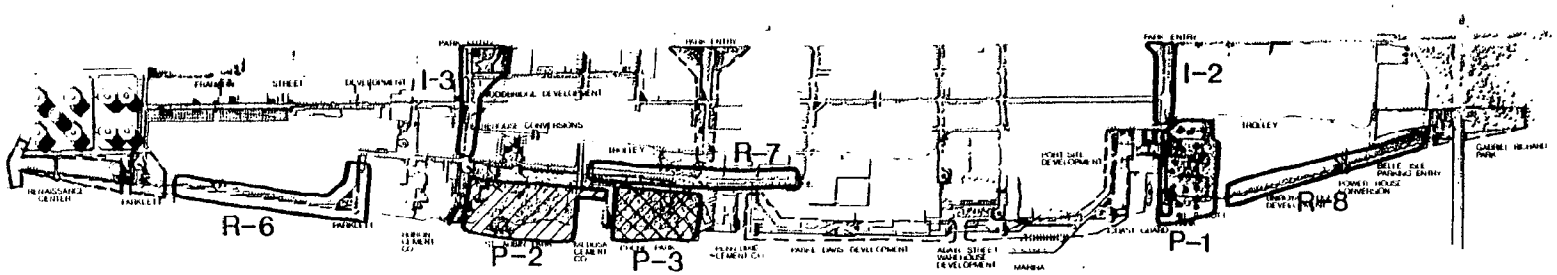
Phase "C"

Phase "C" will see work continued on the River Link past the Renaissance Center and along Atwater in the Chene Node to compliment the completion of the canal. The Uniroyal River Link is established so that the Gabriel Richard/Belle Isle Bridge entry now ties into the Mt. Elliott Node. Chene Park is completed and the seawall is established at the St. Aubin Park. The Orleans entry completes the northern access to the St. Aubin Park. The Mt. Elliott Park seawall and fishing area is created and the Mt. Elliott Boulevard and entry is established to bring the public into the Node.

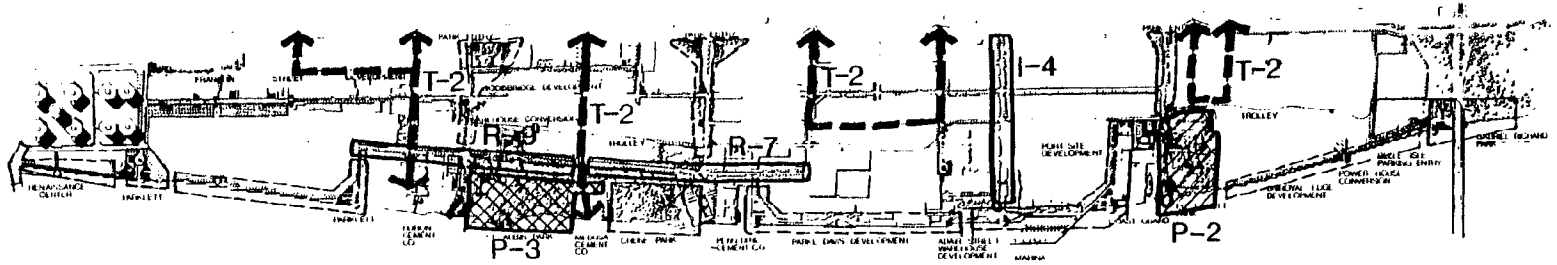
Phase "D"

Phase "D" ties the complete River Link together by completing the Atwater portion. The final north/south access to the LRPP is established at Adair Street. The private development and public plaza at the St. Aubin Park is completed. The Mt. Elliott Park landscaping is installed. Truck routing, which has been gradually changing to correspond with land use changes is now permanently fixed to avoid conflicts with LRPP access and linkages. The designated bicycle route is removed from the Interpretive Link with the completion of the River Link.

This scenario over the next ten to twelve years would create public improvements that would encourage private development activity for many years to come.



PHASE C



PHASE D

PARK PHASES

- P-1 PHASE ONE
- P-2 PHASE TWO
- P-3 PHASE THREE
- CURRENT PHASES
- PRIOR PHASES

LINKAGE PHASES

- R RIVER LINK
- I INTERPRETIVE LINK
- CURRENT PHASES
- PRIOR PHASES

- ●●●●● I.S. INTERPRETIVE LINK SIGNAGE
- — — — T-1 TEMPORARY TRUCK ROUTE
- — — — T-2 PERMANENT TRUCK ROUTE

SUMMARY

SUMMARY

RECOMMENDATIONS

With the firm conviction that the Linked Riverfront Parks Project is critically important not only to the Detroit Riverfront but to the continued renaissance of the City of Detroit, the following recommendations are made.

- Adopt the LRPP as city policy that supports the "public access" goals and objectives of the Mayor's Office and the city government.
- Establish an inter-departmental task force to include the Mayor's Office and appropriate city departments, which has as its goal the coordination of all federal, state and local agencies necessarily involved in any aspect of the implementation of the LRPP.
- Continue comprehensive urban design planning efforts of the entire LRPP area to provide for a coordination of all other planning efforts currently underway.
- Encourage development by the private sector to interrelate with all proposed public improvements and establish tax-revenue, mixed-use in the area.
- Create a special zoning district of the Linked Riverfront Parks Project area for pusposes of realizing the design and planning intent of this project.

CONCLUSION

The physical and environmental aspects of the Detroit River and the Linked Riverfront Parks Project area present opportunities as well as constraints that affect the planning of park and linkage functions and ultimately their final design.

Analysis has shown that extensive industrial activity, although it generates certain circulation and environmental impacts, can be seen as a positive force that provides a vitality and character upon which to build. The warehouses, the granite curbs, the conveyor belts, the brick paving, the cement ships, taken collectively, add to a sense of history and scale that can be preserved. This character can be enhanced by expanding existing framed views to the river and orientation to the Renaissance Center to give an overall visual identity to the Detroit Riverfront.

Pedestrian, bicycle and boat access can be obtained where none now exists. Problems of truck traffic, parking, and sewer overflows are engineering/design problems that can be resolved with a commitment to the intent of the LRPP.

The process demonstrated herein, illustrates a concern for presenting the design intent with clarity. Analysis, programming, land use and circulation were explored in depth in order to evolve a design for the park links and nodes. This design responds to the physical and natural features of the land and the water as well as the city's needs and objectives. The Linkage System fulfills the concept of tying together park nodes, and at the same time provides linear functions such as bicycling, strolling and jogging. The linear design is enriched with such amenities as special paving and lighting to ensure a pleasant and safe experience between destinations. The parks themselves are designed as intense activity nodes for visitors to experience.

The designs are meant to be exciting and dramatic in order to be real catalysts and because too long has Detroit been considered an urban wasteland! The Globe Playhouse, Ghirardelli-like warehouse conversions, housing, restaurants, shops, offices, and industry will crystalize around this catalyst park system and continue the energy generated by the public and private coalition that is responsible for the positive and promising direction the City has taken.

"Its banks are so many broad meadows whose grass is kept forever green by the freshness of those lovely waters. These prairies are bordered with long, broad lanes of fruit trees which have never felt the careful hand of the vigilant gardener, and thus, under the weight of their abundant fruit they give way, and bend their branches toward the fertile ground that produced them. It is in this fertile land that the ambitious vine, never having wept under the knife of the industrious vintner, spreads a thick roof of broad leaves and heavy grape cluster, topping the woods to which it clings, often suffocating it in this tight embrace."

— Antoine de la Mothe Cadillac
to Mmes. Calliere & Champigny·
describing the Detroit Riverfront
8 October 1701

EPILOGUE

Detroit's renaissance is real. The challenge for urban revitalization is being accepted in a city that was an urban industrial prototype and is becoming a national symbol for rebirth. If Detroit is to succeed, if it is to become a city of reknown and a place of excitement to live in and visit, then all efforts must be taken to build upon and realize its unique human and physical resources.

The task at hand is not easy. The public and private sectors of the City must invest productively in its future. A spirit and a vision of a great Detroit must be built on bold actions and existing momentum such as that which is currently emerging from riverfront development projects.

In considering the monumental challenges ahead, it seems appropriate to quote Daniel Hudson Burnham, the famous architect, planner and urbanologist, who was responsible for the Chicago plan and Lakefront park system, from an address to the Chicago Businessmen's Club in 1912 ...

> "Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope of work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with evergrowing insistency. Remember that our children and grandchildren are going to do things that would stagger us. Let your watchword be order and your beacon be beauty."