

The Southwest Detroit Riverfront Greenway Project



Detroit's New Front Porch

A riverfront greenway in southwest Detroit



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for Rails-to-Trails Conservancy



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Southwest Detroit Riverfront Greenway is a part of Rails-to-Trails Conservancy's Southeast Michigan Greenways project



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Friends of the **Detroit River**

Southwest Detroit Environmental Vision Project

Prepared by:



Summary

A historic moment

The southwest Detroit riverfront and adjacent neighborhoods are at a critical point in time:

- many redevelopment initiatives and specific projects are already underway;
- residents and businesses are gaining a renewed optimism for the future of Detroit;
- recent immigration from Central and South America bolsters the existing local population;
 and
- Detroit's 300th birthday celebration is only a few years away.

Combine all these factors with the continued strong economy and it becomes apparent that we have a historic opportunity to act and to make the riverfront a place to be proud of, a new front porch for the city.

Achievable goals

The project recognizes that this historic moment will not last forever. The focus is on achievable steps that can be accomplished in the next few years. It is also understood that some of the most significant improvements to the waterfront will come through private redevelopment of key parcels that will incorporate a public greenway.

Reinvestment and revitalization

The proposed greenway in combination with other redevelopment initiatives is designed to spur revitalization of the area by enhancing the image of Southwest Detroit and improving the quality of life in the area. In addition, the greenway will connect key tourist destinations helping to extend visits and bring new dollars into the area.

Building on existing resources

We have significant history and resources with which to build upon. Wonderful places such as Fort Wayne, Riverside Park, The Free Press Easement, Clark Park, Patton Park, and Woodmere Cemetery exist in the project area. They can be improved and connected to the greenway. In addition, the greenway can serve to physically link and interpret the transportation and industrial history of the area.

In step with current efforts

The project also dovetails nicely with many existing studies and initiatives:

- the Mayor's Land Use Task Force proposal for a network of greenways;
- community Reinvestment Strategy recommendations for greenways and riverfront improvements;
- the Greater Downtown Partnership's study of the downtown waterfront;
- the work of the Department of Recreation's Detroit Riverfront Development Coordinating Committee:
- Detroit/Wayne County Port Authority's plans for a new passenger terminal;
- the Detroit River Greenway Partnership;
- the Detroit River's new status as an American Heritage River; and
- the Automobile National Heritage Area.

Community support

Most importantly, there is significant support from all aspects of the community. Residents, local business, business associations, potential riverfront developers, environmental organizations, state university staff, foundation representatives, and local, county, regional, state and national government representatives have participated in shaping this proposal.

A regional and national model

This project and it sister project, Southeast Livingston County Greenways, are demonstration projects of Southeast Michigan Greenways, a project of the Rails-to-Trails Conservancy. The Rails-to-Trails Conservancy considers Southeast Michigan Greenway a national model for regional greenway planning. As such, these projects will be held up as examples both locally and nationally to illustrate how greenways can help revitalize a community.

Examples and Inspiration

There are many fine examples of waterfront redevelopment in urban areas to use as models for the Detroit River. Other Midwestern industrial cities have taken their cramped industrial waterfronts and turned them into fine public places. Four projects are similar to the situation in Detroit: Toronto's Lake Ontario waterfront, Minneapolis' Mississippi River waterfront, Cleveland's Cuyahoga River waterfront, and Windsor's Detroit River waterfront. In most cases, these cities have integrated public spaces with parts of the waterfront that are still industrial.

Toronto's Lake Ontario Waterfront

Downtown Toronto is separated from its waterfront by an expressway and rail lines. The formerly industrial waterfront is being converted to a mixture of residential, commercial, and public recreational uses. This effort has generated a proposal for a 560-mile greenway system in the metropolitan area and the establishment of the Waterfront Regeneration Trust to implement the vision. The improvements to Toronto's waterfront have included works of art and habitat improvements.

Minneapolis' Mississippi River Waterfront

Downtown Minneapolis likewise had a waterfront dedicated to shipping. They have developed a walkway and bikeway system along their waterfront that links up with a citywide greenway and trail loop. In addition, they have almost completed a continuous trail between St. Paul and Minneapolis. Minneapolis also recently converted a railroad bridge across the Mississippi solely to bicycle and pedestrian usage.

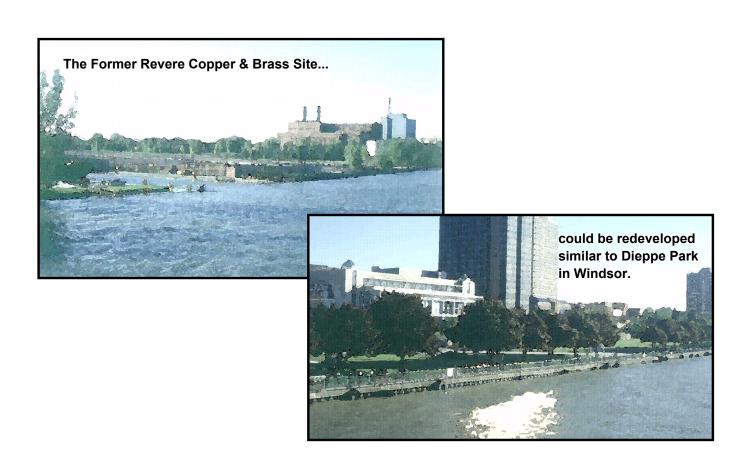
Cleveland's Cuyahoga River Waterfront

The Cuyahoga River/Ohio & Erie Canal is a National Heritage Corridor and offers a fine example for the Automobile National Heritage Area. Cleveland has embraced its industrial heritage by providing trails with overlooks onto the industrial areas along the Cuyahoga River. In turn, the City's businesses, large and small alike, have embraced the Canal Corridor, and there has been an outpouring of support for the project. These business owners believe that the Canal corridor will boost tourism and business opportunities and will improve the quality of life for their families and employees. They are currently threading a greenway through the heart of the industrial area.

The role of the Ohio & Erie Canal in the area's history is an important component in Cleveland's waterfront redevelopment. To date many historical structures have been restored and educational displays installed. There are also active interpretive programs related to the history of the Canal.

Windsor's Detroit River Waterfront

Windsor's waterfront has long been the envy of many in Detroit. Windsor has made a practice of converting abandoned riverfront industry into public green space. The waterfront parks are also more than just a narrow edge squeezed between a development and the river. Many of their parks stretch back 200 or more feet from the water's edge allowing for a shady urban respite along the waterfront.





Project Partners

Public Input

The project has benefited from the guidance of a diverse Steering Committee that included representatives from many different perspectives. In addition, many presentations were made to community groups and key organizations. Also, the project was able to benefit from the broader public planning guidance of the Community Reinvestment Strategy.

Related Efforts

The Southwest Detroit Riverfront Greenway project is a part of and related to many other efforts currently underway. These include Southeast Michigan Greenways, the Detroit River Greenway Partnership, the American Heritage River Designation, the National Automobile Heritage Area Designation, the Mayor's Land Use Task Force, the Community Reinvestment Strategy, the Greater Downtown Partnership, and the Federal Assistance Project.

Southeast Michigan Greenways

As noted earlier, Southwest Detroit Riverfront Greenway is a demonstration project of Southeast Michigan Greenways. This project, coordinated by the Michigan Field Office of the Rails-to-Trails Conservancy, has developed a regional greenway vision and a proposal to coordinate the implementation of that vision. The vision and the coordination proposal is based on a direction received from a series of public involvement sessions that drew from the public and private sectors. This project responds to the urgent need to identify and preserve regional greenway opportunities before they disappear.

Automotive National Heritage Area

The Detroit River is an important component of the Automobile National Heritage Area. A coalition of cultural leaders in southeast Michigan are working on implementing the National Heritage Area which celebrates southeast Michigan's automotive and labor history which greatly influenced how the nation manufactures, works, and lives today.

American Heritage River Designation

The Detroit River has been designated an American Heritage River. As one of fourteen rivers chosen out of the 126 applications nationwide, the Detroit River will serve as a model for coordination of federal river-related programs that incorporate economic revitalization, natural resource/environmental protection, and historic and cultural preservation.

Detroit River Greenway Partnership

This project is a result of a recent resurgence of interest in improving the riverfront, which has developed from grassroots concerns and local and regional initiatives. The partnership is a coalition of organizations, which recognize that the 37 miles of the Detroit River and its waterfront contribute to community prosperity and well being, recreational opportunities, tourism, historic preservation, ecological viability, and economic stability. The purpose of the Detroit River Greenway Partnership is to enhance the river and its shoreline so that it is a resource which is clean, safe, accessible, connected, open, usable, and attractive.

Many public and private organizations have signed on to the Partnership and the number continues to grow. These organizations are committed to coordinating efforts to develop and enhance a Detroit River Greenway through individual actions, joint planning, and an improved communication process.

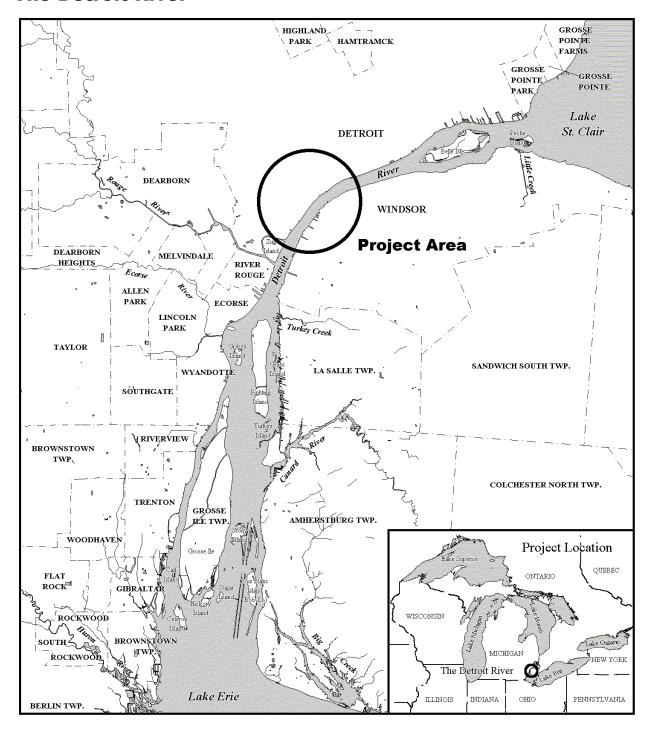
The Greater Downtown Partnership

The Greater Downtown Partnership, Inc. is a private, non profit corporation which was formed in 1996 to accelerate physical revitalization and economic development in Greater Downtown Detroit. As a part of their work, they prepared a reinvestment strategy for the Detroit River corridor between the Belle Isle Bridge and the Ambassador Bridge.

Federal Assistance Study Area

The project area is part of a technical needs assessment of the Detroit River and Belle Isle by Federal agencies including USDA, USDI, and HUD.

The Detroit River



Issues and Opportunities

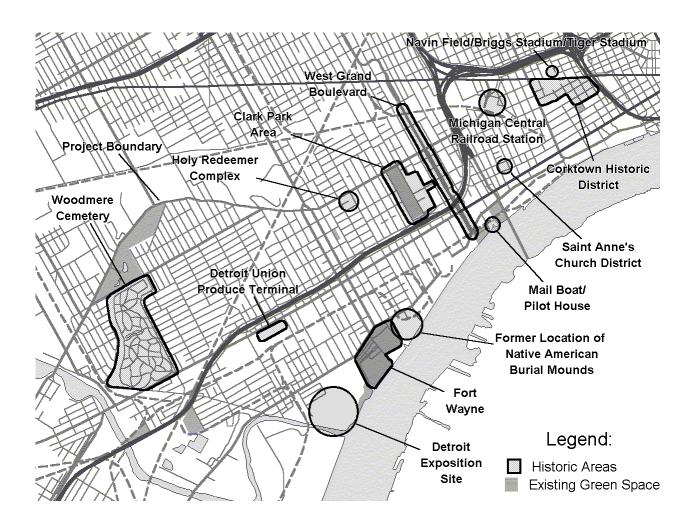
History

Traditionally a center for transportation and industry, southwest Detroit is known as "the neighborhood that built the car" for the many auto plants that it housed and as "the arsenal of democracy" for its role in parts production in World War II.

This legacy, along with its significance to Native Americans, French ribbon-farm heritage, military history, and long-standing ethnic diversity, provides this areas with a wealth of historical resources.

Fort Wayne

The most significant historical site in the study area is Fort Wayne. Built in the 1840's in response to tension between the United States and Britain, Fort Wayne has never had a shot fired in anger from its ramparts. It is the only remaining river fort built during the City's near 300-year history. This impressive 82-acre site includes the star-shaped Fort. dry moat, tunnels, barracks, and garrison, an immense parade ground and the recently restored Commanding Officer's House. Soldiers were housed here through the 1970's but today the Fort has a new collection of residents including the National Museum of the Tuskegee Airmen, the Great Lakes Indian Interpretive Museum, Medicine Bear Indian Academy, and the Mosaic Youth Theater. Currently, the Fort is open to the public on special occasions only, but there are plans to reopen the Fort to the public on a full-time basis in the future.

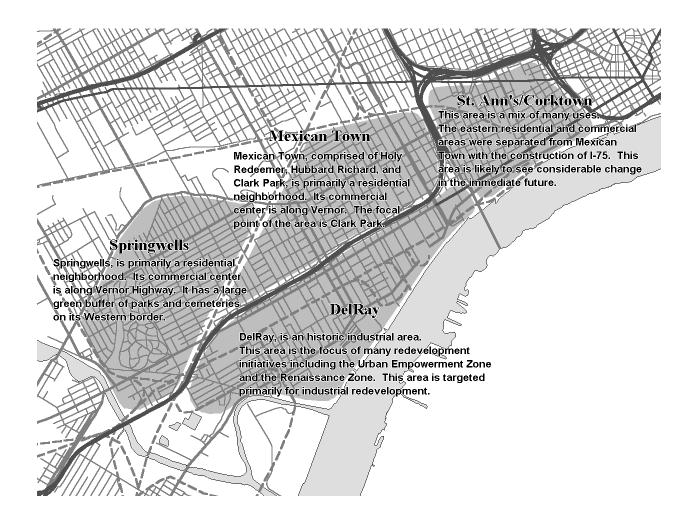


Neighborhoods

There are many definitions of neighborhood boundaries for southwest Detroit, and many of these have changed over time as expressways have bisected neighborhoods. One example is where I-75 cuts Mexican Town in half at Bagley.

Today, southwest Detroit can be seen as four distinct neighborhoods defined by wide, busy transportation corridors. I-75 separates Springwells and Mexican Town from Del Ray and Saint Anne's/Corktown. A multi-track railroad separates Springwells from Mexican Town. The various underpasses and overpasses that connect the neighborhoods are not usually friendly to pedestrian and bicycle traffic

The majority of the homes throughout all four neighborhoods consist mainly of wood frame houses dating back to the early 1900's. There are also numerous new single-family housing projects recently completed or under way.



Redevelopment Initiatives

Southwest Detroit is the focus of two significant initiatives to encourage economic development, The Urban Empowerment Zone and The Renaissance Zone. The Empowerment Zone is a Federal program that combines tax benefits with substantial investment of Federal resources and enhanced coordination among Federal agencies. The Renaissance zone is a State program that waives all State and local taxes except the sales tax for a period of years.

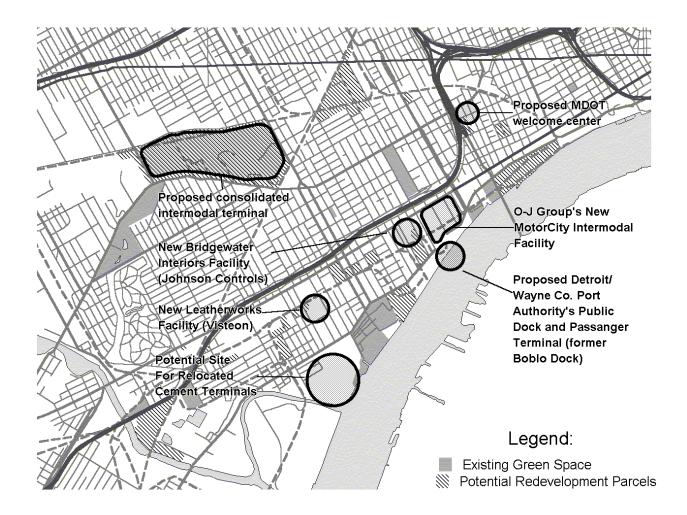
Southwest Detroit is unique in that it is one of only two places where The Empowerment Zone and The Renaissance Zone overlap in the city. It is also the only place in the city where either initiative is along the Detroit River. This makes the riverfront in southwest Detroit a prime candidate for redevelopment.



Planned Projects and Development Studies

Southwest Detroit will likely see dramatic change in the near future. There are a number of projects currently being proposed as well as many studies of the development potential of specific parcels. There are also abundant vacant or under-utilized parcels of land that are prime for redevelopment. The incentives provided by the Empowerment and Renaissance Zones increase the likelihood that these parcels will be redeveloped.

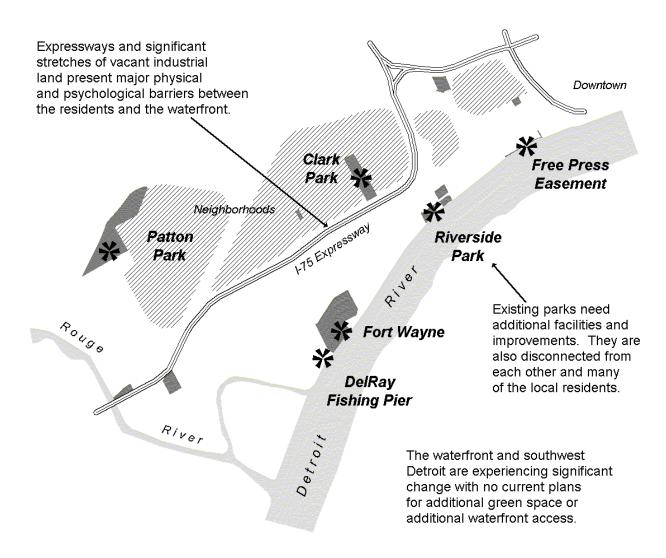
In addition to the projects listed below, two development potentials are worth noting. The Barden Companies hold an option on the rail yards (cross hatched on the map just east of the Ambassador Bridge). Casinos were the original proposal for this site. At this time, The Barden Companies have not announced any alternatives plans for this site, but it represents the one of the largest contiguous land holdings in southwest Detroit. Also Edwards Paper Co. Inc., announced their consideration of the Empowerment Zone along the riverfront for the construction a 175,000-square-foot paper-making plant.



Summary of Issues and Opportunities

The Problem

The impetus for the project is that the people of southwest Detroit and the entire region are generally disconnected from their community's greatest natural and cultural resource, the Detroit River.

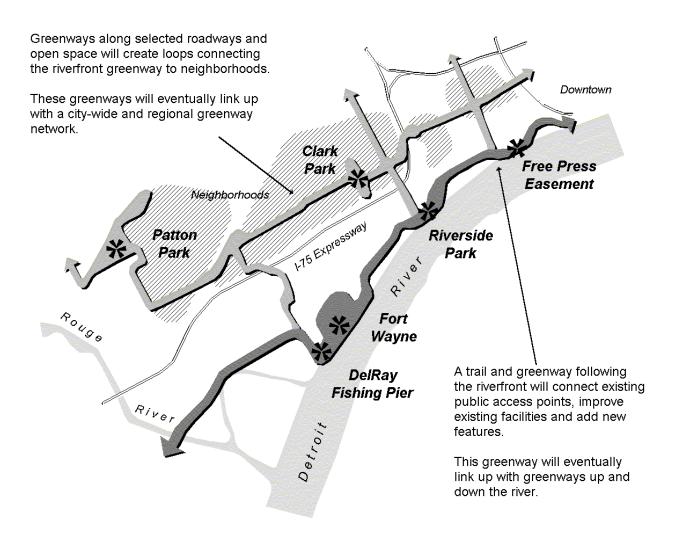


The Concept

To establish greenways that will connect the community's cultural and natural resources along the riverfront and adjacent neighborhoods providing increased access to and understanding of the Riverfront.

To tie these greenways into a greater greenway network along the entire Detroit River and through out the entire region.

To make these greenways a place of community pride, a new "front porch" for the community.



Options

The Steering Committee and other project participants have identified many opportunities for greenways in southwest Detroit both along the waterfront and reaching back into the community. Drawing from these opportunities, two alternatives have been prepared that achieve the concept presented on the previous page in two distinct manners.

Alternative A - Boulevards and Destinations

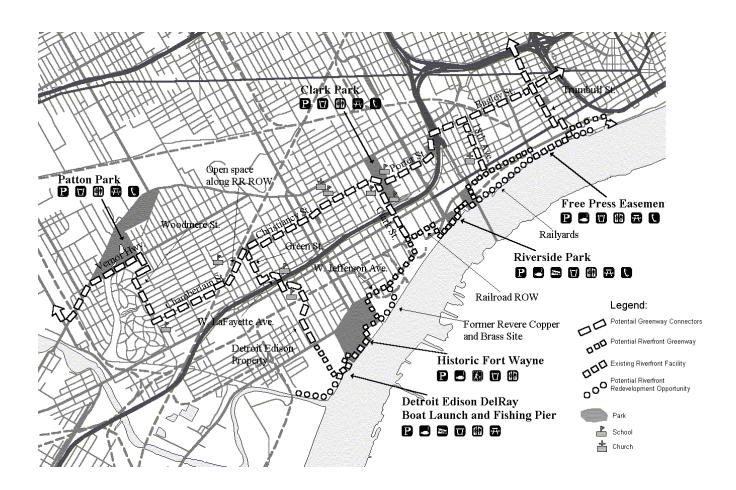
This option utilizes landscaped major roadways to connect river access points and parks. The existing roads would be revamped as "boulevards" with additional landscaping, signage, and bicycle and pedestrian amenities. The primary greenway along the river would be West Jefferson. From this greenway, access to waterfront parks and loops would be clearly indicated.

Advantages

- Auto traffic, bus traffic, pedestrian, and bicycle traffic would often share the same corridors. This concentration of people would make the place feel safer, especially to pedestrians and cyclists. Also, any dollars spent on a greenway would benefit both motorized and non-motorized users.
- The road corridors are already in public ownership.

Disadvantages

- Many of the corridors are not currently pedestrian or bicycle "friendly" and would require significant modifications to make them adequate for those users
- Many of the corridors are not necessarily scenic in all areas.



Alternative B - Urban Explorer

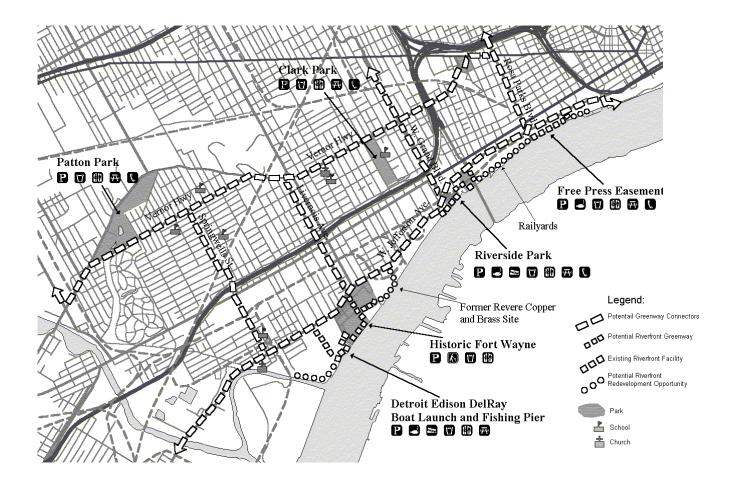
This option is a more circuitous route than Alternative A. Alternative B will guide people through the some of the "leftover" open space in the community and weave in and out along the waterfront as much as possible.

Advantages

- The route would be very green and would take advantage of the existing under-utilized open space
- The route would direct people to the waterfront which is the primary attraction.

Disadvantages

- The route may be unsafe for users traveling alone.
- The route may change character many times and lose a sense of continuity.

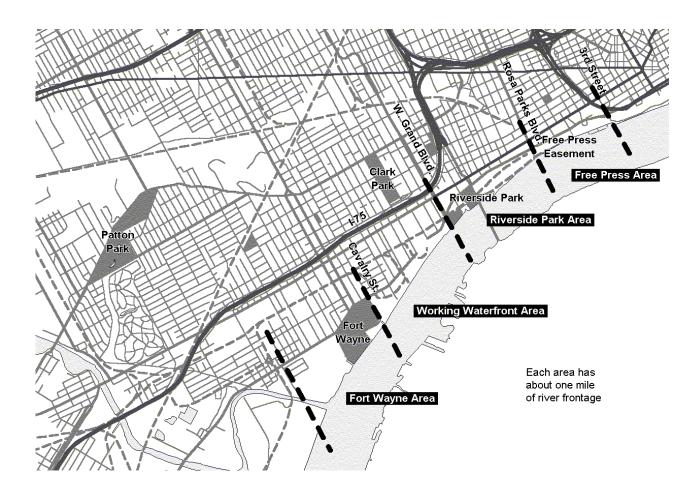


Master Plan

The Master Plan proposes a riverfront greenway that follows the waterfront wherever possible and provides pedestrian and bicycle linkages to the neighborhoods. It illustrates that a riverfront greenway is feasible and that significant stretches of waterfront can be made open to the public. The riverfront greenway is a mosaic of solutions from bicycle lanes and sidewalks to separate pathways. It is intended to guide both short-term and long-term decision making.

Study Areas

The study area has been divided into four areas to illustrate the plan: Fort Wayne, the "Working Waterfront," Riverside Park, and Free Press. Each area represents about one mile of waterfront.



Fort Wayne Area

The Rouge River on the west and Fort Wayne on the east define this area. Historic Fort Wayne is an incredible resource for the city. In the past, Fort Wayne was open to the public and had an extensive interpretive program and museum. Due to budget constraints, it is closed to the public at this time but is planning to reopen under a joint operating agreement between the City of Detroit and Wayne County. This area presents an opportunity to highlight historic Fort Wayne when it reopens and add additional opportunities for public access to the waterfront. Also, adjacent to Fort Wayne, Detroit Edison recently created a public boat launch and fishing pier that has been well received and used by the public.

Former Detroit Coke Site

While this site has been mentioned as a potential place to relocate the cement plants from the casino district, there are no definite plans for its use at this time. As the plans for the site evolve, consideration should be made for inclusion of public access along the waterfront. The Detroit-Windsor Truck Ferry, Inc. leases a portion of the waterfront. Its operations could be modified to accommodate public access along the waterfront with occasional closings to allow for loading and unloading.

W. Jefferson Ave.

West Jefferson Ave (1) should add bicycle lanes and signage indicating that it is a designated pedestrian and bicycle route. West Jefferson Ave. provides a key linkage to the downriver communities and their greenway efforts. It is also identified as a "Riverfront Roadway" in The Detroit River's American Heritage River application. Entrances to public access points (2 & 12) should be clearly and uniformly signed.

Detroit Edison Boat Launch & Fishing Pier

The paved area along the seawall should be widened to accommodate people fishing as well as pedestrians walking along the river (4). A through trail (3), running the length of the river frontage, should be added that accommodates bicyclists, in-line skaters, etc. A bridge over the inlet should be constructed to provide a better link to Fort Wayne and to avoid having pedestrian and bicycle traffic cross the boat launch area (5). An overlook is indicated where interpretive signs can describe the history and current workings of Zug Island and the Detroit Coke site.

Fort Wayne

The plan calls for construction of a multi-use trail (7) that links the parade grounds to the proposed bridge over the Detroit Edison Boat Launch. The trail then continues by paving the existing gravel trails along the parade grounds (6 & 11) and extending the trail to the Former Revere Copper and Brass site by going around the Corps of Engineers' operations (14). A pedestrian promenade is proposed for the entire length of the waterfront and extending onto an unused portion of the Corps of Engineers property (6). A trail (10) and stairs (9) are proposed to access the top of the tall berm between the parade ground and the warehouses. An overlook is called for at this location to take advantage of the excellent views and to provide an opportunity for interpretation on the Fort's strategic location in the bend of the river. The entry road and Officers' Row road will be incorporated as bicycle routes (12 & 13).

Map Kev

ID	Name	Type	Status	Ownership
1	W. Jefferson Ave.	Bike Lane and Sidewalk	Partially Existing	Public
2	Detroit Edison Property	Bike Route and Sidewalk	Partially Existing	Public Easement
3	Detroit Edison Fishing Pier Trail	Multiple-use Trail	Proposed	Public Easement
4	Del Ray Fishing Pier Promenade	Pedestrian Promenade	Partially Existing	Public Easement
5	Detroit Edison Property	Bridge	Proposed	Public Easement
6	Fort Wayne Promenade	Pedestrian Promenade	Proposed	Public
7	West Fort Wayne Trail	Multiple-use Trail	Proposed	Public
8	Existing Trail	Multiple-use Trail	Partially Existing	Public
9	Berm Stairs	Stair	Proposed	Public
10	Berm Trail	Multiple-use Trail	Proposed	Public
11	Base of Berm Trail	Multiple-use Trail	Partially Existing	Public
12	Officers' Row	Bike Route and Sidewalk	Partially Existing	Public
13	Fort Wayne Entry	Bike Route and Sidewalk	Partially Existing	Public
14	Front of Fort	Multiple-use Trail	Proposed	Public

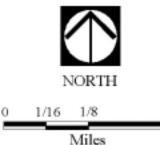
Fort Wayne Area Master Plan



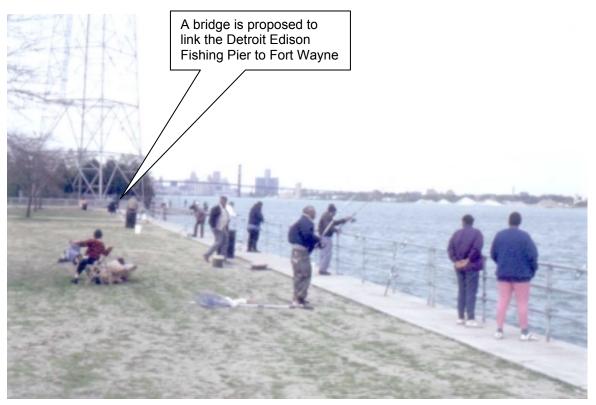
Trailway Types







1/4



The popular Detroit Edison Boat Launch and Fishing Pier site is shown just after is opening. Proposals include expanding the existing facilities and linking the site to Fort Wayne.



The Fort Wayne Parade Ground is shown from the river, the barracks building is visible in the background. A pedestrian promenade and multipurpose trail are proposed along the waterfront.



Above is an aerial view of Fort Wayne looking downtown. A trail is proposed to link Fort Wayne to the Former Revere Copper and Brass site.



One of the restored officers' quarters at Fort Wayne is shown above. The Fort provides a wealth of interpretive opportunities and will serve as a major destination along the greenway.

Working Waterfront Area

This area is the largest concentration of commercial activity on the Detroit River in the City of Detroit. The marine terminals will, in all likelihood, continue at that location for the foreseeable future. The City of Detroit has a power plant, the future of which is uncertain. The Detroit News has a warehouse with an inactive loading dock. While the riverfront greenway will leave the waterfront and go around most of this area, the marine terminals present opportunity for interpretation.

Former Revere Copper & Brass Site

This city-owned parcel has recently been cleaned up. Future use discussions have included a park that would complement Fort Wayne and office buildings on the north half of the site with public open space on the south half of the site. A pedestrian/fishing promenade (1) and through trail (2 & 3) should be incorporated in the redevelopment plans for this parcel. If redevelopment is not eminent, then the promenade and trail should be constructed and the land adjacent to the waterfront landscaped prior to redevelopment.

Mistersky Power Plant

This facility provides power to the City's streetlights at the present time. Its future is not certain. The plan calls for a pedestrian/fishing promenade (5) and through trail (4) to be incorporated should the plant close or the storage tanks be removed in the future. West Jefferson Ave. (6) should add bicycle lanes and signage indicating that it is a designated bicycle and pedestrian route.

Marine Terminals

These areas are expected to remain active, and they constitute two of the City's major port facilities. The greenway bypasses the terminal and storage yards using bicycle lanes and sidewalks along West Jefferson (7), Clark St. (8), a through trail parallel to the railroad (9), Scotten Ave. (10), and back onto West Jefferson (11).

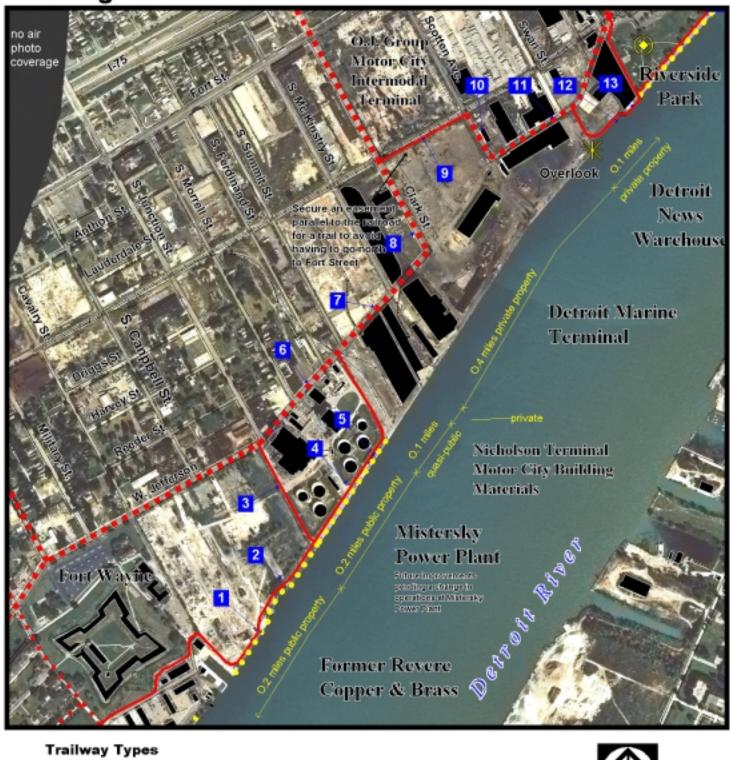
Detroit News Warehouse

An overlook is proposed at the Southwest corner of the Detroit News warehouse property where there are views of the loading and unloading operations at the marine terminals. Interpretive signage could be used to tell the story of the intermodal facilities in southwest Detroit today as well as the historical importance of transportation to the area. As The Detroit News warehouse does not utilize its docking facilitates, an easement and trail are proposed along its river frontage (12 & 13) that lead to the adjacent Riverside Park. This will require a cantilevered boardwalk at the warehouse building (13).

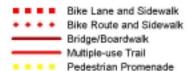
Map Key

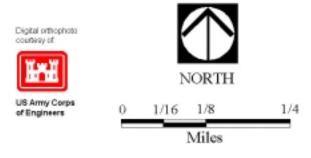
ID	Name	Type	Status	Ownership
1	Revere Copper & Brass	Pedestrian Promenade	Proposed	Public
2	Revere Copper & Brass	Multiple-use Trail	Proposed	Public
3	Revere Copper & Brass	Multiple-use Trail	Proposed	Public
4	Mistersky Power Plant	Multiple-use Trail	Proposed	Public
5	Mistersky Power Plant	Pedestrian Promenade	Proposed	Public
6	W. Jefferson Ave.	Bike Lane and Sidewalk	Partially Existing	Public
7	Nicholson Terminal	Bike Lane and Sidewalk	Partially Existing	Public
8	Clark Street	Bike Lane and Sidewalk	Partially Existing	Public
9	Detroit Marine Terminal	Multiple-use Trail	Proposed	Public
10	Scotten Ave.	Bike Lane and Sidewalk	Partially Existing	Public
11	W. Jefferson Ave.	Bike Lane and Sidewalk	Partially Existing	Public
12	Detroit News Warehouse	Multiple-use Trail	Proposed	Private
13	Detroit News Warehouse	Boardwalk	Proposed	Private

Working Waterfront Area Master Plan



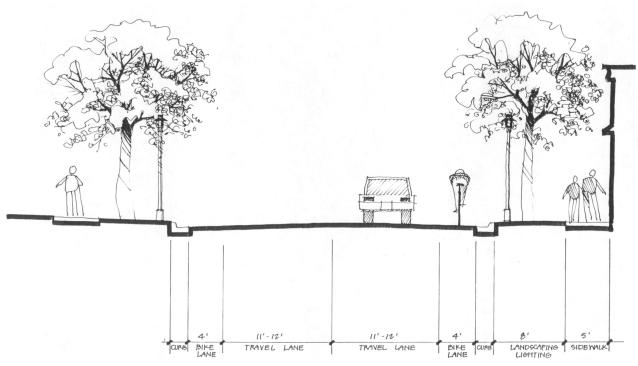
Trailway Types







The Former Revere Copper and Brass Site's riverfront is shown above, with the Mistersky Power Plant in the background. Public access along the Revere site's riverfront is proposed with eventual expansion along the Mistersky site's riverfront.



The greenway must leave the riverfront and detour around the marine terminals. Bicycle and pedestrian improvements along West Jefferson are proposed to make this a safer and more pleasant experience.



The Nicholson Terminal and the Old Boblo dock are shown above. The greenway is proposed to follow Jefferson around the backside of these facilities.



The Detroit Marine Terminal, shown above, provides an opportunity for interpretation from a proposed overlook on the Detroit New Warehouse site.

Riverside Park Area

Riverside Park has been the historic public access point to the Detroit River for the people of southwest Detroit. It offers one of the best places in the City to watch freighters. Nestled within the park is the fireboat station, The J.W. Westcott Co. that services the passing ships with mail and supplies. The park is also at the base of West Grand Boulevard making it a strategic location for connections back to the neighborhoods. Adjacent to the park are the rail yards, a 62-acre complex with limited activity in the north part of the property. The rail yards offer the greatest potential to significantly increase public access to the waterfront in the City of Detroit and would provide a direct link between Riverside Park and The Detroit Free Press Easement. The Barden Companies currently have an option on these properties and have proposed constructing a casino and amusement park on the land.

Riverside Park

The plan calls for restoring restrooms to the park and linking all three parts of the park. The west pedestrian/fishing promenade (2) is to be reconstructed with repairs to the seawall, pavements, railing and site furnishings. A through trail will continue the West Grand Blvd. alignment and turn to follow the waterfront (1). A trail will follow the 24th Street ROW to provide better access to the North side of the park (6). A bike route will work its way across the boat launch area (3) linking to the east side of the park. The existing east pedestrian/fishing promenade (5) will be improved and trees will replace the shrubs along the promenade and a through trail placed behind the promenade (4). An alternative that needs further exploration will be whether to continue the trail in front of the mail boat operations and to bridge over the inlets. While this would eliminate conflict points at the boat launch, how the trail would impact the operations of those facilities needs to be considered.

Rail Yards

The plan calls for a pedestrian promenade/fishing pier (8) and a trail (7) along the entire length of the property. This could be apart of a redevelopment effort or an easement could be sought and this could be done independently. Also a mid-property access trail (9) that would tie into the neighborhood connector would be desirable if the property were to be redeveloped. There is one track that serves the Free Press plant and follows the riverfront that will likely remain active for the life of the printing plant. This track can be accommodated within the riverfront greenway.

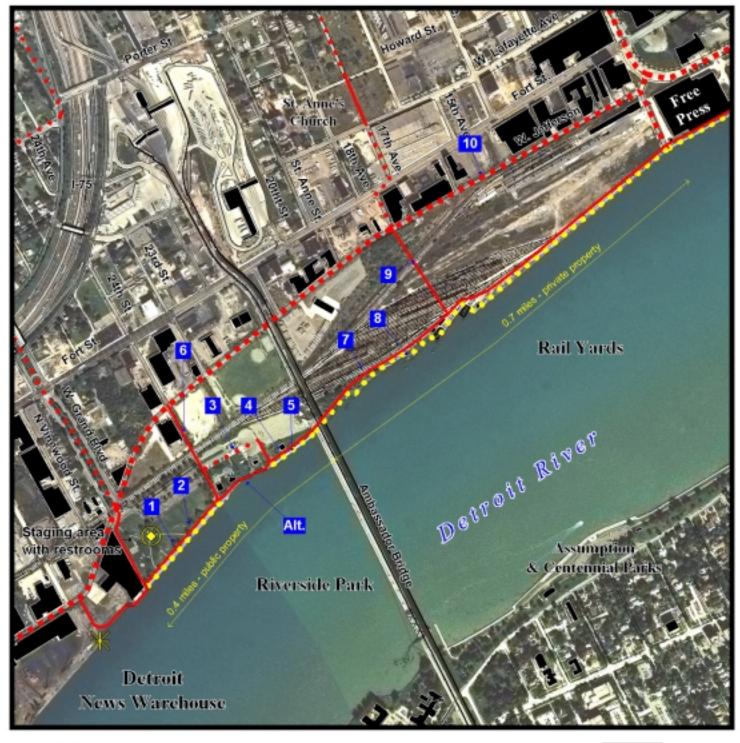
West Jefferson

This stretch of West Jefferson is in deplorable condition and views of the river are blocked by a raised railroad track formerly used to load trucks. When this section of road is reconstructed, bicycle lanes and sidewalks should be incorporated (10).

Map Key

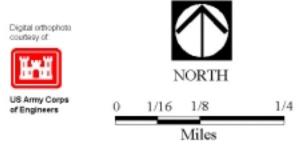
I	D	Name	Туре	Status	Ownership
	1	West Riverside Park	Multiple-use Trail	Proposed	Public
	2	West Riverside Park	Pedestrian Promenade	Partially Existing	Public
	3	Riverside Park Boat Launch	Bike Route and Sidewalk	Proposed	Public
	4	East Riverside Park	Multiple-use Trail	Proposed	Public
	5	East Riverside Park	Pedestrian Promenade	Proposed	Public
	6	North Riverside Park	Multiple-use Trail	Proposed	Public
	7	Rail yards	Multiple-use Trail	Proposed	Private
	8	Rail yards	Pedestrian Promenade	Proposed	Private
	9	Rail yards	Multiple-use Trail	Proposed	Private
1	0	W. Jefferson Ave	Bike Lane and Sidewalk	Partially Existing	Public
1	1	Mailboat/Wescott	Multiple-use Trail	Proposed	Public
1	2	Boat Launch Bridge	Bridge	Proposed	Public
1	3	Riverside Connector	Multiple-use Trail	Proposed	Public
1	4	Outfall Bridge	Bridge	Proposed	Public
1	5	East Riverside Connector	Multiple-use Trail	Proposed	Public

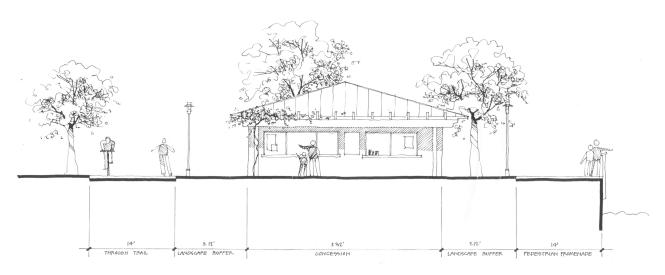
Riverside Park Area Master Plan



Trailway Types







The reconstruction of the Riverside Park riverfront could incorporate restrooms, fish-cleaning stations, and concessions located between the pedestrian promenade and the multi-use trail.



The existing Riverside Park waterfront gets considerable use even in its current condition and with no restroom facilities in the park.



The east portion of Riverside Park, shown above, is isolated from the main part of the park. A trail is proposed to connect the various portions of the park.



The rail yard property has an active dry-goods operation on the north part of the property and one active line serving the Free Press printing plant near the riverfront, but the majority of the site is unused. This site is the largest redevelopment opportunity in southwest Detroit.

Free Press Area

The Free Press Easement is an example of how waterfront access can coexist with commercial uses along the waterfront. This area gets extensive use by people fishing despite the lack of parking and restroom facilities. The Free Press Easement is also a short distance away from the proposed Cobo Hall Promenade. The current configuration of the easement consists of a rather narrow strip of asphalt paving adjacent to the seawall with a railing on top of the seawall.

The Master Plan calls for improving the promenade on the Free Press Easement and adding parking and restroom facilities to support the current use. The plan also calls for a connector to the proposed Cobo Hall Promenade via a signed route of bicycle lanes and sidewalks.

Detroit Free Press Easement

Included in the master plan are bicycle lanes and sidewalks to extend down Rosa Parks Blvd. to the waterfront (1). The existing asphalt paving would be replaced and a pedestrian promenade would be created along the seawall (3) with a separate through trail to be constructed parallel to the promenade (2). The through trail would be continued along the 8th Avenue extension to Jefferson Ave. (4). An easement or the purchase of a portion of the Free Press property would be sought to provide parking, water, and restroom facilities.

Riverfront West Property

Adjacent to the Riverfront West development is vacant land that was originally planned for expansion of the residential tower complex. At this time there are no plans to expand the development. An easement and pedestrian promenade (6) is proposed, this could be a part of a new development or preceding the development.

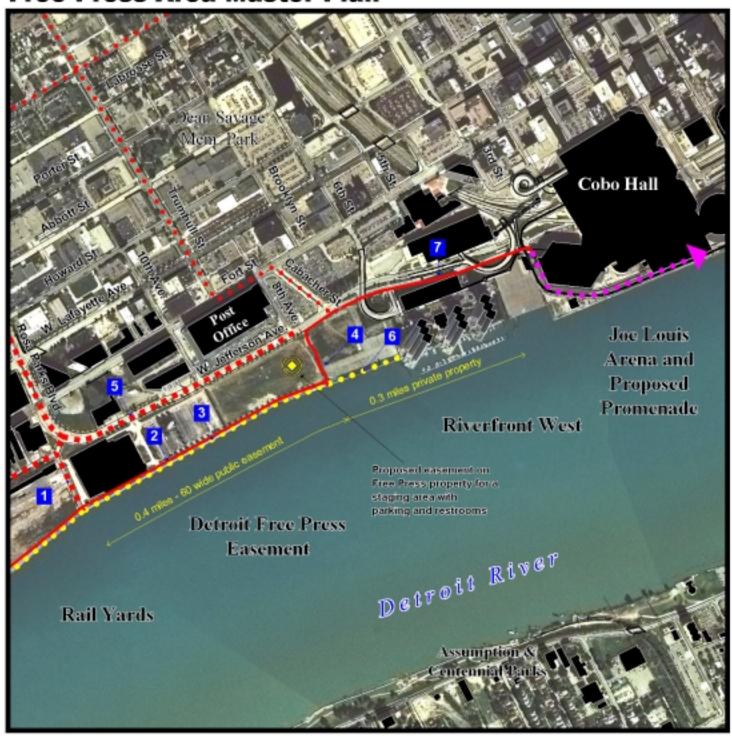
West Jefferson

The plan calls to improve the sidewalk to create a multi-purpose trail from 8th Avenue to 3rd Street (5) where the greenway will connect with the proposed promenade near Joe Louis Arena and Cobo Hall.

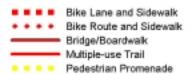
Map Key

ID	Name	Type	Status	Ownership
1	Rosa Parks Blvd. Extension	Bike Lane and Sidewalk	Partially Existing	Public
2	Free Press Easement	Multiple-use Trail	Proposed	Public Easement
3	Free Press Easement	Pedestrian Promenade	Partially Existing	Public Easement
4	Free Press Easement	Multiple-use Trail	Partially Existing	Public Easement
5	W. Jefferson Ave	Bike Lane and Sidewalk	Partially Existing	Public
6	Riverfront West Expansion	Pedestrian Promenade	Proposed	Private
7	W. Jefferson Ave.	Multiple-use Trail	Partially Existing	Public

Free Press Area Master Plan



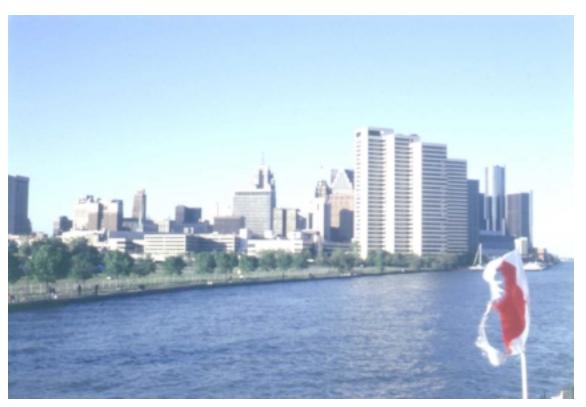
Trailway Types





Miles

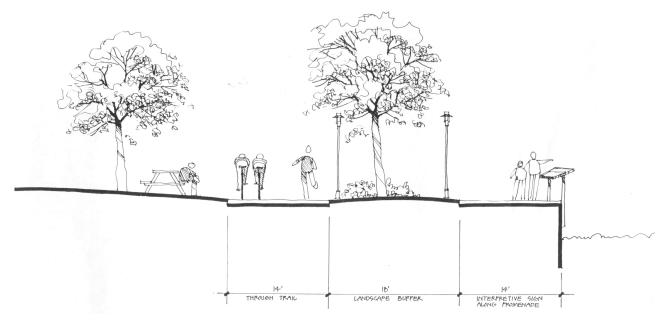
1/4



The Free Press easement is shown above as seen from the Diamond Jack tour boat.



The Free Press easement is shown above looking downriver towards the Ambassador Bridge. The easement gets considerable use even without parking or restroom facilities.



The illustration above shows a typical riverfront cross section with the pedestrian promenade along the riverfront to accommodate fishers and walkers. A separate through trail is proposed to accommodate bicyclists, in-line skaters, etc. Lighting, landscaping, picnic areas, and interpretive displays are proposed along the promenade.



The photo above shows the vacant land adjacent to the Riverfront West development.

Neighborhood Connectors

The Master Plan calls for improvements to a number of streets to create a non-motorized network to facilitate access to the riverfront. The timing of these improvements should coincide with the riverfront improvements to which they connect. The use of bicycle route signage and special directional signage to the riverfront attractions will help concentrate pedestrians and bicyclists on particular corridors. This will result in both perceived and actual safety for users as they go through areas with little activity. The neighborhood connectors should receive special maintenance attention for the road surface, sidewalks, and street lighting. In addition, these corridors should be targeted for sidewalk curb cuts, additional street trees, and repair/demolition of vacant structures. The following is an overview of the suggestions for each corridor.

Vernor Highway

Vernor Highway serves the Vernor-Springwells Commercial District, the Vernor-Junction Commercial District, and the northerly part of the Mexican town Commercial District. Due to the commercial nature of this corridor, the volume of traffic, the degree of on-street parking, and the restrictions in the ROW width, separate on-road bicycle accommodations are not very feasible in the business districts. Use of "Share the Road" bicycle signs may be appropriate as bicyclists will continue to use the corridor due to the many destinations along the corridor. The sidewalk should continue to be improved for pedestrian use.

Woodmere St.

This scenic and shady street runs along the eastern edge of Woodmere Cemetery. It should receive bicycle-route signage. The most direct route from Woodmere Street to the riverfront, Dearborn Avenue, has considerable truck traffic and is not a desirable route for bicyclists and pedestrians. Therefore, non-motorized traffic should be directed to the riverfront via Chamberlain Street and Springwells Street.

Chamberlain Street/Christiancy Street/Porter Street/Bagley Street

These streets provide the best east-west bicycle route through the neighborhoods between Vernor and I-75. Between Chamberlain Street and Christiancy Street, an off-road bicycle path should be constructed parallel to the railroad tracks. These streets should be signed as bicycle routes.

Springwells Street/West End Street

This major north-south corridor provides a connection between a key commercial district and the westerly end of the riverfront. It should be marked with bicycle lanes, and bicycle-route signage should be added.

Green Street/Beard Street/Waterman Ave.

These streets provide good connections to the open field by the railroad tracks, Southwestern High School, and the Del Ray Fishing Pier. At the end of Beard Street, the I-75 pedestrian/bicycle overpass should be utilized as well as a side path along Fort Street in front of Southwestern High School. These streets should be signed as bicycle routes.

Livernois Avenue/Dragoon Street

This matched pair of one-way streets lead to and from the main attraction of the area, historic Fort Wayne. These streets should be signed as bicycle routes.

Clark Street

Clark Street provides a link between an important neighborhood resource, Clark Park, and Jefferson Avenue. It should be marked with bicycle lanes and bicycle-route signage should be added.

West Grand Boulevard

West Grand Boulevard is lined with historic structures and provides a link to the entrance of Riverside Park. It should be marked with bicycle lanes and bicycle-route signage should be added.

18th Street

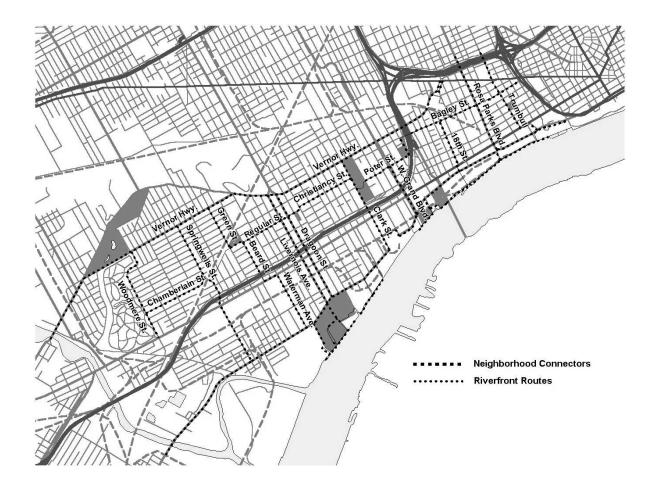
18th Street links the Hubbard Richard neighborhood and St. Anne's Church, to Jefferson Ave. It should be signed as a bicycle route. Depending on future developments of the rail yards, this corridor should be extended to the waterfront.

Rosa Parks Boulevard

Rosa Parks Boulevard leads to the western side of the Detroit Free Press Easement. It should be marked with bicycle lanes and appropriate signage should be added.

Trumbull Street/Cabacher Street

This corridor links Corktown, Dean Savage Memorial Park, and the east end of the Detroit Free Press Easement. It should be marked as a bicycle route.



Action Plan

The action plan is designed to bring the idea of a riverfront greenway to reality. A four-year recommended course of action is outlined leading to a considerable portion of the greenway being completed in time for the Detroit's 300th birthday in 2001. Only the major tasks are called out. As the riverfront improvements are implemented, so should the improvements to the neighborhood connector routes be implemented.

1999

The first year, already half completed, will be one for setting the stage.

- 1. Begin negotiations with CSX and Barden Companies regarding securing an easement along the rail yards east of the Ambassador Bridge or incorporating a public riverfront greenway in their redevelopment plans.
- 2. Begin negotiations with The Detroit News regarding securing an easement behind its warehouse.
- 3. Begin negotiations with The Detroit Free Press regarding securing an easement on its property.
- 4. Institute appropriate city policies and zoning changes to support the implementation of the plan.
- 5. Hold the third annual "Green Prix" bicycle ride.

2000 - Action Plan

This year will be one for actually getting the initial improvements on the ground. The focus will be on Riverside Park and on building a connection between Riverside Park and Clark Park.

- 1. Secure an easement through the rail yards.
- 2. Secure an easement behind The Detroit News warehouse.
- 3. Secure an easement on the Detroit Free Press site.
- 4. At Riverside Park, repair the seawall, upgrade the promenade, and create the multi-use trail.
- 5. Hold the fourth annual "Green Prix" bicycle ride.

2001 - Detroit's 300th Birthday - Action Plan

This year the waterfront will begin to have a "critical mass" with almost two miles of on continuous waterfront open.

- 1. Make improvements for the bicycle and pedestrian route between Riverside Park and the Cobo Promenade.
- Rebuild the Free Press easement waterfront and add amenities including parking and restroom facilities.
- 3. Construct a waterfront promenade and trail at the rail yards.
- 4. Construct additional riverfront improvements at Riverside Park
- 5. Hold the fifth annual "Green Prix" bicycle ride.
- 6. Participate in the Detroit 300 celebration.

2002 - Action Plan

The goal is to have a riverfront greenway in place from Third Street to Detroit Edison's DelRay Fishing Pier.

- 1. Construct a waterfront promenade and trail at the Revere Copper and Brass site.
- 2. Construct the improvements at Fort Wayne and the linkage to DelRay Fishing Pier.
- 3. Hold the sixth annual "Green Prix".

Beyond 2002 – Future Action

With the framework for the greenway system in place, the future actions are to complete the linkages in the neighborhoods and the final aspects of the greater greenway network. An emphasis should be placed on programming activities for the riverfront and maintenance.

Cost Projections

At this early stage the costs are very preliminary and are based on generalized development costs, not site-specific designs. The waterfront promenade costs vary considerably depending on whether any seawall reconstruction is anticipated (this can double the cost of a promenade project). The chart below summarizes the costs based on the master plan areas. The table on the following page details the cost of each trailway segment.

Fort Wayne Area		
Greenway (detail on following page)	\$1,223,844	
Detroit Edison Overlook	\$20,000	
Fort Wayne Overlook	\$20,000	
	\$1,263,844	
10 % Contingency	\$126,384	
Subtotal	\$1,390,228	Construction Costs
Softcosts	\$139,023	Design and Engineering Costs
Subtotal	\$1,529,251	
Working Waterfront Area		
Greenway (detail on following page)	\$1,367,264	
Detroit News Warehouse Overlook	\$20,000	
	\$1,387,264	
10 % Contingency	\$138,726	
Subtotal	\$1,525,990	Construction Costs
Softcosts	\$152,599	Design and Engineering Costs
Subtotal	\$1,678,589	
Riverside Park Area		
Greenway (detail on following page)	\$5,034,298	High costs reflect anticipated seawall repairs
Improvement to Riverside Park	\$1,775,000	Based on preliminary estimates for planned improvements
	\$6,809,298	
10 % Contingency	\$680,930	
Subtotal	\$7,490,228	Construction Costs
Softcosts	\$749,023	Design and Engineering Costs
Subtotal	\$8,239,251	
Free Press Area		
Greenway (detail on following page)	\$1,448,760	
Free Press Staging Area	\$250,000	Includes restroom building and parking lot
	\$1,698,760	
10 % Contingency	\$169,876	
Subtotal	\$1,868,636	Construction Costs
Softcosts	\$186,864	Design and Engineering Costs
Subtotal	\$2,055,500	
Total	\$13,502,591	

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D Name Connector	Type	Status	Surface	Width	Ownership	Lights	Length Unit	Cost	COST
0 W Grand Blyd	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	False	2.861 Feet	\$0.50	\$1 431
	Bike I and and Sidewalk	Dartially Evisting	4/N	V \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Public	Falce		00 63	\$8.830
	Medical control of the control	Desting Lying	A 22-1-214	17/17	r dollo	2 E	,	00.20	6,000
	Multiple-use Trail	Fartially Existing	Aspnait	1	Public	I rue		\$20.00	\$14,840
0 Bagley/I-75 Pedestrian Bridge	Bridge	Proposed	N/A	N/A	Public	True	631 Feet	\$0.00	80
0 Bagley St	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	False	6,173 Feet	\$0.50	\$3,087
0 Trumbull	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	False	5,669 Feet	\$0.50	\$2,835
0 Chatfeild /Regular/Christiancy Str	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	False	7,424 Feet	\$0.50	\$3,712
0 Green St	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	False	2,323 Feet	\$0.50	\$1,162
0 Waterman Ave	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	False	3,859 Feet	\$0.50	\$1,930
0 Springwells/West End St	Bike Lane and Sidewalk	Partially Existing	4 /Z	N/A	Public	False		\$2.00	\$16,050
0 Chamberlain St	Bike Route and Sidewalk	Partially Existing	N/A	X/X	Public	False	,	\$0.50	\$1.807
0 Woodmere Street	Bike Route and Sidewalk	Partially Existing	Z/N	Z Z	Public	False		\$0.50	\$2,608
0 Livernois Ave	Bike Lane and Sidewalk	Partially Existing	Z Z	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Public	False		\$2.00	\$12,728
O Dragon St	Bike I and and Sidewalk	Partially Existing	V/N	7/N	Public	Falce		00 63	£11,008
O Div II: change	Dilecton and Statement	Doutiolly Daisting	1//1 VI/A	14/14 NI/A	r dollo Dublio	r anse		00.24	977,110
U DIX Highway	Bike Lane and Sidewalk	Farually Existing	A/N	N/A	Fublic F 1 ::	raise		92.00	060,78
U Vernor Hwy.	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	False			\$4,436
0 RR Sidepath	Multiple-use Trail	Proposed	Asphalt	14	Private	False		50	\$39,840
0 Rosa Parks Blvd.	Bike Lane and Sidewalk	Partially Existing	N/A	N/A	Public	False	5,341 Feet	\$2.00	\$10,682
0 Beard Street	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	False	1,766 Feet	\$0.50	\$883
0 Beard Street Pedestrian Bridge	Bridge	Existing	N/A	N/A	Public	False	497 Feet	\$0.00	80
0 W. Jefferson Ave.	Bike Lane and Sidewalk	Partially Existing	N/A	N/A	Public	True	6.646 Feet	\$2.00	\$13.292
0 23rd St	Bike Route and Sidewalk	Partially Existing	₹ Z	A/Z	Public	False		\$0.50	\$502
	Dile Doute and Cidemall	Dortiolly Existing	17/1 V/N	V/N	Public	T T		05.09	¢1 323
	bike Koule and Sidewalk	Farually Existing	A/N	N/A	rubilic B 11:	an I	2,043 Feet	90.30	\$1,525
	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	Irue		\$0.50	\$6,749
0 18th Street	Bike Route and Sidewalk	Partially Existing	N/A	N/A	Public	False	2,530 Feet	\$0.50	\$1,265
0 18th Street	Multiple-use Trail	Proposed	Asphalt	14	Public	False	401 Feet	\$20.00	\$8,020
Rout Warm						Ŭ	Connector Subtotal	tal	\$177,096
TOLL WAYING	Bibe I and Sidewall	Dartially Evicting	N/A	V/N	Public	Traile	6 165 Feet	00 63	\$12 330
Details Edison Descents	Dile Dente and Cidenally	Doutiolly Daisting	A cabolt	V / N	Public Enganger	Tolog		615.00	000,000
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	Muluple-use Iraii	Froposed	Aspnan	<u>,</u>	Fublic Easement	ırue			004,00
4 Del Ray Fishing Pier Promenade	Pedestrian Promenade	Partially Existing	Pavers	14	Public Easement	True		\$400.00	\$172,000
5 Detroit Edison Property	Bridge	Proposed	Wood	14	Public Easement	True		\$500.00	\$84,500
6 Fort Wayne Promenade	Pedestrian Promenade	Proposed	Pavers	14	Public	True	1,989 Feet	9)	\$795,600
7 West Fort Wayne Trail	Multiple-use Trail	Proposed	Asphalt	14	Public	False	512 Feet	\$20.00	\$10,240
8 Existing Trail	Multiple-use Trail	Partially Existing	Asphalt	4	Public	False	1,398 Feet	\$20.00	\$27,960
9 Berm Stairs	Stair	Proposed	Wood	9	Public	False	171 Feet	\$150.00	\$25,500
10 Berm Trail	Multiple-use Trail	Proposed	Asphalt	12	Public	False	897 Feet	\$18.00	\$16,146
11 Base of Berm Trail	Multiple-use Trail	Partially Existing	Asphalt	12	Public	False	1,070 Feet	\$18.00	\$19,260
Ţ.	Bike Route and Sidewalk	Partially Existing	Asphalt	N/A	Public	False			\$308
13 Fort Wayne Entry	Bike Route and Sidewalk	Partially Existing	Asphalt	N/A	Public	False	1.141 Feet	\$0.50	\$571
	Multiple-use Trail	Proposed	Asphalt	14	Public	False		\$20.00	\$22,380
	•	•	•			Ē		•	770 000
						FOT	Fort Wayne Subtotal	tal	\$1,223,844

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ID Name Free Press	Type	<u>Status</u>	Surface	Width	Ownership	Lights	Length Unit	Cost	COST
1 Does Dorles Divid Extension	Dilya I one and Cidexxoll	Dowtiolly Existing	N/N	V/\	Dublic	Folso	640 East	00 00	41 200
	DINC Laile and Sidewalk	ratually Existing	V/N	V/N	i dollo	1 4150		00.70	007,10
2 Free Press Easement	Multiple-use Trail	Proposed	Asphalt	14	Public Easement	True	2,150 Feet	\$20.00	\$43,000
3 Free Press Easement	Pedestrian Promenade	Partially Existing	Pavers	4	Public Easement	True	2.140 Feet	\$500.00	\$1 070 000
A Theo Duese Descent	M.:14:1010 T	Doming Hay Designing	A 24 ho 14		Dublic Degenet	· [-		00 000	002(04
	Multiple-use Hall	ratulally Existing	Aspilan	1	r ubile Easeilleilt	anii		920.00	000,60
5 W. Jefferson Ave	Bike Lane and Sidewalk	Partially Existing	N/A	N/A	Public	False		\$2.00	\$4,110
6 Riverfront West Expansion	Pedestrian Promenade	Proposed	Pavers	14	Private	True	604 Feet	\$500.00	\$302,000
7 W. Jefferson	Sidepath	Partially Existing	N/A	N/A	Public	True	1,879 Feet	\$10.00	\$18,790
						Ē	Free Press Subtetal		01 448 760
Riverside Park						3		3	90/61
1 West Riverside Park	Multiple-use Trail	Proposed	Asphalt	14	Public	True	1.789 Feet	\$20.00	\$35.780
2 West Riverside Park	Pedestrian Promenade	Partially Evicting	Payere	1.4	Public	Tule		1 000 00	\$894,000
2 Diverside Dork Boot I comoh	Bile Doute and Cidewall	Droposed	Acabolt		r aonc Dublic	Taile		\$0.50	600;
	Manual Manual Sucwain	Tioposca	Aspinant	† -	1 uonc P-1-1:	3n F		00.00	7479
	Multiple-use Trail	Proposed	Aspnait	1 1	Public	Lrue		\$20.00	\$13,080
5 East Riverside Park	Pedestrian Promenade	Proposed	Pavers	14	Public	True		\$500.00	\$212,000
6 North Riverside Park	Sidepath	Proposed	Asphalt	14	Public	True	567 Feet	\$20.00	\$11,340
7 Railyards	Multiple-use Trail	Proposed	Asphalt	14	Private	True	3,513 Feet	\$20.00	\$70,260
8 Railyards	Pedestrian Promenade	Proposed	Pavers	14	Private	True	3,677 Feet	1,000.00	\$3,677,000
9 Railyards	Multiple-use Trail	Proposed	Asphalt	14	Private	True	792 Feet	\$20.00	\$15,840
10 W. Jefferson Ave	Bike Lane and Sidewalk	Partially Existing	·Ν Α/Ν	A/N	Public	False		\$2.00	\$10,676
	Multiple-use Trail	Pronosed	Asphalt	4	Public	True		\$20.00	\$4,780
	Bridge	Droposed	Wood	; =	Dublic	Trile		00 0053	676.500
	Bildge ::	Froposed	w 00d	1 - 1 -	Fublic F 11:	ırue		\$300.00	40,300 #1,040
	Multiple-use I rail	Proposed	Asphalt	14	Public	True		\$20.00	\$1,040
14 Outfall Bridge	Bridge	Proposed	Wood	14	Public	True		\$500.00	\$40,500
15 East Riverside Connector	Multiple-use Trail	Proposed	Asphalt	4	Public	True	63 Feet	\$20.00	\$1,260
						Rivers	Riverside Park Subtotal	tal	\$5,034,298
Working Waterfront									Í
1 Revere Copper & Brass	Pedestrian Promenade	Proposed	Pavers	14	Public	True	1,246 Feet	\$500.00	\$623,000
2 Revere Copper & Brass	Multiple-use Trail	Proposed	Asphalt	14	Public	True	1,549 Feet	\$20.00	\$30,980
3 Revere Copper & Brass	Multiple-use Trail	Proposed	Asphalt	14	Public	True	885 Feet	\$20.00	\$17,700
4 Mistersky Power Plant	Multiple-use Trail	Proposed	Asphalt	14	Public	True	1,735 Feet	\$20.00	\$34,700
5 Mistersky Power Plant	Pedestrian Promenade	Proposed	Pavers	14	Public	True	984 Feet	\$500.00	\$492,000
6 W. Jefferson Ave	Bike Lane and Sidewalk	Partially Existing	N/A	N/A	Public	True	1,933 Feet	\$2.00	\$3,866
7 Nicholson Terminal	Bike Lane and Sidewalk	Partially Existing	N/A	N/A	Public	True	1,193 Feet	\$2.00	\$2,386
8 Clark Street	Bike Lane and Sidewalk	Partially Existing	N/A	N/A	Public	True	760 Feet	\$2.00	\$1,520
9 Detroit Marine Terminal	Multiple-use Trail	Proposed	Asphalt	14	Public	True	774 Feet	\$20.00	\$15,480
10 Scotten Ave.	Bike Lane and Sidewalk	Partially Existing	N/A	N/A	Public	True	370 Feet	\$2.00	\$740
11 W. Jefferson	Bike Lane and Sidewalk	Partially Existing	N/A	N/A	Public	True	1,516 Feet	\$2.00	\$3,032
12 Detroit News Warehouse	Multiple-use Trail	Proposed	Asphalt	14	Private	True	568 Feet	\$20.00	\$11,360
13 Detroit News Warehouse	Boardwalk	Proposed	Wood	14	Private	True	261 Feet	\$500.00	\$130,500
					M	orking Wa	Working Waterfront Subtotal	tal	\$1.367.264
						D	Trail Segment Total	Total	\$9,251,261.00

Appendix

Appendix A – Summary of Steering Committee Meeting – April 9, 1997

Appendix B – Summary of Steering Committee Meeting – April 18, 1997

Appendix C – Distribution of Display Boards

Appendix D – Steering Committee List

Appendix E – List of Presentations

Appendix F – Mailing List

Appendix A - Summary of Steering Committee Meeting - April 9, 1997

In Attendance:

Norm Cox The Greenway Collaborative, Inc.
Tom Leonard Friends of the Detroit River
Jason Stringer MSU Detroit COPC

Rebecca Salminen Witt The Greening of Detroit Larry C. Arreguin Holy Redeemer

Larry C. Arreguin Holy Redeemer Gregg Ward Barge Transport

Kathy Milberg S.W. Detroit Environmental Vision/Resident Jim Stone FDR/St. Hedwigs CA Council/Wayne 4-H

Karen Calhoun The Kresge Foundation
Jim Conway Detroit Historical Department

Bert Urbani Detroit Edison Heath Meriwether Detroit Free Press

Randy McNeil Youth Sports & Recreation Commission Norman Cassells Planning & Development Department

A number of people who were unable to attend this past meeting indicated their desire to participate on the Steering Committee. We will continue to keep everyone on the initial Steering Committee list informed unless they ask to be removed from the mailing list.

The following is a summary of the meeting:

- 1. Members of the group introduced themselves. Each person recalled a memory, recent or distant, of the Detroit River.
- 2. Norm Cox then briefly discussed how this project is a part of a regional planning effort, Southeast Michigan Greenways. This project has inventoried greenway opportunities and developed a regional vision for a greenway network. Southwest Detroit Riverfront Greenway is one of two demonstration projects of the regional effort. The other is in southeast Livingston County. Norm explained how this project could serve as a model for other urban greenways.
- 3. The group was asked to think of two or three things that you could do as an individual and together as a Committee to help bring this project to fruition. We went around the table two times with each person giving one of their responses each time around. If one of the ideas was already listed, the person would give an additional idea. The answers were recorded on flip charts. After all the answers were recorded, each individual was given five "votes" for what they saw as the top five priorities. The following page lists all of the answers given with the respective scores. The answers have been grouped by similar themes (this was not apart of the exercise the day of the meeting).

Role of the Steering Committee - Input Session

Responses grouped by general categories:

Education - total of 14 votes

Demonstrate to industry that greenways are complementary to their businesses – 5 votes

Translate the history of the riverfront (to the community) – 4 votes

Articulate purposes and benefits specific to Detroit – 2 votes

Show examples from other industrial areas -2 votes

Appreciate the history along this stretch of the river and industry's tie to (the) river resource – 1 vote

Planning - total of 13 votes

Research real constraints and opportunities so that we do not disappoint our community – 6 votes

Keep in mind the grand plan -3 votes

Identify doable parts -3 votes

Facilitate the planning process – 1 vote

Community Outreach – total of 13 votes

Engage the stakeholders and decision makers – 8 votes

Get and harness community input -3 votes

Increase the support base (for the project) -2 votes

Identify stakeholders and users – no votes

Be open, candid, inclusive, and encouraging – no votes

Coordination - total of 12 votes

Coordination of services and resources – 4 votes

Research resources for partnerships and collaboration to leverage (finances and effort) – 3 votes

Be a part of the Tri-Centennial celebration – 3 votes

Work within the political process -1 vote

Engage young people in construction and planning with (an emphasis on) job training – 1 vote

Conduit to existing park renovation efforts – no votes

Leadership - total of 9 votes

Leadership – 3 votes

Inspire and focus actions to implementation – 2 votes

Inspire the community to re-attach to the river -1 vote

Providing avenues for follow up (to complete the project) -1 vote

Cultivate leadership – 1 vote

Determine outcomes with stakeholders – 1 vote

The top five priorities:

Engage the stakeholders and decision makers – 8 votes

Research real constraints and opportunities so that we do not disappoint our community – 6 votes

Demonstrate to industry that greenways are complementary to their businesses – 5 votes

Coordinator of services and resources – 4 votes

Translate the history of the riverfront (to the community) – 4 votes

- 4. The group discussed how to best interface with the Community Reinvestment Strategy's Cluster Boards. Comments included:
 - ∉# Piggyback to Community Reinvestment Strategy
 - # Would the Cluster Boards be interested (in this project and would they have time)
 - # We must join forces (with the Cluster Board)
 - # We could be a sub-committee of the Cluster Board

Norm Cassells commented that his understanding of the Cluster Boards is that they would in time establish sub-committees to deal with special issues. The final conclusion was that while the Cluster Boards are getting up to speed, we would continue as an independent Steering Committee. We would also approach the two Cluster Boards and offer ourselves as a potential sub-committee to address the greenway issue.

- 5. At this point we had gone past our allotted time and decided another meeting was required prior to engaging any general public input. The meeting date was set for April 23rd at 6:00 to 7:30 PM at the offices of Southwest Detroit Environmental Vision, 1450 McKinstry St. (a former Elementary School, located one block west of Clark Park and 1 ½ blocks south of Vernor).
- 6. The meeting was adjourned. The usual milling around took place, and a few ideas were discussed that should be shared with the rest of the group.
 - ## Many people in the business community along the waterfront may misunderstand the intent of the greenway project. Casual discussions of what the greenway may include mentioned an improved Jefferson corridor with access to the River at public properties and easements granted by private landowners. This corridor would avoid dangerous situations such as an active marine terminal but could provide overlooks onto the docks for people to watch ship loading and unloading. Such overlooks have been very popular in other cities. Also limited/controlled access was discussed. An example of this would be where cement plants in Toronto allow access along their waterfront except when they are unloading a ship (which is about once every two weeks). Gregg Ward mentioned that these scenarios would most likely be less "threatening" to a waterfront business owner than the idea of a continuous greenway along the waterfront.

Our conclusion was that perhaps the Steering Committee should generate some initial ideas of what forms the greenway may take. This could help others, less familiar with greenways, to get a better picture of what a greenway in their community could be. This also fits well with many of the items mentioned for the role of the Steering Committee. These ideas would not preclude further public input.

Tom Leonard discussed the idea of organizing a walking tour of the waterfront so that we become more familiar with the resources. Building on that idea, a walking tour of Windsor's waterfront parks with one of their parks and recreation staff was discussed. Perhaps the two walking tours could be part of a community project kick-off to introduce people to greenways and to the waterfront. We could then follow up with community workshops. This could be a fun spring activity that would have high visibility. Difficulties with getting many people across the border were mentioned. The idea of getting a city bus was seen as a potential solution.

Appendix B - Summary of Steering Committee Meeting - April 18, 1997

In Attendance:

Norman Cox The Greenway Collaborative, Inc.

Marian Schultz Earthministry
Jon Miller Clark Park Coalition

Bill Parkus Southeast Michigan Council of Governments

Tom Leonard Friends of the Detroit River

Bert Urbani Detroit Edison

Jim Stone St. Hedwig Citizens Advisory Council/FDR

Mark Breederland Michigan Sea Grant Program

Barbara Nelson-Jameson National Park Service, Rivers, Trails &

Conservation Assistance Program

Larry Alcantar Citizen Representative

A few people have been added to the Steering Committee and a few existing members have requested alternatives to their name as they were over committed at this point in time. Everyone on the revised Steering Committee list will continue to receive mailings from the project. Please feel free to copy and further distribute any information you receive.

The following is a summary of the meeting:

- 1. Introductions.
- 2. Norman Cox gave a presentation on what an urban greenway is. Examples from around the country were used to illustrate the different forms, uses, and benefits of urban greenways.
- 3. Barbara Nelson-Jameson discussed in more detail what some of the other urban areas in the Midwest are doing with their greenway efforts.
- 4. The Steering Committee took a few moments to review some of the base information prepared by The Greenway Collaborative, Inc. and the air photos supplied by Southwest Detroit Environmental Vision.
- 5. The Steering Committee then participated in a "visioning" session on the future of the Southwest Detroit Riverfront Greenway. The group was asked to think ahead to Detroit's tricentennial celebration and picture what they hope will be happening to the waterfront and to connecting greenways. Participants could look further into the future if they wished. The purpose of this exercise was to develop some initial ideas for the greenway that can be used to engage the stakeholders in the project. After a few minutes of reflection, we went around the room and recorded the responses. For clarity, the responses have been grouped by similar themes.*
- 6. The Steering Committee discussed action steps to carry the project forward.
 - * The results of items 5 and 6 are recorded on the following pages.

Visions for the Detroit Riverfront Greenway

Activities along the Greenway:

- # Fishing (walleye) Tournament
- # Reenactment of Cadillac's landing
- # Period Dress Contest/Parade etc.
- # A tall-ship regatta docked at the former Detroit Coke site in DelRay
- # Band concerts at Fort Wayne's parade grounds
- ∉# Athletic events
- ∉# Canoe race from Belle Isle to Fort Wayne
- ∉# Walk across the Ambassador Bridge
- # Historic homes tours

Greenway Routes and Connections:

- ∉# Tie Belle Isle to Fort Wayne
- # Make a walkway along the former Revere Copper and Brass Site
- ∉# Create a connection along Jefferson to Downtown
- # Linking neighborhoods to the riverfront with loop (of a reasonable distance to walk)
- # Turning West Jefferson between the Free Press plant and the Ambassador Bridge into a greenway
- # Use West Grand Boulevard and Clark Street as (greenway) connectors
- # Do something with Zug Island industrial heritage and some interpretation on what is currently happening on Zug Island.
- # Create and tie into loops around Patton Park and Woodmere Cemetery

Improvements along the Greenway

- # Redevelop and improve access to Fort Wayne
- # Build community park projects
- # Make Fort Wayne more functional and usable
- # Establish a bed and breakfast in the officers' quarters of Fort Wayne
- # Reenact a native American encampment.
- # Highlight existing facilities of Fort Wayne such as the Tuskegee Airman Museum
- # Improve aquatic habitat areas near the shore for improved diversity of fish and vegetation

Long Range Visions

- For Detroit's 400th year celebration (103 years in the future), turn everything between Jefferson Avenue and the river turned to public land as industry moves out.
- ∉# Open the border with Canada

Coordination

Work in conjunction with the Rouge River wet-weather project and the National Automobile Heritage Area Project

Interpretive

- Emphasize that this is a transportation hub for North America in tours and in interpretive programs. This emphasis has the potential to highlight the rail tunnel.
- # Highlight the significant Native American sites.
- Connect to and highlight the Ambassador Bridge Gateway Visitor Center, the busiest port of entry between the US and Canada.
- # Provide elevated views of the Detroit Marine Terminal from the Greenway

Ideas of Actions to Carry the Vision Forward

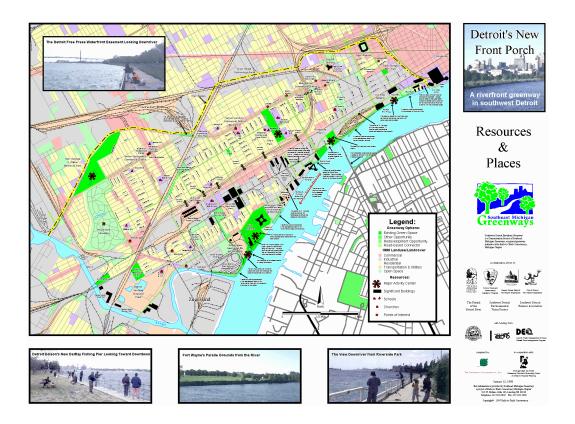
- # Prepare an issues-and-opportunities paper & circulate.
- ∉# Create physical activities such as a bike tour.
- Example 2 Set up a workroom. This could be used as the start or the end of tours. People could bring in artifacts for display here. Fort Wayne was mentioned as a potential place.
- # Prepare a road show where Steering Committee members can show the TPL video (The Power of Parks) to groups.
- # Before and after shots of other places.
- # Participate in the Unity in the Community festival.
- # Work with the Community Reinvestment Strategy.
- # Participate in the Cinco d'Mayo festival.
- # Participate in the Mercato Festival at Bagley/I-75 on weekends.
- # Have a boat ride for potential investors.
- # Participate in the June 3rd Detroit River Greenway Partnership Boat Trip.
- # Participate in the Tall Ships visit to Hart Plaza.
- ∉# Organize a bus tour.
- # Have a grand opening of Detroit Edison's Del-Ray boat launch site.

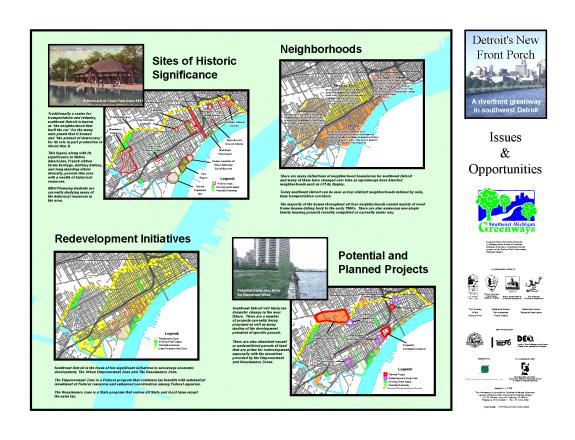
Appendix C - Distribution of Display Boards

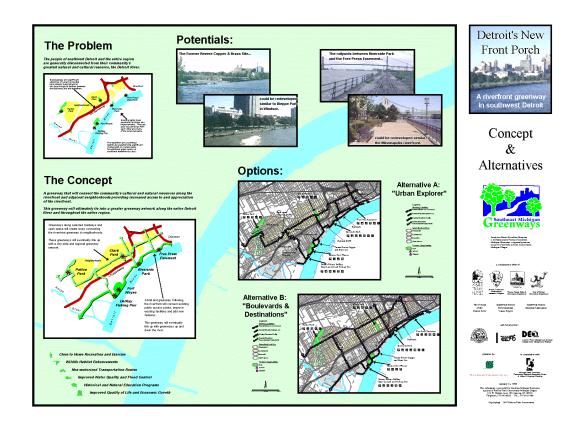
Three information display boards were prepared for the project. These 30" x 40" color displays were titled: Resources & Places; Issues & Opportunities; and Concept & Alternatives. Much of the information in this report originated from these displays. They were designed to educate people on the opportunities of the area and illustrate ways in which a riverfront greenway could be incorporated in the community.

The following organizations received a copy of the three poster boards, many of these organizations had them on public display:

- # Southwest Detroit Business Association
- # Southwest Detroit Environmental Vision Project
- # Southeast Michigan Council of Governments
- ∉# CRS Cluster Board 4 Field Office
- ∉# CRS Cluster Board 5 Field Office
- ∉# Comerica Bank
- # National Park Service Rivers, Trails & Conservation Assistance Program
- # City of Detroit Recreation Department
- # City of Detroit Planning Department
- # Greater Downtown Partnership
- ∉# General Motors
- # Michigan State University School of Urban Planning
- ∉# Neighborhood City Hall







Appendix D – Steering Committee

The following individuals have participated in meetings of the Steering Committee:

Larry C. Arreguin Wayne County Commission, Office of the Chairman

Mark Breederland Michigan Sea Grant College Program

Karen Calhoun The Kresge Foundation

Norman Cassells City of Detroit Planning & Development

Jim Conway Detroit Historical Museum
Larry Deck Southeast Michigan Greenways
Tom Leonard Friends of the Detroit River
Jane Mackey Friends of the Detroit River

Heath Meriwether Detroit Free Press

Randy McNeil Youth, Sports and Recreation Commission
Kathy Milberg Southwest Detroit Environmental Vision Project

Jon Miller Local Resident

Barbara Nelson-Jameson National Park Service, Rivers, Trails Conservation Assistance Program

Bill Parkus Southeast Michigan Council of Governments
Lynda Rose Sanchez Michigan Department of Environmental Quality

Harriet Saperstein HP DevCo, Formerly with the City of Detroit Recreation Department

Cynthia Silveri City of Detroit Rec. Department Jim Stone Friends of the Detroit River

Jayson Stringer MSU Community Outreach Program

Bert Urbani Detroit Edison

Gregg Ward Barge Transport Incorporated Rebecca Salminen Witt The Greening of Detroit

Marrian Schultz Southwest Detroit Environmental Vision Project

Appendix E – List of Presentations

The Southwest Detroit Riverfront Greenway was presented to the following organizations:

- # City of Detroit Parks and Recreation Department Staff
- # City of Detroit Planning and Development Staff
- # Commerica Bank Staff
- # Community Reinvestment Strategy Staff
- # Detroit River Greenway Partnership Meeting
- # Detroit/Wayne County Port Authority Staff
- # Friends of the Detroit River Meeting
- # Greater Downtown Partnership Workshop
- # Michigan State University, School of Urban Planning Students working on a project for DelRay
- # City of Detroit Riverfront Coordinating Committee
- # Southwest Detroit Business Association Board
- # Southwest Detroit Improvement Association Meeting
- # Congressman John Convers Transportation Workshop

Appendix F - Mailing List

The following individuals were notified of meetings and most received "An Introduction to the Southwest Detroit Riverfront Greenway Project" which was an abbreviated version of this document. As many individuals were added over time, not all people on this list were notified of all meetings.

Jon Allan Consumers Power Company Community Reinvestment Strategy Angela Allen

Kent Anderson Larry Arreguin Wayne Co. Comm., Office of the Chairman

Thurman Bear Medicine Bear Academy Ann Beaujean Michigan Chapter, Rails-to-Trails Conservancy

Trish Beckjord Carlisle Worman Associates, Inc.

John Blanchard General Motors

Cara Boucher Michigan Dept. of Natural Resources Southeast Michigan Council of Governments Alex Bourgeau Michigan Sea Grant College Program Mark Breederland

Marsha Bruhn City Planning Commission

William Burke City of Detroit SEMCOG Patrick Burnett

Karen Calhoun Kresge Foundation, The

City of Detroit Planning & Development Norman Cassells Brad Chranko Community Reinvestment Strategy

J.W. Westcott Co., The J. Co. Del Ray United Action Council Jacqueline Collins David Conklin Casa De Unidad Detroit Historical Museum Jim Conway

Norman Cox Greenway Collaborative, Inc., The Matthew Cullen GM Worldwide Real Estate

James Danforth O.J. Transport

Wayne Co. Depart. of Parks and Recreation Nancy Darga

Joann Davis Community Reinvestment Strategy

Lynn and Stanley Day

Southeast Michigan Greenways Larry Deck Robert Dewaelsche Comerica Bank Detroit Economic Growth Corp. C. Duncombe Anne Dwyer Cluster Board #5

Beverly Erickson Peter D. Cummings & Associates Rev. Gagnon Saint Conrad Catholic Church

Jeff Ganem Detroit Free Press Anthony Garcia Mi Gente

Gilbert Gerardo City of Detroit Recreation Department

Claryce Gibbons-

City of Detroit Allen Bernie Glieberman Crosswind Communities Richard Hautau City of Detroit Rec. Department Mary Hebert Rivertown Business Association Eric Hill Albert Kahn Collaborative, Inc., The

Paul Hillegonds Detroit Renaissance Colin Hubbell Crosswinds Detroit Robert Jackman

T. Jackson CSX Real Property

Arlova Jackson Southwest Detroit Business Association Cynthia Krupp Michigan Department of Transportation

Robert Kufta GM NAO Headquarters Kevin Lane

City of Detroit Kathleen Leavey

Friends of the Detroit River Tom Leonard Detroit Dept. Environmental Affairs Sarah Lile Graten Little Community Reinvestment Strategy Laura Lodisio U.S. Environmental Protection Agency

Raymond Lozano MichCon

Maud Lyon Detroit Historical Museum Larry Marantette Greater Downtown Partnership, Inc. E. Marsh

Greening of Detroit, The

Maureen McDonald Southwest Detroit Environmental Vision Douglas McIntosh McIntosh Poris

Stewart McMillin Randy McNeil Youth, Sports and Recreation Commission Beverly Means Community Reinvestment Strategy

Heath Meriwether Detroit Free Press

Kathy Milberg Southwest Detroit Environmental Vision Jon Millar

Karen Moore Community Reinvestment Strategy Carmen Munoz Munoz Machine Products, Inc. Barry Murray Johnson Johnson & Roy/inc.

Barbara Nelson-National Park Service - Rivers, Trails and Jameson Conservation Assistance Program Marilyn Nix GM-Worldwide Real Estate

Marc Olender U.S. Environmental Protection Agency Steven Olinek Detroit/Wayne County Port Authority

Libby Pachotz Greening of Detroit, The Fay Page Barden Companies Stephen Palmer

Corktown Economic Development Corp. Bill Parkus Southeast Michigan Council of Governments Southeast Michigan Council of Governments Steve Perry

Mark Petty City of Detroit Public Lighting Ken Polakowski Unversity of Michigan Ross Powers City of Detroit City of Detroit Ron Put

Dennis Quinn

Bobbie Stovall

Witt

Sally Rendon Mexicantown Community Development Cyndi Rottenberg-Berridge, Lewinberg, Greenberg,

Walker Dark, Gabor Limited Miriam Rutz Michigan State University Mari Rutz Cornell University

Elroy Sailor Governor's Southeastern Michigan Office Lynda Sanchez Michigan Dept. of Environmental Quality Hispanic Business Alliance/El' Central Deloras Sanchez

Harriet Saperstein HP DevCo Comerica Bank Brenda Schneider

Marrian Schultz Southwest Detroit Environmental Vision

Eric Sharp Detroit Free Press Felix Shows Detroit Police Department Cynthia Silveri City of Detroit Rec. Department Nancy Sizer Southwest Detroit Business Association

Catherine Skuta Jim Stone Friends of the Detroit River

Jayson Stringer MSU Community Outreach Program Gene Strobel German American Heritage Foundation James Tervo Olympia Development, Inc.

Saskia Thompson Community Reinvestment Strategy

Detroit Edison Bert Urbani

Charlie Usher Michigan Marine Pollution Control Joe Vassallo Detroit Planning & Development Dept. Greater Detroit Chamber of Commerce Sebastian Wade Samuel Walker Talon Development Group, Inc.

Thomas Walters City of Detroit

Gregg Ward Barge Transport Incorporated Falk Ware

Joann Watson JAWS, Inc.

Kathy Wendler Southwest Detroit Business Association W. White

Gannett

Cvnthia Whiteford Trust for Public Land. The William Eisenberg Farbman Group, The Rebecca Salminen-

The Greening of Detroit Mark Wolf-

Armstrong Rails-to-Trails Conservancy John Young Wildlife Habitat Council