

EAST RIVERFRONT ASSET STUDY



PART OF THE:

PARKS & RECREATION STRATEGIC PLAN

STUDY PERIOD: 2020 - 2022

EAST RIVERFRONT ASSET STUDY

PREPARED FOR

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Parks and Recreation Division
Public Space Planning Unit

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SPECIAL THANKS TO

the residents and stakeholders who contributed their time and provided their expertise to this study and throughout the process by attending meetings, focus groups, interviews, and taking surveys.

CONSULTING PARTNERS

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E. Austell Associates
F3 Marina
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L.S. Brinker Company
Michael Stone Richards
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Plante Moran Real Estate Investment Advisors
The Mannik & Smith Group

2021 - 2022

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ABOUT THE STUDY

EXECUTIVE SUMMARY

Every five years the City of Detroit undergoes a process to update its Parks & Recreation Strategic Plan (PRSP). In 2021, the Parks & Recreation Division launched a citywide community engagement campaign including surveys, focus groups, and meetings across the city. As part of the overall effort to analyze the park system (the PRSP), the City of Detroit conducted an in-depth analysis of unique city-owned sites along the city's East Riverfront (the East Riverfront Asset Study-ERAS) to understand how Detroiters use these riverfront sites now and how they envision them in the future. The goal of the ERAS was to understand the condition of the sites and develop a collective vision and actionable plan for creating vibrant, sustainable destinations.

As part of the planning process for these important riverfront sites, the City of Detroit and the planning team hosted a series of public engagements which served as a forum for residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future. Throughout the project there were three rounds of public engagement at different stages of the planning process. In total, approximately 810 community participants provided input to this study.

The planning team performed an extensive analysis of the structural, civil, electrical, mechanical, and operational components current sites and participants in community meetings and surveys provided valuable feedback about the site's existing conditions from a users' perspective, all which informed the concept designs and overall recommendations.

Design concepts were coordinated between various City departments to ensure alignment with future strategies and priorities. Preliminary cost estimates were developed around two categories: capital projects and capital improvements and repairs that were identified in the conditions assessment phase. The concept for each asset combined with community input and estimated costs, informed the preliminary phasing.

While future planning, community engagement and inter-departmental coordination will be required to deliver specific implementation projects, – The City of Detroit can utilize this comprehensive study and recommendations to assist in capital planning with the goal of providing quality public spaces on the Riverfront to Detroiters.

4.9 General Observation Tables

SEAWALL AND SHORELINE – GENERAL OBSERVATIONS				
ITEM	GENERAL OBSERVATIONS	ACTION	CONDITION	SAFETY OR INTEGRITY CONCERNS
1 – ARETHA FRANKLIN				
Rip Rap Shore Line	See Shoreline Restoration Report (December 2019). Construction of new shoreline completed Summer 2021.	None	Good	No
2 – OWEN PARK				
Concrete Seawall	Observed deterioration of wall sections above current water level. Significant erosion behind wall. Evaluation of wall height needed as current water levels meet wall elevation.	Replacement of Shoreline Protection	Poor	Yes
Steel Sheet Pile Wall and Cap	Steel Sheet Pile walls found to be in generally good condition.	None	Good	No
Tie Backs	No broken tie backs observed	None	Good	No
3 – STOCKTON PARK				
Natural Shoreline	No current shoreline protection in place. Significant erosion was noted. Placement of uniformed concrete for protection creating potential safety concerns.	Installation of New Shoreline Protection	Poor	Yes
4 – HART PLAZA				
Steel Sheet Pile Wall	Surveyed using drone technology. Limited observations made due to high water conditions. One minor observation noted from above walkway.	Further Investigation	Good/Fair	No
Canilevered Concrete Walk	Areas of deterioration along outer edge of concrete section. One spalled area at joint creating hole to water.	Repairs and Maintenance	Good/Fair	Yes
Timber Fender System	Noted damage and missing timber sections in need of repairs.	Repairs and Maintenance	Fair	No
Galvanized Ladders	A number of ladders damaged or missing.	Repairs and Maintenance	Fair	No

As a result of Hart Plaza's current operating structure, including its mission and vision statement, booking/rental rate structure, event activity and shared costs of many services, there is not a separate profit and loss statement for Hart Plaza. As such, this section provides a high-level summary of financial operations based on available information provided by the City.

As shown in the following chart, annual contracted rental revenue increased each of the profiled years and ranged from approximately \$131,600 in 2016 to \$172,700 in 2019. Most of the events that take place at Hart Plaza pay less than \$4,000 in contracted rental revenue. Festivals such as Movement and the Detroit Jazz Festival typically generate a large percentage of the total contracted rental revenue at Hart Plaza.



From an expense perspective, Hart Plaza is a cost center under GSD. As such, staffing and event-related costs are not tracked separately and certain operating costs such as utilities are allocations.

Line Item	2017	2018	2019
Insurance	\$168,700	\$44,800	\$307,200
Utilities	\$95,000	\$255,600	\$4,700
Total	\$263,700	\$310,200	\$211,900

Capital Improvement Planning

Ongoing preventive maintenance and capital upkeep of public assets are imperative for their long-term marketability and financial efficiency. Each year, Hart Plaza management submits its capital requests which is incorporated into the master Capital Improvement Plan (CIP) for the GSD. Hart Plaza's list gets prioritized along with all other CIP projects in the City. As such, desired capital improvements for Hart Plaza do not always make the final CIP list for submission to City Council.

An excerpt from Condition Assessment & Seawall Shoreline Investigation Report

An excerpt from Hart Plaza Management and Operations Analysis Report

High level, pragmatic concepts were developed to align with both required infrastructure improvements and public input, as well as capitalizing on opportunities and needs in the larger network of the collection of public assets on the Riverfront. These design concepts were used to estimate future capital improvement projects that will require additional planning design and engineering.



Proposed program & circulation diagrams for four assets

East Riverfront Assets Study

The East Riverfront Assets Study is a year-long project that will look closely at the network of city-owned parks and programs along the Detroit riverfront. It aims to:

- Learn how Detroiters use these sites now and how they envision them in the future
- Develop a collective vision and actionable plan for creating vibrant, sustainable destinations along the riverfront

For more information about the plan, visit www.detroitmi.gov/eras

For alternative ways to complete this survey, visit www.detroitmi.gov/eras

Share your experiences of the Detroit Riverfront

1. Your zip code: _____ Your name: _____ Your contact information (phone or email): _____

2. Please tell us about your interactions on the Detroit's East Riverfront (select one answer for each question per site below)

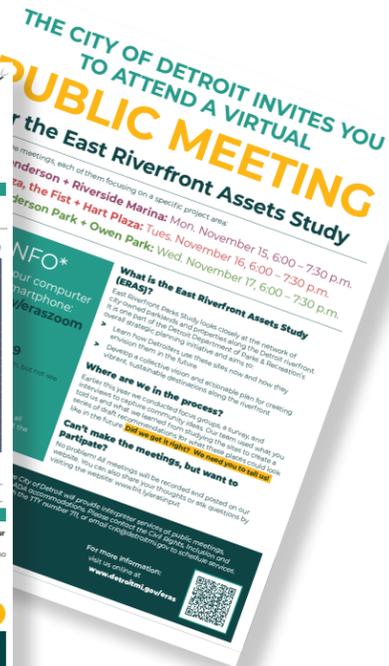
Site Name	A. How often do you go?			B. Who do you go with?			C. How do you get there?		
	Never	Rarely	Frequently	Alone	With Friends	With Family	By Car	By Bike	By Foot
Detroit Riverwalk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hart Plaza	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Joe Louis Park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Amherst Amphitheater	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Owen Park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Erma Henderson Park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Erma Henderson Marina	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
St. Jean Baptiste Church	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hart Plaza & Convention	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Valerie Park / Azadee Beach	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Joe Louis Park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gabriel Richard Park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. What amenities and/or activities are missing on the Detroit Riverfront?

4. What is your age? 5. Which of the following best describes your race? 6. Which of the following best describes your ethnicity?

- 16 or younger
- 17-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or older

SEE BACK FOR ADDITIONAL QUESTIONS



Round 2 - Community Survey (left) Round 3 - Public Meeting Flyer (Right)

EAST RIVERFRONT ASSET STUDY

PURPOSE & GOALS OF THE PROJECT

PARKS & RECREATION STRATEGIC PLAN

Every five years the City of Detroit undergoes a process to update its Parks & Recreation Strategic Plan (PRSP). In 2021, the Parks & Recreation Division launched a citywide community engagement campaign including surveys, focus groups, and meetings across the city. The information gathered during this engagement process was analyzed and used to produce the 2022-2032 Parks and Recreation Strategic Plan.

EAST RIVERFRONT ASSET STUDY

As part of the overall effort to analyze the park system (the PRSP), the City of Detroit selected the Detroit based firm ROSSETTI through a competitive bidding process to conduct an in-depth analysis and provide recommendations of unique city-owned sites along the city's East Riverfront aimed to learn how Detroiters use these riverfront sites now and how they envision them in the future, and develop a collective vision and actionable plan for creating vibrant, sustainable destinations along the riverfront.

The goals of this study are to:

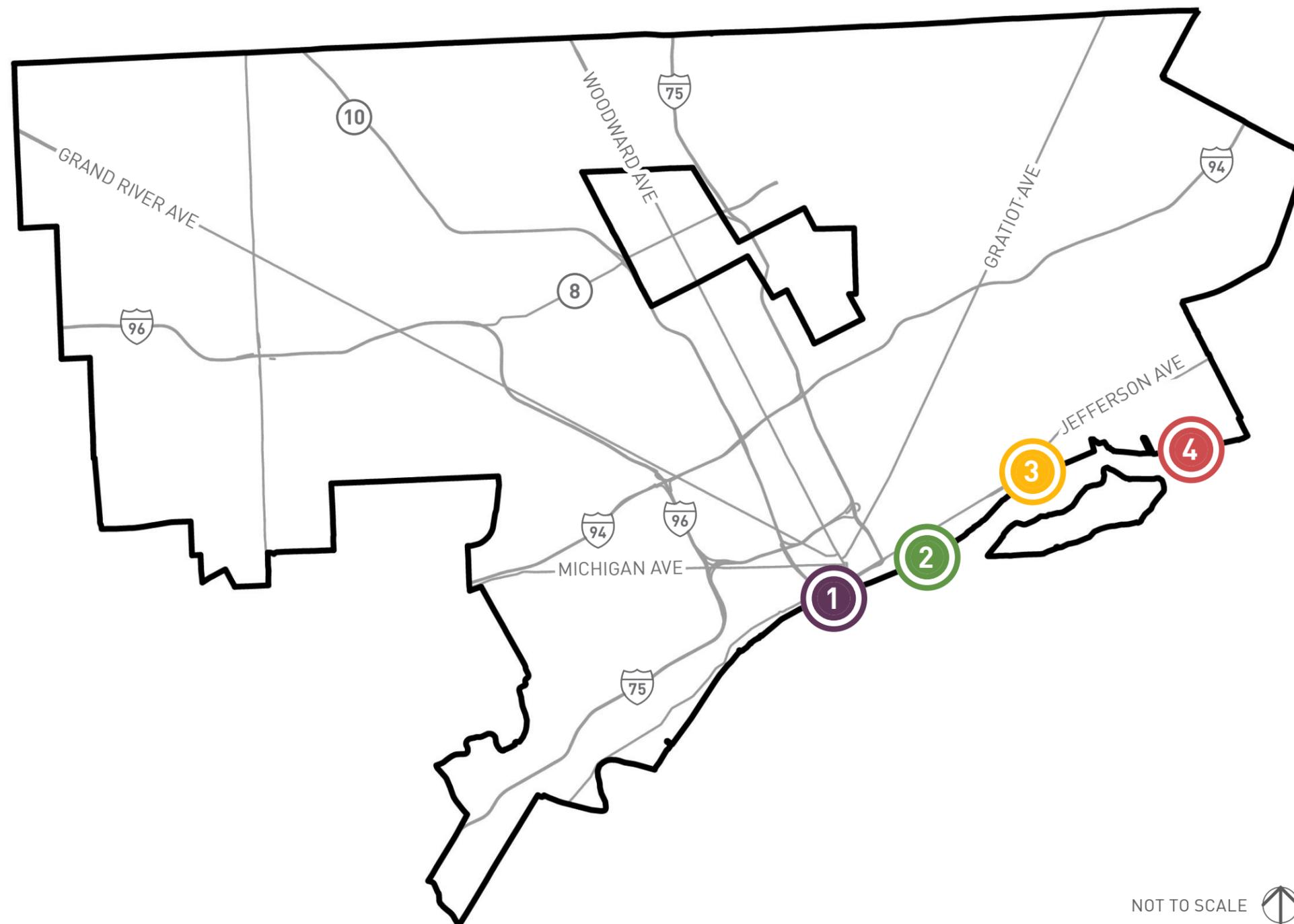
1. Assess current infrastructure conditions and prioritize critical improvements,
2. Develop strategies and conceptual designs for redevelopment, and
3. Establish a strategy for operations and phased capital investment.

The four areas included in the study are:

1. **Civic Center**
(Hart Plaza, Spirit Plaza and The monument to Joe Loius)
2. **The Aretha**
3. **Gold Coast**
(Owen Park, Erma Henderson Park, Erma Henderson Marina, and Stockton Park)
4. **Marina District**
(Riverside Marina, St. Jean Boat Launch, Engel Memorial Park, and Reid Memorial Park)

Opportunities for further analysis that are not covered in this study include:

- Shoreline habitat restoration and typologies
- Blueways and connections to the Great Lakes



PROJECT TIMELINE AND COMMUNITY ENGAGEMENT

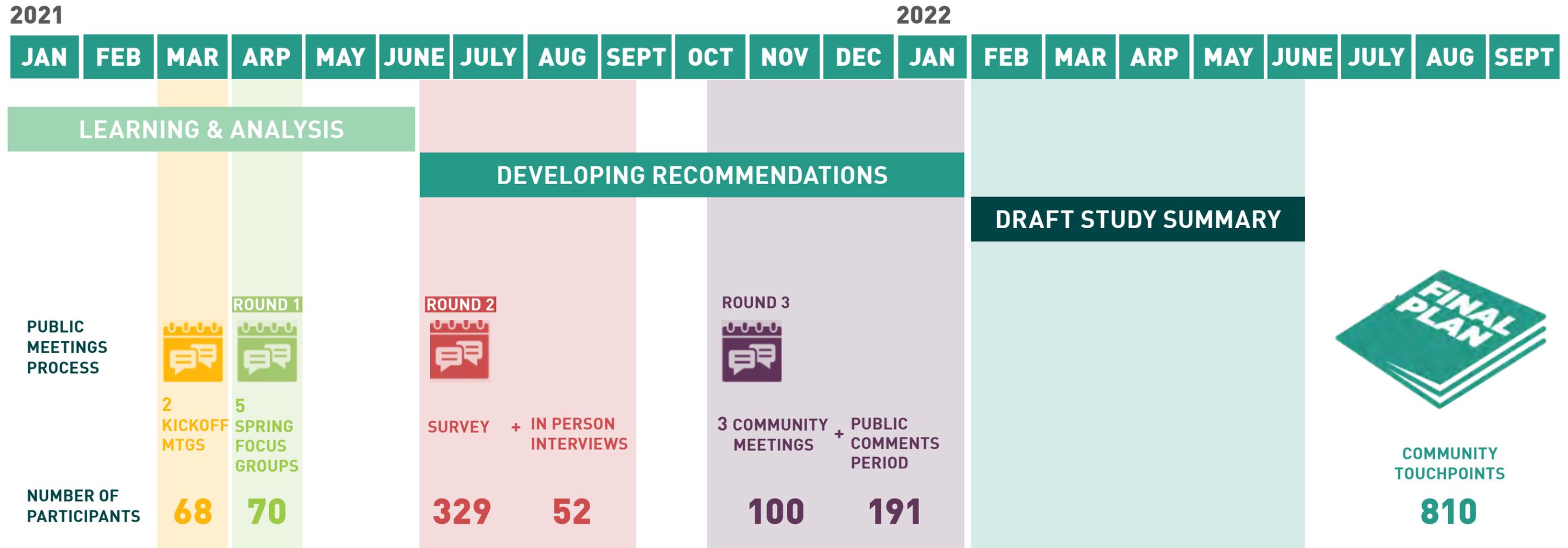
To incorporate an inclusive planning process for these important riverfront sites, the City of Detroit and the planning team hosted a series of public engagement events that allowed residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future.

Throughout the project there were three rounds of public engagement at different stages of the planning process.

Round 1, which took place in the spring of 2021, included two kickoff meetings and five focus group meetings; Round 2, in the summer

of 2021, included surveys and in-person interviews; and Round 3, in the fall of 2021, included three community meetings to review recommendations and gather feedback. In total, approximately 810 community participants provided input to this plan throughout the planning process.

In total, 68 participants joined round 1 kickoff meetings and 70 participants joined focus group meeting; 329 community participants shared their inputs in the community survey in round 2, and 52 stakeholders were interviewed in person by the team; 100 participants attended community meetings and 191 participants provided input to the marina survey during round 3. See project Appendix C for more information on public engagement and survey results.



DEVELOPING RECOMMENDATIONS

1. COMMUNITY FEEDBACK

- COMMUNITY MEETINGS
- FOCUS GROUPS
- STAKEHOLDER MEETINGS
- COMMUNITY SURVEY
- EVENT PRODUCERS STAKEHOLDER SESSIONS

2. TECHNICAL OBSERVATIONS AND ANALYSIS

- CONDITION ASSESSMENT AND SEAWALL SHORELINE INVESTIGATION
- URBAN DESIGN AND CIRCULATION AND PROGRAMMING ANALYSIS
- HART PLAZA MANAGEMENT AND OPERATIONS REVIEW
- HART PLAZA HISTORY REVIEW AND RECOMMENDATIONS
- HART PLAZA EVENTS RECOMMENDATIONS
- BEST PRACTICES FOR THE ARETHA MANAGEMENT
- RIVERSIDE MARINA CONDITION ASSESSMENT AND RECOMMENDATIONS
- ERMA HENDERSON MARINA CONDITION ASSESSMENT AND RECOMMENDATIONS
- ST. JEAN BOAT LAUNCH CONDITION ASSESSMENT

3. INTER-AGENCY COORDINATION

- HISTORIC DESIGNATION ADVISORY BOARD (HDAB)
- PLANNING AND DEVELOPMENT DEPARTMENT (PDD)
- PLANNING AND DEVELOPMENT DEPARTMENT (PDD) - HISTORIC
- DEPARTMENT OF PUBLIC WORKS (DPW)
- BUILDINGS, SAFETY ENGINEERING, AND ENVIRONMENTAL DEPARTMENT (BSEED)
- GREAT LAKES WATER AUTHORITY (GLWA)

RECOMMENDATIONS

Recommendations in this study will serve as a guide when each of the sites is considered for future improvements. In general, recommendations and design concepts will be further develop through additional community engagement and City departments coordination.

SITES IN CONTEXT

In recent years there have been renewed efforts undertaken to transform the Detroit Riverfront into a dynamic accessible public space. The first phase of this transformation began in 2003 with the development of the first three and a half miles of the Riverwalk between the former Joe Louis Arena and Gabriel Richard Park. Since that time, the Detroit Riverfront Conservancy (The Conservancy) has worked to make Detroit’s riverfront vibrant and accessible from the Ambassador Bridge to the MacArthur (Belle Isle) Bridge.

While The Conservancy continues to play a leading role in the revitalization of Detroit’s riverfront, the organization has partnered with a number of other entities to develop the assets and public

spaces that now comprise the East Riverfront. This includes: the recent improvements to Milliken State Park and Harbor by the Michigan Department of Natural Resources (MDNR); planning efforts by the City’s Planning and Development Department; the completion of the East Riverfront Framework Plan in 2018 by the Detroit Economic Growth Corporation; and major ongoing investments by the General Services Department in Hart Plaza, the Aretha Franklin Amphitheater (formerly Chene Park) and Erma Henderson Park and Marina.

Assets and Planning Context

City of Detroit-owned assets along the East Riverfront make up approximately 180 acres, of which 30 acres are managed and operated by partner organizations. These assets play a key role

in the character and development of the riverfront and were considered within the context of adjacent sites.

The four East Riverfront sites at the focus of this study are part of a larger network of riverfront parks along the Detroit River. Each park within the network offers Detroiters a distinct experience.

Types of parks assets along the East Riverfront include:

- East Riverfront Asset Study sites (part of this study)
- City-owned parkland
- State-operated parkland
- Parks managed and operated by the Detroit Riverfront Conservancy





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CIVIC CENTER

OVERVIEW

ABOUT

Philip A. Hart Plaza, Spirit Plaza, and the Monument to Joe Louis make up the Civic Center area in Downtown Detroit. Collectively, these three assets comprise approximately 15 acres that are used for festivals, summer concerts, civic gatherings, food truck events, and other programmed activities as well as a place for residents and visitors to congregate unrelated to organized event activity. While these three sites are proximate to each other, they are separated by heavily trafficked vehicular roadways which prevent them from being utilized as one unified space.

ASSETS

- Hart Plaza
- Spirit Plaza
- Monument to Joe Louis (“The Fist”)

STUDY AREA STATS

Above-Grade Site Area	+/- 15 acres
Hart Plaza	+/- 14 acres (93%)
Spirit Plaza	+/- 0.8 acres (5%)
Monument to Joe Louis	+/- 0.2 acres (2%)
Below-Grade Site Area	
Hart Plaza	+/- 5.3 acres
Linear Feet of Shoreline	+/- 800 feet
Historical Monuments & Markers	13
Zoning Designation	
Hart Plaza	Public Center District (PC)
Spirit Plaza	Not yet zoned
Historic Designation	
Hart Plaza	Eligible for designation



EXISTING SITE FEATURES

HISTORY

HART PLAZA

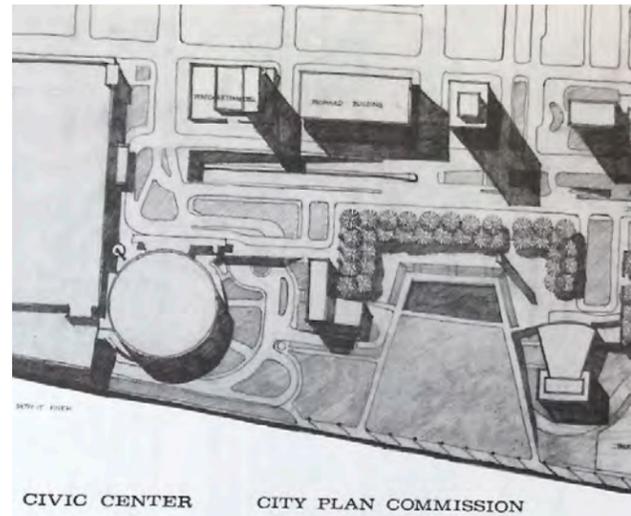
Hart Plaza is located on the approximate site where Antoine de la Mothe Cadillac landed in 1701 and founded the settlement that became the City of Detroit. Planning efforts for the plaza began as early as the 1920s when prominent architects Eliel and Eero Saarinen set forth a vision for a riverfront civic center. Hart Plaza (originally called Civic Center Plaza) opened in 1975 and was designed by notable Japanese-American modernist Isamu Noguchi. It was renamed Hart Plaza in 1977 for Senator Philip Hart. The site contains many historical monuments and markers, and the entire site is nominated for the National Register of Historic Places. Hart Plaza has been a long-time city riverfront destination and venue for summer festivals, concerts, and special events, with a total capacity of 40,000.

SPIRIT PLAZA

Located next to the iconic Spirit of Detroit sculpture, Spirit Plaza opened in its pilot phase in 2017 when the City of Detroit closed a portion of Woodward Avenue to create this semi-permanent space. In 2019, the City Council voted to make Spirit Plaza permanent and the newly reconstructed plaza opened to Detroiters that fall. The plaza contains the Spirit of Detroit monument which was dedicated in 1958 and created by sculptor Marshall Fredericks of Detroit. Since the sculpture's dedication, this block on Woodward Avenue has been a natural meeting place for Detroiters to celebrate victories and to come together.

MONUMENT TO JOE LOUIS

The Monument to Joe Louis, also known as "The Fist", was dedicated in 1986 and commissioned by Sports Illustrated magazine as a gift to the people of the City of Detroit. The sculpture was created by Mexican-American sculptor Robert Graham and poured by the legendary bronze artist Rolf Kriken. The 24-foot-long and 24-foot-high sculpture was designed by Graham as a symbolic statement against racism and to commemorate the life of Joe Louis who died in 1981. The median in which the monument sits was closed to vehicular traffic in 2017 when Spirit Plaza was created.



Civic Center Plan by Eliel and Eero Saarinen (1924) with proposed central green spaces



Children play on the concrete cubist structure in Hart Plaza, 1979



Crowds fill Hart Plaza and Woodward Ave. during the Detroit Red Wings Championship Parade, 2008



Spirit of Detroit statue, c. 1960



Spirit Plaza pilot phase in 2017



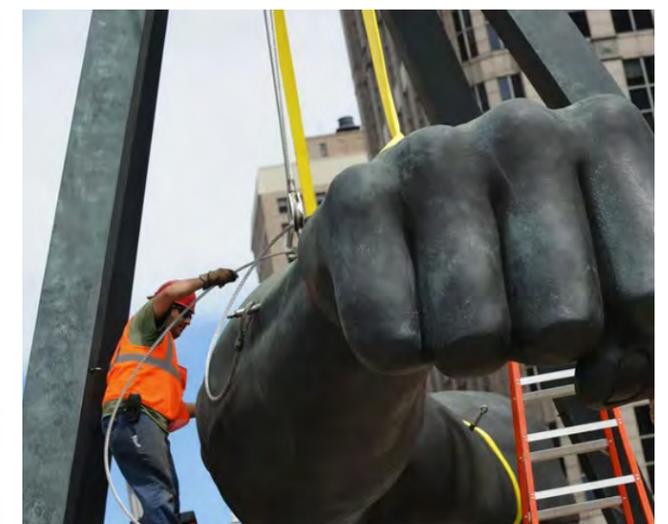
Red Wings championship parade near Spirit of Detroit



Monument to Joe Louis title and inscription on the back of the arm



Monument to Joe Louis, 1986



Monument to Joe Louis, close up of cables suspending the arm

MONUMENTS & MARKERS

Detroit's Civic Center contains four historical markers and nine monuments, ranging from statues to modernist sculptures. While some of these are considered historically contributing and others not, all of them tell stories of Detroit's rich history such as the city's founding in 1701, its riverfront heritage, and Detroit's role in the underground railroad.

Currently, there is not a commission or organization that exists to make decisions about the stewardship and ongoing maintenance of the existing monuments and markers, leaving their future uncertain.



1. The Spirit of Detroit



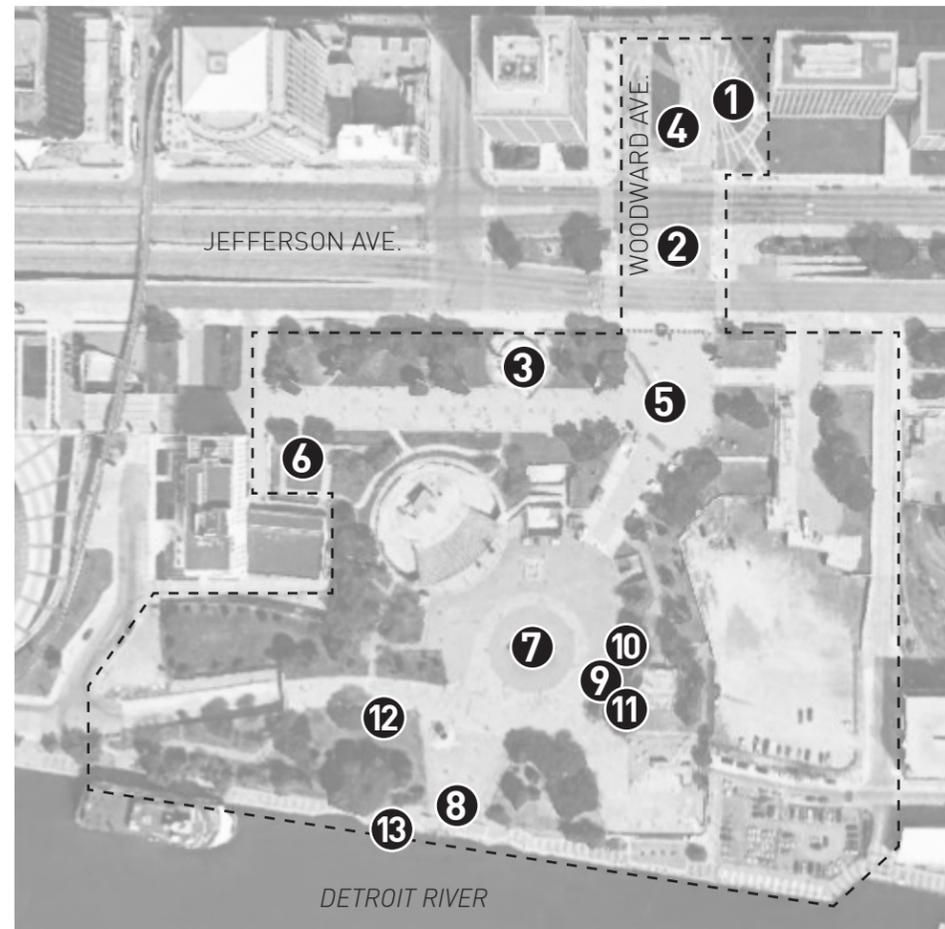
2. Monument to Joe Louis



3. Transcending, Michigan Labor Legacy Landmark



4. United Way Torch



CIVIC CENTER MONUMENTS & MARKERS LOCATIONS



5. Pylon



6. Abraham Lincoln Bust



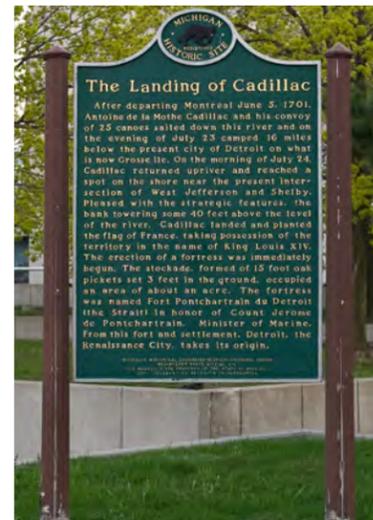
7. Horace E. Dodge & Son Memorial Fountain



8. Gateway to Freedom



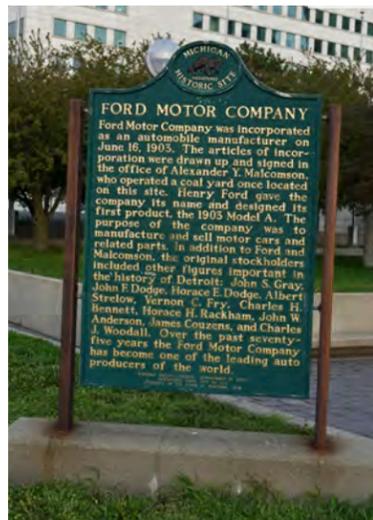
9. Antoine de la Mothe Cadillac Statue



10. The Landing of Cadillac Marker



11. The Cadillac Convoy Marker



12. Ford Motor Company Marker



13. Detroit River Heritage Marker

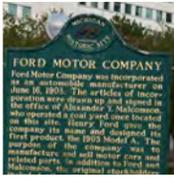
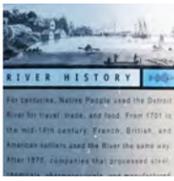
MONUMENTS & MARKERS

(CONTINUED)

#	IMAGE	TITLE	TYPE	DATE	ARTIST(S)	LOCATION	DESCRIPTION
1		The Spirit of Detroit	monument with sculpture/statue	1958	Marshall Fredericks	Within Spirit Plaza on Woodward Avenue near Jefferson Avenue	The 26-foot, 9-ton bronze statue sitting on a 60-ton marble base was cast in Oslo, Norway, and created by the American sculptor Marshall Fredericks. The large seated figure holds in its left hand a sphere emanating rays to symbolize God, and in its right hand a family group symbolizing human relationships. As one of Detroit's most easily identifiable landmarks, a depiction of the statue regularly appears as a community symbol and in logos.
2		Monument to Joe Louis ("The Fist")	sculpture	1986	Robert Graham, Rolf Kriken	Within the Jefferson Avenue median where it meets Woodward Avenue	The sculpture, commissioned by Sports Illustrated magazine from the Mexican-American sculptor Robert Graham and poured by the legendary bronze artist, Rolf Kriken, is a 24-foot-long arm with a fisted hand suspended by a 24-foot-high pyramidal framework. Sports Illustrated presented this sculpture to the City of Detroit on the 100th anniversary of the Detroit Institute of Art. The sculpture is dedicated to the boxer Joe Louis and represents the power of his punch both inside and outside the ring.
3		Transcending	sculpture, boulders, plaques	2003	David Barr, Sergio de Guisti	Within Hart Plaza on the north side of the park near Jefferson Avenue	Transcending is a monument dedicated to the labor movement in Michigan. In 2000, the Michigan Labor History Society formed a non-profit to create a landmark for the labor movement, to which many labor organizations contributed. David Barr, an artist from Livonia, designed the 63-foot steel arcs, while Sergio de Guisti, an Italian artist from Redford, designed the base of the monument. The base of the monument includes fourteen Vermont granite boulders, each six feet tall, as well as plaques with quotes that speak to the labor movement throughout the years.
4		United Way Torch	sculpture	1969	Dario Bonucchi	Within Spirit Plaza, within the median of Woodward Avenue	This sculpture was constructed as a permanent symbol after many years of constructing a wooden torch structure and taking down each year during the campaign. This permanent torch glows each year throughout the United Foundation Torch Drive. A replica of this sculpture is located in the lobby of the United Way offices.
5		Pylon	sculpture	1981	Isamu Noguchi	At the entrance of Hart Plaza near Jefferson Avenue	Pylon is a 120-foot tall stainless steel spire sculpture designed by Isamu Noguchi. The design for the pylon was inspired by the double helix of DNA. The sculpture was commissioned by Smith, Hinchman and Grylls Associates, Inc. as a companion piece to Noguchi's Dodge Fountain which is also in Hart Plaza.
6		Abraham Lincoln Bust	sculpture/statue	1918	Gutzon Borglum	Within Hart Plaza on the northwest side of the park	The Abraham Lincoln statue is a marble bust set on a granite pedestal. It was created by world renowned sculptor Gutzon Borglum who is best known for his work on Mount Rushmore. In 1924 Ralph Herman Booth donated this sculpture to the Detroit Institute of Arts, but the sculpture remained in storage until the 1950s when it was installed outside the museum. In 1954 Marshall Fredericks redesigned the base and the sculpture was dedicated in 1956 with the help of American citizens of German ancestry through the German American Cultural Center in Detroit. After being vandalized in 1967, the sculpture was again put into storage. In a joint effort by the Detroit Institute of Arts, the Detroit Parks and Recreation Department, and the Civic Center, the sculpture was restored and relocated to Hart Plaza in 1986 and rededicated in 1987.
7		Horace E. Dodge and Son Memorial Fountain	sculpture/fountain	1978	Isamu Noguchi	Within Hart Plaza's main central plaza area	To make Hart Plaza more attractive and enjoyable, Mayor Jerome Cavanagh and Martin Hayden, editor of the Detroit News, started campaigning for donations for a prominent fountain, to which Anna Thompson Dodge of the Dodge family responded positively. The fountain is intended to honor the legacy of Horace E. Dodge, Sr. and his son for their contributions to Detroit and the auto industry. The stainless steel, 30-foot high fountain sculpture is composed of a ring suspended between two inwardly canted supports and a black granite pool directly under the ring. It was designed with 300 water jets to perform a series of 33 different spray patterns. The fountain serves as the focal point of Hart Plaza.

MONUMENTS & MARKERS

(CONTINUED)

#	IMAGE	TITLE	TYPE	DATE	ARTIST(S)	LOCATION	DESCRIPTION
8		Gateway to Freedom, International Memorial to the Underground Railroad	sculpture	2001	Ed Dwight	Within Hart Plaza on the south side of the park near the Detroit River	The work, which overlooks the Detroit River, includes a 10-by-12-foot sculptural group: eight escaping slaves and an Underground Railroad Conductor, who gazes and points towards Canada. Panels with engravings of quilt squares appear on either side of the figural group. Two gateway pillars (approx. 15 feet tall), topped with candles symbolizing the “Flame of Freedom,” flank the sculpture. The sculpture was dedicated in 2001 as part of Detroit’s centennial celebration and memorializes the estimated 45,000 slaves that passed through Detroit on their way to freedom in Canada. There is a companion piece to this statue located across the Detroit River in Windsor that depicts a former slave raising his arms to celebrate his emancipation while a Quaker woman offers assistance to a woman and her child as another child looks back toward Detroit.
9		Antoine de la Mothe Cadillac	sculpture/ statue	2001	William Kieffer, Ann Feeley	Within Hart Plaza on the east side of the park	The bronze statue is a portrait of Antoine de la Mothe Cadillac depicted as he first stepped foot on the soil that would become Detroit. He wears his French soldiers uniform and holds a flag featuring the symbol of France, the fleur-de-lis, in his right hand. The sculpture was a gift from the French-American Chamber of Commerce in honor of the tricentennial of Cadillac’s arrival.
10		The Landing of Cadillac Michigan Historical Marker	marker	2001	-	Within Hart Plaza on the east side of the park	The historical marker describes the landing in July 1701 of Antoine de la Mothe Cadillac and his convoy, who sailed from Montreal, and began the settlement that would become Detroit. The marker is inscribed on both sides, one in English and one in French. The marker was relocated from the river wall into Hart Plaza as part of the Riverwalk reconfiguration in 2003.
11		The Cadillac Convoy Marker	marker	2001	-	Within Hart Plaza on the east side of the park	The historical marker was erected in 2001 by The French Canadian Heritage Society of Michigan to recognize the courage, perseverance, and expertise of the French-Canadians who brought Antoine de la Mothe Cadillac to establish the first permanent settlement in Detroit in 1701. The marker lists 53 names, and states the convoy also included 50 French soldiers, a priest, Antoine Lamothe, and several others.
12		Ford Motor Company Michigan Historical Marker	marker	1978	-	Within Hart Plaza on the southwest side of the park	The Ford Motor Company historical marker shows the site where the company’s articles of incorporation were signed in 1903. Inscription: “Ford Motor Company was incorporated as an automobile manufacturer on June 16, 1903. The articles of incorporation were drawn up and signed in the office of Alexander Y. Malcolmson, who operated a coal yard once located on this site. Henry Ford gave the company its name and designed its first product, the 1903 Model A... the Ford Motor Company has become one of the leading auto producers of the world.”
13		Detroit River Heritage Marker	marker	unknown	-	On the Detroit Riverwalk, south of Hart Plaza	Inscription: “For centuries, Native People used the Detroit River for travel, trade, and food. From 1701 to the mid-19th century, French, British, and American settlers used the River the same way. After 1870, companies that processed steel, chemicals, pharmaceuticals, and manufactured ships and stoves located on the riverfront, and dumped industrial waste into it. The growing city of Detroit sent sewage into it. By 1930, pollution was a major problem. Clean-up efforts since the 1970s have restored the River. Today, the Detroit River is a recreational resource, and more greenways and habitat are being developed along its banks.”

OBSERVATIONS

HART PLAZA

Today, Hart Plaza continues to be a riverfront destination and venue for summer festivals, concerts, and special events. In 2020, the venue hosted ten major events and festivals from June to October. The plaza is open daily and year-round to the public and is visited by joggers, dog walkers, lunch breakers, and out-of-towners who meander through its multiple levels while enjoying excellent views of the city's central business district, the Detroit River, and public art.

The planning team performed an extensive analysis of the structural, civil, electrical, mechanical, and operational components of the existing park and plaza, and participants in community meetings and surveys provided valuable feedback about the site's existing conditions from a users' perspective. The following list summarizes key observations identified during the planning process.

ITEM	DESCRIPTION
Structural Components	Areas in fair or poor condition in need of repair or replacement include reinforced concrete walls, concrete columns/ beams, mass concrete structure (Pyramid), precast concrete walls, masonry walls, steel beam framing, precast concrete panels, and seawall components.
Concrete Pavement	Areas in need of repair or replacement include the area surrounding Transcending monument, the section adjacent to the drive to former Ford Auditorium, sections adjacent to the main plaza entrance, the ring around the fountain, the lower section of the amphitheater, and strips adjacent to the large stone pavers.
Stairs, Curbs, and Walls	Nearly all stairs are in very poor condition and need rehabilitation. Approx. 50% of the stone curbing is in need of repair. Most of the trench drains do not work and need to be removed and replaced. Drainage near the Gateway to Freedom sculpture needs to be fixed.
Sub-level Spaces	In general, severe damage exists throughout, resulting from water infiltration, lack of maintenance, and vandalism. All commercial kitchen equipment has been abandoned and is non-usable. Much of the mechanical, electrical, and plumbing is original and outdated.
Site Access	In general, the site has accessibility challenges, including access to the Gateway to Freedom monument landing and unsafe pedestrian crossings leading to Hart Plaza across Jefferson.
Amenities	Public meeting participants suggested improvements such as turning the fountain on, better maintenance of green spaces, adding shade trees, positioning the monuments in a more intentional way, adding seating and picnic areas, more retail/restaurant/entertainment activity, and bringing back festivals.

REFERENCE

The **Comprehensive Condition Assessment** provides a detail evaluation for the structural, civil, electrical, and mechanical components of the parks and plazas. See **Appendix A** for the full report.



Bird's eye view of Hart Plaza and Detroit River



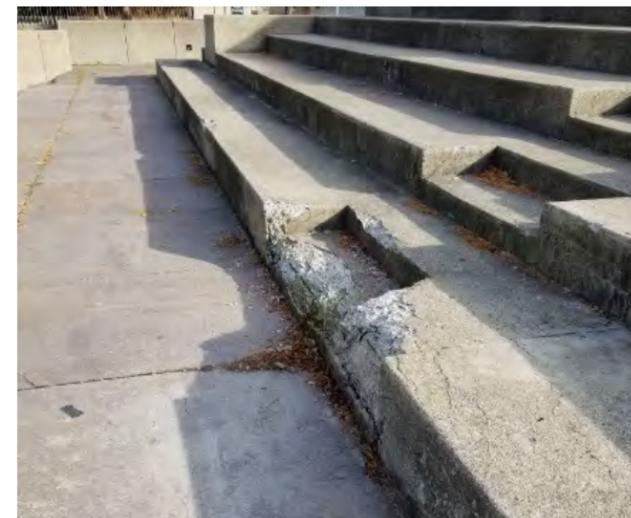
The Dodge Fountain (currently not functioning)



Seawall was found to be in fair condition with noted deficiencies.



The mass concrete structure (Pyramid) is in poor condition and poses a safety hazard



Concrete Step with numerous concrete deficiencies at walkway locations and concrete seating location



Fire and water damage to outside masonry wall in recessed area. Significant damage to painted surfaces



Unused green space near the amphitheater



Severe horizontal cracking and significant moisture in the lower level.



Damaged air vents in the lower level

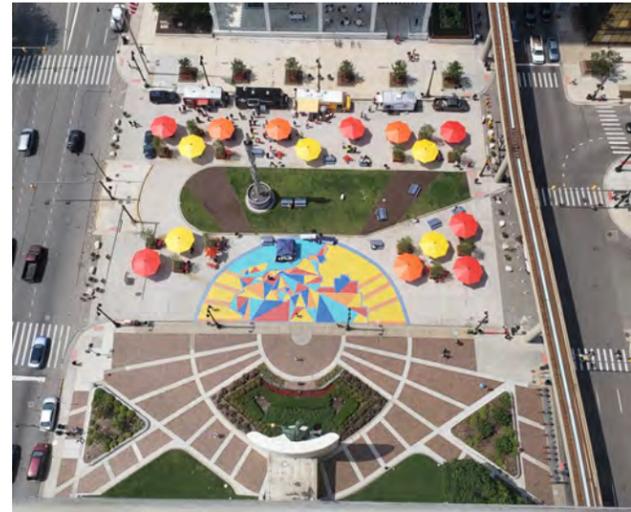
OBSERVATIONS

SPIRIT PLAZA

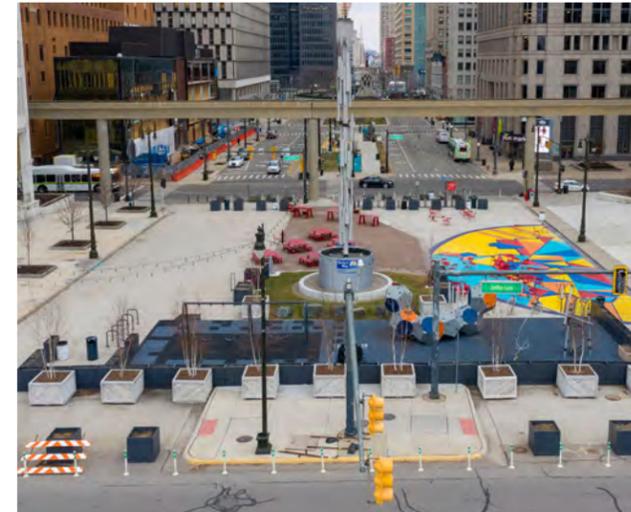
Spirit Plaza features a multitude of red and yellow picnic tables and umbrellas, a stage, recreation equipment for all ages, and phone charging stations. The recreation area features a geometric play sculpture for children. Woodward Avenue remains closed to vehicular traffic to keep the pedestrian-only plaza available for daily programming, live events, and gatherings.

The planning team performed an extensive analysis of the structural, civil, electrical, mechanical, and operational components of the existing plaza, and participants in community meetings and surveys provided valuable feedback about the site's existing conditions from a users' perspective. The following list summarizes key observations identified during the planning process.

ITEM	DESCRIPTION
Event Security	Event promoters explained insurance and security are challenging issues when holding events at Spirit Plaza.
Noise	Public meeting participants said noise is a concern for nearby office users and courts during business hours when there is entertainment happening at the plaza.
Jefferson Ave.	Public meeting participants described the need to improve pedestrian crossings on Jefferson Avenue to provide better access to the plaza.



Aerial view of Spirit Plaza



Planters and plastic delineator posts are placed along Jefferson Ave. to close Woodward Ave. to vehicles



Trees and planters along Jefferson Ave. block sight lines between Spirit Plaza, The Fist, and Hart Plaza



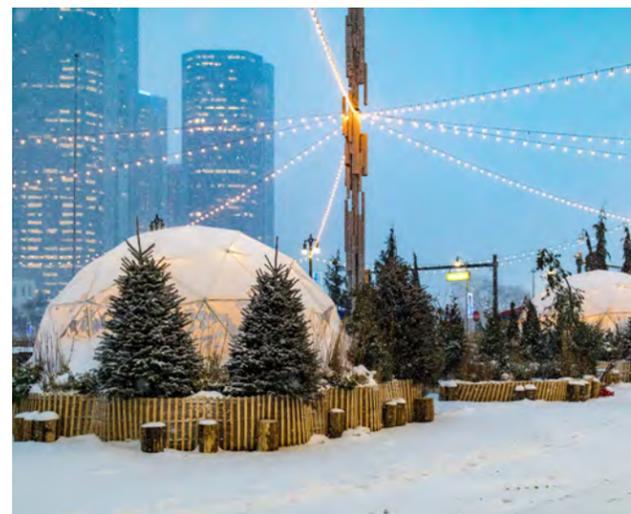
Tables and umbrellas



Play sculpture



Swings



Trees, lights, and geodesic domes during the winter



Yoga during summer



Street games during Spirit Plaza's pilot phase, 2017

REFERENCE

The **Comprehensive Condition Assessment** provides a detail evaluation for the structural, civil, electrical, and mechanical components of the parks and plazas. See **Appendix A** for the full report.

OBSERVATIONS

MONUMENT TO JOE LOUIS

Today the streets surrounding the median in which the Monument to Joe Louis sits remain closed to vehicular traffic through temporary means including plastic delineator posts/stanchions, concrete parking bumpers, boulders, and planters. The Woodward Avenue street closure increases the area around the monument for pedestrians from 2,000 square feet to 8,200 square feet. Despite its location amidst two major streets and challenges for pedestrians to access the site, the Monument to Joe Louis remains one of Detroit’s most iconic and photographed public places.

The planning team performed an analysis of the structural, civil, electrical, and mechanical components of the existing plaza, and participants in community meetings and surveys provided valuable feedback about the site’s existing conditions from a users’ perspective. The following list summarizes key observations identified during the planning process.

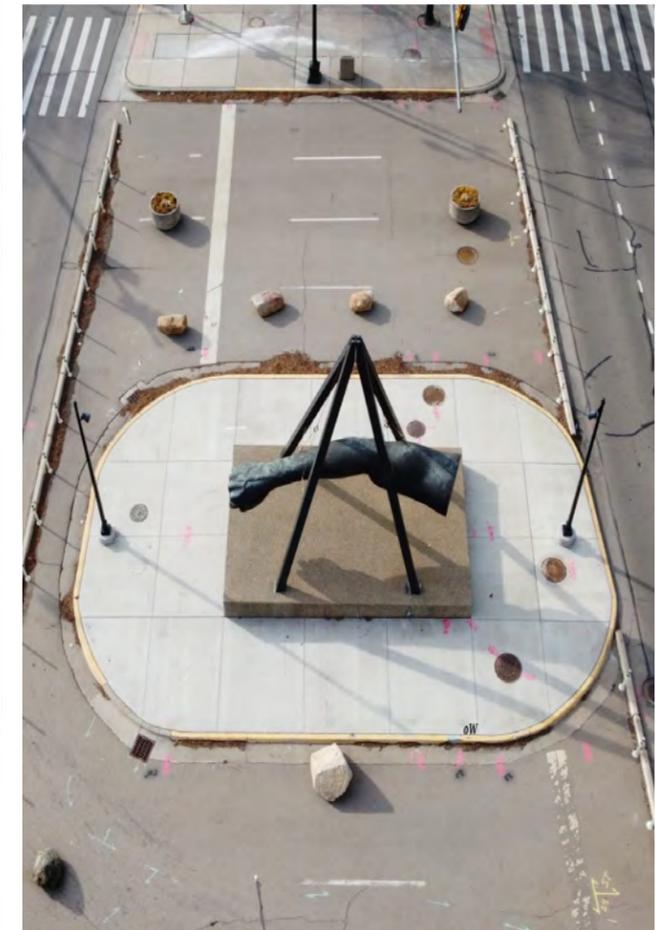
ITEM	DESCRIPTION
Access	The median on which the monument is situated is difficult to access given the busy vehicular traffic on Jefferson Ave. and its proximity to the downtown off-ramp of John C. Lodge Freeway.
Pedestrian Amenities	Public meeting participants suggested adding greenery and benches to the site to make the area more enjoyable for visitors.
Iconic Sculpture	Public meeting participants agreed they do not want the sculpture removed. Although this area does not host event activity, it is a popular destination for residents and visitors seeking to capture photographs at one of Detroit’s most popular civic symbols.



The Monument to Joe Louis at Jefferson Ave. and Woodward Ave., looking north



Street conditions prior to 2017 when the median was open to vehicular traffic



Current street conditions along Jefferson Avenue and within the closed median include concrete curbs, temporary bollards, planters, and boulders



Title and inscription on the back of the arm



Temporary street closure measures around the monument

REFERENCE

The **Comprehensive Condition Assessment** provides a detail evaluation for the structural, civil, electrical, and mechanical components of the parks and plazas. See **Appendix A** for the full report.

COMMUNITY ENGAGEMENT HART PLAZA

As part of the planning process for the Hart Plaza, the City of Detroit and the planning team hosted a series of public engagement events that allowed residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future.

The following list summarizes key takeaways identified during the community engagements

What do you love about this place?

- The fountain (but turn the fountain back on!)
- The view
- The location
- Quality/types of festivals and events

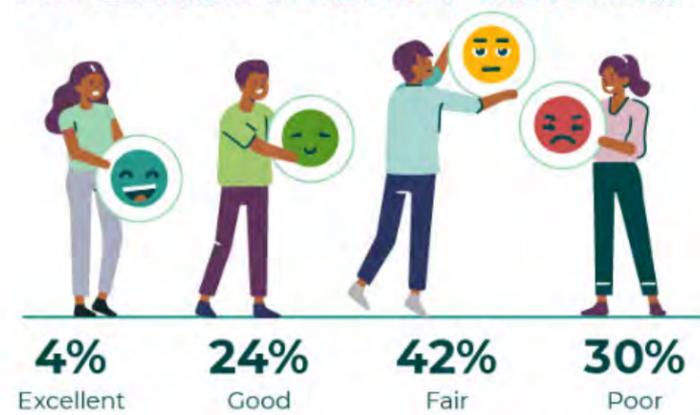
What could be better?

- Better maintenance and addition / improvement of green spaces.
- Position the monuments in a “more intentional” way.
- Love the festivals, but activate/beautify for everyday use.
- Better bathroom facilities.

Accessing the site:

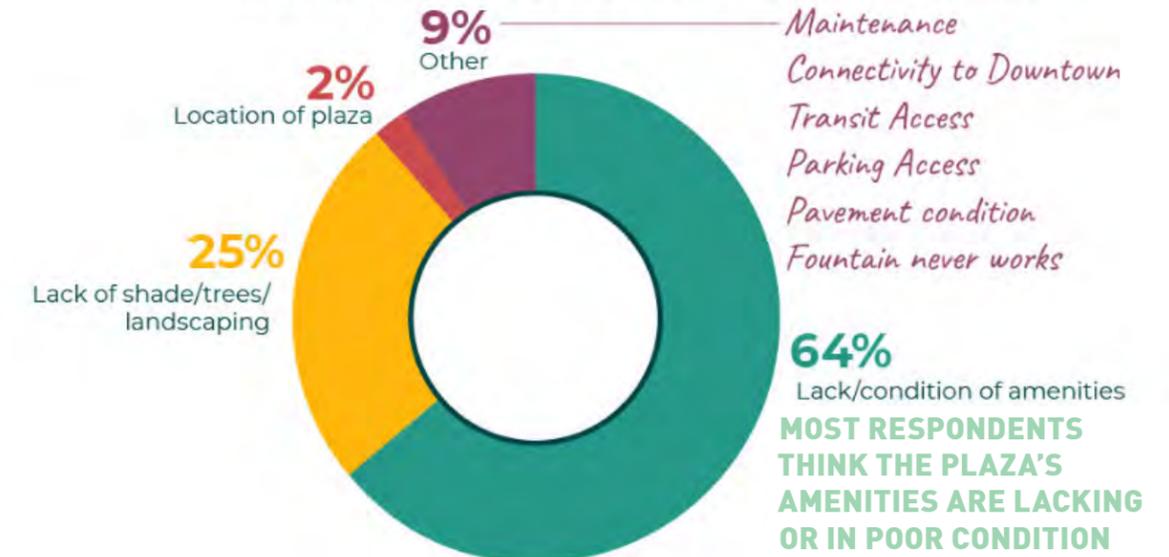
- Safer access from Spirit Plaza.
- Boaters listen from the water but have no docking access.
- More parking is needed for people working the events.

WHAT IS YOUR GENERAL OPINION OF THE PLAZA?



IT SHOULDN'T BE VACANT SPACE WHEN THERE ARE NO FESTIVALS. IT SHOULD BE AVAILABLE FOR COMMUNITY AND FAMILY ACTIVITIES ALL YEAR.

WHAT DO YOU FEEL IS THE BIGGEST CHALLENGE?

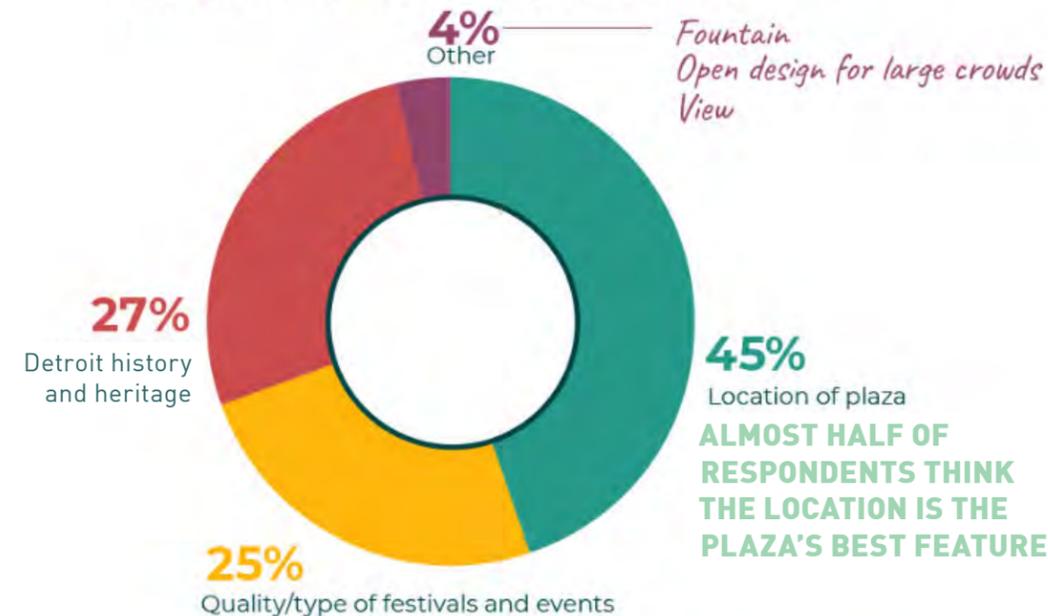


IF YOU HAVE NOT VISITED HART PLAZA, WHY NOT?



ALL OF THE ABOVE LOOKS RUN DOWN. NEEDS NEW CONSTRUCTIONS.

WHAT IS YOUR FAVORITE FEATURE OF THE PLAZA?



IT'S BEEN A BARREN MOONSCAPE WITH A MASSIVE NON-WORKING FOUNTAIN SINCE IT WAS CREATED... MOST OF THE PAVERS ARE BROKEN. THE LACK OF SHADE TREES AND LANDSCAPING MAKES IT VERY UNATTRACTIVE.

REFERENCE

Participants at community meetings and in surveys provided feedback and about the plaza, parks and event facilities. See **Appendix B** for a summary of each **Community Engagement**.

COMMUNITY ENGAGEMENT

SPIRIT PLAZA AND MONUMENT TO JOE LOUIS

As part of the planning process for the Spirit Plaza and Monument to Joe Louis, the City of Detroit and the planning team hosted a series of public engagement events that allowed residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future.

The following list summarizes key takeaways identified during the community engagements

SPIRIT PLAZA

What do you love about this place?

- The Spirit of Detroit Statue
- The central location

What could be better?

- Still feels like a temporary space.
- Respondents would like to see more consistent programming and family-friendly infrastructure.
- Lack of greening.
- Appreciation for the food trucks and local vendors, but sometimes that leads to a perception that you needed to buy something to use the plaza.

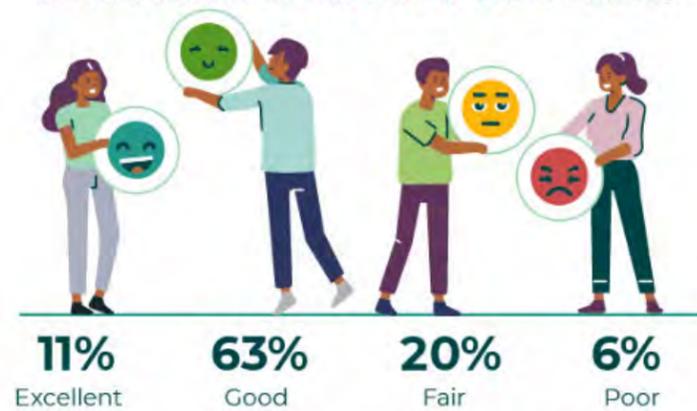
Accessing the site: via car, walking, biking, QLine.

- Most walk or bike there, drivers park in underground garage.
- Many survey comments wondered if returning access to Woodward could be considered.

MONUMENT TO JOE LOUIS:

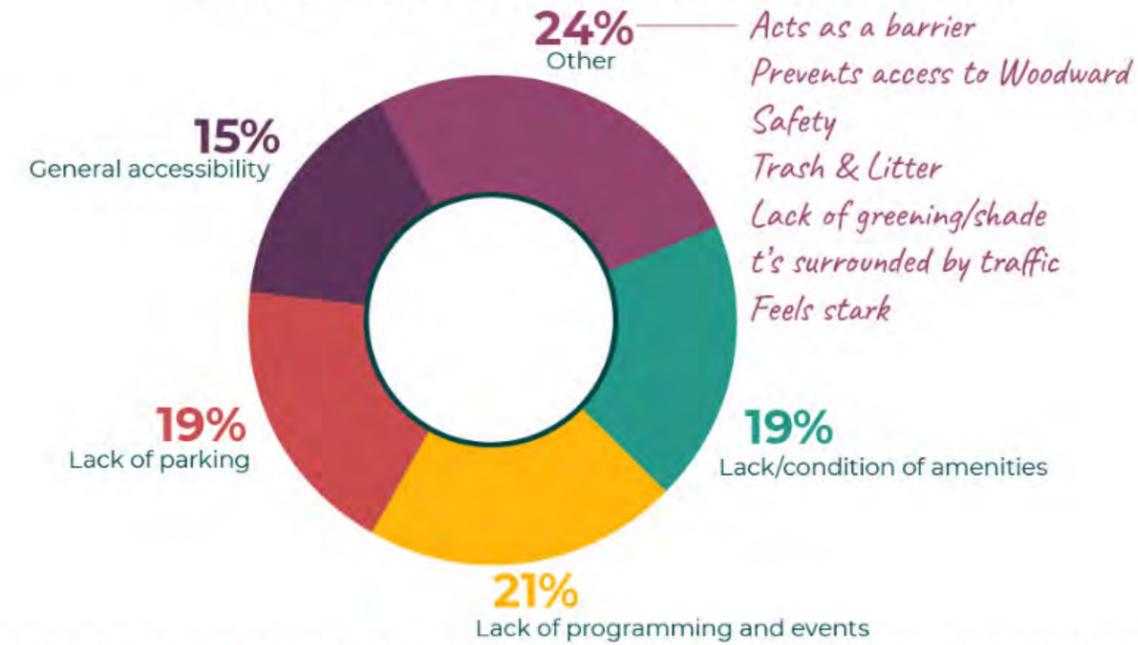
- Mostly did not want the sculpture moved.
- Strongly recommended access improvements across Jefferson.
- Wanted better maintenance of the area, added greenery and benches.

WHAT IS YOUR GENERAL OPINION OF THE PLAZA?



LOOKS TEMPORARY. IF IT KEEPS BEING USED, RIP UP THE PAVEMENT AND MAKE IT A TRUE PARK. IF IT NOT USED ENOUGH, REMOVE IT. I MISS BEING ABLE TO TAKE WOODWARD ALL THE WAY TO JEFFERSON.

WHAT DO YOU FEEL IS THE BIGGEST CHALLENGE?

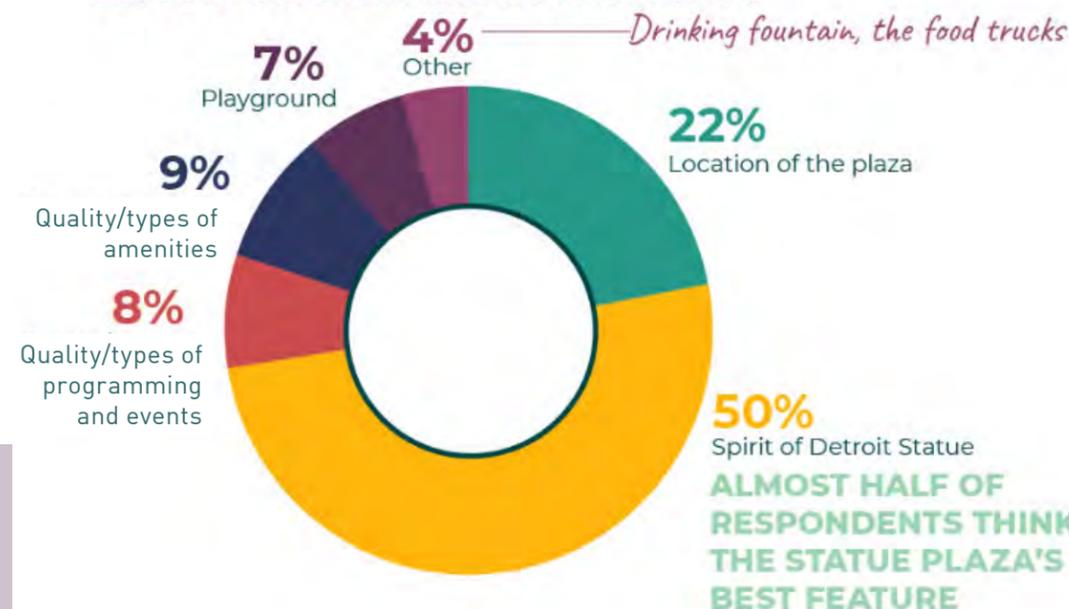


HOW WOULD YOU FEEL ABOUT RELOCATION THE JOE LOUIS FIST?



58% OF RESPONDENTS ARE NEUTRAL OR DISLIKE THE IDEA OF RELOCATING THE MONUMENT

WHAT IS YOUR FAVORITE FEATURE OF THE PLAZA?



IT'S A GREAT START! BUT IT NEEDS TO BE BETTER CONNECTED TO HART PLAZA. SHOULD SERVE AS A GATEWAY TO THE PLAZA. ALSO NEEDS TO BE PEDESTRIANIZED MORE.

REFERENCE

Participants at community meetings and in surveys provided feedback and about the plaza, parks and event facilities. See **Appendix B** for a summary of each **Community Engagement**.

GOALS & OBJECTIVES

HART PLAZA

The following goals and objectives for Hart Plaza were identified and refined by stakeholder groups and the design team:

GOAL #1 ENHANCE PUBLIC ACCESSIBILITY

BE THE CIVIC HEART OF THE CITY
Welcoming, easy-to-navigate, and accessible public spaces.



GOAL #2 REINVIGORATE THE PLAZA

SERVE AS A GREAT RIVERFRONT PUBLIC SPACE IN DOWNTOWN DETROIT
Improve infrastructure, programming, and accessibility.



GOAL #3 PRESERVE AND MAINTAIN HISTORY

CELEBRATE DETROIT'S CULTURAL AND HISTORICAL RELEVANCE
Preserve and steward the cultural monuments that memorialize Detroit's history



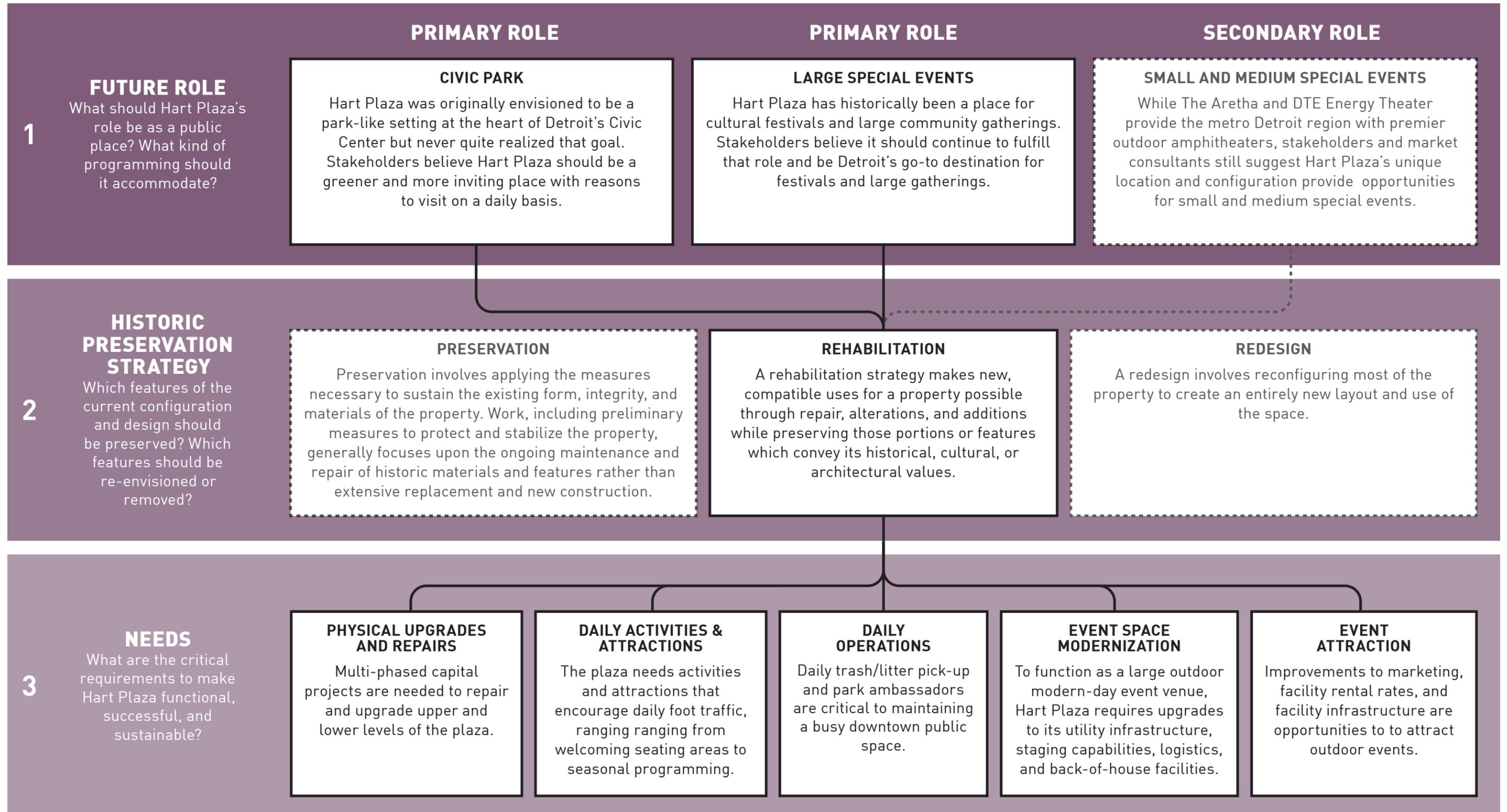
GOAL #4 IMPROVE EVENT MANAGEMENT AND OPERATIONS

BE HOME TO FLAGSHIP MUSIC AND OUTDOOR EVENTS FOR THE REGION
Visitor enjoyment, production staff efficiencies, and increased event attraction opportunities.



VISIONING GUIDING PRINCIPLES

HART PLAZA



DESIGN APPROACH

CIVIC CENTER

Throughout the planning process, the planning team and community feedback exchanged ideas and recommendations for the Civic Center's future. The following list summarizes key opportunities for improvement that came up repeatedly in discussions and were generally agreed upon by all stakeholders.

HART PLAZA

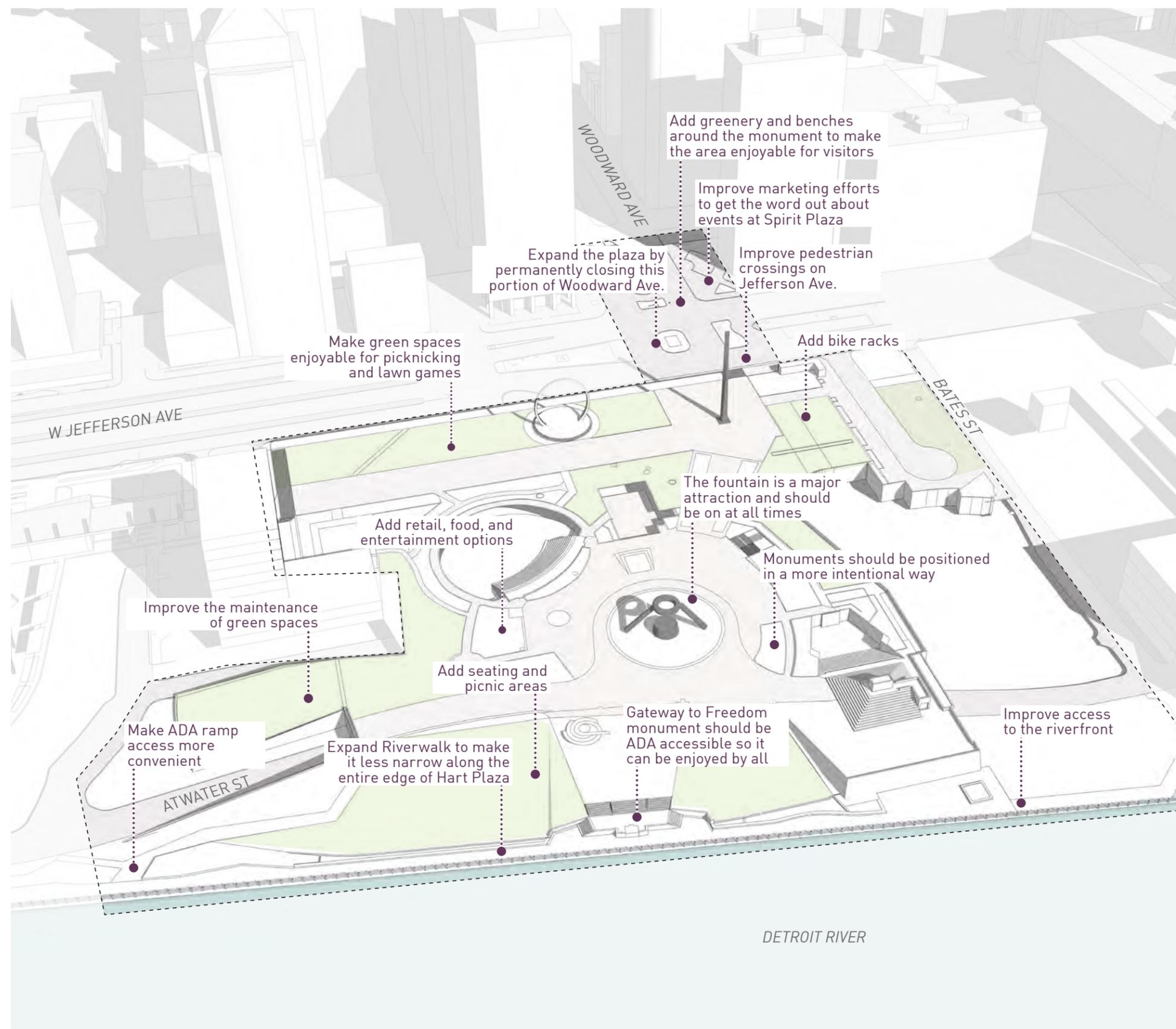
- **Make physical upgrades and repairs** to the plaza's upper and lower levels to ensure safety and functionality.
- **Provide places to sit and attractions** that lead to daily use.
- **Be an attractive event venue** by modernizing technology infrastructure, staging and loading, green rooms, and events operations and management.
- **Preserve elements of Hart Plaza that are essential to Noguchi's original design** by restoring many of the historic and well-utilized features of the plaza (such as the amphitheater, pyramid stage, and Dodge Fountain).
- **Improve main entrances** from Jefferson Ave. and the Riverwalk.
- **Increase green spaces** that invite picnicking, playing, and relaxing.
- **Provide public amenities** such as restrooms and concessions.
- **Generate more revenue** by making improvements to marketing and sales efforts, facility rental rates, and facility infrastructure.

SPIRIT PLAZA

- **Monitor and adjust programming** based on user interests.
- **Improve the design** and connect Spirit Plaza to Hart Plaza through an improved pedestrian crossing experience.

MONUMENT TO JOE LOUIS

- **Formalize the temporary Joe Louis median plaza** to expand space for pedestrians to enjoy the monument.
- **Introduce landscaping and seating** around the monument.
- **Install special paving** in the Jefferson Ave. right-of-way that physically and visually connects the site to Hart Plaza and Spirit Plaza.



OPPORTUNITIES FOR IMPROVEMENT

VISION CIVIC CENTER

The diagram illustrates a proposed program and key circulation routes for Civic Center. The conceptual vision provides a future framework for planning, design, and implementation.

PROGRAM

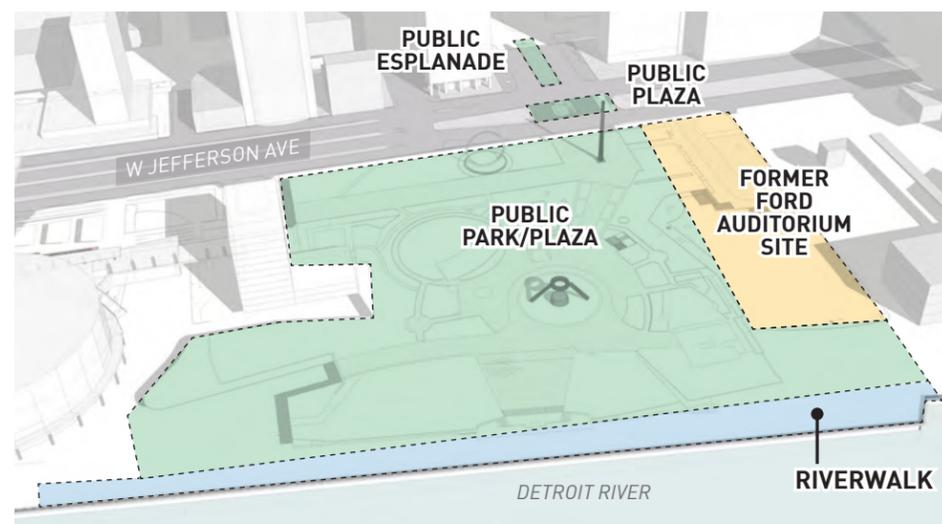
-  PASSIVE LANDSCAPE
-  ACTIVE LANDSCAPE (RIVERWALK)
-  WATER-BASED ACTIVITIES
-  PLAZA SPACE
-  COMFORT STATION/CONCESSIONS

CIRCULATION

-  SUB-GRADE PUBLIC ACCESS
-  VEHICULAR/MULTI-MODAL STREETS
-  MAIN ENTRANCES

REFERENCE

For detailed site diagrams that informed the urban design approach - see **Appendix C for Site Analysis Diagrams** for full information.



ACCESS ZONES



PROPOSED PROGRAM DISTRIBUTION & CIRCULATION

RECOMMENDATIONS

RIVERFRONT CONDITIONS

The Detroit Riverwalk and the Gateway to Freedom monument are two of Hart Plaza's most popular and yet hard-to-access assets. The two options illustrate alternatives to improve access.

In both options, a new, large stairway provides a more direct connection between the plaza and riverfront, offering views, places to sit, and signifying a grand entrance from the riverfront to the plaza and towards downtown. The area around the Gateway to Freedom monument aims to be accessible to all and to allow visitors the opportunity to observe and interact with the monument. Currently the monument is not ADA accessible and cannot be fully appreciated it.

OPTION 1: WIDE FLANKING STAIRS

Advantages of this option include:

- New ADA access to middle landing is provided closer to the river.
- The monument remains in its original location.
- Two stair zones created for enjoyment of the river.

Disadvantages of this option may include:

- Some rework to the monument, such as plaques and granite podium, may be needed to accommodate the reconfigured stair.
- Existing pinch point at the Riverwalk remains, causing pedestrian conflict between Riverwalk users and patrons observing the monument.
- The bifurcated stair, pinched Riverwalk, and obstructed views from the riverwalk toward the plaza make it a less compelling gateway to Hart Plaza.

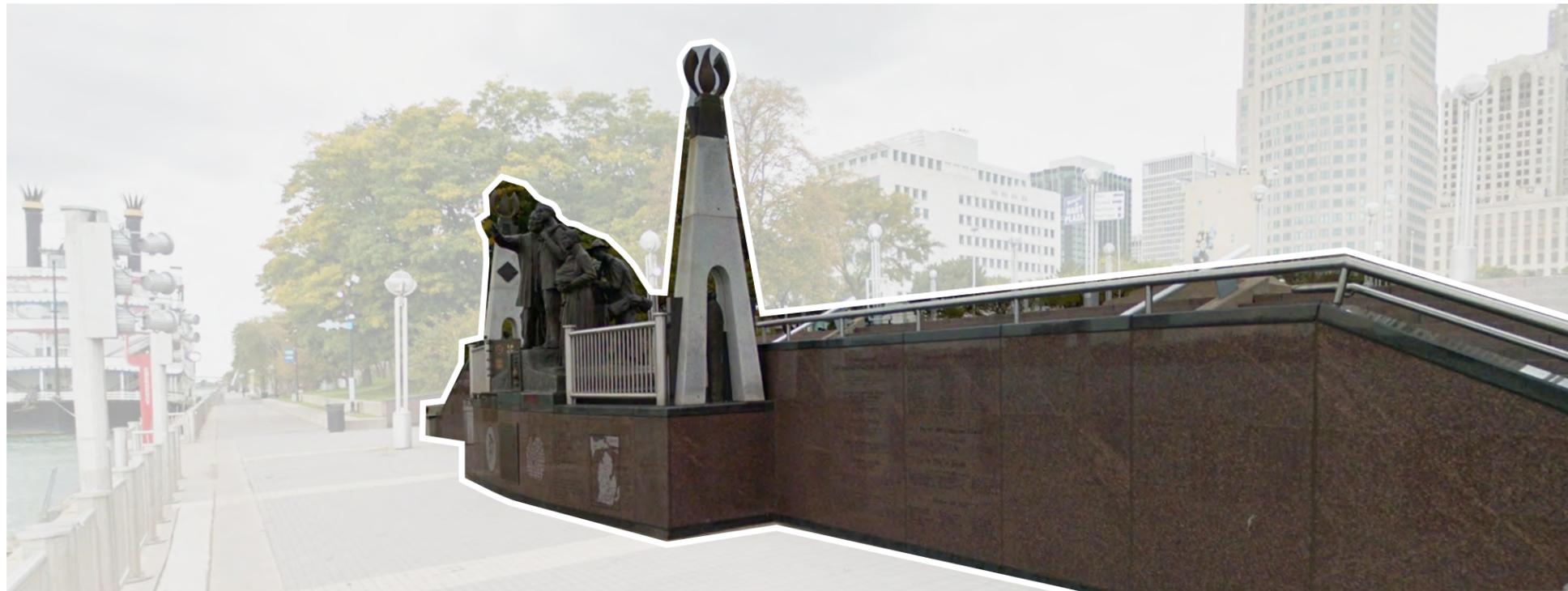
OPTION 2: GRAND STAIR

Advantages of this option include:

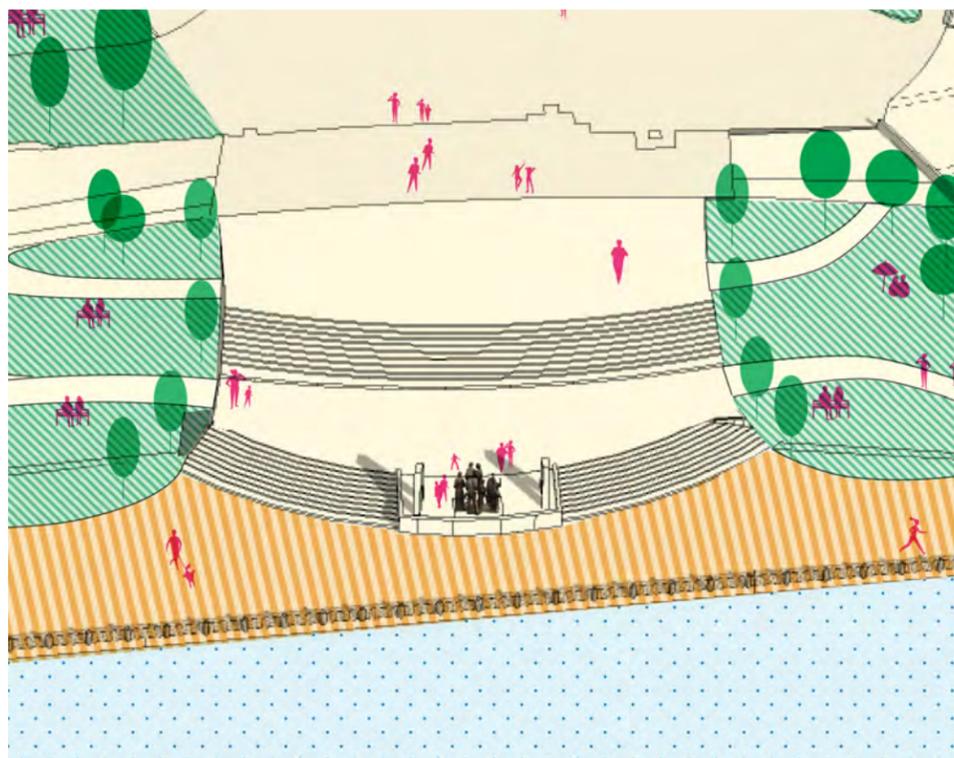
- An expanded Riverwalk relieves the current pinch point and allows for a wider Riverwalk; provides more space for gathering, events, and general use; and offers more direct views and access between the plaza and the riverfront.
- The higher elevation of the monument gives it prominence.
- The monument is more accessible from the plaza and has more space around it to gather and contemplate.

Disadvantages of this option may include:

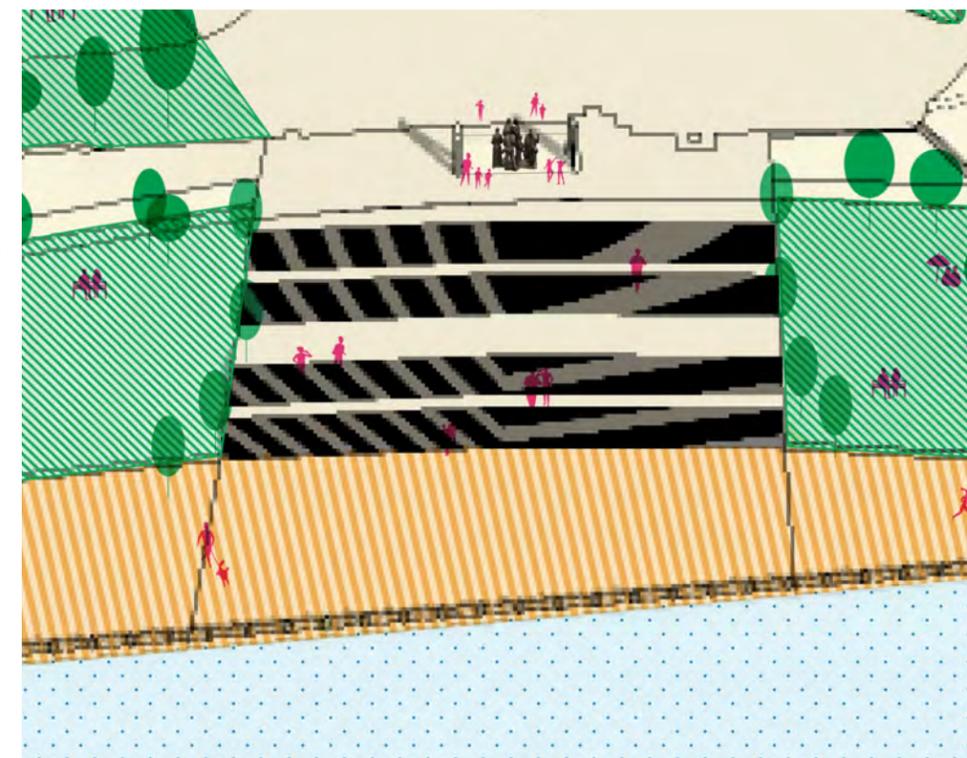
- The monument would shift from original location.
- Some rework to the monument, such as plaques and granite podium, would be needed as part of the monument shifting.



EXISTING RIVERWALK AND THE GATEWAY TO FREEDOM MONUMENT



OPTION 1: WIDE FLANKING STAIRS



OPTION 2: GRAND STAIR

RECOMMENDATIONS

WOODWARD CROSSINGS

Woodward Avenue is as iconic in Detroit as many of its monuments. The avenue, which runs 27 miles from Detroit to Pontiac, ends at Larned St. for vehicular circulation, becomes a pedestrian space at Spirit Plaza and connects the Joe Louis Fist and Hart Plaza, crossing Jefferson Ave. The spaces created as a result of each condition are unique and require thoughtful design solutions.

1. Focus on pedestrian safety on Jefferson Ave.

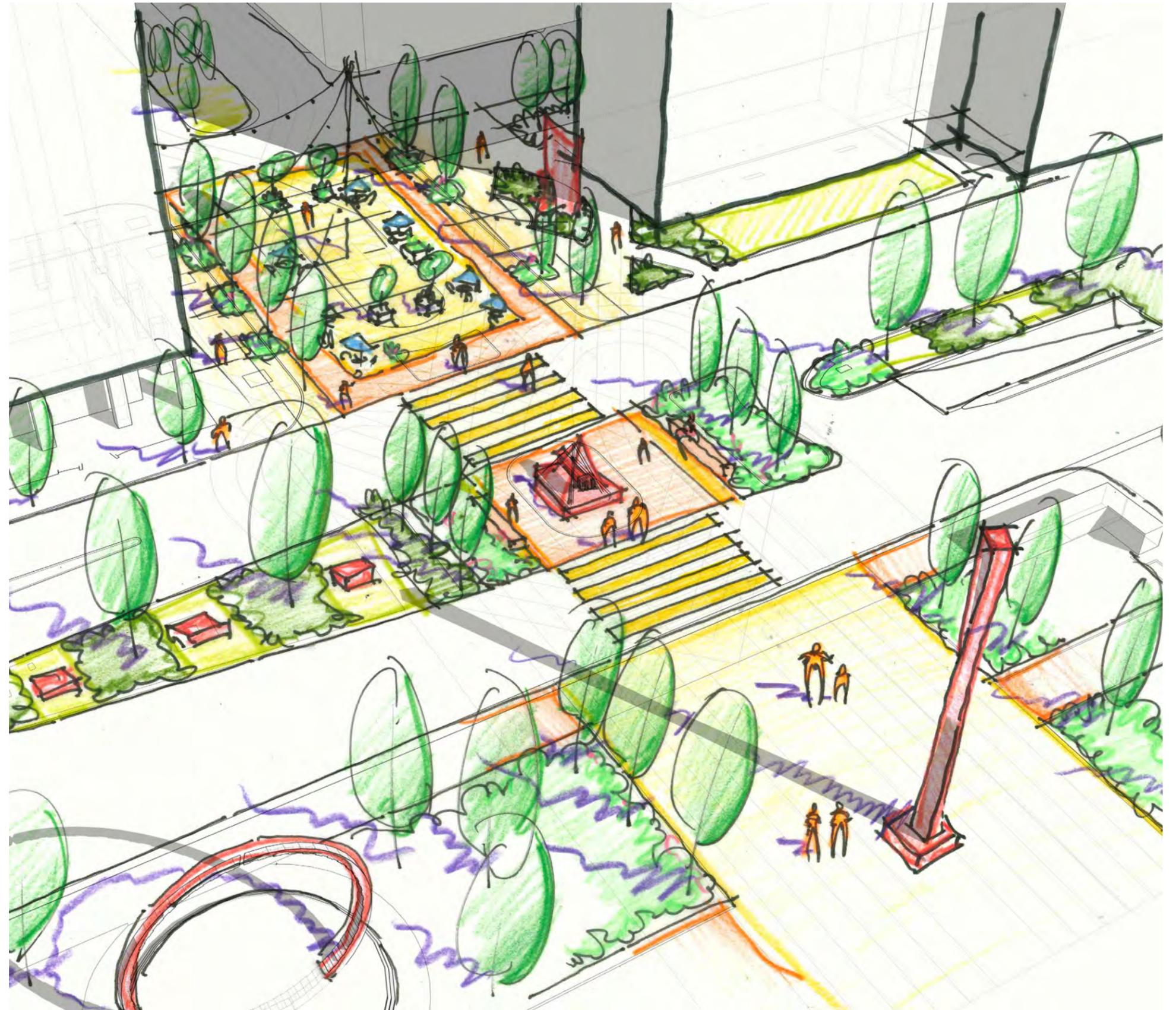
Improve the connectivity of these important civic center assets by improving the safety and comfort of the pedestrian crossing across Jefferson Ave. Design an improved pedestrian median / refuge at the Joe Louis Fist and create a safer connection for pedestrians to cross Jefferson Avenue to connect to Hart Plaza and the Riverwalk.

2. Consider the broader connection to downtown public spaces

Design each space to complement and support each other. Resolve the Woodward Avenue terminus for all users with a priority on safety and retaining historic view sheds to Hart Plaza.

3. Connect pedestrians to Hart Plaza and focus circulation towards the river and downtown

Jefferson Crossing at Woodward is one of the major entry points for downtown visitors to the riverfront. Likewise, river walk visitors will make their way to the broader downtown at this crossing. Thoughtfully select paving materials and use landscaping to direct circulation.



CONCEPTUAL IDEAS FOR CONNECTING THE THREE CIVIC CENTER ASSETS AT JEFFERSON AVENUE

RECOMMENDATIONS

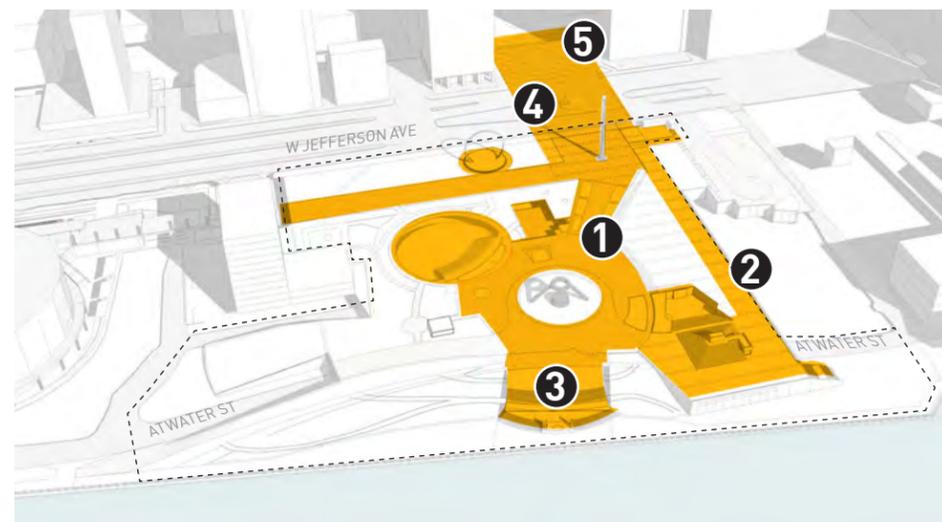
HARDSCAPE

Hardscapes in the Civic Center are paved areas recommended to serve various purposes including daily foot traffic and vehicle circulation (loading/unloading), which is especially important for large events. Hardscapes comprise the pathways, promenades, and stairways getting people to and from different destinations within the plaza while being destinations in and of themselves. These zones also serve as observation areas around several large monuments and provide the stages and seating for the park's amphitheaters.

Hardscape materials throughout the plaza — stone, pavers, concrete, gravel, wood — should be chosen carefully to accommodate the intensity of traffic/wear-and-tear of an area, maintenance requirements, and materials should all work together to complement the plaza's overall style. If possible and where appropriate, permeable materials should be chosen to help with stormwater drainage.

The images at right illustrate the following hardscape environments:

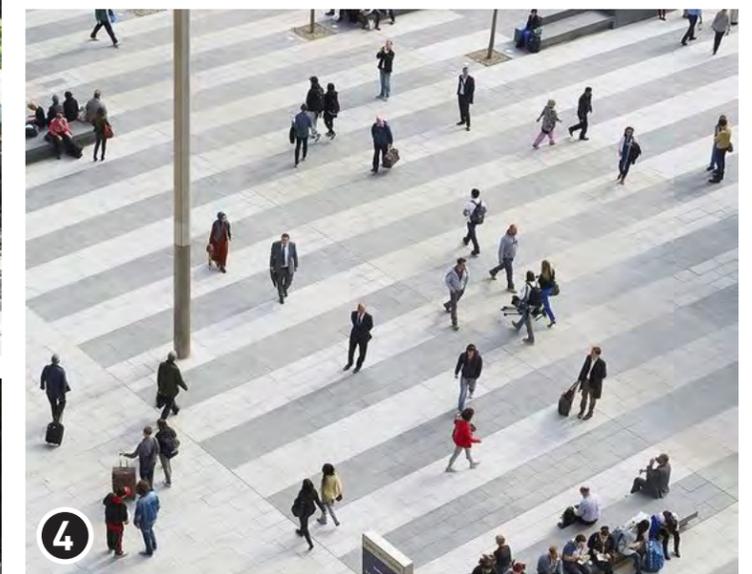
1. Main plaza at Hart Plaza
2. Woodward Promenade at Hart Plaza
3. Grand Stair at Hart Plaza
4. Joe Louis Plaza
5. Spirit of Detroit Plaza



PLAZA ZONES



PRECEDENT IMAGERY



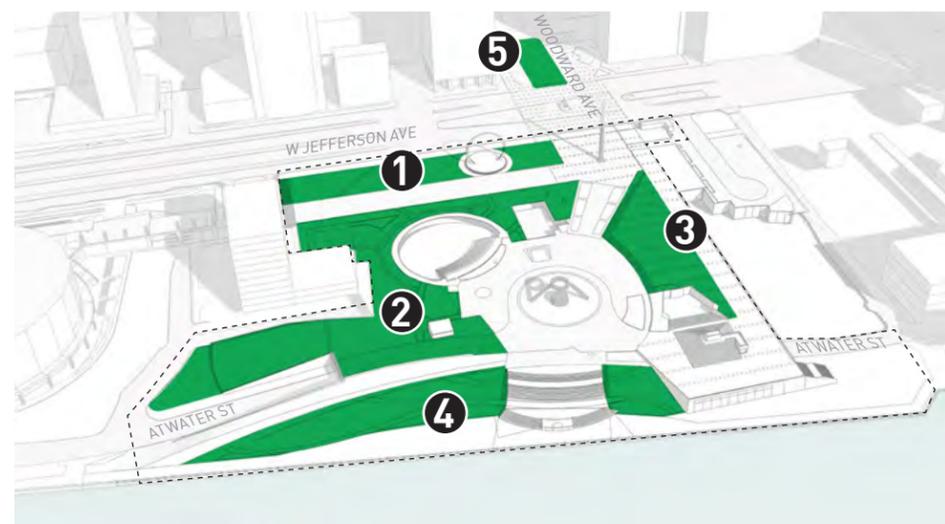
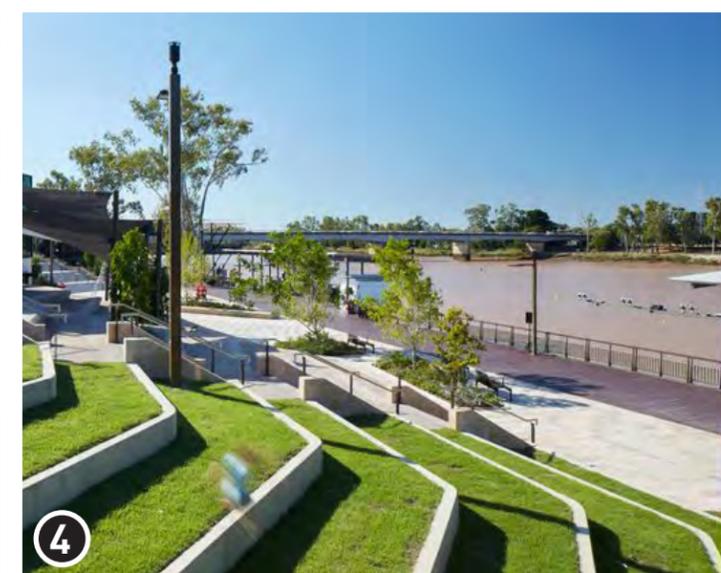
RECOMMENDATIONS

PASSIVE LANDSCAPE

Passive landscapes in the Civic Center area are envisioned to be green places of grassy lawns, gardens, plantings and shade trees, walking paths, nature and habitat, and seating and picnic areas with views of the river.

The images illustrate the following green landscape environments:

1. Picnic lawn
2. Sculpture gardens where visitors can walk along meandering paths dotted with many of the site's monuments and markers
3. Gathering grove with shade trees
4. River terrace
5. Woodward Esplanade extension



PASSIVE LANDSCAPE ZONES



PRECEDENT IMAGERY



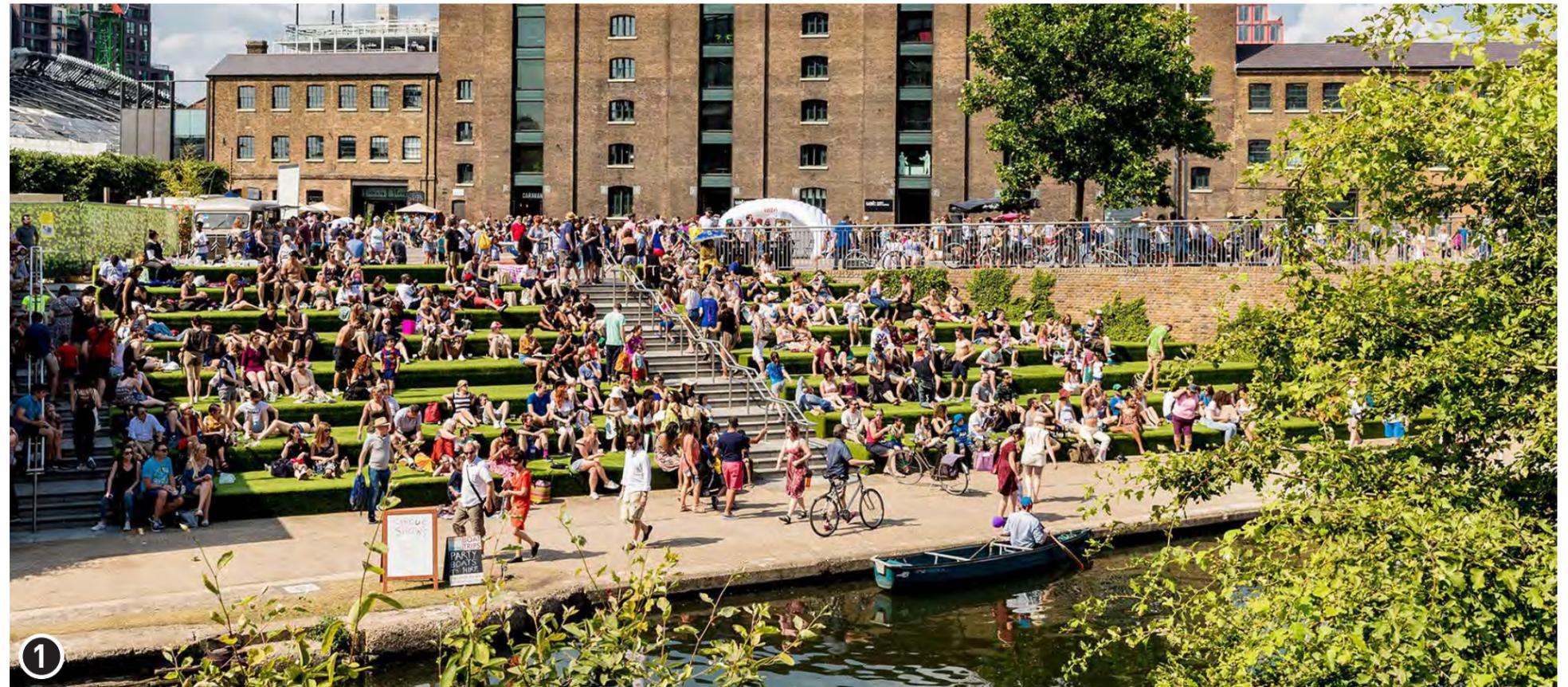
RECOMMENDATIONS

ACTIVE LANDSCAPE

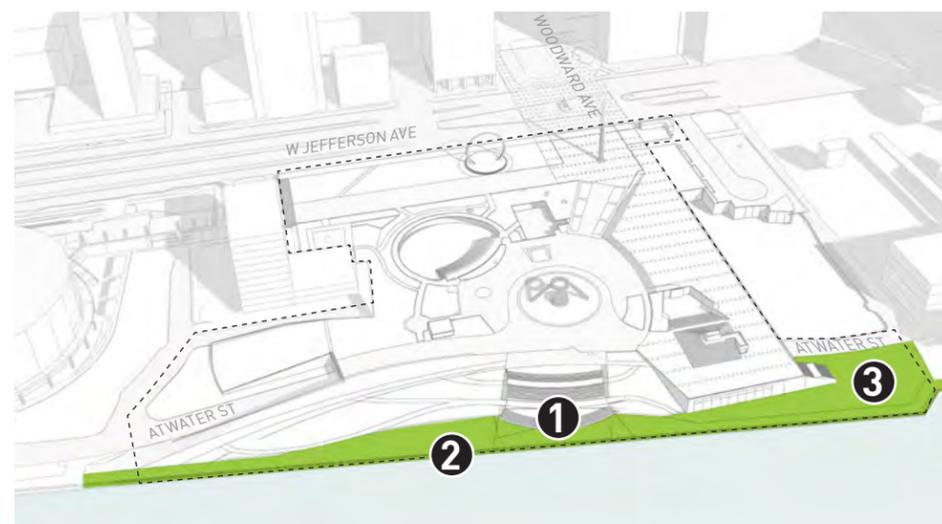
An active landscape at the riverfront edge of Hart Plaza is essential and would add vitality to this portion of the Detroit Riverwalk. Providing wide pathways for walking, jogging and bicycling should be maintained and enhanced. An active stair and terracing will serve as the front entrance to Hart Plaza / Downtown from the riverfront.

The images illustrate the following active landscape environments:

1. Riverwalk where it meets the proposed Grand Stair entrance to the plaza
2. Expanded Riverwalk to allow seating alongside the greenway
3. Riverwalk where it meets the proposed Promenade Stair entrance to the plaza



1



ACTIVE LANDSCAPE ZONES



2

PRECEDENT IMAGERY



3

RECOMMENDATIONS

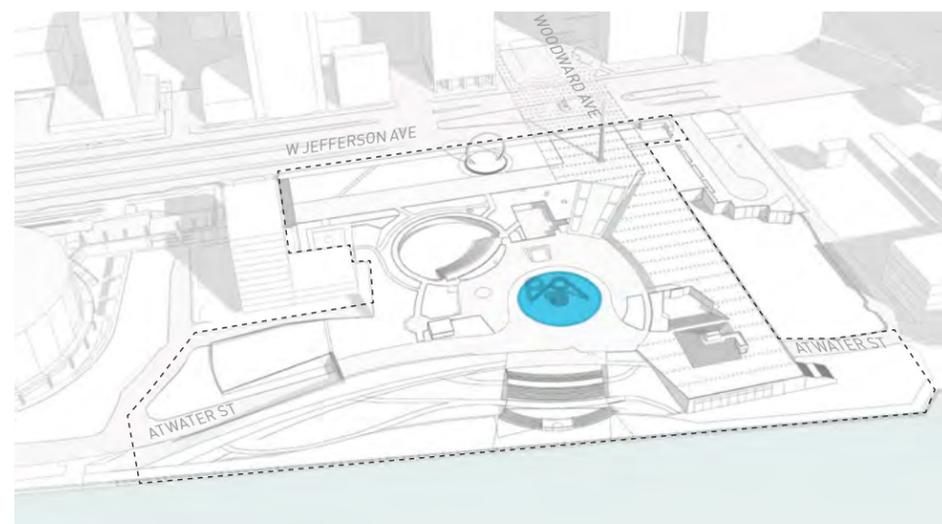
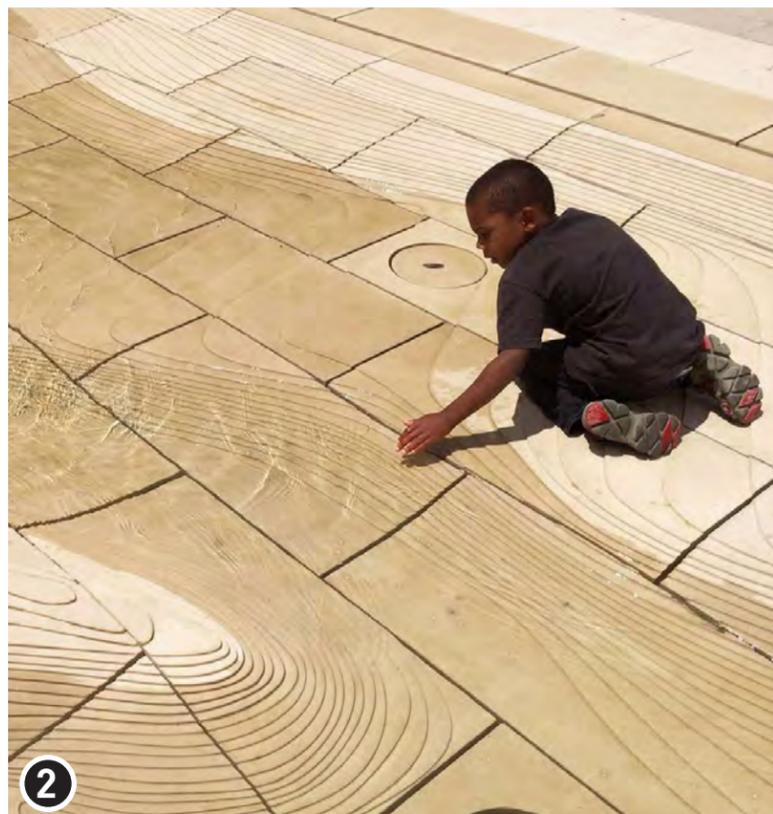
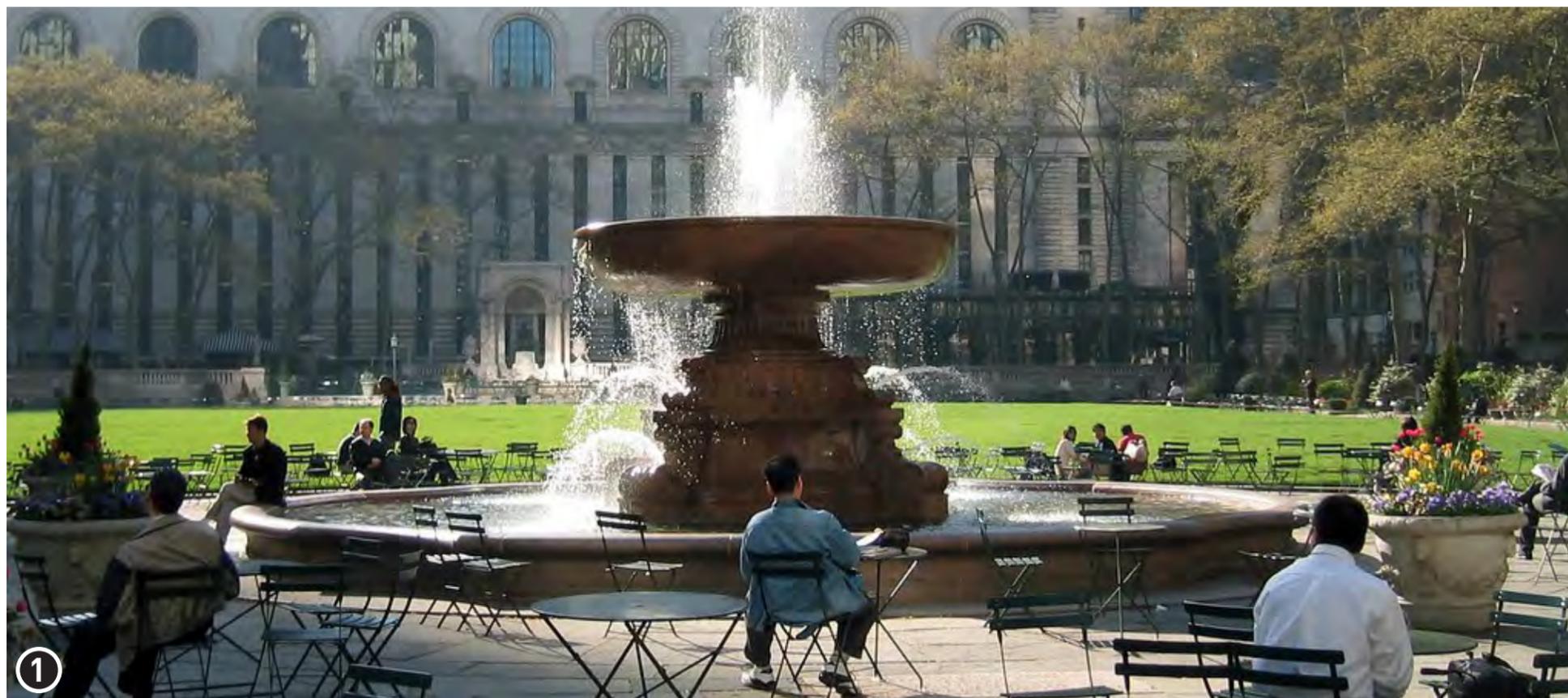
WATER-BASED ACTIVITY

Water-based activities in the Civic Center are envisioned to take place around the Dodge Fountain, the centerpiece of Hart Plaza. The fountain attracts people, offers a playscape, creates a place to gather around, provides a natural element within a dense urban landscape, and can have a calming effect.

The Noguchi-designed Dodge Fountain is capable of creating different water configurations through its 300 jets and lights and is frequently cited as Hart Plaza's most popular feature.

The images at right illustrate the following water-based activity environments:

1. Tables and chairs positioned around the fountain
2. Playing at the base of the fountain
3. Water jets and lights



WATER-BASED ACTIVITY ZONES

PRECEDENT IMAGERY

RECOMMENDATIONS

BUILDINGS & STRUCTURES

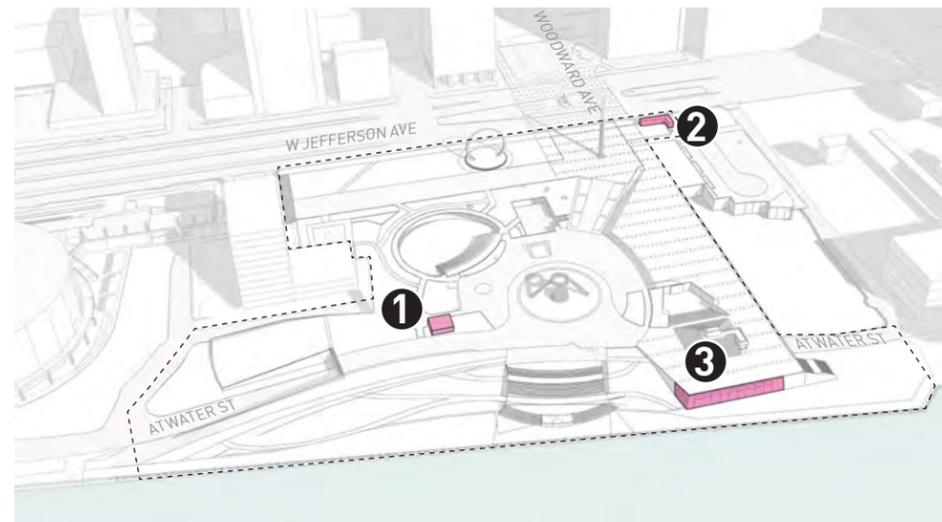
Buildings and structures at Hart Plaza are needed to support event goers, park users, and venue and event management with restrooms, shade and shelter, recreational amenities, and back-of-house facilities.

This plan envisions upgrades to existing buildings including the pedestrian access to sub-grade parking and the area below the plaza level adjacent to the riverwalk.

A potential new structure might include a Comfort Station set within the park that provides restrooms, concessions, and/or visitor information.

The images at right illustrate the following buildings and structures:

1. Comfort Station
2. Renovated access building at Jefferson Ave. entrance
3. Renovated sub-plaza level adjacent to Riverwalk



BUILDING & STRUCTURES



PRECEDENT IMAGERY



RECOMMENDATIONS

EVENT LOADING, PARKING AND STAGING

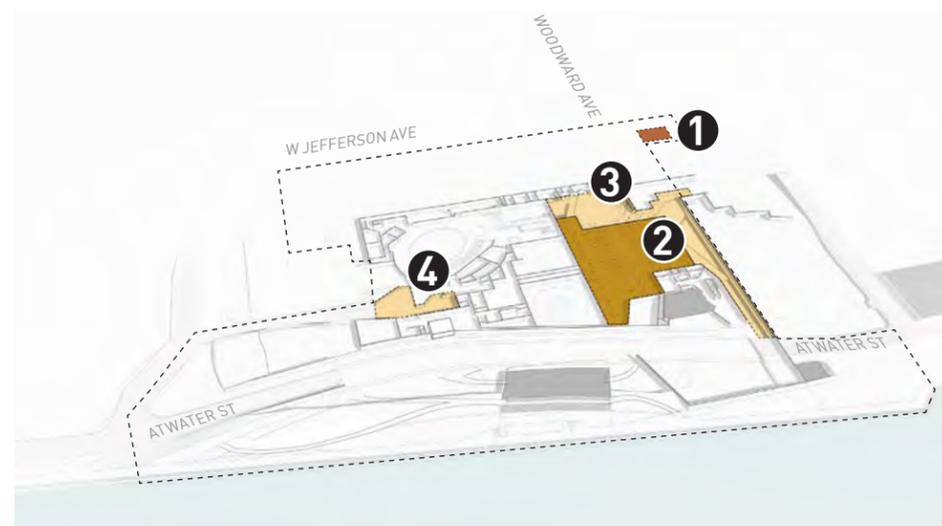
The existing below-grade area under Hart Plaza currently provides circulation and staging for trucks and other service vehicles as well as storage, utilities, a food court, offices, restrooms, and green rooms. Today, many of these areas are underutilized, not in use, or in need of significant renovation which provides the opportunity to reimagine how the sub-grade space can better serve current needs for the Civic Center.

This plan envisions reorganizing and renovating the sub-grade structure to better facilitate circulation and staging for trucks and other service vehicles catering to events. It also provides a new parking area which could be used for event vehicles, staff and volunteer parking, and other authorized vehicles as needed.

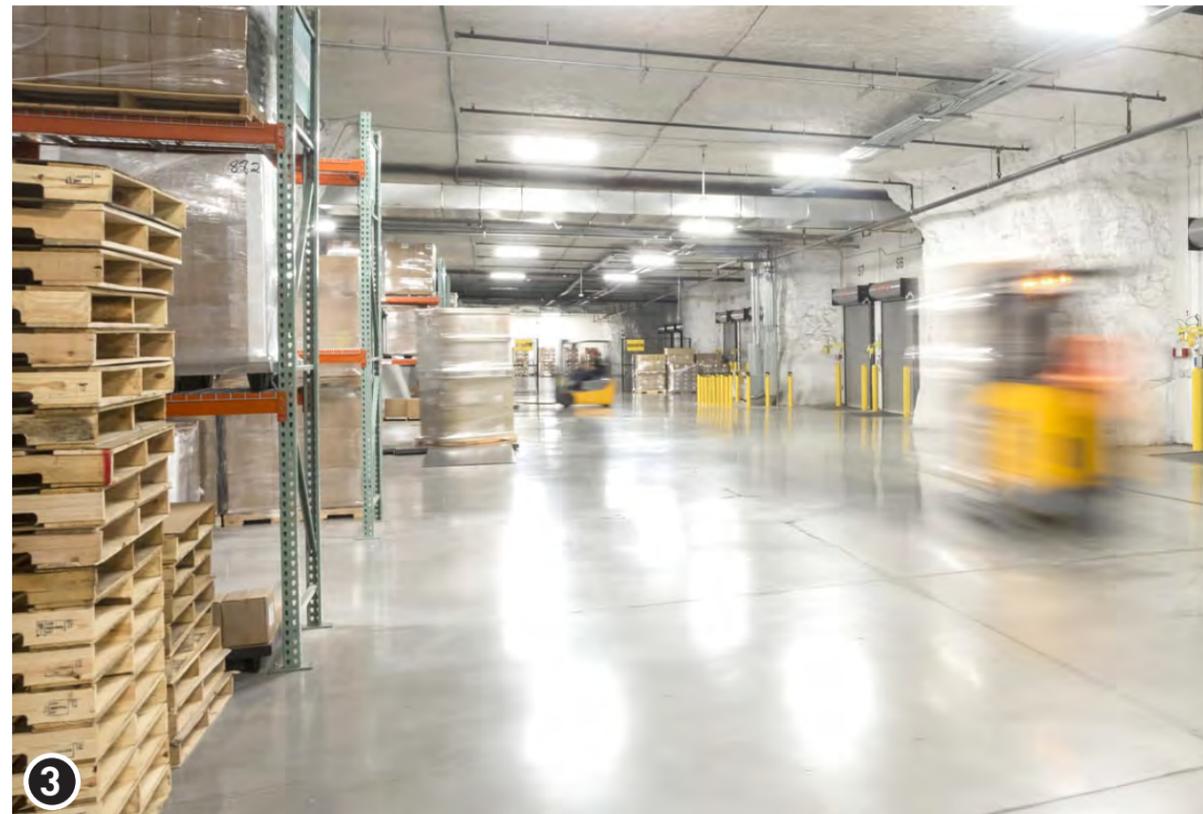
Additionally, this plan envisions a bicycle center at the main entrance to Hart Plaza on Jefferson Avenue where visitors to the Civic Center can park and repair their bikes and/or rent bikes.

The images at right illustrate the following parking, staging, and circulation environments:

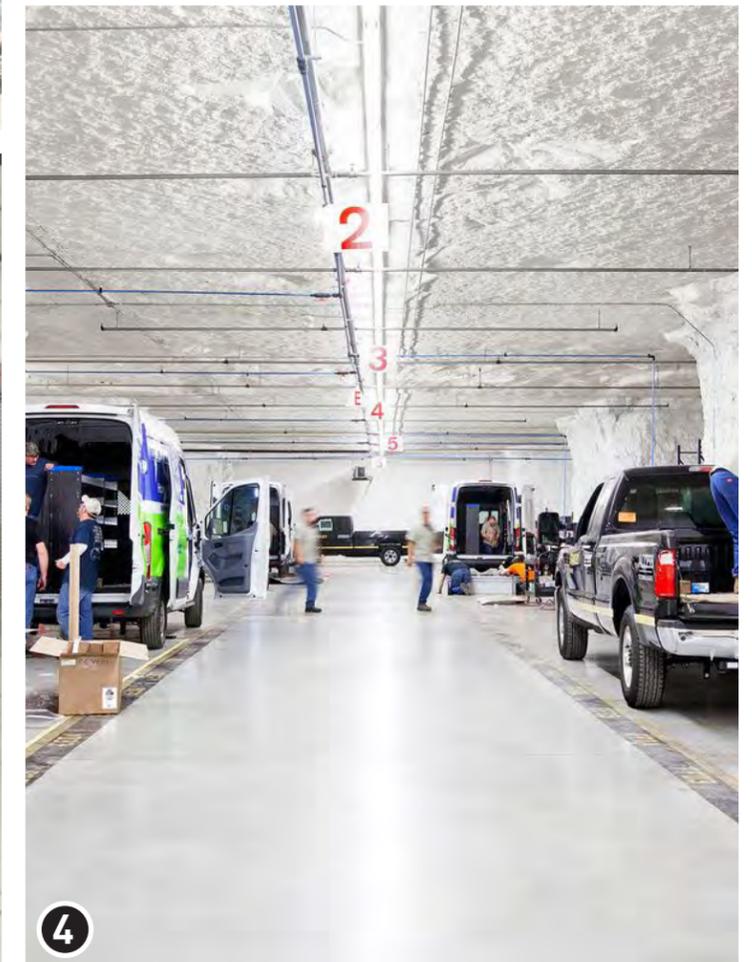
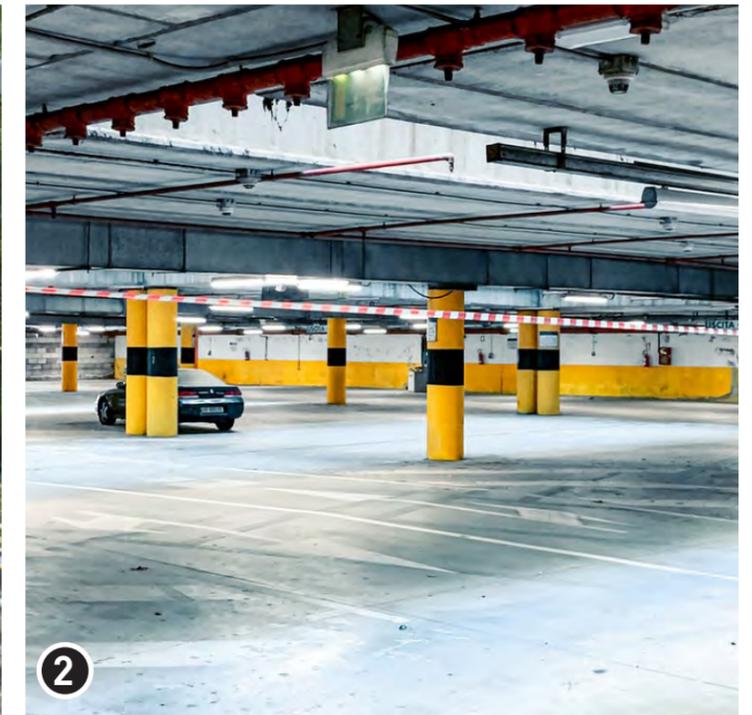
1. Street-level bicycle parking/rental
2. Sub-grade parking
3. Sub-grade service vehicle staging
4. Sub-grade service vehicle loading



PARKING & STAGING ZONES (SUB-GRADE AREA)



PRECEDENT IMAGERY



RECOMMENDATIONS

OUTDOOR EVENT OPPORTUNITIES

Because events vary from one another in many ways (e.g. duration of event, attendance size, utility needs, sponsorships, etc.), the current and future needs of promoters and producers at Hart Plaza also vary; however, there are some fundamental event-related features that are needed and/or desired by all parties to successfully operate an event in keeping with today's entertainment standards.

Currently, the City of Detroit - General Services Department is the lead department overseeing the operations and management of Hart Plaza. All major events are produced by independent event producers that pay a fee to use the space.

As physical improvements take place at Hart Plaza, so should improvements to the maintenance, management, and operations. A key recommendation is to make available separate spaces for activation. This will make Hart Plaza more attractive to events of various sizes. To accomplish this, a robust management and maintenance program must be in place, ideally one in which there is a dedicated team whose entire responsibility is to maintain and operate Hart Plaza. Thoughtful coordination will need to take place to fence off event areas.

The proposed event spaces are as follows:

PRIMARY STAGE AREAS

- Main Stage / Main Amphitheater
- Pyramid Amphitheater

SECONDARY STAGE AREAS

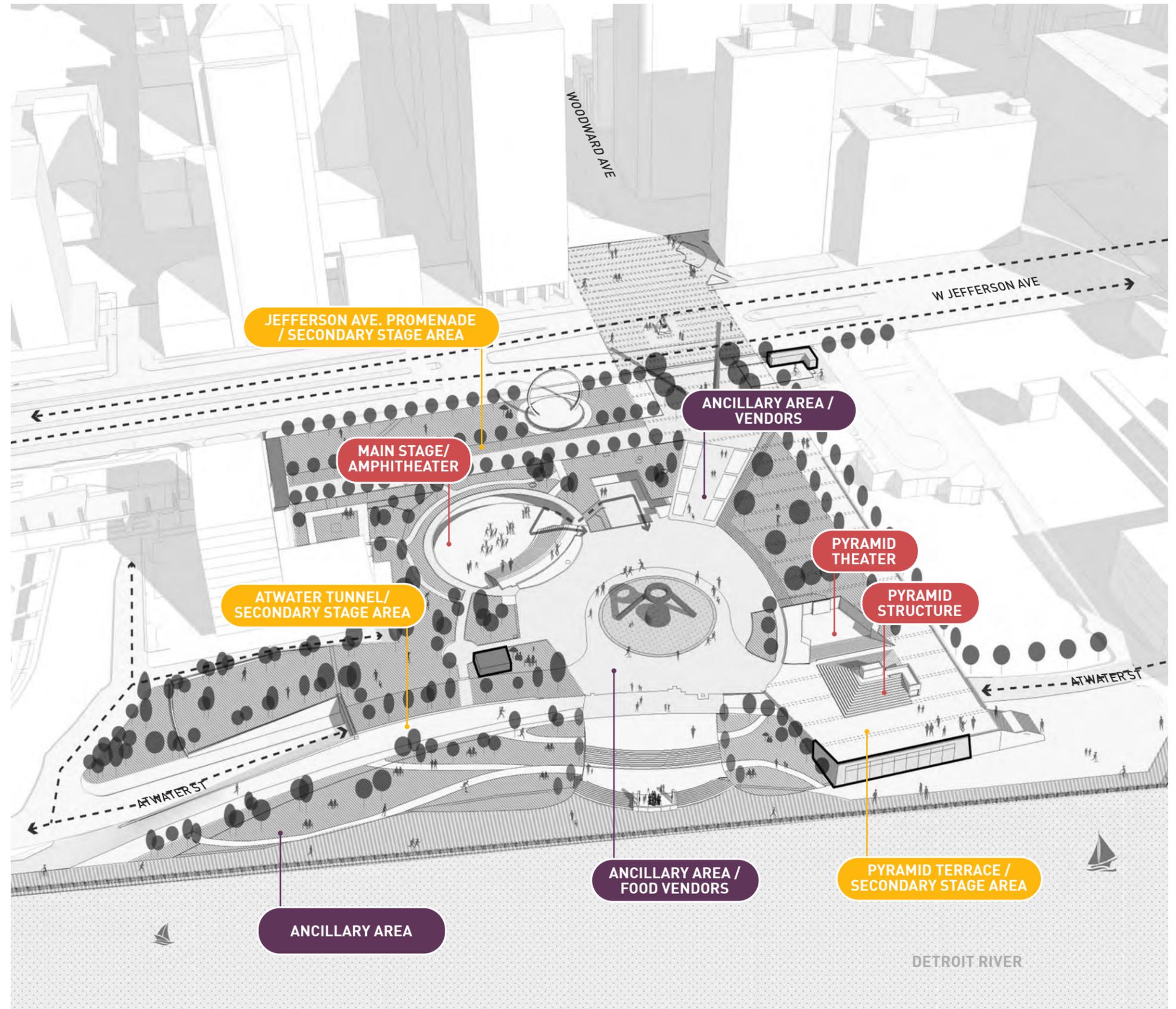
- Pyramid Terrace
- West side of Atwater Street tunnel
- Promenade parallel to Jefferson Ave.

UPPER LEVEL ANCILLARY AREAS

- Promenades designed for retail and food vending
- Spaces allocated for lounging

NOTE:

*All proposed demolition and construction may require coordination with HDC.



EVENT STAGE LOCATIONS & ANCILLARY AREAS

RECOMMENDATIONS

LOWER LEVEL EVENT SPACE

While the original lower level design of Hart Plaza involved ambitious designs for art galleries, concessions and fine dining, present-day maintenance capacity, funding and potential security issues no longer allow this environment to be maintained.

As a simple approach to the lower level, it is recommended that the kitchens, art gallery and other lower-level spaces - intended for daily occupancy, be decommissioned. The resulting space is proposed to be offered to promoters and event managers for event staging, storage and operations.

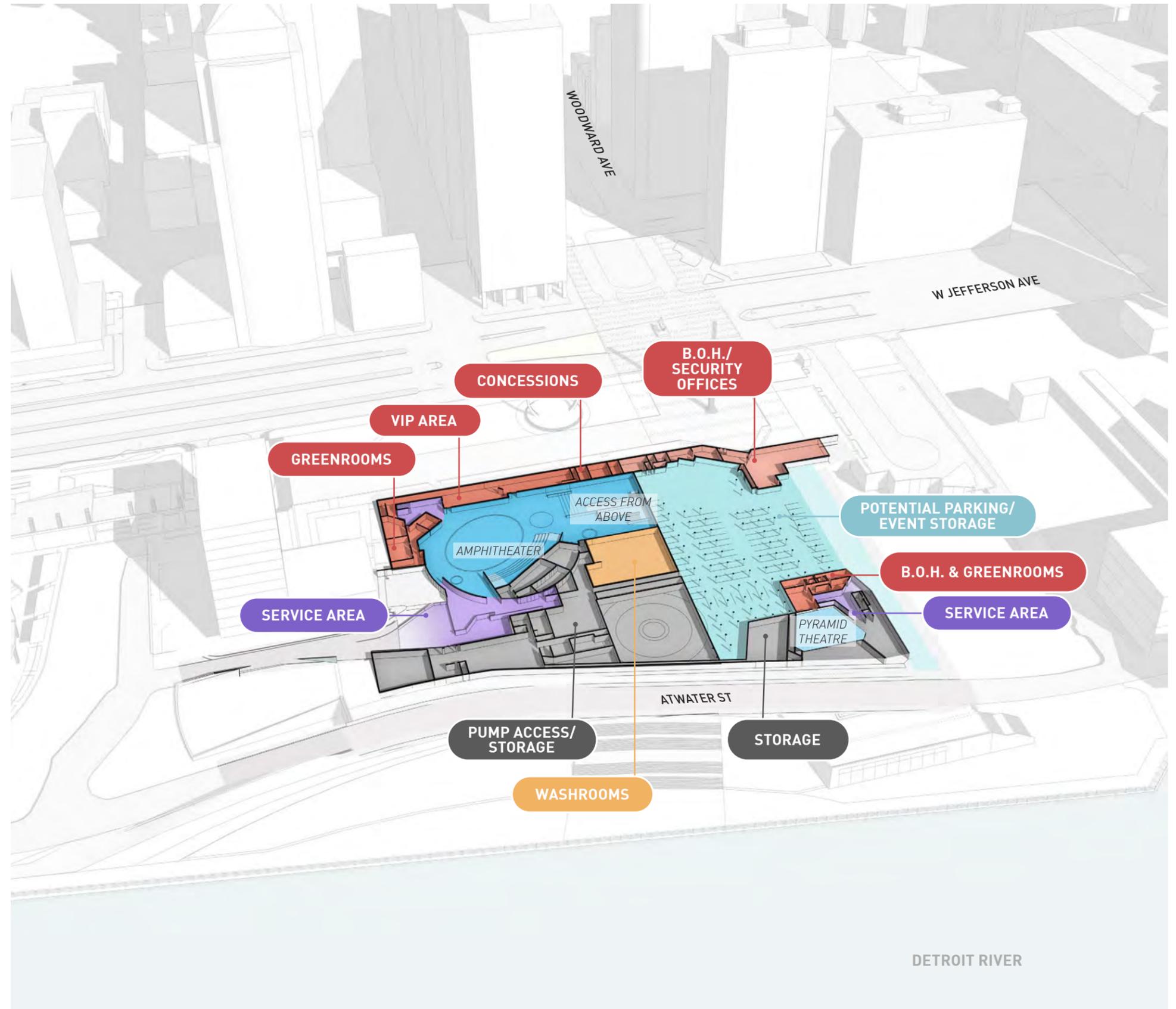
Through the proposed closure of most sub-level spaces to daily public access (open air) the maintenance and operations burdens are reduced, while still providing some multi-level "exploring" via the amphitheater steps and adjacent ramp.

New public restrooms are proposed to be utilized for limited access on event days only and existing conditioned spaces should be refreshed to allow for green rooms, and VIP staging. "Distribution only" concessions are also proposed.

PROGRAM ZONES

- ENCLOSED B.O.H. SPACE (STORAGE)
- OPEN AIR SPACE
- CIRCULATION TO PLAZA LEVEL
- RENOVATED INTERIOR SPACE (EVENT ONLY)
- NEW RESTROOMS (EVENT ONLY)
- PARKING/EVENT STORAGE (REMOVE EX. DEMISING WALLS)
- GATED B.O.H. SPACE

NOTE:
 *All proposed demolition and construction may require coordination with HDC.



PROPOSED LOWER LEVEL EVENT SPACE

IMPLEMENTATION

CIVIC CENTER

Recommended implementable projects include capital projects and maintenance, operations and management considerations for the Civic Center sites. The following summarizes the overall implementation strategy, which is meant to guide future planning, engagement and design.

The Civic Center is recommended to be considered as a combination of public spaces within the network of Downtown. Hart Plaza is the anchoring public space that should take precedence while the Spirit of Detroit Plaza and the Joe Louis Fist Monument support it as connecting spaces.

The design of each should be carefully coordinated.

Key Considerations:

- Consider improving the connection between “The Esplanade, Spirit Plaza and “The Joe Louis Fist” and design them as a connecting spine.
- Consider these 3 public spaces in “every day mode” and during “large event days” and ensure that designs allow for flexibility.
- Where possible, introduce trees that can provide shade during the summer and can add to the efforts of greening downtown.
- Work across agencies to establish a monuments commission to guide the maintenance and future monument placement.

Phasing and Project Priority:

Projects identified in the study range from critical improvements, repairs, maintenance and major capital projects.

Project phasing will be sequenced and prioritized based on:

1. Health and Safety Improvements
2. Stabilization and Critical Repairs
3. Replacement / Re-design (based on component life cycle)
4. Transformational Impact

Project Cost Estimates and Funding:

Estimated costs for improvements and capital projects reflected in this implementation strategy are rough orders of magnitude, developed from current unit costs and early concepts. Funding sources for each project will depend on the project type, priority and funding availability.

SHORT TERM	MEDIUM TO LONG TERM		
IMMEDIATE CAPITAL IMPROVEMENTS	TRANSFORMATIONAL MAJOR CAPITAL PROJECTS	MARKETING, OPERATIONS AND MAINTENANCE - EVERYDAY PUBLIC SPACE	MARKETING, OPERATIONS AND MAINTENANCE - LARGE OUTDOOR EVENTS
<ul style="list-style-type: none"> • Immediately address severely deteriorated areas and monuments to prevent further damage. • Invest in landscaping in already planted areas. Ensure that green spaces are welcoming for users and introduce comfortable seating areas. • Close off lower level spaces of Hart Plaza from public access and decommission unusable space and equipment. 	<ul style="list-style-type: none"> • Jefferson Crossing • Dodge Fountain • Spirit Plaza Refresh • Riverfront Improvement • Restroom Pavilion • Woodward Promenade 	<ul style="list-style-type: none"> • Re-invigorate Hart Plaza’s identity. Create welcoming spaces and daily interactions. Collaborate in marketing the space to local residents and visitors. • Establish a dedicated operations and maintenance team (best practice) 	<ul style="list-style-type: none"> • Dedicate a team towards marketing and plaza booking. If possible, consider a one stop shop. • Update space rental guidelines and rental rates. Work to attract more events of ranging sizes. • Ensure that event producers follow the rental guidelines and enforce remedies for any damages done to the space.

IMPLEMENTATION

MAJOR CAPITAL PROJECTS

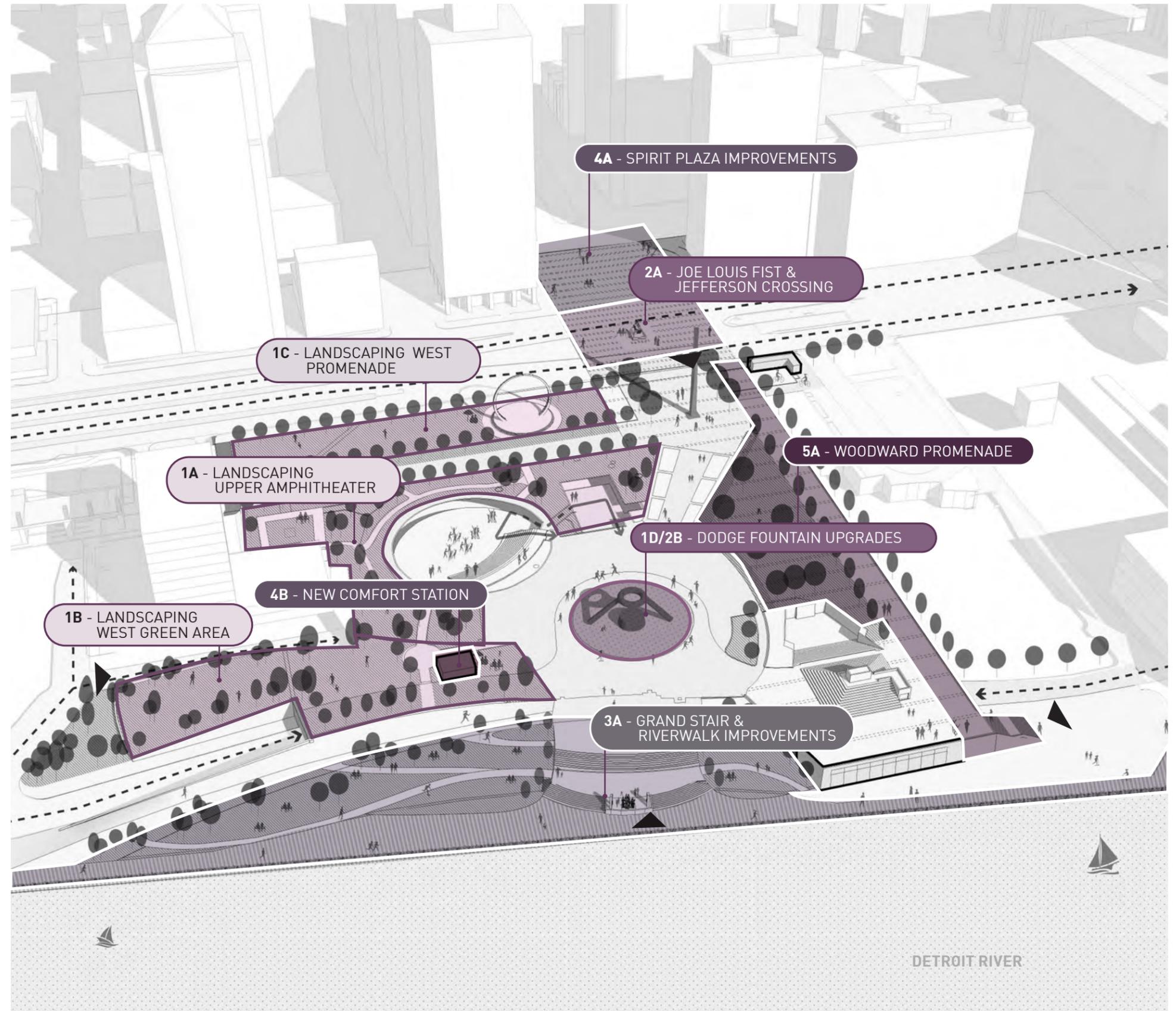
In addition to major capital improvements, Hart Plaza will require a consistent maintenance and repair schedule. An operations and maintenance plan is recommended to accompany the major capital projects.

PRIORITY	REPAIRS AND IMPROVEMENTS ²	COSTS ³
HIGH	Currently Critical <ul style="list-style-type: none"> Monument rehabilitation - <i>in progress</i> 	\$\$
MEDIUM	Potential Critical <ul style="list-style-type: none"> Concrete structures stabilization Amphitheater steps rehabilitation 	\$\$\$
MEDIUM	Necessary, Not Yet Critical <ul style="list-style-type: none"> MEP systems renovations 	\$\$\$\$

HART PLAZA - UPPER LEVEL			
PHASE		MAJOR CAPITAL PROJECTS ¹	COSTS ³
PHASE 1	1A	Planted/Landscaped Area Renovations	\$\$
	1B	Planted Area Renovations	\$
	1C	Lawn/Planted Area Renovations	\$
	1D	Dodge Fountain <ul style="list-style-type: none"> Alternative 1: Repairs to existing systems 	\$\$\$
PHASE 2	2A	Joe Louis Fist & Jefferson Crossing	\$\$\$\$
	2B	Dodge Fountain Upgrades <ul style="list-style-type: none"> Alternative 2: Complete Renovation including plumbing, controls and basin 	\$\$\$\$
PHASE 3	3A	Grand Stair & Riverwalk Improvements	\$\$\$\$
PHASE 4	4A	Spirit Plaza Improvements	\$\$\$\$
	4B	New Comfort Station Pavilion	\$\$\$\$
PHASE 5	5A	Woodward Promenade (east edge)	\$\$\$\$

NOTES:

- Plan and coordinate capital projects across City departments including: HDAB, PDD, and DPW.
- See Condition Assessment And Seawall Report for the full list of repairs by priorities.
- Costs are estimates are rough orders of magnitude (ROM).
 Costs Key:
 - \$: under \$10K: \$
 - \$\$: \$10K - \$100K: \$\$
 - \$\$\$: \$100K - \$1M: \$\$\$
 - \$\$\$\$: \$1M-\$10M: \$\$\$\$
 - \$\$\$\$\$: above \$10M: \$\$\$\$\$



IMPLEMENTATION PROJECTS

IMPLEMENTATION

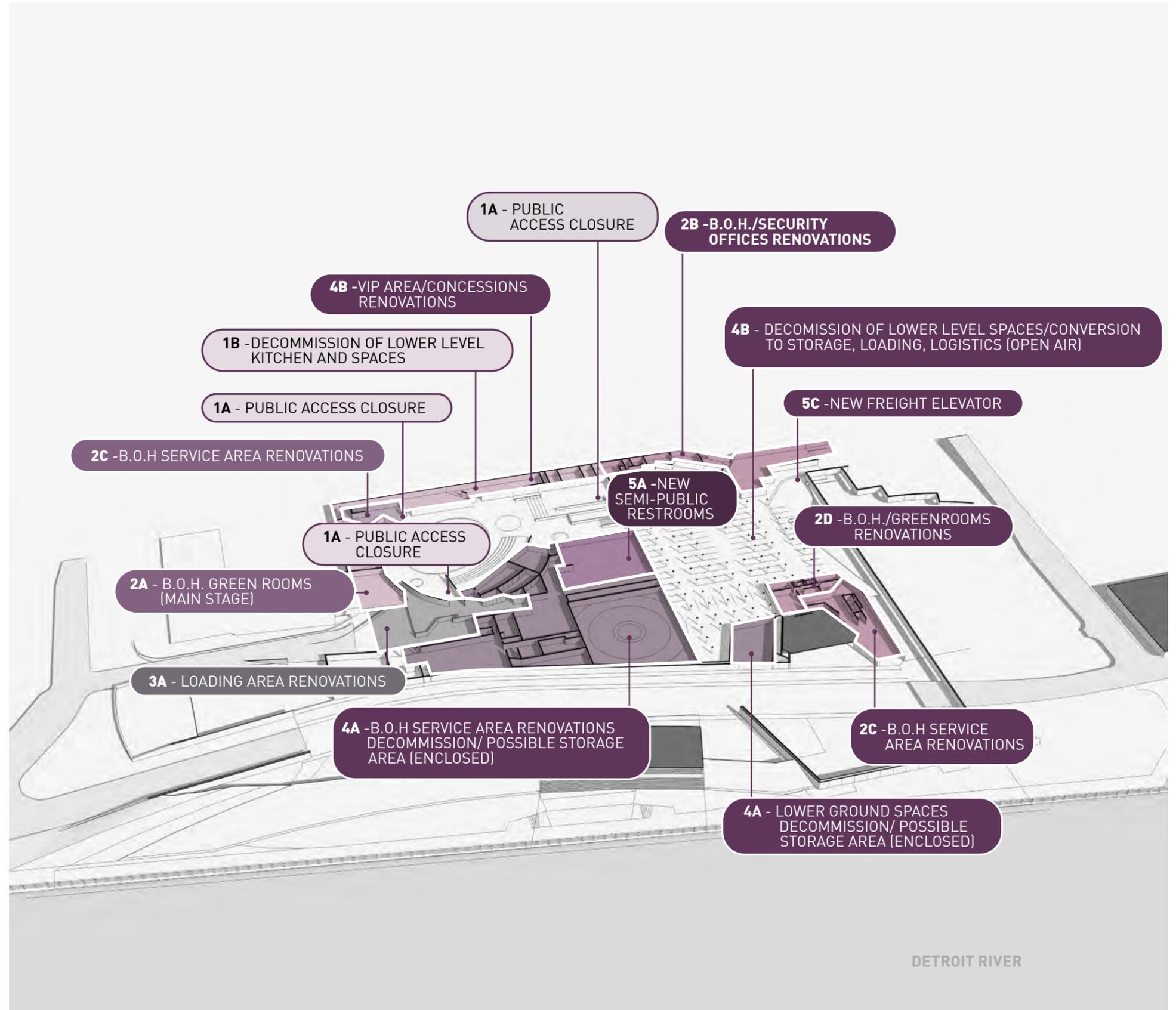
MAJOR CAPITAL PROJECTS

In addition to major capital improvements, Hart Plaza will require a consistent maintenance and repair schedule. An operations and maintenance plan is recommended to accompany the major capital projects.

HART PLAZA - LOWER LEVEL			
PHASE	MAJOR CAPITAL PROJECTS ¹		COSTS ³
PHASE 1	1A	Public Access Closure (3 locations)	\$\$
	1B	Decommission of Lower Level kitchens and spaces	\$\$\$
PHASE 2	2A	B.O.H. /Green Rooms (Main Stage)	\$\$\$
	2B	B.O.H./Security Offices Renovations	\$\$\$\$
	2C	B.O.H./Service Area Renovations	\$\$\$
	2D	B.O.H./Greenrooms Renovations	\$\$\$
PHASE 3	3A	Loading Area Renovations	\$\$\$\$
PHASE 4	4A	Lower Ground Spaces Decommission/ Possible Storage Area (Enclosed)	\$\$
	4B	Decommission of Lower Level Spaces/ Conversion to Storage, Loading, Logistics (Open Air)	\$\$\$\$
PHASE 5	5A	New Semi-Public Restroom	\$\$\$
	5B	VIP Area/Concessions Renovations	\$\$\$
	5C	New Freight Elevator	\$\$\$

NOTES:

- Plan and coordinate capital projects across City departments including: HDAB, PDD, and DPW.
- See Condition Assessment And Seawall Report for the full list of repairs by priorities.
- Costs are estimates are rough orders of magnitude (ROM).
Costs Key:
 - \$: under \$10K
 - \$\$: \$10K - \$100K
 - \$\$\$: \$100K - \$1M
 - \$\$\$\$: \$1M-\$10M
 - \$\$\$\$\$: above \$10M



IMPLEMENTATION PROJECTS



02

THE ARETHA

OVERVIEW

ABOUT

The Aretha Franklin Amphitheatre (formerly known as Chene Park) is located approximately 1.5 miles east of Downtown Detroit and sits adjacent to Milliken State Park and Harbor to the west and Valade Park to the east. The amphitheater has a capacity of 6,000 which includes 5,000 fixed seats under a tensile tent structure and lawn seating for 1,000 people. The venue provides a unique setting with the Detroit River as the backdrop to the stage offering expansive views of the river for event attendees. Renowned talent such as Smokey Robinson, B-52's, Manhattan Transfer, Anne Murray, Robin Thicke, Miles David, Aretha Franklin, and the comedian Sinbad have performed at the amphitheater.

ASSETS

- Aretha Franklin Amphitheatre

DISTRICT STATS

Total Site Area	+/- 9 acres
Linear Feet of Shoreline	+/- 820 feet
Amphitheater Capacity	6,000
Zoning Designation	Parks and Recreation (PR)
Local Historic Designation	Aretha Franklin Amphitheater/Chene Park



EXISTING AERIAL OF SITE & SURROUNDINGS

NOT TO SCALE

HISTORY

The Riverfront Music Theatre at Chene Park opened in 1984. Designed by the architecture firm Schervish, Vogel and Merz, the amphitheater was constructed for \$2.2 million, had an original capacity of 2,000, and was designed without permanent structures. The park was steadily upgraded into the form we know it as today with permanent seats under a distinctive canopied roof. The park was originally named for Charles Chene, a French immigrant who owned a strip of land along the shores of the Detroit River. In 2018, the venue's name was changed to The Aretha Franklin Amphitheatre, which is commonly referred to as "The Aretha" in honor of Detroit native and famous singer Aretha Franklin. In 2019, new digital signage was added along Atwater Street to memorialize the venue's new name.

Jazz has played the pronounced role of musical concerts since opening in 1984. Classical music was also an important musical component and the Detroit Symphony Orchestra played in Chene Park after Ford Auditorium closed. Other musical programs have included folk, blues, bluegrass, and a variety of other world music and dancing.

Before the amphitheater, the site was home to Native American tribes until the 1600s, followed by French settlers and farmers in the 1700s and early 1880s until industrialization took hold in the later part of the nineteenth century. By the late 1800s, the Detroit riverfront proved an ideal link for shipping Michigan's abundant natural resources (iron, copper, lumber) to America's eastern shore, and the site associated with the amphitheater was filled with holding and staging areas for the lumber industry. Maps from 1885 to the 1920s reveal a shift in the riverfront industries from lumberyards to ship and railroad car building companies and various industries associated with iron, steel, and coal products.



Construction on Chene Park, 1984



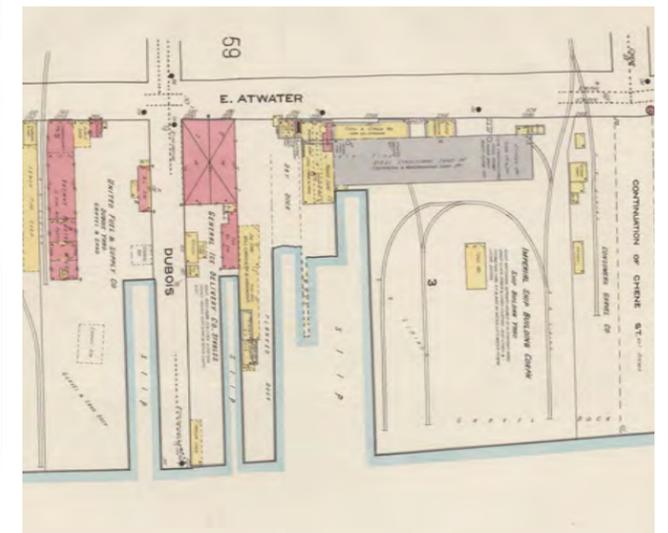
Chene Park along the Detroit River, 1986



Concert goes on the lawn, July 1990



The Goebel Brewing Co. Plant No. 3 was located at the corner of Atwater and Dubois Streets



The 1922 Sanborn map shows a dry dock, gravel and sand yards, a ship building yard, steel and woodworking shops, and an ice delivery company

TODAY

Today the site contains approximately 750 lineal feet of river shoreline, an L-shaped pond, a short segment of the Detroit Riverwalk connecting to Milliken State Park and Harbor to the west and Valade Park to the east, a Detroit Water & Sewerage Department building, and four buildings associated with the amphitheater.

The amphitheater is a well-sized venue for today's outdoor entertainment market with a capacity of 6,000 which includes 5,000 fixed seats under a tensile tent structure and lawn seating for 1,000 people. A separate multi-level pavilion sits approximately 40-feet above the stage and contains concession stands, restrooms, dressing rooms, private event space, and mechanical operations.

The Aretha hosted approximately 25 concerts in 2019 as well as graduations, community activities, and special events. Before the 2019 COVID pandemic, the Aretha had an annual attendance of 150,000 people each year.

In June 2021, a master plan was completed for the Milliken State Park and Harbor west of The Aretha. The 31-acre parkland is operated by the State of Michigan and offers a naturalized landscape with plantings and habitat that reflect the park's native environment. Future improvements to the park seek to connect to the larger riverfront system including The Aretha.



Boats anchored on the river near the amphitheater during a concert



View from within the amphitheater looking toward the river



Concert goers



Ray Charles performed at the Concert of Colors concert in 2002



Festival Plaza and the 1984 artwork *Carnival* by John Piet

OBSERVATIONS

The planning team performed an extensive analysis of the structural, civil, electrical, mechanical, and management and operations components of the Aretha Franklin Amphitheatre site. Participants in community meetings and surveys also provided valuable insight about the site’s existing conditions from a users’ perspective. The following summarizes key observations made during the planning process.

ITEM	DESCRIPTION
Access	There is a desire to continue the Riverwalk along the site and improve the pedestrian experience of the Atwater Street portion of the site.
Parking	There is a desire for more parking and shuttle availability from off-site locations for events.
Back-of-House	Suggested improvements include locker rooms, the stage floor and canopy, and winterizing the bathrooms.
Front-of-House	Suggested improvements include updating the box office, adding LED screens, better seats, more concessions, and enhanced security.
Daily & Seasonal Activities	Public meeting participants voiced a desire for more daily public access to the site and for winter activities such as ice skating on the lagoon and a sledding hill.
Stewardship	Public meeting participants suggested forming a “Friends of The Aretha” group of volunteers.



Amphitheater and pond as seen from Atwater St.



Pavilion



Amphitheater tensile roof over fixed seating



Current ticket booth along Atwater Street



Administrative Office building



Detroit Water & Sewerage Department building



Erosion above the existing riprap shoreline



The Mall, connecting Atwater Street to the riverfront



Staff parking along the riverfront

REFERENCE

The **Comprehensive Condition Assessment** provides a detail evaluation for the structural, civil, electrical, and mechanical components of the parks and plazas. See **Appendix A** for the full report.

COMMUNITY ENGAGEMENT

As part of the planning process for The Aretha Franklin Amphitheater, the City of Detroit and the planning team hosted a series of public engagement events that allowed residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future.

The following list summarizes key takeaways identified during the community engagements

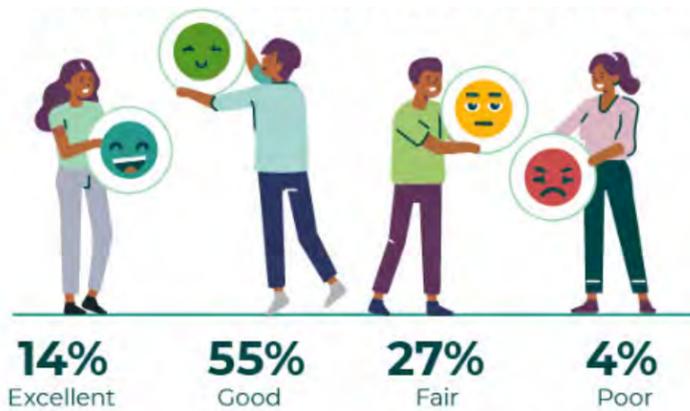
Accessing the site:

- Free access to the site and Riverwalk when events are not going on
- Parking is an issue, as is access via transit
- Improve accessibility throughout the site.
- Ensure all areas meet ADA standards at minimum

Site Maintenance and Amenity Upgrades:

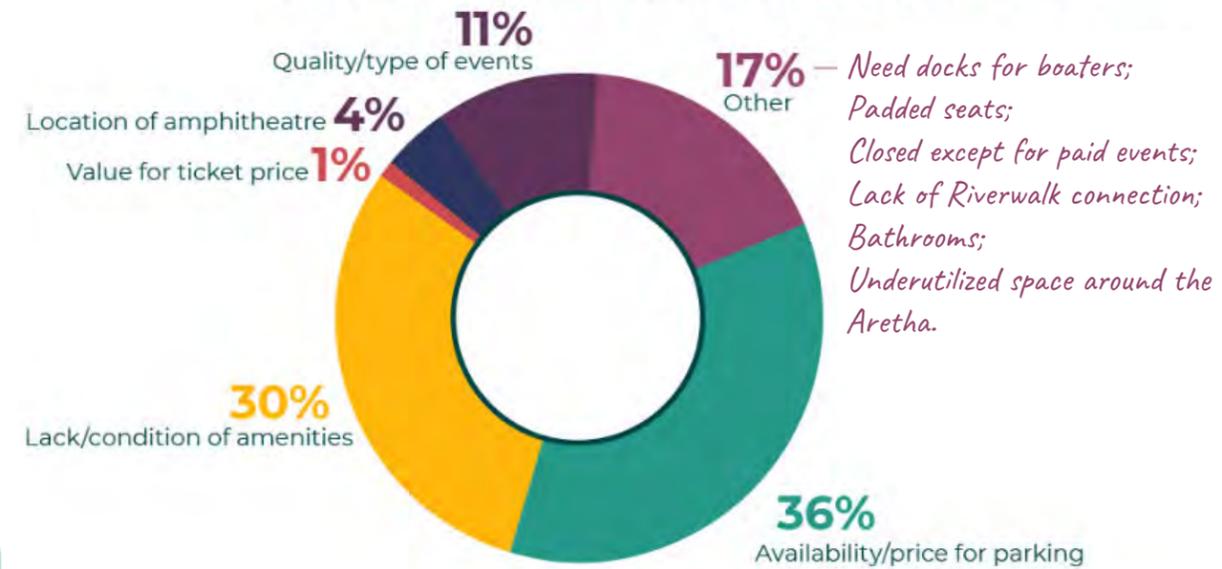
- Updated bathrooms, better food options, and a digitized ticketing system
- The maintenance of the ponds, add winter activities

WHAT IS YOUR GENERAL OPINION?



THE GROUNDS SHOULD BE IMPROVED TO BE MORE ACCESSIBLE TO VISITORS AND EVERY DAY USERS WHEN THERE IS NOT AN EVENT GOING ON.

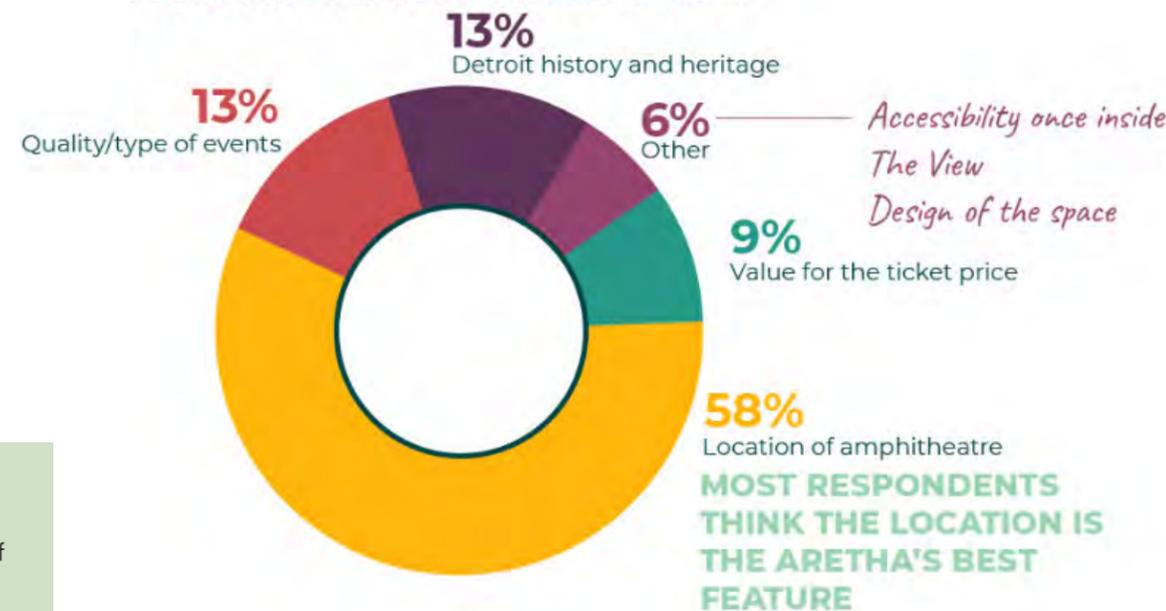
WHAT DO YOU FEEL IS THE BIGGEST CHALLENGE?



IF YOU HAVE NOT VISITED THE AMPHITHEATRE, WHY NOT?



WHAT IS YOUR FAVORITE FEATURE?



IT'S A BEAUTIFUL VENUE. MAKE SURE YOU KEEP UP WITH UPDATES AND MAINTENANCE OF THE PROPERTY.

REFERENCE

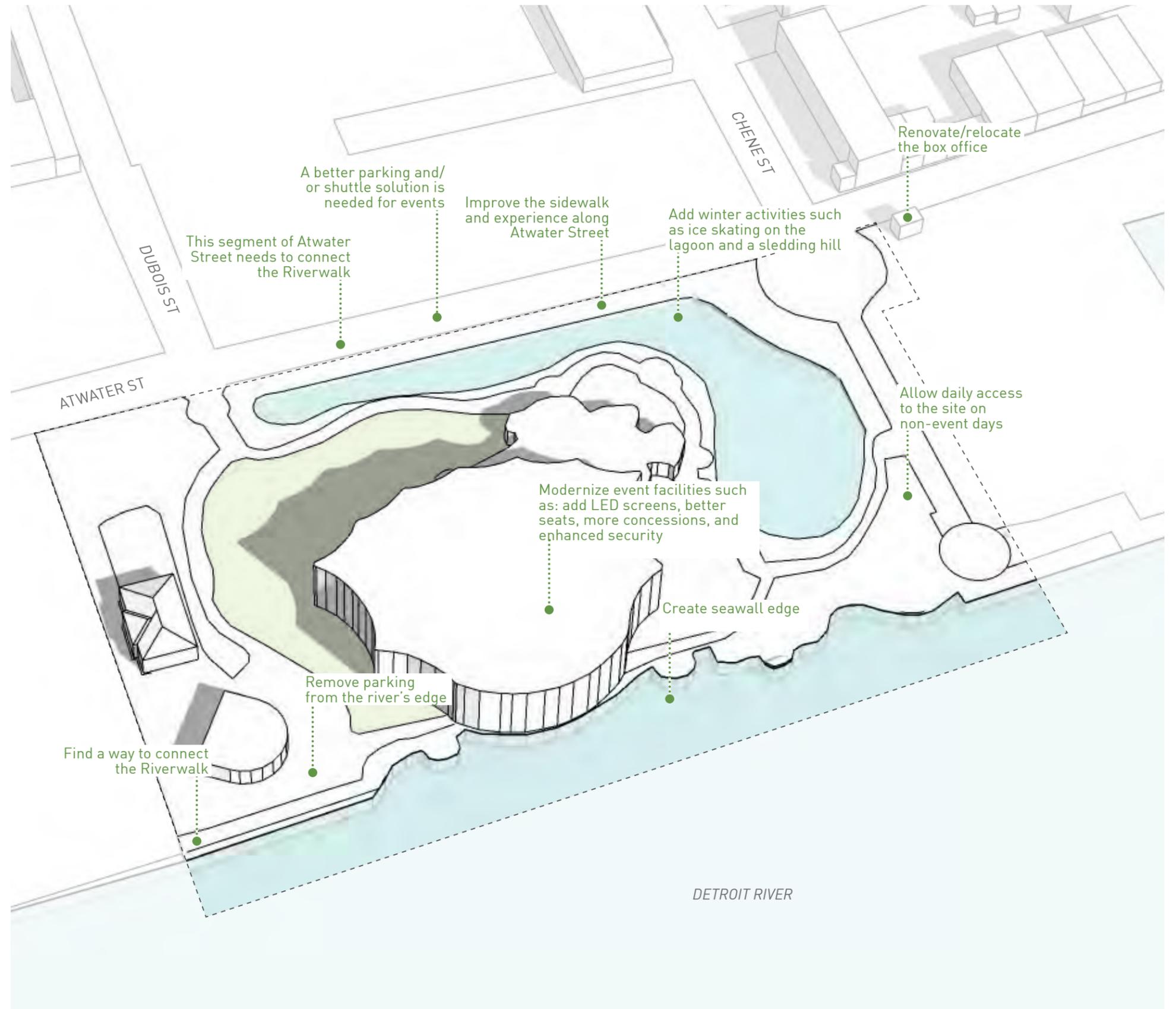
Participants at community meetings and in surveys provided feedback and about the plaza, parks and event facilities. See **Appendix B** for a summary of each **Community Engagement**.

DESIGN APPROACH

Throughout the planning process, the planning team and participants in community meetings and surveys exchanged ideas and recommendations for The Aretha's future. The following list summarizes opportunities for improvement.

OPPORTUNITIES

- **Maintain the quality of events, and explore additional programming**, such as the potential to activate the site during fall and winter, public access to the site on non-event days, and more variety in the types of concerts and events offered.
- **Improve transportation, circulation, and parking strategies**, such as enhancing neighborhood communications, partnering with local parking lot owners, and making streetscape improvements.
- **Upgrade systems and maintain the facility**, including modernizing event facilities, introducing cashless payments, improving ADA accessibility, and making general updates and maintenance to the grounds, pond, and amphitheater.
- **Connect the Riverwalk** by enhancing the Atwater Street streetscape and/or by creating a connection behind the amphitheater along the river.
- Find a way to **celebrate Aretha Franklin** on the site.



OPPORTUNITIES FOR IMPROVEMENT

VISION

The diagram illustrates a proposed program key circulation routes for The Aretha Franklin Amphitheater. The conceptual vision provides a future framework for planning, design, and implementation. By securing venue doors and relocating internal gates, some pathways within the facility could be accessed by the everyday public. A potential boardwalk/seawall edge should be considered to allow the Detroit Riverwalk to continue behind the Amphitheater structure (requires further study).

PROGRAM

-  PASSIVE LANDSCAPE
-  WATER-BASED ACTIVITIES
-  EXISTING BUILDINGS
-  NEW BUILDINGS
-  PARKING
-  POSSIBLE/FUTURE BOARDWALK
-  SECURED FENCE
-  EXISTING GATE
-  PROPOSED GATE

CIRCULATION

-  VEHICULAR/MULTI-MODAL STREETS
-  PEDESTRIAN PATHS
-  MAIN ENTRANCES
-  POSSIBLE/FUTURE DAYTIME PATH

REFERENCE

For detailed site diagrams that informed the urban design approach - see Appendix C for Site Analysis Diagrams for full information.



ACCESS ZONES



PROPOSED PROGRAM DISTRIBUTION & CIRCULATION

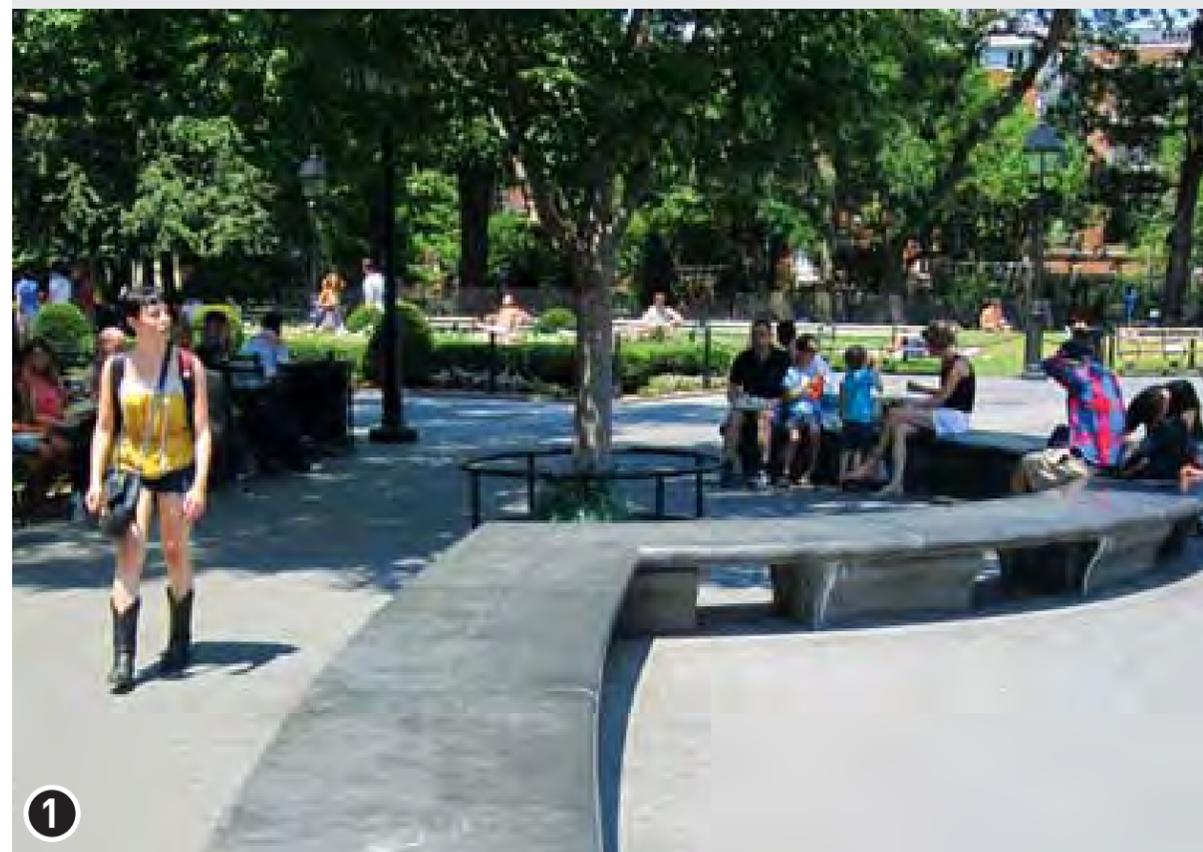
RECOMMENDATIONS

PASSIVE LANDSCAPES

Passive landscape areas on The Aretha Franklin Amphitheater site are envisioned to be places of grassy lawns, plantings and shade trees, walking paths, nature habitat, seating and picnic areas with views of the river and the amphitheater stage.

The images illustrate the following passive landscape environments:

1. West Plaza park entrance
2. Existing landscape berm
3. Event lawn/hill (event days only)
4. Amphitheater gardens
5. Landscape or artistic screening of back-of-house facilities (limited public access - event days only)



PASSIVE LANDSCAPE ZONES

PRECEDENT IMAGERY

RECOMMENDATIONS

ACTIVE LANDSCAPES

Active landscape areas on The Aretha site are essentially extensions and connectors of the Detroit Riverwalk, providing wide pathways for walking, jogging, and bicycling. Currently the Riverwalk does not extend along the water's edge on The Aretha site so it is important to enhance the connection on Atwater Street to fill the gap along the highly popular 3.5 mile Riverwalk greenway.

The images illustrate the following active landscape environments:

1. Riverwalk connection to Atwater Street (on Milliken State Park area)
2. Riverwalk extension into the site, create connection to the site's walkways, and provide potential VIP area during events
3. East Plaza as the main park entrance with bike parking, wayfinding, and space for gathering
4. Existing Riverwalk
5. Future riverfront edge/boardwalk



ACTIVE LANDSCAPE ZONES



PRECEDENT IMAGERY



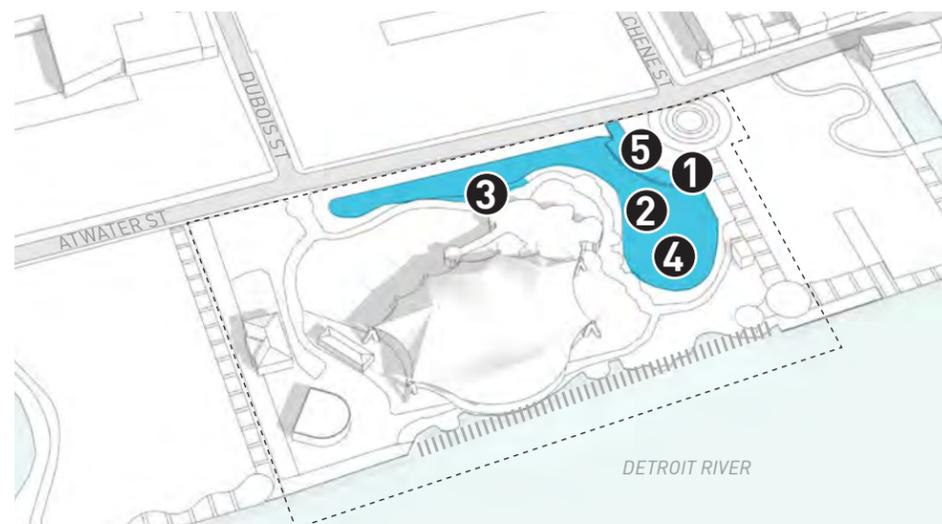
RECOMMENDATIONS

WATER-BASED ACTIVITIES

Water-based activities at The Aretha are envisioned to take place on and around the pond. Activities like model sailboats, wildlife watching in the warm months, ice skating in the cold months and walkways with overlook points along the pond's edge.

The images illustrate the following potential water-based activity environments:

1. Warm months pond activity such as model sailboats
2. Cold months pond activity such as ice skating and ice bumper cars
3. Walkways and overlook points along the pond
4. Pond fountain and seating along the edges
5. Pond overlook with informational signage



WATER-BASED ACTIVITY ZONES

PRECEDENT IMAGERY

RECOMMENDATIONS BUILDINGS & STRUCTURES

Buildings and structures on The Aretha site are needed to support event goers, park users, and venue and event management with restrooms, shade and shelter, ticket booth, and recreational amenities.

This plan envisions upgrades to existing buildings including the office/green rooms building, the amphitheater and amenity building.

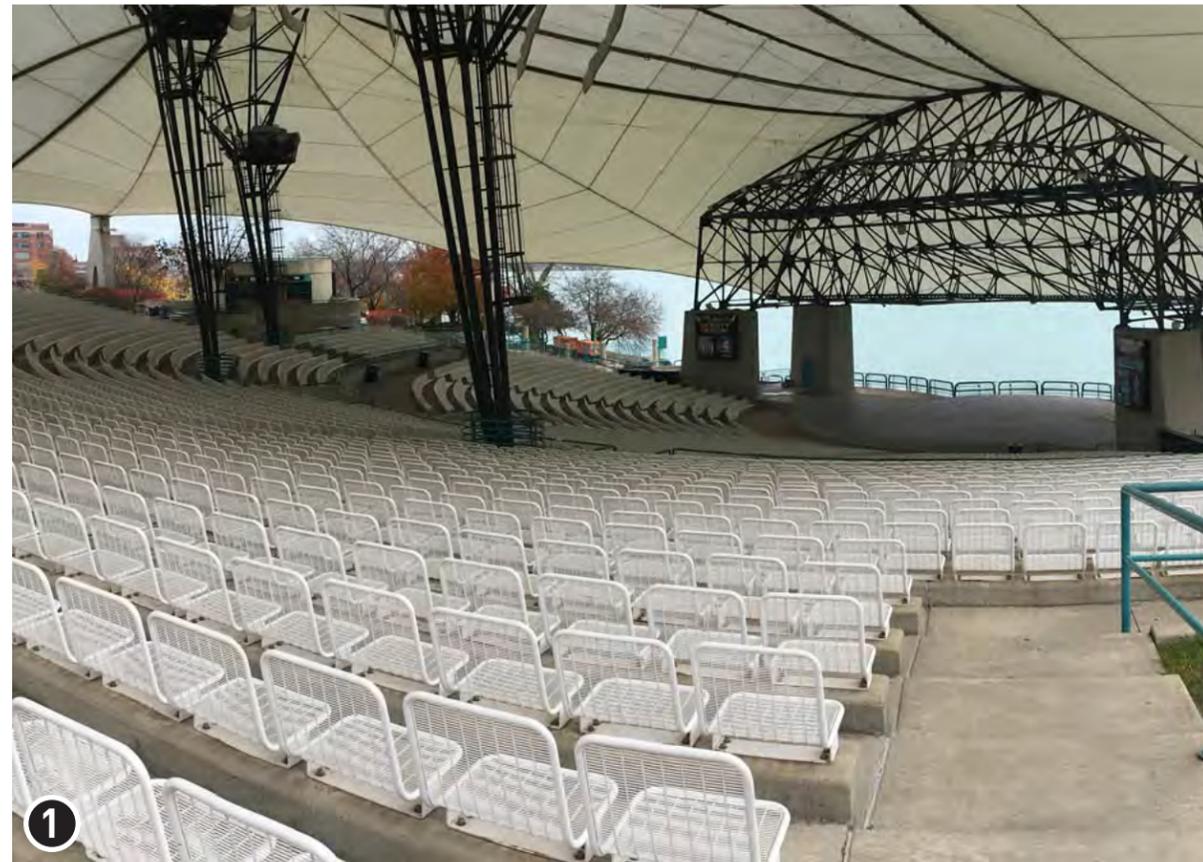
Potential new structures might include a restrooms building and a ticket office.

The images illustrate the following buildings and structures:

1. Renovated amphitheater seating
2. Restrooms building
3. Renovated pavilion/amenity building
4. Renovated Office/Green Rooms building with lighting and landscaping where adjacent to public paths
5. Ticket booth



BUILDING & STRUCTURE ZONES



PRECEDENT IMAGERY



RECOMMENDATIONS

EVENT LOADING, PARKING AND STAGING

Well-located parking areas provide important infrastructure for allowing pedestrians, bicyclists, and vehicles to get to and from their destinations safely, efficiently, and conveniently. During events at the amphitheater, the importance of parking, loading, and staging is magnified.

While public parking is not provided on site, a reconfiguration of Atwater Street through a streetscape improvement project could provide some on-street parking on one side of the street, primarily for users visiting the site during non-event times. On event days, a portion of this new parking lane could alternatively be used as a designated drop-off and pick-up zone.

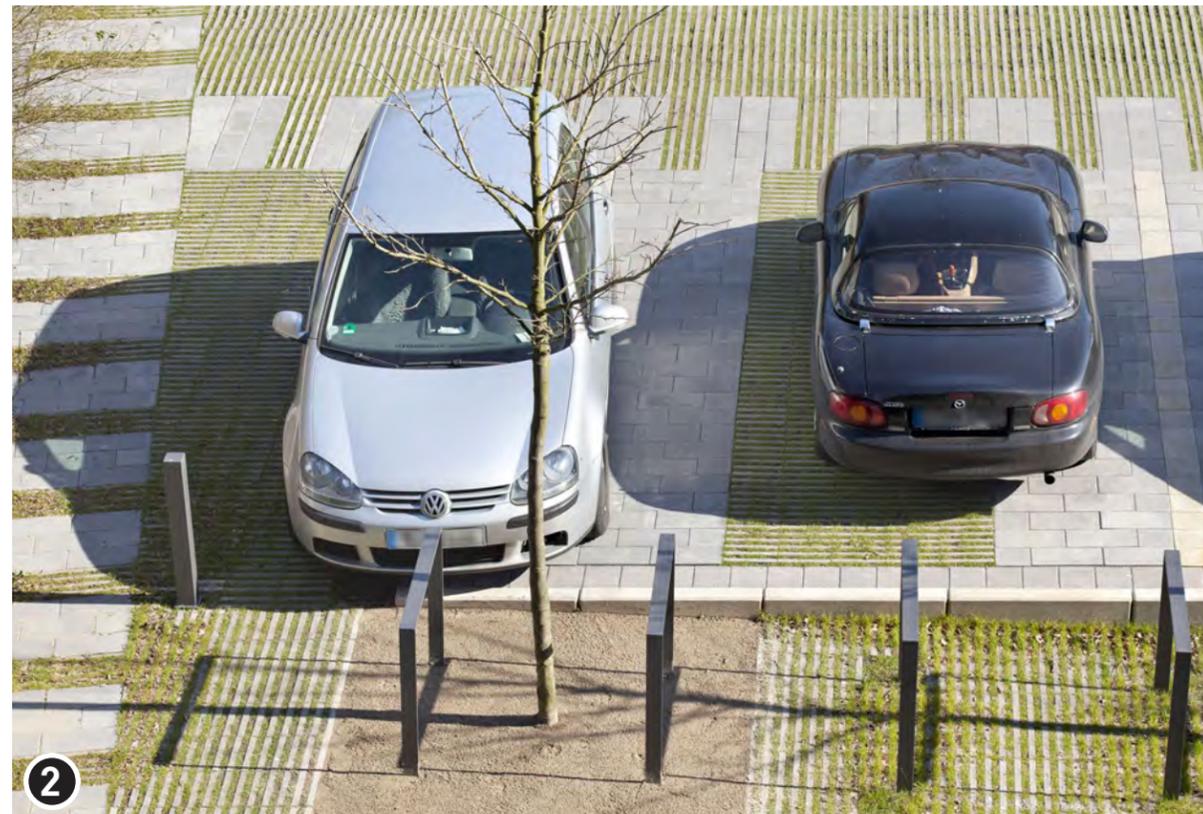
Consider permeable pavers on site to aid stormwater management and improve the aesthetics of back-of-house areas.

The images illustrate the following parking and circulation environments:

1. Renovated driveway to the site with pedestrian-friendly design and signage at Atwater Street
2. Parking for GLWA building users
3. Parking/loading for Office/Green Room building users
4. On-street parking along Atwater Street
5. Designated event drop-off/pick-up zone along Atwater Street



PARKING & STAGING ZONES



PRECEDENT IMAGERY

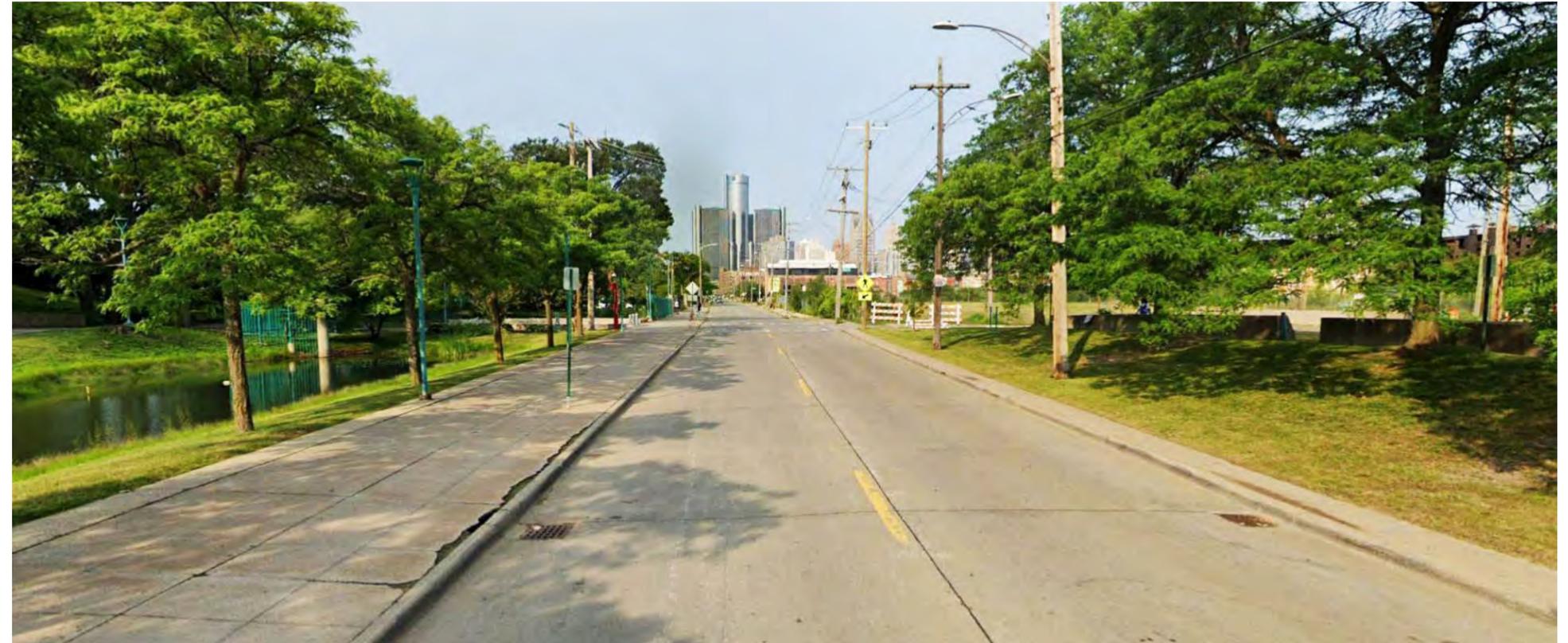


ADDITIONAL CONSIDERATIONS ATWATER STREET CHALLENGES

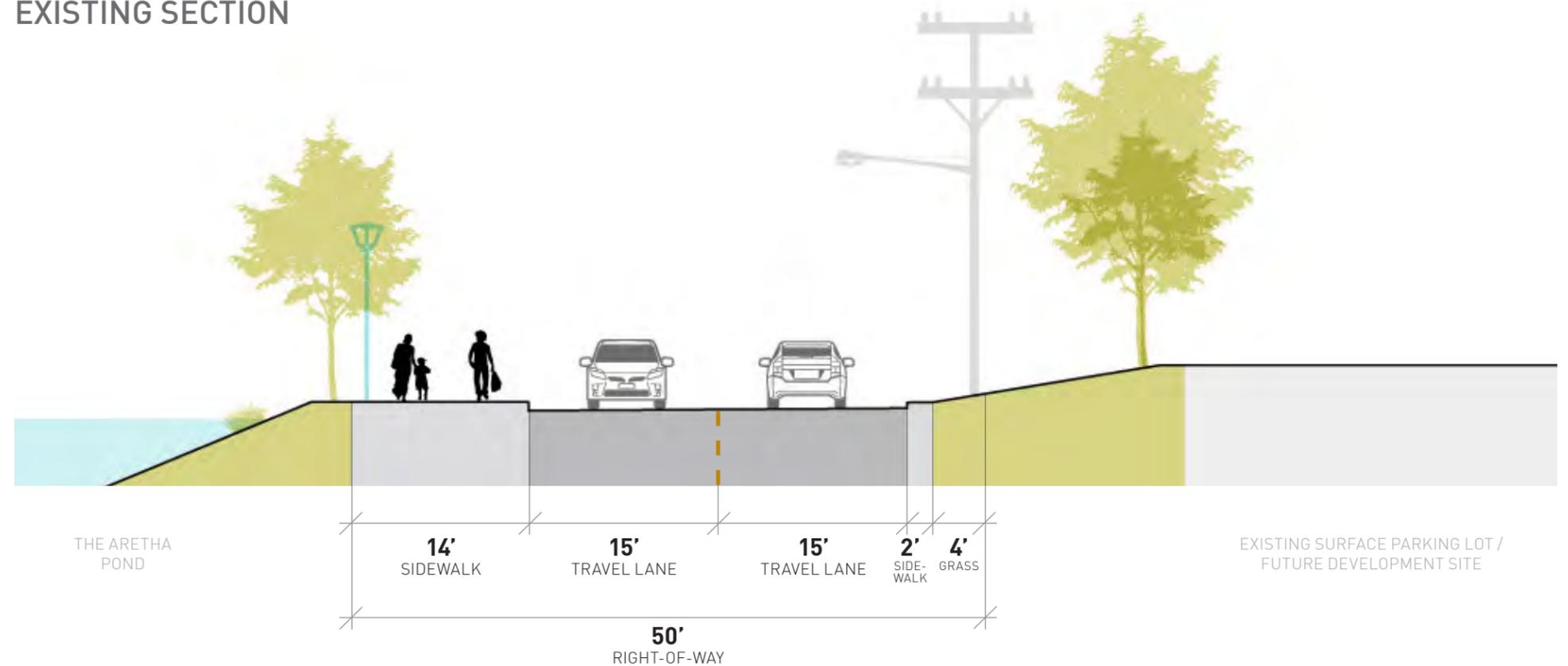
The images illustrate existing conditions along Atwater Street along the length of the Aretha Amphitheater site. Current challenges for the pedestrians, cyclists, event goers, and service vehicles include:

- Excessively wide travel lanes
- Excessively narrow or no sidewalk on north side of street
- Lack of bicycle infrastructure, considering that this portion of Atwater Street serves as part of the Riverwalk in order to stitch adjacent Riverwalk segments together
- Lack of on-street parking
- Lack of event drop-off/pick-up areas
- Vehicular speeding issues, particularly in the evenings and night

EXISTING STREET VIEW



EXISTING SECTION



SEGMENT OF ATWATER STREET ADJACENT TO THE ARETHA SITE

VISION ATWATER STREET

Atwater Street is and will continue to be a critical east-west spine of the East Riverfront district. Currently, the Atwater Street right-of-way changes in width five times along its entire 1.25-mile stretch between the GM/Renaissance Center and Joseph Campau Street. Sidewalk widths, presence of bike lanes, presence of on-street parking, and streetscape furnishings also vary.

The following pages illustrate existing conditions and proposed improvements for the 700-foot (0.1 miles) segment of Atwater Street adjacent to The Aretha and to serve the public as a connector to the Riverwalk. Coordination among the City of Detroit, the Detroit Riverfront Conservancy, and adjacent property owners will be necessary to successfully plan for and design a cohesive, multi-modal Atwater Street experience, both adjacent to The Aretha and along its 1.25-mile entirety.

Another opportunity to improve the Atwater streetscape is to look outside the right-of-way. The diagram below illustrates a few moments where the sidewalk could expand into the site, providing a place for people to stop off and meet and a place for venue signage.

The images illustrate the following streetscape improvements for Atwater Street:

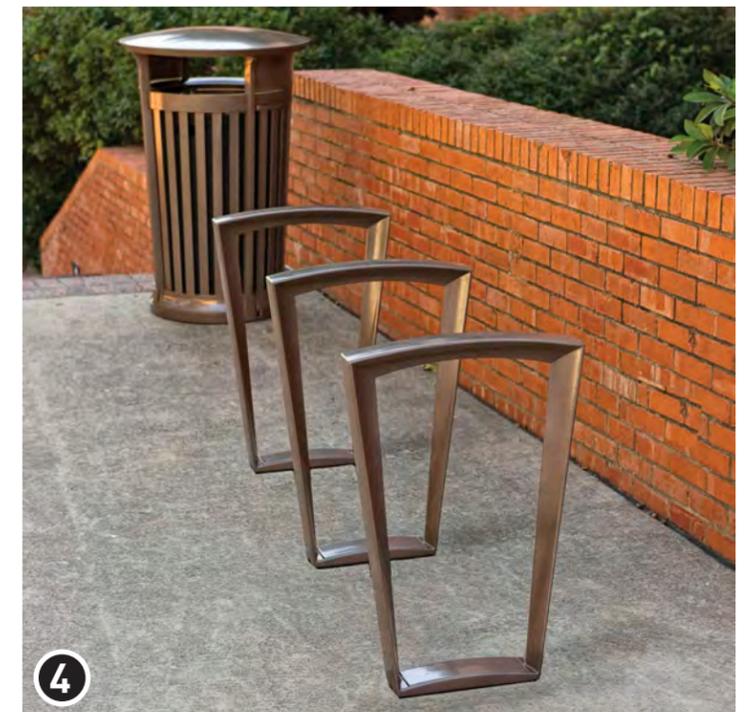
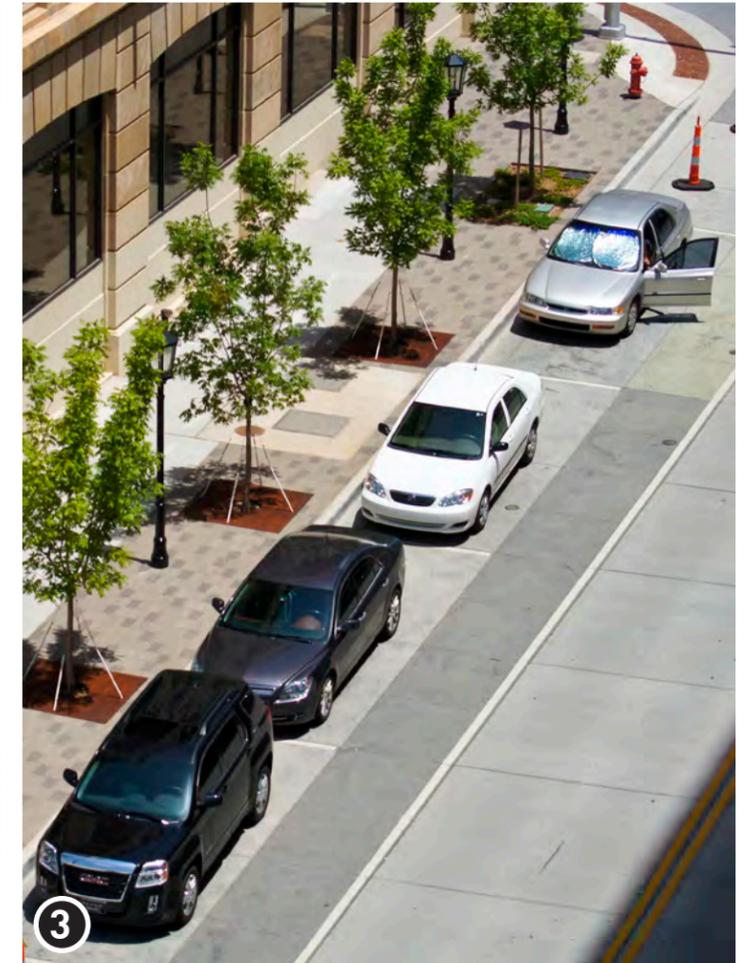
1. Sidewalk expansions with signage, seating, and landscaping
2. Unique paving with potential interpretive signage to celebrate Aretha Franklin or Detroit's riverfront history
3. On-street parking
4. Streetscape furnishings such as bike racks and waste receptacles



SEGMENT OF ATWATER STREET ADJACENT TO THE ARETHA SITE



PRECEDENT IMAGERY



RECOMMENDATIONS ATWATER STREET

The two proposed options illustrate the opportunity to provide on-street parking and designated drop-off/pick-up areas for events as well as to formalize shared travel lanes (“sharrows”) to enhance bicycle safety in the roadway — all while working within the existing right-of-way and existing curb-to-curb dimensions. In both options, on-street parking would be available during non-event times. During events, a portion of this lane could be designated for buses, shuttles, and accessible drop-off/pick-up locations to facilitate event traffic.

Any design improvements will need to be coordinated with the Department of Public Works and other property owners in the area.

PROPOSED SECTION, OPTION 1:

This option positions the on-street parking/drop-off/pick-up lane on the south side of the street. Advantages of this option include its proximity to the amphitheater site (closer and no need to cross the street), and the wider sidewalk which provides ample queuing and disembarking space for patrons using the loading zone. Disadvantages include the potential that sidewalks along the amphitheater site get cluttered and congested by people queuing and disembarking from buses, shuttles, and other vehicles.

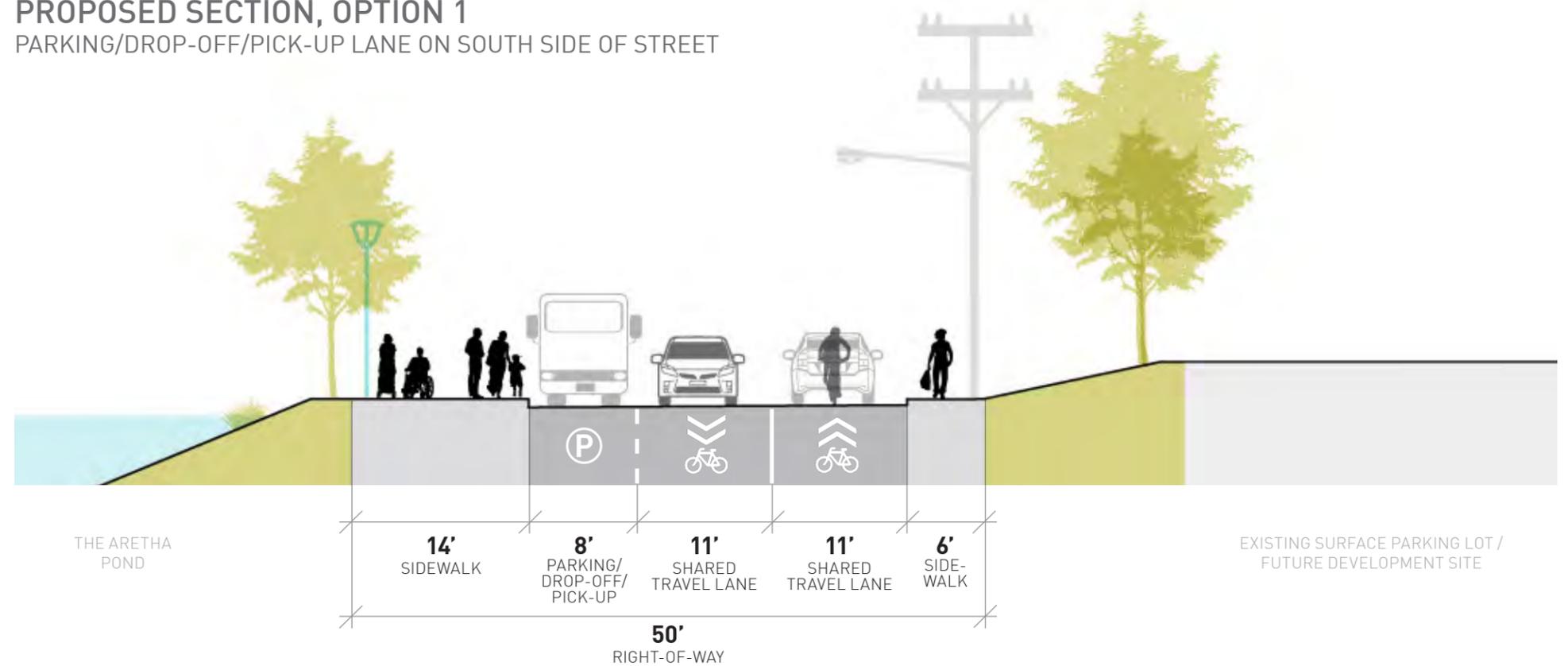
PROPOSED SECTION, OPTION 2:

This option positions the on-street parking/drop-off/pick-up on the north side of the street. Advantages of this option include keeping the sidewalk on the south side of the street uncrowded, the potential for consistency with segments of Atwater Street further west if more streetscape improvements take place in the future, and the benefit of having on-street parking adjacent to future retail if it were provided on the future development site. Disadvantages include the need to cross the street (less ideal for handicap persons and crowds) and the relatively narrow sidewalk which may result in sidewalk congestion while people queue and disembark from buses, shuttles, and other vehicles.

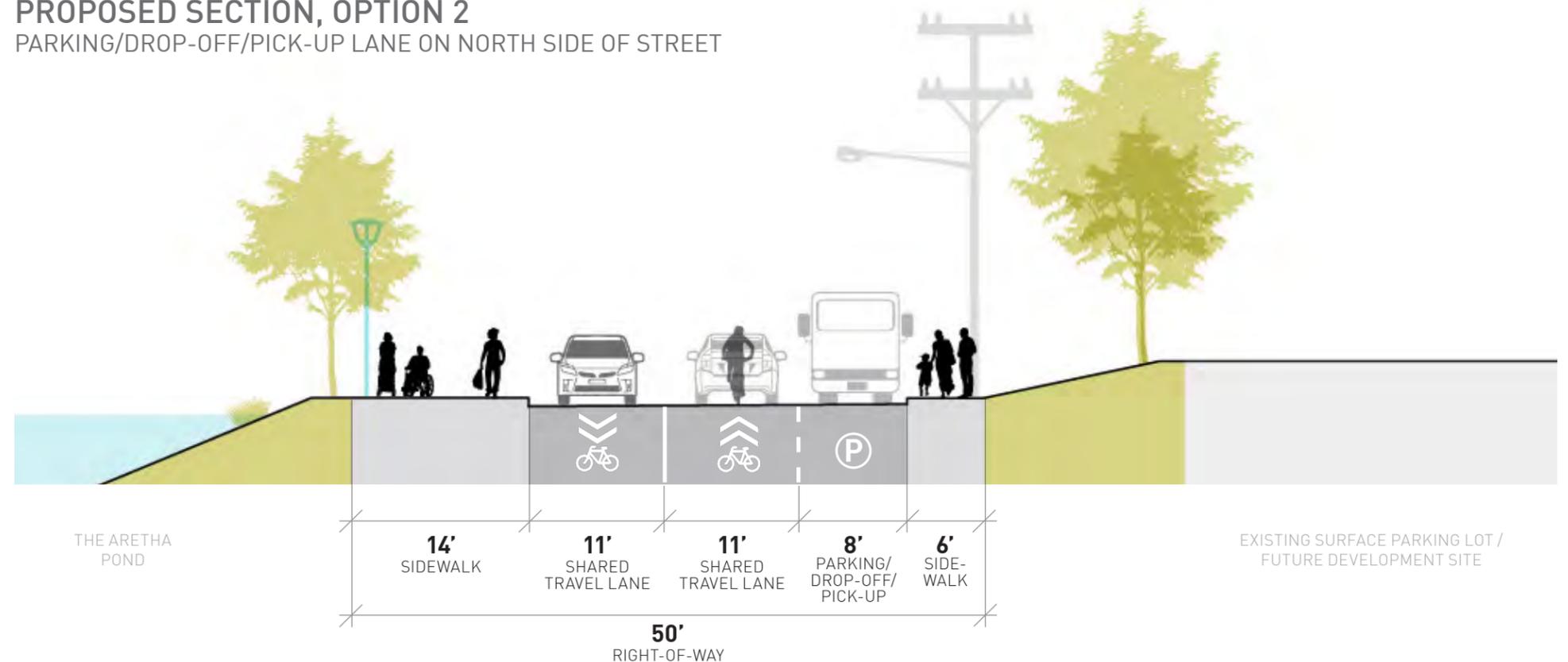
FUTURE CONSIDERATIONS:

- Coordinate streetscape work with future development site on the north side of Atwater Street to re-grade the sidewalk.
- Bury utility lines to reduce overhead poles and sidewalk clutter.
- Consider pedestrian-scale lighting on the north side of the street.
- Coordinate streetscape improvements with other segments of Atwater Street east and west of The Aretha site to maximize consistency across streetscape elements including sidewalks, bicycle infrastructure, on-street parking, and site furnishings.

PROPOSED SECTION, OPTION 1 PARKING/DROP-OFF/PICK-UP LANE ON SOUTH SIDE OF STREET



PROPOSED SECTION, OPTION 2 PARKING/DROP-OFF/PICK-UP LANE ON NORTH SIDE OF STREET



IMPLEMENTATION

THE ARETHA

Recommended implementable projects include capital projects and maintenance, operations and management considerations for The Aretha Amphitheater. The following summarizes the overall implementation strategy, which is meant to guide future planning, engagement and design.

The Aretha serves as a great music and performance venue for Detroit residents. A challenge for the Aretha is to ensure that employees, visitors and concert goers are able to safely park and walk to the venue. While on street parking is abundant, users cited safety concerns as a key factor for preferring surface or garage parking. As adjacent development occurs it is recommended, that the City and The Aretha managing operator work with future developers to improve overall circulation, pedestrian experience and parking availability.

As improvements to the Aretha grounds are considered, it is recommended a further detail analysis into providing public access to the grounds. This could be accomplished through relocating existing gates (maintaining the venue itself gated) and/or considering a major capital improvement that connects the riverfront.

Key considerations include:

- Coordinate between stakeholders, developers and City departments to improve Atwater Street for improved circulation and parking availability.
- Work with The Aretha management operator to find ways to provide pedestrian access to The Aretha (particularly on non-event days).
- Ensure that amphitheater infrastructure and amenities are in keeping with national entertainment standards.

Phasing and Capital Project Priority:

Projects identified in the study range from critical improvements, repairs, maintenance and major capital projects. Project phasing is sequenced and prioritized based on:

1. Health and Safety Improvements
2. Stabilization and Critical Repairs
3. Replacement / Re-design (based on component life cycle)
4. Transformational Impact

Project Cost Estimates and Funding:

Estimated costs for improvements and capital projects reflected in this implementation strategy are rough orders of magnitude, developed from current unit costs and early concepts. Funding sources for each project will depend on the project type, priority and funding availability.

SHORT TERM	MEDIUM TO LONG TERM	
<p>IMMEDIATE CAPITAL IMPROVEMENTS</p> <ul style="list-style-type: none"> • Seawall Repairs - <i>completed</i> • Bathroom Renovations - <i>completed</i> • Back of House Renovations - <i>completed</i> • Pond Repairs - <i>completed</i> 	<p>MAJOR CAPITAL PROJECTS</p> <ul style="list-style-type: none"> • New restrooms building • Landscape upgrades and gate relocations • Concessions and kitchen equipment upgrades • Facilities renovations (skate pavilion, green rooms) • Seat Replacement • New modern and relocated ticket booth • Riverfront connection* <p><i>* Pending further feasibility studies</i></p>	<p>OPERATIONS, MAINTENANCE AND MANAGEMENT</p> <ul style="list-style-type: none"> • Annual tensile roof inspections and repairs as needed • Annual seawall inspections • Cashless ticketing and concessions • Improve concession offerings

IMPLEMENTATION

MAJOR CAPITAL PROJECTS

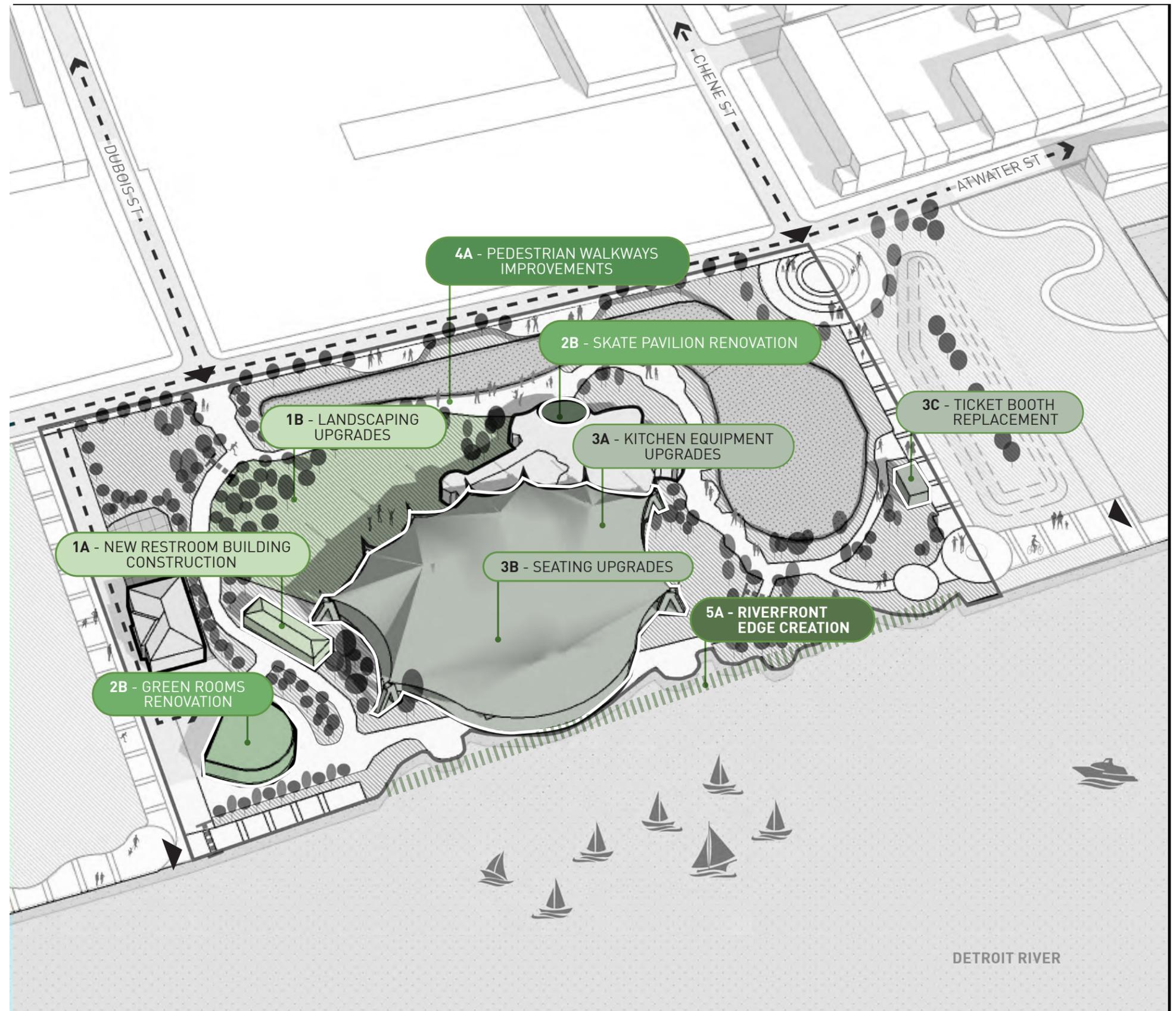
In addition to major capital improvements, The Aretha requires consistent maintenance, repairs and planned upgrades to meet the needs of performers. An operations and maintenance plan is recommended to accompany the major projects capital plan.

PHASE	MAJOR CAPITAL PROJECTS ¹		COSTS ⁴
PHASE 1	1A	New restroom building	\$\$\$\$
	1B	Landscaping improvements	\$\$
PHASE 2	2A	Landscape upgrades and gates relocation	\$\$\$
	2B	Facility renovations (Green Rooms, Skate Pavilion)	\$\$\$
PHASE 3	3A	Kitchen equipment upgrades	\$\$\$
	3B	Seating upgrades	\$\$
	3C	Ticket booth replacement	\$\$\$
PHASE 4	4A	Pedestrian walkways improvements	\$\$\$
PHASE 5	5A	Riverfront Edge Creation ³	-

NOTES:

1. Plan and coordinate capital projects across City departments including: HDAB, PDD, and DPW.
2. See Condition Assessment And Seawall Report for the full list of repairs by priorities.
3. Further investigation and feasibility studies required.
4. Costs are estimates are rough orders of magnitude (ROM).

- Costs Key:
- \$: under \$10K
 - \$\$: \$10K - \$100K
 - \$\$\$: \$100K - \$1M
 - \$\$\$\$: \$1M-\$10M
 - \$\$\$\$: above \$10M



IMPLEMENTATION PROJECTS

An aerial photograph of a city waterfront. In the center is a large, rectangular marina filled with numerous boats docked at piers. To the right of the marina is a large, multi-story apartment building with a grid-like facade. To the left is a large, open green space with winding paths. The background shows a dense urban area with various buildings and trees. The entire image has a warm, golden-yellow color cast.

03

GOLD COAST
PARKS & MARINA

OVERVIEW

ABOUT

Owen Park, Erma Henderson Park, Erma Henderson Marina, and Stockton Park make up the Gold Coast district which is located approximately 3 miles east of Downtown Detroit and directly across the river from Belle Isle. Collectively, these four assets comprise approximately 46 acres that are used for sports, picnicking, fishing, and boating, and they provide outdoor space for the neighboring residents. The Gold Coast enjoys unparalleled vistas of the Detroit River, Belle Isle, Lake St. Clair, and Canada. While these four sites offer a lot of space, their lack of access, connections, and amenities prevent them from being more utilized by the surrounding community.

ASSETS

- Owen Park
- Erma Henderson Park
- Erma Henderson Marina
- Stockton Park

STUDY AREA STATS

Total Site Area	+/- 46 acres
Owen Park	+/- 8 acres (17%)
Erma Henderson Park	+/- 21 acres (46%)
Erma Henderson Marina	+/- 15 acres (33%)
Stockton Park	+/- 2 acres (4%)
Linear Feet of Shoreline	+/- 1,950 feet
# Boat Slips at Marina	247
Zoning Designation	
Owen Park	High Density Residential (R6)
Erma Henderson Park	Parks and Recreation (PR)
Erma Henderson Marina	Parks and Recreation (PR)
Stockton Park	Single-Family Residential (R1-H)
Local Historic Designation	
Stockton Park	Berry Subdivision
All other areas	None



EXISTING AERIAL OF SITE & SURROUNDINGS

NOT TO SCALE 

HISTORY

OWEN PARK

This 8-acre park is one of Detroit's oldest parks and was once a prized amenity for wealthy Detroiters considering a home in neighboring Indian Village. Originally part of Abraham Cook's ribbon farm, Cook's old farm house was on the lot and after his death became the "Park House," a popular tavern and inn. The park is named after Cook's son-in-law and beloved Detroit businessman and state treasurer of Michigan, John Owen. For two years, the site was leased to Detroit's professional baseball franchise of the time. When the land was given to the city by the heirs of Cook and Owen in 1893, it was deeded to be used as a park for the residents of Detroit. For more than a half-century, the park was a popular place for neighborhood kids who loved to splash in the pool and fountain on hot summer days.

ERMA HENDERSON PARK & MARINA

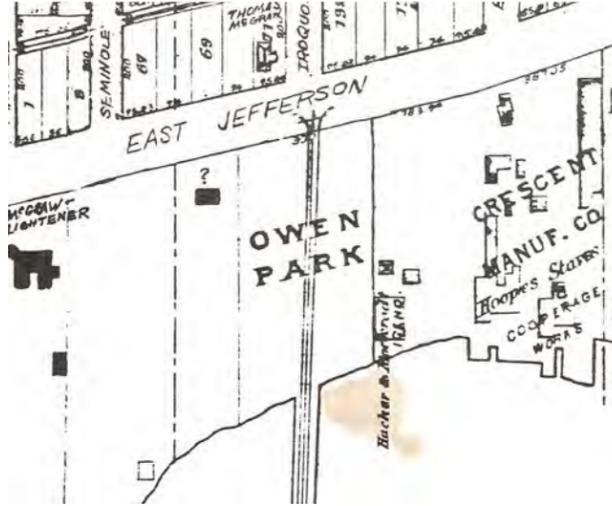
Originally named Memorial Park, the park and marina were built in the early part of the 20th century. Some of the park's original features included a hollow whale play structure, swing set, basketball court, sculpture, and marina. The park was renamed sometime after 1982 after Erma Henderson, the first African American woman elected to the Detroit City Council (1972) and council president for twelve years (1977-1989).

STOCKTON PARK

There is little known about the history of Stockton Park. It appears the land was never built upon and may have been used as a park in the early 1900s. The park sits just east of the Manoogian Mansion and west of the Department of Public Works Fairview Sewerage Pumping Station.



View of Owen Park from Jefferson Avenue, 1908



Plan showing Owen Park and a proposed bridge to Belle Isle that was never built



Spectators of the 1969 World Championship Race (hydroplanes) on the Detroit River at Memorial Park (Erma Henderson Park)



Children wading in the pond at Owen Park, c. 1910



Sign along Jefferson Ave. for Memorial Park (Erma Henderson Park), 1971



Photo showing the whale play structure, basketball courts, and marina in background at Memorial Park (Erma Henderson Park), 1981



A postcard showing Owen Park's water fountain, 1910



Erma L. Henderson, Detroit's first black Councilwoman



Aerial imagery of Stockton Park, 1949

OBSERVATIONS

OWEN PARK

Today, Owen Park is an undeveloped park property. The 8-acre park contains grass and trees but lacks other amenities. It is most frequently used as a quiet fishing spot on the riverfront.

The planning team performed an extensive analysis of the structural, civil, electrical, and mechanical components of the existing park, and participants in community meetings and surveys provided valuable insight about the site's existing conditions from a users' perspective. The following list summarizes observations that were made during the planning process.

ITEMS	DESCRIPTION
Shoreline	The 610 lineal feet of shoreline at the park were found to be in poor condition with significant erosion.
Access to Waterfront	Dirt paths used by vehicles for access from Jefferson Ave. to the waterfront are in poor condition, with evidence of vehicles getting stuck.
Lighting	Park needs more lighting for safety and evening use.
Amenities	Park needs more amenities for kids and seniors and enhanced fishing amenities.
Signage/ Wayfinding	The park lacks any kind of signage and many people do not even know this is a public park.



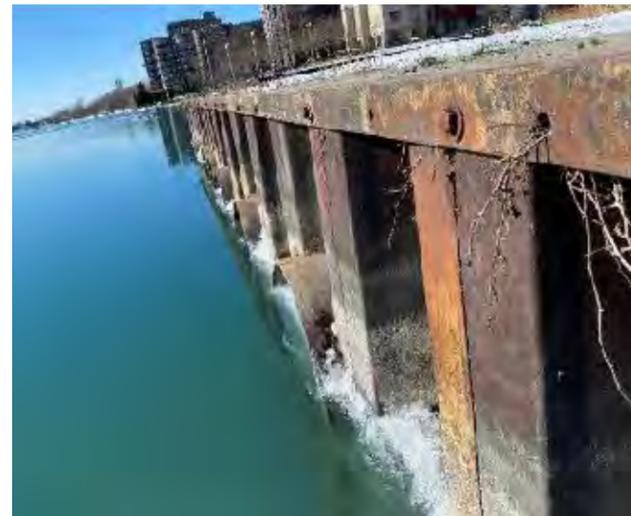
View of Owen Park from Jefferson Avenue



Dirt path in poor condition, used by vehicles to access the waterfront



Aerial view of dirt vehicular paths to the shoreline



Steel sheet pile wall section with outfall



Steel sheet pile wall return



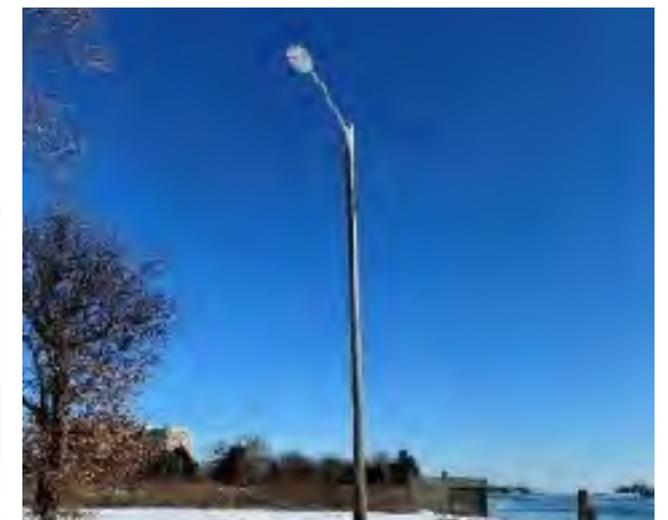
Noted deterioration of concrete seawall



Solar panel system



Deteriorated concrete structural component with exposed rebar



Wooden pole with light fixture

REFERENCE

The **Comprehensive Condition Assessment** provides a detail evaluation for the structural, civil, electrical, and mechanical components of the parks and plazas. See **Appendix A** for the full report.

OBSERVATIONS

ERMA HENDERSON PARK

Today Erma Henderson Park is used for fishing, basketball, soccer, and picnicking. Popular site amenities at the 21-acre park include the flower gardens, the armillary sphere art sculpture (installed in 1970), and walking paths. The site contains two structures: a restrooms building and a building used by Detroit Water & Sewerage Department. Two parking lots collectively provide 105 spaces for the park. The 600-lineal-foot shoreline protection system was replaced in Summer 2021.

The planning team performed an extensive analysis of the structural, civil, electrical, and mechanical components of the existing park, and participants in community meetings and surveys provided valuable insight about the park’s existing conditions from a users’ perspective. The following list summarizes observations that were made during the planning process.

ITEM	DESCRIPTION
Shoreline/ Seawall	The 600-lineal-foot shoreline protection system was replaced with marine mattresses in 2021
Pavement	The pavement in parking, drop-off areas, and sidewalks is in poor condition; requires replacement.
Late night noise	Public meeting participants discussed late-night noise being a problem at the park.
Gardens & Basketball Courts	Public meeting participants agreed the flower gardens and basketball courts are big attractions and should be maintained as park amenities.



The restroom building in the park is currently closed



Basketball courts with flooded parking area in the background



DWSD Pump Station and gardens near Jefferson Ave.



Existing concrete and steel sheet pile wall, leaning railing sections and flooding noted



Damaged and missing light pole



Area from seawall to berm flooding



Broken post at railing



Noted erosion at berm section



Approximately 70’ of missing railing and damaged posts

REFERENCE

The **Comprehensive Condition Assessment** provides a detail evaluation for the structural, civil, electrical, and mechanical components of the parks and plazas. See **Appendix A** for the full report.

OBSERVATIONS

ERMA HENDERSON MARINA

Today the entire 15-acre marina is non-operational, and the 247 boat slips are empty and out of commission. Surrounding the water basin is a clubhouse building and 250 parking spaces.

The planning team performed an extensive analysis of the structural, civil, electrical, and mechanical components of the existing marina, and participants in community meetings and surveys provided valuable insight about the marina's existing conditions from a users' perspective. The following list summarizes observations that were made during the planning process.

ITEM	DESCRIPTION
Shoreline & Seawall	The concrete seawall appears to be failing, causing approximately 180' of wall to move significantly toward waterside and significant issues with pavement surfaces behind wall.
Electrical System	The entire marina electrical system needs to be reevaluated and inspected. Due to high waters several major components have been compromised by contact with water and ice.
Fire System	The current fire suppression system is not up to the NFPA regulations. The majority of the ABC fire extinguisher cabinets need to be replaced. Portable fire extinguishers should be placed on docks and piers.
Marina Anchoring System	Due to high waters, several spuds and anchor points were out of alignment or in a locked position. The entire anchoring system should be investigated to avoid further damages to the piers, gangways, and fingers.
Sanitary Pump Out	Current system is outdated/broken and needs to be replaced with new fix pump out system.
Water	Several water lines appear damaged due to ice and need to be replaced as soon as possible.
Piers/ Finger Piers	The overall structural condition of the fixed piers and fingers need minor repairs, loose boards replaced as needed, pressure washed and sealed. A de-icer is recommended to protect the dock's structure and pilings during the winter season.
Wooden Piles	Several piles were displaced due to ice shifting; need to be reset.
Cleats	Missing cleats or cleats not secured properly to the deck need to be fixed.
Buildings	Marina offices, ship store, restrooms, and laundry facility are in need of remodeling, updating, and exterior maintenance (paint, fixtures, furniture).
Wayfinding	The marina and slips lack a cohesive signage scheme; needs cohesive directional and informative signage.
Marina Access	Increase access for both boaters and non-boaters to create a point of entry for boat rental, water taxi service, and non-motorized craft.



Concrete seawall in fair condition; separation in wall segments causing material loss from behind wall



Timber pile and steel components noted to be in poor condition for breakwall at riverside entrance



Uneven and broken pavement at the marina's eastern parking area



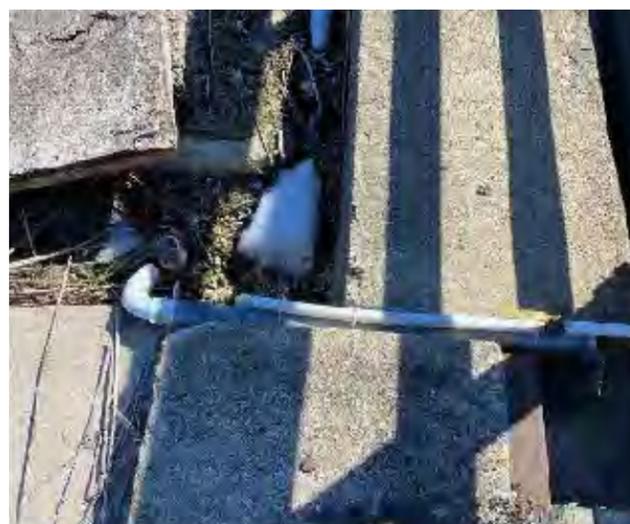
Concrete retaining wall is in good condition



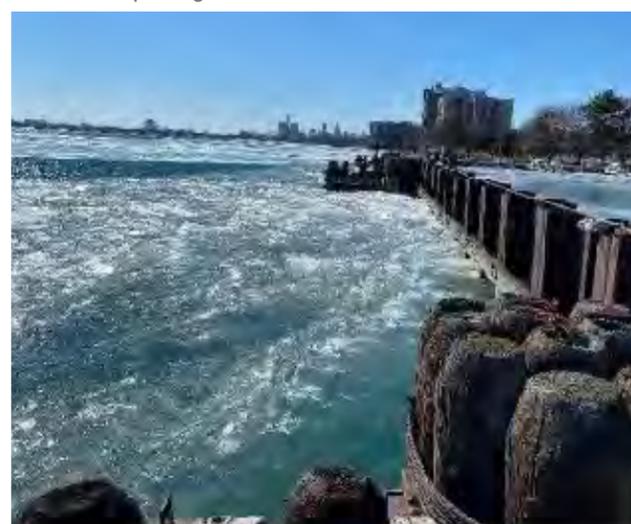
Concrete seawall shows deterioration to top of wall section requiring maintenance



Significant settlement behind wall causing concrete walk to be uneven and potentially hazardous



Failing portion of concrete seawall



Sheet pile breakwall is in fair condition



Approximately 40' of fence is in need of repair

REFERENCE

The **Erma Henderson Condition Assessment** provides a detail evaluation of the marina. See **Appendix A and D** for the full detail reports.

OBSERVATIONS

STOCKTON PARK

The 2-acre park sits just east of the Manoogian Mansion and west of the Department of Public Works Fairview Sewerage Pumping Station. Today the park is used for walking, children’s play, picnicking, relaxing, and fishing, and the park’s amenities (play equipment, picnic tables, walking paths) are generally in good condition.

The planning team performed an extensive analysis of the structural, civil, electrical, and mechanical components of the existing park, and participants in community meetings and surveys provided valuable insight about the site’s existing conditions from a users’ perspective. The following list summarizes observations that were made during the planning process.

ITEMS	DESCRIPTION
Seawall/ Shoreline	The shoreline was found to be in poor condition with notable erosion and no protective devices or structures in place along the 210 feet of river frontage, requiring the installation of a new shoreline protection system.
Precast Concrete Lighting	Two of three precast light poles are cracking at base; maintenance and repairs needed.
Site Fencing	Chain link fencing surrounding the site is in need of maintenance.
Landscape	There is one area that appears to be an old/unused vehicle access to the property to the south. This area could be improved with seeding and topsoil.
Asphalt Paths	Paths are in good condition, with minor cracking in some areas that could use maintenance/repair.



Play structures and amenities are in good condition with some general maintenance needed



Overgrowth along the path near the park’s entrance



Unprotected shoreline with notable erosion



Unformed concrete poured along portions of shoreline is undermined



Unformed concrete poured along portions of shoreline



No shoreline flood protection, significant erosion observed



Guardrail section along shoreline is damaged and portions are missing, a potential hazard



Unformed concrete poured along portions of shoreline



Precast concrete lighting fixtures with vertical cracking

REFERENCE

The **Comprehensive Condition Assessment** provides a detail evaluation for the structural, civil, electrical, and mechanical components of the parks and plazas. See **Appendix A** for the full report.

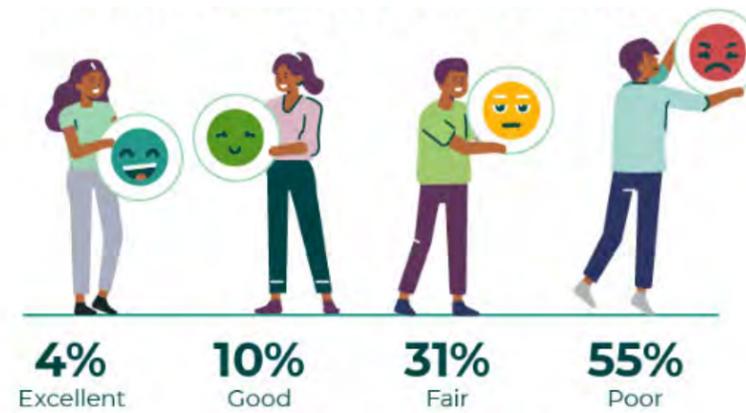
COMMUNITY ENGAGEMENT OWEN PARK

As part of the planning process for Owen Park, the City of Detroit and the planning team hosted a series of public engagement events that allowed residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future.

The following list summarizes key takeaways identified during the community engagements

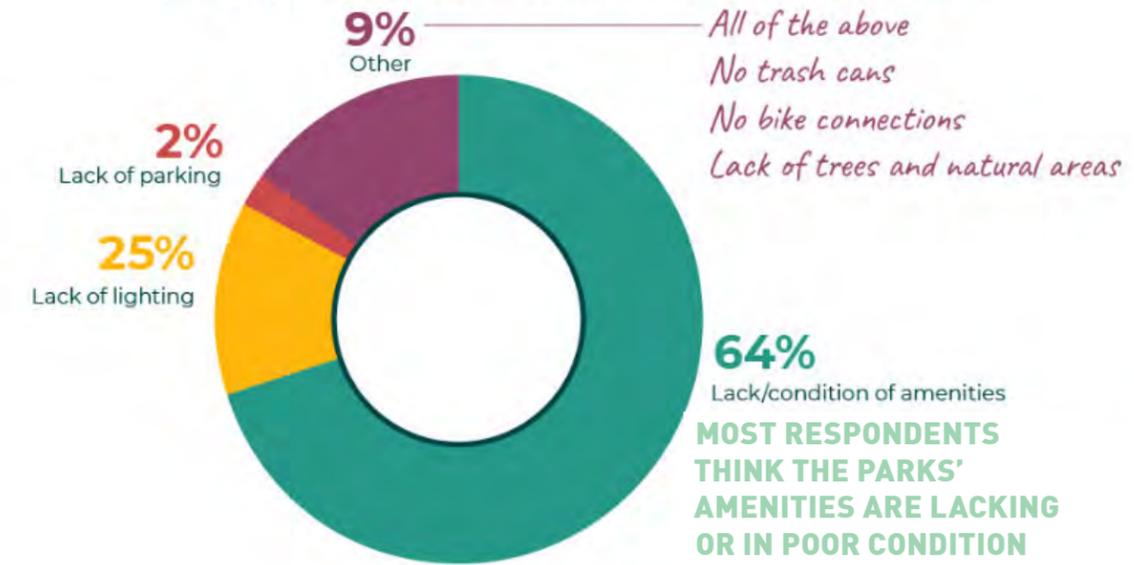
- Primarily used for **fishing**.
- The **quiet, secluded and informal nature** of the park is seen as a benefit.
- Improve access: Make it easier to get down to the water and **address the car-tracked terrain**.
- Add **lighting**.
- Address the **abandoned building next to the park**, it would make it seem less isolated and safer.
- Some suggested **adding amenities**, like benches for seniors, and family-friendly activities for kids, like fishing.

WHAT IS YOUR GENERAL OPINION?



“THE ROAD IS DIRT AND THERE IS NO SIGNAGE. I’M NOT SURE IF I WANT THE SIGNAGE - THIS IS ONE OF DETROIT’S BEST KEPT SECRETS.”

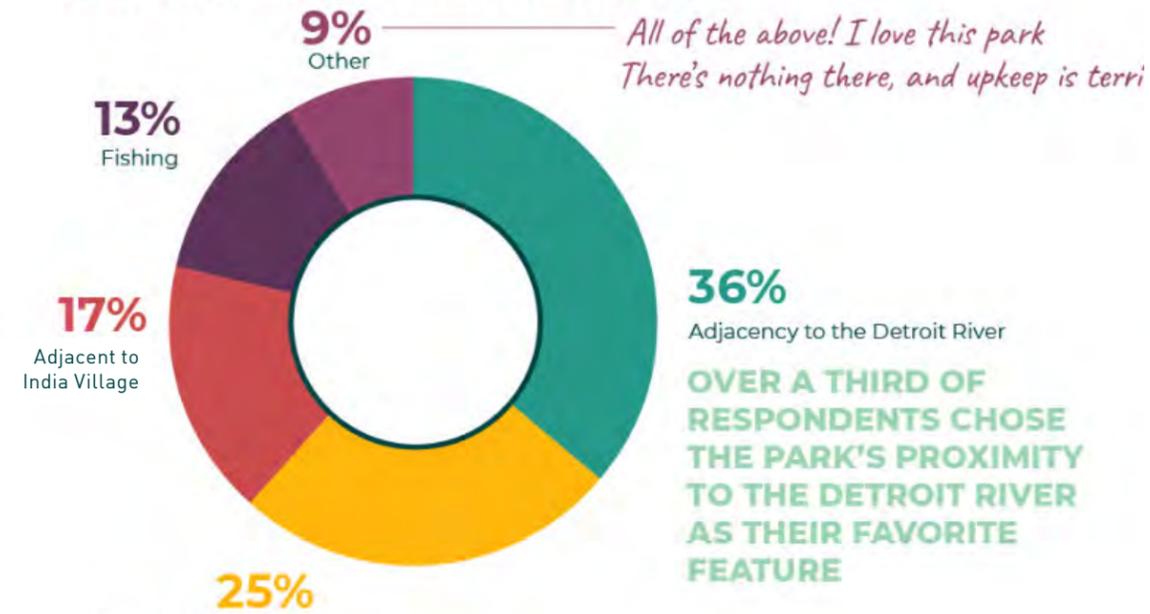
WHAT DO YOU FEEL IS THE BIGGEST CHALLENGE?



IF YOU HAVE NOT VISITED OWEN PARK, WHY NOT?



WHAT IS YOUR FAVORITE FEATURE?



“NEEDS LOTS OF CLEANUP. JUST DON’T COMMERCIALIZE THIS PARK TOO MUCH. IT’S GOT A LOT OF CHARACTER AND REPRESENTS “THE CITY” VERY WELL. DON’T OVER GENTRIFY IT.”

REFERENCE

Participants at community meetings and in surveys provided feedback and about the plaza, parks and event facilities. See **Appendix B** for a summary of each **Community Engagement**.

COMMUNITY ENGAGEMENT

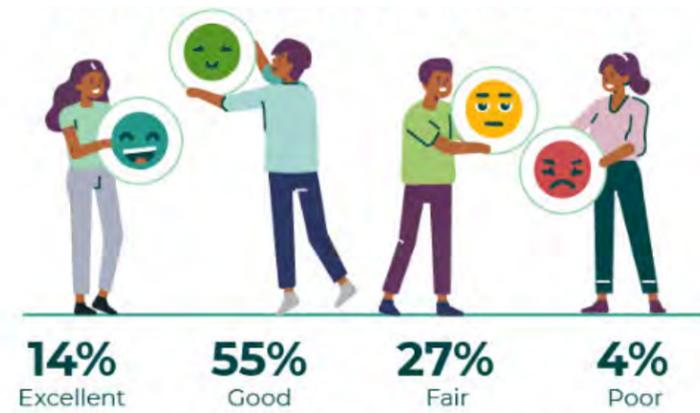
ERMA HENDERSON PARK

As part of the planning process for Erma Henderson Park, the City of Detroit and the planning team hosted a series of public engagement events that allowed residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future.

The following list summarizes key takeaways identified during the community engagements

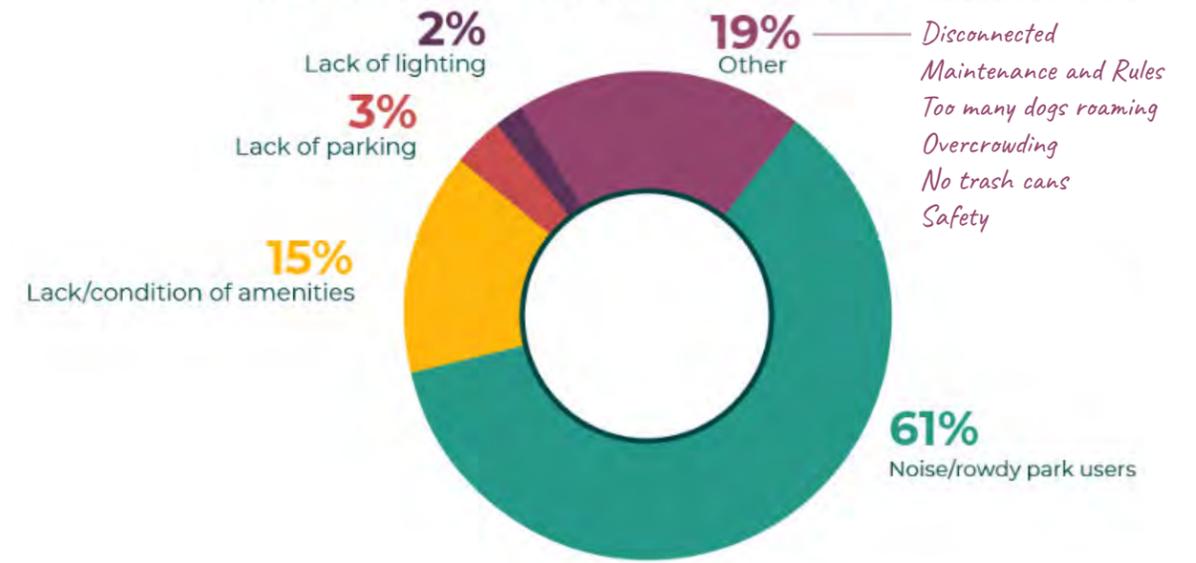
- Respondents **appreciate the lush landscaping/flower beds, and would like to see more.**
- Park users stay late into the evening and produce noise and other issues that impact the quality of life with nearby residents. There were **many calls for increased security at this location.**
- **Trash collection** is an issue here.
- The park feels **disconnected from the river** itself and the Riverwalk system.
- Some feel the park **doesn't feel welcoming to the public.**
- The **bathroom hours are confusing**, and they are often closed.
- There's an opportunity to **display Erma Henderson's history** on the site.

WHAT IS YOUR GENERAL OPINION?



PLEASE KEEP IT CLEAN.

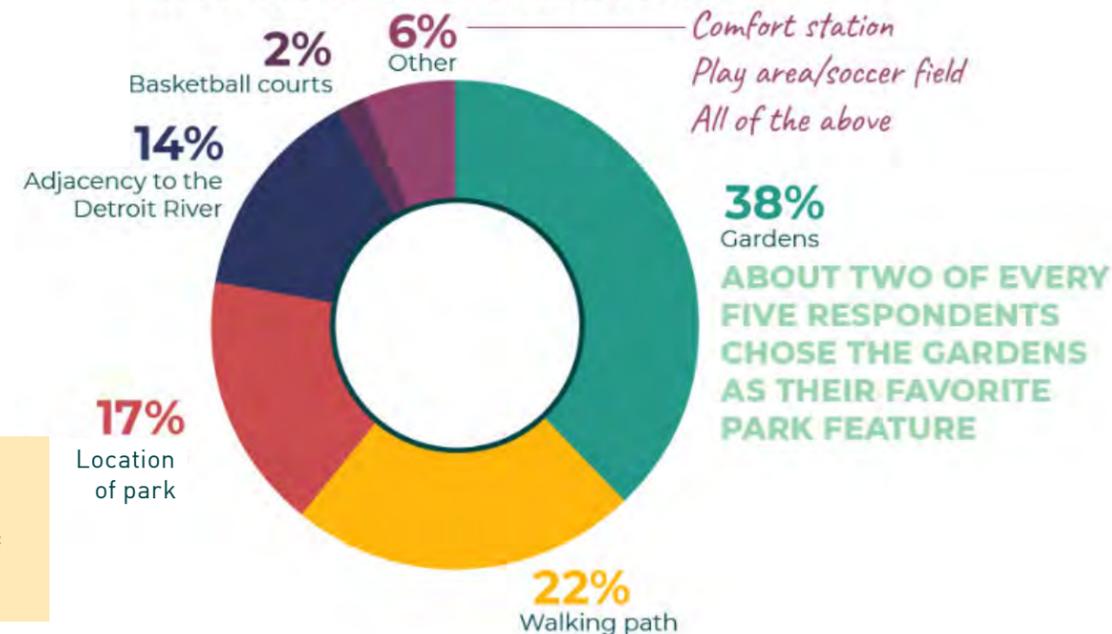
WHAT DO YOU FEEL IS THE BIGGEST CHALLENGE?



IF YOU HAVE NOT VISITED ERMA HENDERSON PARK, WHY NOT?



WHAT IS YOUR FAVORITE FEATURE?



MANY IMPROVEMENTS HAVE BEEN MADE, HOWEVER THIS PARK IS HEAVILY USED BY FAMILIES FOR PICNICS AND THERE IS ONE PICNIC TABLE AND NO PERMANENT GRILLS FOR PEOPLE TO USE.

REFERENCE

Participants at community meetings and in surveys provided feedback and about the plaza, parks and event facilities. See **Appendix B** for a summary of each **Community Engagement**.

COMMUNITY ENGAGEMENT

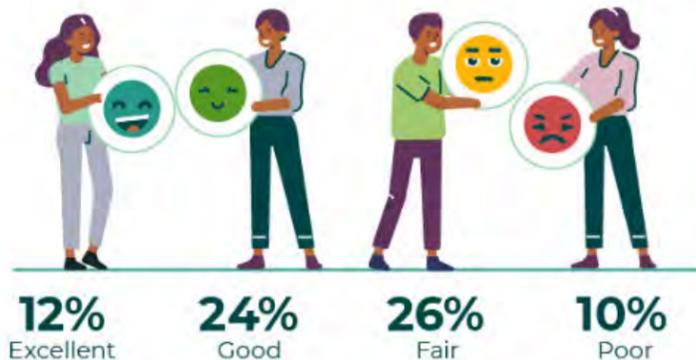
ERMA HENDERSON MARINA

As part of the planning process for Erma Henderson Marina, the City of Detroit and the planning team hosted a series of public engagement events that allowed residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future.

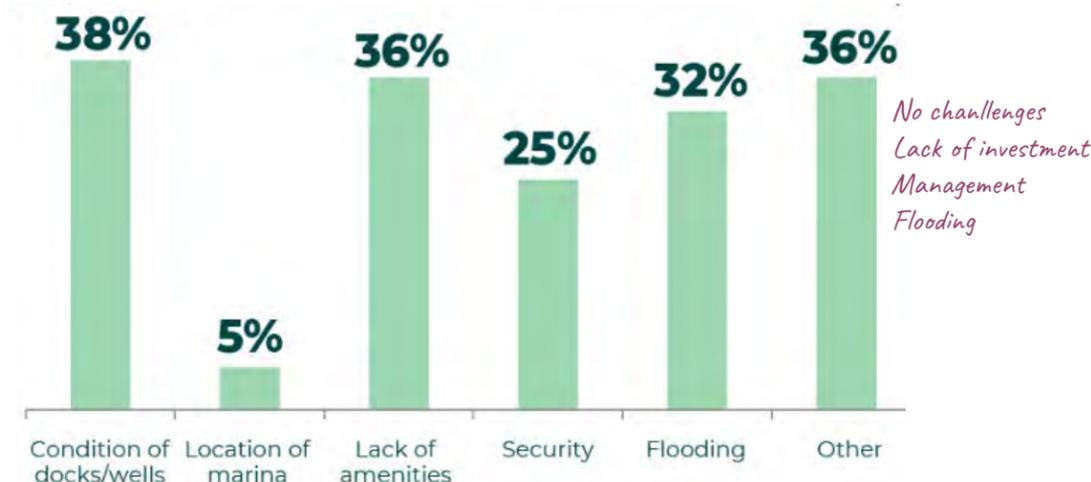
The following list summarizes key takeaways identified during the community engagements

- There is **confusion as to why the Marina is closed** and when/if it will reopen.
- Generally, the **facility is outdated and in need of an upgrade** and additional landscaping treatments.
- Respondents cited **management challenges at the facility**.
- The marina can **feel exclusive**, not like a public asset.
- For those who do not keep boats here, respondents would like to see a kayak launch, more exterior landscaping and buffering from the surrounding community, and a **destination restaurant**.

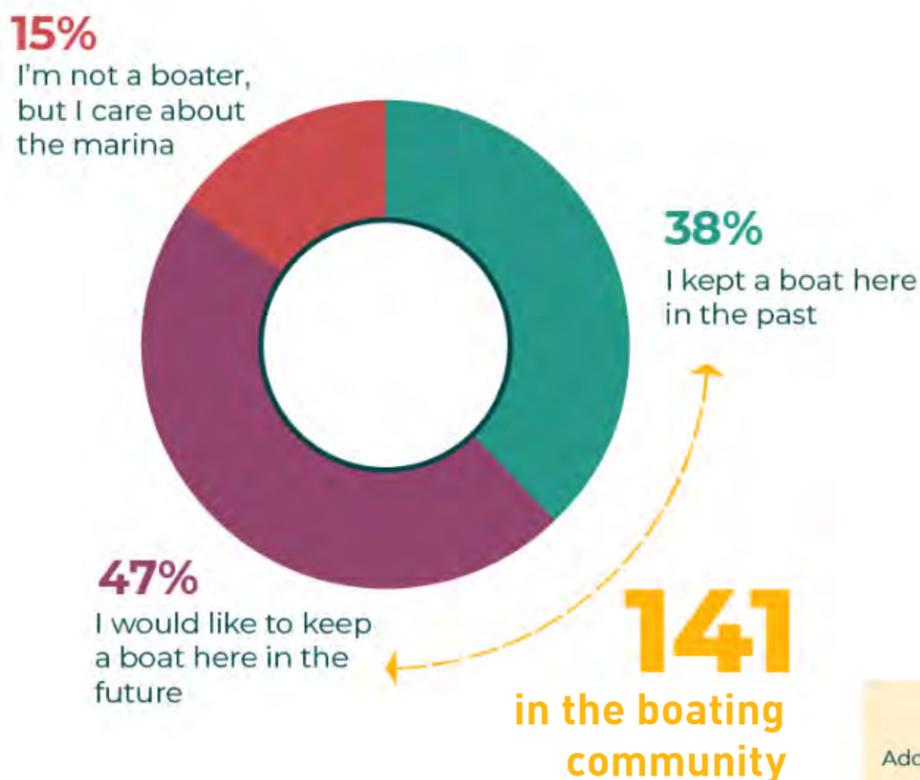
WHAT IS YOUR GENERAL OPINION?



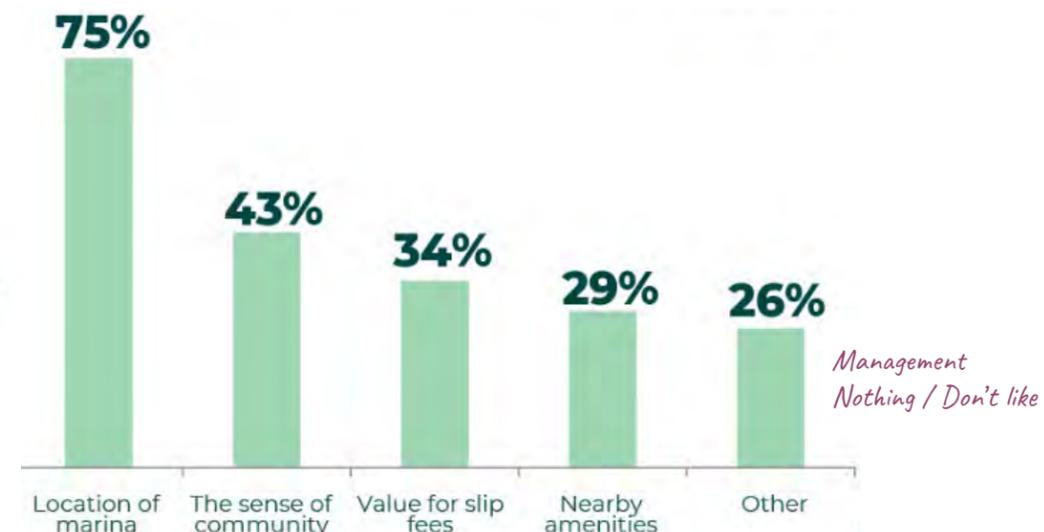
WHAT DO YOU FEEL IS THE BIGGEST CHALLENGE?



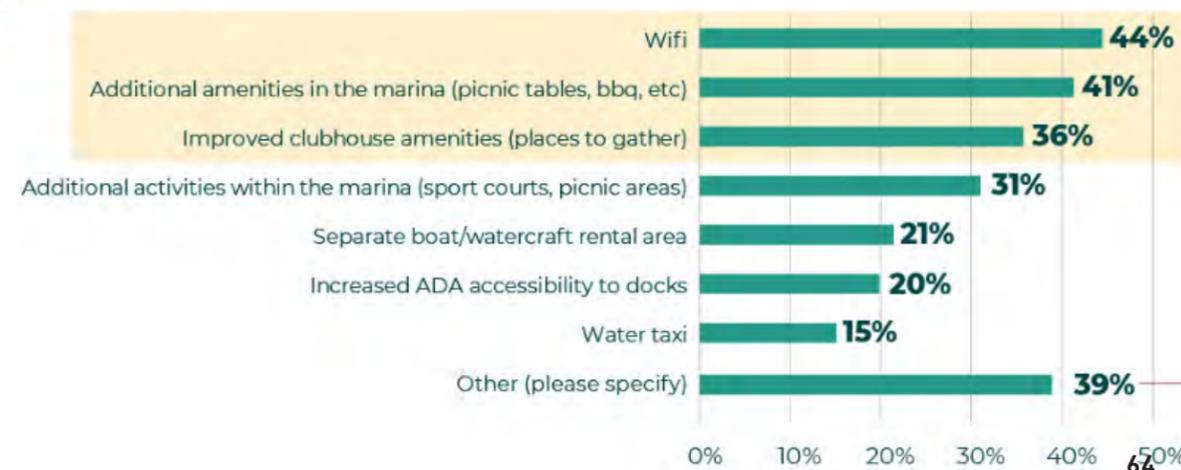
WHAT IS YOUR RELATIONSHIP TO THIS MARINA?



WHAT IS YOUR FAVORITE FEATURE?



WHAT WOULD YOU LIKE TO SEE AT THIS MARINA?



REFERENCE

Participants at community meetings and in surveys provided feedback and about the plaza, parks and event facilities. See **Appendix B** for a summary of each **Community Engagement**.

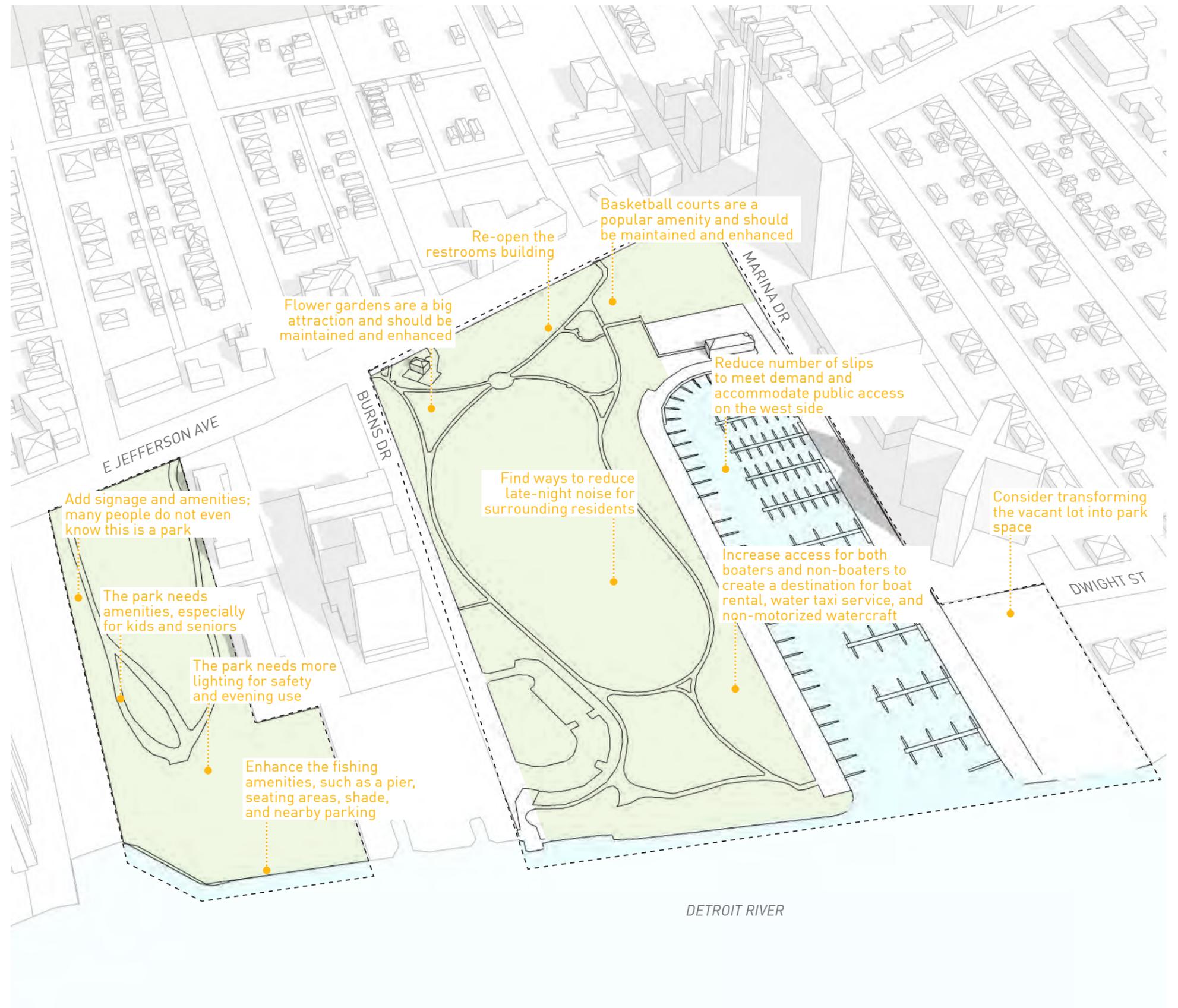
DESIGN APPROACH

GOLD COAST

Throughout the planning process, the planning team and participants in community meetings and surveys exchanged ideas and recommendations for the Gold Coast's future. The following list summarizes opportunities for improvement.

OPPORTUNITIES

- **Improve the comfort and convenience of the visitor experience**, including pedestrian arrival, bicycle and vehicular parking, comfort stations, and signage and wayfinding.
- **Increase and improve activities and destinations** throughout the parks.
- **Update park amenities**, including places to sit and gather, sports courts and fields, children's play areas, and gardens and landscaping.
- **Provide safe access to water**, including the riverfront and water activities.
- **Increase park operations**.
- **Renovate and modernize the marina** to increase level of service for boaters and increase rate of return for the City investment
- **Work to improve site and shoreline ecology**.



OPPORTUNITIES FOR IMPROVEMENT

VISION GOLD COAST

The diagram illustrates a proposed program and key circulation routes for the Gold Coast sites. The conceptual vision provides a framework for future planning, design and implementation.

PROGRAM

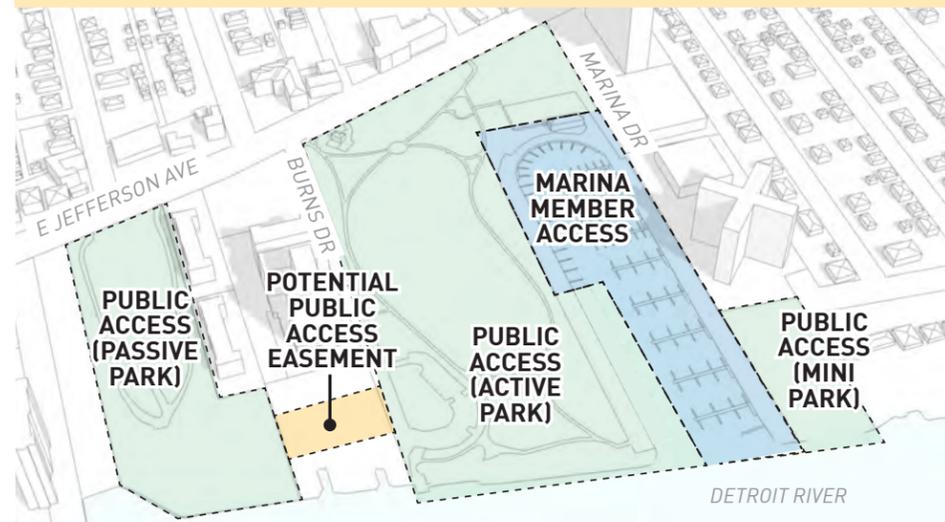
-  PASSIVE LANDSCAPE
-  ACTIVE LANDSCAPE
-  WATER-BASED ACTIVITIES
-  EXISTING BUILDINGS
-  NEW PAVILIONS/SHELTERS
-  NEW COMFORT STATIONS/AMENITY BUILDINGS
-  PARKING
-  SECURED PERIMETER

CIRCULATION

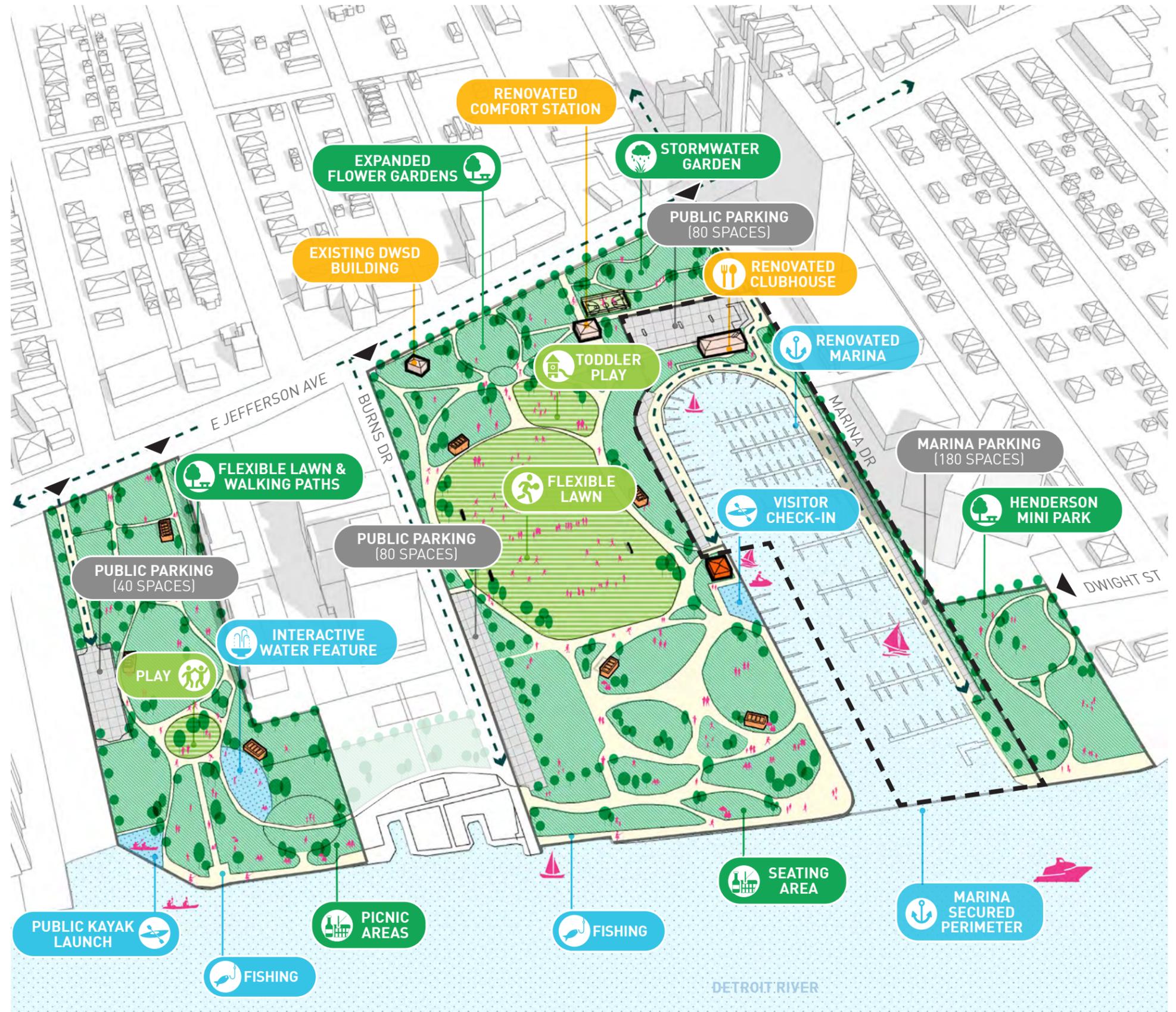
-  VEHICULAR/MULTI-MODAL STREET
-  PEDESTRIAN PATH
-  MAIN ENTRANCES

REFERENCE

For detailed site diagrams that informed the urban design approach - see **Appendix C for Site Analysis Diagrams** for full information.



ACCESS ZONES



PROPOSED PROGRAM DISTRIBUTION & CIRCULATION

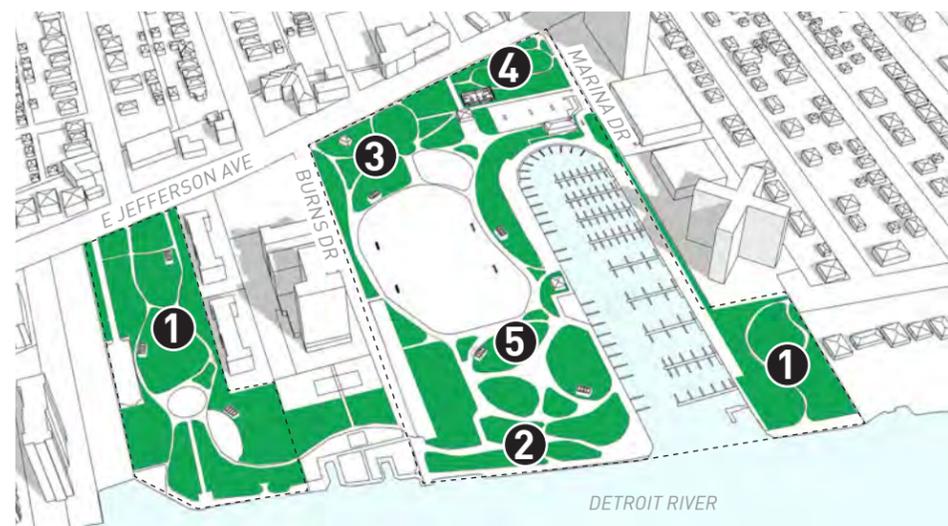
RECOMMENDATIONS

PASSIVE LANDSCAPES

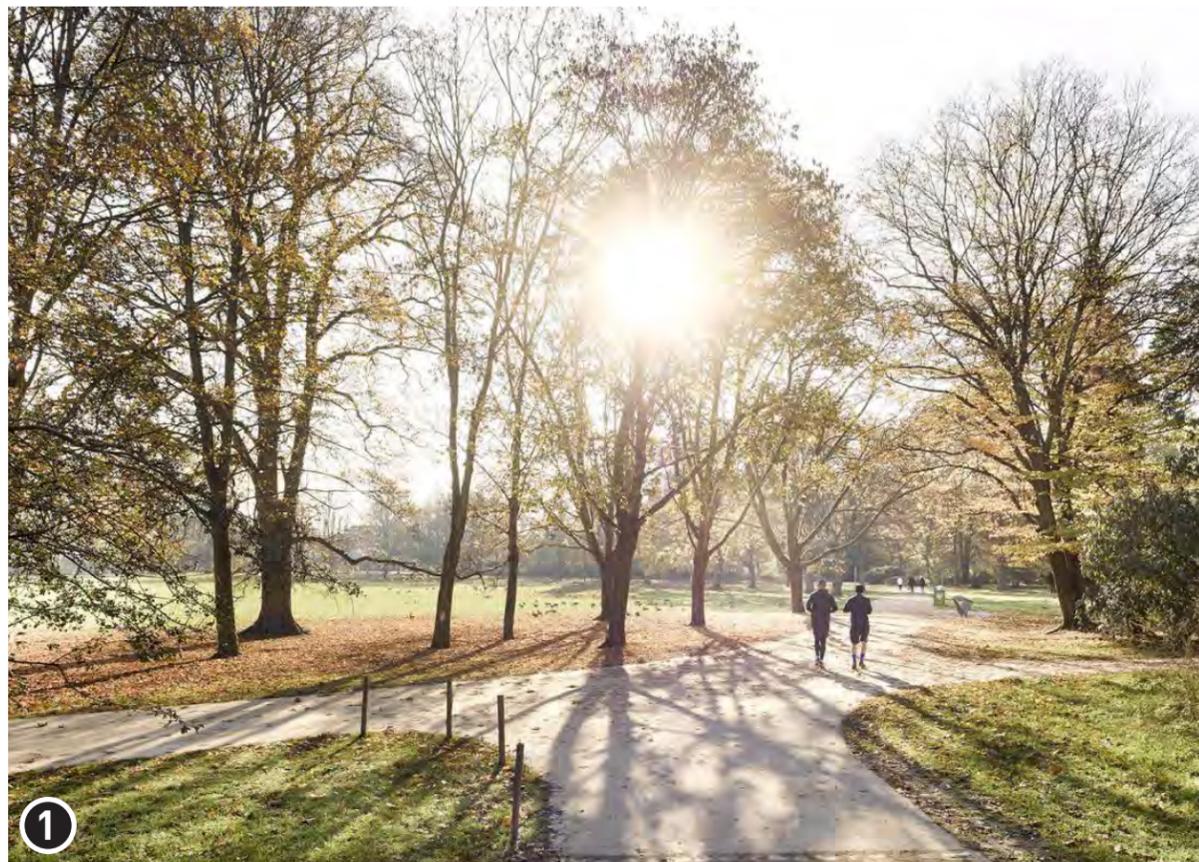
Passive landscape areas in the Gold Coast district are envisioned to be places for open/flexible grass lawns, walking paths, flower gardens, stormwater management, nature habitat, seating and picnic areas with views of the river and the marina.

The images illustrate the following passive landscape environments:

1. Walking/jogging paths and open/flexible grass lawns
2. Riverfront walking paths, seating, and shade structures
3. Flower gardens and public art
4. Stormwater garden
5. Picnic shelters



PASSIVE LANDSCAPE ZONES



PRECEDENT IMAGERY



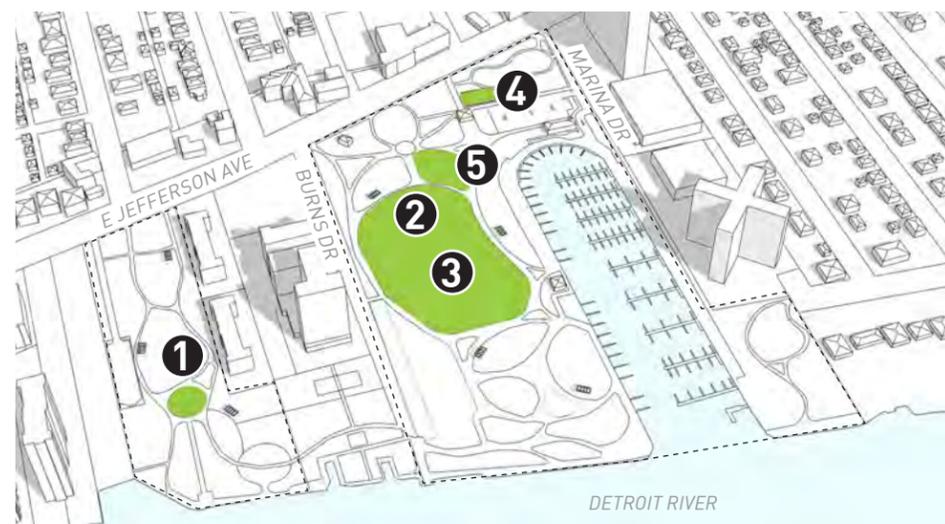
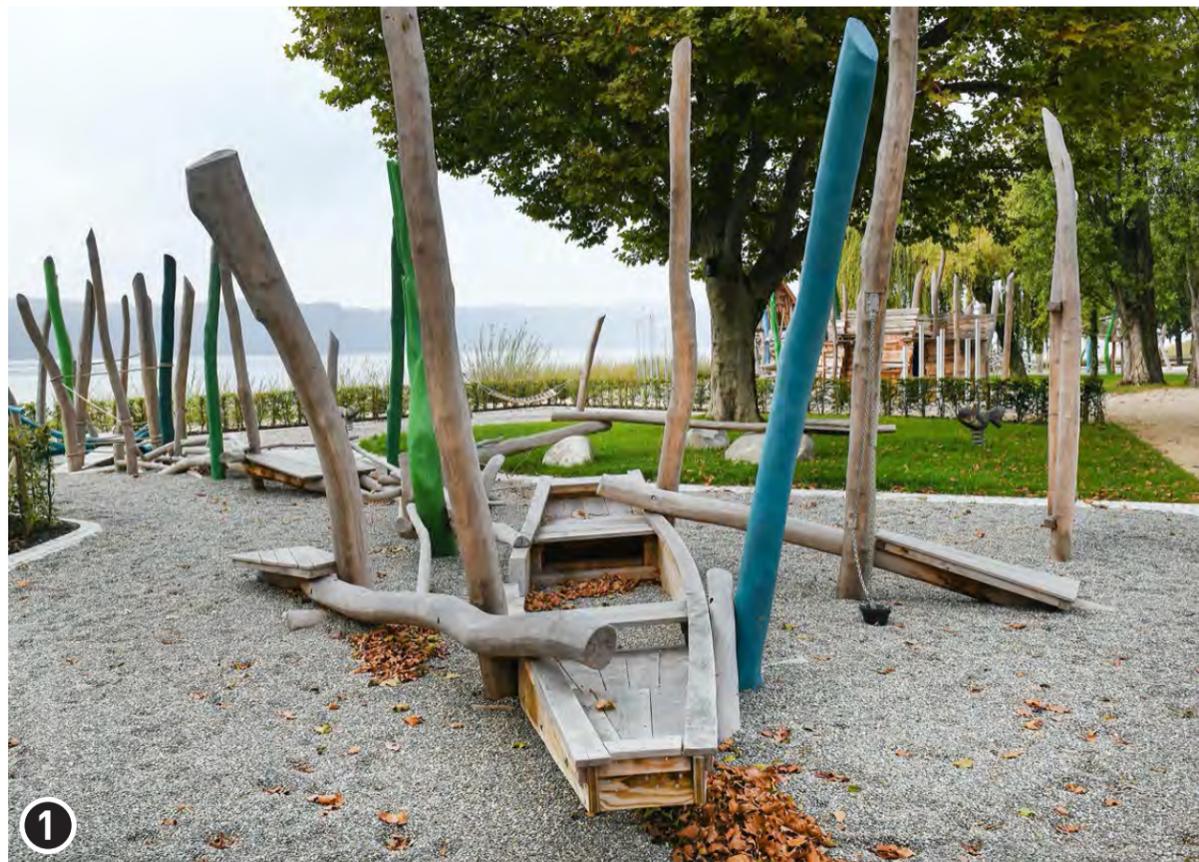
RECOMMENDATIONS

ACTIVE LANDSCAPES

Active landscape areas in the Gold Coast district provide opportunities for sports and recreation such as basketball courts and soccer fields, adult exercise equipment, and playgrounds for children ranging in age.

The images illustrate the following active landscape environments:

1. Natural playscape
2. Flexible lawn
3. Sports fields
4. Sports courts
5. Playground: toddlers, older kids', and adult exercise



ACTIVE LANDSCAPE ZONES



PRECEDENT IMAGERY



RECOMMENDATIONS

WATER-BASED ACTIVITIES

Areas for water activities in the Gold Coast are envisioned to provide water access for recreation by providing amenities like a splash pad, fishing area, kayak launch and rentals and a rehabilitated marina.

The images illustrate the following water-based activity environments:

1. Interactive fountain or other water feature
2. Fishing pier
3. Public walk-up kayak/canoe launch
4. Kayak/canoe rental
5. Marina boat slips



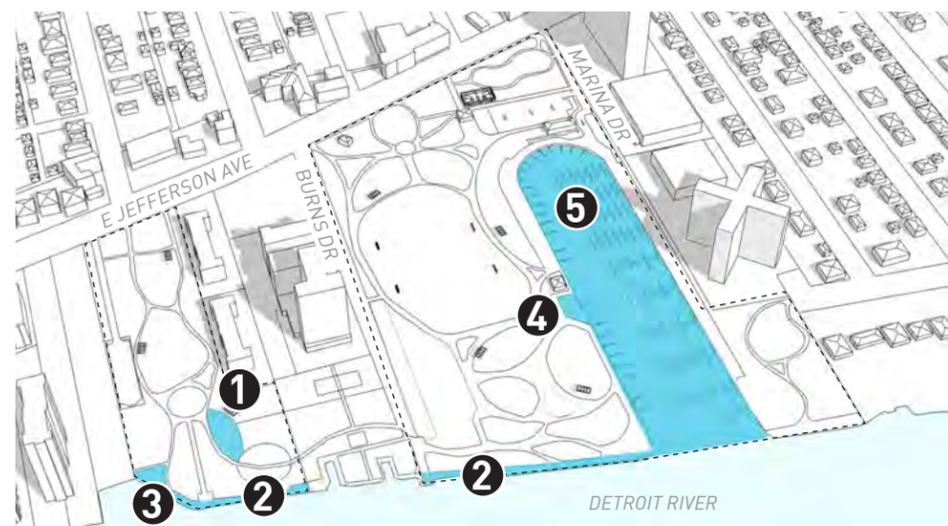
1



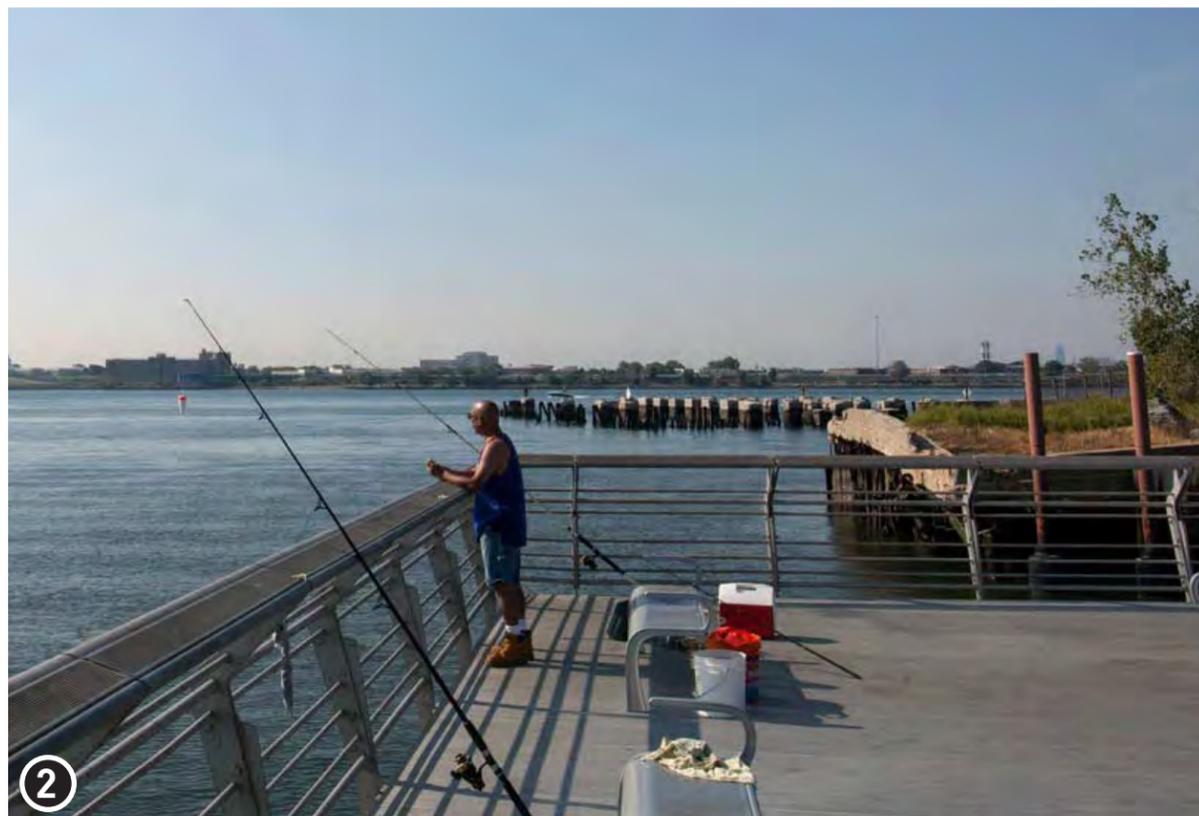
3



4



WATER ACTIVITY ZONES



2

PRECEDENT IMAGERY



5

RECOMMENDATIONS BUILDINGS AND PAVILIONS

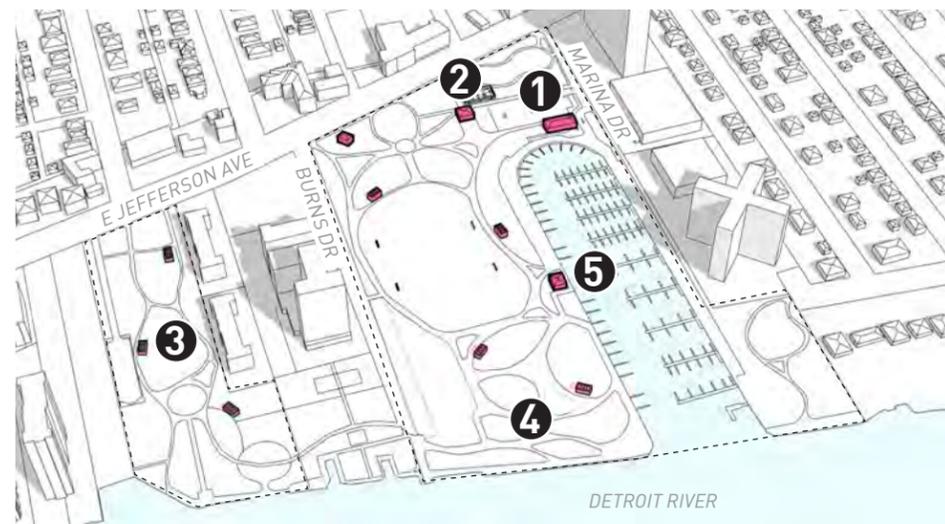
Buildings and shelters in the Gold Coast district are needed to support park users and marina members with restrooms, shade shelter, and recreational amenities.

This plan envisions upgrades to existing buildings including the public restrooms building and the marina clubhouse/office.

Potential new structures might include a kayak/canoe livery for rentals and picnic shelters throughout the parks.

The images illustrate the following buildings and structures:

1. Marina clubhouse with outdoor seating
2. Comfort station (restrooms)
3. Small picnic shelters, tables, and grills
4. Large pavilion
5. Kayak/canoe livery



BUILDINGS & SHELTERS ZONES



PRECEDENT IMAGERY



RECOMMENDATIONS

PARKING & CIRCULATION

Well-located parking areas provide important infrastructure for allowing pedestrians, bicyclists, and vehicles to get to and from their destinations safely, efficiently, and conveniently. Given the large size of each asset area, parking should be provided at each.

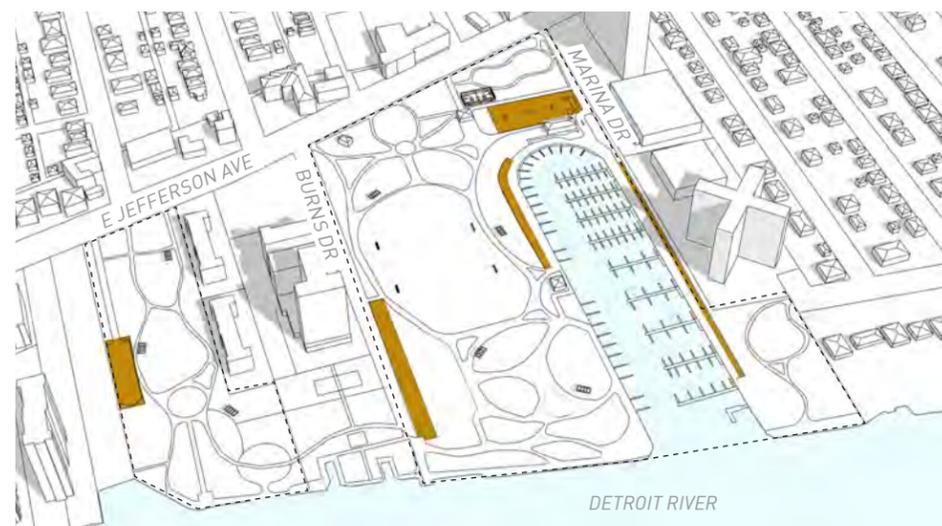
All parking and circulation areas should be designed with vegetation and landscaping at their perimeter and in formed islands within parking lots to minimize the visual and environmental impact of paved areas. Provide trees, plants, and stormwater species to simultaneously improve attractiveness, reduce heat islands, and manage stormwater.

The images illustrate the following parking and circulation environments:

1. Bioswales integrated within parking lot
2. Wayfinding signage to parking and major destinations
3. Bicycle parking
4. Visual screening and shade trees around perimeter of parking lot

# OF PROPOSED PARKING SPACES	380
Owen Park	40 spaces
Erma Henderson Park	160 spaces
Erma Henderson Marina	180 spaces
Stockton Park	0 spaces

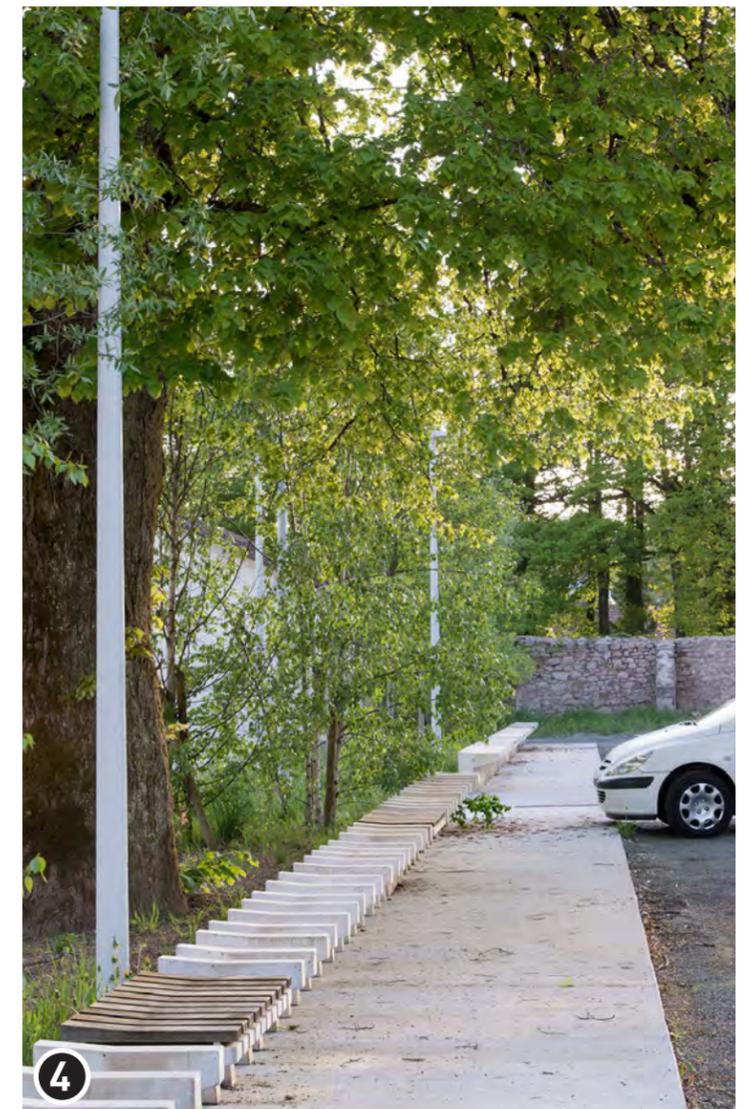
# OF PROPOSED BOAT SLIPS AT MARINA	223
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VEHICULAR PARKING & CIRCULATION ZONES



PRECEDENT IMAGERY



IMPLEMENTATION

GOLD COAST

Recommended implementable projects include capital projects and maintenance, operations and management considerations for the Gold Coast parks and marina. The following summarizes the overall implementation strategy, which is meant to guide future planning, engagement and design.

The Gold Coast parks and marina are recommended to be considered as a collection of parks and recreational amenities. During future planning and engagement, these sites should be carefully coordinated and designed to ensure that they complement each other without conflict. Riverfront parks are some of the most popular parks because they provide water views, cooler breezes and unique recreation opportunities like fishing and boating. While this study focused on recreational activities, additional studies are recommended to ensure

that seawall typologies are adaptive to climate conditions and coastal habitat is restore and protected in the Detroit River.

Key Considerations:

- Balance activities at these parks by providing active and passive opportunities.
- Ensure that supporting amenities such as comfort stations and parking are adequate for amenities at each park location.
- Plan and design for multi-modal access to the parks from Jefferson Ave. Coordinate closely with the Department of Public Works on signals and sidewalk designs.
- Work closely with a marina operator to rehabilitate the marina and improve the connectivity with the park.

Phasing and Capital Project Priority:

Projects identified in the study range from critical improvements, repairs, maintenance and major capital projects. Project phasing will be sequenced and prioritized based on:

1. Health and Safety Improvements
2. Stabilization and Critical Repairs
3. Replacement / Re-design (based on component life cycle)
4. Transformational Impact

Project Cost Estimates and Funding:

Estimated costs for improvements and capital projects reflected in this implementation strategy are rough orders of magnitude, developed from current unit costs and early concepts. Funding sources for each project will depend on the project type, priority and funding availability.

SHORT TERM	MEDIUM TO LONG TERM	
IMMEDIATE CAPITAL IMPROVEMENTS	MAJOR CAPITAL PROJECTS	OPERATIONS, MAINTENANCE AND MANAGEMENT
<p>Owen Park</p> <ul style="list-style-type: none"> • Seawall Rehabilitation. <p>Erma Henderson Park</p> <ul style="list-style-type: none"> • Replace seawall - <i>completed</i> • Repair seawall at Erma Henderson Mini Park (east) • Improve landscaping by adding more trees <p>Erma Henderson Marina</p> <ul style="list-style-type: none"> • Repair critical seawall portion • Repair utility infrastructure 	<p>Owen Park</p> <ul style="list-style-type: none"> • Design the site into a passive park with safe access and amenities <p>Erma Henderson Park</p> <ul style="list-style-type: none"> • Improve sports fields, courts • Create another activity zone to the south of the park • Extend walking paths to provide closer access to the river <p>Erma Henderson Marina</p> <ul style="list-style-type: none"> • Rehabilitate the remaining seawall • Replace existing docks for floating docks • Renovate and improve marina facilities 	<p>Owen and Erma Henderson Parks</p> <ul style="list-style-type: none"> • Consider increasing the frequency of maintenance, particularly during the summer season when riverfront parks experience heavy use and activities. <p>Erma Henderson Marina</p> <ul style="list-style-type: none"> • Establish a maintenance and capital improvement schedule as part of the marina operation. • Carefully evaluate water recreation amenities and where possible, provide opportunities for water access to non-boat owners.

IMPLEMENTATION

MAJOR CAPITAL PROJECTS

Currently, Owen is an under developed park property. The renovation of Owen park will take place as part of the parks capital planning and phasing. This study recommends that Owen be develop in three phases.

OWEN PARK		
PHASE	MAJOR CAPITAL PROJECTS ¹	COSTS ²
PHASE 1	1A Seawall Rehabilitation	\$\$\$\$
	2A Overall Site Grading and Seeding	\$\$
PHASE 2	2B New Parking Area	\$\$\$
	2C Walking paths, playground and amenities	\$\$\$
PHASE 3	3A Kayak Area	\$\$\$
	3B Splash pad / water amenity	\$\$\$\$



IMPLEMENTATION PROJECTS

NOTES:

1. Plan and coordinate capital projects across City departments and agencies.
2. See Condition Assessment And Seawall Report for the full list of repairs by priorities.
3. Costs are estimates are rough orders of magnitude (ROM).

Costs Key:

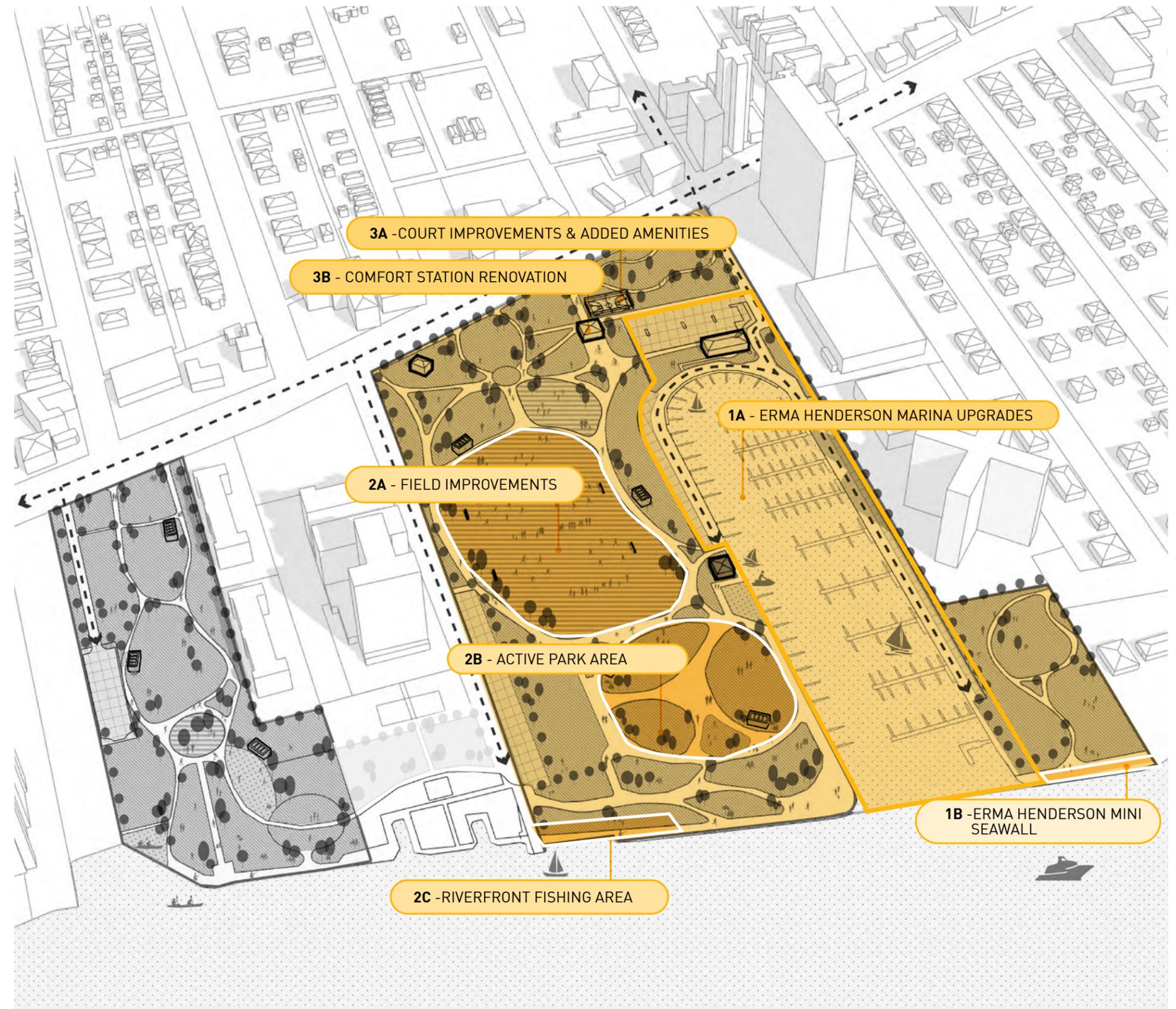
- \$: under \$10K
- \$\$: \$10K - \$100K
- \$\$\$: \$100K - \$1M
- \$\$\$\$: \$1M-\$10M
- \$\$\$\$: above \$10M

IMPLEMENTATION MAJOR CAPITAL PROJECTS

Erma Henderson Park and Marina require both park and marina maintenance.

Erma Henderson Marina will require a consistent maintenance and repair schedule. An operations and maintenance plan is recommended to accompany the major projects capital plan.

ERMA HENDERSON PARK AND MARINA			
PHASE		MAJOR CAPITAL PROJECTS ¹	COSTS ⁴
PHASE 1-3	1A	Erma Henderson Marina Upgrades ²	\$\$\$\$\$
	1B	Erma Henderson mini - Seawall	\$\$\$
PHASE 2	2A	Field improvements	\$\$\$
	2B	New active park area (south)	\$\$\$\$
	2C	Riverfront fishing area	\$\$\$
PHASE 3	3A	Courts improvements & added amenities	\$\$\$
	3B	Comfort Station renovation	\$\$\$



NOTES:

1. Plan and coordinate capital projects across City departments and agencies.
2. See Erma Henderson Marina Condition Assessment and Recommendation Report for detailed phasing and capital implementation plan.
3. See Condition Assessment And Seawall Report for the full list of repairs by priorities.
4. Costs are estimates are rough orders of magnitude (ROM).

- Costs Key:
- \$: under \$10K
 - \$\$: \$10K - \$100K
 - \$\$\$: \$100K - \$1M
 - \$\$\$\$: \$1M-\$10M
 - \$\$\$\$: above \$10M

IMPLEMENTATION PROJECTS



04

MARINA DISTRICT

OVERVIEW

ABOUT

The Marina District is located approximately 4 miles east of Downtown Detroit. One of Detroit's busiest blueways, the district offers a unique blend of sailing, boating, and industry. The area is complemented by affordable riverfront access, contemporary housing nearby, and long-time popular restaurants. Tens of thousands of people visit the many marinas and yacht clubs each year, helping to preserve and protect Detroit's often forgotten maritime identity. The city-owned assets in this district include Riverside Marina, St. Jean Boat Launch, and two public parks.

ASSETS

- Riverside Marina
- St. Jean Boat Launch
- Engel Memorial Park
- Reid Memorial Park

STUDY AREA STATS

Total Site Area	+/- 66 acres
Riverside Marina	+/- 32 acres (48%)
Reid Memorial Park	+/- 23 acres (35%)
Engel Memorial Park	+/- 6 acres (9%)
St. Jean Boat Launch	+/- 5 acres (8%)
Linear Feet of Shoreline	+/- 1,870 feet

Boat Slips at Riverside Marina

# Existing Boat Slips	389
# Operational Boat Slips	226

Zoning Designation

East of Fairview Street	Planned Development (PD)
West of Fairview Street	General Industrial (M3)

Local Historic Designation

None



EXISTING AERIAL OF SITE & SURROUNDINGS

NOT TO SCALE

HISTORY

RIVERSIDE MARINA

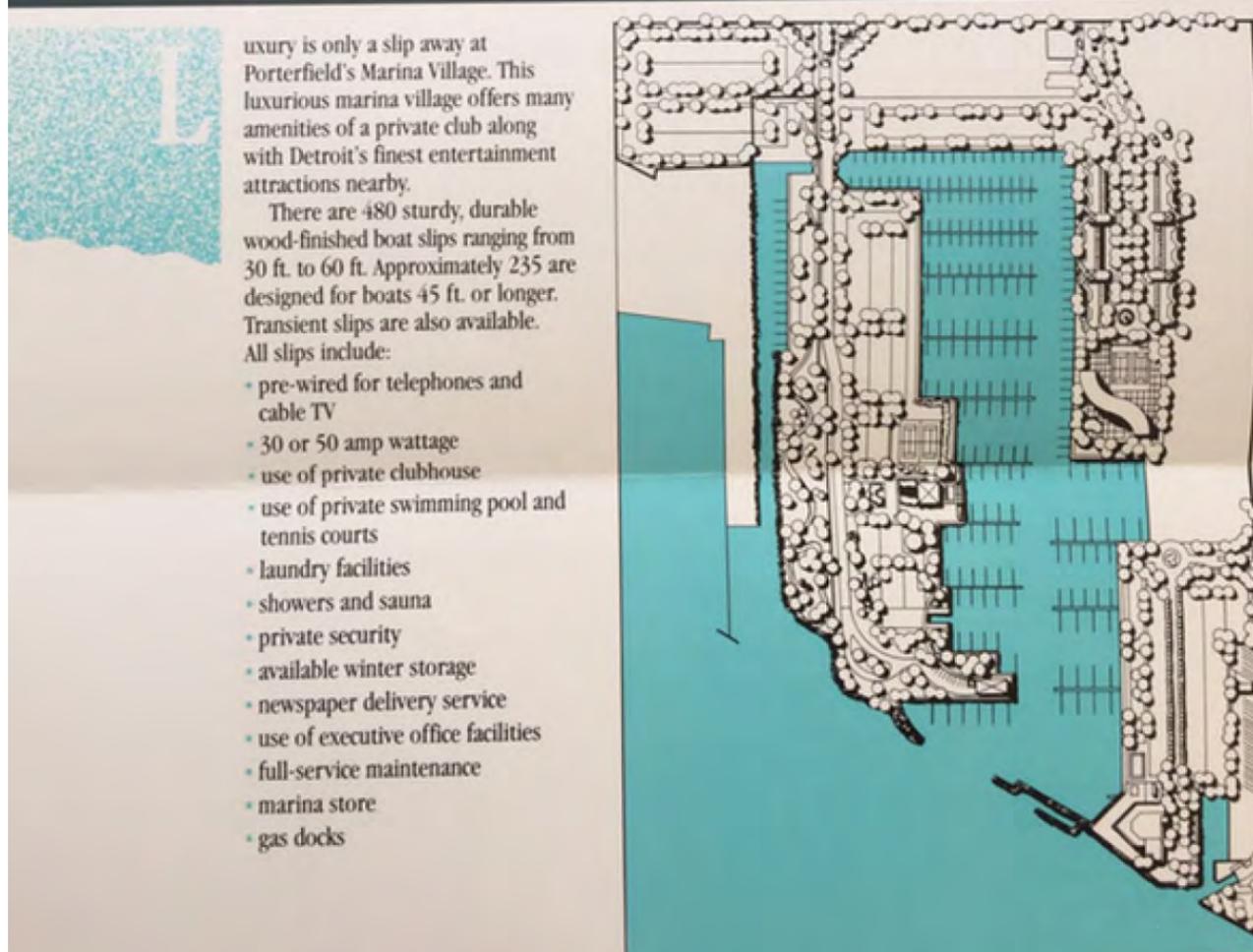
Built in the late 1980s, Riverside Marina was the vision of businessman Porterfield Wilson and former Detroit mayor Coleman A. Young. Wilson’s original plan was designed with a residential tower (which was never built) overlooking a new marina on city-owned land, all marketed to affluent African Americans.

ENGEL MEMORIAL PARK

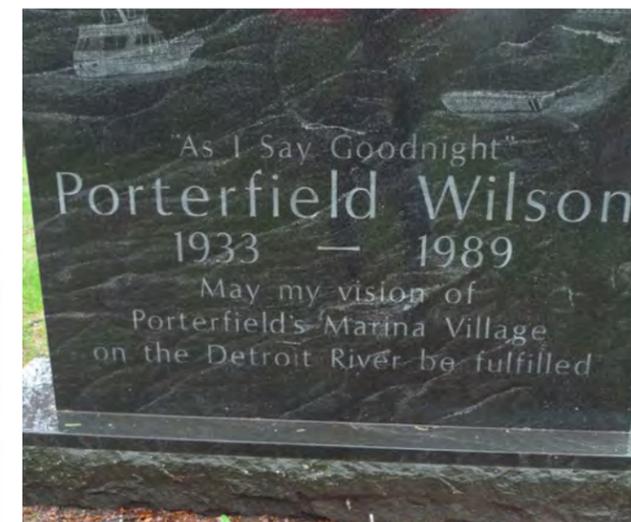
Engel Park was named for George Engel, a public servant who served Detroit as a policeman, city comptroller, civil service commissioner, and City Council member. The land originally belonged to the Delorme Farm and the Walter C. Mack Subdivision. The land was acquired by the City in 1942 and became the site of the Croxon Projects, a temporary housing project in response to the housing shortage following World War II. Concurrent with the demolition of the Croxon Projects in 1956 was the construction of the first recreational facility which included a public boat launch ramp, baseball diamonds, parking lots, and a comfort station. All but 6 acres of the original 31-acre park eventually became part of Riverside Marina.

REID MEMORIAL PARK / ST. JEAN BOAT LAUNCH

Reid Park was dedicated in 1964 as “Reid Ramps” and named for Vaughan Reid, a former Parks and Recreation Commissioner. The land is located on the old St. Jean Farm, from Freud Street to the Detroit River. Similar to Engel Park, immediately after World War II, part of the park was used to house returning veterans. The site included a large docking slip, control building, restroom, office, and large parking area for vehicles and boats trailers and was a popular viewing site for the annual Freedom Festival Fireworks display. The St. Jean Boat Launch was built in conjunction with Riverside Marina in the late 1980s. The site is owned by the City of Detroit and has been third party operated since 2013.



A sales brochure from the late 1980s containing an architectural rendering (top) and site plan (bottom) of the envisioned “Porterfield’s Marina Village”.



Porterfield Wilson’s headstone



1952 aerial image showing temporary housing occupying land on the sites of Engel and Reid Park. Source: Wayne State University



1981 aerial image showing baseball diamonds and a comfort station on the current site of the marina and a parking lot for “Reid Ramps” on the site of Reid Park and St. Jean Boat Launch. Source: Wayne State University

OBSERVATIONS

RIVERSIDE MARINA

Today the 32-acre site contains 5,400 lineal feet of marina seawall; 389 boat slips for vessels ranging from 30 to 60 feet; a clubhouse with banquet facilities, showers, and lockers; an outdoor pool and jacuzzi; a poolside store and cafe; tennis and volleyball courts; picnic area; a boat yard for storage and repair; and a fuel dock. As of August 2021, Riverside Marina’s boating community was 98% black and had a 100-person waitlist (*Detroit Free Press*).

The planning team performed an extensive analysis of the structural, civil, electrical, and mechanical components of the existing marina, and participants in community meetings and surveys provided valuable insight about the site’s existing conditions from a users’ perspective. The following list summarizes key observations made during the planning process.

ITEM	DESCRIPTION
Shoreline & Seawall	The marina contains approximately 5,400 lineal feet of steel sheet pile seawall, along with riprap shoreline protection and jetties constructed for river access. The majority of the sheet pile seawall was found to be in good condition with no significant deficiencies noted; however, there are a few areas of improvements needed for drainage at the seawall interface as well as two areas of steel sheet pile with significant deflection needing repair or replacement.
Piers & Piles	The entire marina infrastructure, fixed docks, and fingers are a priority to replace or reconstruct due to poor condition and safety concerns.
Slip Mix	77% of the current slip mix comprised of 30 and 45 foot slips.
Larger Boat Pier	The dock, finger piers, wooden piles, and wooden decking are in poor condition and need replacement.
Utilities	The overall utility service throughout the marina is in urgent need of replacement. Transformers and distribution power panels are in poor condition. Wiring and conducts supplying the piers are exposed to the weather and below the water line. The majority of marina pedestals are in poor condition and need to be replaced. Communication utilities such as cable TV and phone lines also show a lack of maintenance and in need for replacement. Retrofitted exposed water lines provide tripping hazards.
Operations	Current operation is leased to a third-party
Fire Suppression System	The current system is not up to the NFPA regulations. Several fire extinguishers and fire cabinets are missing or in need of replacement.
Basin Bulkhead	There is noticeable soil erosion, affecting bulkheads, sheet piles, revetments, and sidewalks around the marina perimeter.
Office/Clubhouse Building	Technical and maintenance works are suggested, which also include the pool and hot tub. The exterior of the building would also benefit from better treatment.



Boats docked at the marina during summer time



The Office/Clubhouse building is in need of upgrades



The banquet room inside the clubhouse



The swimming pool adjacent to the clubhouse



The convenience store



Temporary doors on the indoor storage building



The wooden main pier has uneven decking and damaged power pedestals



The large boat pier at the south entrance has wooden decking in need of replacement



View of the marina’s gatehouse from Freud St. entrance

REFERENCE

The **Riverside Marina Condition Assessment** provides a detail evaluation of the marina. See **Appendix A and E** for the full detail reports.

OBSERVATIONS

ST. JEAN BOAT LAUNCH

The city-owned site is the only publicly-held boat launch within a five mile radius of Downtown Detroit, and, based on a public survey conducted by the MDNR, it is the most used facility accessing the Detroit River. The site includes 6 launch ramps, parking for approximately 75 vehicles and boat trailers, and a small building which houses an office and restrooms.

The planning team performed an extensive analysis of the structural, civil, electrical, and mechanical components of the existing boat launch, and participants in community meetings and surveys provided valuable insight about the site’s existing conditions from a users’ perspective. The following list summarizes key observations made during the planning process.

ITEM	DESCRIPTION
Shoreline & Seawall	The site contains approximately 850 lineal feet of steel sheet pile protection. The seawall and shoreline protection on the boat launch site were found to be in good condition with no deficiencies.
Ramp Concrete Revetment	The concrete slab is in critically poor condition and needs to be reconditioned immediately including filling holes and resurfacing.
Metal Platform Transition	The metal platform transition to boarding dock is in critically poor condition and needs to be adjusted to be flush with the wooding decking in order to minimize tripping hazards.
Vehicle Gate/ Arm	The vehicular gate to the property is in critically poor condition and needs to be repaired/replaced with the addition of a payment machine. Survey participants cited inconsistency in gate closure timing.
Parking	Parking is in poor condition and needs new concrete slab and striping.
Boarding Dock Decking	Wooden boards are in fair condition. Boards that are splitting or warping should be replaced as needed. Capital expenditure should be planned for 2022 to replace all boarding decking. Monthly inspections of the wooden decking is recommended.
Basin & Bulkheads	Basin and bulkheads are in fair condition. Annual inspection should be performed to ensure bulkheads are in sound condition and no structural issues.
Restrooms	Restrooms are in fair condition. Painting, cleaning, replacing fixtures, and routine maintenance should be done in order to bring the facility up to standards.
Fence	The section of fence at the entrance is in poor condition and needs to be replaced immediately.
Concrete Pavement	Large cracks through most of the drive lane are in need of maintenance and repairs.
Asphalt Pavement	Large cracks through most of the parking lot are in need of maintenance and repairs.
Drainage	Catch basins and storm sewers are in fair condition and need to be cleaned and inspected.
Upgrades & Maintenance	The site could use general upgrades and better maintenance, citing the bathrooms, dirty docks, and overgrown grass.



Signage for the boat launch near the river



Trucks using the boat launch ramp



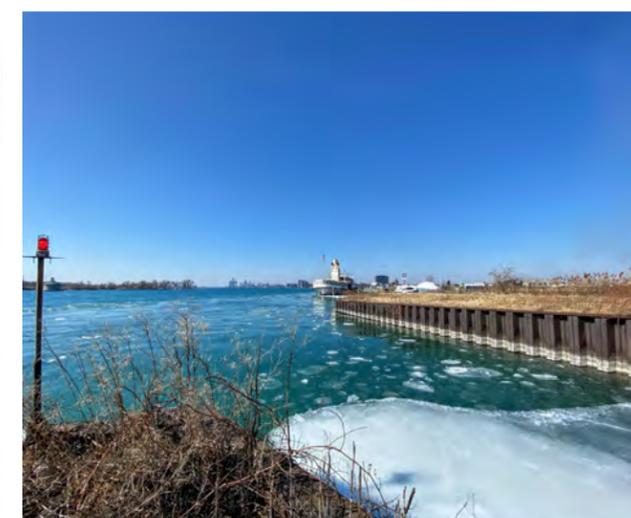
The ramp provides three boarding docks



Uneven concrete ramp



Concrete pad at the launch showing large potholes



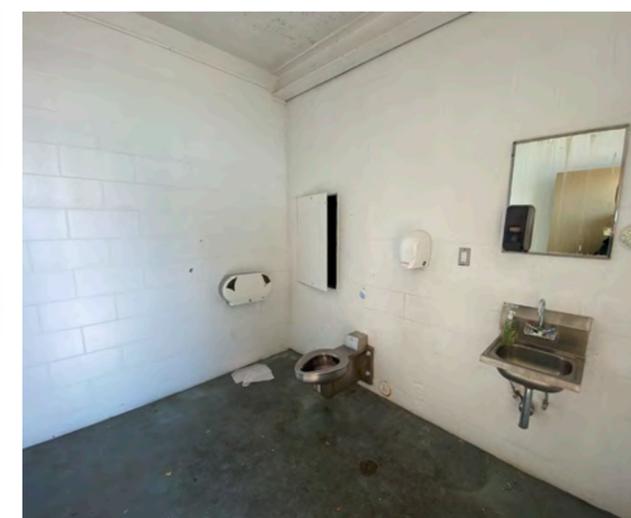
Entry channel and seawall



Parking lot and curbs are in poor condition



Office and public restrooms building



Restrooms are in need of upgrades and maintenance

REFERENCE

The **Riverside Marina Condition Assessment** provides a detail evaluation of the marina. See **Appendix A and E** for the full detail reports.

OBSERVATIONS

ENGEL PARK & REID PARK

ENGEL MEMORIAL PARK

All but 6 acres of the original 31-acre park eventually became part of Riverside Marina. The remaining land consists of grass lawn and trees, but lacks amenities and things to do. Many people do not know this area is a public park and it can only be accessed by marina members because access is controlled by the Riverside Marina gatehouse.

REID MEMORIAL PARK

When “Reid Ramps” was dismantled and St. Jean Boat Launch was built in the 1980s, the remaining area became forgotten as a park. Today the 23-acre park area consists of grass lawn, a drive lane used by the marina storage yard, and a deteriorating paved area occasionally used for parking and storage. Many people do not know this area is a public park.

The following list summarizes key observations made during the planning process.

ITEM	DESCRIPTION
Signage	Signage does not exist and many people do not know these are public parks.
Access	Pedestrian and vehicular access to these parks is challenging or non-existent; Reid Park is fenced off in most places and the only access point to Engel Park is through the Riverside Marina gatehouse.
Amenities	The parks contain grass and trees but lack seating and things to do.



Aerial view of existing Engel Park and Reid Park along the Detroit River



The corner of Freud Street and Old St. Jean Street shows temporary signage for St. Jean Boat Launch



Engel Park contains grass and trees



Reid Park is currently used for RV storage



Riverside Marina's main drive lane has cracked pavement and lacks pedestrian infrastructure

REFERENCE

The **Riverside Marina Condition Assessment** provides a detail evaluation of the marina. See **Appendix A and E** for the full detail reports.

COMMUNITY ENGAGEMENT

RIVERSIDE MARINA

As part of the planning process for Riverside Marina, the City of Detroit and the planning team hosted a series of public engagement events that allowed residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future.

The following list summarizes key takeaways identified during the community engagements

What do you love about this place?

- The location of the Marina
- It has a gas dock

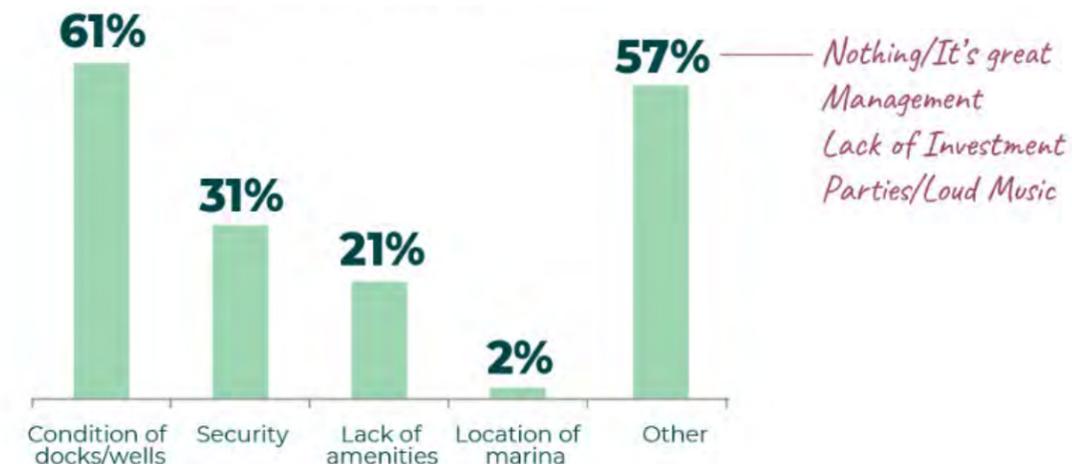
What could be better?

- General disrepair: Unsafe conditions, underwater docks and tripping hazards.
- Not ADA compliant.
- Management challenges at the facility.
- Lack of destination amenities, like food trucks/restaurants.
- Public amenities, like boat/kayak launches, and watercraft rentals (keeping in mind security for boat slips).

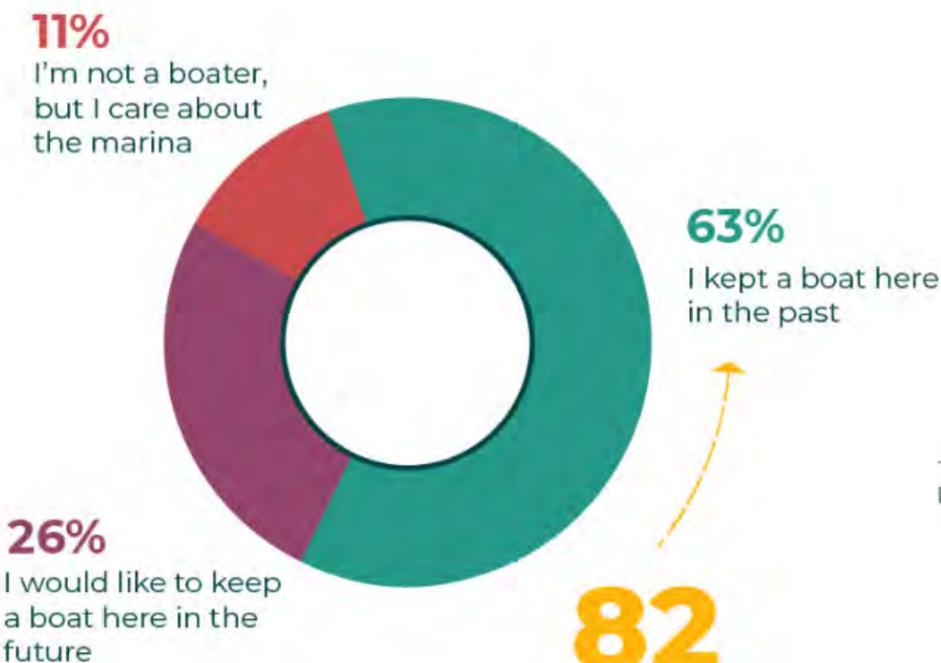
WHAT IS YOUR GENERAL OPINION?



WHAT DO YOU FEEL IS THE BIGGEST CHALLENGE?



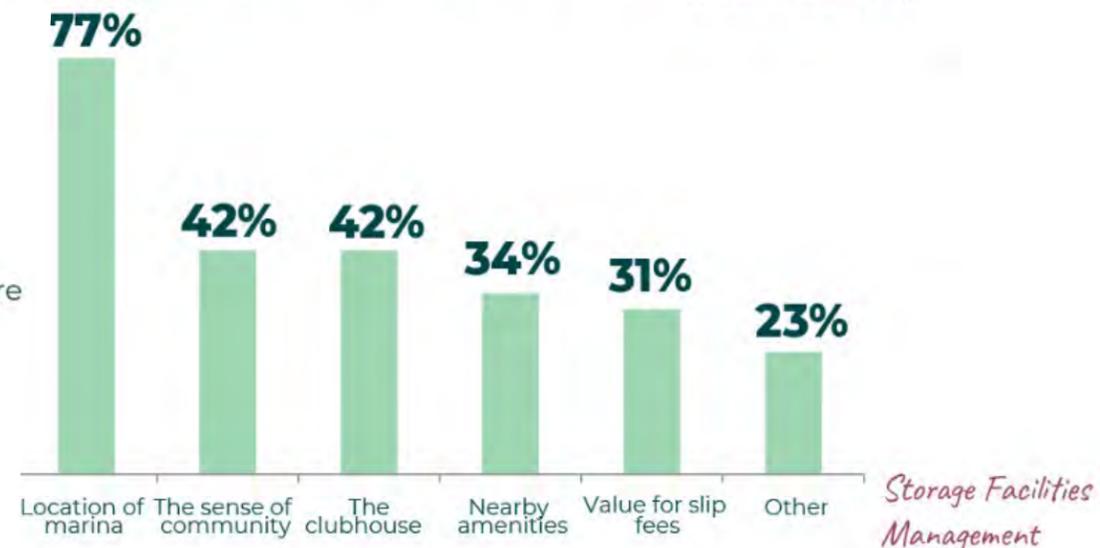
WHAT IS YOUR RELATIONSHIP TO THIS MARINA?



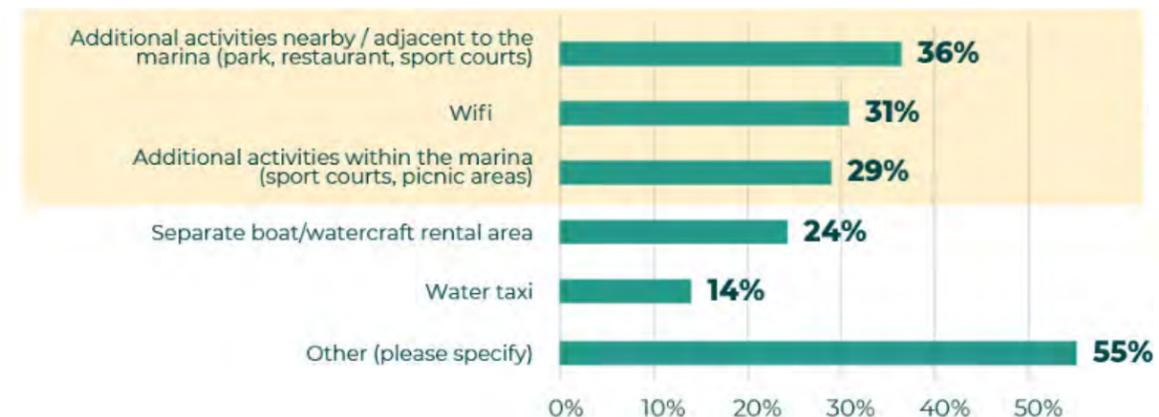
82
riverside
marina boaters

30%
have been here
more than 10 years

WHAT IS YOUR FAVORITE FEATURE?



WHAT WOULD YOU LIKE TO SEE AT THIS MARINA?



REFERENCE

Participants at community meetings and in surveys provided feedback and about the plaza, parks and event facilities. See **Appendix B** for a summary of each **Community Engagement**.

COMMUNITY ENGAGEMENT

ST. JEAN BOAT LAUNCH

As part of the planning process for the St. Jean Boat Launch, the City of Detroit and the planning team hosted a series of public engagement events that allowed residents, park users, and community leaders to review the opportunities and challenges of the sites and collectively propose ideas and recommendations to improve them in the future.

The following list summarizes key takeaways identified during the community engagements

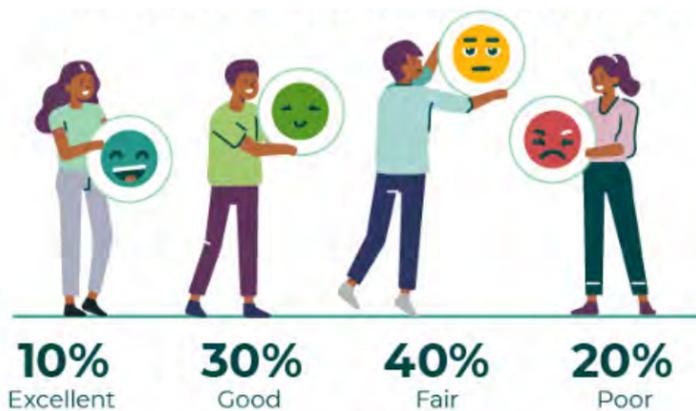
What do you love about this place?

- The location of the Boat Launch
- Affordability

What could be better?

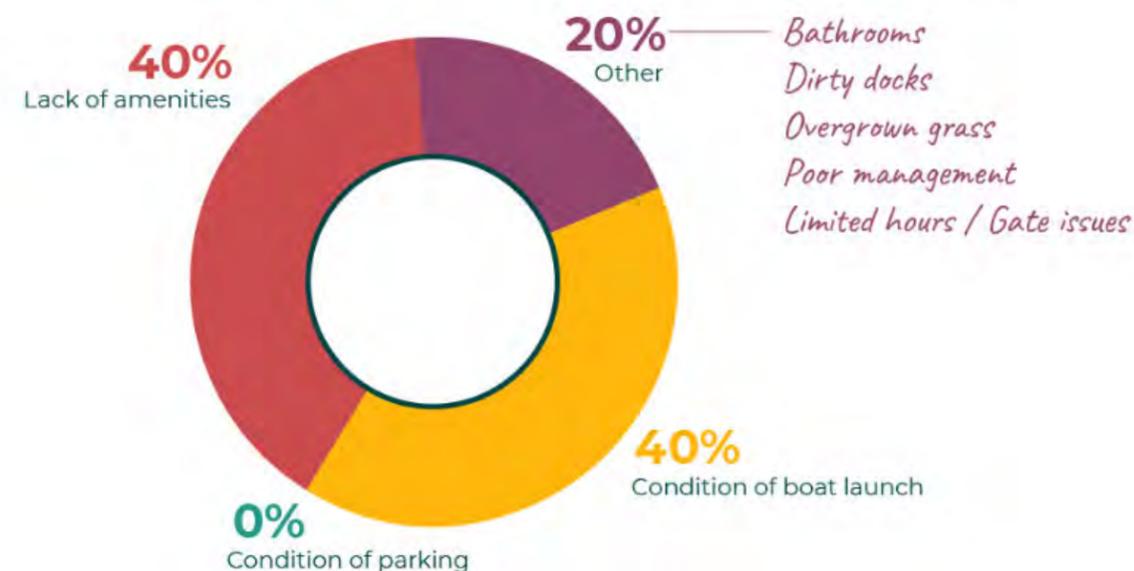
- General upgrades and better maintenance.
- Renovate paid bathrooms
- Add a kayak/paddle board launch for non-boaters
- Open to the public and better integrated within the riverfront park system.

WHAT IS YOUR GENERAL OPINION?

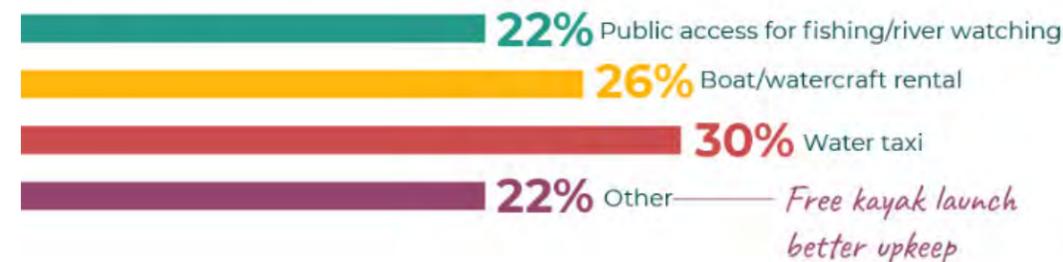


**OPEN IT UP TO PUBLIC!
DETROITERS WANT TO BE ABLE
TO GET TO THE RIVER.**

WHAT DO YOU FEEL IS THE BIGGEST CHALLENGE?

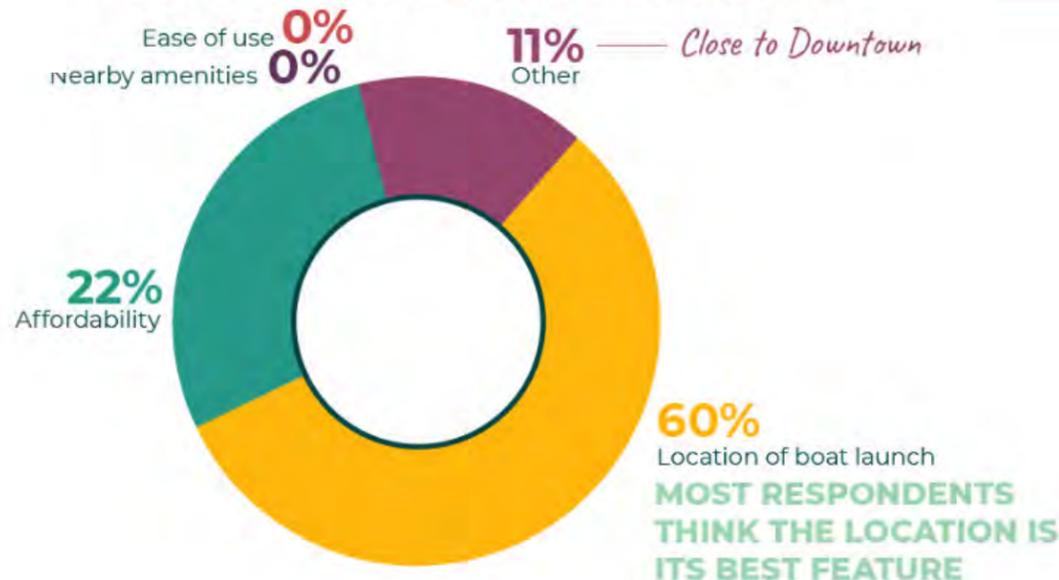


IF YOU DO NOT KEEP A BOAT HERE, WHAT WOULD LIKE TO SEE AT THIS BOAT LAUNCH?



**UPDATES AND BETTER UPKEEP,
ALONG WITH A WATER TAXI!**

WHAT IS YOUR FAVORITE FEATURE?



REFERENCE

Participants at community meetings and in surveys provided feedback and about the plaza, parks and event facilities. See **Appendix B** for a summary of each **Community Engagement**.

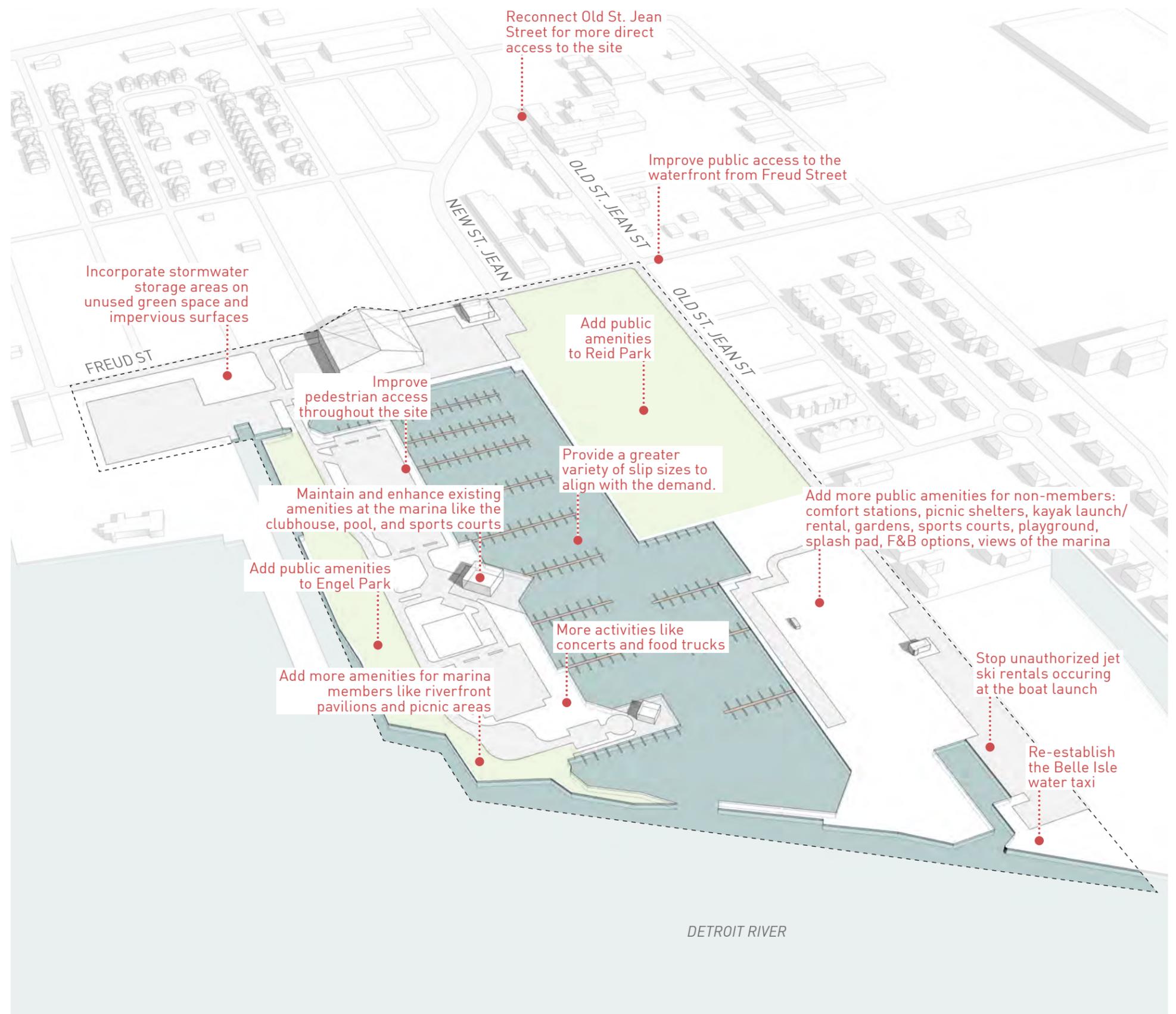
DESIGN APPROACH

MARINA DISTRICT

As part of the planning process, the planning team and participants in community meetings and surveys exchanged ideas and recommendations for the Marina District's future. The following list summarizes opportunities for improvement that were generally agreed upon by all stakeholders.

OPPORTUNITIES

- **Improve wayfinding and signage.**
- **Improve pedestrian access** throughout the site including sidewalks, crosswalks, and access to the waterfront.
- **Add public amenities** for all users and **maintain and enhance existing amenities at the marina** such as the clubhouse, pool, and sports courts.
- **Re-establish Engel Park and Reid Park as public parks** with access, amenities, and signage.
- **Rehabilitate the marina** using a phased approach and **improve marina operations** through maintenance, capital improvements, and quality customer service.
- **Improve parking areas** with pavement maintenance, pedestrian infrastructure, landscaping, and reconfigured layouts where appropriate.
- **Integrate all assets within the district** through landscaping, pathways, and signage.
- **Incorporate stormwater storage areas** where possible.



OPPORTUNITIES FOR IMPROVEMENT

VISION MARINA DISTRICT

The diagram illustrates proposed program and key circulation routes for the Marina District. The conceptual vision provides a framework for future planning, design and implementation.

PROGRAM

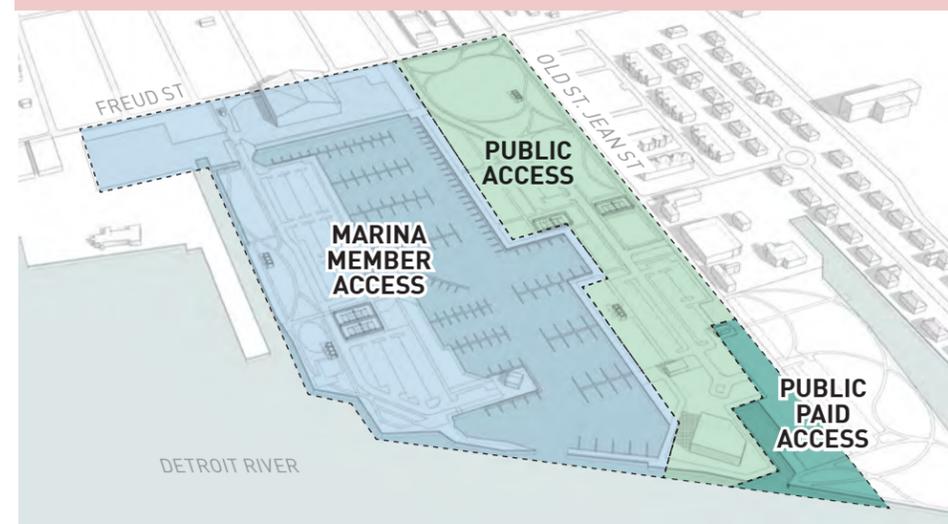
-  PASSIVE LANDSCAPE
-  ACTIVE LANDSCAPE
-  WATER-BASED ACTIVITIES
-  EXISTING BUILDINGS
-  NEW PAVILIONS/PICNIC SHELTERS
-  NEW COMFORT STATIONS/AMENITY BUILDINGS
-  PARKING
-  SECURED PERIMETER

CIRCULATION

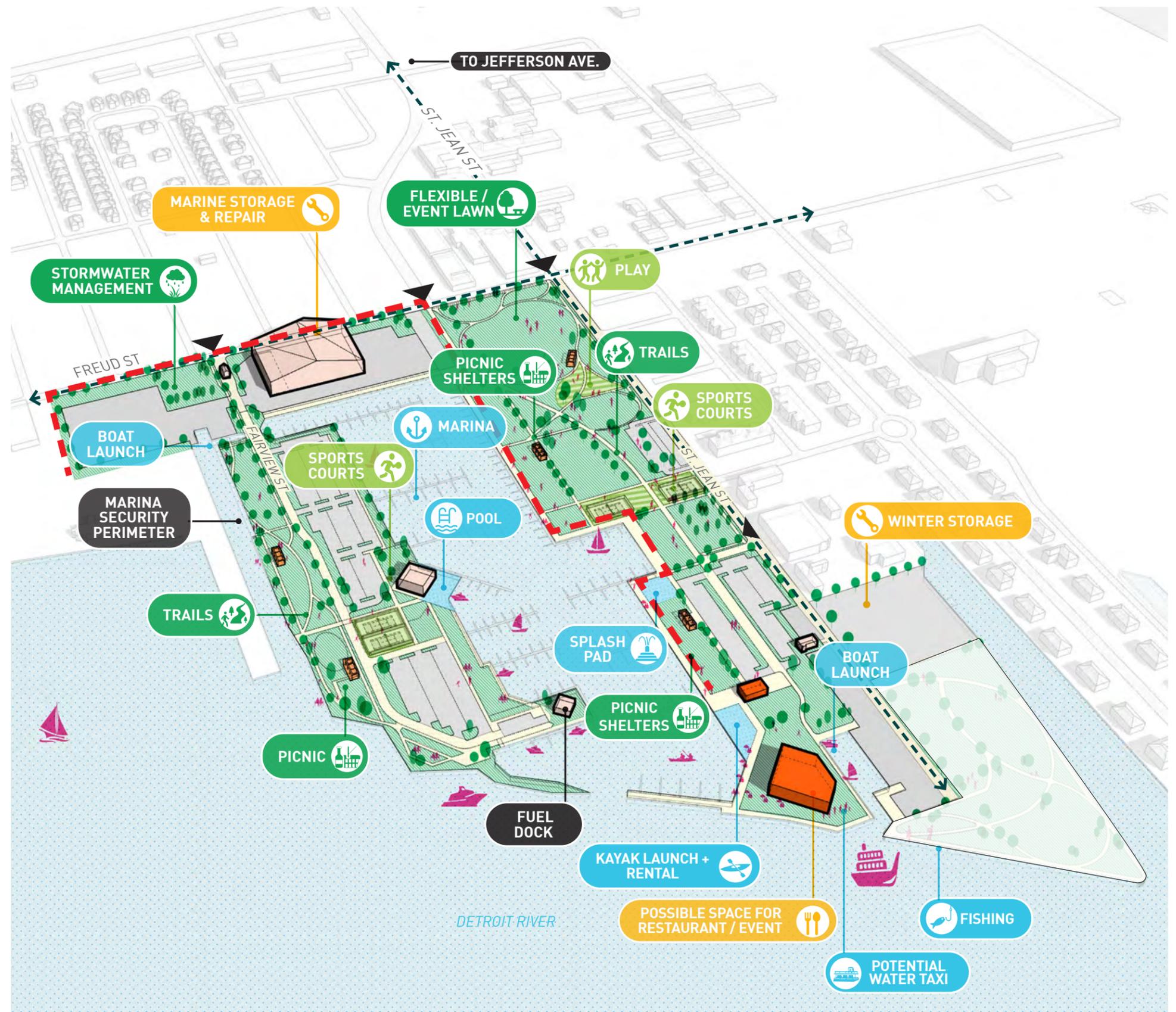
-  VEHICULAR/MULTI-MODAL STREET
-  PEDESTRIAN PATH
-  MAIN ENTRANCES

REFERENCE

For detailed site diagrams that informed the urban design approach - see **Appendix C for Site Analysis Diagrams** for full information.



ACCESS ZONES



PROPOSED PROGRAM DISTRIBUTION & CIRCULATION

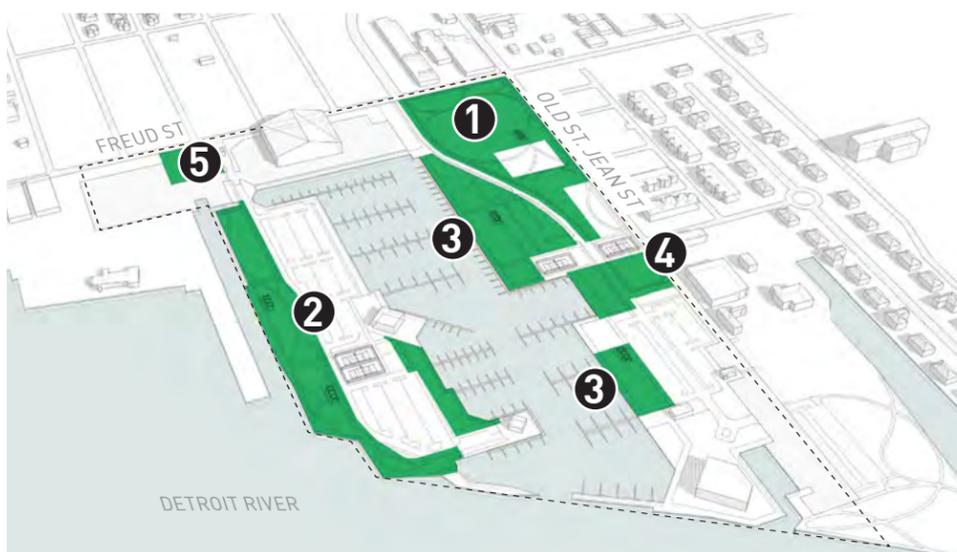
RECOMMENDATIONS

PASSIVE LANDSCAPES

Passive landscape areas are envisioned to be places for walking paths, flower gardens, flexible grass lawn, community gathering for small and large groups, nature and habitat, stormwater management, and picnic areas with views of the marina and the river.

The images illustrate the following passive landscape environments:

1. Flexible lawn, walking paths, and seating
2. Flexible lawn, walking paths, and native plant landscaping (Marina access only)
3. Picnic area near the Marina and riverfront
4. Flower garden
5. Stormwater garden (Marina access only)



PASSIVE LANDSCAPE ZONES

PRECEDENT IMAGERY

RECOMMENDATIONS

ACTIVE LANDSCAPES

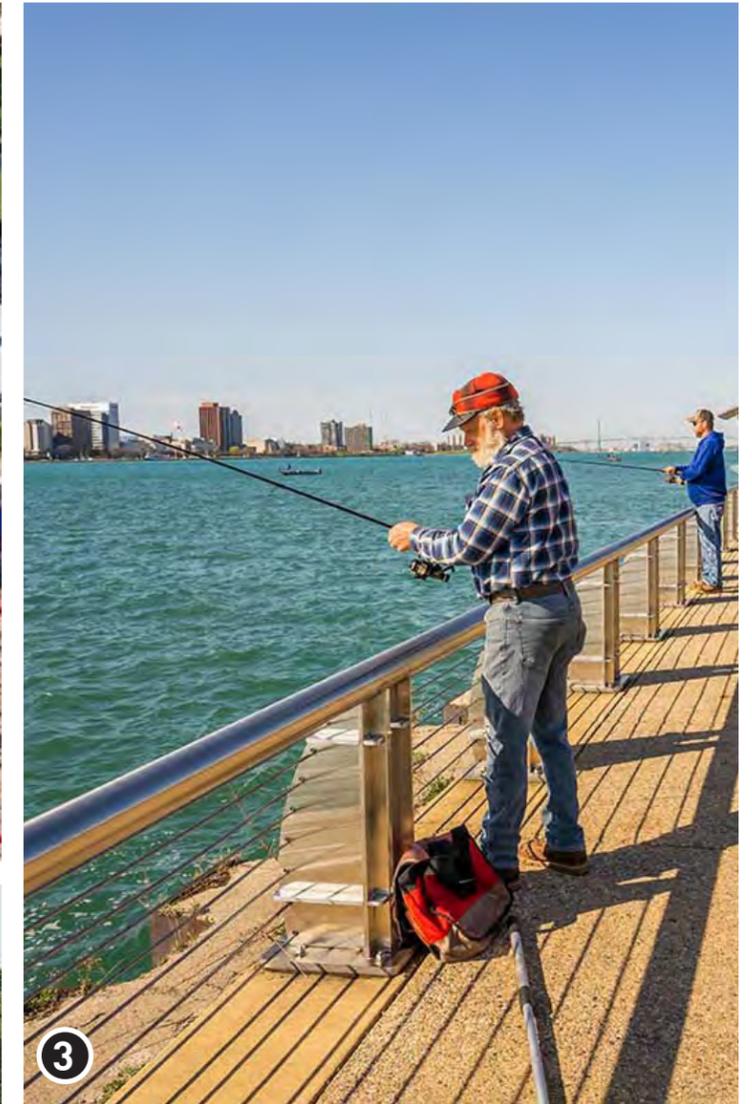
Active landscape areas provide opportunities for sports and activity such as basketball and tennis courts, childrens' playscapes, and fishing areas.

The images illustrate the following active landscape environments:

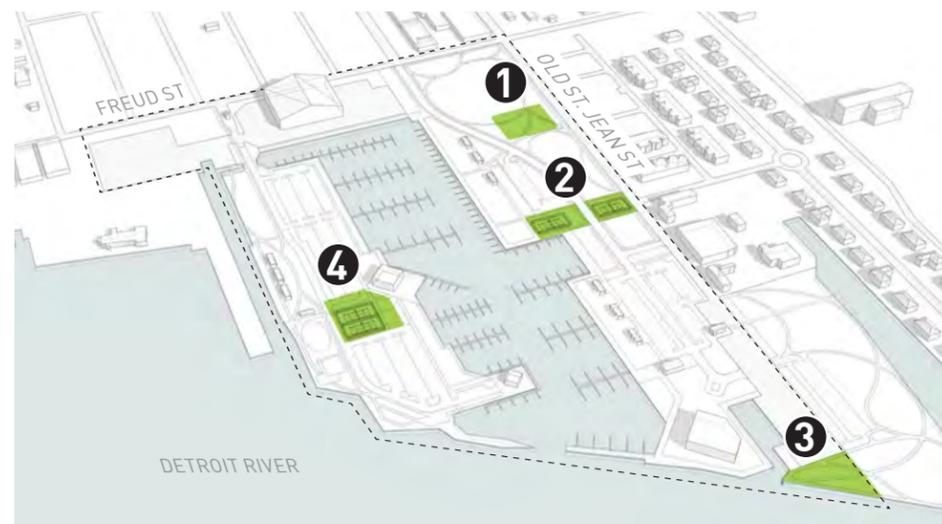
1. Children's playscapes
2. Community basketball courts
3. Fishing pier
4. Marina member tennis courts



1



3



ACTIVE LANDSCAPE ZONES



2

PRECEDENT IMAGERY



4

RECOMMENDATIONS WATER-BASED ACTIVITIES

Areas for water activities could include enhancing the existing pool and hot tub at the marina, a public launch and rental for kayaks and other non-motorized watercraft, a splash pad, and a water taxi platform at the river's edge.

The images illustrate the following water activity environments:

1. Splash pad
2. Kayak/canoe launch and rental
3. Water taxi
4. Marina pool (Marina member access only)



1



3



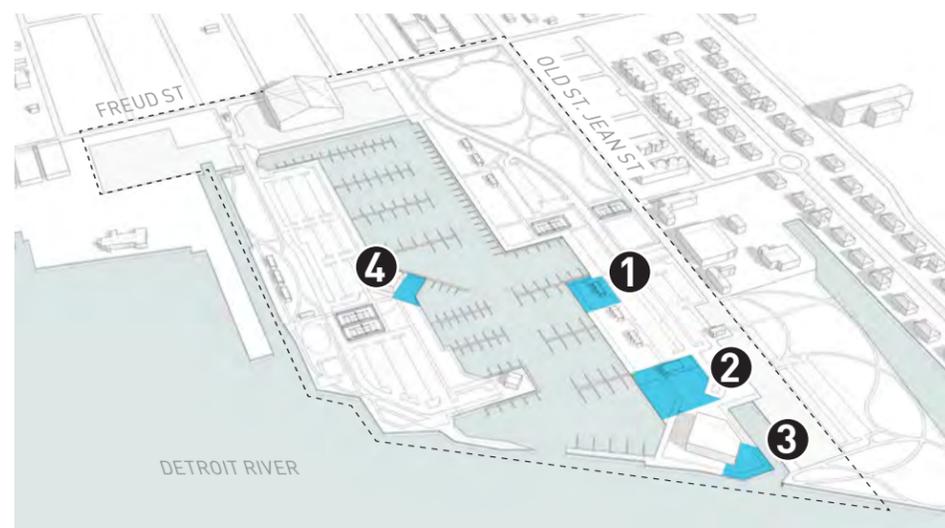
4



2



2



WATER-BASED ACTIVITY ZONES

PRECEDENT IMAGERY

RECOMMENDATIONS BUILDINGS AND PAVILIONS

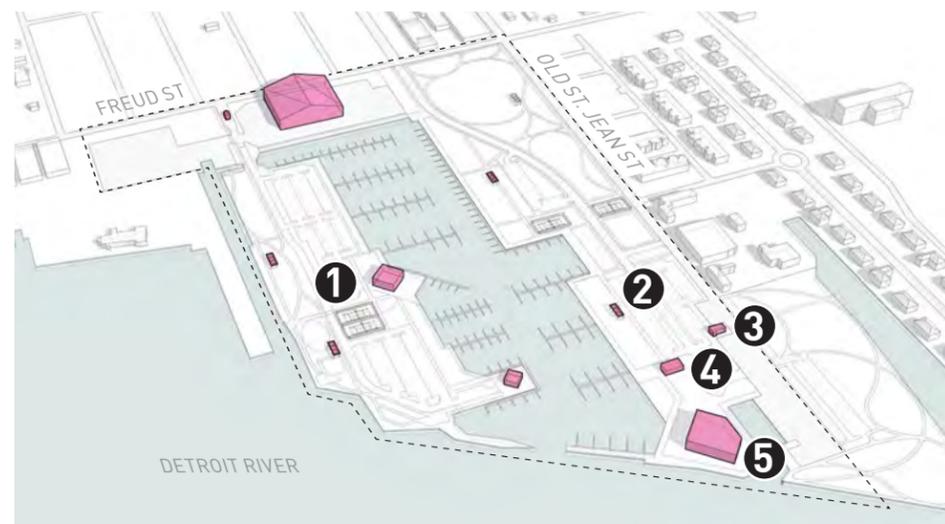
Buildings and comfort stations are needed throughout the site to support users of the marina, boat launch, and parks as well as employees with restrooms, shade and shelter, and food and beverage options.

This plan envisions upgrades to existing buildings including the marina gatehouse, marina clubhouse/office, fuel dock building, marine storage and repair, and the office/restrooms building at the boat launch.

Potential new structures might include a restaurant/leasable event space on the water's edge with views of marina and river activity and small picnic shelters throughout.

The images illustrate the following buildings and structures:

1. Marina clubhouse restaurant
2. Shade structures / picnic shelters
3. Restrooms building
4. Kayak livery
5. Waterfront restaurant/event space



BUILDINGS & COMFORT STATION ZONES



1



3



4



2

PRECEDENT IMAGERY



5

RECOMMENDATIONS

PARKING AREAS

Well-located parking areas provide important infrastructure for allowing pedestrian, bicyclists, and vehicles to get to and from their destinations safely and efficiently. Bicycle and vehicle parking should be provided for each of the major park users: Riverside Marina members, Engel Park users, Reid Park users, and St. Jean Boat Launch users.

Staging areas provide space for drop-off/pick-up near key destinations as well as holding and staging for marine repair. All parking and staging areas should be designed with vegetation and landscaping at their perimeter and in formed islands within to minimize the visual and environmental impact of paved areas. Provide trees, plants, and stormwater species to simultaneously improve attractiveness, reduce heat islands, and manage stormwater.

The images illustrate the following vehicle parking and staging environments:

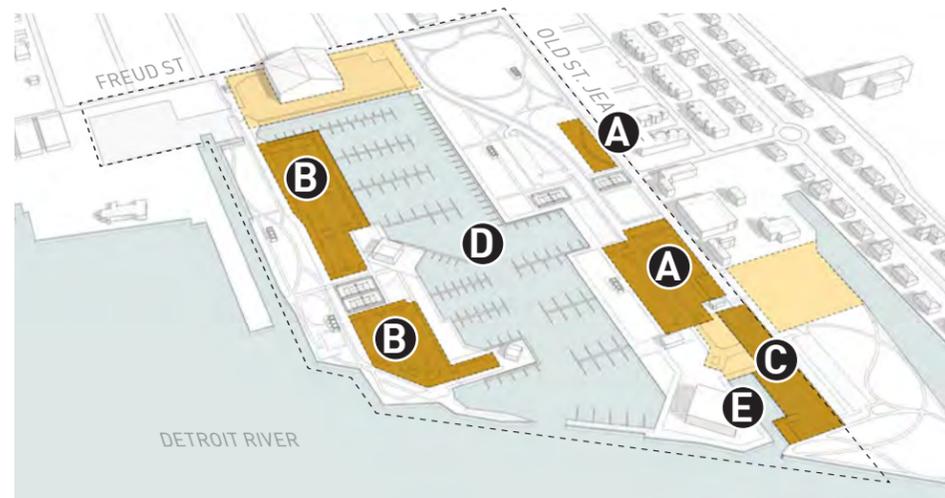
1. Vegetative buffer between parking and drive lanes
2. Rain garden integrated within parking lot
3. Trees and vegetation within parking islands
4. Shade trees within parking lots

OF RECOMMENDED PARKING SPACES

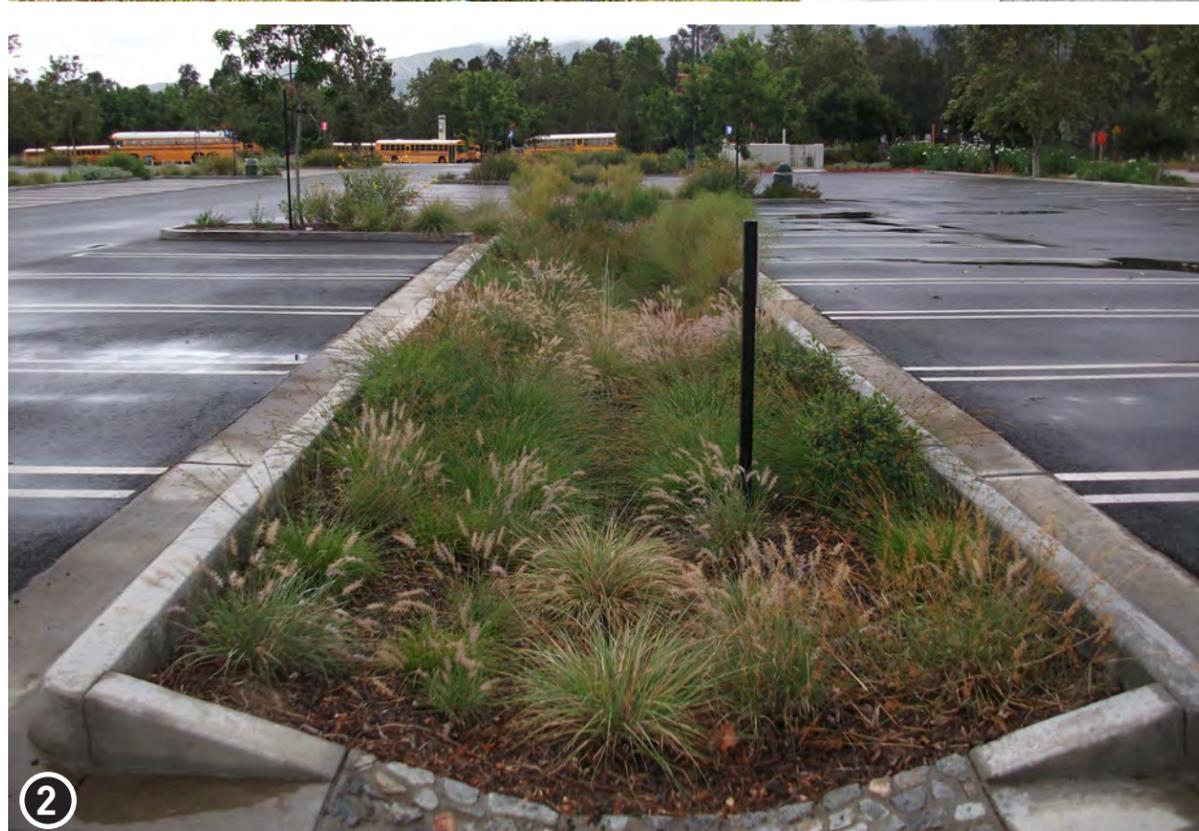
A. Reid Memorial Park	20 spaces
B. Riverside Marina	400 spaces
C. St. Jean Boat Launch	75 spaces

OF PROPOSED BOAT SLIPS

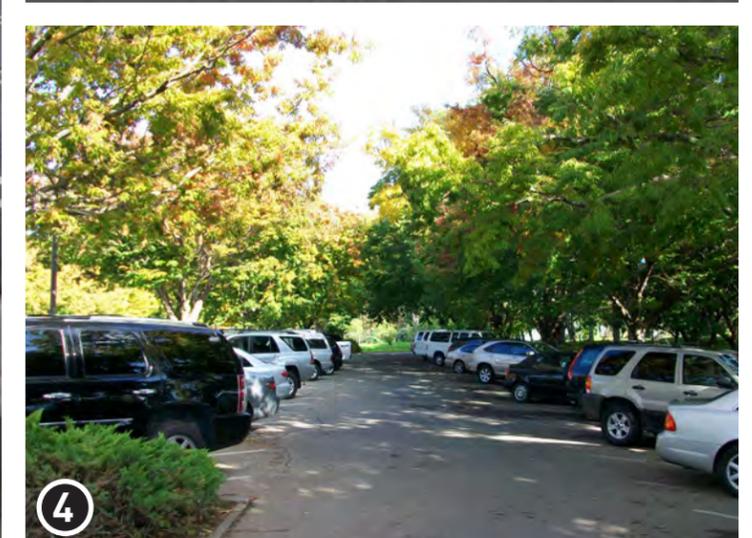
D. Riverside Marina	+/-350 slips
E. St. Jean Boat Launch	6 launch ramps



PARKING & STAGING ZONES



PRECEDENT IMAGERY



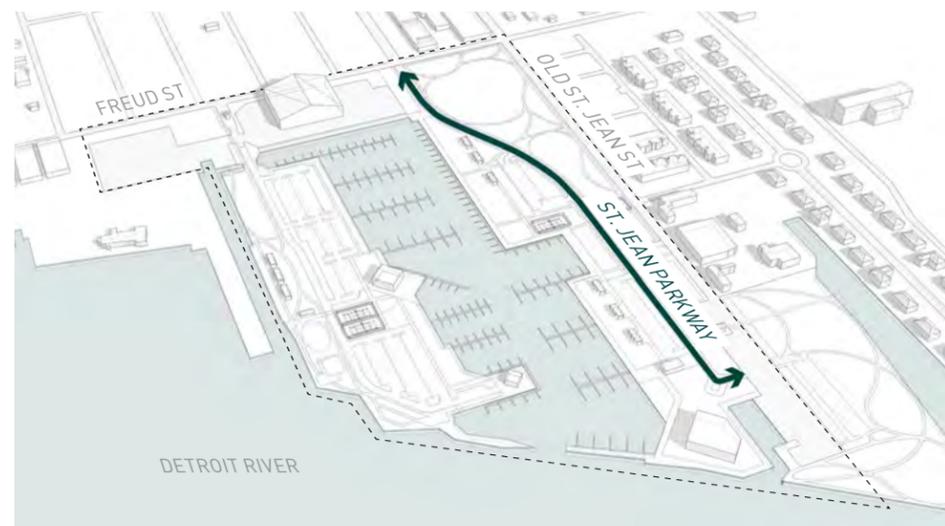
RECOMMENDATIONS

ST. JEAN PARKWAY

The new St. Jean Parkway is envisioned to be a landscaped multi-modal path that acts as an attractive gateway to the site and brings bicyclists, and pedestrians from New St. Jean Street. The parkway connects users to different amenities and parking areas along the way, including Reid Park, picnic shelters, splash pad, kayak launch/rental, restaurant/event space, and roadway with parkway.

The images illustrate the following environments for the new St. Jean Parkway:

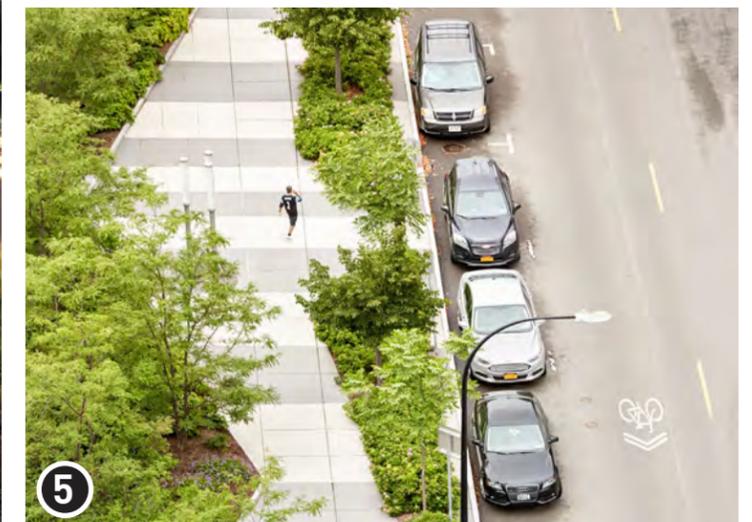
1. Bike lanes and sidewalks with vegetative buffer from roadway
2. Gateway signage, art, and wayfinding at parkway entrance
3. Signage for bike parking
4. Clearly marked and delineated bike and pedestrian paths running alongside the roadway
5. Wide sidewalks with special paving, on-street parallel parking, and shared bike/vehicle lanes (sharrows) within the roadway and vegetative buffering between the roadway, sidewalks, and adjacent park space



ST. JEAN PARKWAY



PRECEDENT IMAGERY



IMPLEMENTATION

MARINA DISTRICT

Recommended implementable projects include capital projects and maintenance, operations and management considerations for the Marina District. The following summarizes the overall implementation strategy, which is meant to guide future planning, engagement and design.

Riverside Marina, Reid Memorial Park and St. Jean boat launch are all part of a large site and is recommended to be master planned. During future planning and engagement, these sites should be carefully coordinated and designed to ensure that they complement each other and that the right balance exists between paid access and public access.

Key considerations:

- Consider available amenities for boaters and aim to fill the gap in recreational opportunities.
- Properly plan and design areas within the marina to ensure that storage, parking and general maneuvering take place safely and efficiently.
- Work closely with the marina operator to rehabilitate the marina and adjacent recreational opportunities.
- Consider the marina, park and boat launch as unique destinations and work to maintain the cultural richness that already exists.

Phasing and Project Priority:

Projects identified in the study range from critical improvements, repairs, maintenance and major capital projects. Project phasing will be sequenced and prioritized based on:

1. Health and Safety Improvements
2. Stabilization and Critical Repairs
3. Replacement / Re-design (based on component life cycle)
4. Transformational Impact

Project Cost Estimates and Funding:

Estimated costs for improvements and capital projects reflected in this implementation strategy are rough orders of magnitude, developed from current unit costs and early concepts. Funding sources for each project will depend on the project type, priority and funding availability.

SHORT TERM	MEDIUM TO LONG TERM	
<h3>IMMEDIATE CAPITAL IMPROVEMENTS</h3>	<h3>MAJOR CAPITAL PROJECTS</h3>	<h3>OPERATIONS, MAINTENANCE AND MANAGEMENT</h3>
<p>Riverside Marina</p> <ul style="list-style-type: none"> • Repair critical condition infrastructure • Repair docks that are currently out of service • Renovate and improve landscaping and walking paths 	<ul style="list-style-type: none"> • Renovate marina • Renovate hardscape and docks • Re-establish a public park - Reid Memorial Park • Partner to develop a food and beverage amenity 	<ul style="list-style-type: none"> • Establish a maintenance and capital improvement schedule as part of the marina operation. • Carefully evaluate water recreation amenities and where possible, provide opportunities for water access to non-boat owners. • Consider appropriate synergies for overall maintenance of the district

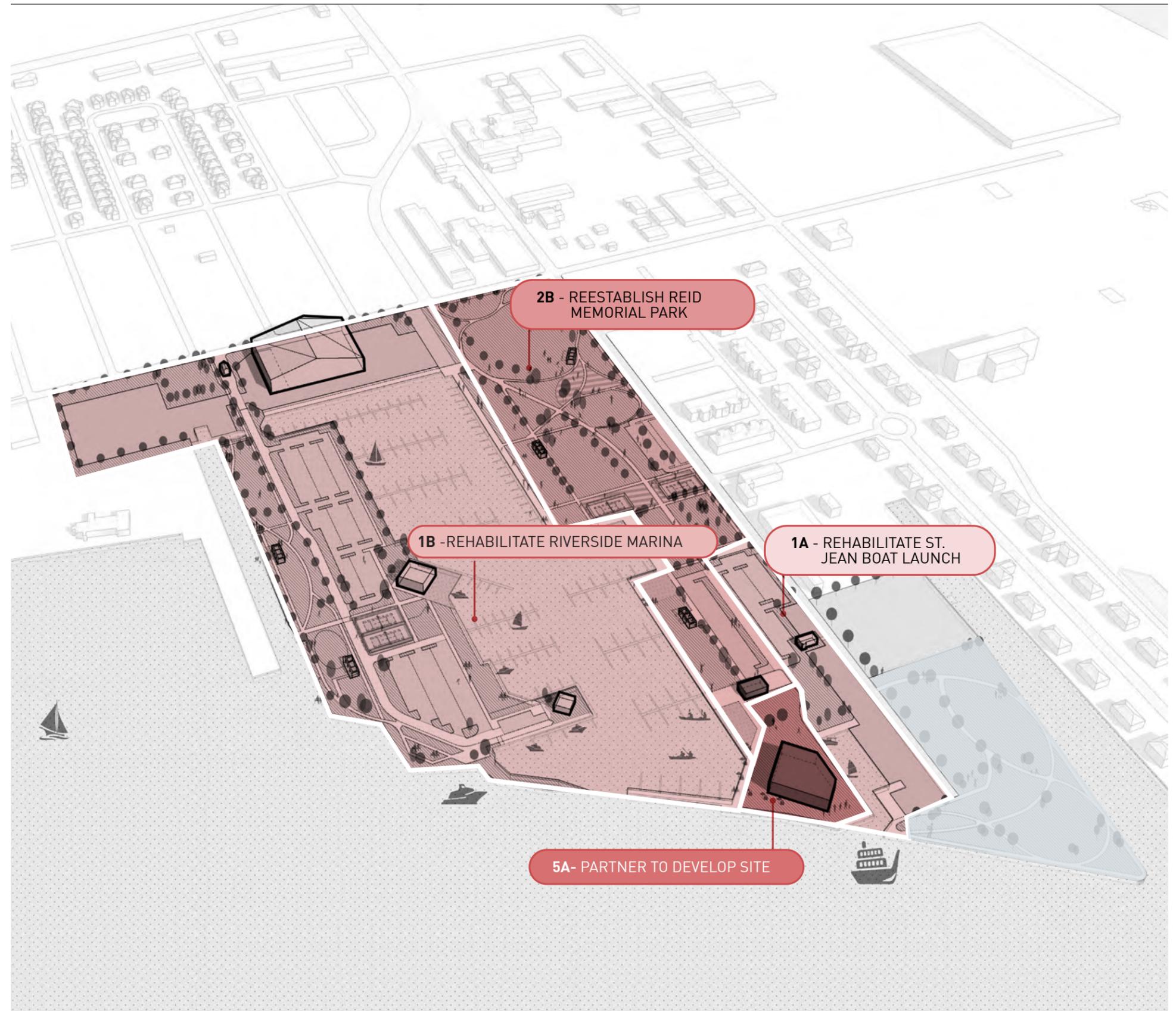
IMPLEMENTATION

MAJOR CAPITAL PROJECTS

Concepts developed for Riverside Marina will require further engagement, planning and design. Implementation projects will be prioritized and planned in partnership between the City and Operator.

Riverside Marina will require a consistent maintenance and repair schedule. An operations and maintenance plan is recommended to accompany the major projects capital plan.

MARINA DISTRICT			
PHASE		MAJOR CAPITAL PROJECTS ¹	COSTS ⁴
PHASE 1	1A	Rehabilitate St. Jean Boat Launch	\$\$\$\$
PHASE 1-4	1B	Rehabilitate Entire Riverside Marina ²	\$\$\$\$
PHASE 2	2A	Re-Establish Reid Memorial Park Open to the Public	\$\$\$\$
PHASE 5	5A	Partner to develop site	-



IMPLEMENTATION PROJECTS

NOTES:

1. Plan and coordinate capital projects across City departments and agencies.
2. See Marina District Condition Assessment and Recommendation Report for detailed phasing and capital implementation plan.
3. See Condition Assessment And Seawall Report for the full list of repairs by priorities. Costs are estimates are rough orders of magnitude (ROM).

Costs Key:

- \$: under \$10K
- \$\$: \$10K - \$100K
- \$\$\$: \$100K - \$1M
- \$\$\$\$: \$1M-\$10M
- \$\$\$\$: above \$10M

INTERESTED IN MORE INFORMATION?

The East Riverfront Asset Study (ERAS) is part of the Parks and Recreation Strategic Plan (PRSP) which sets a 10 year vision for Detroit's parks and rec system. All sites in the study will undergo further engagement, planning and design before large renovations.

For more information on parks and the plan visit www.detroitmi.gov/departments/parks-recreation.

Detroit Parks & Recreation
115 Erskine Street
Detroit, MI 48201
313-224-1100