

Rhythms

City of Novi

Linear Greenway System

A Natural Resources Design Plan

Prepared By:

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Segment 11- Overall

NOVI RHYTHMS "NOVI RIVER STROLL"

11

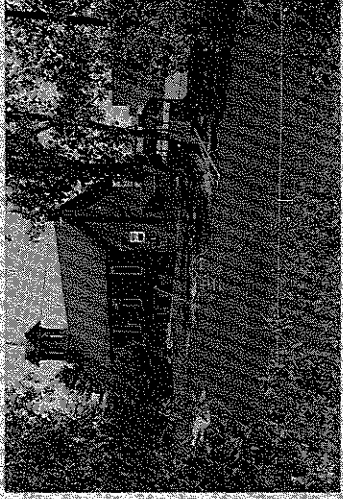
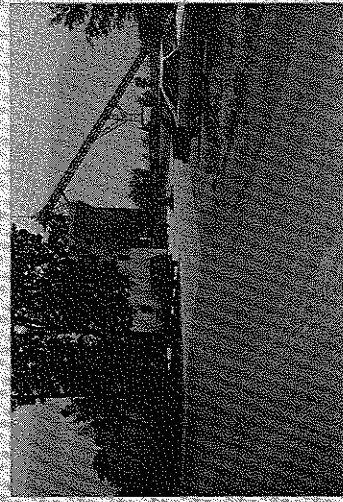
CITY OF NOVI GREENWAY SYSTEM

- THICK LINE Safety Path
- THIN LINE Linear Greenway
- THIN LINE River Walk
- * Prime Woodlands
- * Prime Wetlands
- Point of Interest
- Major Business/Industrial Facility
- ▲ Community Facility
- ▶ Views

Brandon M. Rogers & Associates, P.C.



Scale 1" = 800'



The Novi River Stroll showcases the heart of Novi's image creating District, The Town Center. As the remaining quadrants are developed, the Novi River Stroll will be a strong focal element. The River Stroll will also provide the focal point for the Novi Rhythms Linear Greenway System, picking up on the rhythms of urban life through dance or motion.

The River Stroll begins in the northwest quadrant of Town Center, where the Walled Lake Branch of the Middle Rouge River flows through the Delwal retention pond near the CSX Railroad line.

From here, the river and trail wind through the Wisne's Novi Industries Manufacturing site into a light woods to the rear of Mohawk's facility. Typical species in the woods include maple, cherry and willow. These woods provide the important function of buffering the river and protecting the banks from erosion.

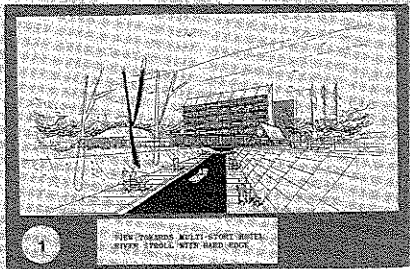
Continuing south, the river and trail pass Fonda Street, running behind Hardee's restaurant and the Roman Plaza shopping center at Grand River Avenue. The Flint Street safety path provides pedestrian access from Novi Road and the northeast quadrant of Town Center (Trammell/ Crow development). Through this area, the river presently runs through a valley (5 to 10 feet deep) with a 10 to 20 feet wide strip of vegetation on the banks.

Depending on further engineering and design studies, the basic concept for this northern section can either be one of a natural aspect with an edge containing vegetation and a combination of buildings at the edge of the river, or the concept can be one of a more hard edged bank treatment. A multi-story hotel is proposed for the site at the end of Fonda Street. Apartments or condominiums are shown to be developed along the river behind the commercial uses along Novi Road. The west side of the river contains small stores and offices. Activities along the northern "stroll" include jogging, walking, picnicking, promenading viewing and conversation areas. A vehicular and pedestrian bridge is shown to provide access on either side of the river. Boating by small controlled crafts along the river will encourage usage on either side of the waterway and also uses such as outdoor seating and eating areas.

As the river crosses under Grand River Avenue it takes on a more urban feeling and character. Here the building masses are placed closer together, some touching. The edge treatment is hard with brick pavement areas as accents. As one crosses the pedestrian bridges a small more intimate hotel similar in concept to an inn or a bed and breakfast lodging is accessible. Parking in this quadrant is limited due to the finite amount of land available. As such a parking structure is proposed on the western side of the river. Rear parking areas for short term use are located behind the linear grouping of shops.

The River Stroll is meant to function as a promenade. All types of activities could occur and be planned for along its length. The Winner's Circle is a large gathering area that can be used as a farmer's market, for arts and craft shows, antique fairs, an outdoor

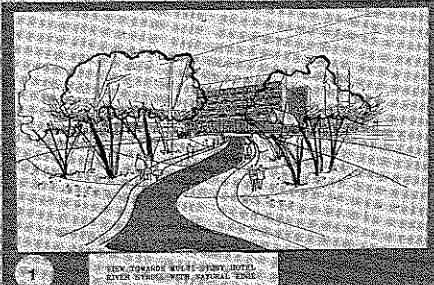
Segment 11 - Illustrative



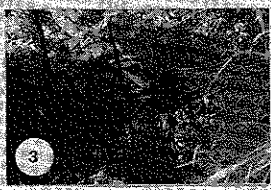
1 VIEW FROM RIVER, WEST SIDE, LOOKING NORTH
RIVER STROLL WITH RAMP CROSS



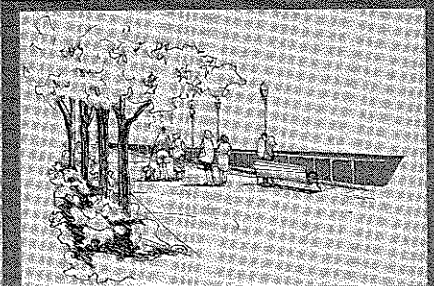
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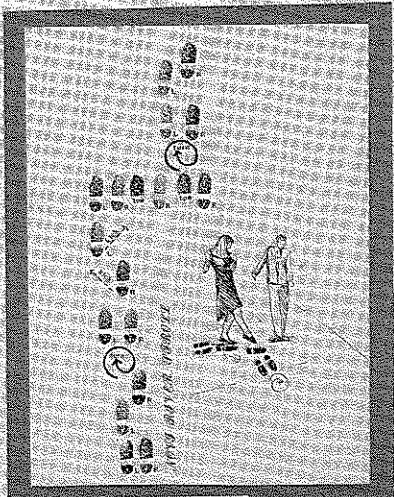
1 VIEW FROM RIVER, WEST SIDE, LOOKING NORTH
ENTER COURTYARD WITH NATURAL EDGE



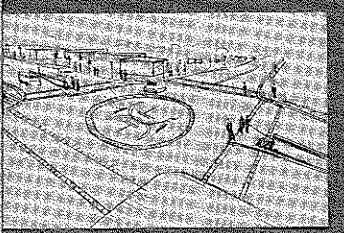
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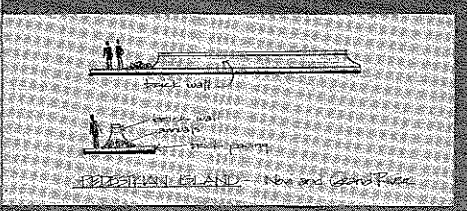
13 VIEW FROM RIVER, WEST SIDE, LOOKING NORTH
VIEW FROM RIVER, WEST SIDE, LOOKING NORTH



14 VIEW FROM RIVER, WEST SIDE, LOOKING NORTH
VIEW FROM RIVER, WEST SIDE, LOOKING NORTH



18 GRAND AVENUE AVENUE INTERSECTION TREATMENT



18 VIEW FROM RIVER, WEST SIDE, LOOKING NORTH
VIEW FROM RIVER, WEST SIDE, LOOKING NORTH



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BRANDON M. ROGERS & ASSOCIATES, P.C.

JUNE 1993

URBAN DESIGN PLAN
NOVI RHYTHMS

TOWN CENTER DISTRICT
NOVI RIVER STROLL

CITY OF NOVI

stage and an ice skating area in the winter. Vintage car shows and trophy presentation ceremonies could also occur during the City's Fifties Festival. Access by the vendors and displays is from the surface parking area to the rear of the shops and restaurants. The Novi Stroll dance steps will be embedded into the pavement with hand motions painted in mural form on adjacent walls. Impromptu steps by anyone or an organized line dance are possible. a key design element is the location of a map of the Rhythms, Natural Resources Design Plan Greenway System that is actually part of the pavement. At each entrance to the Novi River Stroll an overhead entrance arch is in keeping with the entry arches for the rest of the Natural Resources Design Plan. The arch is constructed of anodized metal and for the Novi River Stroll it would be Novi blue rather than the red for the remaining segments. The type of street furniture and lighting standards would be in harmony with those recommended in the Town Center Design and Development Handbook. It is important to allow views into the Novi River Stroll from the major roads, Grand River Avenue and Novi Road. Special accent features could be incorporated to draw the view inward such as clock towers, banners and obelisks.

Where Flint Road bears east to Novi Road, the River Stroll continues along the route of the Middle Rouge River, passing behind one of Novi's key historic images, the Novi Cemetery. The Novi River Stroll continues across Novi Road to the southeast quadrant of Town Center. Here a variety of commercial with residential units above and residential units that stand alone are proposed. Possibilities for this area involve a variety of treatments from a hard-lined channelization of the River to a more naturalistic theme. Continuing the riverwalk by adding a spur across Novi Road to the southeast quadrant would allow the expansion of what potentially could be an exciting urban draw and experience. South of the CSX railroad tracks, this segment links up with Segment 8, Tracks, which continues south east along the CSX Railroad Tracks. On the west side of Novi Road the Stroll merges into Segment 7, Procession.

Segment 12 - Tapestry

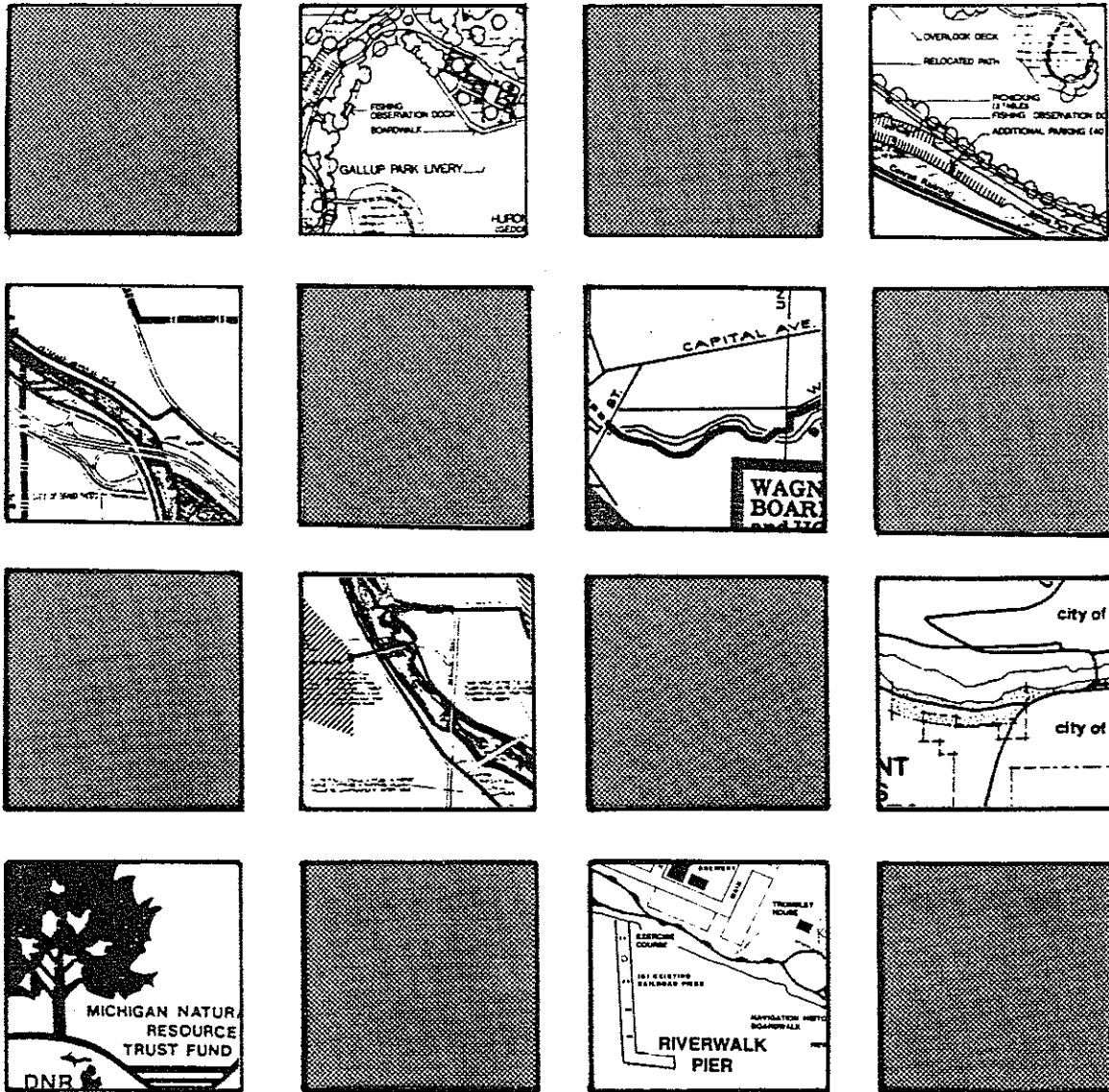
Tapestry provides a diverse sequence of experiences, illustrating how various ecosystems are woven together forming a rhythm in a tapestry. Forms might include the embroidery, carpet patterns or quilting designs.

Beginning at the bend on Twelve Mile Road on the City of Wixom's border, Segment 12 proceeds south toward a densely wooded area. Parking is planned to be located here in conjunction with an arboretum. This facility can be used by the City, colleges and universities and community groups. This structure provides a focal point for the Tapestry segment. The path continues south and then divides into two parts. The first portion goes to the woodlands area to the west that is adjacent to the mobile home park, Old Dutch Farms on Napier Road. As the trail winds southeast, the walker experiences a variety of the pieces of the mosaic, including open water, old field succession (shrub-scrub), upland forest and emergent vegetation. Wetland vegetation found in the area

NOVI RIVER STROLL - PHASE II

MARKET FEASIBILITY AND APPRAISAL STUDY

January 1991



CITY OF NOVI, MICHIGAN

**NOVI RIVER STROLL - PHASE II
MARKET FEASIBILITY AND APPRAISAL STUDY**

January 1991

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Planning and Landscape Architectural Consultant

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Nancy C. Cassis
Hugh D. Crawford
Martha L. Hoyer
Tim Pope
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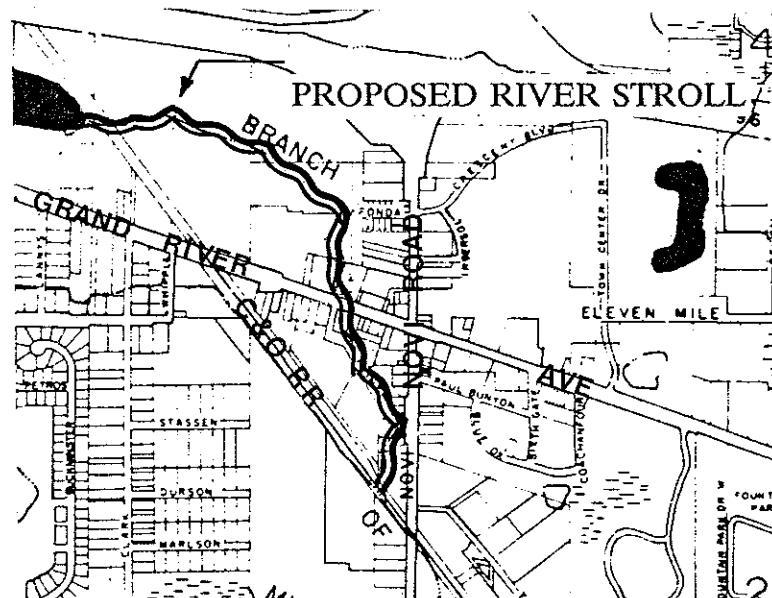
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NOVI RIVER STROLL An Introduction

As identified in the Natural Resources Design Study and Urban Design Study, a Novi River Stroll (river walk) is proposed along the Middle Rouge River in the City's Town Center Area. This promenade feature is part of the City's proposed award winning linear greenway system designed to connect various parts of the City. Central to the linkage system is the Novi River Stroll. The riverwalk will add a pedestrian amenity with the benefit of being isolated from traffic.

Located in the southwest and northwest quadrant in the City's planned downtown, the Town Center District, the Novi River Stroll is proposed to begin near the Delwal facility and run southeast to the Novi Cemetery. It will be slightly less than a mile in length. Depending on further engineering and design studies, the basic concept for the River Stroll can be one of a natural feature with a border containing vegetation and a combination of buildings at the edge of the river. In the alternative the concept can have a more urban feeling and character, with building masses close together and a hard edge treatment, or a combination of natural and urban.

The Novi River Stroll will provide an impetus for downtown development, create amenities for public use and attraction, and solve flooding and drainage problems in the immediate area.



NOVI RIVER STROLL - PHASE II
Market Feasibility and Appraisal Study

In order to determine market feasibility and appraisal of the proposed Novi River Stroll, a survey of similar projects was conducted. This survey consisted of phone interviews with individuals involved in the riverwalk projects, review of literature received and selected field inspections. The majority of these projects are within the State of Michigan, the two exceptions being in Toledo, Ohio and Syracuse, New York. A listing of the survey questions is included in Appendix B.

The survey identifies the original objectives of each project and whether these objectives have been met. If these objectives have not been met, reasons for such shortcomings are presented. Issues that arose and problems to avoid in development of a riverwalk are also presented. A synopsis of key issues and implications relative to the development of a river orientated project for the City of Novi are outlined in the executive Summary. The sixteen projects surveyed for this report include:

- Arcadia Creek Park: Kalamazoo, Michigan
- Battle Creek Linear Park: Battle Creek, Michigan
- Bay City Riverwalk: Bay City, Michigan
- Connector Park: Grand Haven, Michigan
- Gallup Park: Ann Arbor, Michigan
- Grand River Edges Plan: Grand Rapids, Michigan
- Lake Front Park: Syracuse, New York
- Linked Riverfront Parks: Detroit, Michigan
- Manistee Riverwalk: Manistee, Michigan
- Promenade Park: Toledo, Ohio
- River Trail: Lansing, Michigan
- Riverbank Park: Flint, Michigan
- Riverfront Park: South Haven, Michigan
- Village of Clarkston Park: Clarkston, Michigan
- Waterfront Development Plan: Houghton, Michigan
- Window on the Waterfront: Holland, Michigan

The **next steps** for the City of Novi could include:

- The visitation to some of the nearby surveyed riverwalks by City officials and staff, to provide a more intimate exposure to some of the uses, designs and to speak with those people who actually implemented the riverwalk.
- The exposure of the concept of a river walk and a plan to the City of Novi at large by newspaper articles, a video and newsletters.
- The development of a detailed plan unique to Novi that represents a consensus and provides solutions to issues of engineering, compliance with State and Federal standards, natural or man-made edges and river walk design standards. The plan and standards should address isolationism by concentration on visibility, connection to other areas of the City, access to the Town Center District and security.
- The formation of either a sub-committee of the Town Center Committee with expanded membership to include representatives from the public at large or a separate committee. This committee should be the driving force for funding and implementation. Co-ordination with proposed zoning and other developmental changes in the Town Center District is needed. A Downtown Development Authority if formed would have the flexibility to buy and sell lands to implement the plan.
- Funding mechanisms should be sought. Utilization of the various methods described in the surveys could include grants, private donations, fund raising, selling a portion of the riverwalk or benches and trees, development taxes and endowment funds. Also other sources should be contacted such as the Waterfront Center in Washington D.C. for lists of other contacts, conferences or seminars.
- The continuation of hydrological and engineering studies which have already begun to insure that no unknown road blocks are present later on that would delay or stop the project.
- Submit for the needed State permits such as those through the Michigan Department of Natural Resources.
- Beginning development should be a small area or portion of the entire River Stroll. Development should grow gradually as the funding and support increase.

- The administration policy for the river walk should be decided. What portion would be owned, maintained or developed by the City needs to be determined. A concentrated programming schedule should be developed and co-ordinated with other agencies that might be able to use the area for special events.

The time frame for this project is anticipated to be 5-10 years for the first implementation phase and build out to be 10-30 years. The project is one that appears to be feasible if the proper backing and financing can occur. The River Stroll can provide a focus in the Town Center District as well as utilizing a natural amenity and having the potential to alleviate any flooding problems. The City is urged to continue onward with the pursuit of this project.

EXECUTIVE SUMMARY

Planning and Consensus

Key to implementing any new development is thorough planning. The River Stroll has been identified as the central link to the City of Novi Linear Greenway System and to showcase the Town Center District. With this philosophy as a guide, it is timely to create a development plan which makes specific recommendations for the River Stroll. The citizens, officials and staff of the City need to come to a consensus on what form and content the River Stroll should take through specific goals and objectives and achieve unified support for the project.

In implementing this plan it is important to keep the River Stroll unique to Novi. It should not be a repetition of what other communities have done. Elements of other projects should be included in the River Stroll only if they are appropriate to Novi's goals and philosophy for the River Stroll. The majority of the riverwalks in the communities contacted for this survey were designed by landscape architectural firms. The use of professional planning and design was highly encouraged by those surveyed. There is a wide variety of resources available to the City in developing this plan. In addition to the qualified team of consultants and staff the City has on hand, are the communities in the area which have already implemented similar programs. All of the communities contacted for this survey were extremely helpful and willing to assist the City with additional information or in some cases a tour of their projects. There are also several professional associations which produce national and local publications, conferences and seminars which often address waterfront parks and development. Examples of such associations are American Society of Landscape Architects and Michigan Society of Planning Officials. There is also an agency in Washington D.C., The Waterfront Center, which functions as a conference coordinator and clearinghouse for information on waterfront development.

Implications for City of Novi River Stroll:

- Creation of River Stroll Development Plan
 - Design Guidelines
 - Conceptual Design
 - Engineering Concept
- Expand upon designs and guidelines outlined in Urban Design Plan, Natural Resources Design Plan and Oakland County Planning Department Town Center District Design
- Zoning guidelines for Town Center District

- Traditional Neighborhood District Concepts
 - Setback policy
 - Building heights
 - Percentage of mixed use
 - Parking and street layout
 - Architectural standards
 - Landscaping/greenbelt standards
 - Pedestrian oriented

Support

Support from citizens and businesses is key to the success of the project. The community needs to help carry the ball not just the City. Often a Downtown Development Authority or another agency is the proponent of the project. Some communities, such as Bay City, owe the success of their projects such agencies.

Implications:

- Members of Town Center Steering Committee and representation from a greater number of Town Center merchants, businesses and residents work as a team
- Enlightenment of public through media; video, newspaper, fliers, "Public Awareness Campaign," etc.

Site Environmental History

Environmental impact, mitigation and feasibility must be addressed early in the design process. The development of the River Stroll will require compliance with Federal, State and local ordinances. The environmental review process will include identification of all City and State regulated wetlands and woodlands, researching the past uses of parcels for potential contaminants and verification of hydraulic feasibility.

The project may require mitigation of wetlands, replacement of woodland trees and clean up of contaminated soils. If such programs are required they will take time and consume resources, especially money. Contaminated soils may slow down or stop the progress of a project such as the Linked Riverfront Parks of Detroit and the Middle Grounds in Bay City.

JCK and Associates, Inc., City consulting engineers, has begun preliminary hydraulic feasibility studies, however, detailed information is needed. Several communities are paying the price for not being thorough. In Syracuse, New York, part of the project has to be closed at times due to flooding. In Holland, Michigan, the water levels recede leaving a mud edge at portions of the walkway rather than water during dry spells.

Implications:

- Expand hydrological study
 - Include site history, review of past uses, potential hazardous soils
 - Inventory of environmentally sensitive lands (wetland and woodlands)
 - Water quality analysis
 - Flood potentials/hazards
 - Water depth and control

Isolation

Repeatedly during the survey process representatives from the communities surveyed stressed the dangers of isolation. Several things to avoid were discussed:

- Limited or no parking
- Lack of security or sense of security
- No connection to other resources/districts/public areas
- No other resources in the area; e.g.,
 - shops, restaurants, housing, employment, recreation
- Unfriendly surfaces and treatment
- Poor maintenance and upkeep
- Little or no access to the water
- Park development needs to go along with other urban revitalization

Implications:

- Provide parking adjacent to or within 100 feet of River Stroll
- Provide lighting for parking areas and River Stroll
- The walkway should be visible from public streets
- Buildings front on River Stroll
- Use of security force
 - Patrols; foot, motorbike, equestrian, boats
 - Mini stations
- Tie into other segments of Natural Resources Design Plan which will provide pedestrian and bike access
- Tie into City Safety Path System
- Tie into commercial, office and residential uses in Town Center District
- Encourage development of restaurants, shops, businesses and housing adjacent to River Stroll
- Use of design standards to discourage unfriendly surfaces and treatments
- Separate funds and crew to maintain River Stroll
- Encourage contact with water through edge treatment in design standards
- Coordinate with revitalization guidelines in Urban Design Plan and Natural Resources Design Plan

Scale

The scale of the proposed Novi River Stroll project needs to be proportional to the needs and commitment of the City, the environmental conditions and available monies. As the survey illustrates, a community can spend a lot of money, like Toledo, or a modest

amount, like Houghton. It may be better to start small with a portion of the project which can be completed in a year with limited funding. A successful project can be a catalyst for further development and a focus to rally support.

Implications:

- Start small
 - Develop block by block
 - Catalyst with a single building

Funding

There are many ways to fund a project such as the River Stroll. The survey identified several state and federal grants frequently solicited as well as financing strategies the City could utilize to generate revenue. Private donations also played a key role in several of the projects as well as matching funds. Also important were endowment funds and selling "shares" of the project. See Appendix A for a list of sources.

Implications:

- Develop funding goals by approximating amount of money needed and sources
- City representatives attend funding conferences and workshops
- Contact public and private agencies for procedures, deadlines and restrictions on grants and other funds

Programming

It is important to provide programming events as soon as the project is open. Many communities found an opening celebration a great way to start the programming effort on the right track. There is nothing like a spectacular party to arouse the community's excitement in the project. The opening needs to be followed up with additional events to keep the momentum going. From mimes to music, fireworks to boat races, the River Stroll should be planned for weekly activities. Attention also needs to be given for special events and holidays. Existing City events such as the Novi Fifties Festival and Novi's International Festival need to tie into the River Stroll.

Implications:

- Provide facilities and areas designed specifically for activities through guidelines and conceptual plans (marina, festival space, etc.)
- Programming by private groups, possible creation of a Town Center Arts Council with representatives of Town Center businesses, local artisans and performers, and City of Novi
- Set specific yearly programs for each segment or phase that is developed
- Utilize ongoing events ie Fifties Festival, International Festival in promoting "Stroll" activities

PROJECT DESCRIPTIONS SURVEY RESULTS

Arcadia Creek: Kalamazoo, Michigan

This project has not yet been built. Construction on some of the infrastructure has begun and demolition was scheduled to begin in December of 1990. The goal of this project is two fold. First there is the need for storm water management, in particular 100 Year floods. Secondly, there is the desire to revitalize the ailing business center and make the river an amenity and catalyst for redevelopment. The overall plan is to develop six to seven blocks along the riverfront. The first phase which they are currently working on is to be two to three blocks. This first phase should be completed within five years.



The Arcadia Creek Plan calls for the Downtown Development Authority (DDA) developing the creek/channel and for private developers to secure and design the commons areas between the creek and their parcels using an adopted design standard. The maintenance of such common areas will be the responsibility of the individual developers. The DDA will maintain the creek/channel. Amenities within the common areas will include: lighting, benches, trash receptacles, water treatment, varied paving materials and public art. Also planned is a festival site which will be actively programmed.



Funding for this project comes from several sources, such as bond issue, tax increment financing, Michigan Transportation Fund, private developers, Urban Development Action Grant (one million dollars), Natural Resources Trust Fund Grant and City monies. Financing also comes from the profit of land sales by the DDA to private developers. Downtown Tomorrow Inc., a non-profit downtown development group, was able to purchase several million dollars worth of land through philanthropic gifts. Commitments by the Upjohn

Company, Kalamazoo Valley Community College and First of America Bank have also been instrumental in getting the project started.

Advise/ Problems encountered:

- Wavering political support: On-again off-again political support limited the ability to develop momentum and develop support for the project. When support falters the game plan is ruined.
- Public image: It is imperative for a successful development to build and sustain a positive public image. Premature public expectations that cannot be fulfilled can lead to disaster. On the other hand it is important to put substantial money into public relations. However, no tangible return from this money will be seen for a long period of time.
- Private investment: Leadership should come from private and civic-minded sectors and not the local government
- Money: Pre-development cost needs to be provided. Thousands of dollars have been spent in pre-development. These monies should come from private sources with no strings attached. They recommend that tax dollars should not be spent for pre-development. Such monies will be needed for construction of the public infrastructures.
- Land: Obtaining land can be costly. If condemnation is needed, it is traditionally a political taboo. The majority of land for this development was purchased quietly. Land prices can become inflated as the public becomes aware of the project.
- Environmental concerns: Two issues have arisen in planning of this project. The first is historical impact issues, such as historical buildings and sites. The second is sub-surface environmental conditions. Purchasing former industrial or commercial properties has environmental liabilities. The cost associated with clean-up could be a project's undoing.

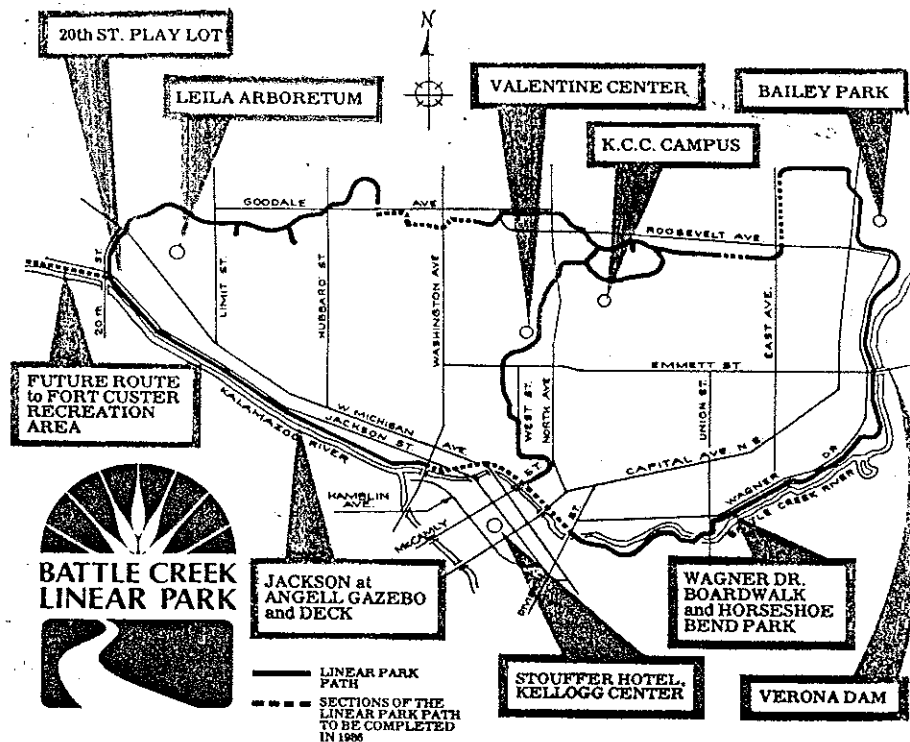
Battle Creek Linear Park: Battle Creek, Michigan

The riverwalk is a section of the 15 mile Battle Creek Linear Park. The park was developed to create a center of interest in the downtown area and to link as many of the City's resources as possible. The park was designed by O'Boyle, Cowell, Blalock and Associates, a landscape architectural firm in Kalamazoo, and begun in 1984. Although the initial design is now complete the City is preparing a new master plan proposing additional legs and connections to the Linear Park.

To create a center of interest in the downtown area a riverwalk was created. Semi-circular nodes, which contain seating and lighting, are located along both sides of the river. The area is heavily planted with trees and shrubs and there is variety of paving material. Several pedestrian bridges connect the park to the downtown shopping area and a new "festival marketplace," a farmers market with a collection of stalls and small shops.



The park is heavily used during day light hours. The users are engaged in moving activities such as bicycling, walking, jogging, skate boarding and roller skating. The path is paved with amenities such as plantings, benches, and pads over the water, a boardwalk, pocket parks, a gazebo and the Verona Dam. The City does not schedule events at the park. However, private agencies often sponsor walks and runs along the park as fund raisers.



Creation of the park involved several sources. The City donated land which it owned worth approximately one million dollars. This amount was matched by a grant from the DNR Land and Water Trust Fund. The Kellogg Company, headquarters located in downtown Battle Creek adjacent to the river, donated \$3.47 million dollars which covered the cost of construction. Maintenance for the park is provided by the Department of Public Works. Funding for this comes from a separate line item in the City budget for parks and from the City's General Fund.

Advice/ Problems encountered:

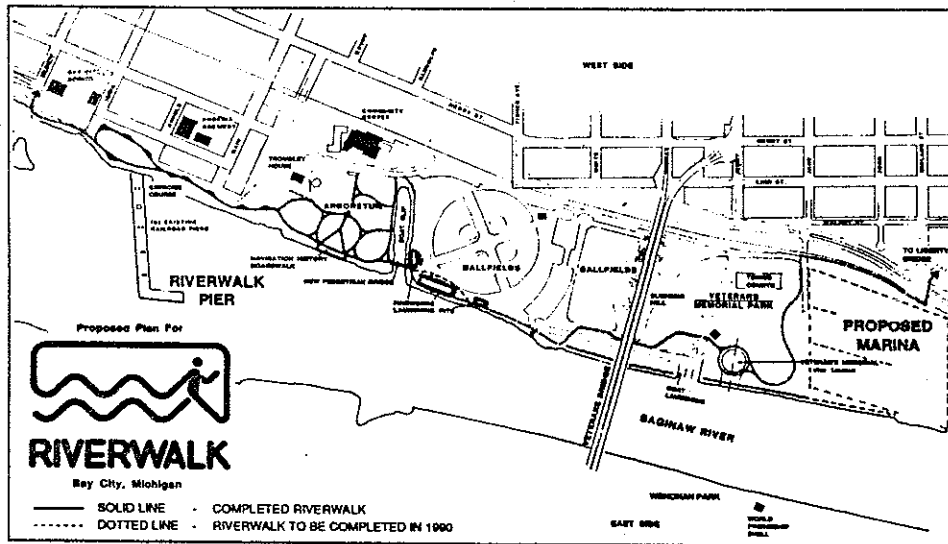
- Water Access: The Battle Creek park does not allow public access to water. This is felt to be a negative side of the park.
- Connection: The importance of connection is key to the park's success. If the riverwalk does not connect one place to another, it will get less use and be a lesser asset to the community.

Bay City Riverwalk: Bay City, Michigan

Bay City and Bay County have several parks along the Saginaw River. The latest addition to this network of parks is the Riverwalk project. The Riverwalk was begun in 1986 with the Community Foundation and Chamber of Commerce creating a plan for the whole County. Out of this plan came the desire to promote the City and provide a riverwalk and docks for the people of the area. Construction was completed in 1989.



The two mile long riverwalk is located in downtown Bay City. It is well used both at lunch by workers and throughout the week by families, couples and individuals. An important element of the riverwalk is the 800 foot pier. Other amenities include a gazebo, benches, trash receptacle, lighting, paving, sponsor plaques, provisions for rowing, sledding and beach volley ball. The City and County and the Bay Arts Council (a non-profit agency) program the parks within the City. This programming spills over to the riverwalk. Events include a three day boat race which draws people from the City, County and State, a firework festival, and several concerts.



Fund raising and development of the riverwalk was coordinated by the Community Foundation, a nonprofit foundation in Bay City. The cost was approximately \$1.25 million. Financing came from numerous sources. Public sources included the City, County, and State (including the Department of Natural Resources). Substantial money and support came from private sources. The Community Foundation provided matching funds. Private corporations donated money or sponsored memorials such as the gazebo, benches, lamp posts. Several fast food restaurants sponsored the trash receptacles. The foundation also sold shares for \$25.00. Anyone buying a share would have their name placed on a sponsor plaques. Many individuals also donated their time and expertise. The walk is maintained by the Parks Department. Two dollars of every \$25.00 share sold was put into an endowment fund for the riverwalk.

Advice/ Problems encountered:

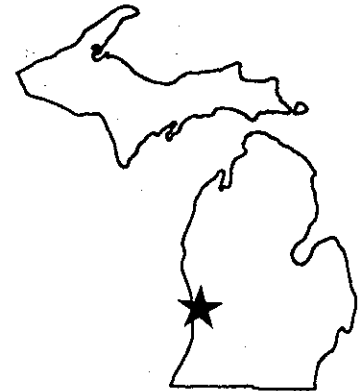
Sense of ownership: The riverwalk project has been very successful because it addressed the people's desire for this type of park and because of their involvement in the development of the park through donations of money and time. Repeatedly it is touted as the best thing that has happened to the City. Individuals and businesses continue to come to the Community Foundation offices to inquire if they can sponsor an amenity on the walk.

Endowment fund: All projects of the Community Foundation are required to have an endowment fund for continued maintenance.

- Initiate more development:** Additional projects have begun. There is a footbridge to connect the riverwalk to the Middle Grounds, an island owned by the City and a railtrail to connect Bay City to Bay Township and Hampton Township. Commercial development may also be initiated in the near future.
- Environmental concerns:** Learn everything about the past use of any lands to be developed for public use. In some cases it may be prohibitive to reclaim the land. Bay City has a number of abandoned sites along the river which had heavy industrial uses. One such site, the Middle Grounds, was to be used as a park but the past industrial uses have left the site unusable at this time.
- Timing:** The permit process can be timely, especially when dealing with State agencies such as the Department of Natural Resources.

Connector Park: Grand Haven, Michigan

The goal of the Connector Park was to connect three existing parks along the waterfront and to provide public access to the waterfront (canal and the Black River). The project which was finished in 1985 entailed the rebuilding of the existing sea wall and providing a 14 foot wide linear park. The park is 1,200 feet in length and runs from the Grand Haven Lighthouse to Escanaba Park. The sea wall was an Army Corp of Engineers' project, costing approximately three million dollars. The walkway cost approximately \$200,000 and was funded by private donations, City public improvement funds and equity funds.



Amenities within the park include the walkway, street lights, benches, plantings, trash receptacles, kiosks and a permanent building for vendors. Within the connected parks are additional buildings, a marina, fishing pier and a waterfront stadium. The City has a special events coordinator and are working to get private business to underwrite the costs and equity grants for activities and performances at the parks. Maintenance for the parks comes from several sources: Parks Department, Cemetery crew, contract with a private firm, summer staff and the municipal marina. Funding of maintenance comes from the City's general fund and from marina user fees.

The parks are heavily used in the summer by local residents and tourists. The heaviest use is on weekends. However, whenever the weather is nice, people can be found at the parks.

Comments/ Advice Given:

Costs: Whenever parks are added there is more maintenance, materials and manpower needed.

Gallup Park: Ann Arbor, Michigan

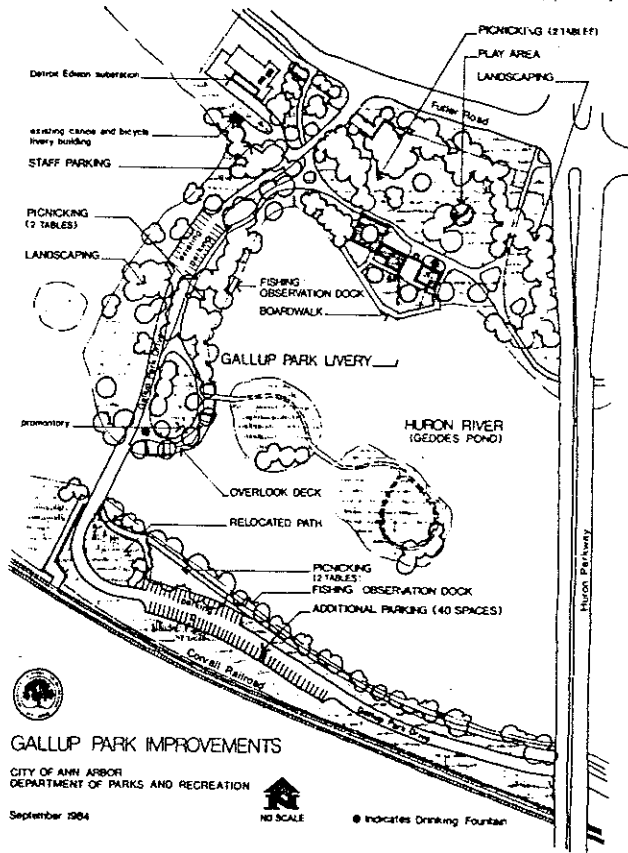
Gallup Park has existed for a number of years. It was expanded in the 1968 when the City purchased three dams and additional land from Detroit Edison. In the early 1970's the City obtained monies to dredge and regrade the site and for additional parkland. The objectives of the redevelopment of the park were to provide greater river access to the public for passive use, to improve the water habitat for fish, and to increase land based facilities to support picnicking, viewing the water and walking. The entire project was completed in the mid 1980's. There are continuing plans to expand and improve the park which will add 20 more acres to the park.



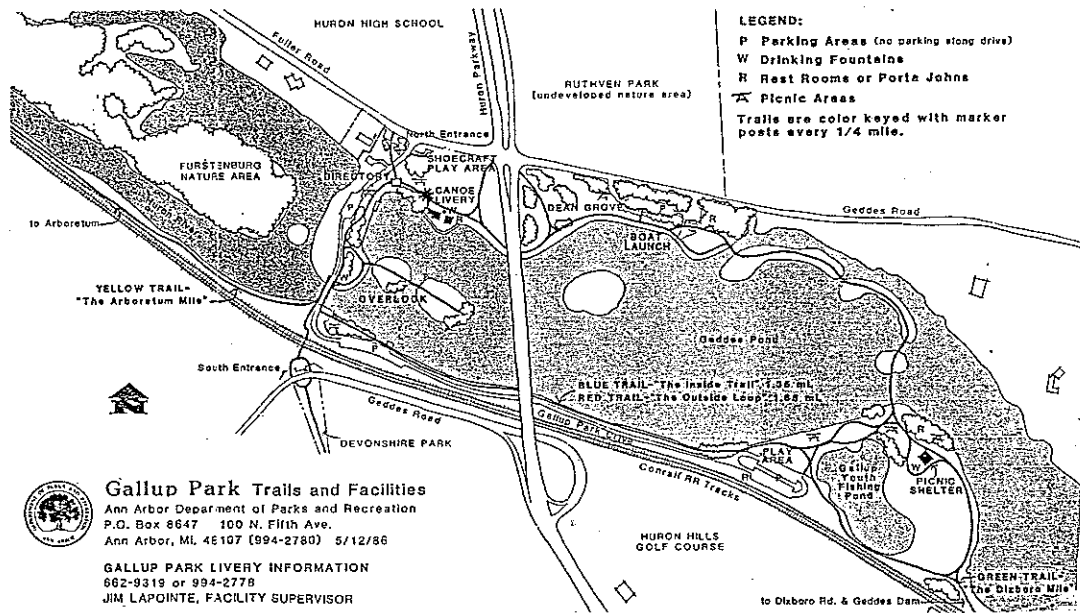
The redevelopment of the park was designed by Ken Polakowski, a Registered Landscape Architect in Ann Arbor. It is a mixture of green spaces and paved trails along the Huron River, approximately three miles long and is located on the edge of urban development. The trail winds along both sides of the river. The City owns all of the park land except an easement leased from Conrail Railroad. Amenities within the park include a series of walks and bridges which link the islands together; a livery building with concessions, rest rooms, and a conference room; play areas; a child's fishing pond; platforms over the water for fishing; picnic areas and a picnic shelter for large groups; plantings; benches and trash receptacles. The programming has been haphazard and is generally done by groups not directly associated with the park. Outdoor clubs often use the conference room and programs on nature appreciation are occasionally offered. The park is used by a variety of people for multiple activities. The time of day, day of the week and time of year correspond to the activity and age of the people using the park. At noon

during the week runners are common. Weekends, especially Sunday afternoon, tends to draw out families and couples. In the evenings local youths congregate in the back parking lot.

The development of Gallup Park has been phased and so has the funding. This funding has come from varied sources. The dredging of the Huron River was achieved by the City obtaining matching funds from the State. Monies also came from the Michigan Land and Water Fund. The development of the livery building was funded by an additional Land and Water Grant. Funds also came from City Park Millage and a land grant from private donations coordinated by the Michigan Land Trust. A major source of capital



improvements to the park is from donations. The City Parks and Recreation Department is responsible for maintenance of the park. This is funded through the City's general fund.



Advice/ Problems encountered:

- | | |
|-----------------|---|
| Main-tenance: | Using general funds for maintenance is seldom sufficient to provide the quality of maintenance one would like. |
| Parking: | During high demand times there is not enough parking for the people who would like to use the park. |
| Super-vision: | The park cannot be isolated. It must have a sense of security or people will not use the park. |
| Varied contact: | There needs to be a varied contact with the water. The environment of the riverwalk needs to change or it will be too monotonous. |

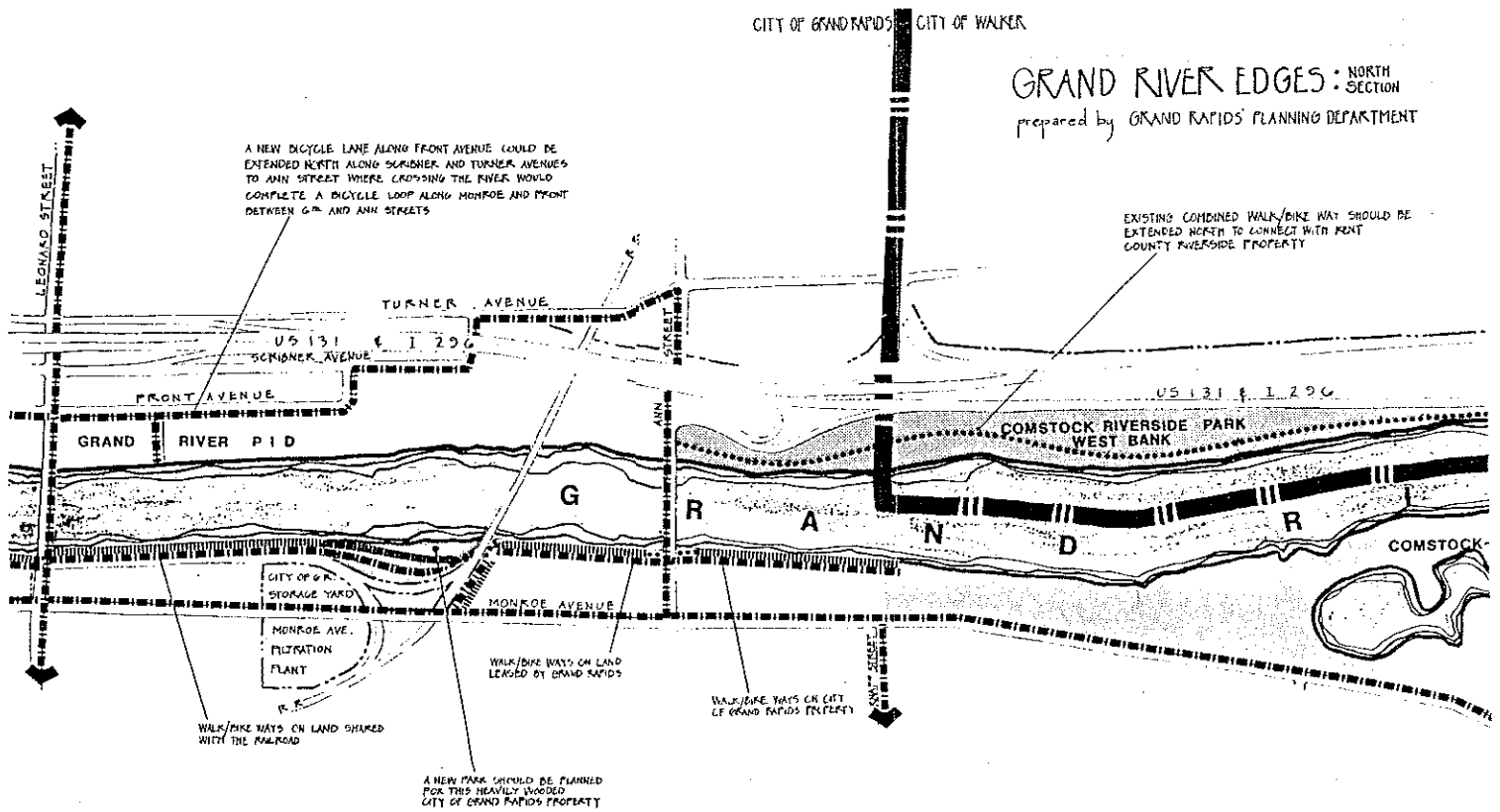
Grand River Edges: Grand Rapids, Michigan

The Grand River Edges Plan and Policy, a Master Plan amendment was adopted by the City in 1981. The goal of this plan is to mark the influence of the Grand River, to provide river access, to create an urban focus and to direct appropriate use of river front land. There has been interest in turning the Grand River into an amenity and a recreational resource. A 1926 plan by Harlan Bartholomew, a Planning Consultant from St. Louis, Missouri, suggested parks and an esplanade.



The criteria of the Grand River Edge Plan provides an edge of 20 feet in width for a separate six-foot walkway, an eight-foot bikeway and landscaping. Where the riverbank is unavailable, a dock-like walkway is proposed. The east and west edges are to be interconnected at bridges, providing loops in the riverway. The overall projected cost is estimated at 60 million dollars. The Downtown Development Authority and private developers along the edge will share in the cost and maintenance of the riverway.

Many elements of the Grand River Edges Plan are in place or under construction. Downtown linkage of the public and private amenities, including the Ford Museum, bridges, a fish ladder, and the Amway complex are already established. By the fall of 1991 the downtown linkage, about 2,000 feet, should be accomplished. Once this is completed work will focus on connection to the north and south edges of the City. Comstock Riverfront Park already exists at the north limits of the River Edges Plan. Butterworth Park is



proposed at the south limit. Due to soil contamination at this site, plans for this park have been put on hold. Ah-Nab-Awn Park, designed by Sasaki and Associates, is also an element of the River Edges Plan. It was begun in 1976 and completed in 1978.

Funding of the project comes from varied sources. A DNR Trust Fund Grant has been obtained for \$375,000. The Downtown Development Authority has a budget of \$1.7 million through tax increment financing. The East Bank Towers, a DDA project, may allocate up to \$100,000 for river edge development. The City has established a fund for the boardwalk which includes \$115,000 from the Sesquicentennial campaign. Private contributions, such as the \$25,000 for a Michael Singer environmental sculpture, have been raised.

Advice/ Problems encountered:

Community support:	The community must have a consensus that the project is a good idea. The project needs to tie into quantitative economic benefits more than just looking nice. The park needs to be a true element of the City. To assure community support of any public project, all efforts should be made to contact the community by survey or other methods prior to development.
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- Time:** It takes a long time to get a plan implemented. Plans for a public amenity along the Grand River have existed since the 1920's and they are still working on it.
- Linkage:** Linkage should be provided to City elements which are not on the riverfront. If such connections are not provided, isolation of the riverfront is likely.

Lakefront Park: Syracuse, New York

This park, which is in the process of development, is an 800 acre triangle and includes both lake and canal frontage. The goal of this park is to recruit private investment into a historic development district. Included in this park is a 7/10 mile creekwalk.

The creekwalk was begun in 1988 and completed in 1990. The park and creekwalk were designed by Reimann - Buechner Partnership, a landscape architectural firm in Syracuse. The creekwalk includes such amenities as lighting, paving/curbing, benches, bike racks, water features, water fountains, and a martin house. The City sponsored two opening events for the creekwalk and the Parks Department is considering planning summer activities on an annual basis. The walk is mostly used by office workers at lunch time.

Funding for the park and creekwalk comes from a tax paid by developers in the development district. The City has raised approximately \$10 million from this tax. From this amount \$1.5 million went towards developing the creekwalk. The maintenance of the creekwalk is performed by the City's Department of Parks and Recreation and comes out of the General Fund.

Advice/Problems encountered:

- Standards:** Meeting State standards can take up time and money.
- Water levels:** This project has two levels, an upper and lower shelf. The lower shelf experiences flooding. Additional hydraulic studies could have avoided the flooding problems.

Linked Riverfront Parks: Detroit, Michigan

Planning for the Linked Riverfront Parks began in 1976. The concept for this plan was to link three new parks on the riverfront between Belle Isle and the Renaissance Center with pedestrian/bike routes. At present the path is a signed route along public

streets in the riverfront area. Long term plans are to develop routes separate from the public streets. The goal of the Linked Riverfront Parks is to provide public open space and recreational facilities along the river as well as act as a catalyst for downtown redevelopment.

Two of the three parks are completed, Chene Park and St. Aubin Park. A third park, Mt. Elliot Park, should be complete by 1992. The master plan for the Linked Parks was developed by Schervish, Vogel, Merz, P.C. of Detroit. Specifics of the parks were handled by the City's Recreation Department planning staff. Amenities include: the pedestrian/ bike path, a marina, outdoor theater, lagoons, fishing shelter, playscape, interpretive exhibits, rest rooms, benches, picnic tables, landscaping, lighting, and trash receptacles. The parks draw from all over the southeastern parts of the State on the weekends, while weekday use tends to be by people working or living near the parks. Presently Chene Park is programmed for activities that are oriented toward the arts, while at St. Aubin Park there is an interpretive



exhibit on Great Lakes History as well as a marina. Additional programming is hoped for as the project moves along. Programming is planned by the City's Recreation Department and private organizations. Maintenance of the parks is also performed by the Recreation Department with some contracts with private maintenance firms. Funding is provided through the City's General Budget.

Funding for the parks has come from state and federal sources. To date money for the acquisition of the 30 acres for the parks totals approximately \$10 million dollars. Twenty million dollars in public funds also has been spent along the riverfront. In addition, over \$200 million dollars in private investment has been spent along the riverfront. State sources of money include Michigan Natural Resources Trust Fund, Land & Water Conservation Fund, Waterways Fund, and Urban Waterfront Recreation Program. Stocking programs are also provided by the DNR Fisheries Division.

Comments/ Advice Given:

Assistance: There is a non-profit clearing house, Waterfront Center, which specializes in waterfront development. The City of Novi is encouraged to get in contact with them.

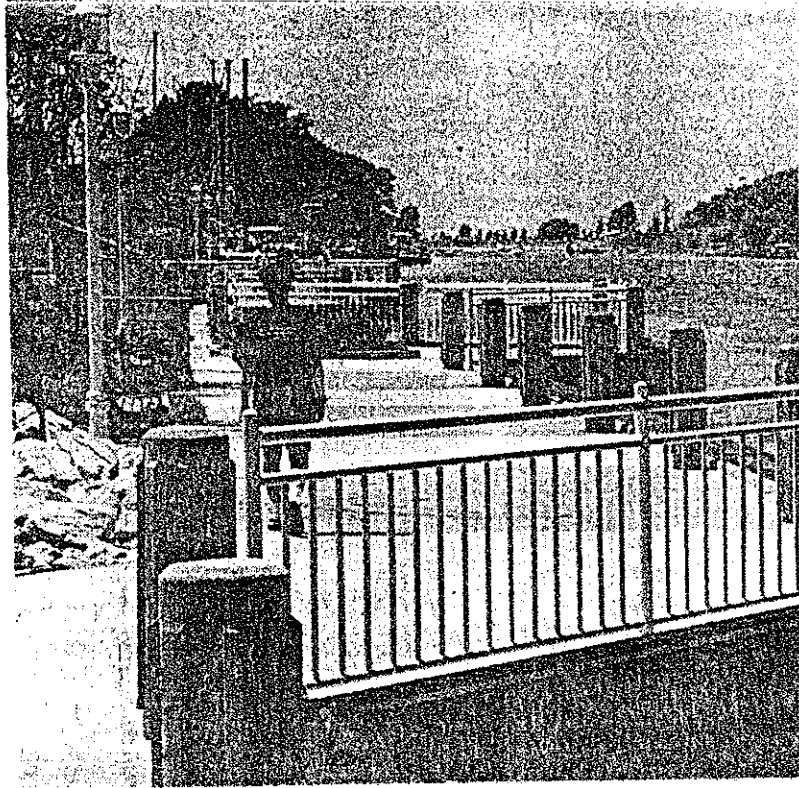
Game plan: It is important to develop a consensus as to the direction the Novi wants to take in developing the River Stroll.

Manistee River Riverwalk: Manistee, Michigan

The intent of the Riverwalk project, located in the downtown area of Manistee, was to clean up the Manistee River and rejuvenate the businesses abutting the river. The front of these businesses face away from the river. The river frontage not been kept up for years.

Designed by M. C. Smith and Associates of Grand Rapids, the Riverwalk echoes the historic turn of the century charm of Manistee. The first phase of the Riverwalk, 600 feet in length was began in 1988 and completed in the summer of 1990. The second phase, an additional 700 feet, is presently under construction and should be complete by summer of 1991. Amenities along the Riverwalk include; a future bandshell/gazebo, a marina facility, tie-up areas, river viewing





areas, plantings, paving, lights, trash receptacles, and park benches. At this time there is no active programming along the riverwalk. Concerts are planned to be held in the bandshell/gazebo once it is completed. The walk is heavily used in the summer by local residents and visitors. Families are frequently seen walking along the river on the weekends and downtown workers will often go out on their lunch hour in good weather.

The cost of the project was about \$1,000 per foot. Funding came from varied sources. A grant was obtained through the Department of Commerce. Assessments were levied against property owners abutting the river. Leases for City owned lands along the river was also contributed to the development of the walk. Erosion control measures which form the physical base of the riverwalk was financed through the DNR (\$80,000). Some of the labor was performed by Youth Corp through State grants. Marina improvements were paid for out of a marina fund. The City provided some funds and the Manistee J.C.'s also provided funds. Continued maintenance is provided by the Parks and Recreation

Department as well as the marina staff. Money for maintenance currently comes out of general funds and the marina revenues. There is a proposal to include a separate line item in the future budget specifically for the riverwalk.

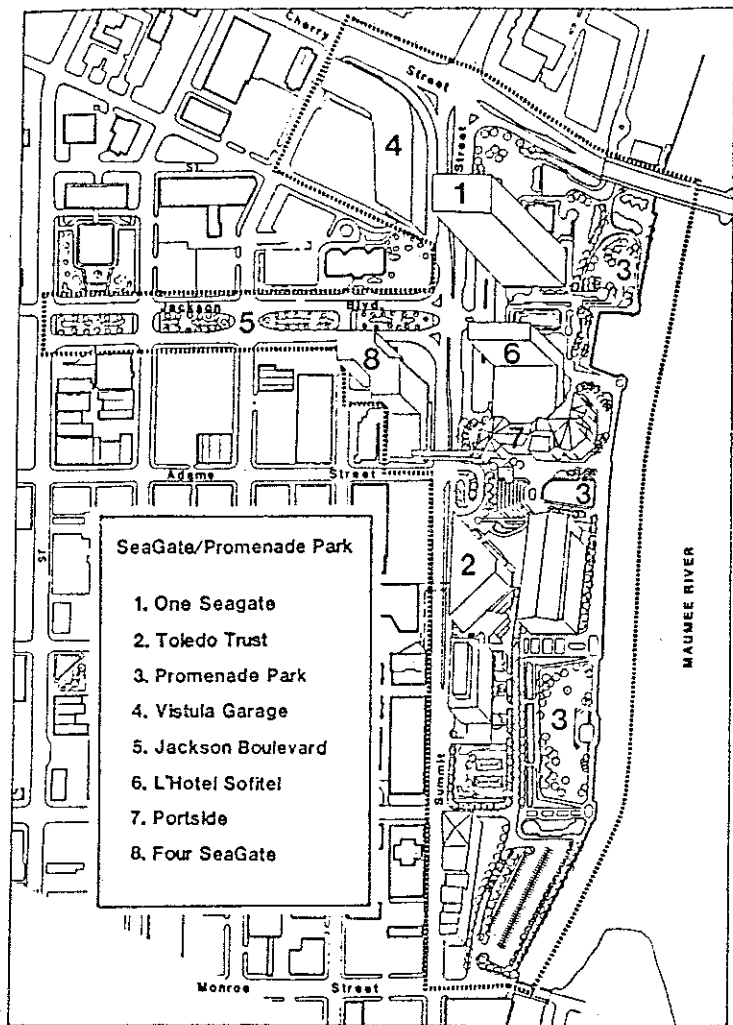
Advice/ Problems encountered:

- Federal Grants: The biggest problem was the labor rates on the project. The rates Manistee paid were higher than Federal standards.
- Support: Importance of gaining easements and community support for the project. It is important to have Downtown Development Authority and property owners involvement up front. Also stressed was the importance of not forcing the development on the businesses. The DDA should be the leader of the development, not the City.

Promenade Park: Toledo, Ohio

Begun in 1980, the Toledo Riverfront Development plan was initiated to provide public space along the Maumee River and serve as a catalyst for private investment in the downtown area. The Central Business Development (CBD) Plan was put together by Barton-Aschman Associates, Inc., of Chicago, Illinois. Parks developed as a result of this plan include Promenade Park on the west and International Park on the east.

Promenade Park, designed by Sasaki and Associates, a Landscape Architectural firm in Watertown, Massachusetts, took four to five years to complete. This 12 acre park occupies the entire length of the downtown riverfront. Included



in the park are a large sloping lawn amphitheater, play sculpture, a harbor and boat docks, performance areas, a lighthouse and extensive areas of lawn. Cost for the development of this park was approximately \$8 million. The programming of the park was originally handled by the City's Department of Parks and Recreation, but is now being taken over by City Fest, a non-profit organization funded by the Chamber of Commerce, private companies and the City. Programs have brought substantial crowds downtown. Such annual events are the Memorial Day hydroplane races, July 4th fireworks, mid-August Riverfest, and Labor Day Toledo Festival. International Park which contains seating, picnicking, festival areas and a freighter is not complete at this time. The parks continue to be successful in drawing people to the riverfront area.

Amenities within the Riverfront Development include a hotel, office buildings, some shops and restaurants, parking structures, plazas, sculpture and the riverfront parks. These are tied together by pedestrian concourses, paving and lighting design themes. Office buildings include a 32 story Owens-Illinois Headquarters and Toledo Trust Headquarters. Two areas of the Owens-Illinois building have been closed. These are the subterranean "park level" with shops and restaurants and a three story public art gallery. Portside, a 90 unit shopping and restaurant complex which was very successful when first opened is now closed. The hotel, originally L'Hotel Sofitel, now a Marriot, is also having trouble. The number of tour boats along the river, which were originally successful, has dropped to one boat.

Funding for the Riverfront Development came from several sources. Major private sources of money were Owens-Illinois (approximately \$100 million) and Toledo Trust (approximately \$20 million). Other private investment funded Portside (\$14.2 million) and the hotel (\$27 million). Public monies came from Urban Development Action Grant (\$26 million), Union Pension Funds (\$13.5 million), Tax Increment Bonds (\$4.8 million), and Special Limited Obligation Bonds (\$4 million). Most of the open areas in the Riverfront Development are public and are maintained by the City and financed out of the General Fund.

Advice/ Problems encountered:

Reason: There is no real reason to come to downtown Toledo to shop, eat or spend the evening in town. It is not an attraction to tourists and

people outside of the City to come to the area. The exception to this are the parks. If there is an event planned, such as an art fair, people will come.

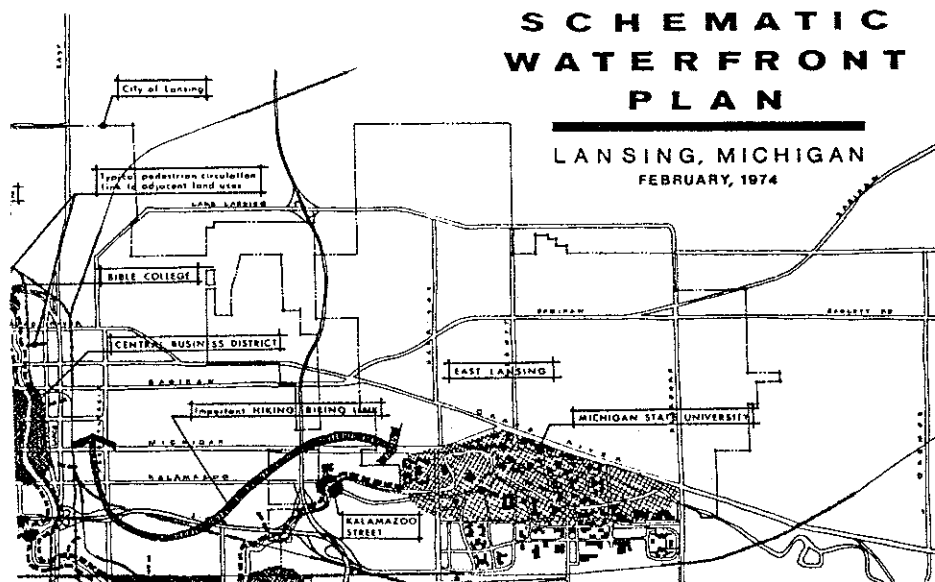
- Hometown owners:** Most of the major businesses, Owens-Illinois, Toledo Trust and Champion Spark Plug have been bought by outside investors. There is very limited interest in investing in the City by the new owners.
- Unemployment:** The slowing economy has caused many businesses to cut back, close plants, and layoff workers. Toledo has lost 300,000 to 370,000 in population between 1980 and 1990.
- Limit scope:** The Toledo project was very ambitious. It may have been better for the City to have worked on the project over a longer period of time, have a few small projects under way at a time, and be more cautious.
- Individualized design** One of the problems with Toledo's riverfront development may have been they copied too much from other projects. What works in one city may not work in another. The project needs to be unique to the individual city. They may have tried to put too much into the project.
- Continued success:** The Toledo project was originally very successful. The Portside development was a great hit when it was first opened. The problem was that there is not much else in the downtown area. After people had been to Portside two or three times they had little interest or reason to go again. There is very little housing in the downtown area. Only people working in the downtown areas frequent the downtown shops and restaurants.

River Trail: Lansing, Michigan

In 1974 a policy plan, "Plan for the Development of Lansing's Waterfront" was completed. This plan included goals, policies and actions to be used as a guide in developing the waterfront within the City. By 1976, Riverfront Park and two-and-one-half miles of the River Trail were completed. Improvements have been made to the Trail nearly every year. As of the Fall of 1990 the trail is approximately seven miles long.



The River Trail is a network of asphalt pathways and wooden boardwalks which follow the Grand River and the Red Cedar River. The River Trail extends from downtown Riverfront Park north to Turner-Dodge Mansion and Dietrich Park and southeast through



the Potter Park/Zoo. Amenities included along the Trail are a floating fountain, river sculpture and fish ladder, fishing and lookout platforms, play area, benches, picnic tables, lighting, plantings and trash receptacles. Use of the River Trail ranges from noon-time joggers to family outings. The Trail also is used for various fairs and festivals planned by the City, local colleges and other groups.

Financing has been from varied sources and sporadic over the past 16 years. Public sources of money include: Federal (\$2,900,000); Federal Aid to Urban Systems, Federal Highway Administration, Housing and Urban Development, Land and Water Conservation, Revenue sharing, Urban Parks and Recreation and Recovery, Economic Development Agency, State (\$837,000); Michigan Natural Resources Trust, Michigan DNR Waterways Division, Michigan DNR Fisheries Division and City (\$733,000). Maintenance of the Trail is performed by the City Parks and Recreation Department. Funding for maintenance comes out of the general budget.

Advice/ Problems Encountered:

Linkage: It is important that a trail link recreational, cultural, commercial and residential areas of a city.

Master Planning: An overall plan is needed to establish goals, policies, and actions for development in a comprehensive, meaningful manner.

Acceptance: The plan requires broad support from the elected officials, administration and general citizenry. Long term support is very important.

Riverbank Park: Flint, Michigan

This riverwalk was originally built as a means of flood control along the Flint River in the 1970's. Later the objective was expanded to combine the goal of flood control with beautification and the integration of the downtown with the river.

The riverwalk, designed by Lawrence Halprin, a noted landscape architect, runs along three blocks in downtown Flint. Because of the dual purpose the riverwalk plays, it is all hard surfaced. The central theme revolves around the use of water in different ways. Water flows smoothly over flat sculptural forms, through troughs and over weirs. To accommodate periodic flooding, many inlets have been cut into the riverbank. A key feature of the park is a large multi-leveled sculptural fountain. However this fountain and several others have been discontinued due to recent budget restraints. Other amenities include benches, rest rooms, a playground, fishing and mature plants. The park is predominately used during lunch time or at times of programmed activities. The Mott Foundation, located in Flint, funds a series of summer programs known as "Riverfest" which is run by the Parks and Recreation Department. With fewer planned activities the park is used less.



The riverfront is connected to several important downtown locations. They are the Hyatt Regency Hotel, recently closed; the University of Michigan, Flint campus; Water Street Pavilion, a "festival marketplace"; Michigan Department of State offices; Northbank Center, a multi-use office complex and an antique mall in a former carriage factory. A pedestrian footbridge has been built across the river and antique lighting and street furniture have been added. This is part of a neighborhood revitalization effort.

The project cost \$12,800,000. The City contributed \$4.6 million through municipal bonds, Genesee County contributed \$100,000 and the State provided \$381,000. The Mott Foundation contributed \$1.9 Million, while other private donations totaled \$107,000. For the element of flood control the Federal Government contributed \$5.76 million. The Parks and Recreation Department is in charge of maintaining the riverfront. Funds for maintenance come out of the General Fund. The City is currently looking for additional monies for maintenance. They are hopeful to obtain some funding through grants.

Advice/ Problems encountered:

Funding: The City has had to cut back on activities in the park and has eliminated several elements of the park due to limited funding. Another problem with limited funding is the maintenance of the park. The City is currently looking for funds to provide necessary upkeep of the park. The City is beset by financial problems and loss of downtown businesses.

Hard surfaces: The hard surface necessitated by the flood control is not user friendly.

Riverfront Park: South Haven, Michigan

This project was initiated to link the downtown and beaches of South Haven and aid in the revitalization of the downtown area. The Riverfront Park should be nearly complete by the end of 1991. Additional work will be phased over the next five years. This area along the river had been an industrial and commercial site, which fell into disuse over the past 25 years. It was in need revitalization and prime for private development. The City decided to retain the land for public use.



Designed by Johnson, Johnson and Roy of Ann Arbor, the park is 1,800 feet in length. Amenities will include picnicking facilities, fishing area, dock viewing area, a marina and administrative building, a pier and catwalk, a 14 foot walkway system, benches, landscaping, and trash receptacles. It forms an important visual and pedestrian link from the South Pier to the downtown. The marina staff will be responsible for the maintenance of the park. Funding for maintenance will come out of the marina proceeds.

Cost of the park was originally set at four million dollars. However, due to lack of funds only three million dollars was available. Funding for the park has come from tax increment financing, three small state grants, and some donations.

Comments/ Advice Given:

Regulations: Riverwalk development falls under DNR regulations. It is important to check out the impact of these regulations on proposed development up front.

Downtown: It is important that the riverwalk development ties into the downtown. The entrances to the park need to match the feel of the downtown area. The downtown revitalization needs to go along with the riverwalk development. Business in the area need to back the idea of the park and be willing to upgrade their buildings as the riverwalk development moves along.

Linkage: The park needs to link to other facilities such as parking, bike paths, and municipal offices.

Village of Clarkston Park: Clarkston, Michigan

The Village of Clarkston Park is a charming addition to the downtown. While probably the smallest of the riverfront parks reviewed, it illustrates the point that an area need not be large or extravagant to be effective. Located in the heart of the Village, the park has a traditional form located along a small tributary of the Clinton River. The park serves the needs of the Village residents. In contacting the Village offices it was learned that this park is not identified as a riverfront park.



The park contains facilities for picnicking, a paved path, rest rooms, a play area, a gazebo and an expanse of lawn and large trees. The adjacent block which abuts the downtown area has been developed privately. In the area along the river a green space has been developed featuring a pedestrian footbridge. There is also a bike path which links the Village with a lakefront township park. This path is located on publicly owned land.

In the past, Oakland County development funds of approximately \$5,000 have been designated for park use. In addition, \$6,000 a year from taxes is used toward park

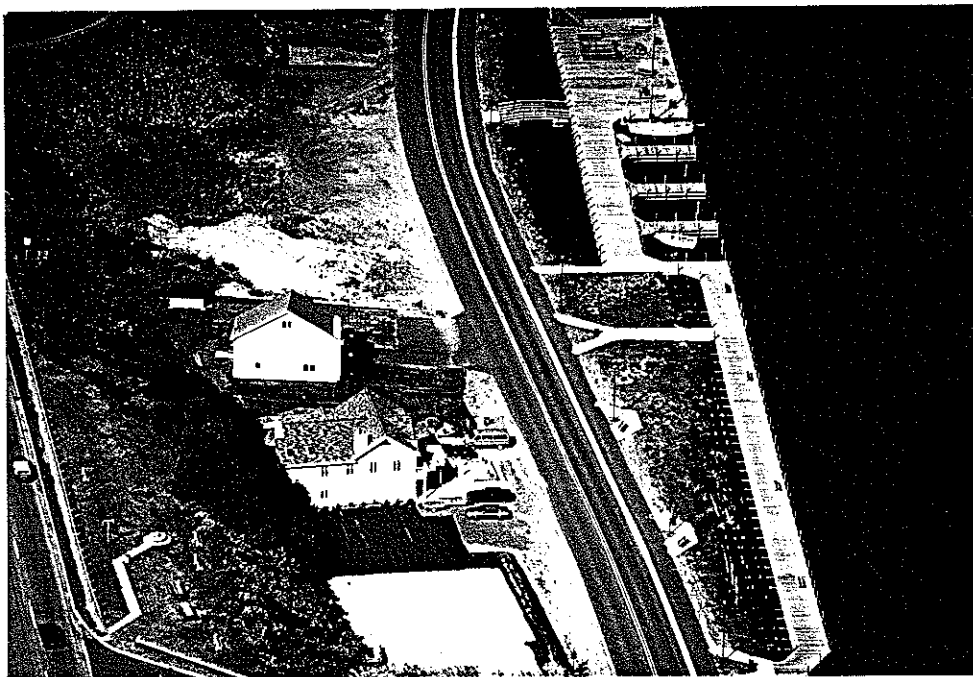
improvements. Donations are also a major source of capital improvements. Maintenance is taken care of by the Department of Public Works.

Waterfront Development Plan: Houghton, Michigan

The Waterfront Development Plan was adopted in 1982 to encourage and establish a direction for development along the waterfront that would be in the best interest of the public. A Waterfront District was established along the Portage Lake Channel which separates Houghton from the Keweenaw Peninsula. This waterfront is a valuable resource for the citizens of Houghton as well as for tourism.



The Waterfront Development Plan was prepared by John Roger Johansen, Architect, and U.P. Engineering and Architectural Associates, Inc., under the direction of the City of Houghton Planning Commission and coordinated through the City of Houghton Administration. The initial study was funded by the City with the



assistance of a grant from the Michigan Department of Natural Resources. In the first year 400 feet of waterfront were developed. Presently a one and one-half mile stretch has been completed. Only one building along this stretch is not publicly owned. In the Summer of 1991 an additional 1,300 feet will be completed. Approximately \$100,000 is spent yearly with \$50,000 in matching grants. Two to three million dollars have been spent so far with 3/4 million dollars going towards the development of the City beach. The majority of the work is done by the City's Public Works Department. The Michigan Department of Transportation has purchased most of the public lands.

Amenities along the waterfront include: docks and slips, boat launch, public beach, fishing piers, picnic tables, street lights, barbecue grills, plantings, walkways which are converted to snowmobile trails in the winter, and trash receptacles. The City has a concert program in the summer using local talent. Much of the monies for the concerts come from grants from the Arts Council. Also being considered are fairs featuring local artisans. Other agencies like the Chamber of Commerce have also put on events such as a Bridgefest and a Seafoodfest. The waterfront area is heavily used in the summer. Senior citizens walk along the water whenever the weather is good. There is a concentration of use during lunch time for picnics and barbecues. The City patrols the waterfront and its use is not encouraged after dark. Trash is collected twice daily in the summer. Maintenance is performed by the City's Department of Public Utilities as well summer help.

Comments/ Advice Given:

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|--------------------|--|
| Start small: | The project started with only 400 feet of development. With good reception of this initial stage, the project was continued. |
| Learn from others: | Representatives from the City Council, Downtown Development Authority, Planning Commission and City staff take yearly trips to observe what other communities have been doing in their waterfront development. Last year they traveled to Minneapolis. They were very impressed with a Shoots and Ladders project and are eager to incorporate a similar structure in Houghton's City Beach. |

Window on the Waterfront: Holland, Michigan

Initiated during Michigan's Sesquicentennial, the riverfront park runs along the Black River near Holland's downtown. The original objective of the park was to make the river more accessible, add areas for public use, beautify the waterfront and link the downtown with the waterfront.



The park, designed by M. C. Smith and Associates of Grand Rapids, is approximately one mile in length and is predominately urban in setting. The theme of the park is suggested by a series of "windows" or nodes which look out over the water. Amenities within the park include benches and picnic tables, donation monuments, an observation deck, a floating boardwalk over the river and wetlands, a variety of paving materials and a covered picnic area. At this time no active programming is being done in the park. However, the park is accepted in the community and is used often by local residents. The City is trying to encourage visitors to use the park through Chamber of Commerce publicity. Many downtown workers use the park at lunch time, while families and senior citizens will make an effort to go to the park and walk on weekends.

The cost of the first phase of the project, completed in 1987, was \$525,000. The land was owned by the City and had been master planned for recreation since the 1960's. The City contributed \$150,000 from capital improvement budget. The rest was raised through many private and public fund raising efforts. Continued maintenance of the park is provided by the Parks Department and paid for out of the City's general fund.

Advice/ Problems encountered:

- Vandalism: Limited housing in the park area seems to encourage greater vandalism than if the park was in a residential area.
- Water level: Receding water levels has led to a walk along a muddy river bed rather than water at parts of the year.

APPENDIX A Funding Sources

Public Sources

Michigan Department of Transportation
Michigan Transportation Fund
Urban Development Action Grant
Natural Resources Trust Fund
DNR Waterways Division
DNR Fisheries Division
DNR Land and Water Trust Fund
Federal Land and Water Conservation Fund
Army Corps of Engineers
Urban Waterfront Recreation Program
Department of Commerce Grants
Urban Development Action Grant
Federal Aid to Urban Systems
Federal Highway Administration
Housing and Urban Development
Urban Parks and Recreation and Recovery (Federal)
County Development Funds
County Park Funds
CETA
Youth Corp
Art Council Grants

City Financing

Tax Increment Financing
Tax Increment Bonds
General Funds
Donation of city owned lands
Revenues from sales of city owned lands
Capital Improvement Fund
Millages
Special Assessment Districts
Matching Funds
Leases paid to the city
Revenues from city owned facilities such as marinas
Special Limited Obligation Bonds
Municipal Bonds

Private Sources

Local Businesses

- donations of money
- sponsoring components of project (benches, gazebos, etc.)

Citizens

- donations of money
- sponsoring components
- buying "shares" in the project
- sales of commemorative items (bricks, names on plaques, etc.)

Commerce Groups

- Downtown Development and Business Associations
- Downtown Tomorrow Inc.
- Chamber of Commerce

Philanthropic Groups

- JC's
- Community Foundation
- Mott Foundation
- Arts Council
- City Fest

Environmental Groups

- Michigan Land Trust

Local Colleges

Local Hospitals

APPENDIX B
Riverwalk Survey Questions

Novi River Stroll – Phase II

Market Feasibility – Riverwalk Survey

Name of Project:

City/State:

Past Contact:

Phone Number:

Address:

Present Contact:

Present Number:

Present Address:

Past Information:

What were the original objectives?

Page Two - Project name:

Were these met?

Why/Why Not?

What problems would you recommend avoiding in order to achieve the original objectives?

Location - where?

Length?

Type? - Urban, Natural?

When Started?

When Complete?

What was the cost -projected cost?

Use - Who, when, how often - What hours of the day/week is used the most?
Lunch time? organized events?

Page three - Project name:

Are there programmed activities? Who is responsible, how many activities, what types?

What type of amenities are included?

Who was it designed by?

Who controls the design/function and maintenance now?

How is the maintenance paid for?

How was the project financed?

What type or grants?

Contact:

Page Four - Project name:

What type donation?

Other?

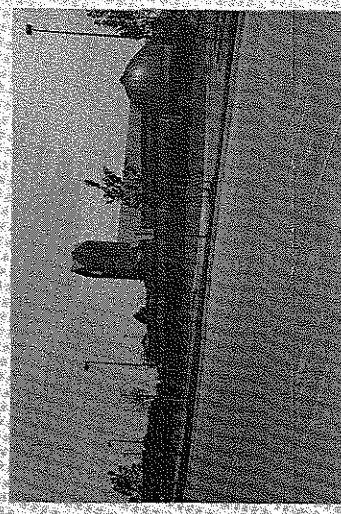
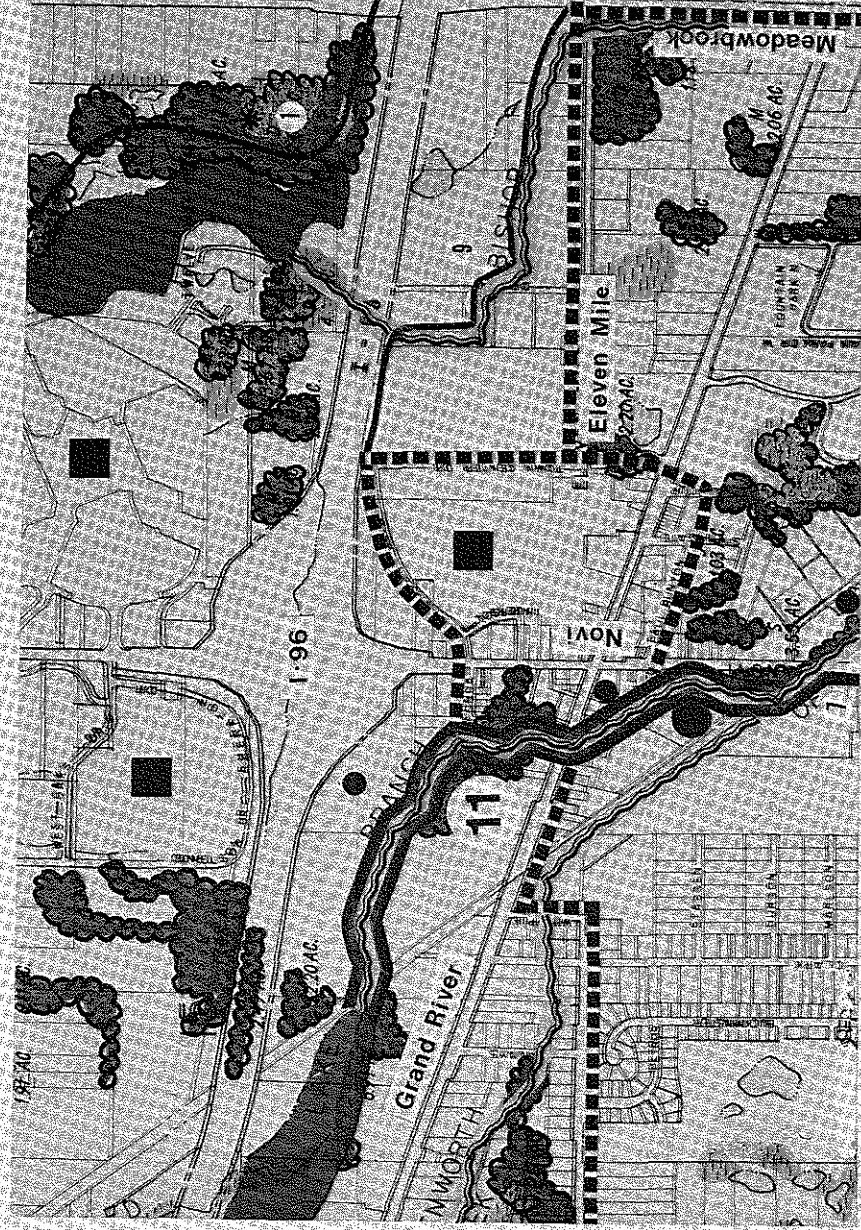
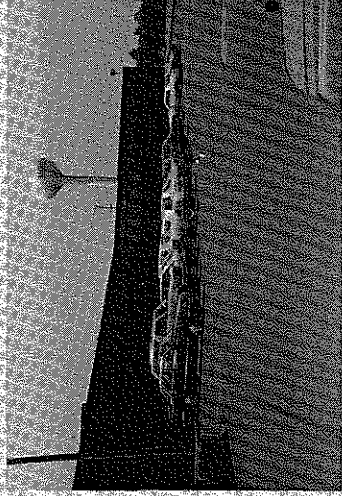
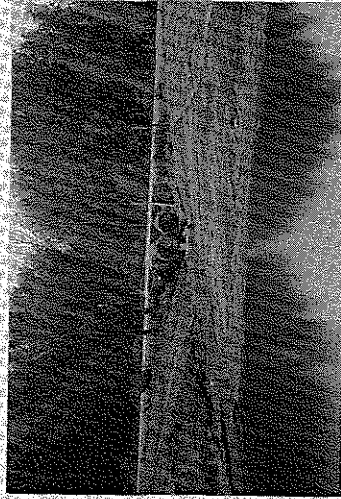
Misc:

Would you please send us any maps, plans, pictures, brochures that you might have?

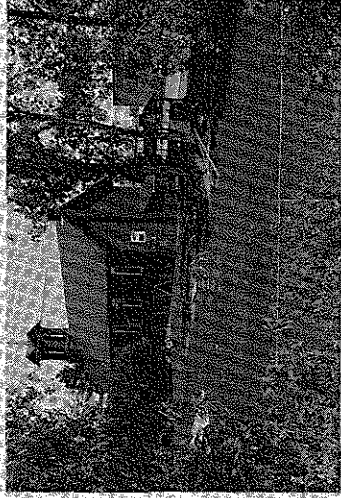
NOVI RHYTHMS 'NOVI RIVER STROLL'

11

CITY OF NOVI GREENWAY SYSTEM



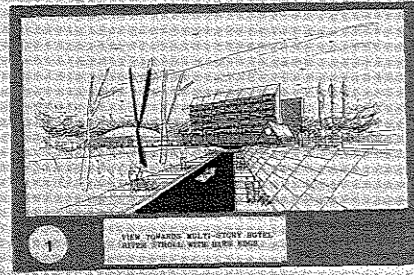
- LEGEND**
- Woodlands
 - Wetlands
 - Wooded Wetland
 - Watercourse
 - Open Water
 - Safety Path
 - Linear Greenway
 - Riverwalk
 - Prime Woodlands
 - Prime Wetlands
 - Point of Interest
 - Major Business/Industrial Facility
 - Community Facility
 - Views



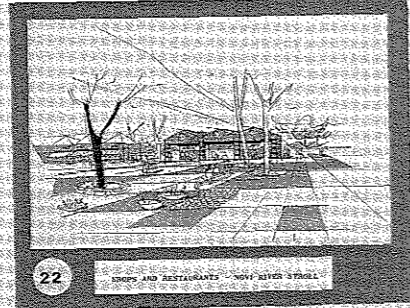
Brandon M. Rogers & Associates, P.C.



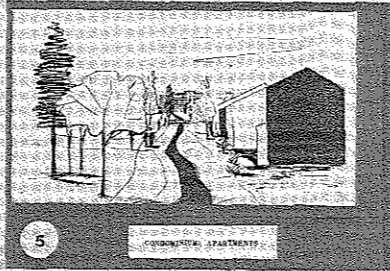
Scale: 1" = 800'



1 NEW BRIDGE BELT-HIGH BRIDGE OVER STRONG VIEW BLUE BRIDGE



22 SHOPS AND RESTAURANTS - NOVI RIVER STROLL



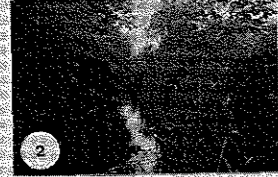
5 RESIDENTIAL STREET



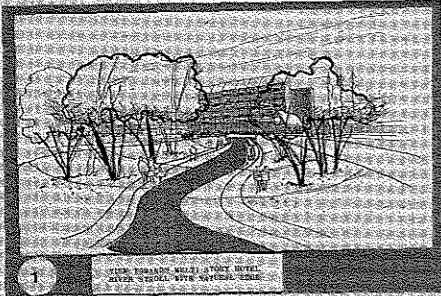
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16



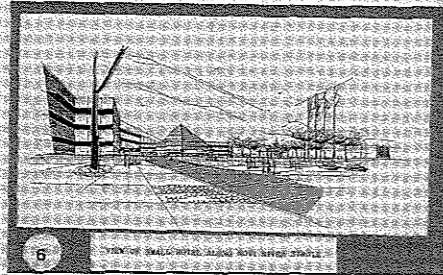
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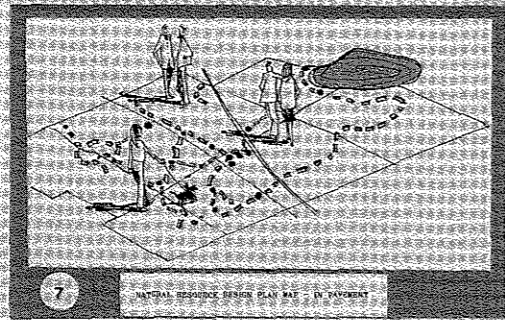
3 NEW BRIDGE BELT-HIGH BRIDGE OVER STRONG VIEW BLUE BRIDGE



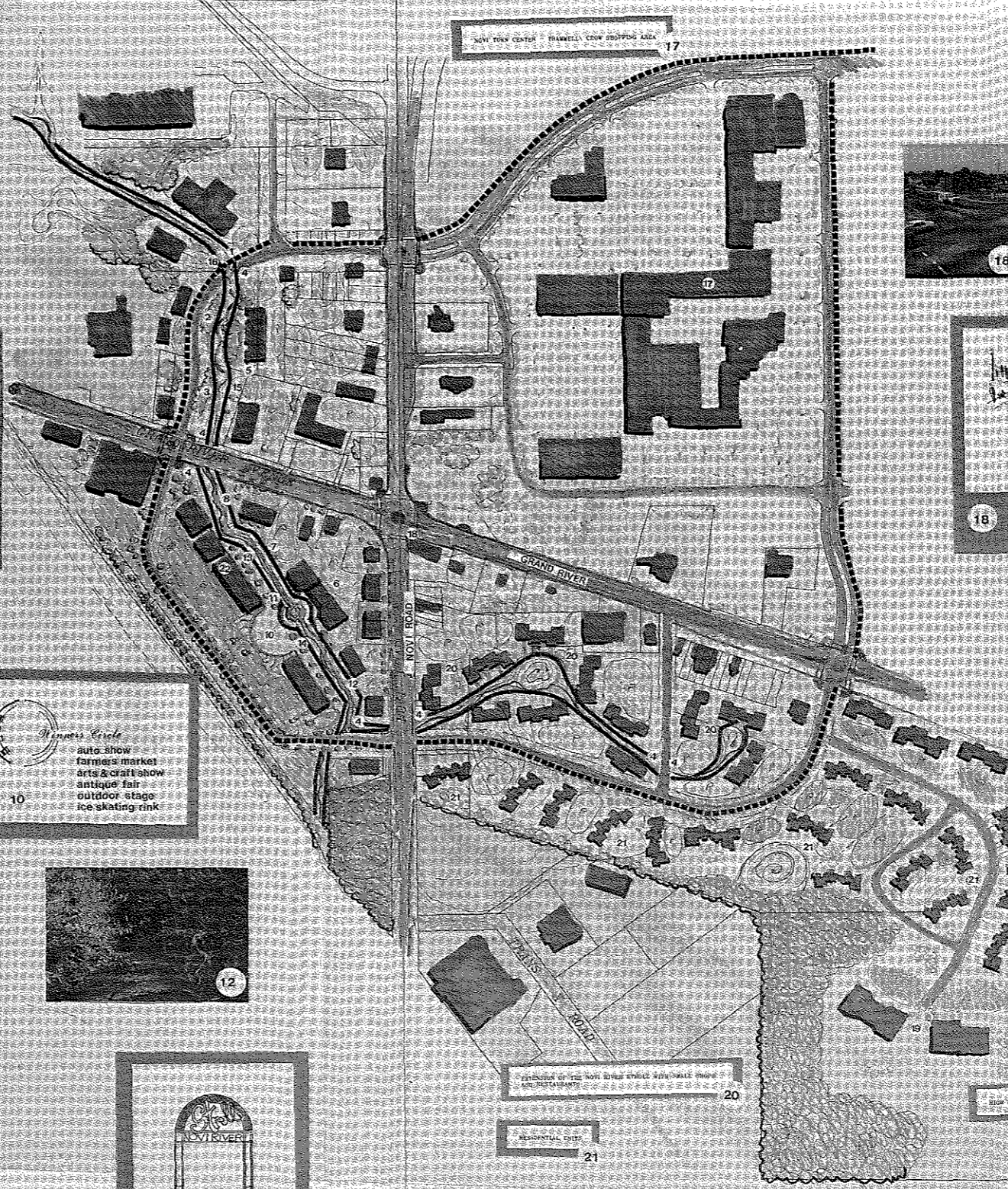
3



6 VIEW OF SMALL SHOPS ALONG NOVI RIVER STROLL



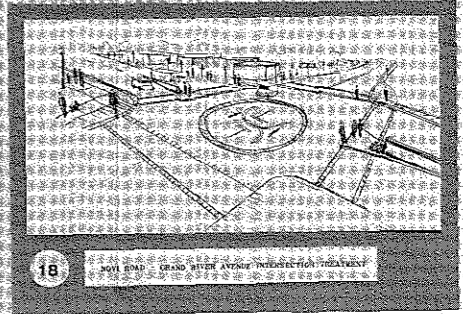
7 RESIDENTIAL DESIGN PLAN BAY - IN YAVERT



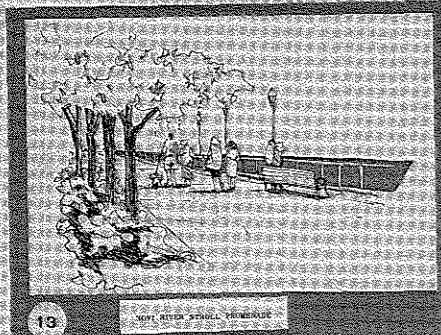
NOVI PARK CENTER - TRANSMEDIA CENTER SHOPPING AREA 17



18



18 NEW BRIDGE BELT-HIGH BRIDGE OVER STRONG VIEW BLUE BRIDGE

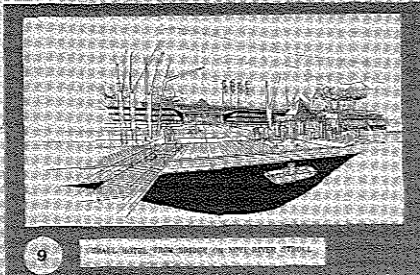


10 NEW RIVER STROLL - PAVEMENT



8

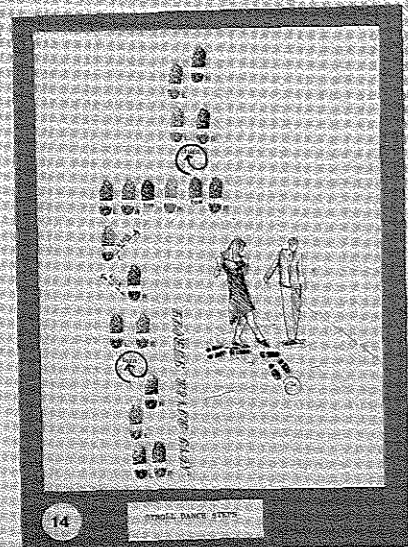
10 *Wonders Circle*
auto show
farmers market
Arts & craft show
antique fair
outdoor stage
ice skating rink



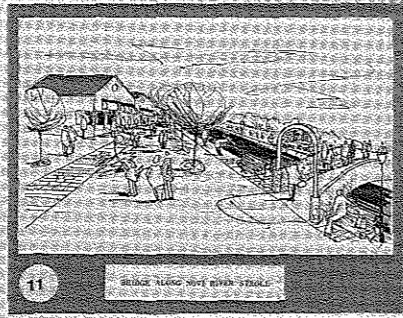
9 SMALL WATER PARK (ON NOVI RIVER STROLL)



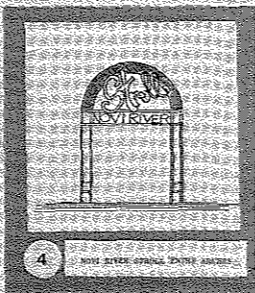
12



14 TRAIL PARK STROLL



11 BRIDGE ALONG NOVI RIVER STROLL



4 NOVI RIVER STROLL GATE ARCH

RESTAURANTS AND SMALL SHOPS 20

RESIDENTIAL DISTRICT 21

NOVI RIVER STROLL GATE ARCH 19