



LAND USE PLAN

NORTH MAIN STREET/HURON RIVER CORRIDOR

DEARDORFF DESIGN RESOURCES / inc.

Planning

Landscape Architecture

June 20, 1988

Mr. Martin Overhiser
City Planning Director
City Planning Department
City of Ann Arbor
P.O. Box 8647
Ann Arbor, Michigan 48107

Dear Martin:

We are very pleased to submit this final draft of The Land Use Plan for the North Main Street/Huron River Corridor. We were particularly pleased with the level and magnitude of citizen involvement, and the cooperative and timely inputs of both the North Main Task Force and the various city departments. This has been a challenging study. We are, however, very enthusiastic about the findings and recommendations documented herein.

The North Main Corridor offers some exiting possibilities and this plan offers feasible means to achieve a high quality entrance to the Downtown and river access for all ages and recreational interests. The proposed river park will become the catalyst for a renewed and enriched economic vitality along North Main Street. We have enjoyed working with you and Gerry Clark on this project. Your quickness in providing information was greatly appreciated. We are also thankful for the efforts of Joan Berger in responding to the many public inquiries.

Sincerely,

For the Deardorff Design Resources/inc. Team



Howard L. Deardorff

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**LAND USE PLAN
North Main Street/Huron River Corridor**

Submitted by:

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June 20, 1988

ACKNOWLEDGEMENTS

North Main Task Force

Deardorff Design Resources/inc. would like to acknowledge the effort of the members of the North Main Task Force whose ideas and discussion have contributed significantly to this project.

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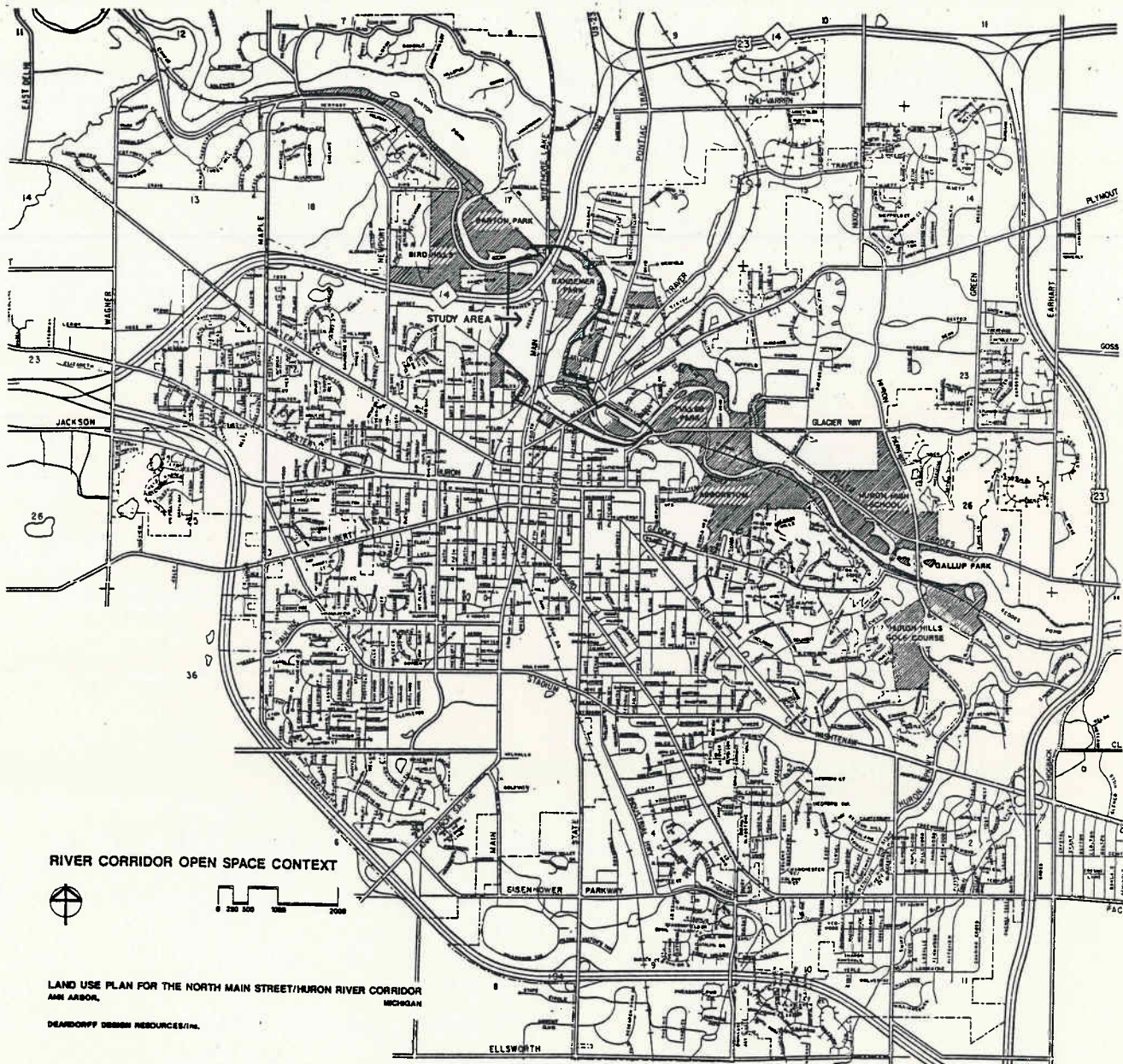
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INTRODUCTION

Background

In the fall of 1986 the Ann Arbor community began the ambitious task of "Futuring". The broad goal was to identify long range planning and development objectives for the community. The organizational vehicle was Ann Arbor Area 2000 (A³ 2000), the most extensive public involvement effort in the history of the community. The process led to the identification of 25 task force groups, each focusing on specific community objectives. One of these, the A³ 2000 North Main Street Corridor Task Force, co-convened by Jerry Jernigan and Dan Jacobs, was the initiating catalyst for this study.

On March 16, 1987 the Ann Arbor City Council passed a resolution creating the North Main Task Force which in July of that year

requested proposals from private consultants to prepare a Land Use Plan for the North Main Street/Huron River Corridor. The firm of Deardorff Design Resources/inc. was awarded the contract through City Council Resolution and began work in September of 1987.

Study Objectives

The performance objectives of this planning study were threefold:

- * to insure timely participation of citizens who own businesses and homes within the study area, and the involvement of the broader community.
- * to develop a plan that has both short-term and long-term recommendations that enhance and enrich the attractiveness and economic vitality of the area considered.
- * to create community excitement and enthusiasm regarding the renewal of North Main Street public right-of-way and the potential for access and enjoyment of the Huron River.

These objectives have been carefully woven through the five phases of the study which included:

Phase 1: Data Collection, Review and Codification

Phase 2: Analysis of Corridor Opportunities and Constraints

Phase 3: Development of Alternatives

Phase 4: Consensus Plan

Phase 5: Development of Final Plan

Each of these work phases involved an emphasis on public participation that incorporated unique and specific methodologies.

Public Involvement Opportunities

The opportunities for public input have been many and varied. The numerous Task Force and Task Force Steering Committee meetings have been open to the public and gave consistently included participation from individuals who are not on the Task Force. In addition, there have been several public meetings, each characterized by extensive opportunity for public comment.

In addition to these important, if relatively traditional, approaches to participation, several other methods for obtaining

public input were also used. Specifically, in Phase 1 both a photo-questionnaire and a series of interviews were used to obtain information from diverse segments of the public. In Phase 3, small groups were convened to discuss alternatives and a feedback format was used to obtain more systematic responses to the proposed alternatives. Each of these approaches is discussed in greater detail in later sections of this report.

The activities of the Task Force and the public meetings received thorough coverage in the Ann Arbor News and several radio stations. The public thus had ample opportunity to learn about the process and progress of the project. These channels, in addition to meetings held by special interest groups (e.g., Kerrytown..., Ecology Center..., Chamber of Commerce...), led to further, more informal opportunities for public involvement.

Study Organization

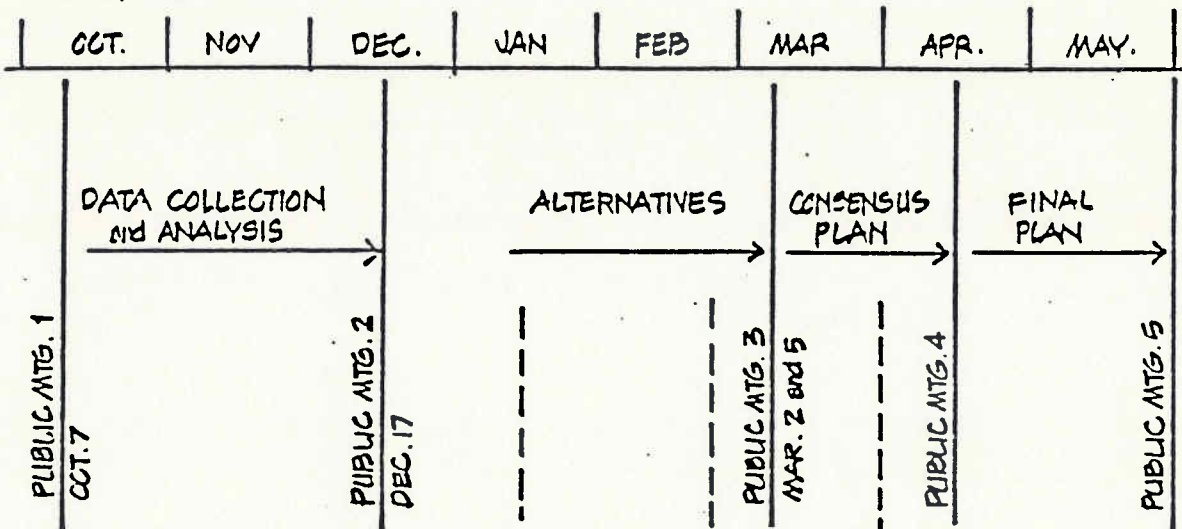
The study is organized in three sections:

1. OPPORTUNITIES and CONSTRAINTS ANALYSIS
2. ALTERNATIVES
3. CONSENSUS PLAN REFINEMENT

The narrative for each section explains in more detail the methodology used and the findings. The following diagram illustrates the chronology of the study. Each phase the work builds on the previous phase.

REVISED WORK PLAN

FEB. 17, 1988



* WE ARE HERE



1. THE ANALYSES

ANALYSES

Introduction

The analyses phase of this study consisted of four parallel and concurrent data gathering and analysis functions:

1. The Photo-Questionnaire
2. The Interviews
3. Physical Systems Analysis
4. Economic Opportunities and Constraints Analysis

Each of these analyses is explained in terms of methodology and conclusions. The entire phase is summarized in terms of the major determinants considered in generating land use alternatives.

Photo-Questionnaire

In an effort to obtain input from many more individuals than would normally attend public meetings, data gathering in Phase 1 of the study included the use of a Photo-questionnaire. As its name implies, this is a questionnaire that includes photographs; in this case they included both existing views along the study corridor and, more importantly, views from other places suggesting potential activities and development that could take place here. In addition to photographs, this survey also included other questions to provide input on how the various segments of the public felt about possible future uses of the study area.

Samples

Random Sample - The Planning Department drew a sample of 814 households. Each of these was sent a letter inviting participation in the forthcoming survey. Fourteen were not deliverable; 31 declined (some giving reasons, such as will not be in town). Of the remaining 769, 184 returned the postcard indicating willingness to participate -- a response rate of 24% which suggests a level of interest that is not as high as many would have anticipated.

Of the 184 receiving the survey, 128 were returned -- a response rate of 70%

Designated Groups - This sample consists of two major groups. The Planning Department provided address labels for the property owners in the Study Area. The remaining individuals were

included by virtue of their relationship to the Study Area -- names provided for either the Ann Arbor North Main Task Force or the Ann Arbor Area 2000 North Main Task Force, members of City Council, owners of businesses. Two of these surveys were returned because the individuals no longer lived in the area. Of the remaining 203, 87 were returned in time to be included in the data analysis (43% response rate), and two more arrived too late for inclusion.

Employees - Letters were sent to 49 business establishments in the Study Area asking for information about the number of employees so that we could provide survey forms. Eight letters were returned because the business was no longer at that address. Thirteen responded with the number of employees, amounting to 334 individuals. The requested numbers of surveys were delivered to each of these 13 establishments. Of these, 158 were returned, a response rate of 47% (ranging between 0% and 80%).

Request Questionnaire - Through notice in the Ann Arbor News and information provided Ann Arbor North Main Task Force members, the public was invited to call the Planning Office and request a copy of the Questionnaire. 176 requests were received; 133 of these returned the completed questionnaire (76% response rate).

High School Students - Contact was made with the Social Science departments at Community, Huron, and Pioneer High Schools and the schools designated appropriate classes for participation. Students completed the surveys during class time and the sample thus includes all students who were present on the given day. A total of 115 students completed the survey (and one teacher who is included in the "Request Questionnaire" group).

The Questionnaire included items asking individuals to indicate whether they were members of the North Main Task Force and/or the Ann Arbor Area 2000 North Main Task Force. A total of 36 individuals indicated membership in at least one of these two Task Forces. It should be noted that we have no way to verify these responses as all questionnaires were anonymous, nor can we say that these individuals are in any sense representative of the Task Force memberships. Since the Task Force is an important element in the public participation process, responses by these individuals were computed and are shown below.

The Questionnaire also asked whether the respondent is a member of the Ann Arbor Area Chamber of Commerce. Each of the first four sample groups listed above included some Chamber members. A total of 34 individuals checked this item. There is no assumption here that these individuals are representative of the

Chamber of Commerce membership. Their ratings are included in these analyses only because the Chamber of Commerce had, on several occasions, requested that their membership be sampled for the study.

Survey Samples and Public Participation

With surveys the question often is raised about their size and representativeness. Are the 621 respondents included in these analyses representative of Ann Arbor citizens? Are the subgroups representative of employees, of high school students, of property owners, etc.? We think such questions are a case of misplaced social science.

A major purpose of the Photo-questionnaire was to provide the opportunity for participation. The vast majority of the respondents would not have participated in this study were it not for this procedure, although they clearly have an interest in it. What might technically be a "representative" sample, would clearly include a majority of people who do not have a particular interest in the study. They are not included here, nor would they be in any other form of public participation.

The survey results thus constitute input from a sizable number of people whose opinions and concerns are likely to be ignored in the usual public participation procedure. It is all too easy to draw the conclusion that the opinions that are voiced at public meetings are shared by many others. The results based on the survey may thus come as a surprise since they represent voices not usually heard.

The Photo-Questionnaire

The questionnaire itself can be divided into two major aspects: information that helps identify the respondents (i.e., background) and information that pertains to how people feel about the Study Area. This second aspect included both visual and verbal approaches:

1. **Photographs.** The 40 scenes included in the questionnaire were carefully selected to reflect diverse potential treatments of the area. We intentionally omitted scenes that are so unsightly that everyone would strongly dislike them. Included were various degrees and kinds of development as well as scenes that are largely natural. Respondents were asked to indicate how much they liked each scene, in the context of the Study Area, using a 5-point scale (higher rating = higher preference).

2. **Desirability.** Also included were 23 brief descriptions of potential land uses for the Study Area. Respondents were asked to rate each in terms of its desirability in the Area. Here again, we included items that represent a range of uses, reflecting different kinds of development, and used a 5-point scale (higher rating = higher desirability).
3. **Attitude Statements.** The 17 statements were selected to reflect the diverse viewpoints that have been expressed with respect to the Study Area. Many of them were based on statements made at public meetings or included in minutes of such meetings or in newspaper articles discussing the positions of various interested parties. (Higher rating = higher agreement with item.)

Procedure for Data Analysis

Examining the responses of 621 individuals to each of 80 items could easily become overwhelming. Our approach to making this mass of material understandable is to use statistical procedures to identify major themes or groupings in the responses made by the study participants. In that way the participants are creating the topics -- not in a direct way, but by the pattern of their responses.

Such a procedure (nonmetric factor analysis) was use for each of the three approaches included in the survey. (These analyses were based on cases with no more than 20% "no responses." A random sample was drawn from the Employee sample to equate its size to the Designated Group. Sample size for these analyses was 507.) The resulting groupings or themes thus reflect the perceptions of the sample taken as a whole. One can disagree with the name given a particular theme, but the set of items or scenes that comprise the groupings is not a matter of argument. As such, finding out what these groupings are is in itself an important aspect of the data analysis.

Results: Photographs

Using these procedures, the photographs formed three major groupings: (These are shown on attached pages in order on increasing preference by entire sample.)

Nature and wooden walkways:	Scenes	1, 7, 12, 14, 15, 20, 26, 28, 31, 33, 37, 40
Urban development:	Scenes	2, 4, 5, 9, 11, 13, 16, 18, 21, 24, 29, 30, 32, 34, 35, 38, 39

Light industry:

Scenes 8,17,22,25,36

Means and Standard Deviations for Photograph Categories

	Nature & Wooden Walkways		Urban Development		Light Industry	
Random Sample	4.15	.61	2.28	.73	1.76	.74
Designated Gps.	4.11	.74	2.39	.82	1.97	.80
Employees	3.74	.99	2.03	.80	2.29	.99
Request Quest.	4.22	.61	1.84	.64	1.88	.83
High School	3.71	.88	2.77	.78	1.71	.73
Task Force	4.19	.76	2.45	.83	2.08	.86
Chamber of Com.	4.02	.78	2.66	.78	1.84	.60
Total Sample	3.98	.82	2.22	.81	1.93	.86

Results: Desirability

Using the empirical procedures, the Desirability items formed four categories:

How desirable do you consider these possible changes in the Study Area?

PARKS AND RECREATION

- Nature trails
- Picnic facilities
- Walkways along the entire waterfront
- Riverfront urban park
- Bicycle path
- Nature center
- Fishing pier
- Jogging trail

FESTIVAL CENTER

- Band shell/ amphitheater
- Restaurants and cafes
- Boutiques, festival market
- Museum/cultural center
- Fountain in the river
- Conference facility/hotel
- Shopping center/mall

RESIDENTIAL/OFFICE

- Office space
- Condominium
- Rental apartments
- Riverfront development-private

SMALL BUSINESS

- Small businesses
- Light industry

Means and Standard Deviations for Desirability Categories

	Parks & Rec.		Festival Center		Resident /Office		Small Business	
Random Sample	4.07	.79	2.80	.86	2.00	.92	1.98	.94
Designated Gp.	4.13	.83	2.51	.89	2.45	1.25	2.11	1.07
Employees	3.33	1.19	2.15	.99	1.83	.74	3.55	1.32
Request Quest.	4.18	.73	2.33	.94	1.72	.84	2.03	1.05
High School	3.75	.95	3.03	.94	2.21	.93	2.04	1.03
Task Force	4.13	.69	2.64	.80	2.95	1.31	2.87	1.43
Chamber of Com.	3.88	.96	3.00	.76	2.82	1.17	2.56	1.17
Total Sample	3.85	.99	2.54	.98	2.00	.94	2.42	1.28

Results: Attitudes

The four empirically-derived Attitudes categories consisted of the following items:

MONITOR APPEARANCE

- Adequate landscaping or other screening of commercial property should be required
- Review of exterior appearance of new structures proposed for the Study Area should be required

PUBLIC ACCESS

- Use riverfront to create continuous pedestrian and bicycle paths linking the area with existing parks
- Need to improve public access to river and natural areas
- Build boardwalks along the river's edge to provide access while protecting the shoreline
- Access to the river area should be increased by having public transportation (e.g., bus, trolley)

MIXED USE

- Nature and commercial activities can exist side by side if there is careful planning
- Development should be for uses that bring people into this part of the City

PRESERVE PRESENT VALUES

- Property owners should have the right to use their land as they wish
- Need to maintain availability of low rent space for locally-owned firms, e.g., small businesses and light industry
- The area needs some sprucing up, but should be left largely as is
- The best use of the area requires razing the existing buildings and starting over (reverse scale)

Means and Standard Deviations for Attitudes Categories

	Monitor Appearance		Public Access		Mixed Use		Preserve Pres. Values	
Random Sample	4.65	.47	4.08	.68	3.59	.98	2.47	.70
Designated Gp.	4.34	.92	4.07	.81	3.65	.94	2.77	.93
Employees	3.71	1.06	3.34	1.02	3.51	.97	3.86	.85
Request Quest.	4.65	.55	4.02	.76	3.29	.95	2.79	.83
High School	3.58	.89	3.67	.82	3.19	.89	3.02	.73
Task Force	4.28	.86	4.44	.54	3.97	.92	3.02	1.04
Chamber of Com.	4.36	.95	4.27	.82	4.09	.71	2.73	1.12
Total Sample	4.18	.93	3.80	.89	3.44	.96	3.03	.95

Two other attitude items, while not part of categories, are worthy of note:

- Area should be largely natural
- Adding to the City's tax base should be an important consideration in planning for this Area

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Means and Standard Deviations for Two Attitudes Items

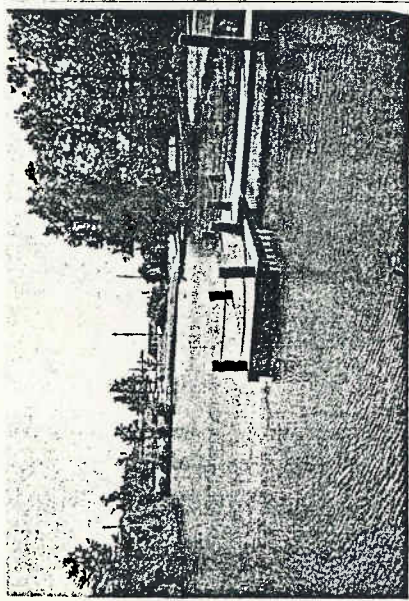
	Largely Natural		Add to Tax Base	
Random Sample	4.32	.91	2.80	1.20
Designated Gp.	3.91	1.34	2.84	1.42
Employees	3.79	1.14	2.65	1.35
Request Quest.	4.53	.87	2.31	1.18
High School	3.98	1.10	2.70	1.17
Task Force	3.33	1.42	3.14	1.31
Chamber of Com.	3.59	1.40	3.12	1.15
Total Sample	4.11	1.10	2.65	1.27

The following illustrate:

1. Figures corresponding to the photograph categories.
2. Figures corresponding to each of the four tables.

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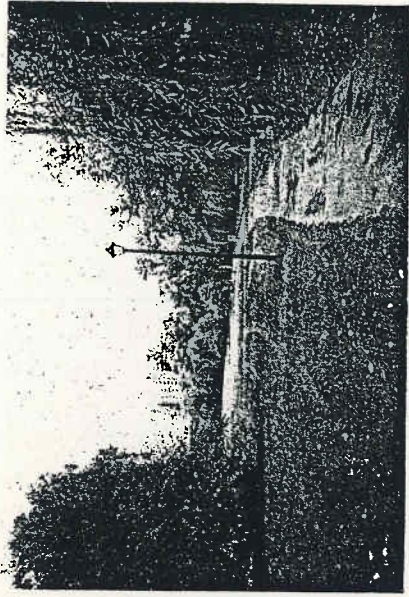
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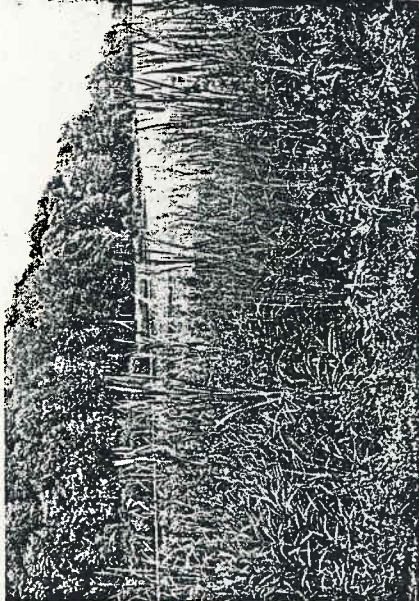
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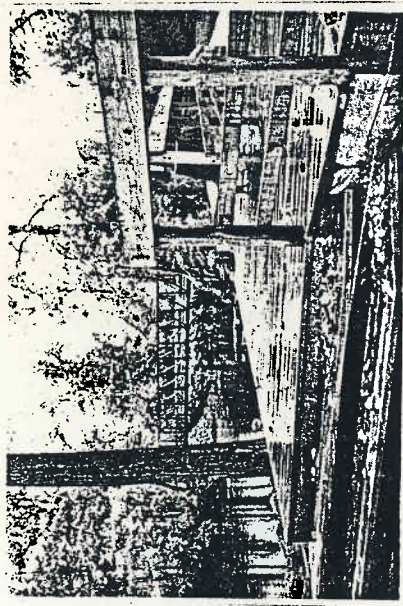
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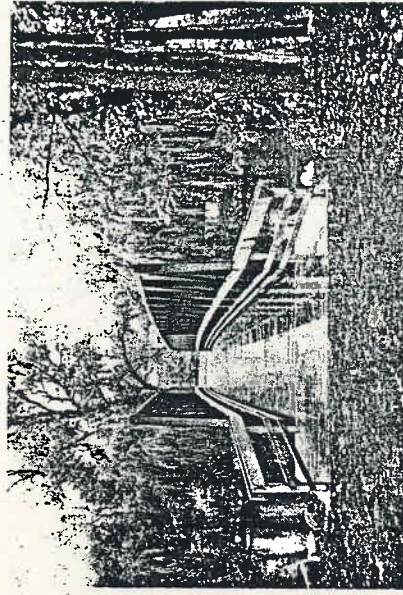
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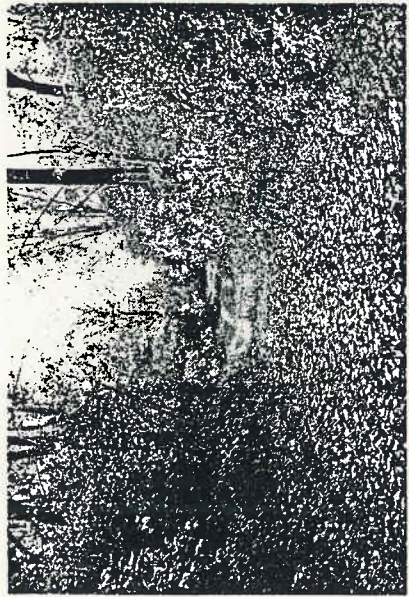


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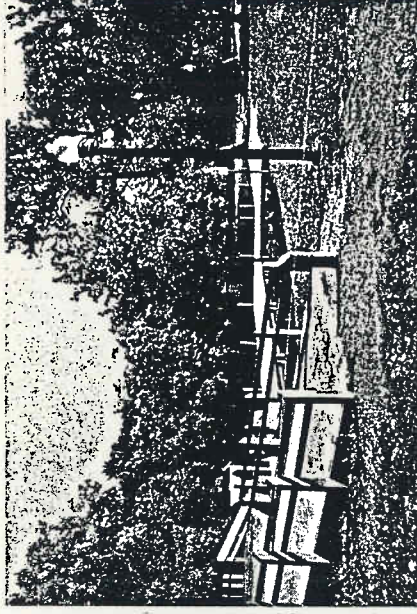
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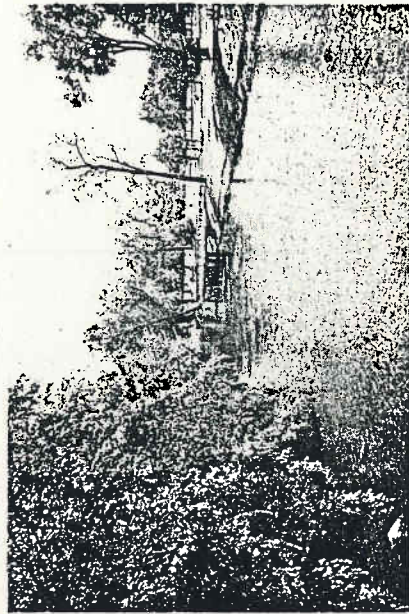
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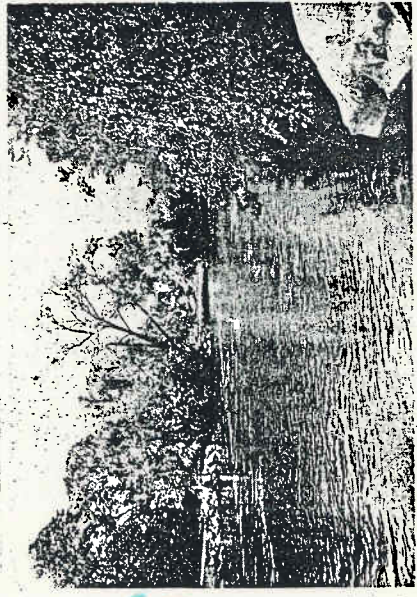
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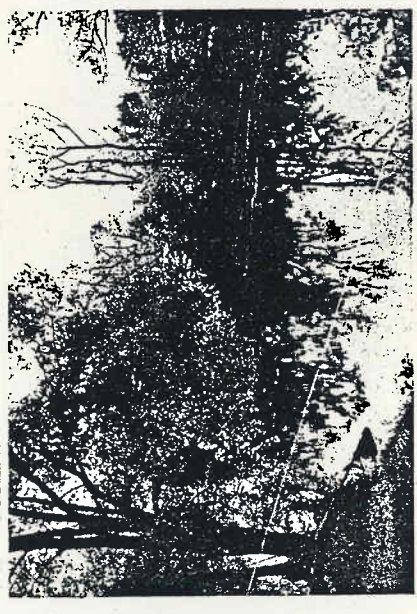
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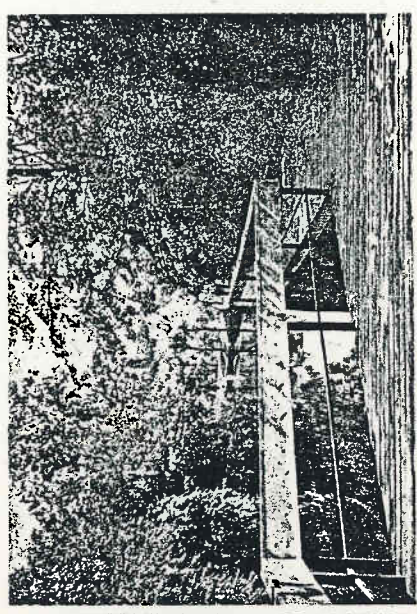
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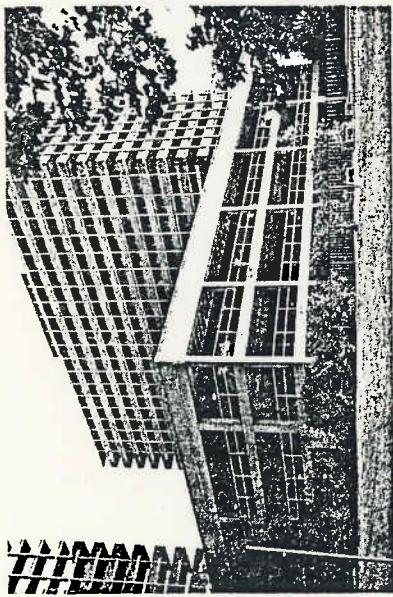
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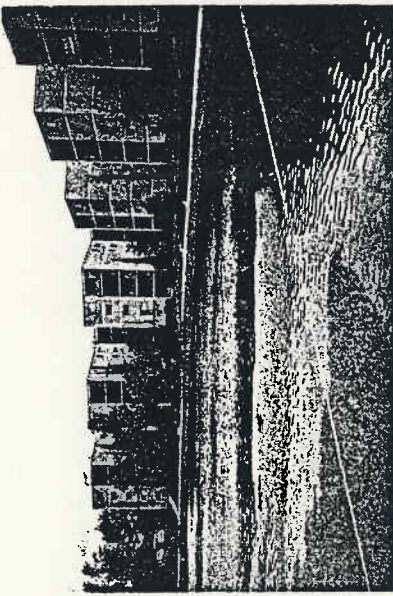
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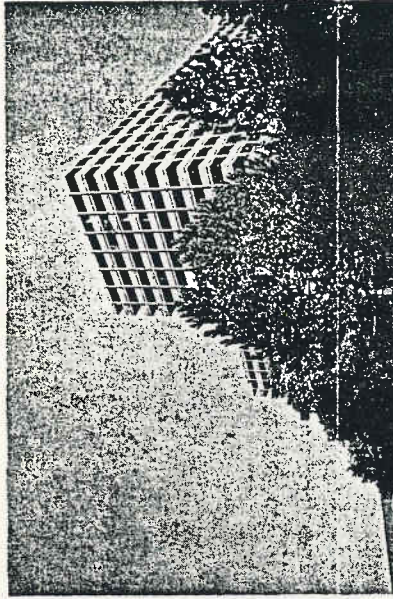
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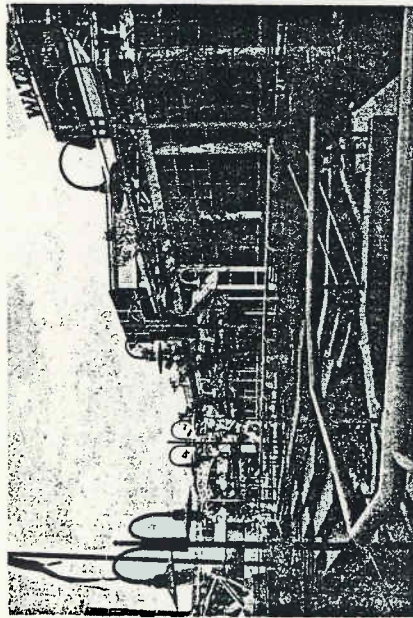
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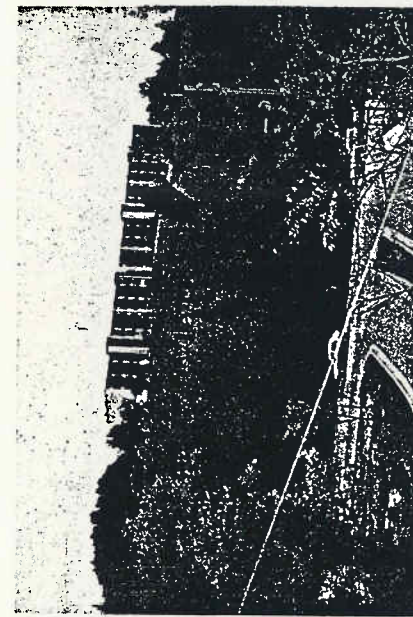
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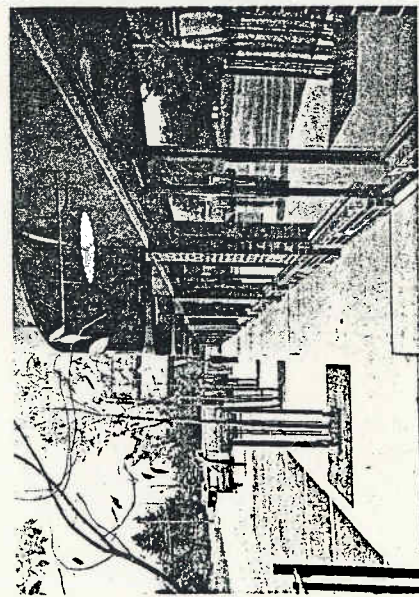
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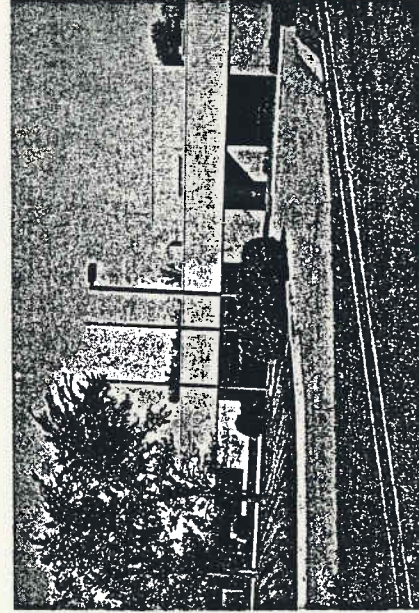
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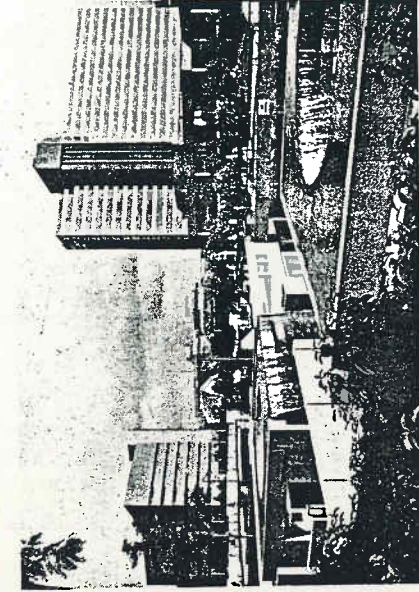
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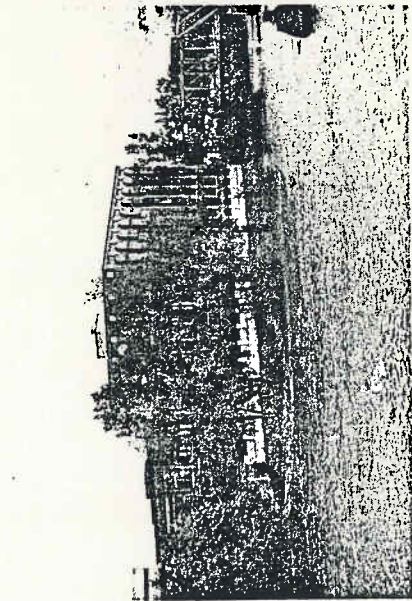
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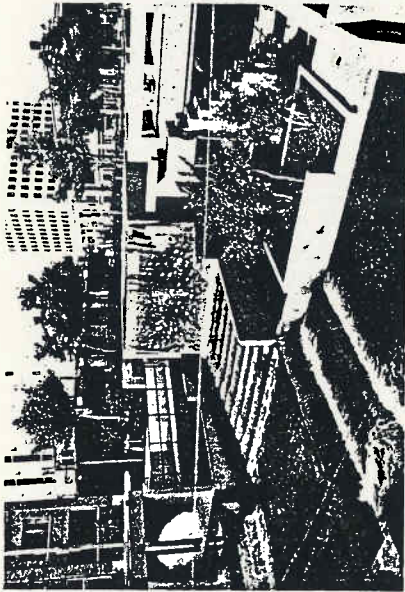
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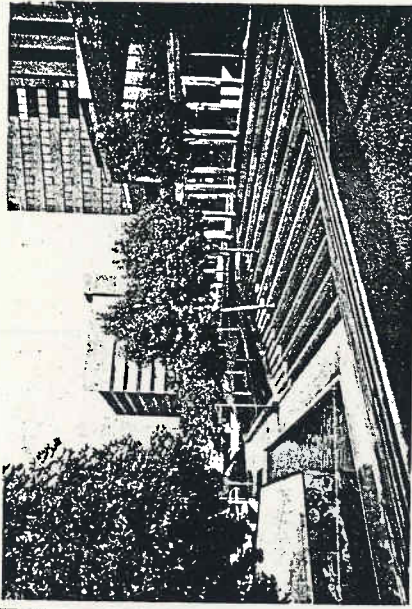
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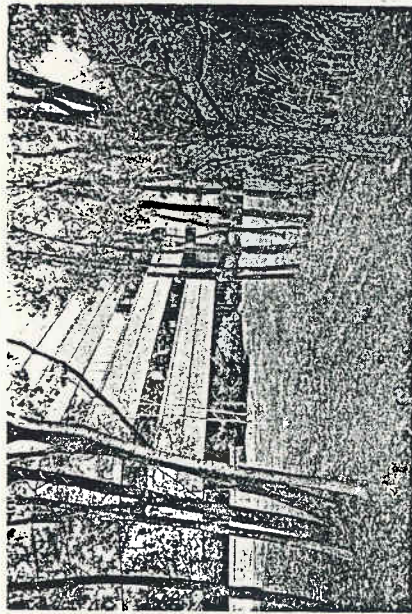
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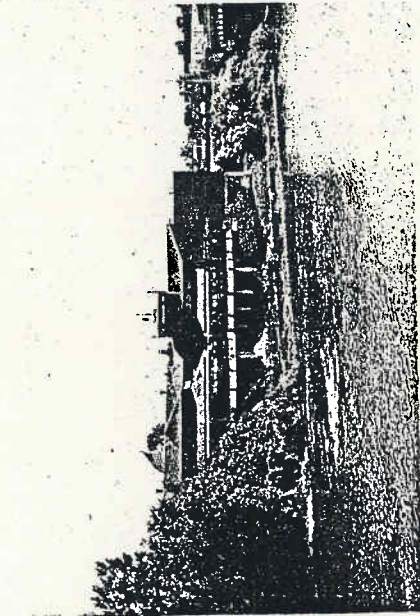
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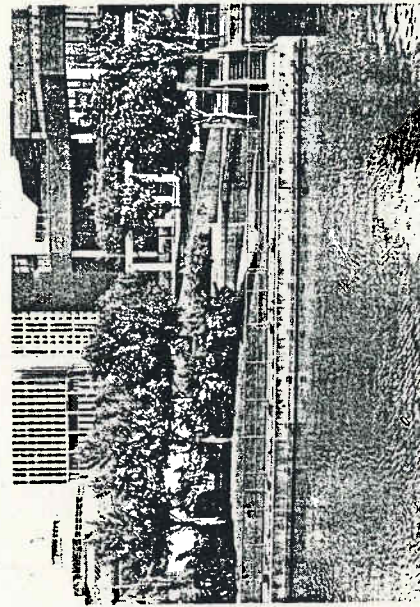
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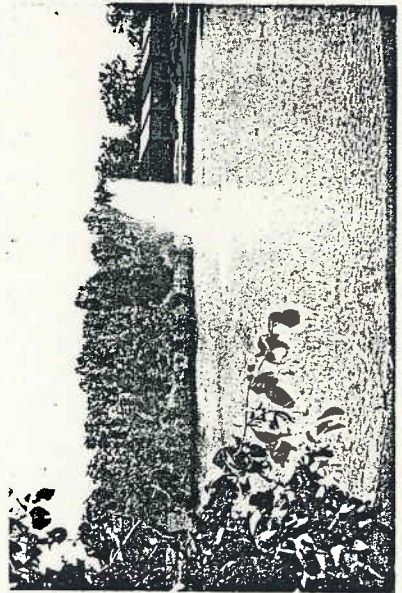
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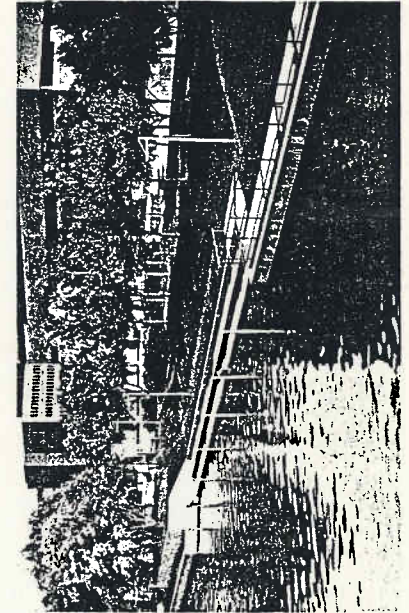
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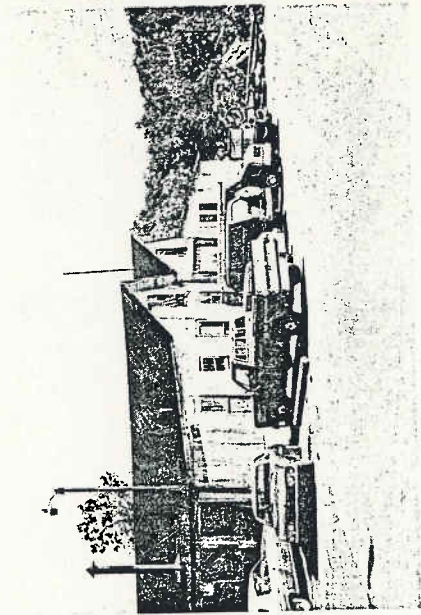
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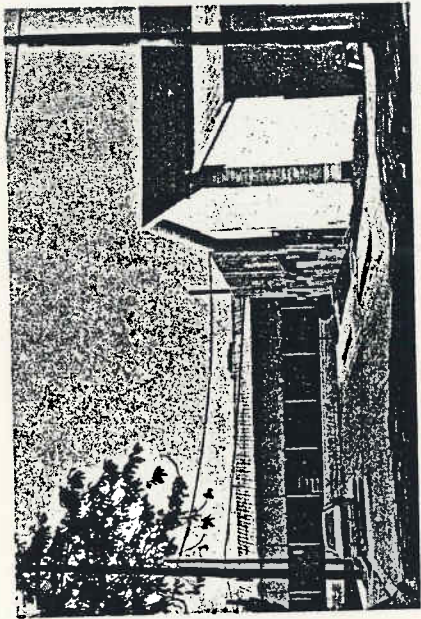
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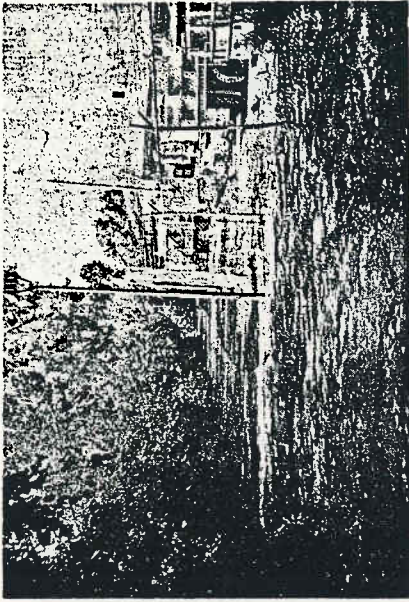


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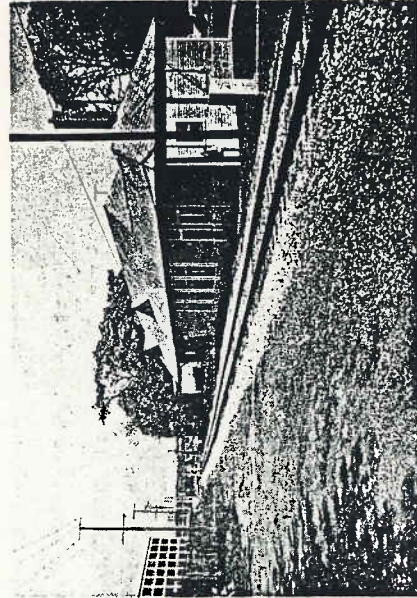
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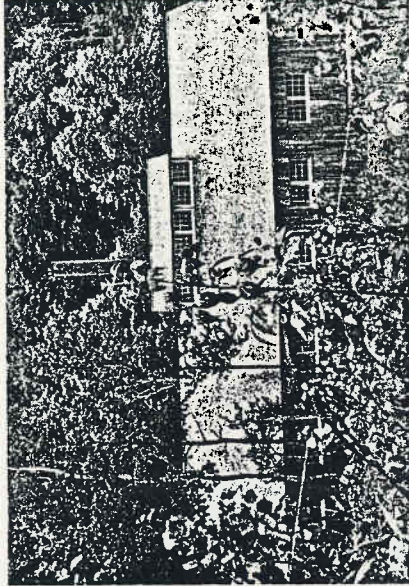
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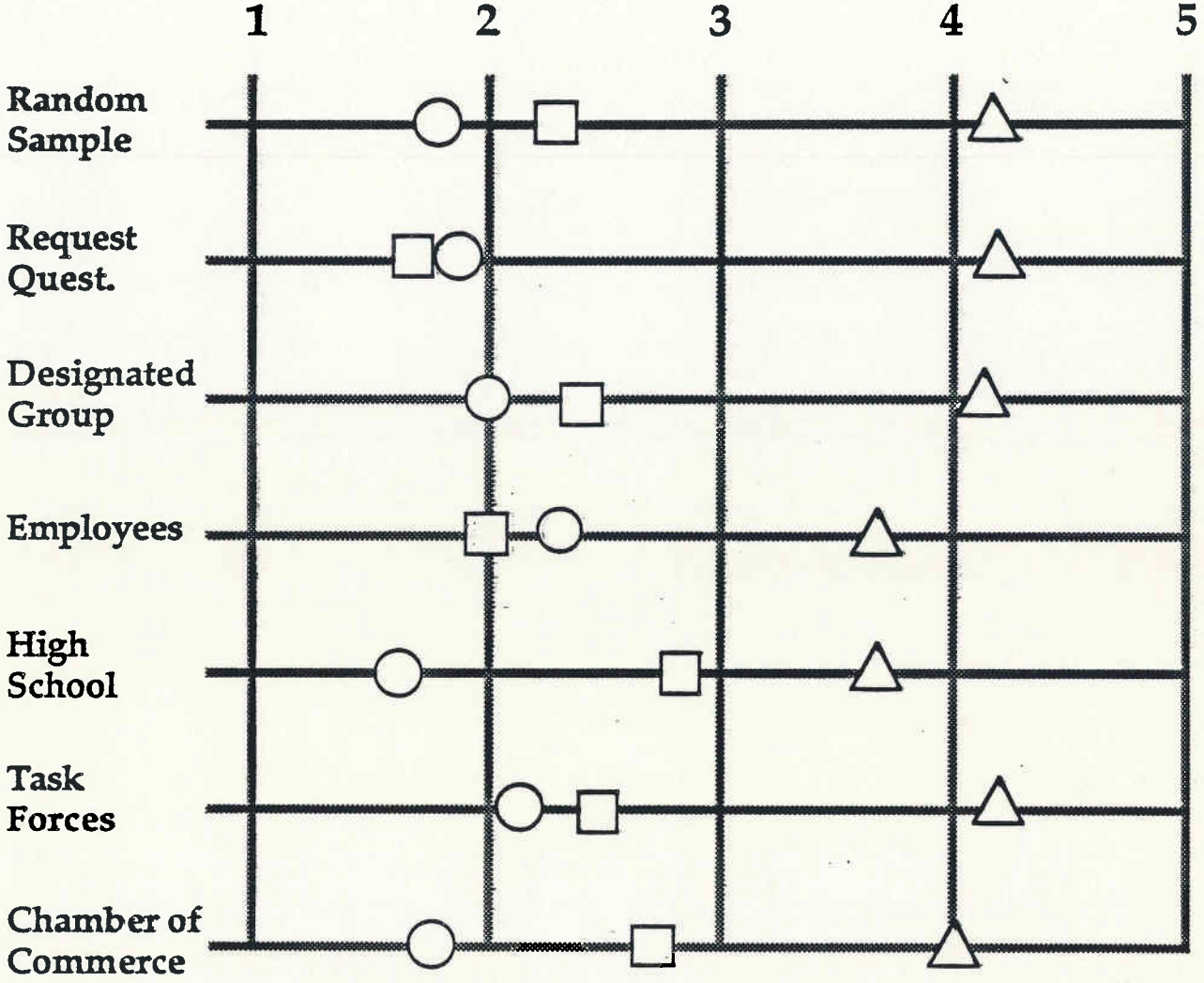
36



1 2 3 4 5

25

Photographs



△ Nature and wooden walkway

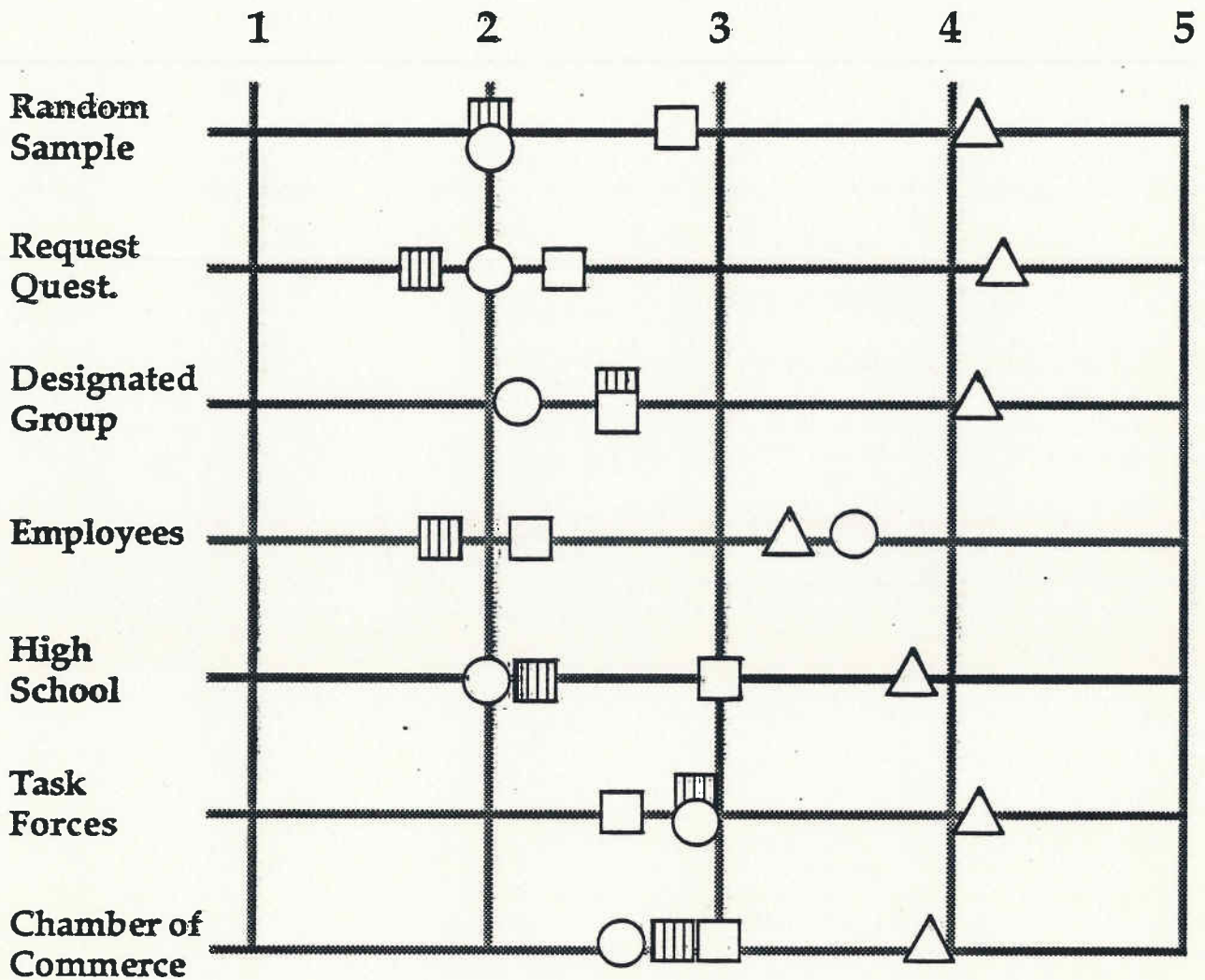
□ Urban development

○ Light industry

34

34

Desirability



△ Parks and Recreation

□ Festival Center

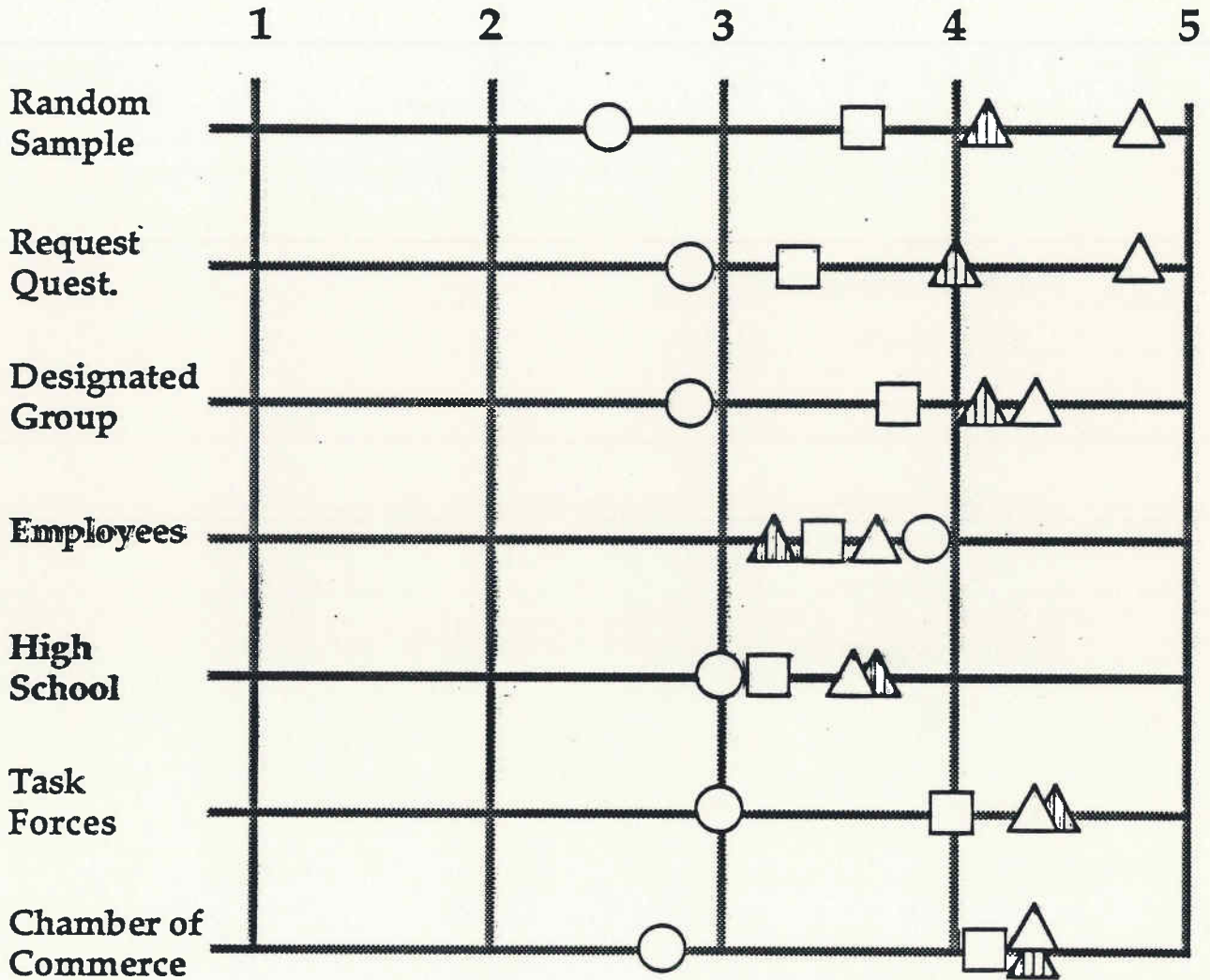
▤ Residential / Office

○ Small Business

33

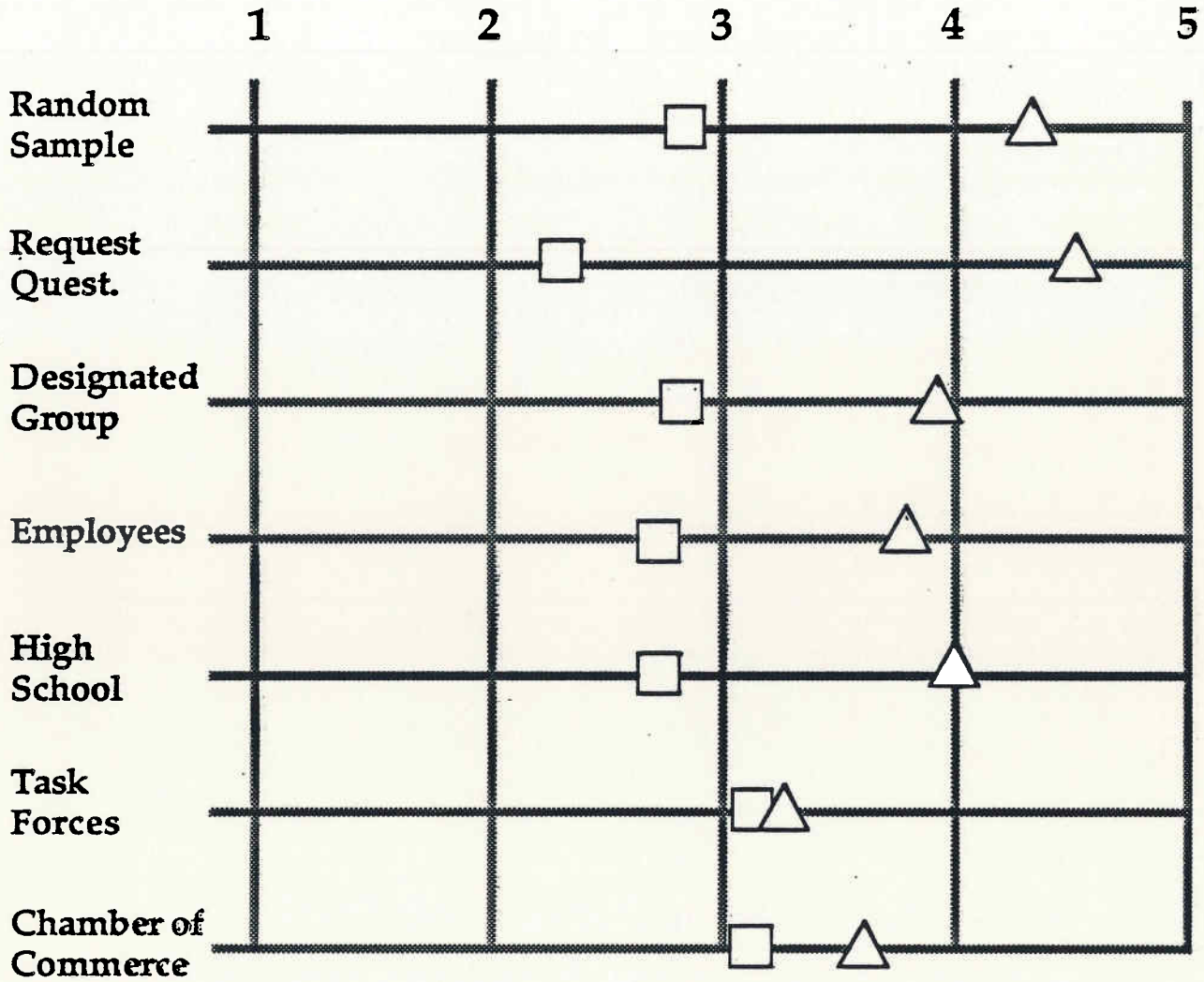
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Attitudes



- △ Monitor Appearance
- ▨ Public Access
- Mixed Use
- Preserve Present Value

Natural / Tax Base



△ Largely natural

□ Add to tax base

37

39

Conclusions

In summary, the careful analysis of the data generated by the Photo-questionnaire led to the following conclusions:

1. There was substantial public input not only from those in and adjacent to the corridor but also from the Ann Arbor broader community as a whole.
2. There were broad areas of agreement in terms of public preferences. The desire was for park and open space with lower scale buildings. There was little support for even moderately scaled urban development.
3. Nature was interpreted very broadly including mowed lawns and paved paths to relatively untouched areas.
4. There was limited support for private development along the river.
5. There was strong support for monitoring the appearance of the corridor.

Interviews

Parallel to the data gathering of the photo-questionnaire, twenty five interviews were staged by the consultant team. Ninety one individuals participated and included a range of interests from developers to neighborhood groups to environmentalists. The purpose of these interviews was to begin to narrow the parameters of planning possibilities, to obtain information about concerns, opportunities and tolerance for various types and densities of development ,and to give people the opportunities to participate before decisions were made.

Process

The interviews were held to longer than one hour and followed a uniform format:

1. A one inch equals 100 foot study model was used to depict the entire corridor. This model had the flexibility of illustrating three levels of development density ranging from all parks and open space to a density of building clusters to 12 story height. Participants were asked to react to the various density levels and their responses were recorded.
2. A proposal to boulevard North Main Street was presented using a one inch equals 10 foot section/elevation. Participants were asked for reactions which were then documented.
3. Participants were asked what kinds of uses and activities they felt should occur in the corridor and their responses were documented.

Minutes of the individual interviews are included in the Appendices section of this report.

Interview Conclusions

The interview process proved to be a rich source of information about the corridor and were very helpful in narrowing the scope of what might be acceptable in terms of alternative land use framework and circulation plans. The following represents a summary of the response trends evident form the interviews.

1. The businesses along North Main Street have parking and access problems. Entrance and egress to various establishments can be dangerous.
2. The cost of relocating the larger businesses along

North Main Street would be prohibitive in the short term.

3. The North Main Boulevard concept was well received with concerns voiced about costs and funding.
4. Development density was acceptable at higher densities below Argo Dam while the Riverfront land north of the dam should be lower density to natural open space preservation.
5. Private development should be done using a village clustering approach rather than single tall buildings. Public access to the river and river frontage was considered very important.
6. Desirable uses in the corridor included; housing, a river access facility or sports center, a restaurant along the river.
7. Taller buildings (10 stories or higher) should be located away from the river.

Physical Systems Analysis

Introduction

Both natural and manmade systems were analyzed to determine development opportunities and constraints and are organized as follows:

Natural Systems

1. Natural Features
2. Wildlife
3. Water Quality
4. Toxic Waste Concerns

Manmade Systems

1. History
2. Existing and Proposed Land Use
3. Traffic and Circulation
4. Visual Quality

Natural Features

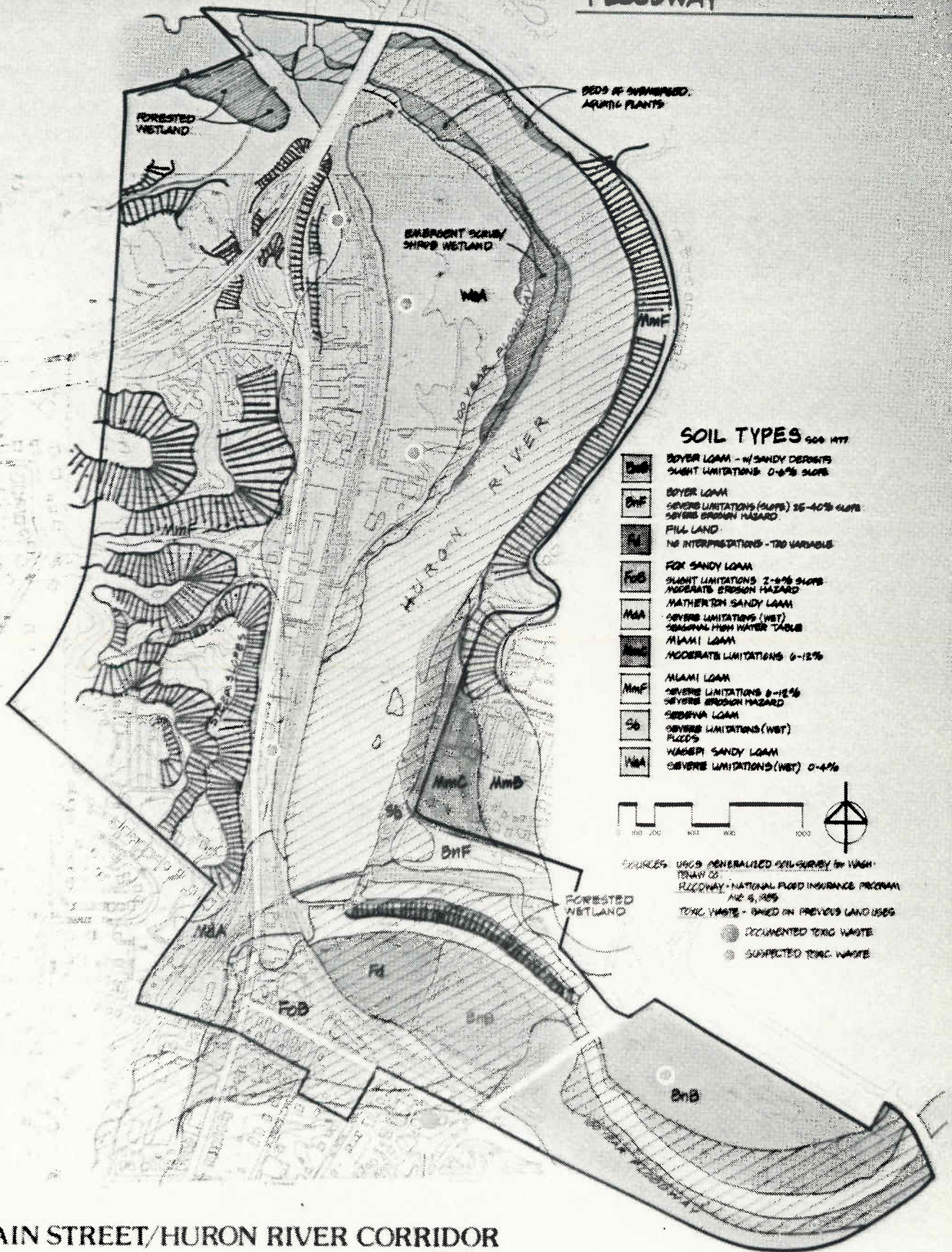
Topography and Slopes

Slopes in the study area vary considerably and in several instances represent a significant constraint to construction or development. On the east and north side of the river, the range of slopes is approximately 5-65%. The steepest of these slopes is found along Long Shore Drive between the area just north of the Argo Canoe Livery and Barton Drive (refer to Physiography and Floodway map for slope locations). These slopes average between 40% and 50%. Slopes east of the canoe livery to the Broadway Street bridge range between 5-30% and averaging about 15-25%. Most of Riverside Park is less than 5%.

Land on the west side of the river can be divided into 2 physiographically distinctive sections - land west of Main Street and land east of Main Street. The east side of Main Street consists of relatively low bottomlands averaging less than 5%. Wetland and floodplain restrictions are the major constraints to development in this area.

The west side of Main Street consists of a variety of undulating slopes, ravines, and snouts that range between 10-45%, and averaging around 15-35%. The slopes pose a considerable obstacle to development and limit environmentally sensitive development to the 3 snouts or hilltops in the area (see physiography map).

PHYSIOGRAPHY/ FLOODWAY



BEDS OF SUBMERGED
AQUATIC PLANTS

FORESTED
WETLAND

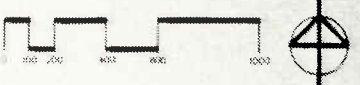
EMERGENT SCRUB/
SHRUB WETLAND

MxA

HURON RIVER

SOIL TYPES 500 HYD

- DnB** BOYER LOAM - w/ SANDY DEPOSITS
SLIGHT LIMITATIONS 0-6% SLOPE
- DnF** BOYER LOAM
SEVERE LIMITATIONS (SLTS) 25-40% SLOPE
SEVERE EROSION HAZARD
- Fd** FILL LAND
NO INTERPRETATIONS - TD VARIABLE
- FdS** FOX SANDY LOAM
SLIGHT LIMITATIONS 2-5% SLOPE
MODERATE EROSION HAZARD
- MxA** MATHERTON SANDY LOAM
SEVERE LIMITATIONS (WET)
SEASONAL HIGH WATER TABLE
- MmC** MIAMI LOAM
MODERATE LIMITATIONS 0-12%
- MmD** MIAMI LOAM
SEVERE LIMITATIONS 0-12%
SEVERE EROSION HAZARD
- Ss** SEBENA LOAM
SEVERE LIMITATIONS (WET)
FLOODS
- WsB** WABER SANDY LOAM
SEVERE LIMITATIONS (WET) 0-4%



SOURCES: USES GENERALIZED SOIL SURVEY BY WASH-
TANAY CO.
FLOODWAY - NATIONAL FLOOD INSURANCE PROGRAM
AND S. 305
TOXIC WASTE - BASED ON PREVIOUS LAND USES

- EXCLUDED TOXIC WASTE
- SUSPECTED TOXIC WASTE

NORTH MAIN STREET/HURON RIVER CORRIDOR ANN ARBOR, MICHIGAN

100-450000-01 THE NILES RESEARCH CO., INC.

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Vegetation

This section lists and briefly describes vegetation communities found within the North Main study area. Information includes the approximate location of the communities, general soil/hydrology characteristics, and species that are commonly associated with each community.

Vegetation within the study area may be broken into two categories - Upland/Slope Communities, and Bottomland/Wetland Communities. These are described below:

Upland/Slope

Soils are well-drained to very well-drained.

Location: East bank of river - north of Argo Canoe Livery to Barton Drive.

West side of river - west of the Conrail tracks and Main Street north to M-14.

Primary Species: red oak, white oak, hickory, basswood, sugar maple, white ash, black walnut, black locust.

Bottomland/Wetland

Floodplain, Wooded Wetland - Usually with a high watertable and/or poorly drained. Often with standing water part of the year.

Location: There are two wooded wetland sites in the study area. The first is just west of M-14 near the river. The second is on the spit of land below Argo Dam between the canal and the river.

Primary Species: red maple, silver maple, aspen, american elm, cottonwood, willow, red-osier dogwood, silky dogwood, hawthorn.

Scrub/Shrub Wetland - Primarily low-growing shrubs mixed with grasses. These areas have a high water table, are poorly drained, and may have standing water part of the year.

Location: There is one scrub/shrub wetland located along the river edge in Bandemer Park.

Common Species: silky dogwood, red-osier dogwood,

honeysuckle, small willows, blackberry and raspberry.

Marsh, Emergent - Non-forested wetlands, they usually have standing water all or part of the year (marshes).

Location: These are dispersed along bottomland near the river. In the study area, most are in Bandemer Park.

Common Species: cattails, rushes, reeds, arrowhead, sedges, spikerushes.

Submerged Aquatic Beds - Along the edge in water less than 3 feet deep.

Location: These are found in various locations along the edge of the river. The most significant are found in Bandemer and Argo Parks.

Common Species: pondweeds, pond lily, elodea.

Wetland and Floodway Limitations

The three wetland types and floodway identified in the North Main study area (and described in the vegetation section) are not unusual. However, they, like all wetlands, possess the following values and development constraints:

Values

- * Wildlife Habitat - relative abundance of water, food, and vegetation provides greater habitat diversity for wildlife.
- * Flood Control and Groundwater Recharge - these areas serve as natural retention ponds after large storm events.
- * Soil Erosion and Water Quality Control - sediment sinks, filtration devices for water, excess nutrient traps (primarily nitrogen and phosphorous).
- * Aesthetic and Recreational Values - natural areas that contrast with surrounding upland environs through color and texture. The existence of wildlife, vegetation, and water make these areas attractive for nature walks, photography, etc.

Development Constraints

- * High watertable, poorly drained, with very slow rate of runoff. Poor for septic fields and building foundations.
- * Must maintain the floodway. Development cannot alter, slow, or interfere with runoff without the approval of the Department of Natural Resources.
- * Impacts on floodplains, wetlands, and riparian zones "should be avoided to the extent possible" (Federal Wetlands Executive Order 11990, and Fish and Wildlife Service Mitigation Policy, Federal Register, January 23, 1981).
- * Goemare-Anderson Wetland Act prohibits use unless there is no prudent and feasible alternative.

City of Ann Arbor - "Sensitive Areas"

The City of Ann Arbor has conducted a study and written a report that identifies and evaluates sensitive natural areas in Ann Arbor for the purposes of integrating these sensitive areas into a general, city-wide, open space system (Ann Arbor Natural Features Inventory, May, 1987).

The City has recommended that sites classified as valuable be evaluated on two levels. The first level, with respect to development, is balancing the needs of the developer while maintaining the integrity of the site's natural features. "The site's development plan should reflect an effort to reduce negative impacts to the site's sensitive areas resulting from development."

The second level is evaluation of the sites potential for integration into the Ann Arbor City Parks and open space system with an emphasis on opportunities for maintaining and enhancing existing ecological systems, natural features, and providing a visual/physical linkage network throughout the city.

Within the North Main/Huron River Corridor study area, the report shows 2 sites that were considered valuable and/or sensitive.

1. The relatively large area of undeveloped land directly west of Main Street, bordered by Huronview to the north, Orkney Drive to the west, and St. Thomas

Cemetery to the south. The city considers this site valuable because of its number and mix of natural features which includes steep slopes and ravines, dense woods with large trees and rich ground cover, and its proximity to and good views of the river.

2. The second site within the study area classified as valuable is on the east side of Argo Pond between the river bank up to and including portions of Fairview Cemetery, and bordered on the south by Kellog Street. Steep slopes which have preserved some large trees and which afford excellent views of the river valley make this area particularly attractive.

A third site located adjacent to the North Main study area boundary south of Fuller Street between State Street and Glen Street, is also considered valuable for its steep slopes, good views, and close proximity to the river.

Wildlife and Fisheries

Wildlife Habitat

While wildlife habitat located within the North Main/Huron River Corridor is of average quality, it may represent some of the only areas remaining in the city for wildlife. The river and its adjoining bottomlands serve the following functions to wildlife:

- * As a migration corridor through the urbanized setting of Ann Arbor that links desirable wildlife habitat found to the east and west of Ann Arbor, and which allows movement between these areas.
- * Wildlife habitat within the city limits that serves as a refuge from urban development.
- * Habitat of high enough quality to attract a variety of migratory birds and waterfowl.

Steep, wooded banks, provide good forage opportunities and protective cover for species such as raccoons, tree squirrels, porcupines, thrushes, vireos, woodpeckers, nuthatches, owls, and others. Bottomlands and shallow water zones provide vegetative cover and invertebrate food sources for aquatic animals and waterfowl including ducks, geese, herons, bitterns, kingfishers, and muskrats.

Fisheries

The segment of the Huron River that runs through the study area is designated by the DNR Fisheries Division as a Class 3 fishing stream. Class 3 is defined as a "top quality warmwater stream containing a self sustaining population of warmwater gamefish." The most recent fish collection survey conducted on Argo Pond by the DNR in 1985 concluded the following:

- * The adult fish population was in "very good condition", particularly walleye, northern pike, and channel catfish populations.
- * Argo, along with Barton and Geddes Ponds, is "the best channel catfish fishery and one of the best walleye fisheries in the nine county region of District 13 (Jackson District)."
- * Other species of fish include smallmouth bass, bluegill, black crappie, largemouth bass, rock bass, carp, and pumpkinseeds.

According to DNR Fisheries Biologist Jim Waybrant, the DNR has no immediate plans to stock fish in this segment of the Huron River due to the existing population of predatory fish.

Immediate concerns to the DNR include the control of excessive erosion caused by fluctuating hydroelectric dam levels and side drains, and the improvement of access for fishing. Changes in water level also alter fish runs and have a significant negative impact on fishing success. Inland grant monies are apparently available to aid in erosion control, improving shore fishing opportunities, building piers onto reservoirs, and enhancing public boat launching facilities.

There is no known or easily accessible data on fishing demand in Ann Arbor. However, the City of Ann Arbor has stated in a draft plan for parks, recreation, and open space (October, 1987) that fishing demand exceeds the supply of available opportunities. The DNR has stated in its report (Huron River Management Plan, October, 1987) that fishing pressure is heavy along the length of the river. Because Ann Arbor is easily the largest municipality in direct contact with the river, it no doubt contributes a significant number of anglers.

Endangered Species

The United States Fish and Wildlife Service (USFWS) identifies one endangered species that occurs in Washtenaw County and which may exist within the study area. The Indiana bat (Myotis

sodalis) migrates to southern Michigan and forms nursery colonies along streams and rivers during the spring and summer. USFWS Field Supervisor Robert D. Pacific states that United States Geological Survey (USGS) topographic maps indicate that areas suitable as summer foraging and roosting habitat for the Indiana bat may be present within the North Main Street/Huron River Corridor study area. Suitable habitat includes:

- 1) A permanently flowing stream channel.
- 2) Wooded riparian or floodplain corridors of 30 meters or more, present along each streambank.
- 3) Wooded tracts with mixed hardwood old growth stands (16+ inches, diameter at breast height).
- 4) Presence of dead, dying, or injured trees with exfoliating bark.

According to Endangered Species Coordinator Thomas F. Weise, the DNR has no records of threatened or endangered species in the study area. He does state that the wartyback mussel (Cyclonaias tuberculata), which occurs in the study area, is on the "special concern" list. This species could be impacted by changes in water quality due to sedimentation caused by construction or dredging projects.

Water Quality

Water quality is "generally good throughout the river, with nutrient input into the large impoundments being the major cause for concern" (Huron River Management, 1987). Studies indicate that impoundments in the Huron River occasionally suffer from high concentrations of fecal coliform bacteria (usually from non-point sources) generally correlated with runoff from large storm events. This has prompted the city to close impoundments to water-contact related activities for brief periods (2 - 5 days, depending on magnitude) after storm events.

Municipal and industrial point-source discharges cause some local stream water degradation (see DNR list of permitted discharges that directly or indirectly affect the study area). However, because rivers tend to be self-cleansing, the river is minimally impacted by either point or non-point source pollutants.

A final factor affecting water quality is erosion and sedimentation caused by fluctuating dam levels and culverts draining into the river. Furthermore, recent construction projects in Ann Arbor have contributed to higher rates of

siltation and turbid conditions following storm events.

The Washtenaw County Drain Commissioner has initiated the Huron River Pollution Abatement Program which should provide more detailed information related to water quality in the Ann Arbor area. The 5 year study, begun in 1987, sets out to locate and eliminate sources of non-point pollution to the Huron River through dye-testing and facility survey, water quality monitoring of the Huron River and tributary storm drains, and investigative research into pollution complaints.

Toxic Waste

According to the Washtenaw County Health Department the North Main Street corridor area contains two sites of known contamination. They are the former Michigan Consolidated Coal Gas Manufacturing Plant on Beakes Street and the former MichCon Coal Gas Plant on Broadway Street (described below).

The Huron River Pollution Abatement Project discovered 8 businesses that are utilizing drainfields for sewage disposal even though municipal sewer is in the area. Connections for the 8 facilities ranged from human sewage to floor drains entering the ground, all of which could impact water quality of the Huron River. Seven of the 8 facilities have either made corrections or have made contact with our department or the City of Ann Arbor to make the necessary corrections.

Various industry related businesses in the North Main Street area, both past and present, utilize(d) a wide range of chemicals, some of which are very toxic. These include, for example, 1,1,1-trichloroethane, acetone, silver from photographic chemicals, and degreasers, among others. We recommend that this is taken into consideration on a site-by-site basis before areas are set aside for parkland or other similar uses.

Two Sites of Known Contamination

- * **Former Michigan Consolidated Coal Gas Manufacturing Plant - Beakes Street** - Plant produced coal gas from approximately 1858-1900 when MichCon dismantled the plant and moved operations to Broadway plant. Groundwater and soil at the site is contaminated with heavy metals, cyanide, phenols, and polynuclear-aromatics, among others. This site ranks 14th out of Washtenaw County's 51 sites of environmental contamination. MichCon hired an environmental consultant who made an initial site investigation (1985) at both the

Beakes Street and Broadway Street sites (copies on file with this office). MichCon has not initiated any clean-up activities, and lack of priority has prevented any publicly funded response.

- * **Former MichCon Coal Gas Plant - Broadway Street - Plant** produced coal-gas at this location from 1899 to approximately 1955. MichCon's site investigation concluded that soil and groundwater contamination exists at this site with the compounds described above. Site ranks 9th out of 51 County contamination sites. Ranked higher than Beakes Street site due in part to its proximity to the Huron River.

History

The initial settlement of Ann Arbor was established in an area south of our study site. The 1853 map of Ann Arbor shows very few buildings within the study zone. The area north of present Ann Arbor railroad bridge across the Huron River was undeveloped in 1853.

The major focus of activity in and adjacent to our project site in 1853 was the Old Lower Town development along Broadway just north and east of the Huron River. There were three mills in the Lower Town area; a paper mill, a flouing mill and a woolen mill, located near the Mill Canal and the Broadway Bridge. There was another flouing mill at the end of Chubb Road (currently Sunset Road) which was adjacent to Allen Creek and in close proximity to the Huron River.

The commercial development in Lower Town was located to the north and east along Broadway and closer to the intersection of Broadway and Wall Streets. This commercial development included the Anson Brown Building (see Architectural Survey), which was instrumental in encouraging development in Old Lower Town.

The Michigan Central Railroad Depot was located in close proximity to the present-day Amtrak Station just west of the Broadway Bridge and south of the Huron River. Across the street from the railroad depot at Fifth and Depot Streets were a foundry and other small industrial businesses. St. Thomas' Catholic Cemetery is shown on the map in its current location off of sunset Road.

A number of wood frame structures located in Old Town, including the Washtenaw Hotel on Broadway, built in 1831-1832, have since been razed. The Alber & Company Blacksmith And Wagon Shop at Broadway and State Streets (now Riverside Park) was also a wood frame structure that has been razed.

On the 1870 map, the first development north of the present Ann Arbor railroad bridge can be noticed. An ice house was located where the Argo Canoe Livery is today. Morton Road (Main Street) was changed to Plank Road and the corporation boundary had moved slightly north of the ice house location. A gas factory was located adjacent to the Broadway Bridge south of Depot Street, and a lumber yard and steam planing mill were located in the present Wheeler Park area.

In the 1880 birdseye drawing of Ann Arbor, the Toledo & Ann Arbor Railroad bridge is shown crossing the Argo Pond area. Many frame structures began to appear along the Huron River - the Riverview Park area, as well as along the west bank of the Huron River north of the Toledo & Ann Arbor Railroad bridge. In 1885 the Cornwell Mill was built on the river where North Main Street and

Huron River Drive now intersect. That mill burned in a fire on May 8, 1913. The Argo Flouring Mill, built in the 1860's, exploded and burned in 1904. It is now the site of the Detroit Edison's Argo Substation.

It appears that around 1890 the North Main Street area started to blossom as an industrial site for Ann Arbor. The proximity to the railroad and to the river, as well as to North Main Street, made this a desirable location for industrial expansion. On the 1890 birdseye drawing of Ann Arbor there are two larger industrial structures located east of Main Street and west of the Michigan Central Railroad tracks. These two structures are unidentified. The Barton Dam and Powerhouse was constructed in 1912 and is located at the southern edge of Barton Pond.

On the present site of the Michigan Consolidated Gas Company's Broadway Service Center, was the site of the Gasworks which manufactured artificial gas. There was a large production plant composed of a series of buildings and large storage tanks. None of these buildings remain today.

Ann Arbor's first real park was called "The Island". This site abuts the easternmost edge of our study area.

In 1904 the Ann Arbor Railroad constructed the present-day trestle over Argo Pond.

Recommendations

There are a few structures within the study area which have the potential to be adaptively reused. The industrial and warehouse-type structures along North Main Street north of Depot Street exhibit some potential for reuse, if their current uses are abandoned. However, each building would require a feasibility study and architectural analysis to verify this potential. Some buildings, such as the Michigan Central Railroad Depot (currently the Gandy Dancer Restaurant) and the old Washtenaw Lumber Company (Casey's Tavern) have already been adapted to other uses. The buildings within this study area will continue to change and evolve into useful structures only if they can be realized as economically viable solutions to present-day needs. It would be desirable to maintain all architecturally significant structures, and find alternative uses for them, as the needs arise.

The Barton Dam and Powerhouse, as well as other dam sites along the Huron River, should be considered as historic sites worth maintaining and preserving. The same is true for the railroad trestle over Argo Pond. This structure should be considered as significant in any redevelopment plans for the Huron River Corridor.

The small wood frame homes located between Summit Street and Depot Street, west of North Fourth Avenue, should also be considered significant structures in the future planning process for this area.

There are two letters attached to this study which point to areas of consideration in addition to those mentioned within this report. There is a letter dated October 16, 1987, from Louisa Piper, the staff director for the Historic District Commission to Mayor Jernigan. There is also a letter from the Michigan Department of State, Bureau of History, signed by Katherine B. Eckert. The letter was sent to Deardorff Design Resources, Inc., and is dated November 12, 1987. Both letters and the information contained therein should be included as part of this report.

The actual study area under consideration includes some buildings with notable architectural significance. Other buildings of historical/architectural importance are located in close proximity to the North Main Street/Huron River Corridor study area. The following list of buildings is important historically to the study area. They are located in or near the study site.

Architectural Survey/Architecturally Significant Structures

Anson Brown Building 1001 Broadway

This building, located just to the north of our study area, was an extremely significant building in the development of Lower Town, north of the Huron River. It was built in 1832 by Anson Brown, a principal landowner of Lower Town. This building is the oldest surviving commercial structure in Ann Arbor, and once served as the post office for Ann Arbor for a short period prior to 1834. Two similar buildings were erected across the street from the Anson Brown building, however these buildings were removed in 1959.

Dr. Kellogg's Medical Works 1011 Broadway

This building is located adjacent to the Anson Brown building and was built in 1842. From 1865 to 1876 it housed the office, pill factory, and print shop of Dr. Daniel B. Kellogg. In 1934 the upper two floors were removed and the facade of the remaining two floors were altered by architect Ralph Hammet.

**John Adam Volz House
716 North Fifth Avenue**

This house is protected by the Division Street Historic District. The house was constructed in 1873 for John Adam Volz, the proprietor of the Ann Arbor Central Brewery. The brewery was constructed in 1858 and is located at the corner of Fifth and Summit Streets next door to the Volz house. The house of Italianate Style, with bracketed eaves and segmental arched windows, beautiful brick corbeling, and brick hoods above the windows.

Mr. Volz occupied the house for two years after its construction and later sold the house to Jacob F. Beck, one of the new owners of the brewery. The house remains in excellent condition.

**The Ann Arbor Central Brewery
724 North Fifth Avenue at Summit**

This brick structure was erected in the 1860's by John Adam Volz, the brewmaster, and is located adjacent to the residence which Mr. Volz constructed in 1873. The brewery has since been converted to apartments which are well maintained. This conversion took place between 1974 and 1976. This building blends well with the adjacent residential structures in terms of scale, materials, and landscaping.

**The Michigan Central Railroad Depot
401 Depot Street**

This stone depot was constructed in 1886 from stone quarried at Foster Station on the Huron River west of Ann Arbor. The building was designed by Spier and Rohn, Architects. The building served as the train depot for the Michigan Central Railroad for the next 60 years. The building is of Romanesque Revival Style (Richardsonian Romanesque) and is currently used as the Gandy Dancer Restaurant. Two smaller buildings flank the main depot. They are the previous railway express office and the baggage station which were connected to the train depot by a low canopy at trackside.

The first depot for the Michigan Central Railroad was located in close proximity to the current Amtrak Station on the west side of the Broadway Bridge. That structure was built in 1839 and a two-story section of that structure was later relocated to the southeast corner of Beakes Street and North Fifth Avenue where it is currently used as a residence.

**Washtenaw Light and Power (Detroit Edison) Relay Station
916 Fuller Road**

This building was constructed in 1902 as a relay station for the Washtenaw Light and Power Company. Later it was used by the Detroit Edison Company as a substation until 1949. The building was purchased in 1961 by David Osler, an Ann Arbor architect, for his office. An addition has been added to the rear to serve as a drafting room. The building is still the office for Osler/Milling Architects.

**St. Thomas Catholic Church
520 Elizabeth**

Construction began on this church in 1896 by a local contracting firm, the Koch Brothers, and construction was completed in 1899. The building was designed Spier and Rohn, Architects, of Detroit, in the Romanesque Revival Style. The church towers can be seen from many locations within the City of Ann Arbor and especially from our project site along the Huron River.

Existing and Proposed Land Use

Existing Land Use

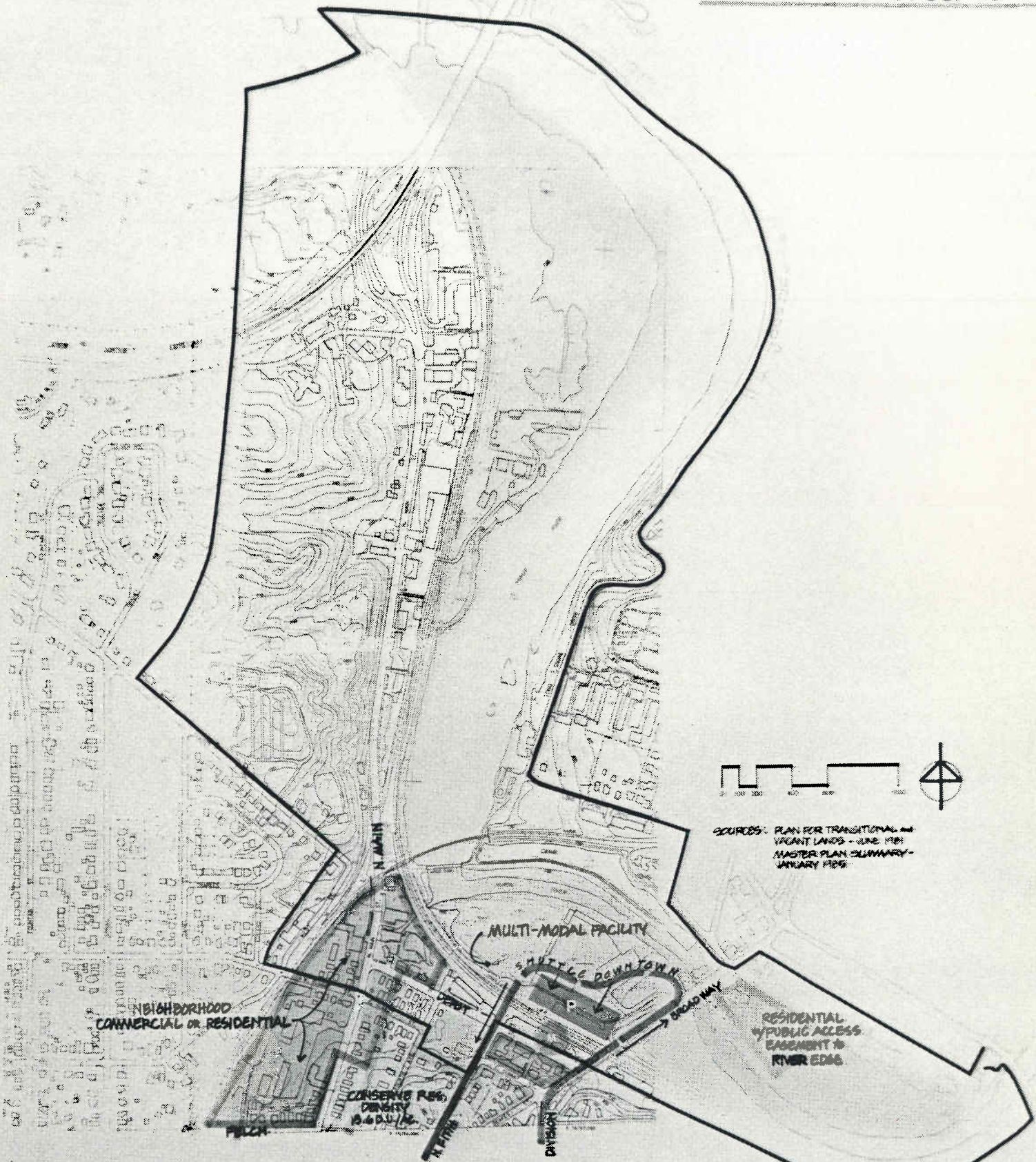
Existing land uses in the study area include a mixture of industrial, commercial, residential, and public land. One of the most dominant land uses in the corridor is the Conrail right-of-way which runs the entire length of the corridor. These tracks serve as a major barrier to both vehicular and pedestrian access to the Huron River from the south and west. Historically, the presence of the railroad set the early pattern of industrial uses along the river. None of the existing uses are dependent on the railroad. All of them are served by the expressway system and local streets.

One segment of the corridor from the Cushing Malloy printing company north to M-14 is under the jurisdiction of Ann Arbor Township. The narrowness of the usable land between the Conrail tracks and North Main Street poses a significant constraint to re-use under current city zoning requirements. If uses in this area are upgraded to office and retail, a special zoning ordinance or planned unit development will be needed to permit economically feasible development opportunities.

Proposed Land Use

The City's Plan for Transitional and Vacant Lands (June, 1981) calls for a preservation of the residential scale of the North Central Neighborhood by restricting density to 13.6 dwelling units per acre. The proposed multi-modal system at or near the current Amtrak Station should be accommodated and linked to any proposed development of the Michigan Consolidated Gas Company site to the north. It should be anticipated that parking for this facility will be accommodated north of the tracks. The location of this parking could afford the possibility of shuttle parking to the downtown via a Fifth Street to Williams to Division Street Loop. The Detroit Edison site is recommended for future residential development with an easement to allow public access to the river. The cluster of businesses at North Main Street and Depot Street are recommended to become part of a neighborhood commercial and/or multifamily residential area.

PLANNING PROPOSALS



NORTH MAIN STREET/HURON RIVER CORRIDOR
ANN ARBOR, MICHIGAN

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Traffic and Circulation

Traffic Capacity

The following table reflects traffic loads on the most heavily traveled roads in the corridor* :

North Main Street	20,602
Broadway	22,216
Maiden Lane	12,502
Depot Street	8,000

With the possibility of an additional 400-500 dwelling units on the west side of North Main Street the potential additional traffic loading would involve an average of 4 trips per day per unit or about 2000 trips. This would not in itself require enlarging the capacity of North Main Street. It would, however, add to congestion and would suggest the need for additional turning lanes at intersections. An intersection improvement is scheduled for the North Main Street-Depot intersection where Main Street will be widened to add a left turn lane.

In terms of additional traffic loading on Broadway, the rapidly expanding Plymouth Road corridor (approximately 500,000 square feet of office and retail added in the last six years) will continue to increase traffic volumes and congestion at the Broadway Bridge. This suggests that if the MichCon site is redeveloped to a higher intensity use, additional vehicular access should be provided to this site from Depot Street. In the development of the Detroit Edison Site, uses that do not generate heavy traffic loading such as nearby neighborhood shopping should be considered.

Pedestrian linkages to the downtown, nearby neighborhood shopping, and the University of Michigan Medical Center should be provided to reduce the number of vehicular trips generated by redevelopment of properties south of Argo Dam.

Safety

The North Main Street corridor is a significant and busy route connecting North Main businesses, residents, and M-14 traffic with downtown Ann Arbor. High traffic speeds, short driveways, narrow right-of-ways, and limited sight distance pose a perceived and real danger to motorists, bicyclists, and pedestrians.

* Data provided by the Ann Arbor - Ypsilanti Area Transportation Study Committee, 1985-1987.

In an attempt to analyze the danger posed by traffic on North Main Street, the study team examined MALI traffic accident reports for the last 3 years (data from 1984-1986). These reports record accidents that occur within a 150' radius of street intersections. As a result, we were able to determine the number of accidents occurring at or near the four North Main Street intersections located in the study area. The 4 street intersections are: Summit Street, Depot Street, Huronview, and M-14. The average number of accidents occurring at or near these 4 intersections over the last 3 years are as follows:

Summit Street	9.0 accidents
Depot Street	9.3
Huronview	6.3
M-14	3.0

By comparison, three Ann Arbor intersections with similar amounts of traffic volume had the following 3 year averages:

Plymouth/Nixon	4.0 accidents
Jackson/Maple	19.3
Jackson/Eighth	1.0

The two intersections in Ann Arbor with the highest accident averages** for the last 3 years are:

Washtenaw/Pittsfield	50.0 accidents
Washtenaw/Huron Parkway	46.7

It should be noted that it is difficult to draw conclusions from these comparisons because many variables have not been analyzed.

At first glance it would appear that the number of accidents occurring on North Main compares favorably with other parts of the city (i.e. not an exorbitant number of accidents). Perhaps this is because North Main is relatively safe with only a perceived danger; or, perhaps, the high speeds and heavy volume make it so dangerous that drivers turning on to North Main are unusually cautious.

However, the number of accidents occurring on North Main does not compare as well when it is noted that most intersections in Ann Arbor have 1 or fewer accidents per year.

** it should be noted that these two intersections bear approximately double the volume of traffic as do intersections on North Main Street.

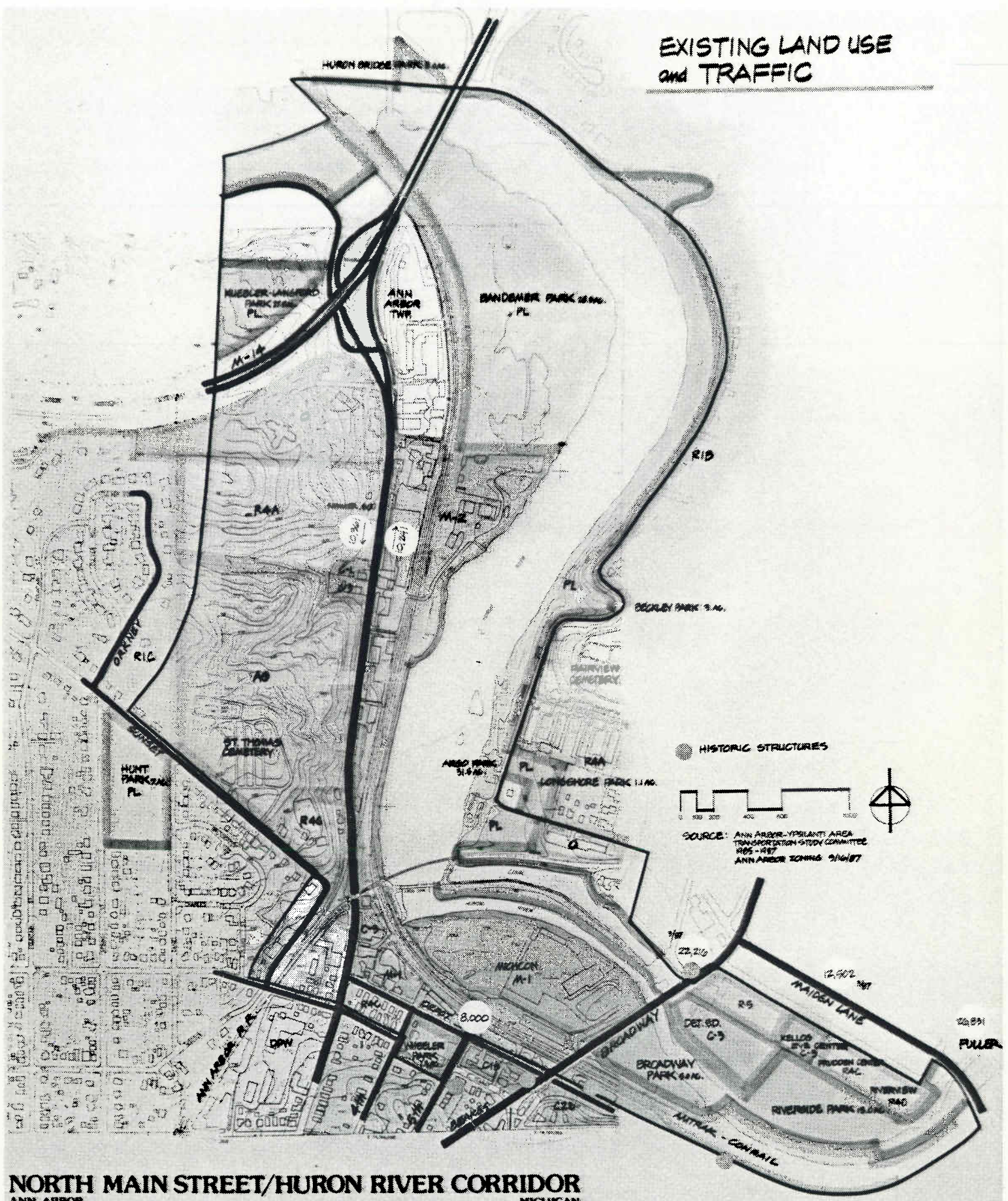
With the data available, it is reasonable to conclude that as traffic volumes increase, safety will be a major concern. The redevelopment of North Main Street needs to focus on improving safety conditions by minimizing the number of intersections and, if possible, improving the entrance/egress to and from businesses along the east side of the roadway.

Bicycle Traffic

Cyclists can be classified into two main categories, commuting cyclists and recreational cyclists. Commuting cyclists depend on the bicycle for daily transportation and desire direct routes on smooth, clean pavement. In this case the bicycle is a vehicle with all the rights and privileges of a motorist. The recreational bicyclist, however, is more interested in scenic terrain with a variety of destinational/recreational amenities enroute. In short, the commuter cyclist can be and is linked to automobile roadways, while the recreational cyclist is often combined with pedestrian walkways and trails. Improvements on North Main Street should include an 8 foot lane for bicycles as a part of the roadway itself to accommodate commuter cyclists. The recreational cyclists should be accommodated and integrated with pedestrian trail system along the river.

In summary, North Main Street can accommodate moderate additional traffic loading. Ingress and egress improvements along the east side of North Main Street are needed to improve safety on the street. Commuter bicycle lanes should be provided on both sides of North Main Street.

EXISTING LAND USE and TRAFFIC



NORTH MAIN STREET/HURON RIVER CORRIDOR
ANN ARBOR, MICHIGAN

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Visual Quality

The North Main Street/Huron River Corridor is most easily remembered visually as two areas; the area north of Argo Dam to M-14, and the area from below the dam to the Maiden Lane Bridge. These two areas can be further subdivided into Main Street itself and Argo Pond north of the dam, and the MichCon and Detroit Edison sites south of the dam.

The most heavily viewed portions of the corridor are North Main Street itself with over 10,000 cars traveling each direction through the corridor daily, and Broadway with 11,000 trips in each direction daily. The river, easily the most attractive visual feature in the corridor, has minimal exposure from both of these thoroughfares. Clearly, the most positive and inspiring views of the corridor are from the river or directly of the river from the shoreline itself. Views from the higher bluffs west of Main Street toward the river and the downtown skyline are also quite striking. Unfortunately, few citizens ever see the river from this vantage point. Views from the east along Longshore Drive are somewhat weakened by the middle ground light industrial area (Hawkins property, railroad, and rooftops of various warehouse/industrial buildings). In the summer, deciduous foliage all but blocks the views from Longshore Drive westward.

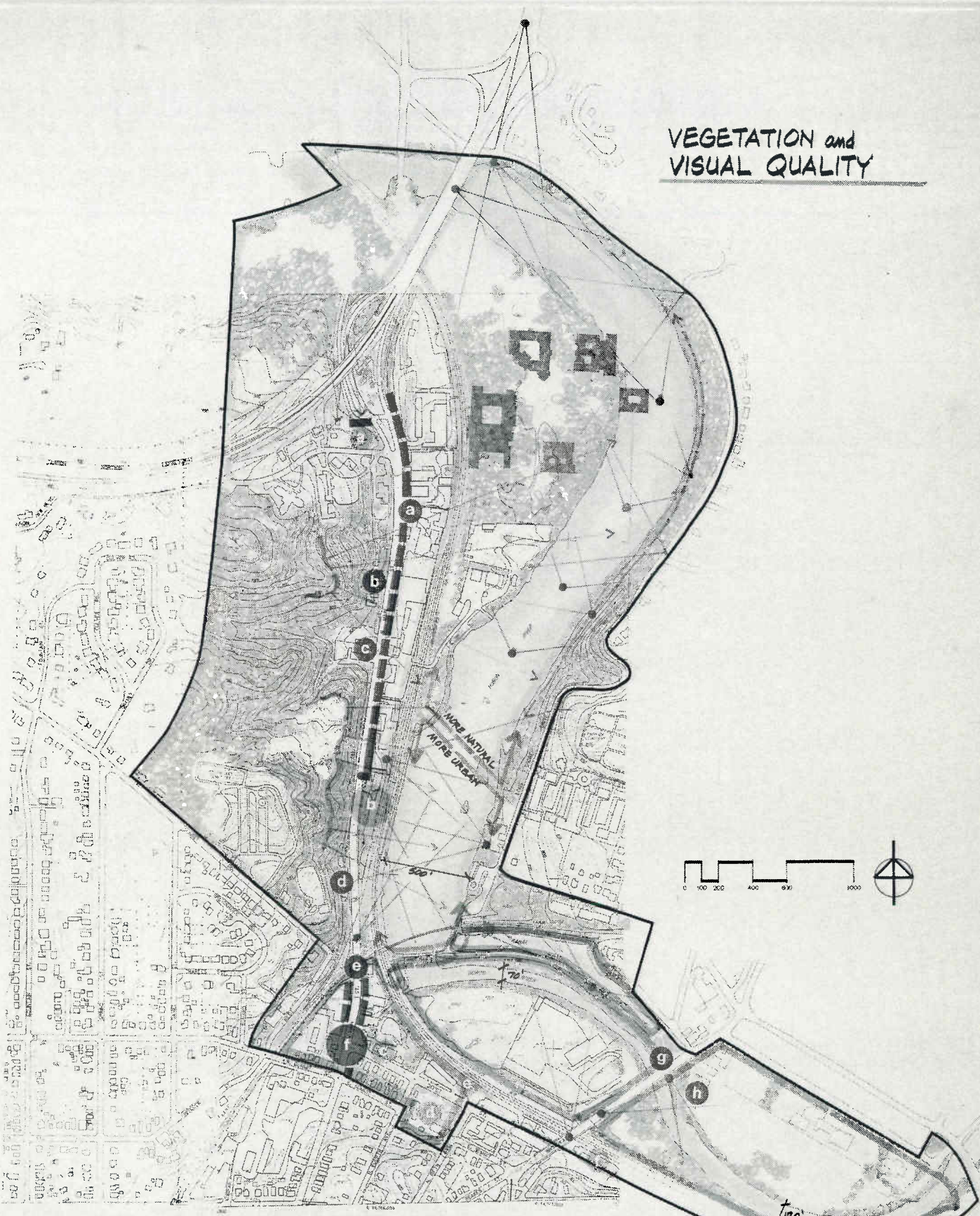
In terms of visual opportunities and constraints, there are a number of positive elements along North Main Street which could become visual anchors for an otherwise widely varying combination of architectural styles and statements. The historic farmhouse at the northwest intersection of Huron View and North Main Street could be featured more as drivers come off the M-14 exit ramp going south on Main Street. The redevelopment of the Lansky property by the McKinley Foundation promises to open views to the river by removing the existing wooden fence. Along Depot Street, the First Martin Corporation and Colonial Brick Company have become visually positive architectural elements. Wheeler Park is a visually positive link between the North Central Neighborhood and the corridor. The Gandy Dancer restaurant is a visual landmark for the entire community.

In contrast, the constraints to achieving an overall high visual quality for the corridor are formidable. There are many areas and specific architectural elements that afford opportunities for improvement. Driving southward on Main Street the "76" service station provides an opportunity for visual improvement. The houses along the west side of the street are, with few exceptions in a run down condition. The industrial architecture along the east side of the street is crowded hard on the curblines with the buildings having little architectural relationship. Signs are inconsistent and sometimes difficult to perceive at a road speed of 35-45 miles per hour. The Ann Arbor Railroad bridge south of the McKinley Foundation property, is an eye sore because the only

paint it receives is graffiti. From the bridge to Summit there is a mixture of residential, office, and auto related services that need streetscape improvements, screening of parking and extensive facade improvements. The views are more negative when driving north leaving town.

In summary, the river and its immediate environs provides a tranquil ambience that should be preserved and protected. Placement of active recreation facilities should be done with care to respect these innate visual qualities. In contrast, the North Main Street streetscape needs a major visual improvement plan based on preserving the few positive amenities and upgrading or removing other visually detracting elements.

VEGETATION and
VISUAL QUALITY



NORTH MAIN STREET/HURON RIVER CORRIDOR
ANN ARBOR, MICHIGAN

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Economic Opportunities and Constraints Analysis

Initial analysis of the North Main Huron River study area has identified six sites which have the potential to support development. The purpose of this report is to articulate the development opportunities and the constraints to the development for the various sites which we have identified. For this purpose each of the sites is studied in relationship to ten variables: land cost, soils, flood way, adjacencies, access, visibility, utilities, environmental, development type and development density. The study should not be construed to be a complete economic feasibility study for the specific sites. Nor does it imply that adequate market demand exists for any of the discussed usages. Broad brush assumptions have been made with the intent to frame the APPARENT LIMITS to development. Any future development attempted on any of these sites will require a detailed analysis of all the above categories as well as additional categories which fall outside the scope of this report.

Assumptions

In an attempt to determine minimum land costs for each parcel, the following assumptions have been made.

- A. Convenient land suitable for industrial use can be found in the Ann Arbor vicinity in an improved state; i.e., with available utilities, for \$60,000 per acre.
- B. Residential projects can be developed on the river which, because of the attraction of the river adjacency, can support a land cost per unit of \$10,000.
- C. Warehouse and similar space can be constructed in the Ann Arbor area for \$50.00/sq. ft.
- D. Ten units per acre represents the maximum acceptable density for residential development directly adjacent to existing single and multi-residential areas. (With the exception of Bluff Site D.)
- E. Commercial Development can support a maximum cost of land acquisition which is 15% of the total development cost.
- F. Hotel development can sustain a land cost of \$6,500 per hotel unit.
- G. Good quality multi-story office space can be constructed in Ann Arbor for \$100 per square foot.

Development Sites

The following is an analysis of the identified sites.

1. DETROIT EDISON SITE (Site F):

A. Land Cost:

Detroit Edison has determined that replacing their existing building with a "comparable building" will cost approximately \$3,000,000. This figure implies a building considerably larger than the existing facility.

Based on a replacement of Detroit Edison's existing facility with similar land and building.

Building -
\$3,000,000

Land: 4.8 acres at \$60,000/acre =
\$288,000

Total
\$3,288,000
Probable Minimum Land Cost = \$3,000,000 to
\$3,500,000

B. Soils:

No significant limitation.

C. Flood Way:

No significant limitation.

D. Adjacencies:

The site is adjacent to a ten story office and residential building. This suggests that similar size buildings should be acceptable. The site is adjacent to public transportation and to convenience shopping. The adjacency of a public park, the river walk and the river are strong pluses. Detroit Edison's proposed sub station at the east boundary represents a constraint. The existing Detroit Edison buildings represents an opportunity for adaptive reuse.

E. Access:

Vehicular access is limited to a 40' right-of-way from Canal Street. A 16' right-of-way extends along the north edge of the site. Pedestrian

access is available along the river walk and from the neighborhood to the north. Access is considered to be somewhat limited.

F. Visibility:

The site has limited visibility from off site locations and major roadways. This constitutes a constraint for retail type development unless the existing buildings are removed or re-used.

G. Utilities:

It is assumed that Municipal water and sewer are available and convenient.

H. Environmental:

No significant environmental opportunity constraints exists on the site although the possibility of some required toxic waste cleanup exists.

I. Development Type:

The above factors suggest that the site is suitable for residential, office and similar uses. Off site visibility and exposure limit its attraction for retail development.

J. Development Density:

Residential -
\$3,500,000 (minimum land cost) divided by
\$10,000 (land cost per residential unit = 350
units.

Minimum Site costs suggest a minimum density of 100 residential units. This implies a high rise design solution.

Office -

$$\frac{\$3,500,000}{.15} = \$23,333,330$$

$$\frac{\$6,666,660}{\$100/\text{sq. ft.}} = 233,333 \text{ sq. ft.}$$

Minimum land cost implies high density high rise solution.

K. Implication:

The above factors suggest a high rise office or residential development with minimum practical density of 350 residential units or 233,333 sq. ft. of office space. Adjacency to parks and river is a major asset for the site. Access to convenience shopping and public transportation, adjacency to the University of Michigan's W. K. Kellog Eye Center and the Prudden Memorial Clinic suggests possible use for elderly housing development. The handsome character of the existing buildings suggests adaptive re-use.

2. MICHIGAN CONSOLIDATED GAS COMPANY SITE (SITE E):

A. Land Cost:

Mich Con officials have indicated that replacement with a comparable facility on a convenient site represents the minimum sales price for the site. (Although the site is approximately 13.2 acres, the Mich Con operation seems to require approximately 10 acres maximum.

Land: 10 acres at \$60,000/acre =	\$600,000
Toxic waste removal = \$300,000	- \$1,000,000*
Replacement building: 6,000 sq. ft. at \$50/sq. ft.	\$300,000
New site access - bridge over railroad tracks at North Fifth St.	\$1,600,000
Probable Minimum Land Cost	\$2,800,000 to \$3,500,000

B. Soils:

Soil Conservation Service generalized soils maps indicate that the west half of the site has limitations. Possible previous use of the site

* THE TOXIC WASTE ESTIMATE IS A VERY TENTATIVE ASSUMPTION. ACCURATE ASSESSMENT OF THIS ITEM WILL REQUIRE A SURVEY OF THE QUANTITY AND TYPE TOXIC WASTE INVOLVED. THIS FACTOR ALONE COULD EASILY MAKE THE SITE UNFEASIBLE FOR REAL ESTATE DEVELOPMENT.

limitations. Possible previous use of the site for dumping and filling may limit this portion of the site for development due to structural bearing.

C. Flood Way:

The majority of the site is within the flood way. Surface development has severe limitations in that development within the flood way regulations require that structures not be constructed within the flood way that will increase up-river damming. This suggests that a ground floor parking podium with finished space above may be the only practical solution. This approach will add approximately 15% to any development cost.

D. Adjacencies:

The site is relatively isolated, surrounded by the river on the north, railroad tracks to the south and the Broadway bridge to the east. The railroad tracks seem to provide an adequate buffer between the north main residential neighborhood and possible highest density development.

E. Access:

Access to the site is limited to a east access at the north end of the Broadway bridge. The addition of a second vehicular and pedestrian access is considered an essential precondition to any high density development.

F. Visibility:

Ground level visibility of the site from off site locations and major vehicular arteries is limited. Most people in Ann Arbor are unaware of the fact that the site exists. This constitutes significant constraint to retail type development.

G. Utilities:

It is assumed that Municipal water and sewer are available and convenient.

H. Environmental:

The opportunity to continue the City Park Department's system of river walks and pathways into the North Main area through this site exists. Soils and flood plain data may make the west end

Significant toxic waste (this site ranks 9th of 51 Washington County contamination sites in degree of severity) is a major environmental constraint.

I. Development Type:

Access problems and poor off site visibility suggests the site has limited appeal for retail use. The adjacent railroad tracks suggest that acoustical buffering is necessary to develop the site for residential and office usage. The site seems well suited for active and passive park use and mixed public private development of various types.

J. Development Density:

Residential -

\$3,500,000

\$10,000/unit = 350 units

Minimum site costs suggest a minimum density of 350 units for residential development.

Flood plain and soils limitations implies that this would be a mid to high rise solution.

Office -

\$3,500,000

.15 = \$23,300,000

\$23,300,000

\$100/sq. ft. = 233,000 sq. ft.

Minimum land cost implies a minimum

233,000sq.ft. of office or related development usage.

The flood plain and soils limitations to ground plain development suggests that this would require a high rise solution.

K. Implication:

The high land cost for this parcel requires a high density mid to high rise development solution. In addition, flood plain, poor soils in the west portion of the site, toxic waste removal and a new access will make this an expensive development.

The North Main Central Property Owners Association may resist the development of mid to high rise solutions although the railroad tracks and the railroad station seem to be an adequate buffer.

railroad station seem to be an adequate buffer.

3. HAWKINS PROPERTY SITE (SITE B):

A. Land Cost:

The present owner values the property at \$500,000 and would prefer to lease the property for \$50,000 per year rather than sell it.

The adjacent Bandemer Park was recently purchased by the City of Ann Arbor for \$17,000 per acre.

8.5 acres x \$20,000 per acre = \$170,000

8.5 acres x \$60,000 per acre = \$510,000

Assume purchase price - \$500,000

Vehicular-pedestrian bridge
access over railroad tracks - \$1,600,000**

Probable Minimum Land Cost - \$2,100,000

B. Soils:

The soils map indicates that a limitation to development in terms of structural bearing may exist on the site. In addition, there is a high water table on the site which will limit the elevation of construction.

C. Flood Way:

The river edge and the south two acres is within the flood way although the majority of the site is not.

D. Adjacencies:

A major adjacency to the site is the railroad tracks. The tracks isolate the site from adjacent areas. The site's river perimeter constitutes its major attraction. Acoustical problems related to the adjacent railroad tracks are a significant limitation to the development of this site.

** See E. "Access"

Narrowness of the site and adjacency to the railroad tracks limits the desirability of this site for residential purposes.

E. Access:

The access to the site is severely limited and consists of one 16' right-of-way through the industrial property to the west with a surface rail crossing. The possibility of accessing this site with a second vehicular access from the north end of Bandemer Park through the Park increases the possible attraction of the site for development purposes. A bridged vehicular and pedestrian access to the site across the railroad tracks is deemed essential for high density development, but may be cost prohibitive.

F. Visibility:

The site is not visible from North Main Street in that it is screened by the industrial buildings along North Main and the railroad tracks. This factor limits its attractiveness as a retail development site.

G. Utilities:

There will be additional costs on this site to provide sanitary sewer and water. Estimate \$250,000.

H. Environmental:

No significant opportunity or constraint exists in this area.

I. Development Type:

The narrowness of the parcel, the adjacency of the railroad tracks and the severely limited access and visibility limit the development potential of the site.

J. Development Density:

Residential:

\$2,100,000

\$10,000 per unit = 210 units

Commercial office:

\$2,100,000

.15 = \$14,000,000

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73

14,000,000

\$100 per sq. ft. = 140,000 sq. ft.

Residential or commercial development of the property will require a 210 unit residential development or a 140,000 sq. ft. commercial-office project. Site size, access and profile suggest a mid rise solution.

K. Implication:

Development of the site for residential, office or similar usage will require the construction of a new vehicular and pedestrian bridge access across the railroad tracks. The cost of this improvement, added to purchase price, will necessitate a mid to high rise solution.

Smaller scale residential or recreational usage may be possible with a north access through Bandemer Park.

4. NORTH BANDEMER PARK (SITE H):

This site consists of land at the north end of Bandemer Park adjacent to highway M-14. Although the land is presently owned by the City of Ann Arbor and dedicated as a public park, it is assumed this land could be sold to private developers and the proceeds used to purchase alternate lands within the site area to be developed for public parks and public amenities.

A. Land Cost:

7 acres - \$20,000 to \$60,000 per acre - \$140,000 to \$420,000

7 acres x 10 units per acre x \$10,000 per acre = \$700,000

Potential sales price for 8 acre parcel - \$400,000 to \$700,000

- B. **Soils:**
Soils maps show several limitations to development indicating poor structural bearing capacity and high ground water.
- C. **Flood Plain:**
No constraint except at the river's edge.
- D. **Adjacencies:**
The major site adjacencies are the elevated M-14 thruway, railroad tracks to the west and the river along the north and west boundaries and Bandemer Park to the south. The river acts as an adequate barrier and buffer to residential development across the river and to the north.
- E. **Access:**
Vehicular access to the site is presently limited but can be easily developed by an extension of an existing vehicular bridge at the north corner of the site. This connects conveniently to highway M-14 and Long Shore Drive. This could also provide access to Bandemer Park. Developing public water edge access would be a pre-condition.
- F. **Visibility:**
The visibility of the site from off site major arteries is mixed. There is some visibility of the site from M-14 highway which passes on an elevated bridge. Visibility from North Main Street does not exist. There is visibility across the river from Shoreline Drive. The M-14 visibility suggests the possibility of commercial highway related development such as hotel, etc.
- G. **Utilities:**
- H. **Environmental:**
No significant environmental opportunity or constraint. The highway traffic noise and the railroad noise constitute a constraint.
- I. **Development Type:**
Site seems suitable for commercial use which could take advantage of the adjacency of and visibility from M-14 highway. Residential and recreational development is possible. Buffering of railroad

and adjacent highway noise for residential development would be a necessity.

J. Development Density:

Residential:

\$400,000 to \$700,000

\$10,000 per unit = 40 to 70 units

Commercial:

\$700,000

.15

= 7,600,000

\$100 per sq. ft. = \$46,000 sq. ft.

Hotel:

\$700,000

\$6,500 per unit = 107 unit hotel

All of these uses could be developed in a low rise format.

K. Implications:

The above factors suggest that the north end of Bandemer Park could be considered for development of commercial-office, hotel, residential or recreational purposes. Public recreational development which would provide a link to Barton Park is a potential for this site.

Development of this site necessitates converting present but undeveloped public lands to private land for development purposes and using the proceeds to acquire comparable public lands or provide public amenities and developments elsewhere within the project site.

5. BLUFF SITES (SITES A, C, D):

Site A is currently being planned for development of a 170 unit high rise residential project for significant development. The following comments are directed at Site C-D.

A. Land Cost:

23 acres x 10 units per acre = 230 units

230 units x \$10,000 per unit = \$2,300,000

B. Soils:

This sloping site is subject to erosion problems which must be addressed in its development.

- C. Flood Way:
The project site is outside the flood way. No flood plain constraints exist for this site.
- D. Adjacencies:
The existing residential neighborhood to the west suggests residential usage. Views of the river are a major feature of the site.
- E. Access:
No present vehicular access exists. Possible access can be developed from the adjacent residential streets to the west or south or with a new approach road from North Main Street.
- F. Visibility:
The site is not visible from North Main Street or other major arteries.
- G. Utilities:
Storm and sanitary services are available in the adjacent valley to the north. Municipal water is available at North Main Street.
- H. Environmental:
The site is currently wooded and adjacent to wooded slopes which could become passive park land. Erosion control is essential for development of this site.
- I. Development Type:
Adjacencies and access suggest residential or office (with North Main access) uses.
- J. Development Density:
The fact that site plan approval for 170 units has been obtained for site A suggests that site D can support a density of 200 to 250 units.
- K. Implications:
The residential adjacency, the dramatic views of

the river and Ann Arbor skyline and the sloping site with relatively little buildable land (3.5 acres in 23) suggest a high rise residential or office development.

REDEVELOPMENT SITES:

A. Industrial Zone (Site 1):

The narrowness of this site and the closeness of its two major adjacencies - North Main Street and the Railroad tracks - make its appeal as a site for new development limited. Bandemer Park and Site B screen this river from view from most of this area.

For these reasons, the present usage of this site may be, in the short run, the "highest and best" use for it. The buildings in this zone were probably constructed in this location because of the advantage of the rail siding adjacency. For nearly all the present users, this advantage has disappeared or become a negative. It is logical to anticipate a slow pattern of relocation of these businesses to more convenient and attractive sites.

Thus, the strategy for this site should be a short term "redevelopment" to address the cosmetic problems with the area, coupled with an exploration of long-term optional use.

B. North Main and Depot (Site 2):

This area is designated for convenience, retail and related uses in the City's latest master plan. It is presently occupied by small businesses of various types, the majority of which are in need of refurbishing.

Although the area does not suggest significant new development, options should be explored to make this visually prominent area more attractive through facade treatment, landscaping and selective recreational development.

6. SUMMARY:

The following general observations can be made regarding the

potential development sites within the project study area.

1. The stated goals of this study are to identify economic opportunities and development opportunities as well as environmental and public recreation opportunities within the project site. This portion of the opportunities and constraints analysis is addressed at economic development opportunities.
2. All of the potential sites have limited visibility from major thoroughfares. None of the sites appear to be attractive for normal retail development.
3. In general, all of the sites have some significant development constraints. Most of the sites would not be considered for development except for the strong attraction of the river's edge.
4. The existing railroad tracks constitute a significant constraint to the development of many of the potential parcels in a number of ways. The noise and potential safety problems represented by the tracks must be overcome. The tracks represent an access barrier to a number of the sites. New vehicular and pedestrian overpass access are costly and preclude low density development of various parcels.
5. The photo questionnaire and interviews suggest that the citizens in Ann Arbor are anxious to develop additional park lands, access ways and amenities within the project site. Funds required to develop these amenities can come from four possible sources.
 - a) Increases local taxes.
 - b) The pursuit of federal or state funds.
 - c) Funds raised through the sale of existing park lands.
 - d) Public amenities required of developers as a precondition to develop projects within the site area.

Our identification of the north Bandemer Park site and development opportunities in the corridor in general should be viewed in a light of a number of potential gains for the City of Ann Arbor; i.e., increase in tax base, development of additional temporary and permanent jobs, and the opportunity to develop additional public

amenities.

6. We recommend that any private development permitted adjacent to the Huron River should provide, as a pre-condition to development, public access in the form of a continuous walk, bike way along the water's edge and connected to the Park's Department system of walk ways.

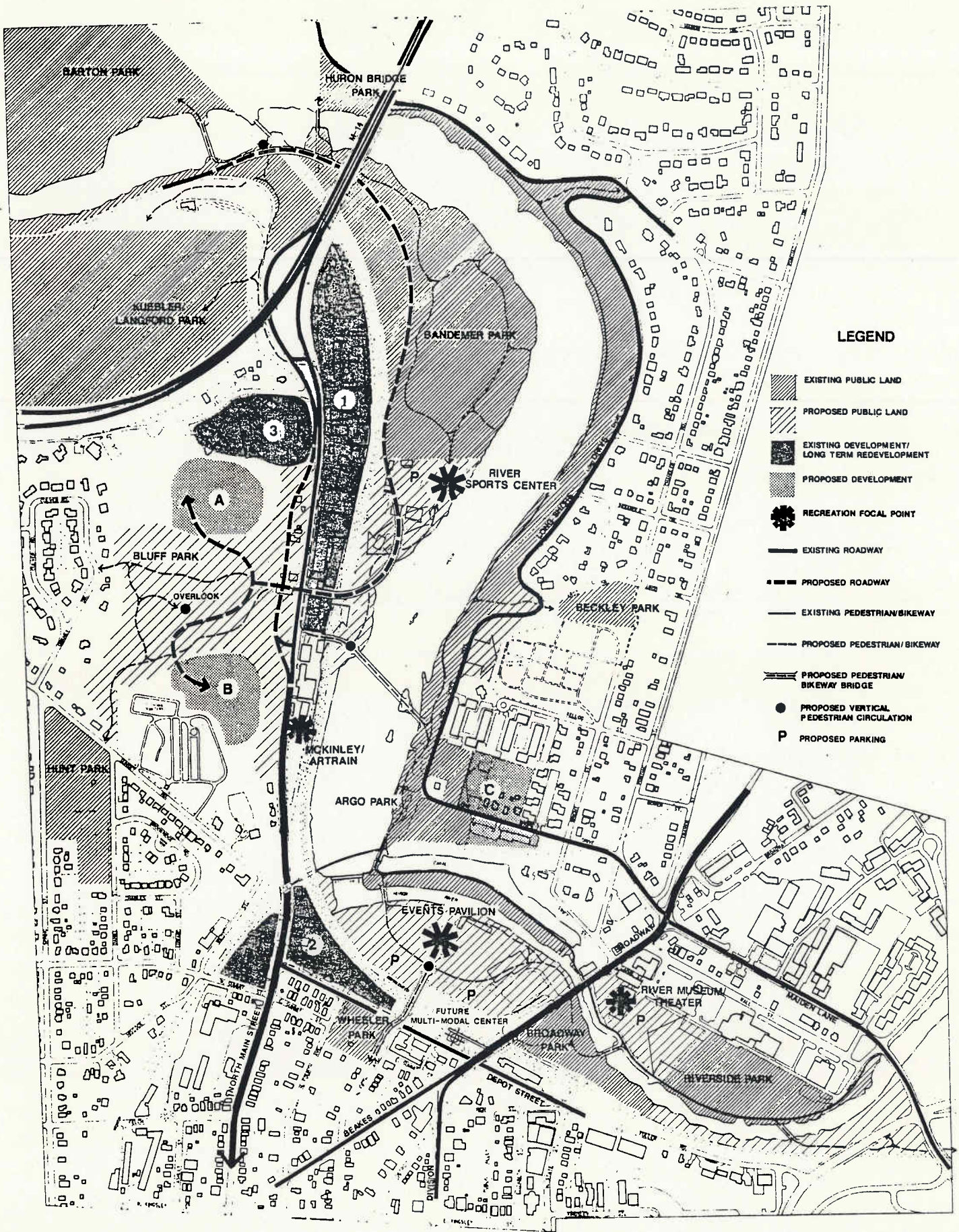
2. THE ALTERNATIVES

THE ALTERNATIVES

With an ultimate purpose of consensus on a single land use/circulation framework for the corridor, the following clarifies each of the three alternatives in terms of:

1. **LAND USE POLICY** - the goals and values behind each alternative.
2. **THE PLAN** - the distinct land use and circulation/access configuration that facilitates the land use policy.
3. **THE POSSIBILITIES** - the benefits, features, and opportunities embodied in each plan.

Each of the alternatives is described using these three levels of understanding. All of the alternatives are based on the parameters defined by the previously documented data gathering and analysis work which consisted of the photo-questionnaire survey, twentyfive interviews, and the analysis of man made and natural physical systems.



LEGEND

- EXISTING PUBLIC LAND
- PROPOSED PUBLIC LAND
- EXISTING DEVELOPMENT/ LONG TERM REDEVELOPMENT
- PROPOSED DEVELOPMENT
- RECREATION FOCAL POINT
- EXISTING ROADWAY
- PROPOSED ROADWAY
- EXISTING PEDESTRIAN/BIKEWAY
- PROPOSED PEDESTRIAN/BIKEWAY
- PROPOSED PEDESTRIAN/BIKEWAY BRIDGE
- PROPOSED VERTICAL PEDESTRIAN CIRCULATION
- PROPOSED PARKING

**LAND USE/CIRCULATION FRAMEWORK
ALTERNATIVE 1**
MAXIMUM PUBLIC ACQUISITION

**LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
ANN ARBOR, MICHIGAN**



DEARDORFF DESIGN RESOURCES Inc. TEAM

Rechel Kaplan
Stephen Kaplan
Weber, Murphy, Fox, Inc.
Lincoln Poley
Johnson, Johnson, & Roy Inc.
Charles Reinhardt

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ALTERNATIVE 1
Maximum Public Acquisition

Land Use Policy

Alternative 1 involves a policy of maximum public access and use and is based on data collected via the photo-questionnaire indicating preference for park land along the river, and recent history where voters have approved millages for park acquisition. This policy could result in optimum long-term economic benefits because of its capability of attracting businesses and residents to the community based on quality of life factors.

The Plan

This plan envisions the entire riverfront in public ownership from the Maiden Lane bridge to M-14 (52 acres). The new riverfront property would include the Hawkins property (8.5 acres), and the MichCon and Detroit Edison sites (about 15 acres combined). Common to all the alternatives, the west bluff area would involve the addition of approximately 15 acres of new private development with 350 - 500 housing units and 20 acres of park land.

In addition to approximately 5.7 miles of pedestrian/bicycle trails, the plan features five pedestrian bridges (8 ft. wide). The most dramatic bridge would span the river just north of the existing Argo Canoe Livery on the east bank over to the north end of the McKinley property on the west bank (a span of 400 ft.). A River Sports Center is proposed on the Hawkins property with parking for 150 - 200 cars. This center would include a boat house to store the Michigan Rowing Association's shells and equipment, a locker/shower room facility, a meeting room to accommodate 250 - 300 people, the relocated Argo Canoe Livery, a restaurant/concession area and adjoining board walks and docks. An overlook park is proposed along the west bluff area with trails linking to the Orkney /Culver neighborhood and Hunt Park.

South of Argo Dam, an events pavilion is proposed with parking to accommodate 300 cars. This structure would be an open air pavilion (220 ft. X 120 ft.) with an artificial ice surface maintained from October through March. During the summer months the facility would serve as an all-purpose performance/festival center. Two additional ball fields are envisioned on this site. These facilities would be linked to Wheeler Park and the North Central Neighborhood via a pedestrian bridge. Further east, the existing Detroit Edison building would be used as a home for the Ann Arbor Community Theater and, if space permitted, a river museum-interpretive facility. Riverside Park would be expanded and upgraded to include an additional ball field and bicycle

livery. Parking for approximately 175 cars would also be provided.

For vehicular circulation and access, this plan envisions relocating Huron River Drive to bridge the Conrail tracks northwest of the M-14 bridge, then traveling beneath the M-14 bridge southward through Bandemer Park. The road would then ramp up to the right and bridge the railroad tracks at Lake Shore Drive where it would intersect Main Street. The roadway would extend westward to provide access to the west bluff housing developments to the north and south. North Main Street would be boulevarded as shown on the drawing. The plan involves no additional vehicular access improvements to the MichCon and Detroit Edison sites.

The Possibilities

Short-term (next 5 years), the plan envisions the development of the west bluff housing. An additional 20 acres of park are envisioned as dedicated public lands in exchange for shared cost of access roads and/or higher density limits. All three alternatives involve a facade and landscape beautification program for the businesses and residences near the intersection of Depot Street and North Main Street.

Public

- * a visually exciting entrance to downtown Ann Arbor
- * 5 miles of public access trails and linkages to all surrounding neighborhoods.
- * improved access to Bandemer Park and the west bank of the river.
- * River Sports Center
 - rowing club
 - canoe livery
 - restaurants
 - meeting rooms
 - "Freedom on the River" - improved access for the handicapped
 - lockers/showers/restrooms
- * improved access to McKinley/Artrain
- * bluff park overlook

- * Argo Park
 - picnic and fishing access
 - fishing bridge
 - future beach
- * Events Pavilion
 - amphitheater
 - ice rink/hockey
 - food concessions
 - childrens zoo
 - playfields

Private

Zones A and B:

- housing and/or office

Zone C:

- low density, multifamily housing

Zone 1:

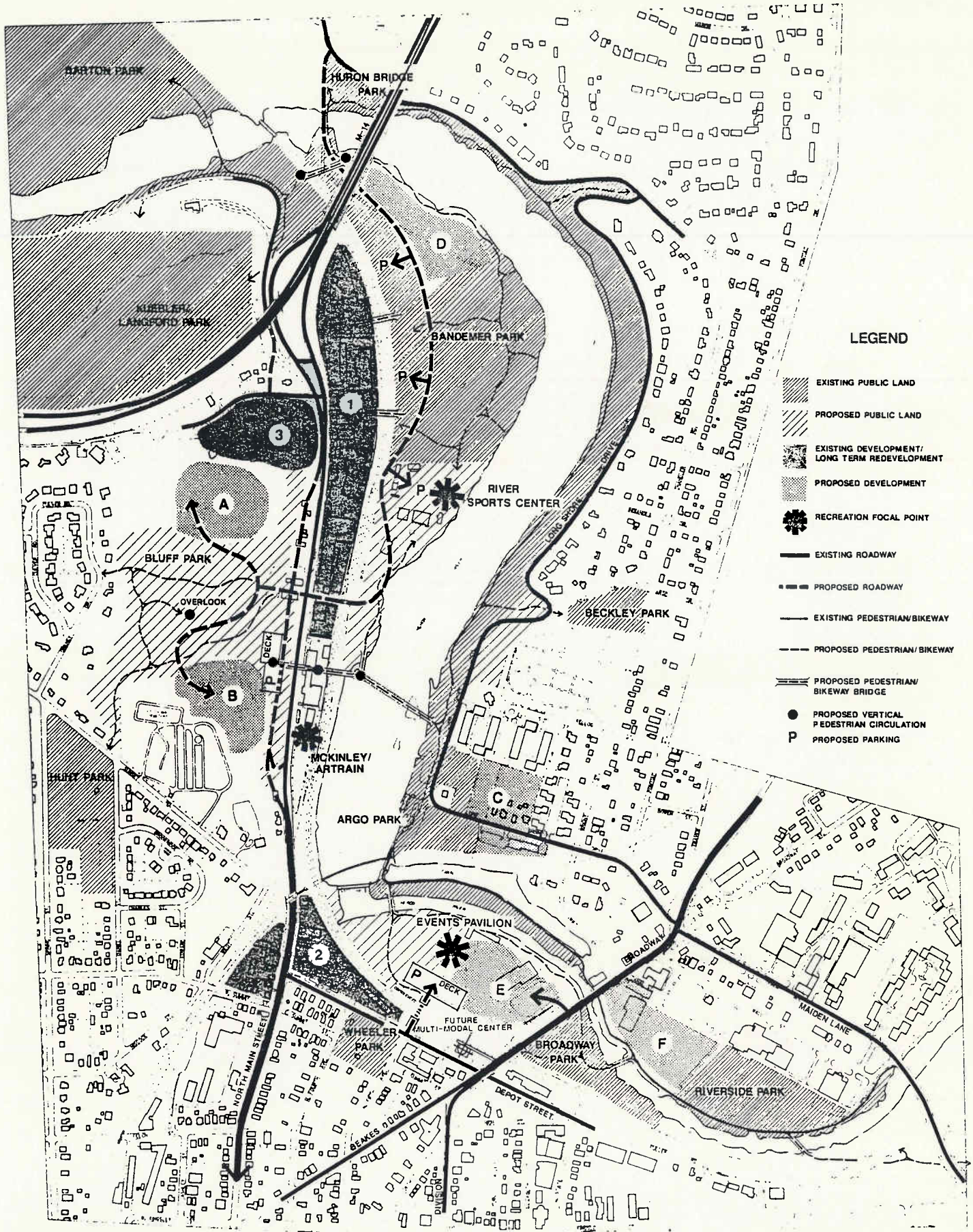
- upgraded office and industrial park
- incubator enterprise zone
- hotel

Zone 2:

- auto service center
- retail service center
- small office park
- private recreation goods and services

Zone 3:

- high rise office
- hotel



LEGEND

- EXISTING PUBLIC LAND
- PROPOSED PUBLIC LAND
- EXISTING DEVELOPMENT/ LONG TERM REDEVELOPMENT
- PROPOSED DEVELOPMENT
- RECREATION FOCAL POINT
- EXISTING ROADWAY
- PROPOSED ROADWAY
- EXISTING PEDESTRIAN/BIKEWAY
- PROPOSED PEDESTRIAN/BIKEWAY
- PROPOSED PEDESTRIAN/BIKEWAY BRIDGE
- PROPOSED VERTICAL PEDESTRIAN CIRCULATION
- PROPOSED PARKING

LAND USE/CIRCULATION FRAMEWORK
ALTERNATIVE 2
 PUBLIC - PRIVATE PARTNERSHIP

LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
 ANN ARBOR, MICHIGAN



DEARDORFF DESIGN RESOURCES inc. TEAM
 Rachel Kaplan
 Stephen Kaplan
 Weber, Murphy, Fox, Inc.
 Lincoln Poley
 Johnson, Johnson, & Roy Inc.
 Charles Reinhart

ALTERNATIVE 2
Public-Private Partnership

Land Use Policy

Alternative 2 involves a policy of maximum private development. The goal here is to generate the maximum tax base through private development in the corridor, while realistically acknowledging physical and economic constraints.

The Plan

This alternative attempts to balance public use and private development. It involves the public and private sectors sharing the cost of access bridges and the possibility of shared parking facilities. While the Hawkins property (8.5 acres) would be acquired for public use, the 7 acre parcel adjacent to the M-14 bridge would be sold or leased for private development to raise funds for land acquisition, park improvements and maintenance. The development of the MichCon and Edison sites would also involve shared access cost burdens between the public and private development sectors.

The plan envisions a pedestrian bridge across the river as shown on the plan and approximately 5 miles of trails. The River Sports Center would include the same facilities as described under alternative 1.

A vehicular bridge is proposed over the Conrail tracks at the Lake Shore Drive intersection with the proposed road extending north across the old Main Street bridge to Whitmore Lake Road. At the intersection of 5th Street and Depot, an underpass is proposed northward beneath the Conrail tracks. Main Street would be boulevarded from just south of the Huronview Research Park to the south end of the McKinley property (Artrain Exhibit).

Two parking decks are proposed. The first, next to Zone E, would accommodate 500 - 600 cars to serve both the private development in Zone E and the Events Pavilion park to the west. The second proposed parking deck would be located west of Main Street and adjacent to Zone B. This deck would serve the private development of Zone B as well as provide parking for the McKinley/Artrain development.

The Possibilities

This plan does the most to encourage short-term development while preserving a sizable area of public land (approximately 50 acres including the dedicated land on the west bluffs). The road

traveling north and south through Bandemer Park would be located to provide parking adjacent to the Conrail tracks with pedestrian bridge access along to the properties to the west between Main Street and the tracks. This will encourage long-term development of these parcels and will also provide additional parking for recreational events and activities during off hours. South of Argo Dam, the parking deck and access bridge would be a public/private shared expenditure that would encourage private development and increase the tax base as well as provide parking for park users.

In addition, the following represents public and private possibilities.

Public

- * a visually exciting entrance to downtown Ann Arbor
- * 5 miles of public access trails and linkages to all surrounding neighborhoods.
- * improved access to Bandemer Park and the west bank of the river.
- * River Sports Center
 - rowing club
 - canoe livery
 - restaurants
 - meeting rooms
 - "Freedom on the River" - improved access for the handicapped
 - lockers/showers/restrooms
- * improved access to McKinley/Artrain
- * bluff park overlook
- * Argo Park
 - picnic and fishing access
 - fishing bridge
 - future beach
- * Events Pavilion
 - amphitheater
 - ice rink/hockey
 - food concessions
 - childrens zoo
 - playfields

Private

Zones A and B:

- housing and/or office

Zone C:

- low density, multifamily housing

Zone D:

- low rise office
- small hotel
- low density

Zones E and F:

- housing 10 - 12 stories
- office
- elderly living center
- specialty retail
- hotel
- cultural center
- fitness/health center
- restaurants

Zone 1:

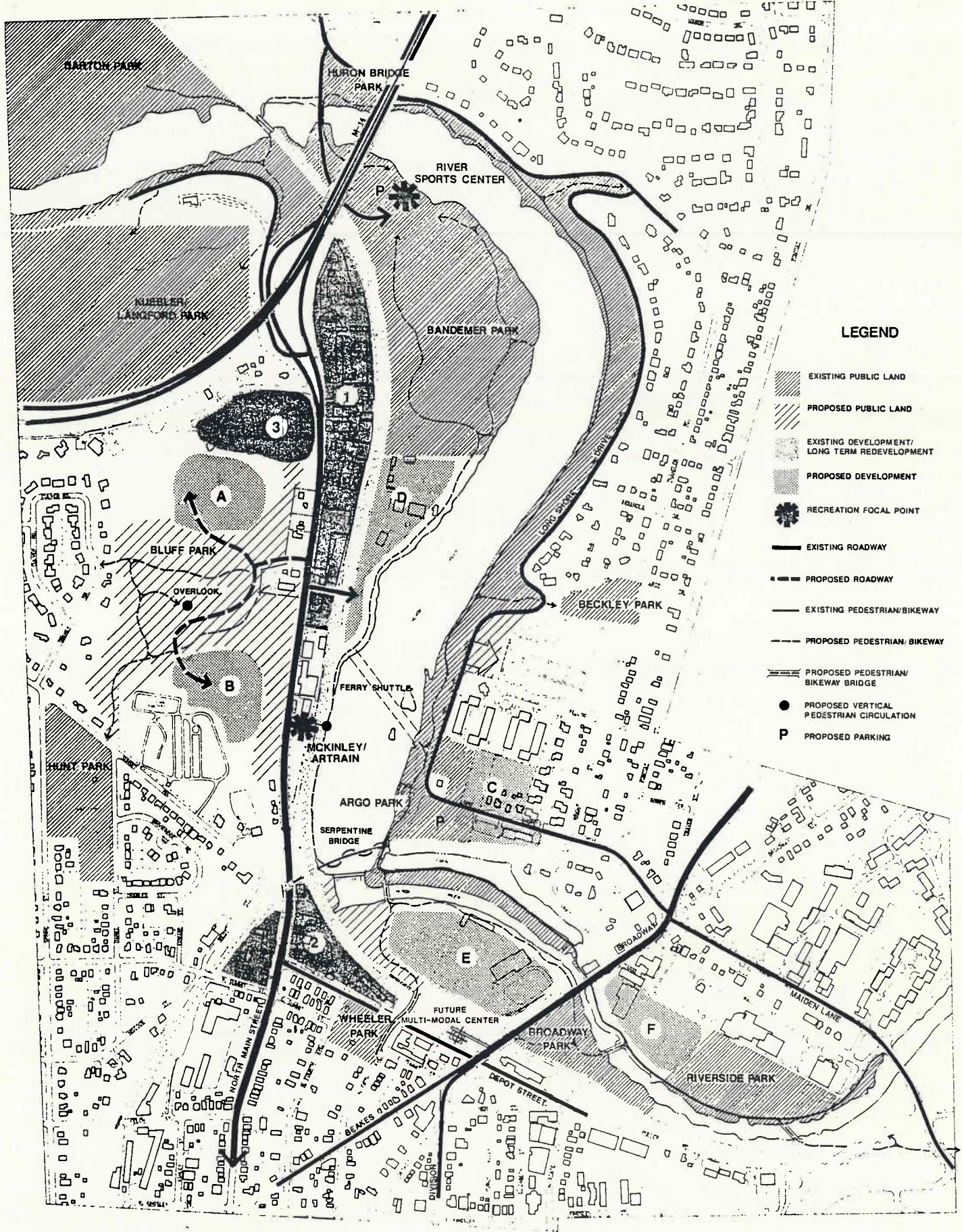
- upgraded office and industrial park
- incubator enterprise zone
- hotel

Zone 2:

- auto service center
- retail service center
- small office park
- private recreation goods and services

Zone 3:

- high rise office
- hotel



LEGEND

- EXISTING PUBLIC LAND
- PROPOSED PUBLIC LAND
- EXISTING DEVELOPMENT/ LONG TERM REDEVELOPMENT
- PROPOSED DEVELOPMENT
- RECREATION FOCAL POINT
- EXISTING ROADWAY
- PROPOSED ROADWAY
- EXISTING PEDESTRIAN/BIKEWAY
- PROPOSED PEDESTRIAN/BIKEWAY
- PROPOSED PEDESTRIAN/BIKEWAY BRIDGE
- PROPOSED VERTICAL PEDESTRIAN CIRCULATION
- PROPOSED PARKING

**LAND USE/CIRCULATION FRAMEWORK
ALTERNATIVE 3
MINIMUM PUBLIC ACQUISITION**

**LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
ANN ARBOR, MICHIGAN**



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ALTERNATIVE 3

Minimum Public Acquisition

Land Use Policy

This plan has a policy that involves a "laissez-faire" approach to encouraging private development. Its primary difference is in the less aggressive public commitment of funds and thus more dependence on the private sector to create the infrastructure needed to support development.

The Plan

Easements and set back requirements are utilized to provide a continuous pedestrian/bicycle linkage through the corridor and linkages to surrounding neighborhoods. The only significant increase in public land would come from the dedication of the steep slope area in the center of the west bluffs. A small parcel (1.5 acres) on the west end of the MichCon property would also be acquired to provide a linkage to the North Central Neighborhood. The remainder of the MichCon site and the Detroit Edison site would be utilized for private development with 6 - 12 stories maximum on the MichCon site and a maximum of 12 stories on the Detroit Edison site. The Hawkins property could eventually be redeveloped as an extension of the McKinley/Artrain development with linkages provided by pedestrian bridges and boardwalks.

The River Sports Center described under Alternative 1 would be located just east of the M-14 bridge with access from the old Main Street bridge. With the exception of the proposed shuttle ferry from Argo Park to the Artrain exhibit, the emphasis of this plan is on passive trails and seating areas.

There is no additional access proposed to the MichCon site. The cost burden for such improvements would be carried by the developer. North Main Street would receive beautification treatments such as a unified graphic system and additional landscaping and the placement of overhead electrical service underground.

The Possibilities

This is the least effective plan as far as encouraging short-term private development. It obviously involves the least investment of public dollars. Long-term, however, the development of attractive and potentially accessible recreation amenities could encourage the redevelopment of Zones C and D as well as Zones 1, 2 and 3.

The following represents public and private possibilities for Alternative 3.

Public

- * a visually improved North Main Street
- * 5 miles of access trails and linkages
- * improved access to Bandemer Park from the north
- * River Sports Center
 - rowing club
 - canoe livery
 - restaurants
 - meeting rooms
 - lockers/showers/restrooms
 - "Freedom of the River" - improved access for the handicapped
- * Argo Park
 - picnic and fishing access
 - future beach

Private

Zones A and B:

- housing and/or office zone

Zone C:

- low density, multifamily housing

Zone D:

- low rise office
- small hotel
- low density

Zones E and F:

- housing 10 - 12 stories
- office
- elderly living center
- specialty retail
- hotel
- cultural center
- fitness/health center
- restaurants

Zone 1:

- upgraded office and industrial park
- incubator enterprise zone
- hotel

Zone 2:

- auto service center

Zone 2:

- auto service center
- retail service center
- small office park
- private recreation goods and services

Zone 3:

- high rise office
- hotel

Cost Benefit Comparison

The chart below represents a comparison of the public cost consequences of each of the three alternatives. Keep in mind that while alternative 3 has a high tax earning return on a smaller investment of public funds, it provides little or no incentive for short term private development that could help fund the development of public amenities.

NORTH MAIN STREET/HURON RIVER CORRIDOR

PUBLIC COST CONSEQUENCES:

	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
INCREASE IN ANNUAL TAX REVENUE	CITY \$462,000	\$961,000	\$924,500
	TOTAL* \$1,722,500	\$3,583,000	\$3,445,000
PUBLIC LAND ACQUISITION COST	\$5,700,000	\$500,000	-0-
COST OF PUBLIC IMPROVEMENTS	\$18,005,300	\$17,210,000	\$5,895,800

* includes schools, W.C.C, ETC.

3. THE CONSENSUS PLAN

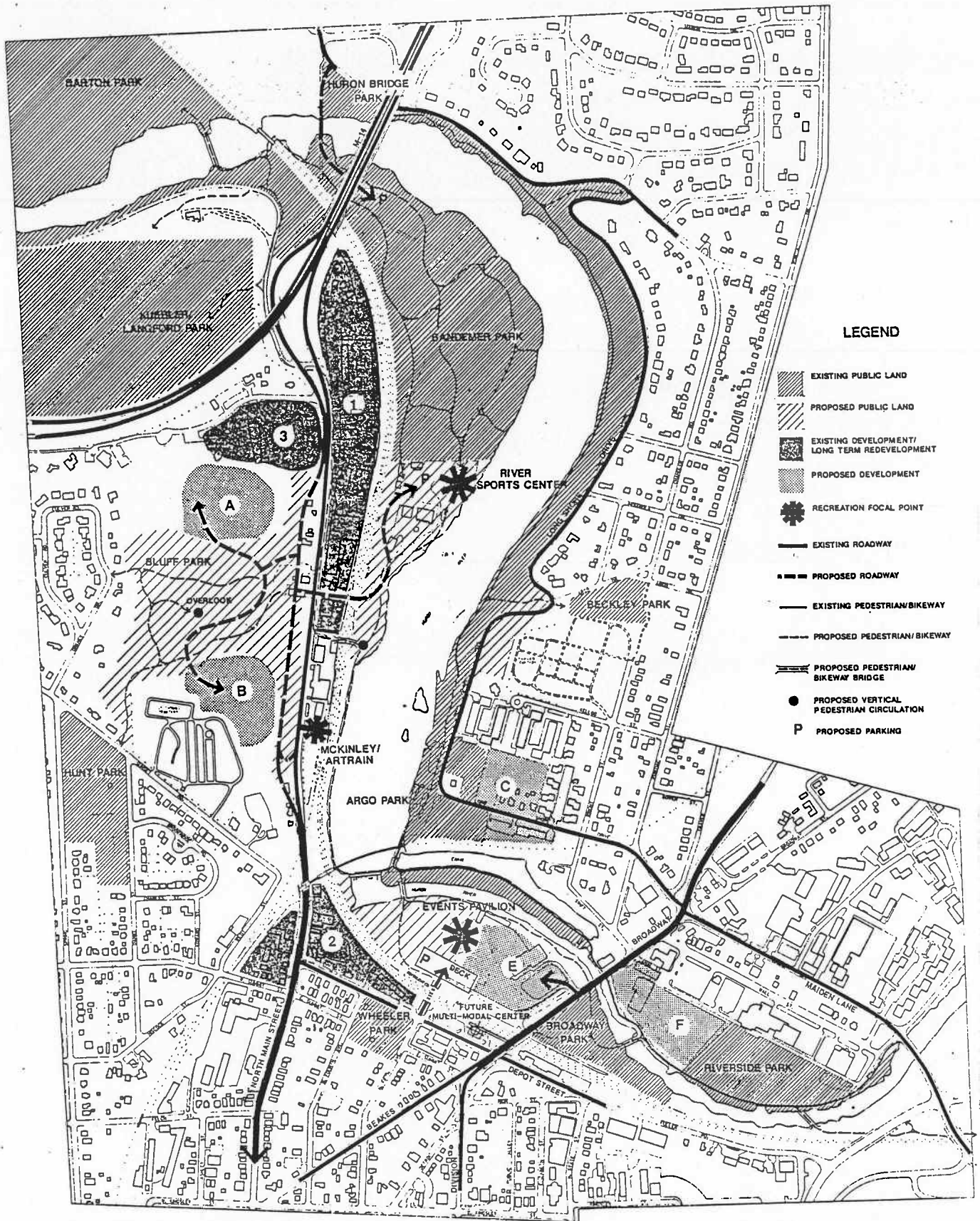
CONSENSUS PLAN

Introduction

Based on all the previous analysis input and the results of two public meetings held to review and discuss the alternative land use and circulation framework plans, The North Main Task Force met on March 16, 1988 and after discussion and deliberation adopted the plan shown here and labeled TASK FORCE CONSENSUS PLAN. The plan included the following features.

1. A mixture of public and private development uses below Argo Dam on the MichCon and Detroit Edison sites.
2. All public uses north of Argo Dam along the river.
3. The West Bluff area west of North Main Street will be a mixture of public and private uses as shown on the plan.
4. The North Main Boulevard should be included as shown on the drawing.
5. A road should be extended through Bandemer Park linking Huron River Drive to Lakeshore Drive. (at a subsequent meeting of the Task Force Steering Committee held on April 12, 1988 it was decided to eliminate the road through the park based on the consultant's analysis of construction costs versus public benefit. It was agreed at this meeting to include the road as a future option. These changes are reflected on the drawing.)

The following represents the refinement and amplification of the agreed upon consensus plan. It is organized in two sections; PLANNING AND DESIGN CONCEPTS and IMPLEMENTATION STRATEGY. The first section discusses specific design concepts for North Main Street Boulevard and the adjacent uses. It also includes design concepts and plans for providing public access to the Huron River. The second section presents general land use policies, private development guidelines, and a phasing plan.

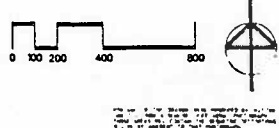


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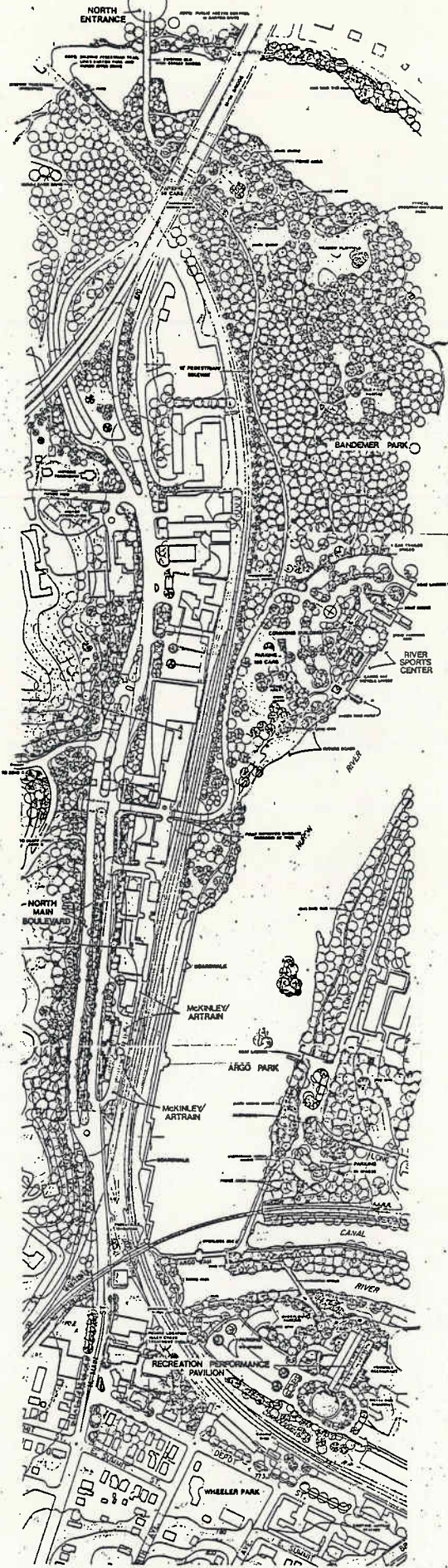
- EXISTING PUBLIC LAND
- PROPOSED PUBLIC LAND
- EXISTING DEVELOPMENT/ LONG TERM REDEVELOPMENT
- PROPOSED DEVELOPMENT
- RECREATION FOCAL POINT
- EXISTING ROADWAY
- PROPOSED ROADWAY
- EXISTING PEDESTRIAN/BIKEWAY
- PROPOSED PEDESTRIAN/BIKEWAY
- PROPOSED PEDESTRIAN/BIKEWAY BRIDGE
- PROPOSED VERTICAL PEDESTRIAN CIRCULATION
- PROPOSED PARKING

**LAND USE/CIRCULATION FRAMEWORK
TASK FORCE CONSENSUS PLAN
MARCH 16, 1988**

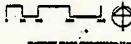
**LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
ANN ARBOR, MICHIGAN**

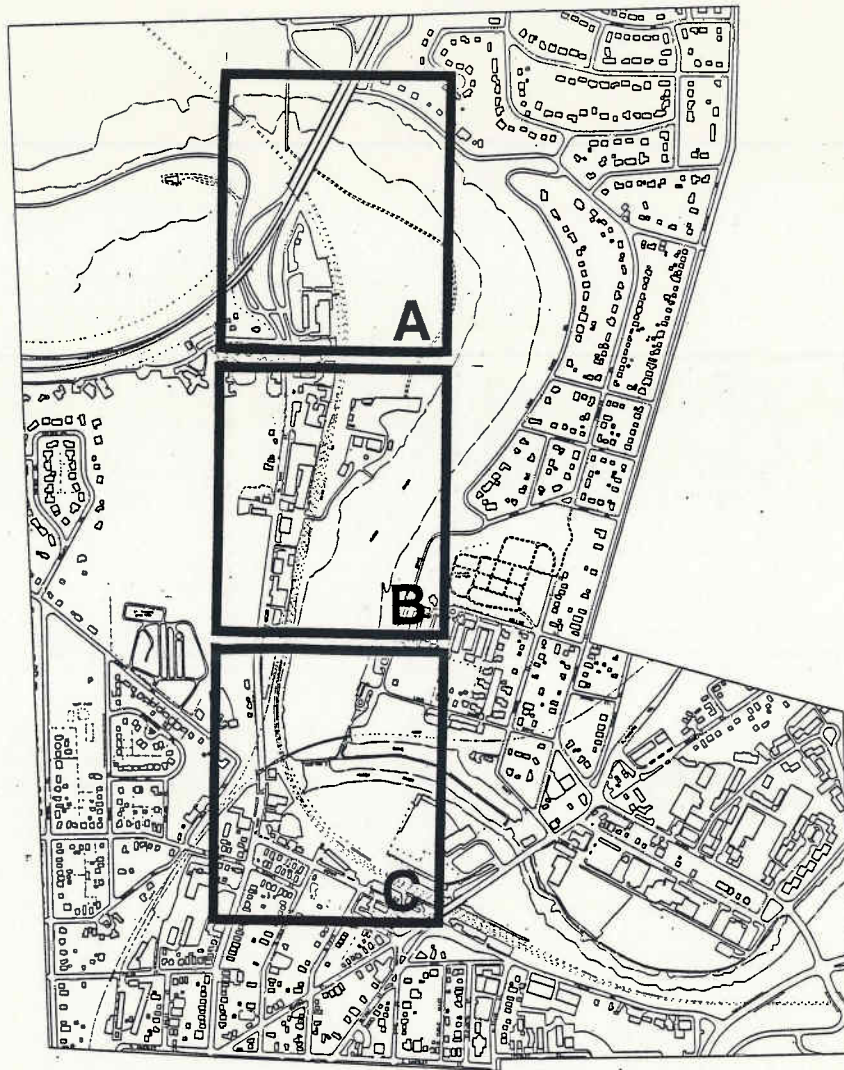


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SHEET C
 CONCEPTUAL DEVELOPMENT PLAN
 LAND USE PLAN FOR THE NORTH MAIN STREET/RAINIER RIVER CORRIDOR
 AND AREA





MAP LOCATION KEY

LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
 ARBOR, MICHIGAN



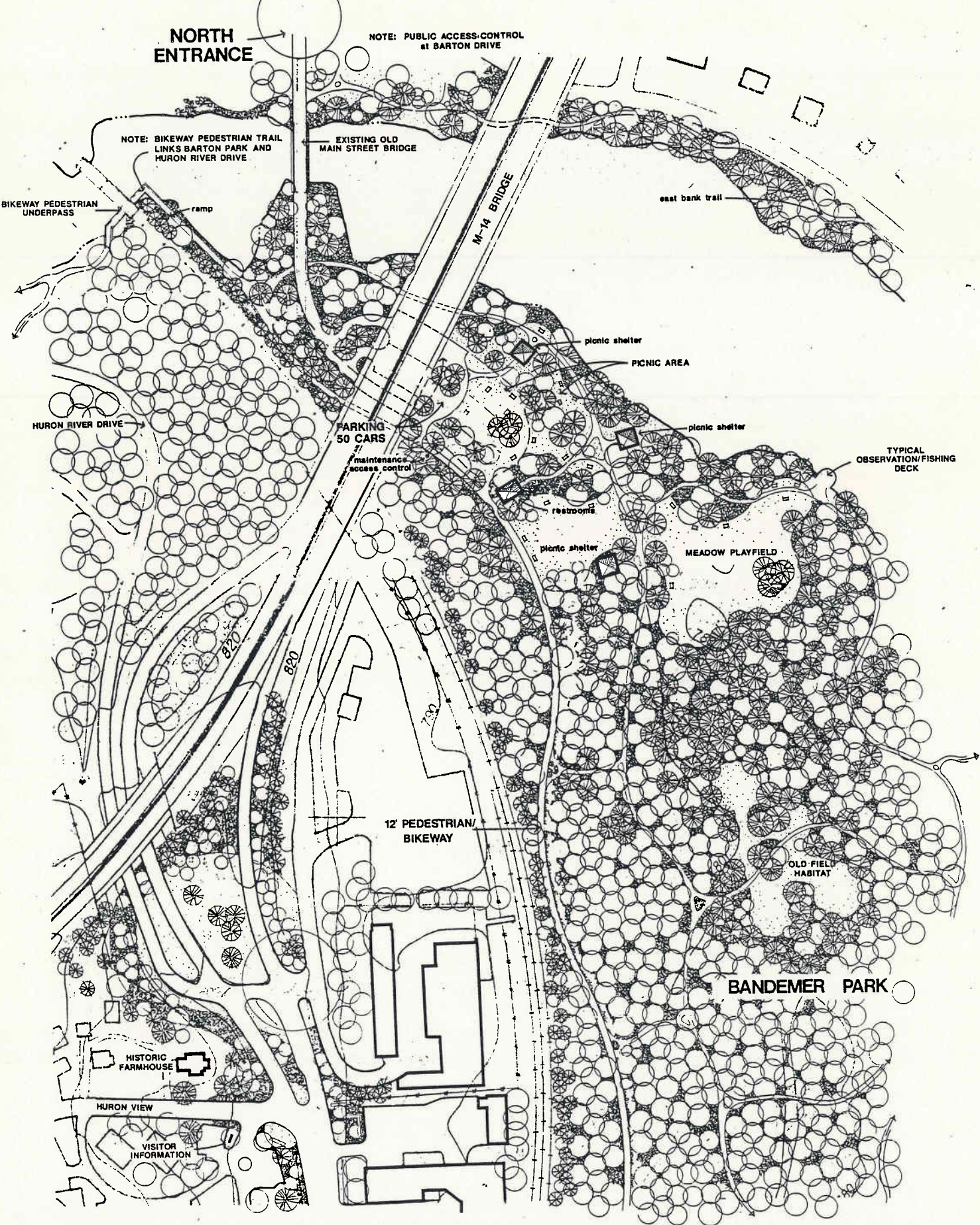
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Map Orientation

In order to clearly illustrate planning and design concepts, part of the corridor has been enlarged as sheets A, B, and C. These sheets are located on the map location key as shown. All plan drawings are oriented with north at the top of the page.

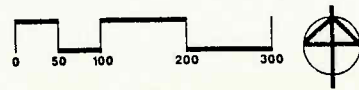
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3



SHEET A
CONCEPTUAL DEVELOPMENT PLAN

LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
 ANN ARBOR, MICHIGAN



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Planning and Design Concepts

North Main Boulevard

The proposed North Main Street Boulevard provides the opportunity to provide a setting for existing businesses by moving the roadway to the west and removing the residences and businesses on the west side of the existing right-of-way. The alignment would be graceful and flowing relieving the "straight shot" experience that drivers encounter as they pass through the corridor. The proposed boulevard would have a forty foot median and would climb to an elevation above the existing building roof tops beginning at the Lake Shore Drive intersection and returning to the existing alignment of North Main Street just north of the railroad on-grade crossing. This new alignment would provide beautiful, panoramic views of Argo Pond and the downtown skyline to the south. Sections A-A and B-B provide detailed dimensions and character for the boulevard.

Consolidation of Access Drives

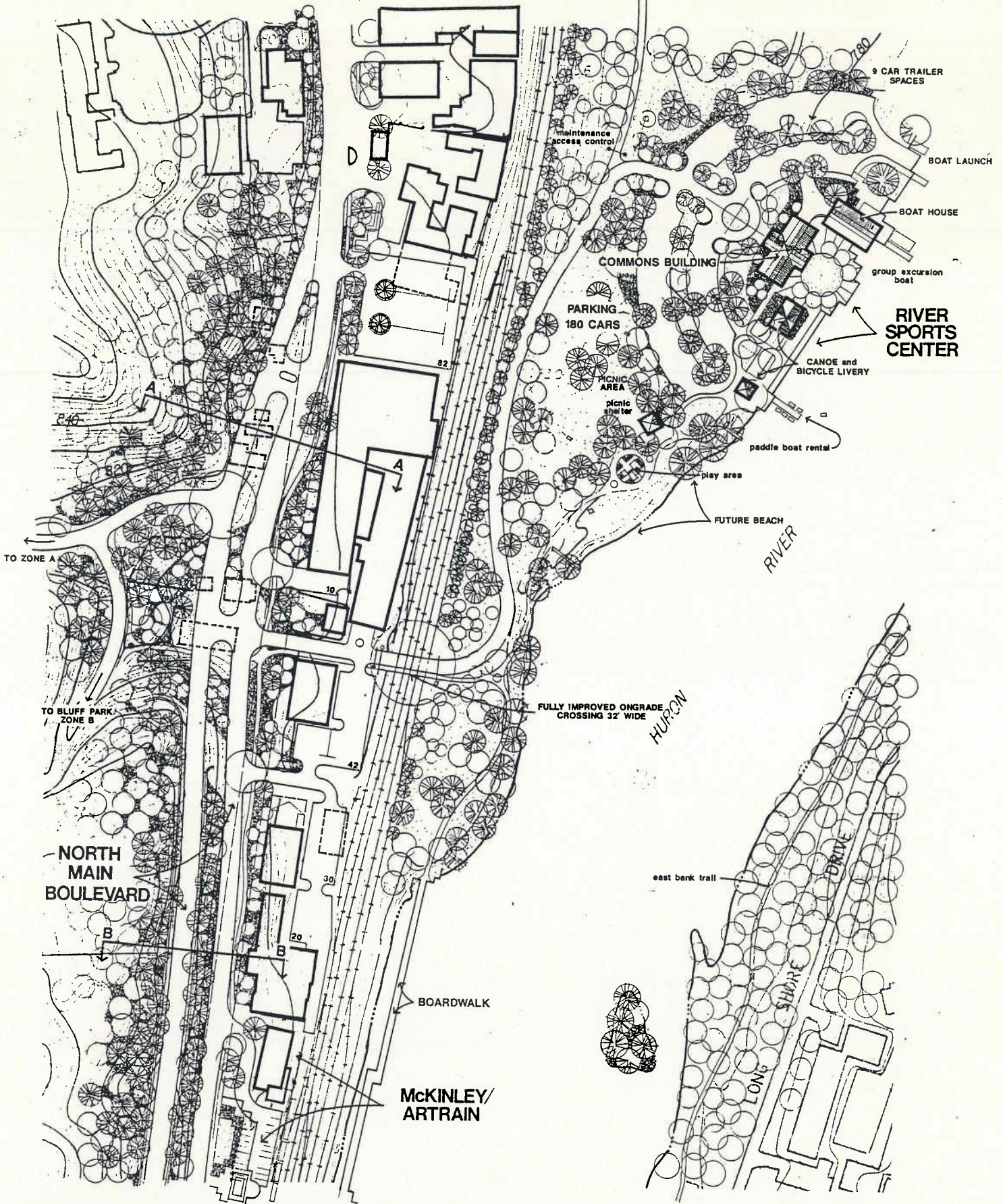
In addition to creating safer ingress and egress by moving North Main Street to the west, the proposed plan provides for the consolidation of the number of individual entrance drives to provide better spacing. Rather than each individual business having its own driveway, several businesses are grouped together using a common driveway/entrance. Special signage is proposed to clarify the system. This consolidation will not only simplify access, but also provide the opportunity to create more parking for both employees and customers.

Landscape Treatments

Because the existing architecture along the east side of North Main Street is relatively non-descript from an aesthetic standpoint, the North Main Boulevard proposal has its emphasis on extensive landscape treatments. The concept is to visually pull the river front park treatment and ambience out and around the boulevard. The extensive landscaping would have an emphasis on a variety of flowering trees planted in large drifts or masses to maximize their visual impact on motorists passing through the corridor.

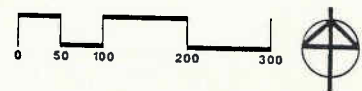
In addition to the flowering tree masses, there will be deciduous canopy trees chosen and located for their fall color along the right of way. Evergreen trees will be used as backdrops to visually screen railroad and freeway embankments. Tree locations and masses would be organized to simplify mowing patterns for lawn areas located in the foreground. As indicated on the plans,

12' PEDESTRIAN/BIKEWAY



SHEET B
CONCEPTUAL DEVELOPMENT PLAN

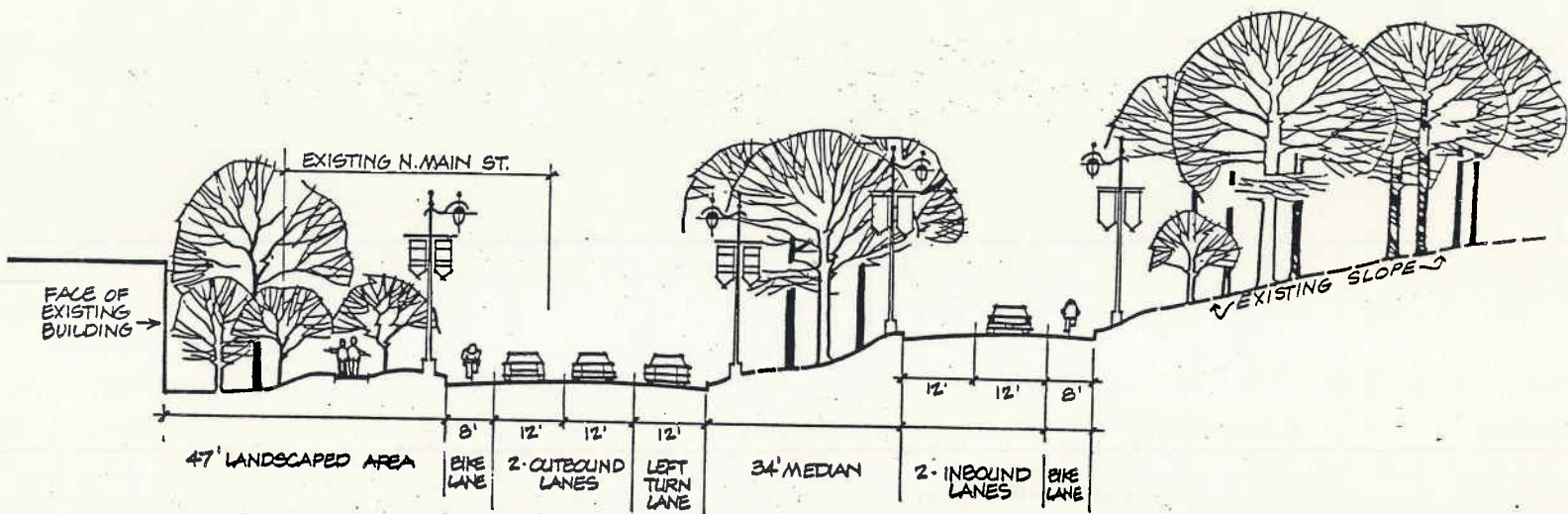
LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
 ANN ARBOR, MICHIGAN



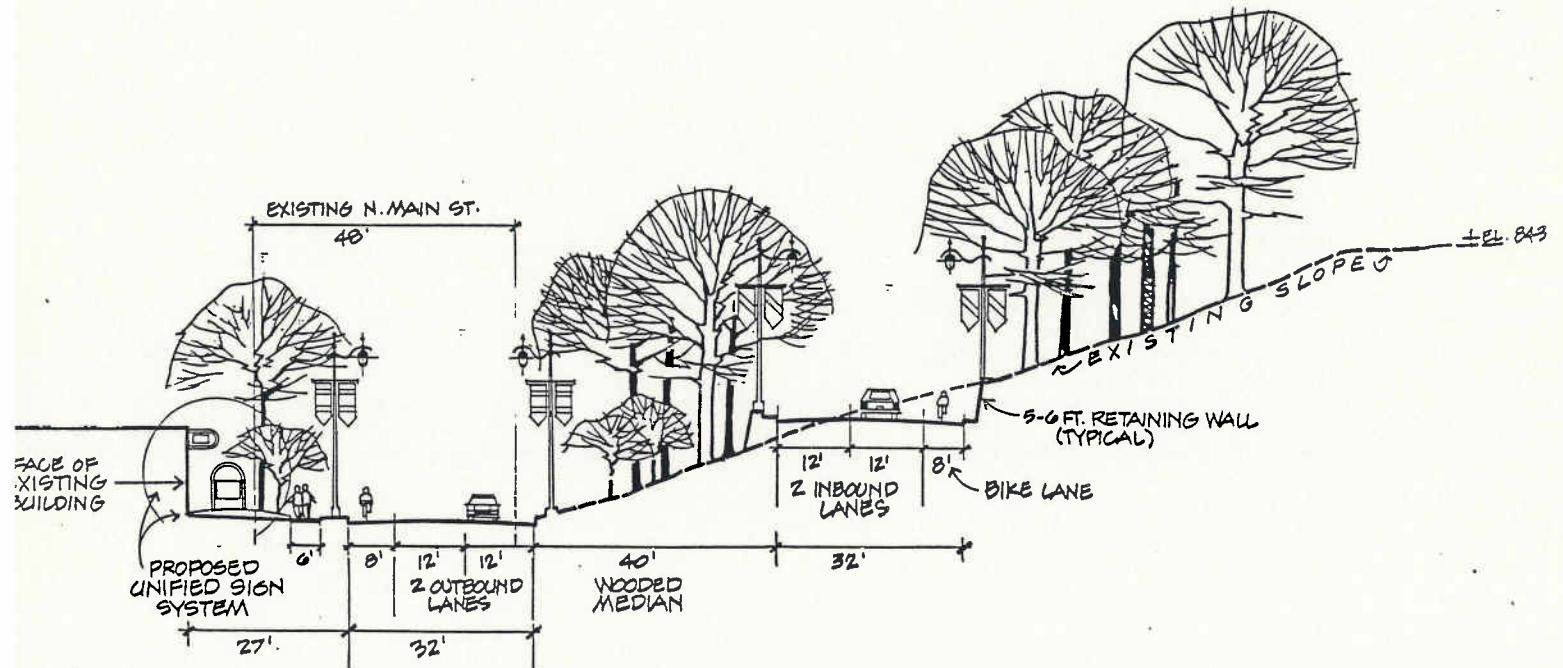
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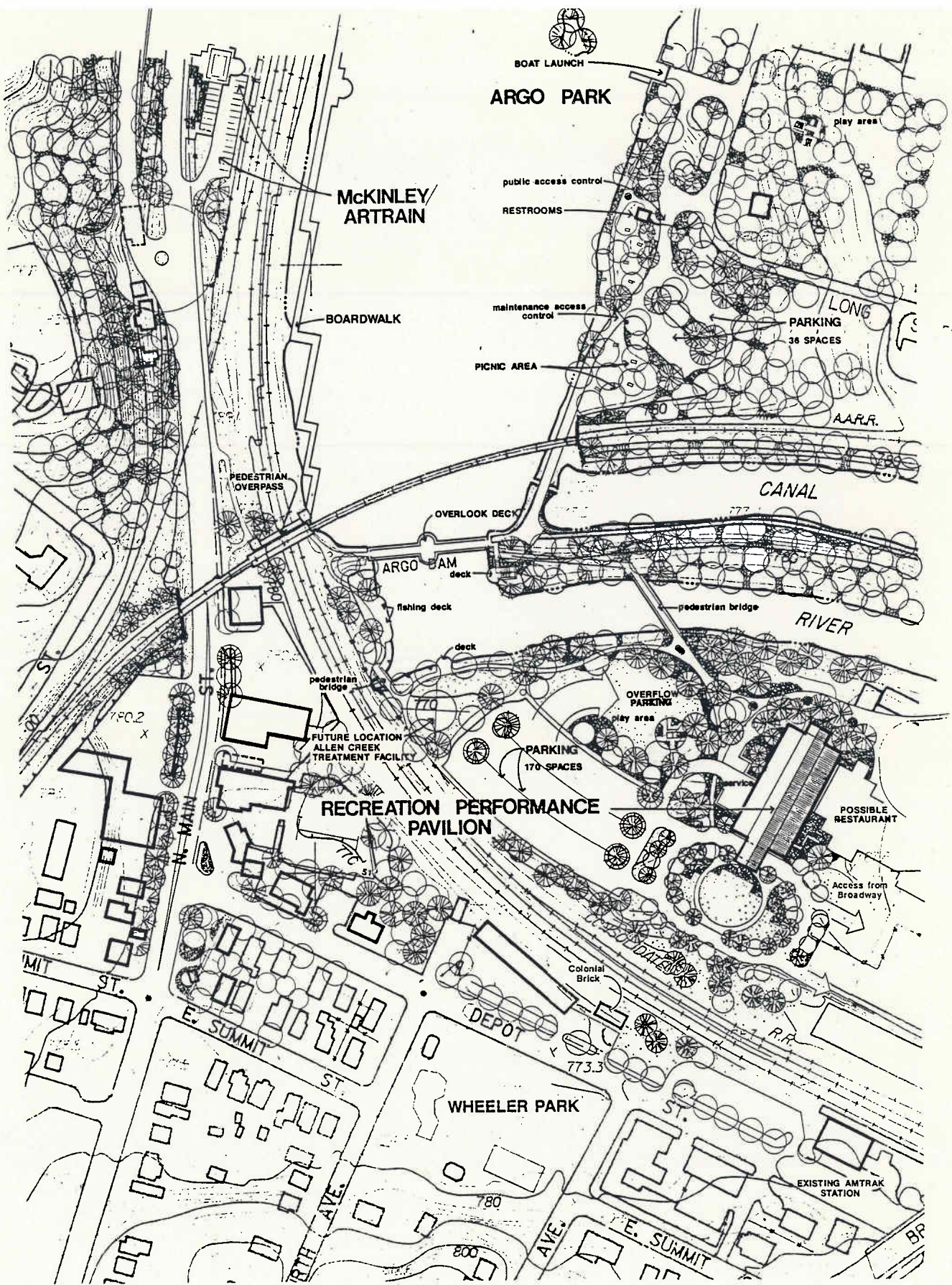
6



SECTION A-A
 PROPOSED NORTH MAIN BOULEVARD

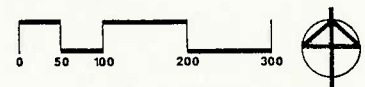


SECTION B-B
 PROPOSED NORTH MAIN BOULEVARD



SHEET C
CONCEPTUAL DEVELOPMENT PLAN

LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
 ANN ARBOR, MICHIGAN



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trees and shrubs should be held back at intersections (areas shown within circles) to provide safe sight distances for motorists.

Lighting

The proposal here is to utilize the historic light fixtures of Ann Arbor as shown on the sketch. These fixtures will have brackets to hang colorful banners which could announce special community events and/or seasonal themes. This lighting fixture would also be utilized in the river park areas at parking areas and entrances to major facilities such as the River Sports Center.

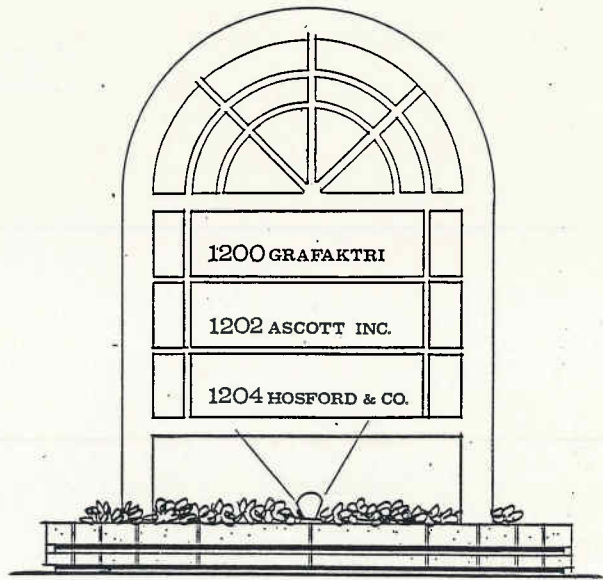
Unified Sign/Graphic System

It is recommended that a system of identification signs be adopted by the business owners along North Main Street. As indicated by the accompanying graphic, this unified system would include address numbers, lettering style and sign configuration.

Facade Improvements

There is a need for facade improvements along North Main Street, particularly the area around Depot Street and Summit Street. As the sketch illustrates, facades along the west side of the street between Depot and Summit could be improved to enhance the character of the area. For example, the existing Tattoo parlor is out of scale with its surroundings. By adding a gable and a planter to the south side of the building, it can be enhanced considerably. Looking north along Main Street just south of Depot, the Ann Arbor Chamber of Commerce Innovation Center could be enhanced by creating an architectural entrance feature that would repeat the flavor of architecture in the river park area.

The parking of vehicles in front of the auto service facility at North Main and Depot creates sight distance obstructions for motorists turning off Depot on to Main Street. The storage of vehicles should be to the rear of this facility. The area between Depot and Summit on the east side of Main Street should be developed as a small "vest-pocket" park. The north end of this parcel is owned by the City of Ann Arbor and it is recommended that the south end be purchased and the existing building be removed.



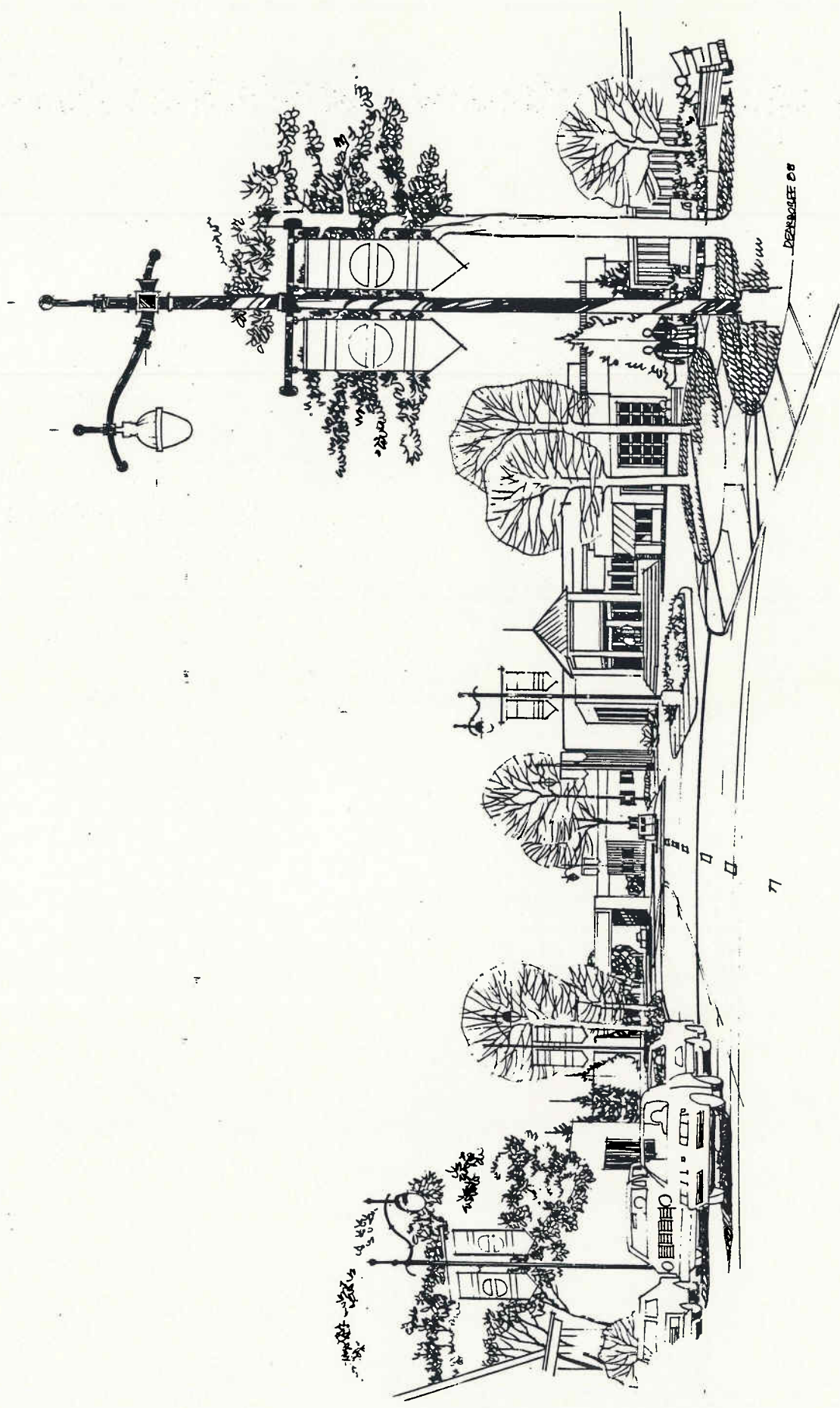
TYPICAL UNIFIED SIGN CONCEPT



FACADE IMPROVEMENTS ALONG WEST SIDE OF NORTH MAIN
BETWEEN DEPOT and SUMMIT

110

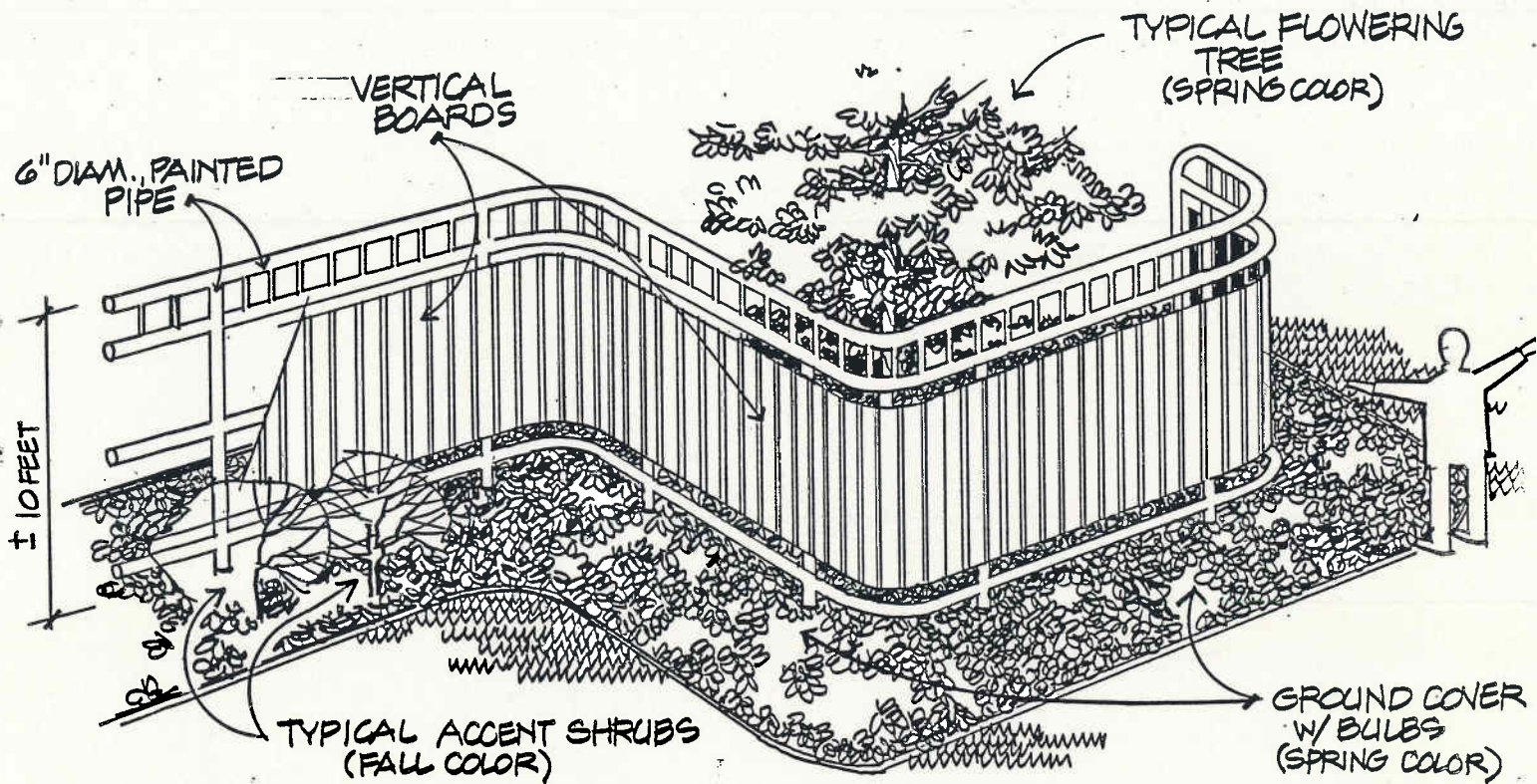
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DEERBOISE

INTERSECTION OF NORTH MAIN and DEPOT LOOKING NORTH



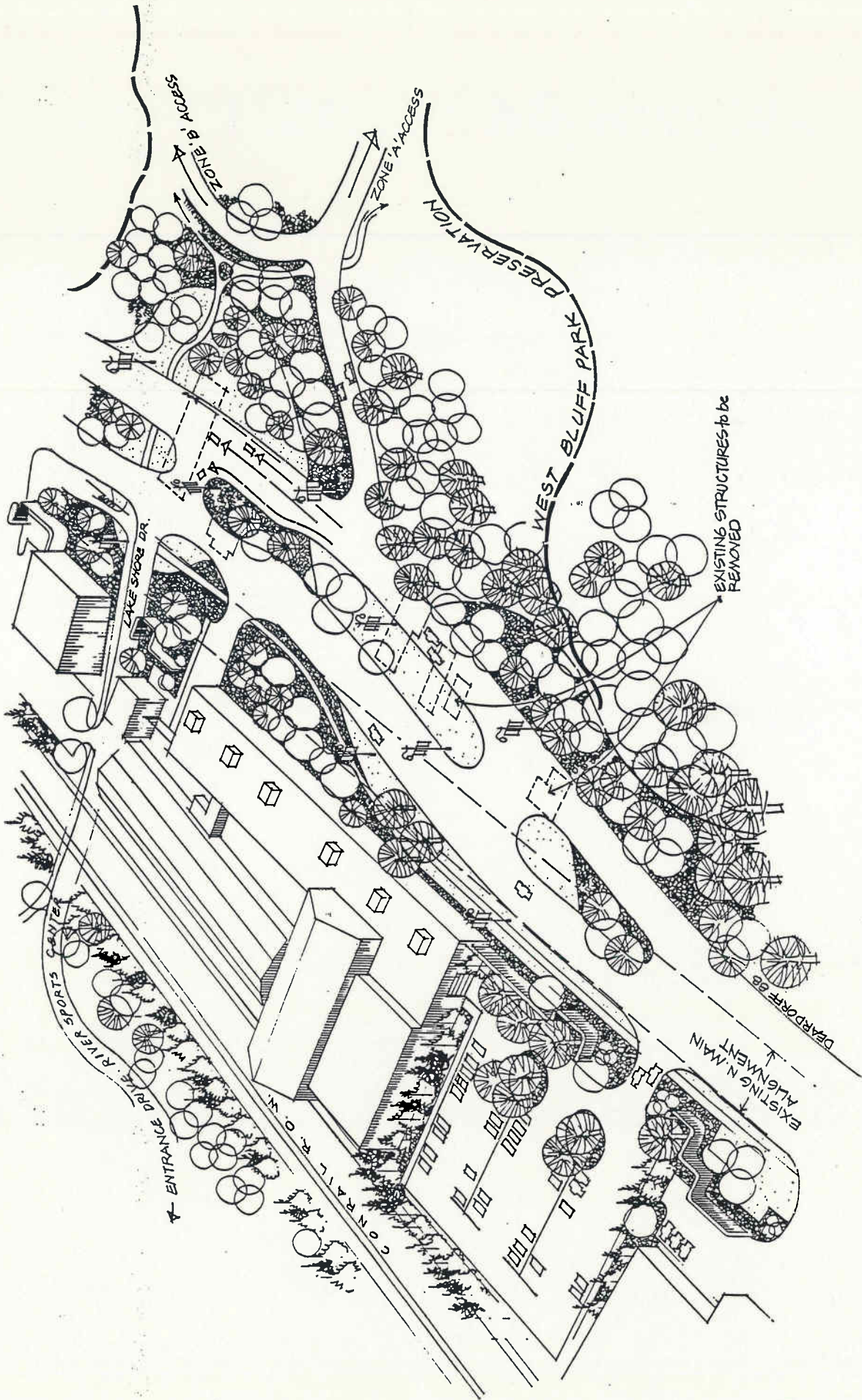
TYPICAL LANDSCAPE/FENCE TREATMENT

Landscape/Fence Treatment

It is recommended that parking and service areas be visually screened along the east side of North Main Street. The sketch illustrates the character of this element. Design detailing should be coordinated with similar details being proposed on the McKinley Artrain property to encourage a common theme for landscape and facade treatments.

112

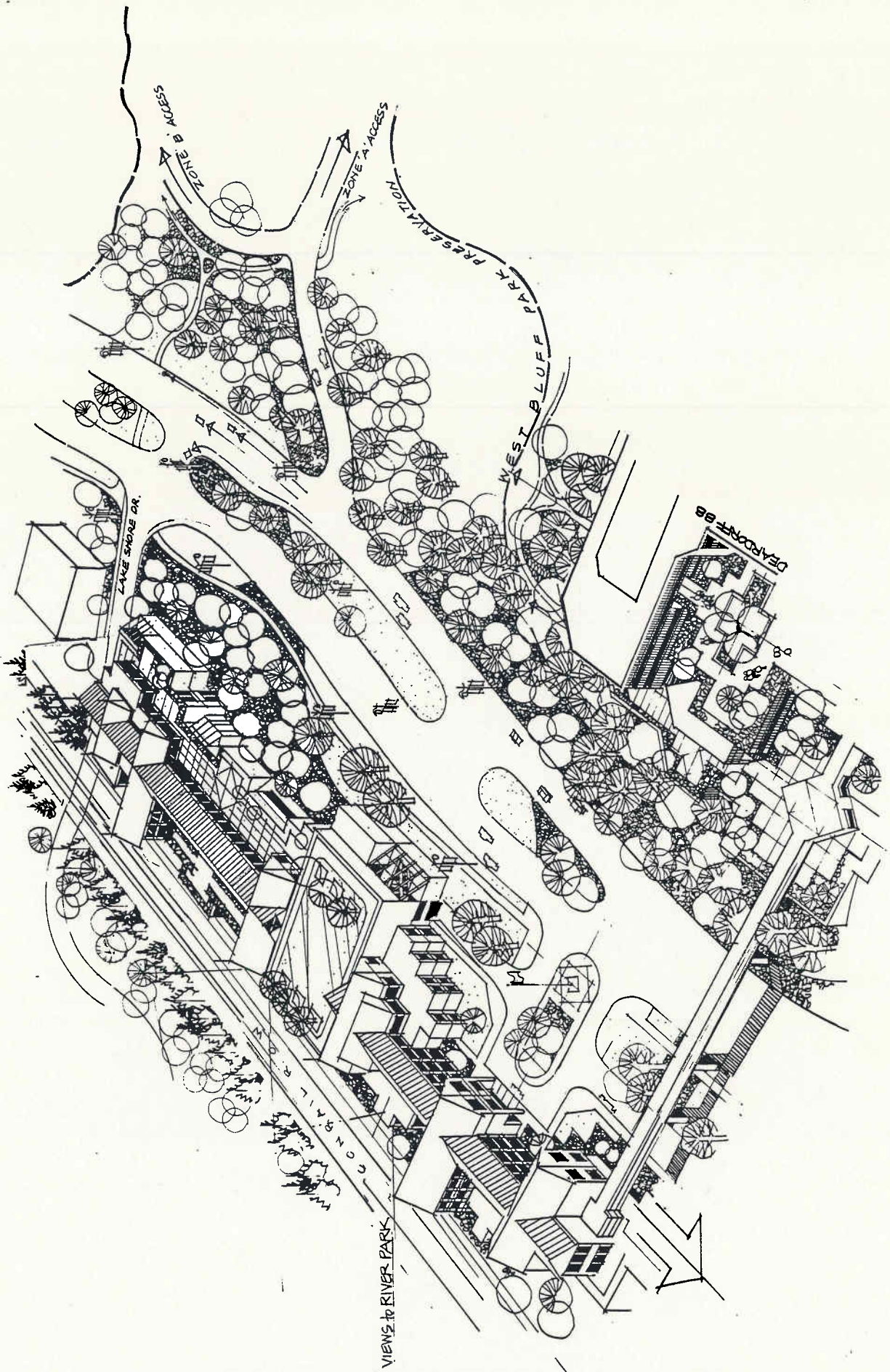
12



SHORT TERM POSSIBILITIES (3 - 5 YEARS)

113

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LONG TERM POSSIBILITIES (15 - 20 YEARS)

Short-Term - Long-Term Planning Considerations

In the initial phases of this study, there was considerable discussion and deliberation regarding the possibility of relocating many of the businesses along North Main Street to encourage redevelopment to improve the visual image of the north approach to the downtown and substantially increase the tax base. As the study progressed, however, it became apparent that the larger businesses such as the Michigan Automotive Research Corporation would be very expensive to relocate, at least for the next five to ten years. Therefore, it seems prudent to recommend that the short term plan improve the visual entrance to the downtown while accommodating the existing businesses. The aerial sketch illustrates how this would be accomplished.

In the long term (15 to 20 yrs.), however, the proposed North Main Boulevard would create the opportunity for redevelopment of mixed use developments that could be very attractive visually and substantially upgrade the tax base. With the development of over fifty acres of riverfront park land and recreation facilities, this area will become a more desirable development opportunity. The relocation of Main Street further to the west creates a more suitable and spacious setting for new development. The long term redevelopment of this area east of Main Street from the Ann Arbor Township line to the McKinley/Artrain Development is a desirable goal.

While the property east of North Main Street (Michigan Automotive Research Corporation) currently yields approximately \$30,000 per year in city property taxes, the long term proposal would generate approximately \$1,000,000 annually. This is based on a 280,000 square foot development with an estimated state equalized value (S.E.V.) of 14,000,000. The current property tax rate of \$68.90 per \$1,000 of S.E.V. was used to determine tax performance for both properties. Clearly, in the long-term, there are obvious tax base benefits to redevelopment along the North Main Corridor.

River Access

The provision for improved public access to recreational opportunities offered by the Huron River was a primary goal of this planning study. As the plans on Sheets A, B, and C illustrate, this has been accomplished by providing both pedestrian linkages with surrounding neighborhoods and the addition of three points of vehicular access and parking. These two means of access provide an optimum balance for users from living and working in or near the corridor as well as for users from the entire Ann Arbor community.

**NORTH
ENTRANCE**

**NOTE: PUBLIC ACCESS CONTROL
at BARTON DRIVE**

**NOTE: BIKEWAY PEDESTRIAN TRAIL
LINKS BARTON PARK AND
HURON RIVER DRIVE**

**EXISTING OLD
MAIN STREET BRIDGE**

**BIKEWAY PEDESTRIAN
UNDERPASS**

ramp

**M-14
BRIDGE**

east bank trail

picnic shelter

PICNIC AREA

picnic shelter

**PARKING
50 CARS**

maintenance
access control

restrooms

picnic shelter

MEADOW PLAYFIELD

**TYPICAL
OBSERVATION/FISHING
DECK**

**12' PEDESTRIAN/
BIKEWAY**

**OLD FIELD
HABITAT**

BANDEMER PARK

**HISTORIC
FARMHOUSE**

HURON VIEW

**VISITOR
INFORMATION**

SHEET A CONCEPTUAL DEVELOPMENT PLAN

**LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
ANN ARBOR, MICHIGAN**



DEARDORFF DESIGN RESOURCES/Inc. TEAM

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North Access to Bandemer and Barton Parks

The plan envisions a north entrance which will provide access to both the north end of Bandemer Park and the east end of Barton Park (see Sheet A). Parking is proposed for 50 cars which would be located under the M-14 Bridge with the potential to add another 50 cars by expanding to the south. A 12 foot wide Pedestrian/Bikeway is proposed that would extend to the south along the west edge of the park eventually linking to the River Sports Center. Restrooms and three picnic shelters are proposed as shown near the proposed parking. This northern access would be controlled using a lock gate at Barton Drive and would be closed at dusk. An additional benefit of this access is that it will provide a long needed access to the "Oxbow Area" of Barton Park and link the Pedestrian/Bikeway north and west to Huron River Drive. In order to accomplish this, a ramp is proposed along the east side of the Conrail tracks at the bridge. The link would move under the bridge (which has 8 ft. 6 inches of clearance above the water) to the west.

Bandemer Park

The concept proposed for Bandemer park has an emphasis on passive recreation including picnicking, self guided interpretive facilities and signs, and nature/interpretive areas. Marked, wood chip trails would extend in a series of moderately short loops from the main, 12 foot, paved path located to the west. Bicycle access would be prohibited in this area and controlled using fences and gates. Blinds would be provided in this area to encourage wildlife observation and photography. Three observation decks would be located along the river's edge in an unobtrusive way. The trails in the park would be kept back from the river's edge to protect fragile wetlands and to preserve natural river edge views from the water. "Old Field" habitat areas and "Edges" will be encouraged in the park to create a variety of natural attractions for birds and other wildlife. In overview, the park would be 80% passive including picnic areas.

River Sports Center

Access to the River Sports Center would be provided via a 32 foot, fully improved, on-grade crossing of the Conrail tracks at Lake Shore Drive. This would provide for two 12 foot lanes and an 8 foot pedestrian/bikeway crossing. The access road would swing north to an 180 space parking area serving the River Sports Center. Picnic areas would be provided in the areas north and south of the parking. The Commons Building would serve as the arrival and orientation center for the facilities with a central lobby or gallery providing information on the park as well as

the natural and industrial history of the corridor. The south wing of the Commons Building would house a meeting room to accommodate meetings, receptions and other civic functions for up to 200 people. The north end of the facility would include administrative offices, concession restaurants and public restrooms.

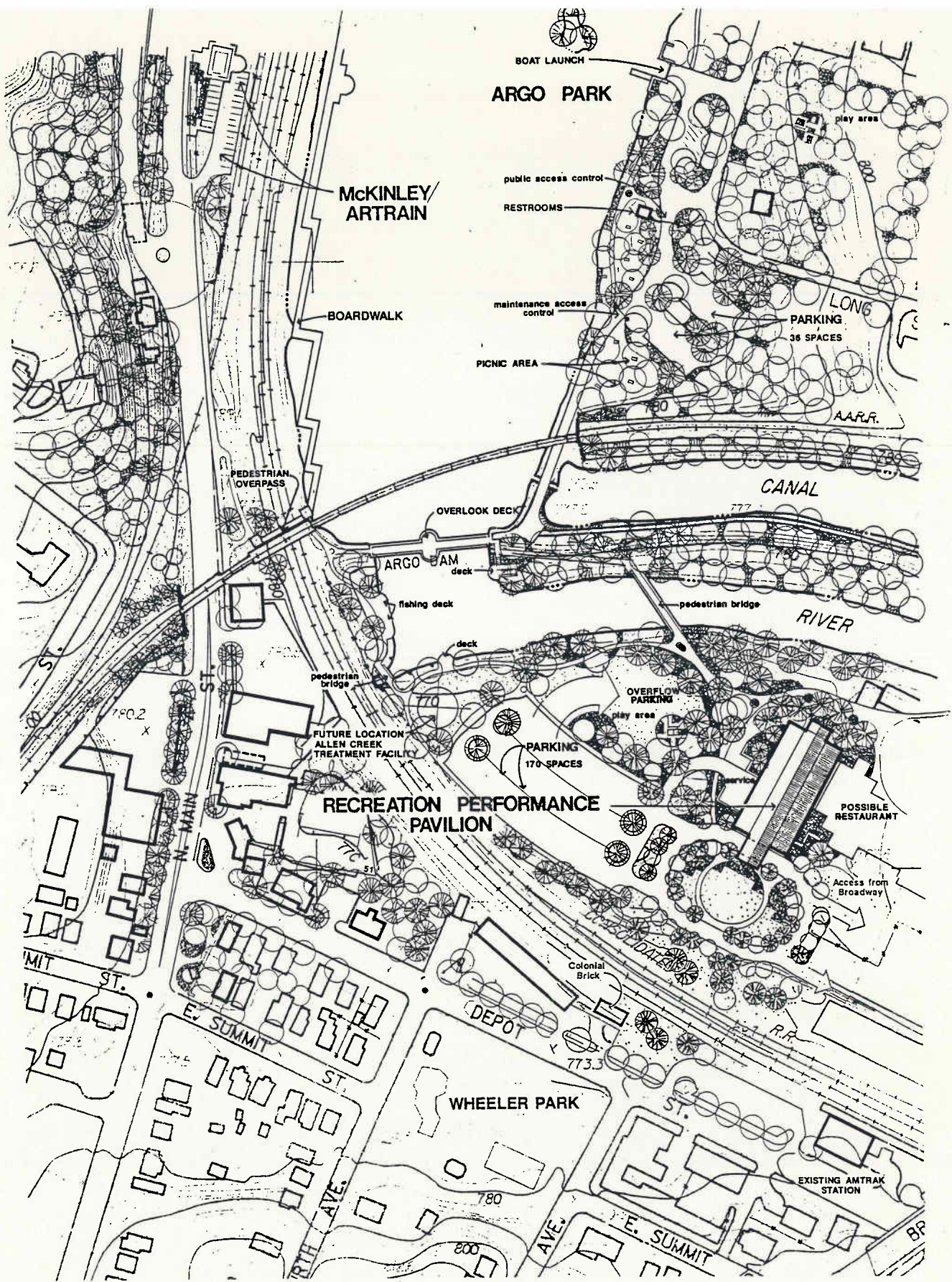
Other water access facilities provided at the River Sports Center include:

1. A public boat launch with trailer/car parking for 9 units.
2. A boat house to accommodate the Michigan Rowing Association's two boat clubs, and additional dry storage for private boaters on a rental basis.
3. Access facilities for the Freedom on the River, handicapped boater's program.
4. A group excursion boat to accommodate up to 20 people. This would provide river access for elderly and the handicapped.
5. A canoe and bicycle livery would be provided.
6. In the event that the water quality consistently improves, space is provided for the development of a future beach to the south as shown on Sheet B.

In addition to water access facilities, locker/shower facilities are proposed for rowers, cyclists and joggers. A children's play area would be located to the south of the picnic area. A pedestrian/bikeway would extend southward via an extended boardwalk linking to a pedestrian bridge at Argo Dam and the recreation facilities further downstream.

Argo Park

This existing park would be reconfigured for less intense use with an emphasis on passive uses including fishing, picnicking and vehicular access for hiking. The existing parking lot along the river's edge would be replaced by the area redeveloped for picnicking. A new parking area accommodating 36 cars would be located to the east and surrounded by existing trees. The south parking area would be controlled using a gate near Longshore Drive with the park closed at dusk. Fishing access would be open, however, on a twenty four hour basis. There would be car/trailer parking for 6 units. The existing restroom facility would remain while the canoe livery building would be removed and replaced with a new structure at the River Sports Center. The



SHEET C
CONCEPTUAL DEVELOPMENT PLAN

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 ANN ARBOR, MICHIGAN



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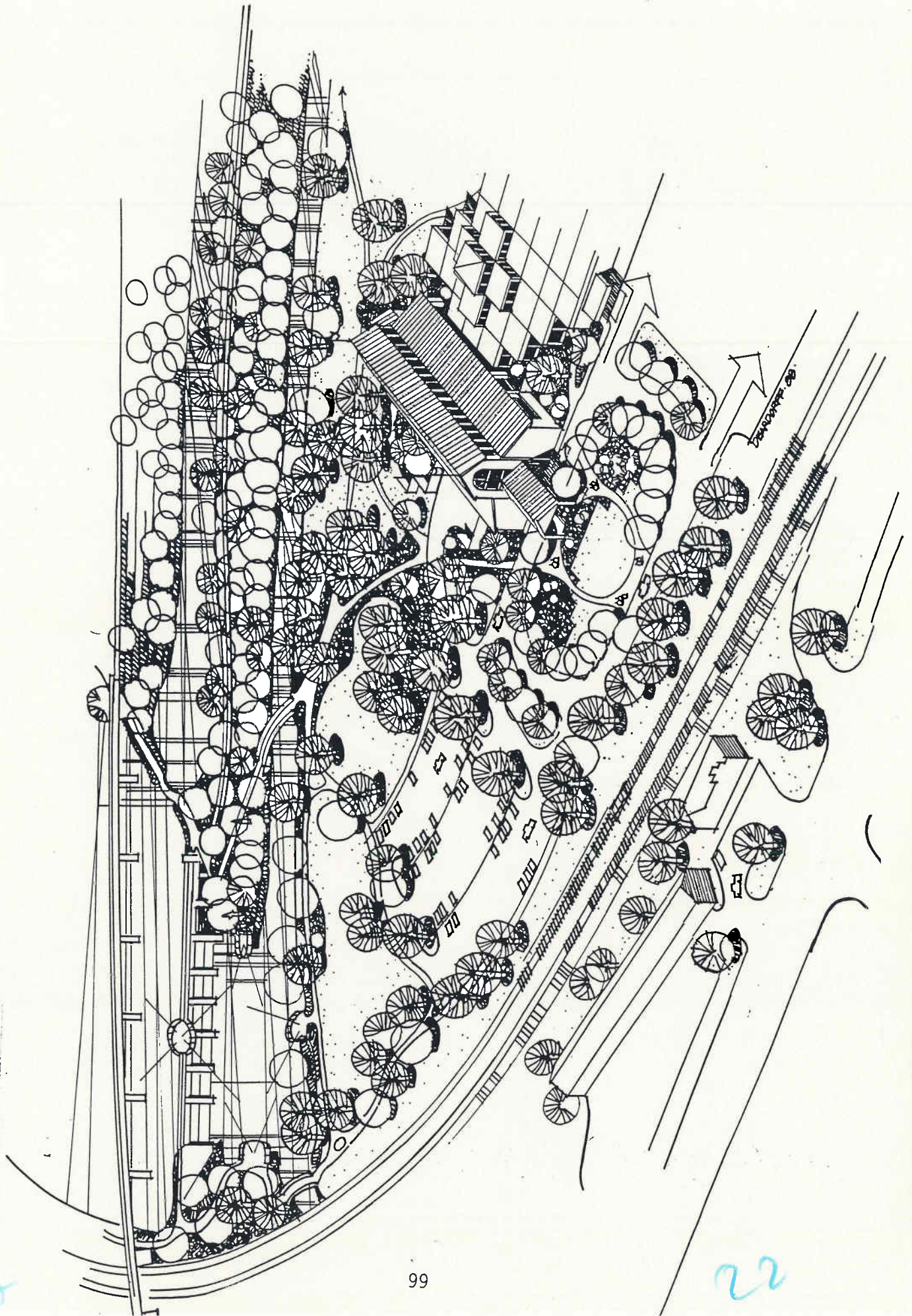
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trail that extends along the east bank would remain with minor improvements to control soil erosion. Controlled access for the maintenance and service functions at Argo Dam would remain to provide vehicular access. A children's play area would be located on the parcel east of Longshore Drive.

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RECREATION/PERFORMANCE PAVILION

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Recreation/Performance Pavilion

This facility and its setting are depicted on Sheet C. The North Main Task Force voiced concern regarding the original consensus plan proposal for an underpass access to the MichCon property at Depot Street because of vehicular traffic impact on the North Central Neighborhood. The Task Force favors access from Broadway to the MichCon site if it can be done safely. If this access is not feasible, other options south of the Huron River should be considered including but not limited to the following:

- a. Revision to the underpass concept at 5th Street and Depot creating a median barrier on Depot. This would prevent direct access from the underpass to 5th Street thus minimizing through traffic on 5th.
- b. Access to MichCon property via an underpass midpoint between 4th and 5th Street.
- c. Access from North Main Street via an overpass.

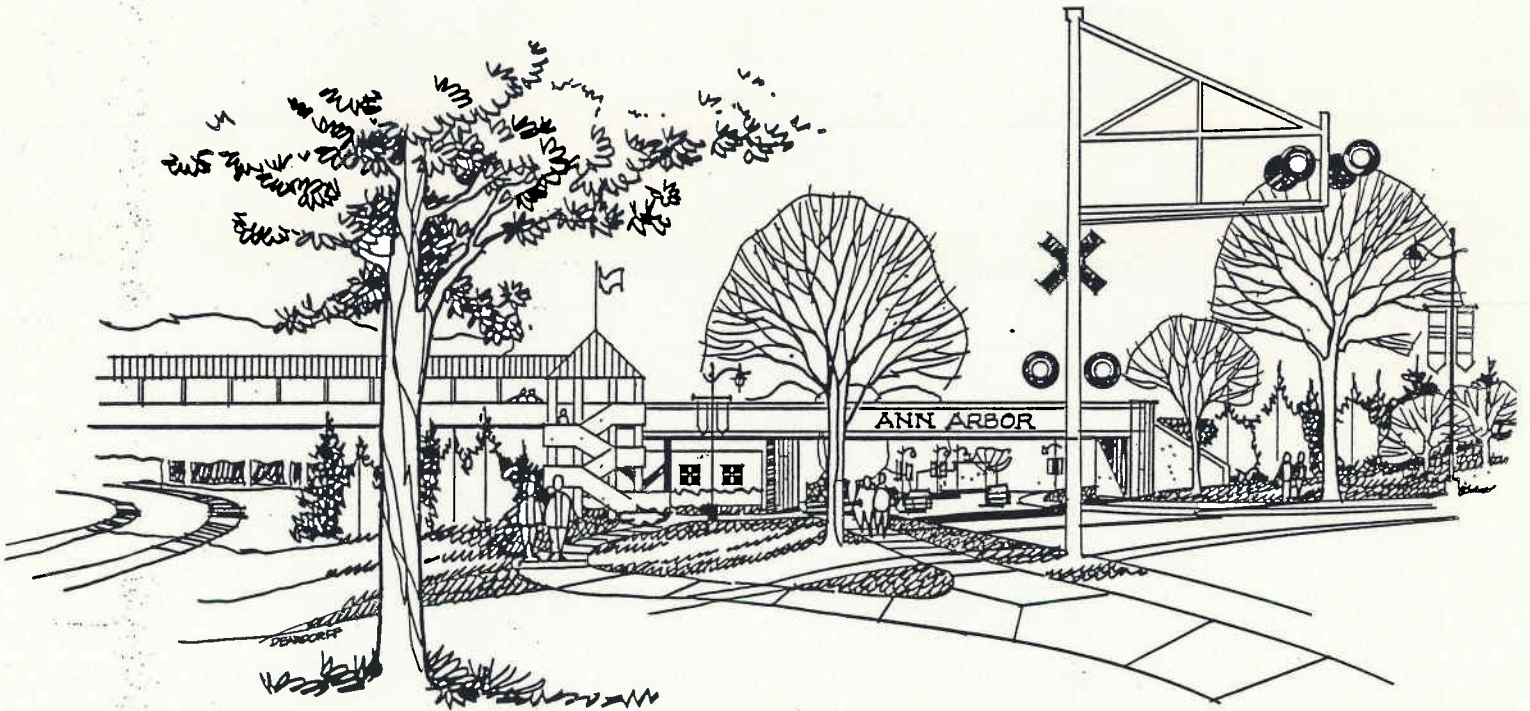
The recreation/performance pavilion would include the following functions:

1. A regulation hockey rink that would be used by the Ann Arbor Hockey Association and the City Adult League.
2. Figure skating practice and exhibitions.
3. Public recreational skating.
4. Curling competitions.
5. Summer use would include indoor soccer, small festivals, group picnicking, and drama/musical performances.

The pavilion would be partially enclosed on the south and west sides to eliminate both cold and warm air movement over the artificial ice surface. It is intended that a privately developed restaurant be located to the east of the pavilion with views into the skating area for restaurant patrons. Other facilities provided at the pavilion would be skate rental, snack bar, restrooms and changing/dressing rooms for performers. A childrens play area would be provided to the west of the pavilion. Pedestrian/bikeway trails would extend both east and west along the lower channel of the Huron River and link to the bridge at Argo Dam and beneath the Broadway bridge to the recreational facilities downstream. Three viewing decks are proposed on and around Argo Dam. The Recreation/Performance Pavilion and surrounding park area would be served by a 170 space surface parking area.

Pedestrian Overpass

At the existing Ann Arbor Railroad bridge just north of Argo Dam a pedestrian bridge over the Conrail tracks is proposed to provide access from North Main Street. The bridge would be attached to the north face of the railroad bridge and would include stair towers at each end as shown on the sketch.



ANN ARBOR RAILROAD BRIDGE/PEDESTRIAN OVERPASS LOOKING SOUTH

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Cost Estimate for Conceptual Development Plan

The following is a preliminary cost estimate for the improvements described earlier. Keep in mind that these are budget estimates based on 1988 unit costs and therefore subject to change as each phase is implemented. A 15% contingency has been added to help address the many unknowns such as soil and water table conditions. Future engineering and architectural design fees are not included.

The cost estimate is organized into the following categories with summary totals for each:

NORTH MAIN STREET BOULEVARD

RIVER ACCESS POINTS/RECREATION AREAS

- * Bandemer Park
- * River Sports Center
- * West Bluff Park
- * Recreation/Performance Pavilion
- * Argo Park

LINKAGES

- * Link to Barton Park
- * Long Shore/East Bank Trail
- * Artrain Boardwalk Link
- * Medical Center Link

NORTH MAIN STREET BOULEVARD

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
Land Acquisition	Lump Sum -----		\$ 364,600
Roadway Improvements			
Demolition (street, curbs, walks, etc.)	2,270 L.F.	\$20/L.F.	\$ 45,400
Existing Building Removal	12	\$10,000	\$ 120,000
Burial of Electrical (Summit to Huron River Drive)	3,900 L.F.	\$30/L.F. (in conduit)	\$ 117,000
Boulevard (this includes 2,090 ft. of retaining wall at \$200/ l.f.)	2,270 L.F.	\$500/L.F.	\$1,135,000
Lighting (staggered every 100')	114 lights	\$3,000	\$ 342,000
Sidewalks	3,215 L.F.	\$30/L.F.	\$ 96,450
Landscaping			
Shade Trees	273	\$400/tree	\$ 108,000
Flowering Trees	205	\$200/tree	\$ 41,000
Evergreen	88	\$150/tree	\$ 13,200
Shrubbery/Groundcover	186,000 S.F.	\$1.50/S.F.	\$ 279,000
Screening Walls/Fences	410 L.F.	\$75/L.F.	\$ 30,750
Signs	6 unified signs	\$5000/sign	\$ 30,000
Banners (2/light post)	114 posts	\$200/pole	\$ 22,800
		SUB TOTAL	\$ 2,745,200
		+ 15% Contingency	\$ 411,780
		TOTAL	\$ 3,156,980

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RIVER ACCESS

Bandemer Park

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
General Park Areas			
Picnicking Areas	+/- 4.0 ac.	\$40,000/ac.	\$ 160,000
Natural Areas (largely undeveloped)	+/- 23.0 ac.	\$1,000/ac.	\$ 23,000
Roadways			
2 Lane Rd.	510 L.F.	\$150/L.F.	\$ 76,500
Parking	50 spaces	\$1,000/space	\$ 50,000
12' Pedestrian/Bikeway	2,070 L.F.	\$30/L.F.	\$ 62,100
Sidewalk (8'Handicap Access)	1000 L.F.	\$30/L.F.	\$ 30,000
Trails	4,080 L.F.	\$10/L.F.	\$ 40,800
3 Observation Decks	2,250 S.F.	\$10/S.F.	\$ 22,500
Bridge Improvements	3,000 S.F.	\$50/S.F.	\$ 150,000
Landscaping (Access and Parking Area)			
Shade Trees	22	\$400/tree	\$ 8,800
Shrubbery/Groundcover	2,000 S.F.	\$1.50/S.F.	\$ 3,500
Security Fence (between park and R.R.)	3,430 L.F.	\$14/L.F.	\$ 48,020
Buildings			
Picnic Shelters (3 at 900 S.F.)	2,700 S.F.	\$50/S.F.	\$ 135,000
Restroom Facility	1,290 S.F.	\$70/S.F.	\$ 90,300
Access Control Gates	2	\$2,500/gate	\$ 5,000
		SUB TOTAL	\$ 905,520
		+ 15% Contingency	\$ 135,828
		TOTAL	\$ 1,041,348

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River Sports Center

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
Land Acquisition (Hawkins Property)			\$ 338,800*
Existing Building Removal	7 buildings	\$10,000/building	\$ 70,000
General Park Areas			
Picnicking Areas	+/- 2.5 ac.	\$40,000/ac.	\$ 100,000
Natural Areas (largely undeveloped)	+/- 3.0 ac.	\$1,000/ac.	\$ 3,000
Roadways			
2 Lane Rd.	1,905 L.F.	\$150/L.F.	\$ 285,750
Parking	189 spaces	\$1,000/space	\$ 189,000
Utilities (new sanitary and water to sites)	Lump Sum-----		\$ 250,000
Sidewalks	2,770 L.F.	\$30/L.F.	\$ 83,100
Boardwalk	170 L.F.	\$80/L.F.	\$ 13,600
Floating Docks	1,800 L.F.	\$20/L.F.	\$ 36,000
Bulkhead	485 L.F.	\$50/L.F.	\$ 24,250
Landscaping (Access and Parking Area)			
Shade Trees	66	\$400/tree	\$ 26,400
Flowering Trees	46	\$200/tree	\$ 9,200
Shrubbery/Groundcover	25,800 S.F.	\$1.50/S.F.	\$ 38,700
Buildings			
Commons Building	8,100 S.F.	\$100/S.F.	\$ 810,000
Canoe and Bicycle Livery	3,300 S.F.	\$70/S.F.	\$ 231,000
1 Picnic Shelter	900 S.F.	\$50/S.F.	\$ 45,000

* City of Ann Arbor in the process of obtaining an appraisal

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Access Control Gates	2	\$2,500/gate	\$ 5,000
1 Play Area	Lump Sum-----		\$ 50,000
		SUB TOTAL	----- \$ 2,608,800
		+ 15% Contingency	\$ 391,320
		TOTAL	----- \$ 3,000,120

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West Bluff Park

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
General Park Areas			
Natural Areas (largely undeveloped)	+/- 27 ac.	\$1,000/ac.	\$ 27,000
Roadways			
2 Lane Rd.	150 L.F.	\$150/L.F.	\$ 22,500
Parking	10 spaces	\$1,000/space	\$ 10,000
Trails	3,170 L.F.	\$10/L.F.	\$ 31,700
Buildings			
1 Overlook/ Picnic Shelter	900 S.F.	\$50/S.F.	\$ 45,000
		SUB TOTAL	----- \$ 136,200
		+ 15% Contingency	\$ 20,430
		TOTAL	----- \$ 156,630

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Recreation/Performance Pavilion

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
Land Acquisition			\$ 800,000
Building Demolition	1 building	10,000/building	\$ 10,000
Roadways			
2 Lane Rd.	1,195 L.F.	\$150/L.F.	\$ 179,250
Tunnel	Half of Lump Sum-----		\$ 325,000
Parking	170 spaces	\$1,000/space	\$ 170,000
Sidewalks	3,425 L.F.	\$30/L.F.	\$ 102,750
Landscaping			
Shade Trees	90	\$400/tree	\$ 36,000
Flowering Trees	68	\$200/tree	\$ 13,600
Shrubbery/Groundcover	50,000 S.F.	\$1.50/S.F.	\$ 75,000
Screening Walls/Fences	130 L.F.	\$75/L.F.	\$ 9,750
Recreation/Performance Building			
Pavilion	25,332 S.F.	\$50/S.F.	\$1,266,600
Ice Rink	Lump Sum-----		\$ 750,000
1 Play Area	Lump Sum-----		\$ 50,000
		SUB TOTAL	\$ 3,787,950
		+ 15% Contingency	\$ 568,193
		TOTAL	\$ 4,356,143

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Argo Park

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
Existing Building Removal	1 building	\$10,000/building	\$ 10,000
General Park Areas			
Picnicking Areas	+/- .75 ac.	\$40,000/ac.	\$ 30,000
Natural Areas (largely undeveloped)	+/- 3.5 ac.	\$1,000/ac.	\$ 3,500
Roadways			
2 Lane Rd.	580 L.F.	\$150/L.F.	\$ 87,750
Parking	42 spaces	\$1,000/space	\$ 42,000
Sidewalks	805 L.F.	\$30/L.F.	\$ 24,150
Floating Dock	350 L.F.	\$20/S.F.	\$ 7,000
Landscaping (Access and Parking Area)			
Shade Trees	59	\$400/tree	\$ 23,600
Flowering Trees	20	\$200/tree	\$ 4,000
Shrubbery/Groundcover	30,000 S.F.	\$1.50/S.F.	\$ 45,000
Restroom Facility	500 S.F.	\$70/S.F.	\$ 35,000
Access Control Gates	2 gates	\$2,500/gate	\$ 5,000
1 Play Area	Lump Sum-----		\$ 50,000
		SUB TOTAL	\$ 367,000
		+ 15% Contingency	\$ 55,050
		TOTAL	\$ 422,050

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LINKAGES

Link to Barton Park

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
Pedestrian Bikeway Underpass (Boardwalk)	185 L.F.	\$80/L.F.	\$ 14,800
Trail	545 L.F.	\$10/L.F.	\$ 5,450
Pedestrian Bridge	220 L.F.	\$625/L.F.	\$ 137,500
		SUB TOTAL	\$ 157,750
		+ 15% Contingency	\$ 23,663
		TOTAL	\$ 181,413

Long Shore/East Bank Trail

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
Trail	6,300	\$10/L.F.	\$ 63,000
		+ 15% Contingency	\$ 9,450
		TOTAL	\$ 72,450

Artrain Boardwalk Link

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
Boardwalk	1,510 L.F.	\$80/L.F.	\$ 120,800
Trail	940 L.F.	\$10/L.F.	\$ 9,400
Pedestrian Bridges (3)	255 L.F.	\$625/L.F.	\$ 159,375
Observation Decks (6)	4,500 S.F.	\$10/S.F.	\$ 45,000
		SUB TOTAL	\$ 333,775
		+ 15% Contingency	\$ 50,067
		TOTAL	\$ 383,842

Link to Medical Center

<u>ELEMENT</u>	<u>UNITS</u>	<u>COST/UNIT</u>	<u>COST</u>
Trail	3,000 L.F.	\$10/L.F.	\$ 30,000
Pedestrian Bridges (2)	220 L.F.	\$625/L.F.	\$ 137,500
		SUB TOTAL	\$ 167,500
		+ 15% Contingency	\$ 25,125
		TOTAL	\$ 192,625

TOTAL FOR ALL LINKAGES **\$ 830,330**

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SUMMARY TOTAL (ALL ZONES)

COST

NORTH MAIN STREET BOULEVARD

\$ 3,156,980

RIVER ACCESS POINTS

Bandemer Park

\$ 1,041,348

River Sports Center

\$ 3,000,120

West Bluff Park

\$ 156,630

Recreation/Performance Pavilion

\$ 4,356,143

Argo Park

\$ 422,050

LINKAGES

Link to Barton Park

\$ 181,413

Long Shore/East Bank Trail

\$ 72,450

Artrain Boardwalk Link

\$ 383,842

Medical Center Link

\$ 192,625

GRAND TOTAL

\$ 12,963,601

Implementation Strategy

General Policy

The following general policies are meant to provide a conceptual framework for detail planning and implementation decisions regarding the North Main/Huron River Corridor. Public attitudes expressed during the previous phases of this project have provided a clear and well focused indication of the community's concerns and aspirations for the project site. The passage of the April 4th parks millage issue adds further emphasis to the majority opinion that most of the river corridor should be devoted to public park use with some private development for the purpose of providing funding for public amenities.

The following general policies should provide future development of land within the project study area.

1. The Huron River and lands immediately adjacent to it constitute a special amenity for the City of Ann Arbor. The City has a strong interest in planning and controlling the development of these lands to obtain the greatest possible good for the City of Ann Arbor and its residents.
2. Public access to, and use of the river and its shoreline should be a guiding principle in the development of all such lands, whether designated for public or private development.
3. North Main Street and the land immediately adjacent to it form a major approach to the City of Ann Arbor. In addition to the desire to provide a pleasurable approach to those Ann Arbor residents who use this corridor daily, the community desires to improve the visual quality of this area to create the most positive initial impression on first time visitors to the City.
4. From input gained from the Community at large, as refined and interpreted by the Study Task Force, these general land use approaches have been defined.
 - A. Riverfront land north of Argo Dam should be preserved for public park use to the greatest extent possible.
 - B. A short term policy of visual improvement to Zone 1 should be pursued, but in the long-term (15-20 years) redevelopment should be encouraged.

- C. Developments at site A and B on the bluff will have strong visual impact on the City of Ann Arbor. Controls assuring high quality architectural solutions for these development sites should be pursued.
 - D. Zone 2 has a strong visual impact on access to and from the City of Ann Arbor to the north main corridor. Strategies to improve the visual quality of this area should be pursued.
 - E. Parcels adjacent to the river, south of Argo Dam, specifically the Michcon and Detroit-Edison parcels should include a mix of private and public development. This development should be controlled so that the appropriate uses and densities are provided. In addition, a strategy should be pursued which provides that - as a condition of developing these parcels - public access to the river and public amenity should be provided as an integral part of these developments.
5. The City's attitude toward development of Sites E and F should be one of thoughtful control rather than of active pursuit of development. The consensus attitude towards the development of these sites seems to be less one of regarding private development as a highly attractive and desirable goal than one of allowing development under certain controlled conditions, principally the condition that such private development help offset the cost of public improvements.

Private Development/Planning Guidelines

General

The following guidelines are meant to provide direction to Ann Arbor's planning department in its review of proposed development projects within the project site. Where housing is developed in the study area, a diversity of housing types and costs is encouraged.

1. Guidelines for the Development of the MichCon Site:

Because of flood plane considerations, it is felt that only the east half of the site may be suitable for development. In addition, the density of the development is limited by the single access off of Broadway Street. The City Parks system of river side trails needs to extend through the site to be completed in the manner envisioned. Therefore the following policies are recommended:

a. **Public Access**

Development of the MichCon site shall include an area of approximately 75' in width adjacent to the river which shall be devoted to public river edge access. This area shall contain a biking/jogging trail and shall connect via a bridge at the west end of the site, across the Huron River to the canal island and finally across the canal to Argo Park.

b. **Park**

The west end of the site shall be used for active and passive park uses. The City should negotiate with proposed developers of the site to provide various types of landscaping and park improvements.

c. **Public Amenities**

The City of Ann Arbor should explore a public/private partnership approach to the development of this site under which the City would contribute to the construction of active park amenities such as a recreation/performance pavilion and skating rink. These amenities would be shared by the public and could be attractive inducements to appropriate development.

d. **Height**
Neighborhood attitudes expressed during the early phases of the study suggest an attempt should be made to limit development height on the MichCon parcel to six stories.

e. **Site Access**
Because of land cost and toxic waste problems on the site, it is assumed that only a moderately high density type private development will be feasible for this site.

Most likely such site development will require secondary access/egress from the site so as not to overload the Broadway Street entrance which has limited visibility. Every attempt should be made to encourage/require the development of this second access.

f. **Development Type**
Appropriate development uses of this site include:
Offices
Housing
Restaurant
Hotel
Recreation
Mixed Use
Cultural

2. The Detroit Edison Site: The Detroit Edison site is immediately adjacent to the river and to Riverside Park. The following planning guidelines are suggested.

a. **Height**
The height of the development should be limited to ten stories. Riverside Park is already bordered by two structures of approximately this height.

b. **Public Access**
The development should allow for a 75' public right of way along the water's edge which will include the existing park's trail. In addition, a bridge should be built across the Huron River to connect with path systems in Broadway Park which will in turn connect to paths along the north edge of the MichCon site.

- c. **Existing Structures**
The developer should be encouraged to preserve and re-use the existing MichCon Edison buildings.
 - d. **Scale**
Sensitivity to the development's adjacency to the Riverside Park should be a condition of this development. Design should be particularly alert to shadow patterns and other negative effects on the existing park. This suggests a stepped back and fragmented architectural solution rather than a monolithic approach to the project design.
 - e. **Development Type**
Appropriate development uses of this site include:
Offices
Housing
Senior Citizen Housing
Recreation
Cultural
3. **Bluff Sites - A and B:** The study envisions the bluff sites as appropriate for a high rise residential or office development. Site planning approval has already been granted for Site A although it is envisioned that further refinement of that scheme should be required. Since development on these sites will be highly visible within the North Main River corridor, architectural controls for the purpose of obtaining the high level of design efficiency should be required. The following guidelines are suggested.
- a. **Public Park**
A park should be created between sites A and B which allow open green space to extend from North Main corridor into this natural ravine. Provision of park improvements including trails and an overlook should be developed as part of the development of these sites.
 - b. **Height-Density**
In consideration for lands being set aside for public use, higher than normal densities should be considered for both sides with appropriate architectural solutions.

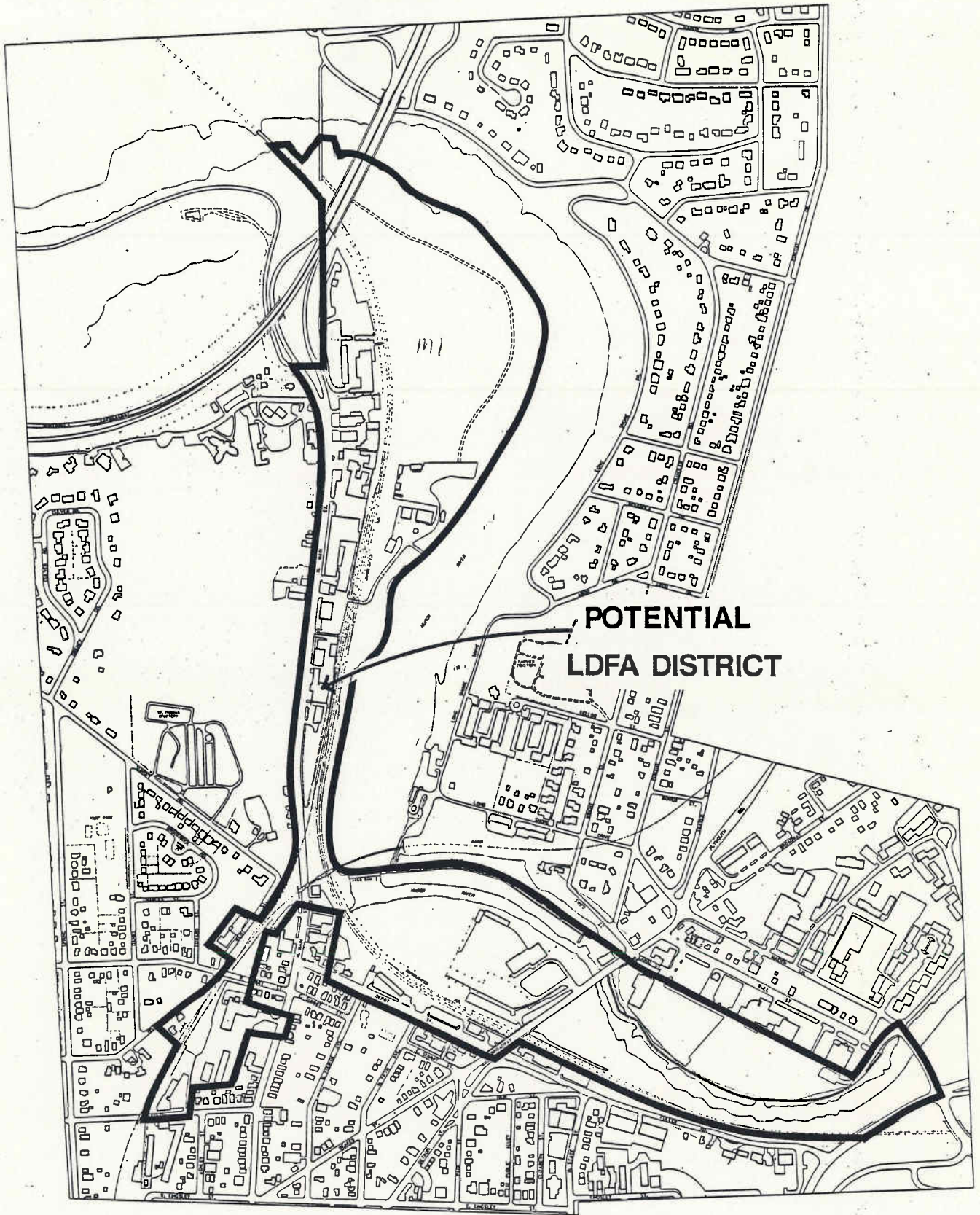
- c. **Site Access**
To avoid negative impact to residential neighborhoods to the west and south of these sites, major access to these sites should be developed from North Main Street.
- d. **Height**
Building height should be not higher than four stories with a goal of integrating the buildings into the slopes. The architectural design should blend with the natural setting.
- e. **Development Type**
Appropriate development uses of this site include:
Housing
Offices
Non-Profit Uses
Expansion of existing cemetery in Zone B

Action Steps

In pursuing implementation of recommendations developed during the study, it is suggested that the City of Ann Arbor through its municipal officials undertake the following steps. The first step, however, is for the city to incorporate the Study with its recommendations in the City's officially adopted Master Plan. This will require review and approval of the Planning Commission and ultimately of City Council. The remaining steps are organized in parallel tracks which provide River Access Improvements and Improvements to North Main Street.

River Access Improvement Action Steps

1. Acquire the Hawkins Property.
2. Obtain 75 foot riverfront easements from MichCon and Detroit Edison.
3. Initiate toxic waste, soils, and hydrology studies to determine development opportunities and constraints for public and private riverfront development.
4. Acquire the western half of the MichCon site and Bluff Park area.



**POTENTIAL
LDFA DISTRICT**

**LAND USE PLAN FOR THE NORTH MAIN STREET/HURON RIVER CORRIDOR
ANN ARBOR,
MICHIGAN**



PORTION OF THE PLANET ILLUSTRATED BY GOOGLE
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5. Develop and implement linkage plans.
6. Negotiate with Conrail for on-grade crossing on Lakeshore Drive.
7. Develop and implement detailed plans for the River Sports Center.
8. Develop and implement detailed plans for the Recreation Performance Pavilion.
9. Develop and implement plans for redevelopment of Argo Park and development of Bluff Park.

North Main Street Improvements

1. Initiate a comprehensive traffic impact study to minimize congestion and impact on neighborhoods.
2. Request that the Ann Arbor-Ypsilanti Urban Transportation Study Committee place the North Main Boulevard in its funding schedule and priority list.
3. Request that the Michigan Department of Transportation place the North Main Boulevard on its funding schedule priority list.
4. Investigate available sources of funding for public improvements (see funding options).
5. Generate a preliminary design study for the North Main Boulevard and detailed design/implementation of Phase 1 improvements.
6. Acquire the right-of-way for the North Main Boulevard.
7. Develop and implement detailed plans for the North Main Boulevard Project.

Physical Development Phasing

With a development project that is scattered over such a large area with separate access to each facility, phasing priorities can be general at best. Each of the various clusters of park improvements can be phased individually which presents almost limitless possibilities for phasing options. Therefore, phasing as discussed here should be considered as a broad guideline for development priorities.

The following are the recommended phasing priorities for physical development with the associated costs by phase.

Phase 1: Linkages (pedestrian, trails, bridges)	\$ 830,330
Bandemer Park	\$1,041,348
Acquire Hawkins Property	\$ 338,800
Landscape Improvements to east side of North Main Street	\$ 300,000
Sub Total	<u>\$2,510,478</u>
Phase 2: Acquire MichCon Property (west half)	\$ 800,000
Acquire Bluff Park area	\$ 230,000
Sub Total	<u>\$1,030,000</u>
Phase 3: North Main Boulevard	\$2,856,980
Phase 4: River Sports Center	\$2,661,320
Phase 5: West Bluff Park	\$ 156,630
Argo Park Renovation	\$ 422,050
Sub Total	<u>\$ 578,680</u>
Phase 6: Recreation/Performance Pavilion	\$3,182,393

GRAND TOTAL \$12,819,850

It should be recognized that several park and recreation facilities are tied to private development opportunities through public/private partnerships. Therefore, phasing priorities may change in response to private development initiatives. Private development within the proposed LDFA area should be encouraged as early as possible to generate tax increment funds to underwrite bond issues for public improvements and land acquisition.

Funding Options

The following are identified funding sources. They are not prioritized or sequentially organized. They represent a broad range of options which, over a fifteen to twenty year period, should be considered and utilized when feasible.

1. Voted public millage issues. The millage issue, voted in the Spring of 1988, can provide funds for various activities in the Project area. Further, it is the City's intention to vote an additional millage issue in the Spring of 1989.
2. The Bandemer Trust Fund. This fund has approximately \$400,000 for improvements to Bandemer Park.
3. Use of foundations and other private funding sources. The Dean Fund can provide funds for trees and related landscape improvements within public parks and right-of-ways. Other such sources may exist.
4. Tax Increment Financing can be pursued for the Area in two separate ways. An extension of the existing Downtown Development Area to incorporate the boundaries of the Project would allow tax increment financing. An alternative which seems more attractive is the creation of a Local Development Finance Authority - a newly authorized form of tax increment financing authority. Tax Increment Revenue Bonds can be considered a source for providing public amenities within the Project. This financing process has the potential to fund most of the activities within the project.
5. Pursuit of State and Federal funding: The City of Ann Arbor has a history of successfully attracting State and Federal funds for various municipal projects. Currently, the City is applying to the Michigan National Resources Trust Fund Program for acquisition funds for the Hawkins Property. Other possible sources include a State Riverfront Grant and the Land and Water Conservation Fund. All available State and Federal sources should be investigated.

6. Negotiate with local banks to provide low interest long-term loans for facade treatment of existing buildings in Areas 1 and 2.
7. A tax abatement program should be undertaken to encourage North Main Business owners to make facade, landscaping, sidewalk, and curb cut improvements.

CONCLUSION

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CONCLUSION

The Study Objectives Reviewed

In review, the performance objectives of this planning effort were threefold:

- * to insure timely participation of citizens who own businesses and homes within the study area, and the involvement of the of the broader community.
- * to develop a plan that has both short-term and long-term recommendations that enhance the economic vitality of the area considered.
- * to create excitement and enthusiasm regarding the renewal of the North Main Street public right-of-way and the potential for access and enjoyment of the Huron River.

Using the following process, the consultant team methodically and creatively responded to these objectives.

Summary

The proposed Land Use Plan For The North Main Street/Huron River Corridor addresses complex land use and urban design problems. An extensive program of public involvement was the foundation for all the planning work that followed. A careful analysis of man made and natural systems was combined with development feasibility criteria to determine development opportunities and constraints. This, in combination with all the public involvement activity defined the parameters for the generation of three land use and circulation framework alternatives. These alternatives were carefully studied, and evaluated to achieve a consensus plan. This process involved the public, the North Main Task Force and the Task Force Steering Committee. The consultant team then refined and amplified the consensus plan which is documented herein. A key to implementing and receiving the proposed plan's benefits as a community involves a public/private partnership. The plan envisions a cooperative and well coordinated community effort. This kind of effort will result in a strong and healthy balance between park and open space amenities for the community and renewed and enriched economic vitality along North Main Street. It is not a question of either/or but a balanced mandate for both.

Additional Studies Recommended

Because of the always present limitations of time and money, there are still unanswered questions that will require additional studies that should be undertaken.

1. A careful analysis of the hydrology and soils of the corridor should be accomplished to determine opportunities and constraints in terms of existing toxic waste, ground water, flood hydrology, and soil bearing capacity.
2. A traffic impact analysis should be undertaken to determine short and long term impacts of the proposed developments identified in this study.
3. An architectural design study should be commissioned to establish an architectural vernacular for the entire river park system from the M-14 Bridge to the Maiden Lane Bridge.
4. Specific site planning and detailed streetscape improvement plans should be developed to produce contract documents and provide construction supervision.

APPENDICES

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APPENDICES

This appendices section consists of the following items:

1. Sample Photo-questionnaire.
2. Sample Feedback Sheet survey evaluating the 3 Alternative Plans.
3. Summary of Feedback Sheet responses.
4. Minutes from 25 interviews.

DEARDORFF DESIGN RESOURCES / inc.

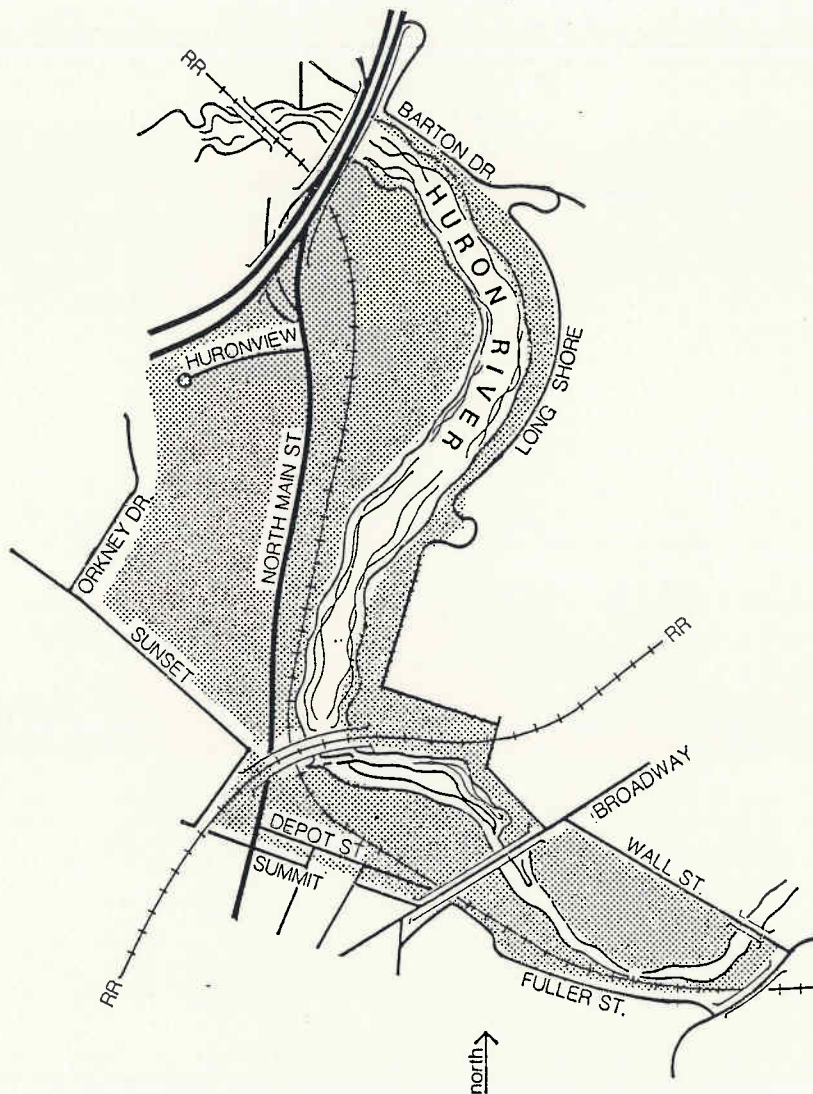
535 W. William, Suite 201, Ann Arbor, Michigan 48103

Dear Survey Participant,

This is the Photo Survey you have been waiting for. It is your chance to have input into the planning process for the North Main / Huron River Study Area.

We need and want your response. In order to include it we must have this material postmarked by November 23. (The enclosed envelope needs no postage.) Since we are on a very tight schedule, the sooner we have your completed survey, the sooner we can begin the process of analyzing the results.

There has been a great deal of interest expressed by various groups and individuals about how this area should or should not be changed. We have tried to include many of these viewpoints in this survey, even some that may seem extreme. Having these viewpoints reflected here in no way implies any commitment or bias or decision that has already been made. They are included so that you can provide your input into the process.



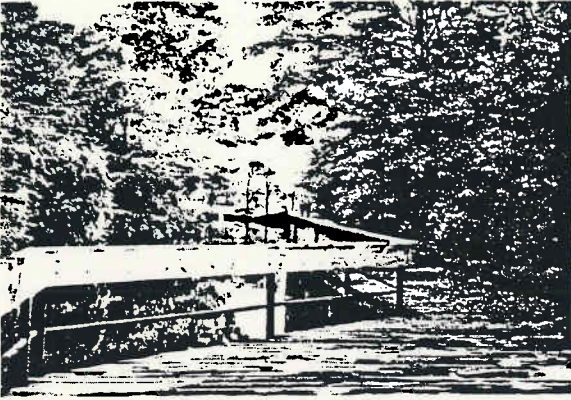
The shaded portion of this map shows the Study Area. It includes Main Street from Summit Street to the M-14 ramp, including both sides of Main Street and extending along the River to the Wall Street bridge.

NORTH MAIN STREET/HURON RIVER CORRIDOR
no scale

PLEASE TURN TO
OTHER SIDE OF PAGE.....

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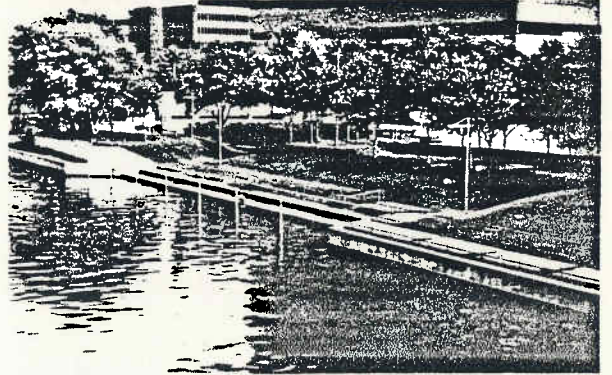
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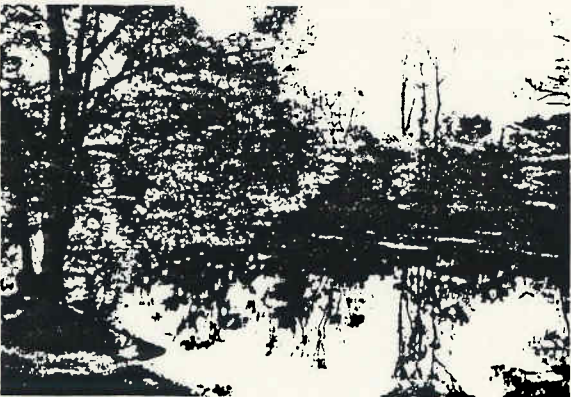
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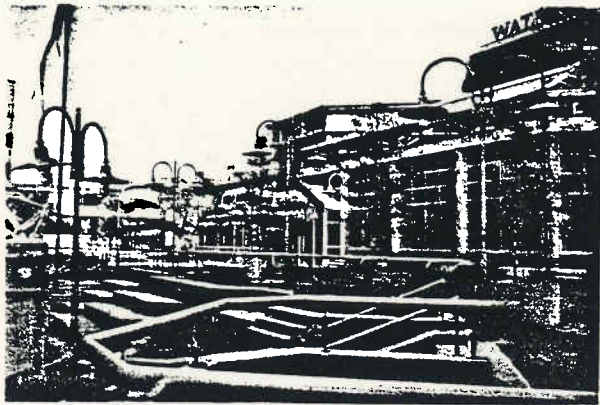
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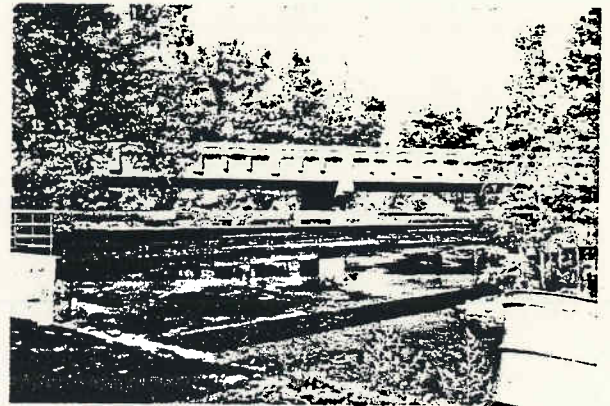
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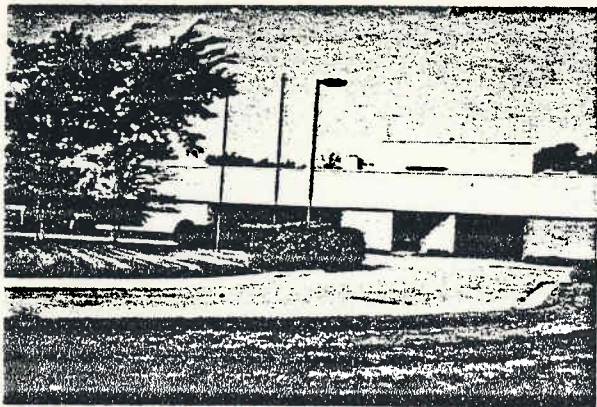
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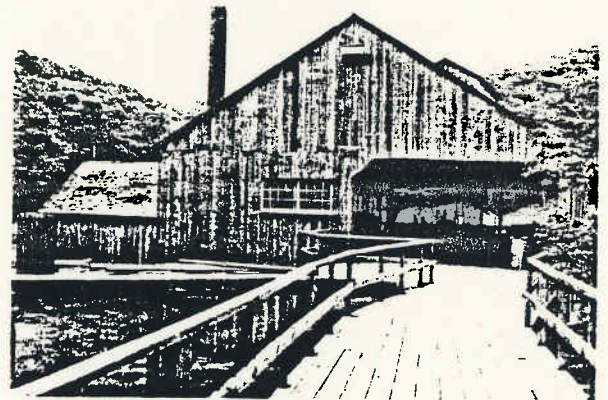
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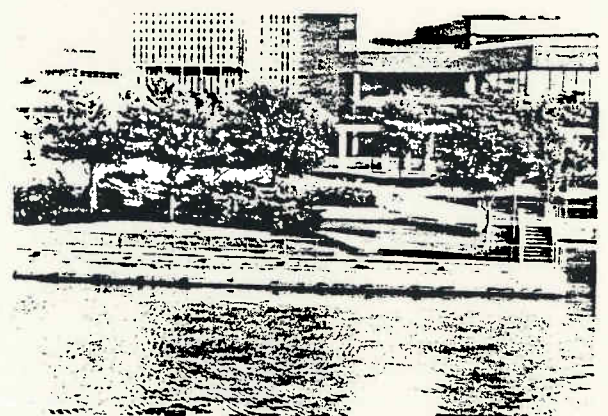
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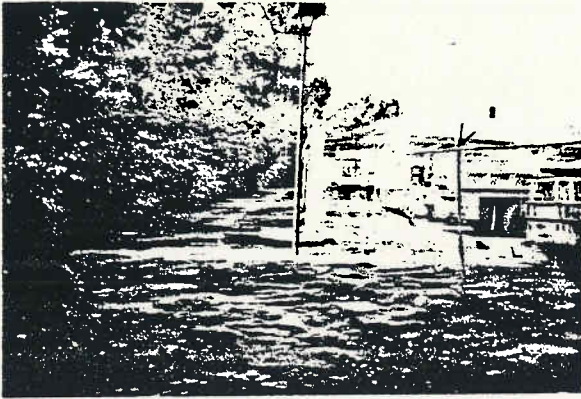
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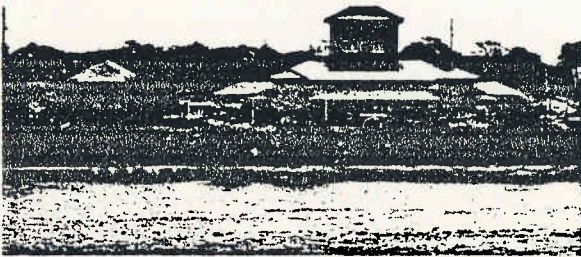
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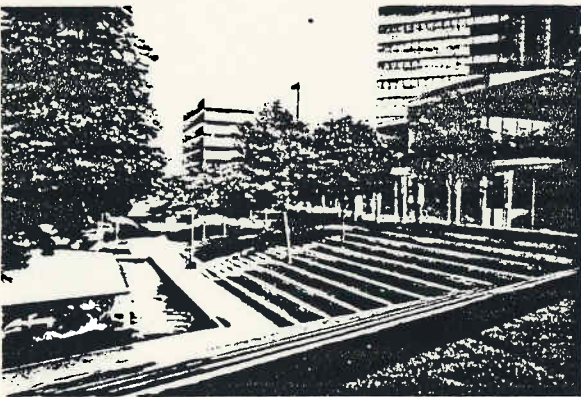
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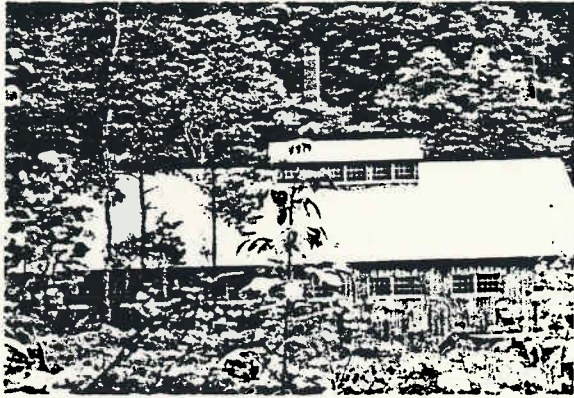
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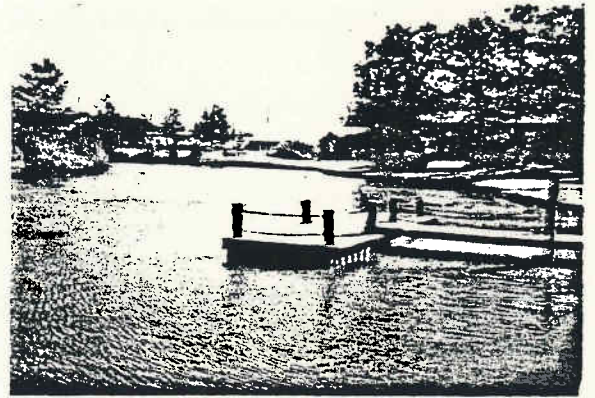
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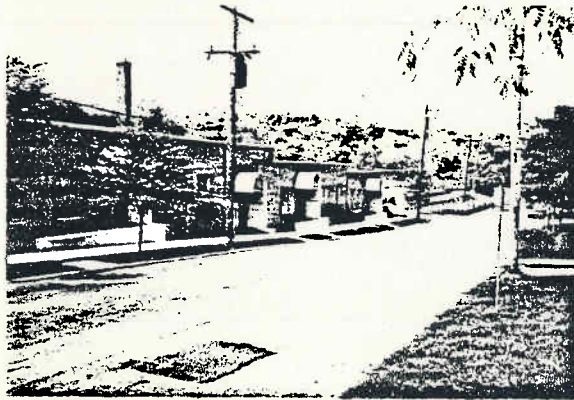
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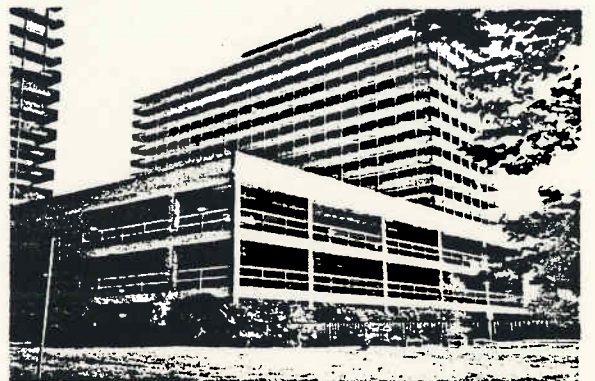
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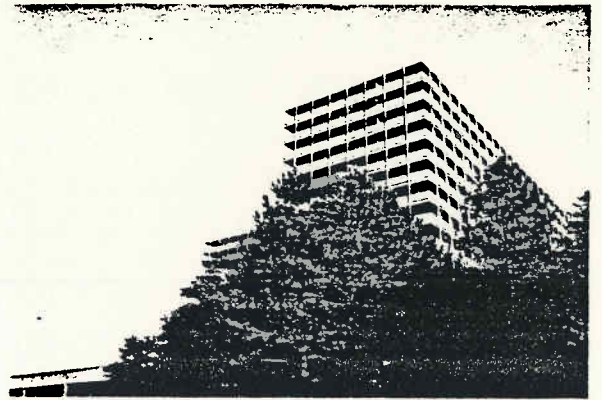
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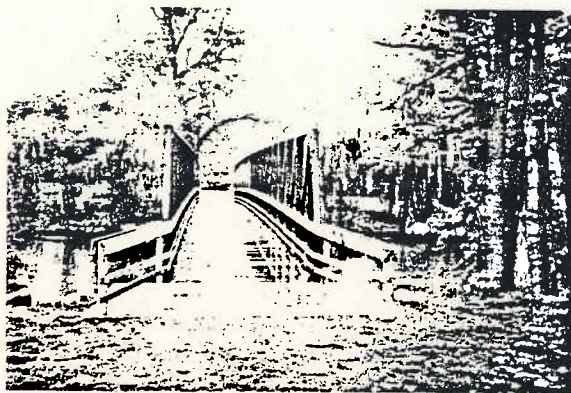
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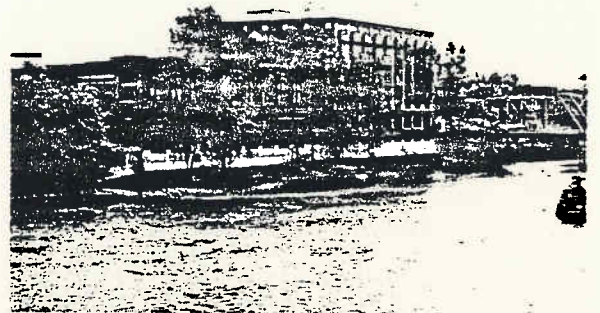
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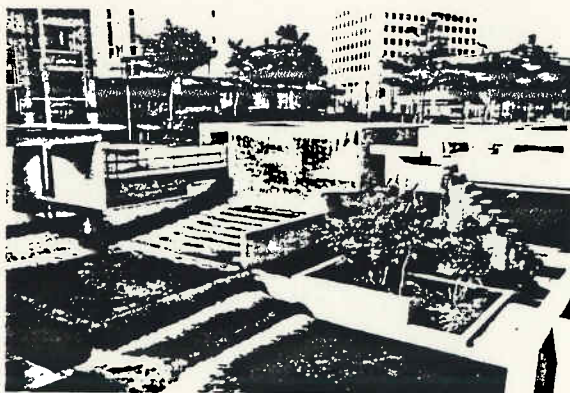
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Please refer to the MAP and check as many items as apply to you in each column

	Own property	Live	Work
IN STUDY AREA:			
along North Main			
North Central neighborhood			
Longshore Drive neighborhood			
Broadway area			
NOT IN STUDY AREA, but in Ann Arbor			

If you now live in Ann Arbor, how long have you lived here? _____
 Do you own _____ or rent _____ your current residence?

Total number of people in your household? _____
 For those under 18, please indicate ages _____

Are you: female _____ male _____
 Age: under 20 _____ 20-29 _____ 30-39 _____ 40-49 _____ 50-59 _____ 60-69 _____ 70+ _____

Check as many as apply to you:
 Employed _____ Homemaker _____
 Retired _____ Unemployed _____
 Student _____ If so, what school? _____

Does your work involve (check as many as apply):
 real estate _____ property development _____ retail business _____
 construction _____ physical design / planning _____ light industry _____

Please indicate whether you are a member of any of these organizations:

- _____ North Main Task Force
- _____ Ann Arbor Area (A³) 2000 North Main Task Force
- _____ Ann Arbor Area Chamber of Commerce
- _____ Ecology Center of Ann Arbor
- _____ Sierra Club or other environmental organization
- _____ Ann Arbor Area Board of Realtors
- _____ North Central Property Owners Association
- _____ North Main Street Property Owners
- _____ Longshore Homeowners Association

How often do you drive along this section of North Main Street?
 several times a week _____ weekly _____ occasionally _____ rarely _____ never _____

How often do you go boating / canoeing on this section of the River?
 frequently _____ several times a year _____ occasionally _____ rarely _____ never _____

How important to you and/or to others
in your household is each of these:

- | | | | | | | |
|---|---|---|---|---|-------------------------------------|------------------|
| 1 | 2 | 3 | 4 | 5 | jogging | 1 = not at all |
| 1 | 2 | 3 | 4 | 5 | hiking / walking | 2 = a little |
| 1 | 2 | 3 | 4 | 5 | recreational bicycling | 3 = somewhat |
| 1 | 2 | 3 | 4 | 5 | canoeing | 4 = quite a bit |
| 1 | 2 | 3 | 4 | 5 | fishing | 5 = a great deal |
| 1 | 2 | 3 | 4 | 5 | activities one can do with children | |
| 1 | 2 | 3 | 4 | 5 | shopping | |
| 1 | 2 | 3 | 4 | 5 | outdoor concerts | |

How desirable do you consider each
of these possible changes in the Study Area?

- | | | | | | | |
|---|---|---|---|---|-----------------------------------|-----------------|
| 1 | 2 | 3 | 4 | 5 | riverfront development -- public | 1 = not at all |
| 1 | 2 | 3 | 4 | 5 | riverfront development -- private | 2 = a little |
| 1 | 2 | 3 | 4 | 5 | rental apartments | 3 = somewhat |
| 1 | 2 | 3 | 4 | 5 | condominiums | 4 = quite a bit |
| 1 | 2 | 3 | 4 | 5 | office space | 5 = very much |
| 1 | 2 | 3 | 4 | 5 | conference facility / hotel | |
| 1 | 2 | 3 | 4 | 5 | boutiques, festival market | |
| 1 | 2 | 3 | 4 | 5 | restaurants and cafes | |
| 1 | 2 | 3 | 4 | 5 | shopping center / mall | |
| 1 | 2 | 3 | 4 | 5 | small businesses | |
| 1 | 2 | 3 | 4 | 5 | light industry | |
| 1 | 2 | 3 | 4 | 5 | nature trails | |
| 1 | 2 | 3 | 4 | 5 | nature center | |
| 1 | 2 | 3 | 4 | 5 | jogging trail | |
| 1 | 2 | 3 | 4 | 5 | bicycle paths | |
| 1 | 2 | 3 | 4 | 5 | picnic facilities | |
| 1 | 2 | 3 | 4 | 5 | riverfront urban park | |
| 1 | 2 | 3 | 4 | 5 | fishing pier | |
| 1 | 2 | 3 | 4 | 5 | band shell / amphitheatre | |
| 1 | 2 | 3 | 4 | 5 | museum / cultural center | |
| 1 | 2 | 3 | 4 | 5 | fountain in the river | |
| 1 | 2 | 3 | 4 | 5 | putting utility wires underground | |
| 1 | 2 | 3 | 4 | 5 | walkway along entire waterfront | |

Please continue on next page.....

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Please indicate how much you agree with each of these statements about the Study Area

1 = strongly disagree
2 = disagree
3 = in the middle
4 = agree
5 = strongly agree

- 1 2 3 4 5 Access to the river area should be increased by having parking areas nearby
- 1 2 3 4 5 Access to the river area should be increased by having public transportation (e.g., bus, trolley)
- 1 2 3 4 5 Property owners should have the right to use their land as they wish
- 1 2 3 4 5 Area should be largely natural
- 1 2 3 4 5 Adequate landscaping or other screening of commercial property should be required
- 1 2 3 4 5 Adding to the City's tax base should be an important consideration in planning for this area
- 1 2 3 4 5 Nature and commercial activities can exist side by side if there is careful planning
- 1 2 3 4 5 Need to improve public access to river and natural areas
- 1 2 3 4 5 The area needs some sprucing up, but should be left largely as is
- 1 2 3 4 5 Development should be for uses that bring people into this part of the City
- 1 2 3 4 5 The best use of the area requires razing the existing buildings and starting over
- 1 2 3 4 5 Need to maintain the availability of low rent space for locally-owned firms, e.g., small businesses & light industry
- 1 2 3 4 5 Use riverfront to create continuous pedestrian and bicycle paths linking the area with existing parks
- 1 2 3 4 5 Build boardwalks along the river's edge to provide access while protecting the shoreline
- 1 2 3 4 5 New commercial development should be primarily on the side of North Main that is away from the River
- 1 2 3 4 5 Presence of railroad enhances character of the area
- 1 2 3 4 5 Review of exterior appearance of new structures proposed for the Study Area should be required

ONE FINAL REQUEST: Please go back to the picture pages and mark the three photographs that best represent how you would like the Study Area to look.

THANK YOU VERY MUCH FOR YOUR PARTICIPATION ...

AND PROMPT RESPONSE

Nov87SI

**NORTH MAIN STREET/HURON RIVER CORRIDOR:
FEEDBACK ON THREE ALTERNATIVE PLANS**

We would appreciate your comments on the three alternatives. Your answers to the questions will help us in arriving at a consensus plan. Please feel free to add any comments. To help us meet our deadlines, we must have your response by March 10th. Please return this form to:

Deardorff Design Resources/inc.
535 W. William St., Suite 201
Ann Arbor, MI 48103

1. All three alternatives share certain features:
- access to the river, along both banks
 - "Bluff Park," overlook, and development above the west side of North Main Street.
 - west of Argo Park - proposed McKinley/Artrain Development
 - no major short-term changes to existing uses along the east side of North Main Street.
 - potential to accept a future multi-modal facility at or near the current Amtrak Station.

Any comments about these common elements:

2. In the area north of Argo Dam (generally, the North Main Street portion of the study area):

How much do you favor each of these possibilities:
(1=not at all...3=somewhat...5=very much)

- | | | | | | |
|---|---|---|---|---|--|
| 1 | 2 | 3 | 4 | 5 | creating a River Sports Center. |
| 1 | 2 | 3 | 4 | 5 | Sports Center located on Hawkins property (below Bandemer Park). |
| 1 | 2 | 3 | 4 | 5 | Sports Center located at north end of Bandemer Park. |
| 1 | 2 | 3 | 4 | 5 | Hawkins property a good area for private development. |
| 1 | 2 | 3 | 4 | 5 | no private development on Hawkins property but allow private development on the northern end of Bandemer Park. |
| 1 | 2 | 3 | 4 | 5 | purchase Hawkins property for public park use |
| 1 | 2 | 3 | 4 | 5 | build road access through Bandemer Park |
| 1 | 2 | 3 | 4 | 5 | build boulevard on North Main (if funding can be arranged). |
| 1 | 2 | 3 | 4 | 5 | build a pedestrian bridge to cross Argo Pond |

Any comments:

3. In the area below Argo Dam (the southern and eastern portion of the study area):

How much do you favor each of these possibilities:
(1=not at all...3=somewhat...5=very much)

- | | | | | | |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | public active recreation use area (such as Events Pavilion, Ice Rink, etc.) |
| 1 | 2 | 3 | 4 | 5 | private development - to offset costs associated with public land acquisition and development in the study area. |
| 1 | 2 | 3 | 4 | 5 | higher density private development (maximum 12 stories) combined with public recreation amenities funded by the private development |

Any comments:

4. What is your evaluation of each alternative? How much do you favor it?
(1=not at all...3=somewhat...5=very much)

- | | | | | | |
|---|---|---|---|---|--|
| 1 | 2 | 3 | 4 | 5 | Alternative 1 (maximum public acquisition) |
| 1 | 2 | 3 | 4 | 5 | Alternative 2 (public-private partnership) |
| 1 | 2 | 3 | 4 | 5 | Alternative 3 (minimum public acquisition) |

Further comments:

Your name (optional) _____

Did you attend public meeting on:

Wednesday evening, March 2nd?	Yes _____	No _____
Saturday morning, March 5th?	Yes _____	No _____

Did you read the Ann Arbor News article? Yes _____ No _____

Where else did you learn about the alternatives?

Thank you.

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FEEDBACK SHEET SUMMARY

Average Ranking for each of the Items on the Feedback Sheet

In order to provide the public with the opportunity to comment on the three alternatives, a Feedback Sheet was distributed to each of the participants at the March 2nd and March 5th public meetings. Additional Feedback Sheets were made available at City Hall for those who were not able to attend either of the meetings. As of March 10th, 101 surveys had been returned to Deardorff Design Resources/inc. The following displays the number of responses and average ranking for each of the items on the Feedback Sheets.

In the area north of Argo Dam (generally, the North Main Street portion of the study area):

How much do you favor each of these possibilities:
(1=not at all...3=somewhat...5=very much)

	<u># of responses</u>	<u>avg. ranking</u>
Creating a River Sports Center	101	4.00
Sports Center located on Hawkins property (below Bandemer Park)	97	3.92
Sports Center located at north end of Bandemer Park	97	1.97
Hawkins property a good area for private development	96	1.83
No private development on Hawkins property but allow private development on the northern end of Bandemer Park	98	1.70
Purchase Hawkins property for public park use	100	4.39
Build road access through Bandemer Park	98	2.30
Build boulevard on North Main (if funding can be arranged)	98	3.87
Build a pedestrian bridge to cross Argo Pond	101	2.61

In the area below Argo Dam (the southern and eastern portion of the study area):

How much do you favor each of these possibilities:
 (1=not at all...3=somewhat...5=very much)

	<u># of responses</u>	<u>avg. ranking</u>
Public active recreation use area (such as Events Pavilion, Ice Rink, etc.)	95	3.82
Private development - to offset costs associated with public land acquisition and development in the study area	93	2.94
Higher density private development (maximum 12 stories) combined with public recreation amenities funded by the private development	91	2.19

What is your evaluation of each alternative? How much do you favor it?
 (1=not at all...3=somewhat...5=very much)

	<u># of responses</u>	<u>avg. ranking</u>
Alternative 1 (maximum public acquisition)	87	3.85
Alternative 2 (public-private partnership)	87	3.07
Alternative 3 (minimum public acquisition)	82	1.94

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Summary of Public Feedback Sheet Written Comments for the Public Meetings on March 2nd, and 5th, 1988

The following summarizes written comments that were made by individuals on the Feedback Sheets. The summary is based upon the 101 Feedback Sheets returned to Deardorff Design Resources/inc. on or before March 10th, 1988. For consensus purposes, we have chosen to show those suggestions or comments that were repeated by at least 10 separate individuals. (In the Alternatives section, we have shown comments that were made by less than 10 people for comparative purposes.)

The comments are broken into 4 sections that correspond to the 4 sections of the Feedback Sheet:

1. Shared features of the 3 Alternatives
2. The area north of Argo Dam
3. The area below Argo Dam
4. Alternative preference/evaluation

1. Shared Features of the 3 Alternatives

Access to the River

- * 13 people liked the access opportunities as shown on the Alternatives. Another 9 people stressed the importance of adequate access.

Bluff Park Overlook/Development

- * 21 people liked the "Bluff Park" area as it was shown on the 3 Alternatives.

McKinley Artrain Development

- * 17 people confirmed that they liked this development as it is shown in the Alternatives.

No Short-Term Changes to Existing Uses on the East Side of Main

- * 13 people confirmed they were satisfied with this notion.

Multi-Modal Facility near Amtrak Station

- * 15 people felt this was a good or acceptable idea.

2. Area North of Argo Dam

Road Access through Bandemer Park

- * 10 people stated that access and parking were fine but there should be no road through Bandemer Park.

North Main Street Boulevard

- * 13 people stated they were in favor of the boulevarding of North Main Street.

Bridge over Argo Pond

- * 43 people opposed the idea of a bridge as shown in Alternative 1, but felt that a bridge over the pond could or should be achieved closer to Argo Dam. Of these 43 people, 20 mentioned Argo Dam as a possibility, 4 mentioned using the existing train trestle (as shown in Alternative 3), while 20 people did not specify.

3. Area Below Argo Dam

Public/Private Partnership - Shared Costs - Development

- * 11 people stated that this was a good concept and that this part of the study area was a good area for such an approach.
- * Related to development, 10 people were concerned about the size/height of buildings in this part of the study area. Several requested a height restriction of 6 stories (a commonly mentioned figure) or less.

4. Alternative Selection/Preference

Alternative 1

- * 4 people stated they liked Alternative 1 as it is shown.
- * 13 people stated they liked Alternative 1 minus the road through Bandemer Park.

Alternative 2

- * 2 people stated they liked this alternative as it is shown.

Alternative 3

- * There were 0 (zero) people that stated they preferred this alternative.

Combination of Alternatives 1 and 2

- * 8 people stated that a combination of Alternative 1 and Alternative 2 would be their choice. Several stated a preference for the north section of Alternative 1 and the south section of Alternative 2.

Combination of Alternatives 2 and 3

- * 2 people stated that some combination of Alternative 2 and Alternative 3 would be their choice.

INTERVIEW NO. 1

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 6, 1987

Location: Ann Arbor City Hall

Attending:

Godfrey Collins	City Administrator
Leigh Chizek	Asst. Administrator
Gerry Clark	Planning Department
Larry Friedman	Community Development Department
Martin Overhiser	Planning Department
Ron Olson	Parks and Recreation Department
Jim Valenta	Transportation Department
Duane Otto	Utilities Department
Tom Raynes	Parks and Recreation Department
Howard Deardorff	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. Floodage rights should be investigated in addition to the 100 year flood plain.
2. The existing businesses in the corridor should be looked at as to their remaining and visual improvements that could be made. How could this area be pulled together? If relocation is recommended, where would these businesses be located?
3. If housing is developed in the corridor, a range of economic levels should be served. The Housing Trust Fund might be used to offset development costs and provide lower cost housing. Various funding options were discussed including tax increment financing, city purchasing property and leasing to developer's with controls to insure lower rent structures.
4. The higher density development proposals will create increased loads on Broadway, Depot and N. Main Street. Widening and other improvements will be costly.
5. While the separation of inbound and outbound lanes would create a beautiful entrance to the downtown, the cost would be prohibitive. Twenty-five million dollars was mentioned. If these kinds of dollars are being considered, then why not redo the M-14 interchange and bring the road down along the river?
6. Zone B (the Hawkins Property) is a key piece of land for providing river access. The City should move to option this property.

7. Regarding Zone E and F (Michcon Property and Detroit Edison Property) the land is available to the City. No options have been exercised.
8. Parking and access are a key to connecting the community with the river. A suggestion was made to provide parking on the gas company property that could be used as satellite parking for the downtown during the week with a free shuttle operating up 5th Street and back down on Division. The parking would provide access to the river and bikeway trail system during weekends.

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INTERVIEW NO. 2

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 6, 1987

Location: Ann Arbor City Hall

Attending:

Ann Marie Coleman
Gerald Jernigan
Howard Deardorff

Council Person
Mayor
Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. The option of retaining existing businesses in the corridor needs to be clearly articulated.
2. Zone B (the Hawkins Property) would be a good location for a restaurant with views down the river to the downtown skyline. The Hawkins Property should be optioned by the City. A boardwalk along the west side of the river from the Hawkins property to the Argo Dam would be desirable.
3. The boulevard concept for N. Main was accepted positively.

INTERVIEW NO. 3

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 9, 1987

Location: Deardorff Design Resources/inc.

Attending:

Developer A

Howard Deardorff Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. Zones E and F will require approximately 150,000 s.f. of some type of development in order to carry the land cost and toxic waste clean up.
2. A second vehicular access is desirable to accommodate a high density development on Zone E.
3. Both Detroit Edison and Michigan Consolidated Gas Co. are open to moving to other sites if cost feasible. Detroit Edison will require a neutral cash balance if they move. Michcon could move and use community relations to justify relocations.
4. By making the corridor a tax increment financing district (TIF) private development could provide the funds to cover the needed access and infrastructure improvements.
5. While Detroit Edison's site is said to be free of toxic wastes, Michcon's property is on E.P.A.'s clean up list.
6. Detroit Edison will need to retain about 28,620 s.f. for a substation at their existing site.
7. Liked the idea of moving the inbound lanes of Main Street up on the hillside but expressed concern about cost.
8. Stated that Sits A, C, and D would be very good locations for housing but would have to accommodate approximately 200 units each to be feasible developments.

INTERVIEW NO. 4

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 10, 1987

Location: Deardorff Design Resources/inc.

Attending:

Developer B

Howard Deardorff

Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. This developer stated that he has a handshake purchase option on the Michcon property. He prefers the Michcon site over the Detroit Edison site but would like to work with both.
2. Detroit Edison needs a revenue neutral position to order to move.
3. This developer has no preconceptions about land uses and expressed the desire to cooperate with the City and the community at large to provide an acceptable proposal.

INTERVIEW NO. 5

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 11, 1987

Location: Deardorff Design Resources/inc.

Attending:

Developer C

Kristin Kaul Deardorff Design Resources/inc.

Howard Deardorff Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. North Main properties are "spoilors" sitting right in the middle of the site, blocking views. Create poor views as come into town.
2. Ann Arbor has a conflict in wanting to have low to moderate income housing yet in being unwilling to look at higher densities.
3. Conclusion regarding Michcon and Detroit Edison Co. properties - Their 'best' use is probably higher income housing, for university people, considering the river-views, amenities, closeness to downtown, hospital, services. Unrealistic to consider low-income housing there. Should "cater to market that's next-door."
4. Bandemeer site - not a good site for a hotel/convention center because too far from downtown, not on a major highway (like 94), not near services.
5. Site 'D' - might make sense to develop this site as a HODAG since it is next to the already approved low-income housing. Property value of Site D will consequently never be as high as it might have.

INTERVIEW NO. 6

INTERVIEW MEMORANDUM

Date: November 11, 1987
Location: Deardorff Design Resources/inc.

Land use plan for the North Main Street/Huron River Corridor

Attending:

Bruce A. Monson	Huron Watershed Council
George H. Sexton	662-7650
John Russell	415 Longshore, 662-2413
Ruth Kraut	Ecology Center, 761-3186
Kristin Kaul	Deardorff Design Resources/inc.
Howard Deardorff	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. Too many surface parking lots; increase impervious surface area, which increases runoff (decreases absorption into soil) and would have an impact on the river.
2. Soils in Bandemeer are mottled, with high water table. Need greater 100' protection along edge where grade is shallow. Must protect edge.
3. Perhaps keep parking north of M-14 (re: Parks plan) where its already noisy and disturbed.
4. Intensity of use should taper off as we go north on the river. Use Bandemeer to buffer the river. Should be transitional to quieter areas (Barton Park) to north.
5. Value of Bandemeer Park is educational for city dwellers.
6. River users have separate identity and different goals - riverfront vegetation is important.
7. Interpretive boardwalk along shore. Separate from bike paths. Continue boardwalk along railroad in south part by setting easement.
8. Observation tower too tall. May encourage new tall developments, which is inappropriate for river valley. Tall structures belong on slope, perhaps across Main Street.
9. There is an erosion problem from overuse on lower Longshore trail.
10. Key item for purchase by City is parcel next to cemetery. Very steep, almost undevelopable.

11. Observation point at junction of Longshore and Barton Drive slope is moderate, view is good, but will increase traffic on Longshore, which residents do not want overlooks along North Shore.
12. Regarding intense development on Michcon and Detroit Edison properties- property value may dictate a high level of development, but why assume that this area has to be developed at all? Also, the City can simply hold the line on the level of development it will permit. Further, all high-rise buildings in the City of Ann Arbor which have reasonable rents have had problems - faced foreclosure or have changed hands 2-3 times already.
13. Height of development is as important as amount of development.
14. Regarding separation of N. Main lanes - priority is in acquiring land rather than this.

INTERVIEW NO. 7

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 11, 1987

Location: A³ - 2000 North Main Task Force/Gallup Park

Attending:

Jayne Miller	Ann Arbor Parks and Recreation Dept.
Letty Wickliff	NCPOA
David Kwan	Peter Allen & Assoc.
Terry Rhoades	Marco
Daniel Tothq	Architects Four, Inc.
WAP John	Grapraktra
Peter Allen	Peter Allen & Assoc.
Dan Jacobs	Anderson Jacobs
Gayle Steiner	A ³ - 2000
Howard Deardorff	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

The emphasis of this meeting was on looking at development intensity.

1. Increased density will increase traffic loads on local street system.
2. Letty Wickliffe voiced concern for people who would have to be relocated if N. Main is a boulevard.
3. It seems that high density is a better alternative than medium density in terms of land coverage impact.
4. Some type of neighborhood scale requirements should be adopted and regulated for development near existing neighborhoods.

INTERVIEW NO. 8

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 12, 1987

Location: Deardorff Design Resources/inc.

Attending:

Tony DiDonato	Robey Tire Co.
Jon Hosford	Hosford & Co.
Margo Hosford	Hosford & Co.
Julie Ritter	Grafartri
Andy Crawford	Ascott Corp.

1. Predominant concern expressed by entire group was safety/automobile traffic problems on North Main. Accidents are quite common with people getting in and out of existing businesses. Peak hours (7-8 a.m.) and 4:30-5:30 p.m.) are a serious problem.
2. Parking is also a common short fall for all of these business owners.
3. Relocation is a problem because of expenses to move equipment - loss of contracts because of work stoppage. There is a lack of land zoned M-1 in Ann Arbor.
4. The train is a noise, vibration and dirt problem for businesses along it. This is not a good area for housing, upscale offices and retail development (Zone B).
5. Group strongly supports split boulevard treatment of N. Main Street-consider 3rd lane (deceleration/acceleration) along the east side of the north bound lanes. Need at least one or two turn around points.
6. Access to Zone B is a critical problem. There is no need connect to Lansky property with Zone B using an overhead bridge across Conrail tracks.
7. Would like to see riverfront canoe livery/snack shop along river similar to Gallup Park canoe livery (in Zone B).
8. Question restaurant on river because of remoteness to other development. Should talk to major restauranteurs in Ann Arbor.
9. They were relieved to see that these alternatives do not show removing all existing businesses. They are open to cooperating with beautification options along N. Main Street.

INTERVIEW NO. 9

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 17, 1987

Location: Deardorff Design Resources/inc.

Attending:

Developer D

Joe O'Neal

Howard Deardorff

Property Owner

Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. The price of the Michigan Consolidated Gas Co. property (Zone E) makes developing it impossible. St. Thomas does not want to sell Zones C and D.
2. Air rights over the tracks are a key to development of this area. The City should acquire all the land for development of parks.
3. Ann Arbor does not need another Portside.
4. People will not accept shuttle parking in Ann Arbor on a daily basis. This is not New York City.

INTERVIEW NO. 10

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 15, 1987

Location: North Central Property Owners Association

Attending:

Letty Wickliffe	President, NCPOA
Peter Pollack	Pollack Design
Jim Chaffers	UM Architecture School
Mrs. Thomas Harrison	701 N. Fourth
John Hilton	525 N. Ashley
Bob Elton	312 N. Ashley
Kathy Krick	Deardorff Design Resources/inc.
Howard Deardorff	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. Expenditure priorities will have to be resolved. How badly do we want to see improvements along North Main Street? We should keep the businesses along N. Main.
2. The proposal for the Chinese Cultural Center needs to be resolved. What is it? Do we want it?
3. The maximum building height on the Michcon and Detroit Edison sites should be no higher than six stories. The architectural design of the buildings should not 'possess' the riverfront. There should be comfortable public access to the riverfront where the public does not feel they are intruding in private areas.
4. The possibility of vehicular access to the Michcon site from the high point on the Broadway bridge should be considered. This would involve linking the bridge to an upper level of a parking deck. The need for a second access point to this site would depend on the proposed density.
5. The gas station property at the southeast corner of Summit and Main St. is available and should be purchased by the City. M.D.O.T. should be questioned as to why they are widening North Main Street on the west side taking private property to add a left turn lane onto Depot Street. Taking property on the westside of the street should be investigated.

INTERVIEW NO. 11

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 17, 1987

Location: Deardorff Design Resources/inc.

Attending:

Jim Cushing	Cushing Malloy
Larry Doll	United Supply
Roger Ciapara	United Supply
Howard Deardorff	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. Not interested in relocation due to their location criteria for business, closeness to freeway, proximity to downtown, probably could not move to an equally competitive location, business would go to established competitors.
2. Other reasons for not moving are heavy equipment investments and current expansion ongoing in several buildings. Cost of relocation and building up new facilities will be too high.
3. Existing plans, not yet submitted, for new building. Ann Arbor Township requirements will tighten.
4. The market does not exist for more high-income condos, considering extent of current developments in Ann Arbor (re: Michcon and Detroit Edison properties neutral).
5. Housing developments on Hawkins property poor idea, defeats purpose of increasing green space.
6. Major concern in N. Main area is traffic - any new developments will make a mess of the traffic. Safety is a concern.
7. Retail is not a wise use - current retail in downtown Ann Arbor is having problems.
8. Putting inbound lane onto hill is expensive solution to the traffic problem.
9. Idea of park use at Bandemeer and on east side of river is good and seems compatible with current uses.
10. Visual improvements along Main is important - especially since businesses are putting dollars into improvements on their properties. Burying utilities will help.

INTERVIEW NO. 12

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 17, 1987

Location: Northside Advisory Group

Attending:

David Steiner

Sam Robinovitz

Donald E. Jahncke

F. Huston (Tex) Colvin

Howard Deardorff

Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. The City should acquire all the land along the river. First priority is the Hawkins Property (Zone B), second priority is the Gas Co. property (Zone E) and the third priority is Detroit Edison Co. (Zone F). Land adjacent to Fairview cemetery should be purchased.
2. We have no desire to see the existing buildings removed in Zone I. Higher density development in this area or in Zone B would not be acceptable. Concede that the Edison property could be developed at a higher density for housing (depicted by model).
3. The alternate plans should consider the location of the Argo Canoe livery to the west bank possibly north of M-14 bridge.
4. The group is opposed to improving the trail along the river (toe of slope) paralleling Long Shore Drive. They are also opposed to a trail along the top of the slope. They are also opposed to overlooks along Long Shore.
5. The possibility of bridging the River at the islands should be considered.
6. In general, there was concern about the impact of traffic on Broadway and North Main because of possible higher density development.
7. Positive response about boulevarding North Main Street.
8. Suggestions for Consultants.
 - a. Emphasize passive land utilization and protect the natural river bank.
 - b. Preserve existing natural features and wildlife habitat. Encourage establishment of natural areas for educational and interpretative uses.
 - c. Limit river access to low-noise, naturalist-type recreational use.

- d. Re-evaluate location of canoe livery in view of projected traffic increased and surrounding land use patterns.
- e. Preserve and protect existing fishing areas.
- f. Protect serenity of the river corridor.
- g. Separate the paths/areas for autos, bikes, pedestrians, (i.e., not contiguous).
- h. Acquire the remaining riverside land and key linkages (e.g., the Hawkins property, Michcon, Detroit Edison, and parcels on Longshore Drive.
- i. Explore possibilities for limited, decentralized parking vs. one parking area (e.g., the Michcon land).
- j. Retain natural state of nature on east river bank.
- k. Prohibit high rise buildings in river corridor.
- l. Develop bike path from Conrail Bridge to Huron River Drive (via Hawkins' property and Bandemeer Park).
- m. Suppress noise across the river from Longshore Drive.

INTERVIEW NO. 13

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 18, 1987

Location: Deardorff Design Resources/inc.

Attending:

Rod Benson	Director, Chamber of Commerce
Woody Holman	President
Peter Long	Long, Clark & Baker
Kristin Kaul	Deardorff Design Resources/inc.
Howard Deardorff	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. Separation of lanes on North Main, positive effect, good idea to connect turnoff roads, i.e., Nate Johnson project.
2. Safety along N. Main is an important issue. An intersection to slow traffic down is a good idea. An increased setback also helps in terms of safety.
3. Important to pull parcels together in an overall concept, cohesiveness, makes economic sense, allows preservation in a unified way, of open spaces and riverfront.
4. The economics of an overall development will be what permits and funds preservation of open spaces.
5. Idea of developing an artists' area may not make sense. Is there a demand for it? Portside type development looks nice, etc., but it does not work?
6. Any amount of development (commercial) in corridor will lead to objection that it's hurting downtown retail.
7. Physically, the area is so close to downtown as to almost be part of it, competition with downtown therefore does not make sense.
8. Kerrytown has its own special flavor and probably won't be affected by this.
9. Housing is a good idea. Office - there may not be a current demand but could be in near future. Ann Arbor is growing; this is not a matter of simply shifting resources. There is increased demand for all types of uses.
10. Major obstacle that needs to be solved is circulation. Area needs to be connected, both vehicular and pedestrian routes to downtown.

11. As development/revitalization progresses, it seems inevitable that developers will come in, and that higher intensity development will occur.
12. Best approach is to continue with development module concept at high intensity, which allows keeping a lot of open space and improving roads. Community acceptance should be high.

INTERVIEW NO. 14

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 18, 1987

Location: Deardorff Design Resources/inc.

Attending:

Jan Cheung Mak	Dana International Architects/Planners, Inc.
Howard Deardorff	Deardorff Design Resources/inc.
Kristin Kaul	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

Background regarding China Center

January '85 Vice-Gov Szechuan came to Michigan with goal of promoting trade business with the two. Proposed idea to Mak of China Center.

Jan. - Oct. They were considering proposals to have center in Bay City.

Nov. Mak evaluating possible sites for cultural/trade center. Chose Ann Arbor as best location. Wants a "window" into Michigan to promote trade. Get national exposure due to U of M population. Purposes of center are political, commercial and cultural. Hard to find site which represents all these aspects. When returned to Michigan, contacted Ann Arbor Mayor and he suggested Michcon/Detroit Edison locations. City would have liked Michcon property as Parks Services Yard (maintenance) but too costly.

The center would consist of performance area, dance, theatre, exhibit area, promote cultural exchange but these facilities do not generate dollars, so need some other development to generate revenue and make center possible, so would include small scale, modern Chinese Inn, conference center. Chinese government interested in promoting tourism. Chinese Inn/conference center. Would include a Chinese garden, but would still need to have more development. to generate revenue and to fill up rest of site.

Need to know what neighborhood citizens would prefer/tolerate. Feel that questionnaire question regarding 'conference/hotel' will not get at whether people will like their concept, not really a good description.

Want to include a bike route on their property which will connect the river bike routes.

Will develop a Chinese traditional garden and dedicate it to Ann Arbor Parks.

Have noticed high levels of vandalism on Michcon property. To prevent this and increase aesthetics, will have 2-3 level parking structure, with connector to cultural center and courtyard. Service road is separate.

For rest (west end) of property, think they might have six story housing unit (condo) related to cultural center (possibly). Access could be problem over railroad tracks.

Will ask City to widen Broadway, synchronize traffic lights.

Feels there is a need for a conference center/hotel. U of M has only the Business School executive buildings.

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INTERVIEW NO. 15

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 18, 1987

Location: Deardorff Design Resources/inc.

Attending:

Reuben Chapman	Ann Arbor Bicycle Coordinator
Howard Deardorff	Deardorff Design Resources/inc.
Kristin Kaul	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. Recreation - oriented businesses fit well into recreational goals for corridor. Bike shop is important - produces and sells bikes, also center for racing club.
2. Bike route along east shore of river is good idea and will be used, but main concern is the condition of N. Main itself. Most bikers are passing through on their way to Huron River Drive. Bike path along Main after moving outbound lane is fine but still have problem of crossing Main to get onto Huron River Drive.
3. Bridges - along Argo Dam or across river over island - are a good idea.
4. Bikes have to be treated as cars. Most bicyclists want to use roads - should focus on ability to share Main Street.
5. If separate bike trail from main road (vehicular) - i.e., running trail under M-14 bridge and then join up with Huron River Drive - have maintenance problems.
6. Need a minimum of 8' for bike lanes.
7. Better to have a wider road without painted bike lanes. They promote accidents because novice cyclists try to turn left from them. Best to just have wide lanes on Main.
8. Distinction between novice/sophisticated bikers. Perhaps should be two separate bike systems - one for novices, family outings, which is short, separate from vehicular traffic, in parks/open spaces - and another system along roads so that experienced cyclists can get out of or around the city.
9. Problem (possible) with bridges is if they require cyclists to go up and down an incline to use them, novice cyclists will speed up as they go downhill and cause safety problems.

10. Too many roads and paths will detract from the very thing you are trying to see.
11. Cyclists would use a sidewalk built along Main (after moving lanes) current sidewalk is very poor.
12. Definite demand for getting onto Whitmore Lake from Huron River Drive- would like a crossing over railroad. Currently cross area to bike on foot.

INTERVIEW NO. 16

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 20, 1987

Location: Deardorff Design Resources/inc.

Attending:

Bill Hart	Seyfried Jewelers
Fran Wylie	Kerrytown
Howard Deardorff	Deardorff Design Resources/inc.
Kristin Kaul	

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. High rise housing towers on Detroit Edison property fits in visually with current buildings.
2. Retail in corridor may detract from retail use in Kerrytown and downtown. New retail should be built in those places first. However, mixed use in corridor is the best idea - combining housing, open space, office, retail - rather than just housing. Low density mixed use is best.
3. Mixing artist's colony and park along river is very compatible - would not compete with Kerrytown.
4. Satellite parking might be a good idea for the corridor. Will people use it?
5. There is a market for high-end retail in Ann Arbor, but N. Main may not be the place for it - should go downtown or Kerrytown. Also, would need to have a fairly large-scale retail development for it to survive.
6. Emphasis on community get-together-type use is a good idea. Ann Arbor lacks anything of this sort.
7. A restaurant along river would be very positive. Best for it to be small-scale, not terribly expensive. A place to stop in and have a glass of beer or wine. This may be the single best use for the area.
8. Separation of lanes is a good idea - looks much better - problem is cost.

INTERVIEW NO. 17

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 18, 1987

Location: Orkney/Culver Neighborhood

Attending:

Susan Greenburg 1315 Culver, 761-3253
Howard Deardorff Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. Concern expressed about the noise level generated by Michigan Automotive Research Corporation.
2. Greatest concern is traffic overload because of increased development. We should put the roadway improvements in before development occurs. The major traffic concern is on N. Main Street from the Ann Arbor Railroad Bridge to M-14. Vehicular access is dangerous along this stretch. Zones C and D have access problems.
3. An important goal is to have pedestrian access all along the river with or without private development.
4. We have enough Kerrytowns in Ann Arbor. We need a restaurant/rose garden eating place along the River. A range of restaurants from a Gandy Dancer to a snack bar.
5. Additional contacts: Janet Weiss who lives on Orkney.

INTERVIEW NO. 18

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 23, 1987

Location: Deardorff Design Resources/inc.

Attending:

Daniel R. Duncan	Huron Clinton Metropolitan Authority
Howard Deardorff	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

After briefly discussing the scope and goals of the study, the following points were made.

1. HCMA is not interested in participating in a linked system. They are concerned with controlling access to bike trails to limit their liability.
2. Their parks are family oriented and thus bike/hike trails are generally never longer than 5 miles and are always loop systems.
3. Canoeing is the only use that provides a continuing linkage along the river.

INTERVIEW NO. 19

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 23, 1987

Location: McKinley Office

Attending:

Eileen Weiser	McKinley Foundation
Ron Weiser	McKinley Foundation
Bill Mier	Hobbs and Black
Herman Weber	Weber, Murphy, Fox
Howard Deardorff	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

Ron and Eileen Weiser with the help of Bill Mier presented the McKinley Foundation's proposal for the former Lansky property. The following points were made.

1. The project involves a \$2 million renovation with construction beginning in June of 1988 and the opening in Spring 1989.
2. The facility has three goals:
 - a. provide a permanent home for the art train.
 - b. create a home for non-profit community service and arts organizations
 - c. to beautify Ann Arbor's North Main Corridor.
3. The art train will not block views to the river from Main Street because it will be 15-20 feet below street level.
4. The plaza is budgeted at \$400,000 and additional funding is being sought for this amenity.
5. It will be desirable to provide for bus drop off for school children to visit the Art train.
6. The Hawkins property is a key property in providing access to the river. Ron Weiser felt it would be a good site for an amphitheater. A second access beyond the easement across the tracks is desirable. The old Main Street bridge was suggested.

We discussed the idea of boulevarding N. Main Street to give a deeper setback along the east side of the street. Ron Weiser supported the idea and asked us to provide the property owner's names along the west side of Main Street so that he could approach these owners about McKinley Foundation purchasing them.

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INTERVIEW NO. 20

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 23, 1987

Location: Deardorff Design Resources/inc.

Attending:

Harry Hawkins	Property Owner
Terry Rhoades	Michigan Automotive Research Corp.
Herman Weber	Weber, Murphy, Fox
Howard Deardorff	Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

1. Harry Hawkins is willing to sell his property at the right price. The following tenant commitments have been made:
 - a. Materials Technology Corporation - an 8-9 year lease of one building.
 - b. MARCO - 2 year lease of one building.
 - c. Triangle Towing - year to year lease
 - d. Auto Shop and Welding Shop - year to year
 - e. Michigan Rowing Club - year to year
2. This would be a dangerous site for a park because of the railroad. It is an M-2 Zone with uses that make noise. It is impossible to muffle the sound generated by engine testing and still meet test requirements. It would cost approximately \$5-6 million to relocate MARCO. This is a good location for MARCO because it is approximately 1 hour from all major automotive clients.
3. The city needs to leave this area as an industrial zone. In order for property owner's to make visual improvements, there is a need for incentives from the city such as tax abatement.
4. Crossing improvements will be needed over conrail tracks to make property usable. The City should develop Bandemeer Park rather than buying more parkland (the Hawkins Property).
5. There should be a traffic light at Lake Shore. There are accidents on N. Main at least every two weeks.
6. A boardwalk or trail along the river would be acceptable and desirable.

7. MARCO currently uses 40,000 sq. ft. but owns a total of 73,000 sq. ft. They have long term plans to expand. The southeast wing of their building is to be replaced and the south end of a building jointly owned by O'Neal Construction is to be torn down and replaced with parking. There is an access problem for MARCO employees (about 60 people). River water is currently being used for MARCO's facility east of the conrail tracks for cooling with temperature differential of 7-10°.

INTERVIEW NO. 22

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 25, 1987

Location: Deardorff Design Resources/inc.

Attending:

Developer E

Howard Deardorff Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

This individual was concerned that the photoquestionnaire was based in favor of no development. He also questioned the goal of trying to revitalize the area economically. He feels it is already economically viable as a location for the kind of service businesses located there.

He felt the proposal to boulevard N. Main Street was a good idea but a poor use of public funds. If M.D.O.T. provided funds, he would support the idea.

He feels that a fix up/landscape beautification of North Main Street makes the most sense. Poles and wires should be removed from the east side and decorative banners placed on poles on west side. The bank located directly ahead of the M-14 ramp going south should be look at for potential landscaping. The Huron River is very difficult to access because of the Conrail tracks. The Detroit Edison site is the best option for private development.

The Hawkins site could be acquired using Camer Trust Fund money (State oil and gas revenue matching funds).

The Washtenaw Land Conservancy played a major role in acquiring the Johnson Greene (now Bandemeer Park) and this would be a logical vehicle for getting the Hawkins property into public ownership.

INTERVIEW NO. 23

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: November 30, 1987

Location: Deardorff Design Resources/inc.

Attending:

Robert Piepenburg 1313 N. Main
Howard Deardorff Deardorff Design Resources/inc.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

The following comments and responses are noted here:

This individual has been a home owner for approximately 7 years (located on the west side of Main Street opposite MARCO). He made the following comments:

1. Concerned about the scale of 8 story building to be located just west of his home. The building, while it has site plan approval, does not fit the site.
2. He supports new development if it blends into landscape as a sculptural element.
3. Like the idea of boulevarding N. Main Street even though it would mean his relocating. Felt that individuals should be willing to sacrifice for the good of the whole community.

This individual made my day.

INTERVIEW NO. 24

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: December 11, 1987

Location: Deardorf Design Resource/Inc.

Attending:

Chris Collins

President, Michigan Rowing Association

19443 Sawyer

Detroit, MI 48228

Howard Deardoff

DDRI

The Michigan Rowing Association is a non profit corporation that administrates the University of Michigan Rowing Club (150-200 members) and the Arbor Rowing Club (50-70) members. The former is a University student club while the latter is open to the Ann Arbor community. A third important group of river users is Freedom on the River. This group provides access to the River for handicapped people three to five times a week, weather permitting. About ten people are involved.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

Chris made the following comments:

1. Would like to see some private development on the river but there is a danger of overdoing it. Too much development could destroy the natural beauty of the area.
2. Boat traffic conflicts has been an occasional problem for rowers. Intoxicated canoeists have been involved in several near accidents. It is difficult to stop an eight man shell.
3. The season for rowing is from the beginning of March through October. Racing regattas are held at Gallup Park because of long straightaway. UM Rowing Club is active from March to May and September to October. Arbor Rowing Club operates all summer long. Rowing is growing in popularity- Flint, Grand Rapids, Lansing, Toledo. It has always been strong in the East.
4. The rowing activities could be located anywhere along the river as long as they were within 200 feet of the shoreline. The shells are very heavy. Eight man shells are 64 ft. long and with oars extended 26 ft. wide.
5. Chris was very positive about the potential of a 'water sports center' that might include a facility three to four times the size of the Gallup Canoe Livery. They need a meeting room/large social hall, locker-shower room and a space for indoor rowing equipment. Rowing, like sailing, is a social activity, as well as a sport. The water sports center might include restaurants.

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INTERVIEW NO. 25

INTERVIEW MEMORANDUM

Land use plan for the North Main Street/Huron River Corridor

Date: December 11, 1987

Location: Deardorff Design Resources/inc.

Attending:

Robert Bloye

Howard Deardorff

Les Voyagers

DDRI

Les Voyagers was founded in 1907 and emphasizes the appreciation of wilderness experiences. There are about 50 active members and about 900 alumni. They see their river site (built in 1929) as a refuge from the city but more of a park than a natural area. They have and use 15 canoes.

A brief presentation was made using a 1" = 100' study model to illustrate the land resource units found in the corridor as well as various mixes and intensities of development. The option to move the inbound lanes of N. Main Street up on the hillside was also presented and discussed.

Robert had the following responses:

1. They don't want to see any additional private development above Argo Dam.
2. Flood plain concerns are very real on the Michigan Consolidated property. The UM SNR Remote Sensing Lab has aerial photos that show much of the Mich Con site submerged.
3. Toxic waste deposits are highly probably along this section of the river.
4. Les Voyagers will not move from their present site.
5. Argo Park is a good neighbor with exception of alcohol and drug use problems late at night. The park should be gated at night.
6. From the water, the more natural river ambience begins just north of the islands and, with the exception of the M-14 bridge, continues to Barton Dam. Les Voyagers would like to keep it that way.
7. The path below Long Shore Drive should remain natural.
8. Fish caught along this stretch of the Huron River should not be eaten due to contaminants.