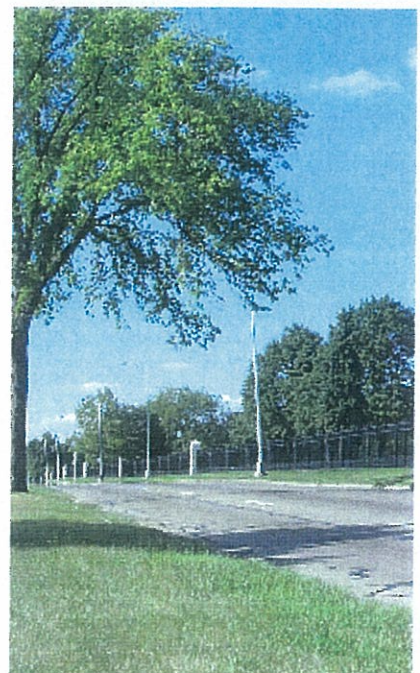


CONNER CREEK GREENWAY MASTER PLAN



Hamilton Anderson

The Gateway Collaborative, Inc.
Grants and Economic Development

GREENWAYS
INITIATIVE



APRIL 2003

CONNER CREEK GREENWAY MASTER PLAN

DETROIT, MICHIGAN
APRIL 2003

Detroit Eastside Community Collaborative (DECC) offers this Master Plan to advance, extend and coordinate the current planning and redevelopment projects on the Eastside of Detroit in a way that achieves the goals of ecosystem restoration, heritage preservation, increased recreation and economic development. We would like to acknowledge the following agencies for their commitment to improving Southeast Michigan's quality of life and belief in the Conner Creek Greenway Project.

DECC MEMBERS

Chene Community Providence Alliance
Detroit Catholic Pastoral Alliance
Detroit Community Initiative, Inc.
Eastside Industrial Council
Gratiot McDougall United
Islandview Village Development Corp.
James & Grace Lee Boggs Center for Community Dev.
Jefferson East Business Association
Mack Alive
Messiah Housing Corporation
MorningSide
Nortown Community Development Corp.
Riverbend Community Association
Riverfront East Alliance
Sacred Heart/St. Elizabeth Housing Program
Shore Bank Enterprises, Detroit
St. Ignatius Nonprofit Housing Corporation
University of Michigan
U-SNAP-BAC, Inc.
V.I.S.I.O.N., Inc.
Vanguard Community Development Coalition
Warren /Conner Development Coalition
We Care NPHC
YMCA Urban Strategies

SUPPORT AGENCIES

City of Detroit
CVS
DaimlerChrysler
Detroit City Airport
Detroit Department of Transportation
Detroit Planning and Development Dept.
Detroit Recreation Department
DTE Energy
Friends of Parkside
Greening of Detroit
PVS Chemicals
South Eastern Village
Think Detroit
Wayne County
Wayne County Community College

CONSULTANTS

Hamilton Anderson Associates, Inc.
The Greenway Collaborative

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COMMUNITY FOUNDATION FOR SOUTHEASTERN MICHIGAN GREENWAYS INITIATIVE

TABLE OF CONTENTS

INTRODUCTION.....	1
INVENTORY AND ANALYSIS.....	3
Site Analysis	
PUBLIC INVOLVEMENT.....	7
Questionnaire Summary	
PROGRAMMING AND STRATEGIC PLAN.....	10
MASTER PLAN.....	15
Master Plan	
NEXT PHASE DEVELOPMENT PLAN.....	17
Next Phase Development Plan	
Preliminary Cost Estimate	
CONCLUSION.....	21



INTRODUCTION



Need Statement

The historic Conner Creek once flowed from what is now the City of Warren to the Detroit River. An important water resource, fishery, and path of travel to the early inhabitants of this region, the creek now conveys combined sewage. The Conner Creek Parkway was set aside as a designated greenspace along the Creek's original path - only a small portion of the greenspace exists today. As the creek and greenspace were forgotten, our reliance on the automobile, industrialization, and the expansion of I-94 splintered the Eastside neighborhoods.

Establishment of the Conner Creek Greenway will reconnect these neighborhoods and make a tremendous stride toward the region's renewal. A network of open space and non-motorized trails will physically and aesthetically link neighborhoods and destinations such as parks, schools and shopping areas. The opportunity to walk or ride a bike through greenspace, alive with trees, grass, and shrubs, will result in significant health benefits. Portions of the natural environment that once slowed runoff and filtered pollutants will be recreated to address recent increases in air pollution and accelerated storm runoff. Activity nodes and recreation trails will strengthen community unification with new opportunities for interaction. The greenway will lay the groundwork for economic growth by improving access, increasing property values and providing an amenity that will, once again, attract people to live, work and play on Detroit's Eastside.

Conner Creek Greenway Master Plan

The Community Foundation for Southeastern Michigan GreenWays Initiative awarded a Predevelopment Grant to the Detroit Eastside Community Collaborative (DECC) in April 2002 for the Conner Creek Greenway. This grant funds master planning for the entire nine-mile cor-

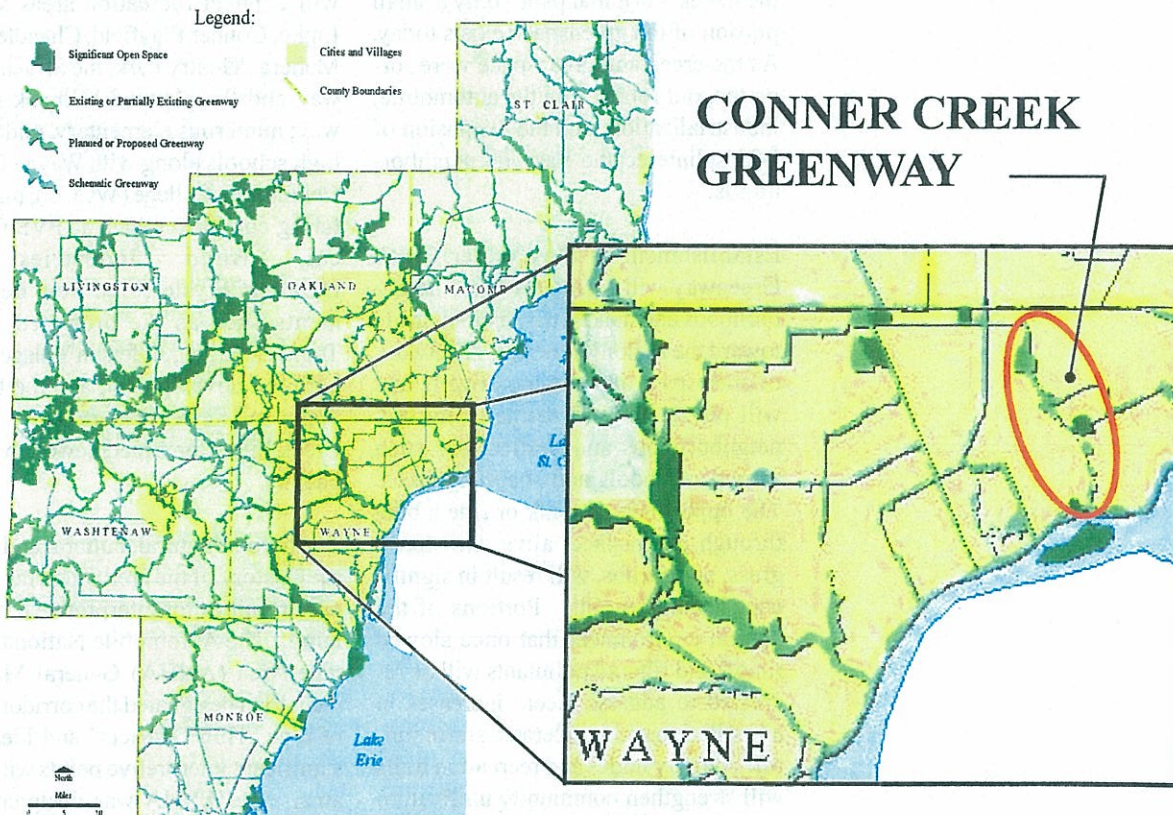
ridor as well as detailed design and construction documents for a selected segment of the project.

The Master Plan outlines greenway development connecting neighborhoods and attractions from Eight Mile Road to the Detroit River following the historic path of Conner Creek. The route will connect recreation areas such as Lipke, Conner Playfield, Chandler Park, Maheras/Gentry Park, the St. Jean pathway and the planned Milbank Greenway; numerous elementary, middle and high schools along with Wayne County Community College (WCCC); manufacturing complexes such as PVS Chemical, Budd Industries and DaimlerChrysler; and new developments such as the proposed Timed Transfer Station, Jefferson Village neighborhood development, and the Detroit Water and Sewer Department's Conner Creek Pilot Combined Sewer Overflow Facility.

The diverse natural, cultural and industrial history of the area offers numerous opportunities for interpretive programming. The Automobile National Heritage Area (ANHA) General Management Plan designated the corridor as one of nine "Hub Districts" and identified significant interpretive points within the area. The ANHA was designated by the National Park Service to preserve, interpret and promote the region's rich automotive and labor heritage.

Specific tasks associated with the planning process included: inventory and analysis, stakeholder meetings, programming and strategic planning, public involvement sessions, master plan documentation and cost estimating. The next phase of development was identified as a result of the planning process. Detailed bidding documents will be prepared to guide the construction of this phase as funding becomes available.

GREENWAY VISION - WAYNE COUNTY



PROJECT LOCATION MAP

INVENTORY AND ANALYSIS



During the inventory and analysis phase, the consultant team reviewed completed improvements and planning studies within the project area and surrounding region. The information compiled identifies potential links beyond the Conner Creek Greenway project area. Detailed study and evaluation of existing conditions, within the project area, exposed numerous interpretive opportunities, and identify recreational/educational destinations, shopping centers and work places. Development and linkage of these features will define the Conner Creek corridor as an important north-south connection from Eight Mile Road to the Detroit River.

Regional Context

The Conner Creek Greenway was identified as a primary greenway route in the Southeast Michigan Greenway Initiative's "Greenway Vision". The Greenway will fundamentally connect Eastside Detroit residents to the Detroit River. Additionally, it could connect to the City of Warren's planned greenway, reaching north to Fourteen Mile Road and the Red Run Drain. These projects will combine to create a linked greenway network between neighborhoods, cities and counties with a wide variety of experiences.

History

Historically, Conner Creek meandered through the Eastside of Detroit. Passing over the City's northern boundary near Mound Road, it followed, in part, what is now Conner Avenue to the Detroit River near Maheras/Gentry Park. Gradually, Conner Creek was enclosed within the City's sewer system to limit flooding and provide suitable land to build upon.

Conner Creek was a significant natural feature for Native Americans and European settlers. The Algonquin Tribe was predominant among several Native American inhabitants. This tribe was typically nomadic and followed the mi-

gration of birds and fish or other available food sources such as fruits and berries. Early French surveyors named the creek “Riviere du Grand Marais” (River of the Great Marsh). Later, it became known as Trombley’s Creek after the early French settler. In 1840, the creek was formally named Conner Creek in honor of Henry Conner, Indian guide and landowner.¹ As European settlers moved into the area, the landscape began to change. Mills were constructed along the creek, and the forest was removed to make room for farm fields. Ribbon farms dominated the landscape along Conner Creek and the Detroit River to maximize landowners’ access to water.

The Detroit Terminal Railroad, constructed parallel to the creek, attracted industries such as Detroit Edison, Chrysler, Hudson Motor Car, Continental Motors, Budd Industries and Fruehauf. Detroit Edison's Seven Sisters plant was a navigational landmark for aircraft and ships. In 1996, the seven towering smokestacks were demolished. The DaimlerChrysler Plant, located near Jefferson and Conner, was constructed over the creek. The partial containment of the creek did not eliminate flooding and a parkway was designed by the City to help alleviate damage. Construction of Detroit City Airport and Interstate 94 led to the sale of parkway land. By this time, the creek was almost entirely enclosed.

Recreational and Interpretive Opportunities

The progression of Detroit's Eastside, from its natural origin to a center for industry surrounded by neighborhoods, is uniquely interesting. Manufacturing companies have prospered in this area as a result of foundations built by earlier industrial pioneers. Environmental enhancements could reflect an earlier time and offer opportunities to describe the area's natural heritage. Linking popular destinations and existing



Milbank Greenway



Conner Playfield



Chandler Park



Manz Playfield

recreational amenities will increase recreational value of the greenway. Some existing recreational features and associated interpretive opportunities are summarized below:

The Milbank Greenway was designed and construction documents are in progress. This portion of the Conner Creek Greenway may be the first phase of construction. The pathway will pass through the abandoned Milbank Road right-of-way between VanDyke and Conner and serve as a regional trailhead. It is an ideal area to celebrate the history of the creek since it formerly ran across Milbank at VanDyke.

Lipke Recreation Center is currently being renovated. Once the facility is complete, it will be doubled in size. The indoor pool will soon be open to the public offering residents an opportunity to swim year round.

Conner Playfield, a prominent open space along Conner Street, provides a picnic area, softball field and soccer field. It is an ideal location to interpret the nearby historical grave sites. The Historic Detroit City Cemetery, once located at Harper and Gunston, was moved during the construction of I-94. The pauper's grave area remains intact, marked with a stone monument at the southeast corner of Conner and I-94.

The former Hudson Body and Sheet Metal Plant is immediately west of the playfield. The factory was designed by Albert Kahn, a famous Detroit Architect, and constructed in 1925. This site has been designated as an important interpretive point along Automobile National Heritage Area tours.

Chandler Park draws regional visitation because of its large scale and many activities including a golf course and water park. A new Timed Transfer Station is proposed within the park, fronting on Conner Street. This facility will be a ma-

major transfer station for Detroit's bus system and offer public amenities such as a recreation and daycare center. A baseball diamond, located in Manz Playfield, has been recently improved and includes lighting, bleachers and dugouts. Large trees along the street enclose the space and calm the sight and sounds of Conner Avenue traffic.

Maheras/Gentry Park is an important recreational and historic link at the corridor's south terminus. The interior of the park was developed for baseball, softball and basketball. "Think Detroit", a local non-profit organization, is constructing new ballfields in the park including four softball fields, one baseball diamond and three soccer fields. Other activities in the park include basketball courts, tennis courts, horseshoe pits and a playground. There is also a community recreation building with an outdoor pool. A passive recreation space is under construction at the shoreline of the Detroit River. This area will offer visitors the opportunity to fish, walk and socialize. A picnic shelter and benches will overlook a new pond created to enhance fish habitat. The view continues to the Detroit River and Belle Isle. These site improvements are funded through the Detroit Water and Sewerage Department to mitigate the effects of park space consumed by the new Conner Creek Pilot Combined Sewer Overflow (CSO) Facility.

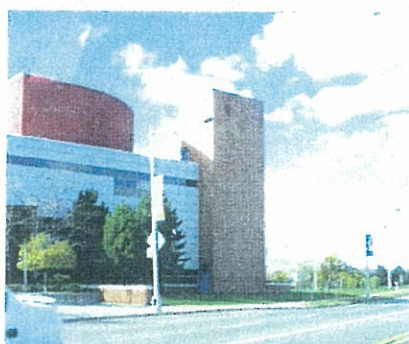
The City of Detroit began acquiring land for Maheras Park, known then as Algonquin Park, in 1928. Land acquisition continued for the next three decades. The park was renamed after Army Private Peter Maheras, who gave his life to save others during World War II. During the 1960's, the park received little funding, while other parks in the city received substantial capital improvements. The predominately African-American neighborhood around Maheras/Gentry Park perceived this inequality in budget appropriation as ra-



Mt. Olivet Cemetery



Southeastern High School



Wayne County Community College



Detroit City Airport

cially motivated. Bronson Gentry led efforts by the community through the 1960's to secure construction of a community / recreation center in the park. In 1966, this facility was completed with the outdoor swimming pool added in 1968.

Maheras/Gentry Park was designated as a City of Detroit Historic District in 1997 for its significance in the Civil Rights Movement. This designation is unique because it is Detroit's only historic district comprised solely of a park. The Historic Designation offers the community a layer of protection against increasing pressure for residential development of the parkland.

Municipal Sites / Schools

Mt. Olivet Cemetery can serve as an interpretive point for visitors to learn about the historical families and early leaders of Detroit. Conner Creek formerly ran through much of the cemetery's west side. The character of the native landscape remains in the lightly rolling topography.

The Conner Creek Pilot CSO Facility is currently under construction. This facility will satisfy the Michigan Department of Environmental Quality's requirement to eliminate or treat all sewage overflow into our lakes and streams. This facility will store and clean excess water from other city storm systems before it is released into the Detroit River. When the facility is operational, by January 1, 2005, it will be a pilot project demonstrating the effectiveness of high-rate disinfection.

The greenway will provide important links to schools in the area, offering a safe route for students to walk or ride their bicycles to class. Connections to the schools provide additional recreational opportunities by linking the adjacent playfields and athletic facilities to the greenway. Southeastern High

School is constructing an addition to the existing school with new classrooms, cafeteria and gym. Upgrades to the track and football field are also planned.

A master plan is underway at Wayne County Community College (WCCC) to accommodate future expansion. The college intends to provide a corridor for greenway development through the heart of campus.

Detroit City Airport is updating its existing Master Plan and conducting an Environmental Impact Statement in conjunction with a Noise Compatibility Study. The City of Detroit Planning and Development Department is encouraging plans to create an airport industrial park along VanDyke Avenue. A retail center is planned for the area along the Gratiot Avenue border of the airport.

Neighborhood / Business

Neighborhood development is prominent in the areas adjacent to Jefferson Avenue. Greyhaven and Clairpointe contain large, newly constructed homes. Jefferson Village, a neighborhood and commercial development, is presently under construction. The development will include a commercial area located along Jefferson Avenue with a large grocery store. Plans for the neighborhood meet traditional design standards with small lots, while providing community open space. Partnerships to provide infill housing on approximately 1,200 acres are forming in the Far East Side Study Area, north of Jefferson Avenue and west of Conner Avenue.

The Automobile National Heritage Area (ANHA) has designated the Conner Creek generating station as an interpretive point. The former site of the Detroit Edison Seven Sisters can be interpreted at this location. For over 80 years, the seven towering smokestacks were used by pilots and captains to



Preserved space for greenway development in front of CVS.

navigate their crafts. Pilots would line up with the stacks for a landing at Detroit City Airport. Downriver bound ships would use the landmark to judge the distance for entering the Detroit River.

CVS opened a new pharmacy at the corner of Gratiot and Conner. This development has gained attention because of the company's approach to community outreach. CVS constructed a plaza for the public near the bus shelter and moved the parking area away from Conner to accommodate the future greenway.

CONNER CREEK GREENWAY - INVENTORY AND ANALYSIS

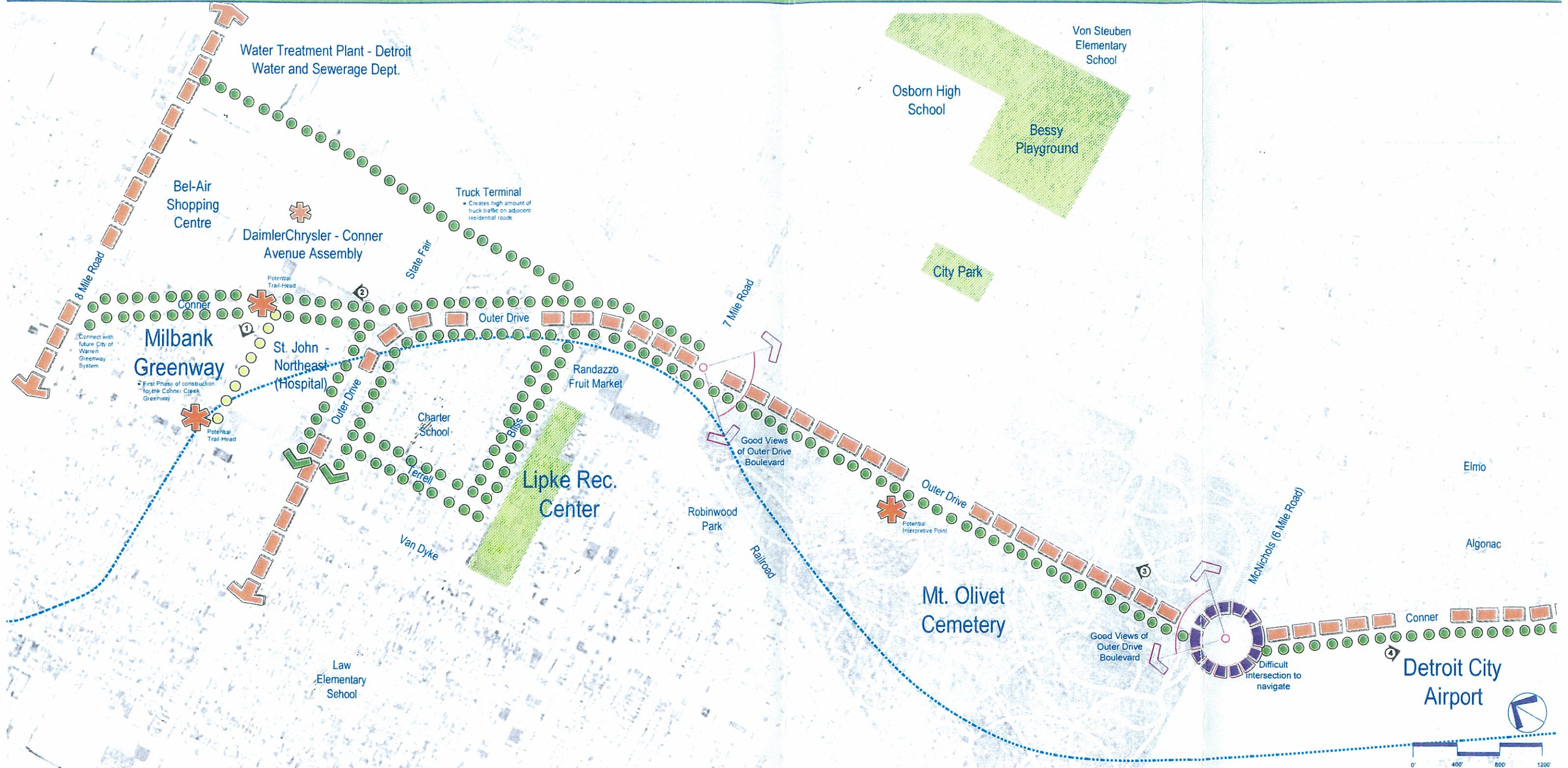


- Conner / St. Jean**
- Conner from Gratiot to Harper
 - Provide on street bikeway and pedestrian walks on Conner
 - Create shared use path through Conner Playfield
- Conner from Harper to Mack**
- Create safe intersection crossings
 - Provide on street bikeway and pedestrian walks
 - Connect to Chandler Park
- St. Jean from Harper to Mack**
- Utilize Railroad crossing for pedestrian and bicycle crossing over I-94
 - Connect to Chandler Park via Shoemaker Road
 - Provide on street bikeway and pedestrian sidewalks



CORRIDOR ALTERNATIVES - CENTRAL

CONNER CREEK GREENWAY - INVENTORY AND ANALYSIS

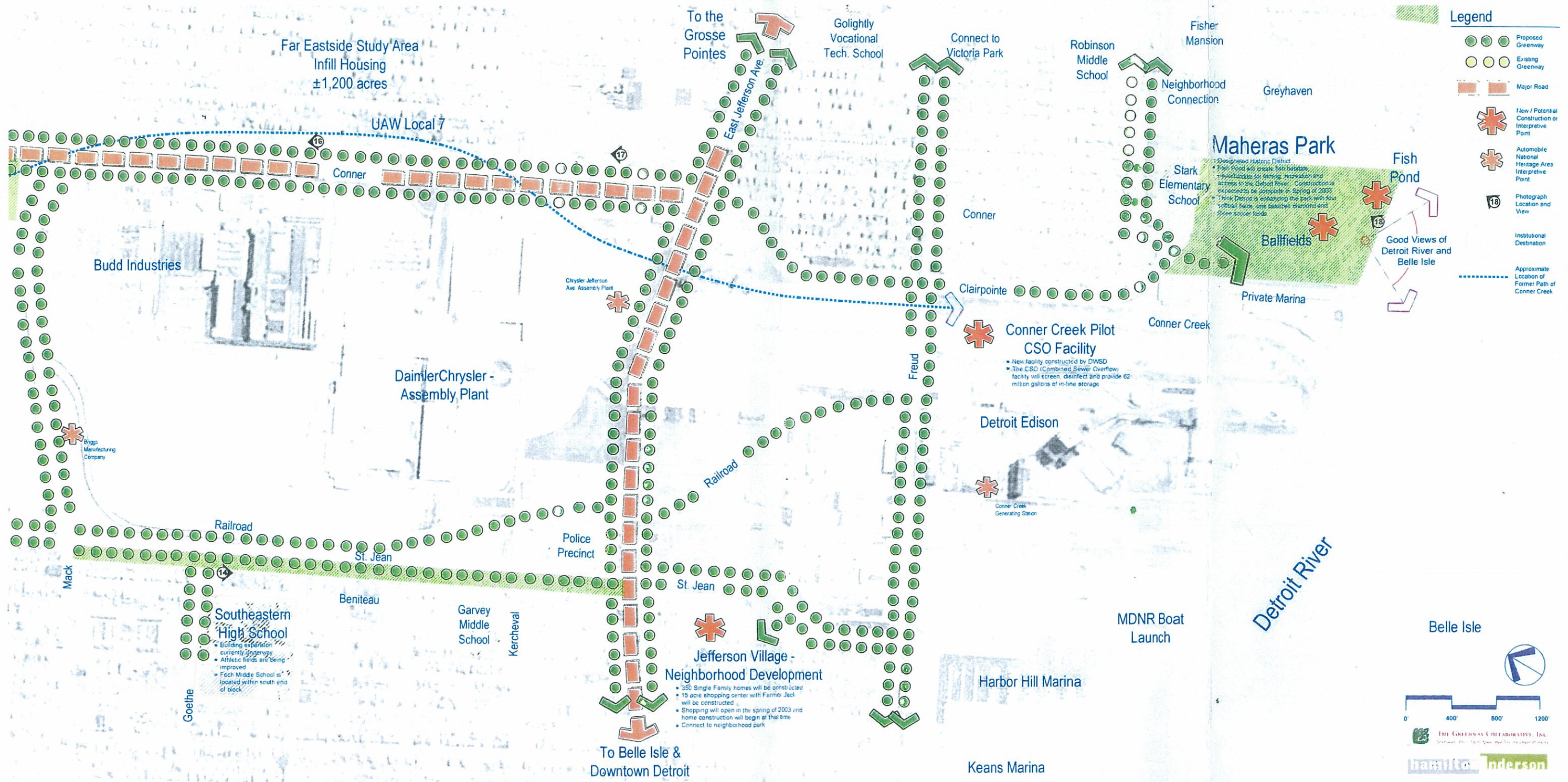


- Milbank / Nortown / Mt. Olivet / Detroit City Airport**
- 8 Mile Rd. to 7 Mile Rd. along Conner / Outer Dr.
- Create on street bikeway
 - Provide safe pedestrian crossings
 - Connect to existing Milbank Greenway
 - Connect to Lipke Recreation Center
- 7 Mile Rd. to Gratiot
- Provide safe pedestrian crossing at 7 Mile
 - Create on street bikeway
 - Pedestrian traffic is accommodated along the east side of Outer Drive / Conner



CORRIDOR ALTERNATIVES - NORTH

CONNER CREEK GREENWAY - INVENTORY AND ANALYSIS

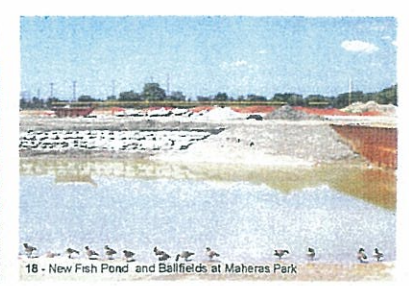
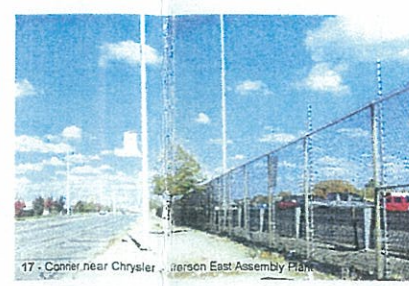
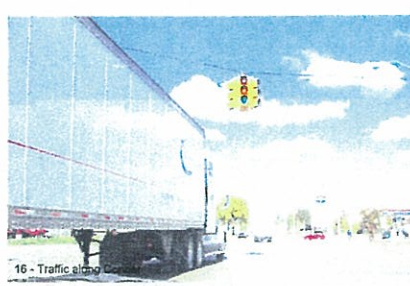


Conner / St. Jean to Maheras Park
 Conner / Clairpointe to Maheras Park

- Provide on street bikeway and pedestrian walks along both sides of Conner and along east side of Clairpointe
- Connect to Manz Field Park
- Create safe intersection crossings

St. Jean / Freud to Maheras Park

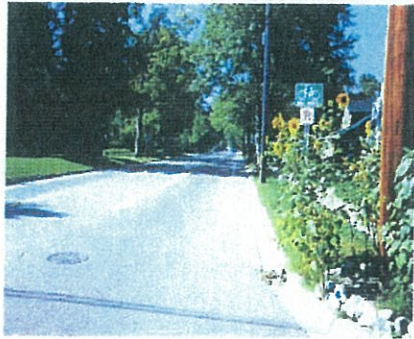
- Provide shared use path along berm on St. Jean
- Widen existing walk along berm
- Create safe intersection crossings
- Provide on street bikeway and pedestrian walks along St. Jean and Freud south of Jefferson Avenue
- Provide on street bikeway along Clairpointe and pedestrian walk along east side of Clairpointe to Maheras Park



PUBLIC INVOLVEMENT



Shared Use Path



Designated bike lane



Signed shared roadway



Open space

Two public meetings were advertised to city officials, community organizations, businesses, residents and the public. The first meeting was held on November 19, 2002, at the UAW Local 7 on Conner to familiarize people with the project and receive input. Questionnaires were distributed that addressed specific issues while allowing participants to voice their opinions. Almost all input received was in support of the project and pertained to improving the plan.

A presentation was made illustrating general definitions and benefits of greenway development along with some preliminary analysis and concepts specific to the Conner Corridor.

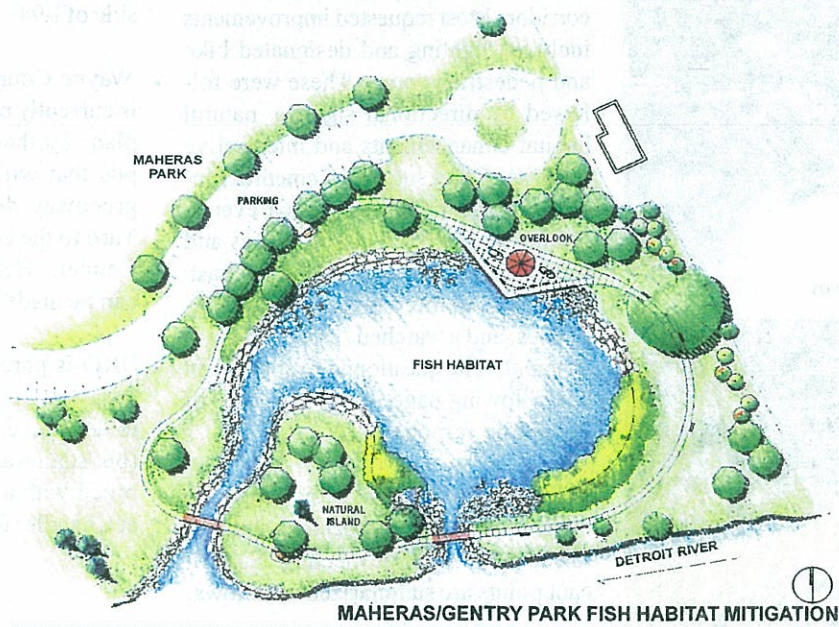
Safety, as it relates to traffic congestion, was among the public's greatest concerns. Heavy volumes of truck traffic on Conner present a serious impediment to visualizing a green non-motorized transportation route sharing the same corridor. Most requested improvements included lighting and designated bike and pedestrian ways. These were followed by directional signage, natural habitat enhancements and interpretive exhibits. Other suggested amenities included open fields for special events, fountains, greenery, quality stores and shops, rest areas, beautification, trash removal, maintenance, public telephones, and a watched / patrolled environment. The questionnaire appears on the following page with a summary of the public responses.

Solicitation of input from the corridor's major stakeholders preceded and followed the first public meeting. Significant points are summarized as follows:

- The Detroit City Airport has future redevelopment plans that could include a side path on their property for the entire length of its frontage along Conner (approximately 1 mile).
- Detail of the Milbank Greenway running between Van Dyke and Conner was shared by Nortown CDC.
- PVS Chemicals currently maintains the south portion of Conner Playfield and is committed to a continuation of this effort. There is potential to acquire an easement on PVS property as part of a strategy to cross I-94. From Conner Playfield, the path would lead to either an existing pedestrian overpass or an abandoned rail bridge to cross over the highway.
- Wayne County Department of Public Works will potentially accommodate an easement through Hern Yard (maintenance yard) to attach with the above described route on the south side of I-94.
- Wayne County Community College is currently preparing redevelopment plans for their Eastern Detroit Campus that will include a corridor for greenway development from Hern Yard to the corner of Shoemaker and Conner. Here, a safe road crossing can be made to Chandler Park.
- DRD is partnering with Detroit Department of Transportation (DDOT) to develop a Timed Transfer Facility (bus station and daycare facility) combined with a new Recreation Center at Chandler Park, fronting on Conner.

- DTE Energy and DaimlerChrysler will consider accommodating easements for greenway development on their properties.
- DWSD is currently constructing a combined sewer overflow facility in Maharas/Gentry Park where, during heavy storms, the Conner Creek sewer spills into the Detroit River. The new facility will provide 62 million gallons of in-line storage and provide screening and disinfection treatment to any sewage overflow exceeding this capacity.

A second public meeting was held on February 11, 2003 at Wayne County Community College. A formal presentation unveiled a draft Master Plan and preliminary concept for a Next Phase Development Plan. An open forum followed in support of concepts presented.



DWSD Combined Sewer Overflow Environmental Enhancement Project

CONNER CREEK GREENWAY



THE GREENWAY COLLABORATIVE, INC.
Greenway, Trail, Open Space, and Non-motorized Planning



1. Rank the following items from the most important to the least important (1-3), that you feel prevents non-motorized traffic along East Outer Drive.
 - 2 Lack of pedestrian walkways
 - 2 Lack of designated bicycle lanes
 - 1 Existing routes of travel are unsafe due to traffic congestion
2. Rank the following items from the most important to the least important (1-3), that you feel prevents non-motorized traffic along Conner.
 - 2 Lack of pedestrian walkways
 - 3 Lack of designated bicycle lanes
 - 1 Existing routes of travel are unsafe due to traffic congestion
3. Rank the following items from the most important to the least important (1-3), that you feel prevents non-motorized traffic along St. Jean.
 - 2 Lack of pedestrian walkways
 - 2 Lack of designated bicycle lanes
 - 1 Existing routes of travel are unsafe due to traffic congestion
4. Rank the following amenities associated with Greenways in order of importance (1-7), from the most important (1) to the least important (7).
 - 4 Designated Bike Lanes in Street
 - 3 Pedestrian Walkways
 - 6 Natural Habitat
 - 7 Historic Interpretive Exhibits
 - 1 Safety
 - 2 Lighting
 - 5 Directional Signage
5. Rank the following uses you may have for the greenway in order of importance (1-5), from the most important (1) to the least important (5).
 - 2 recreation
 - 1 exercise
 - 4 transportation to school / work
 - 5 shopping
 - 3 visual beautification
6. List other Greenway amenities / ideas that you feel are important:
open fields for special events, fountains, greenery, quality stores and shops, rest areas, beautification, removal of trash, maintained clean, public telephones, watched / patrolled
7. List any concerns for the Greenway:
maintenance, "hang-out" potential, safety

PROGRAMMING AND STRATEGIC PLAN

Program opportunities were researched and documented in consultation with members of the Detroit Eastside Community Collaborative, City of Detroit agencies and Wayne County. The purpose of the Programming and Strategic Plan was to identify fundamental goals and establish parameters for immediate and phased implementation. The study identified locations and conceptual solutions for the urban greenway. A written program and strategic plan has been conceptualized as a result of these investigations.

Fundamental goals were established as follows:

- Create a safe environment for using alternative modes of transportation.
- Connect residents to and educate them on their unique urban environment.
- Improve the appearance of Detroit's Eastside.
- Strengthen a sense of community culture, and history by linking neighborhoods.
- Improve economic atmosphere of Detroit's Eastside.
- Improve environmental quality of the Eastside such as air and water quality.
- Improve physical health of people.

The following program initiatives were identified and are consistent with the fundamental goals.

Milbank Road to Lipke Recreation Center

The Greenway will pass through the Milbank Road abandoned right-of-way as a shared use path before connecting to Conner. Bike lanes will be designated along both sides of Conner by narrowing existing vehicular lanes. Sidewalks will be added or enhanced with new tree plantings as needed. This route will continue south along East Outer Drive before merging with Conner just north of Seven Mile. Lipke Recreation Center can be accessed from East Outer Drive along Bliss and Terrell Streets. These are neighborhood streets that will become designated bike routes by installing signage.

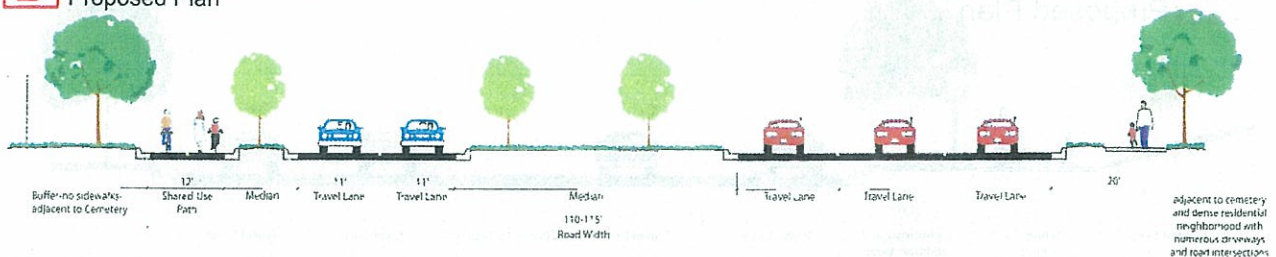
Mt. Olivet Cemetery

From Seven Mile Road to McNichols, a shared use path will displace one of the southbound vehicular travel lanes. Adjacent vehicular lanes will be narrowed to accommodate the 12-foot shared use path. The pathway will be separated from traffic by a median with tree plantings.

Detroit City Airport

A shared use path will accommodate bicycles and pedestrians along airport property from McNichols to Gratiot. The airport is agreeable to moving an existing fence in order to accommodate the pathway away from high traffic volumes on Conner.

D Conner Street- McNichols Road to 7 Mile Road Proposed Plan





Plan View of Abandoned Rail Bridge



Path along City Airport (SmithGroup/JJR)



Abandoned Railroad Bridge at Hern Yard

Conner Playfield

A 10-foot wide shared use path will take advantage of this wide expanse of public greenspace by meandering gracefully away from the street under the shade of existing and new tree plantings. Native meadow plantings will replace lawn, and native perennials will be cultivated surrounding new interpretive displays. The path will run from the CVS Drugstore, at Gratiot and Conner, to Harper Avenue. A fence will be relocated at the Detroit Public Lighting Department (PLD) building, between CVS and Conner Playfield, to accommodate passage between the building and the street.

I-94 Crossing

Several options exist for locating the greenway as it leaves Conner Playfield to cross I-94. The existing sidewalk associated with MDOT's new bridge will temporarily accommodate the crossing.

Future options include following the perimeter of PVS Chemicals property to an abandoned railroad bridge or an existing pedestrian bridge, further to the west. The pedestrian bridge option involves extending the path west along Harper, past PVS Chemicals property, to Montclair Street. This is a one-way street almost entirely vacant of houses. If the street was abandoned, the right-of-way could be used to create a linear park leading to the pedestrian bridge. Once across I-94, the greenway utilizes neighborhood streets to advance toward WCCC.

Wayne County Community College (WCCC)

After crossing I-94, the greenway will enter WCCC, where it will be accommodated through the heart of campus. A campus master plan is currently underway, therefore, the exact location of the greenway has not yet been determined. However, the pathway will enter near I-94 and proceed through campus to link with Chandler Park.

Chandler Park

Travelers from WCCC will access Chandler Park with the aid of an existing traffic signal at the intersection of Conner and Shoemaker. South of Chandler Park, St. Jean will be accessed by travel along Shoemaker.

St. Jean Street

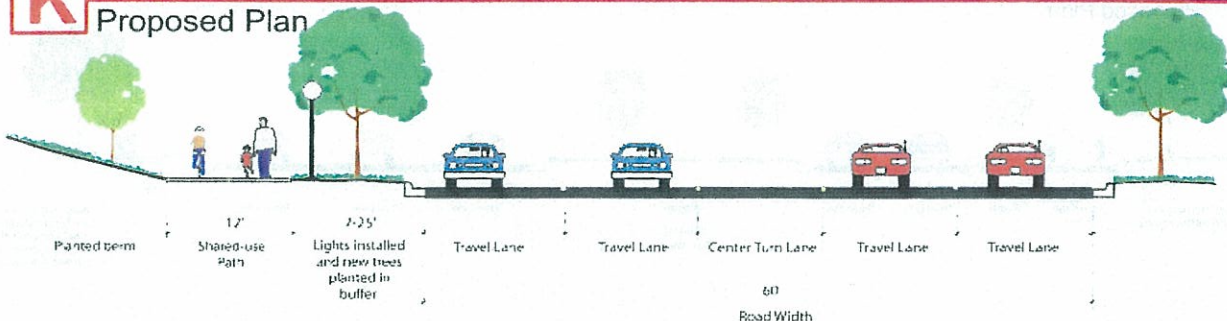
A 12-foot wide shared use path will be constructed along St. Jean from Shoemaker to Jefferson Avenue. The existing 6-foot wide sidewalk along the berm will be widened to meet standard requirements. Trees will be planted throughout to enhance the existing landscape.

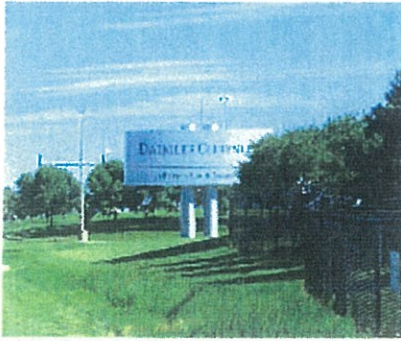
DaimlerChrysler Loop

The area, including the berm along St. Jean, is included in this loop connecting Mack, Jefferson and Conner. This pathway will serve as an amenity for the industry it surrounds. Employees will have direct access to the greenway. The existing sidewalk on Conner will be converted into a raised bike lane and walk separated by plantings.

K Saint Jean Street- Jefferson Avenue to Mack Avenue

Proposed Plan





DaimlerChrysler

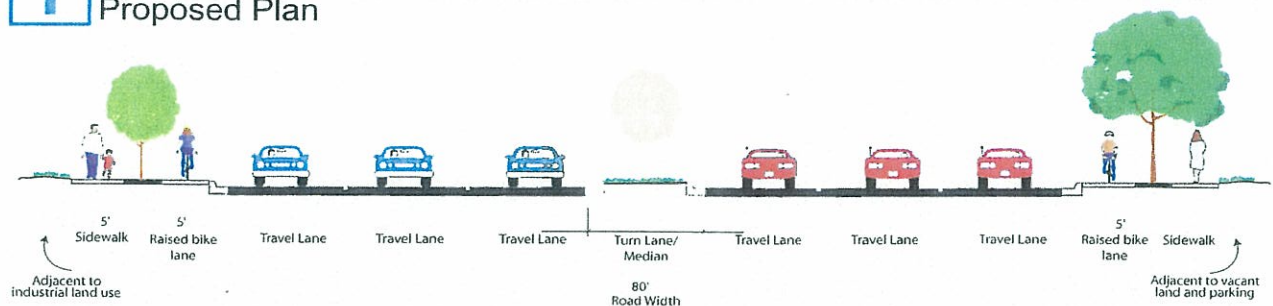
Freud Street

Near the Police Station at Jefferson and St. Jean Street, there is an opportunity to convert the existing rail spur to a rail-to-trail or a rail-with-trail pathway. At Freud Street, the signage would designate the greenway to Clairpointe Street.

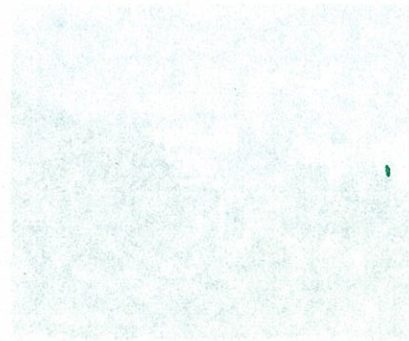
Clairpointe Street

From St. Jean, the greenway will follow Jefferson Avenue to Clairpointe. A 12-foot shared use path will be added to the north side of Jefferson Avenue. Lighting and tree plantings will be added to enhance the greenway. The existing sidewalk along the east side of Clairpointe would be used for pedestrians, and a bike lane will be designated in the street. This will lead visitors to Maheras/Gentry Park and the Detroit River.

Conner Street-Jefferson Avenue to Mack Avenue Proposed Plan



Street. The proposed intersection of Jefferson and
 St. Louis Street, where there is an existing
 intersection, would be converted to a signalized
 intersection. The proposed intersection of
 Jefferson Street and St. Louis Street would be
 converted to a signalized intersection. The



The proposed intersection of Jefferson Avenue and
 St. Louis Street would be converted to a
 signalized intersection. The proposed
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 Jefferson Avenue and St. Louis Street would
 be converted to a signalized intersection. The

Proposed Signalized Intersection of Jefferson Avenue and St. Louis Street



MASTER PLAN



Milbank Garden



Mt. Olivet Cemetery



Chandler Park



Conner Street

The Master Plan proposes a greenway network from Eight Mile Road along the path of the former Conner Creek to the Detroit River. The nine-mile greenway is segmented into 10 sub-corridors: Milbank to Lipke, Mt. Olivet, Detroit City Airport, Conner Playfield, WCCC, Chandler Park, St. Jean, DaimlerChrysler Loop, Freud and Clairpointe. The combined system provides non-motorized linkages between neighborhoods, recreational features, school, work places and commercial areas.

The Master Plan is consistent with the goals and program initiatives, as previously outlined. Each segment creates safe pedestrian and non-motorized linkages, provides environmental improvements and informs residents and visitors of significant historical, cultural and environmental features in the area.

MASTER PLAN

The Master Plan proposes a new way to connect the town of Northville to the rest of the region. The plan is based on the idea that the town should be a self-sufficient community, with its own infrastructure and services. The plan also includes a number of other features, such as a new school, a new library, and a new park. The plan is designed to be a long-term solution to the town's needs, and it is hoped that it will be a model for other communities in the region.

The Master Plan is a comprehensive document that covers a wide range of issues, from land use to transportation. It is a result of a long and thorough process of consultation and planning. The plan is designed to be a living document, one that can be updated as the town's needs change. It is hoped that the plan will be a source of inspiration and guidance for the town's future.

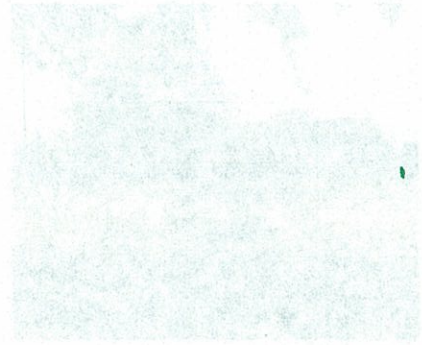


Figure 1: Aerial view of the site.



Figure 2: Aerial view of the site.



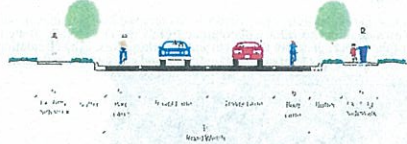
Figure 3: Aerial view of the site.



Figure 4: Aerial view of the site.

CONNER CREEK GREENWAY

A Conner Street- 7 Mile to 8 Mile Road Proposed Plan



Summary: Bike lanes will be incorporated on both sides of the roadway through narrowing of lanes. Sidewalks will be added on both sides of road and trees will be added in the buffer.

B Conner Street- 7 Mile Road to E. Outer Drive Proposed Plan

Summary: In this section there is a transition from the shared use path in the road corridor to the south to bike lanes and sidewalks. Numerous intersecting roads and driveways make the use of a continued sidepath inappropriate north of Bliss Street. The shared use path continues from 7 Mile Road to Bliss Street. Users may opt to take bike lanes and sidewalks along Conner or bike along neighborhood streets.

Distance traveled in 15 minutes

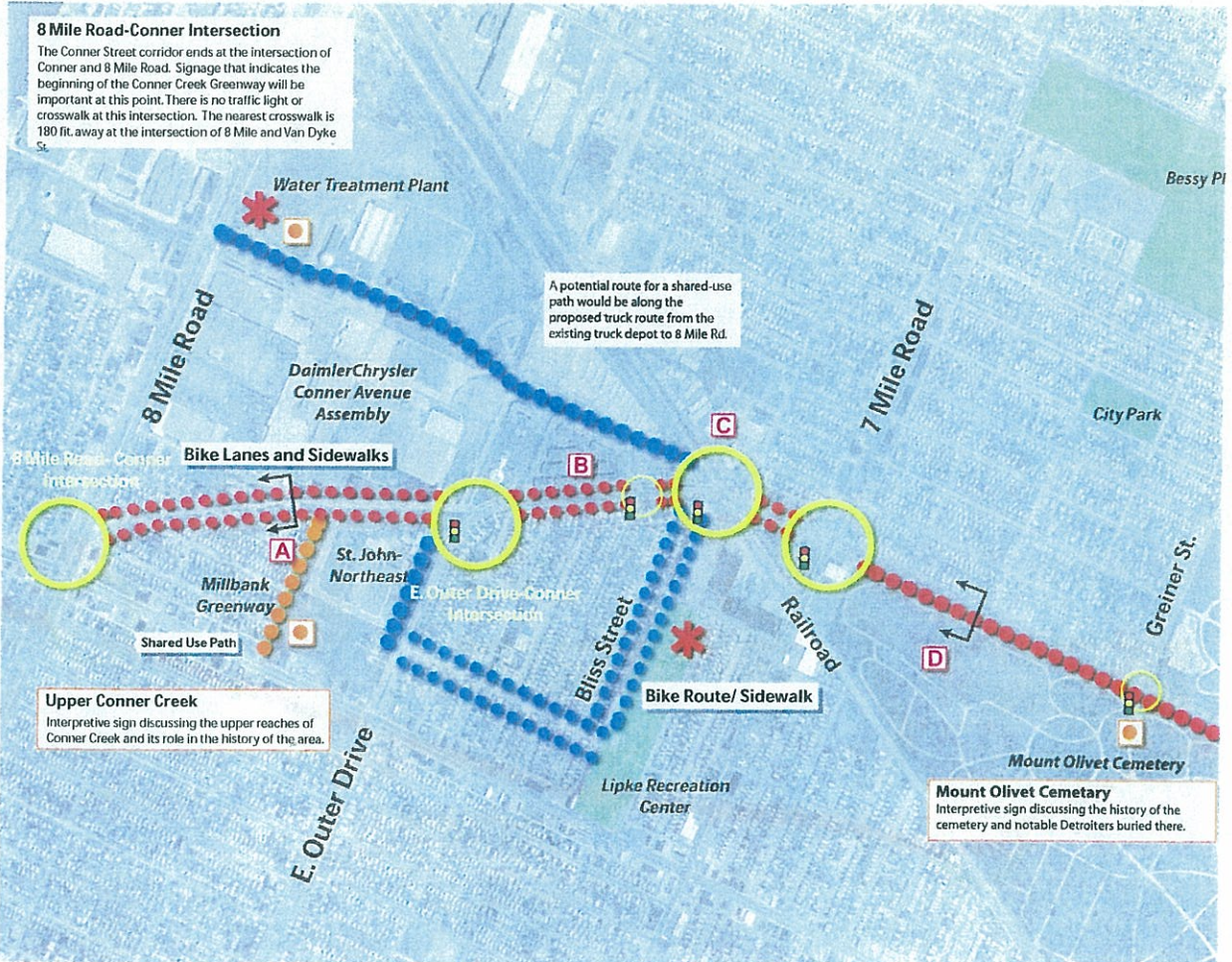


Pedestrian 2-3 miles an hour

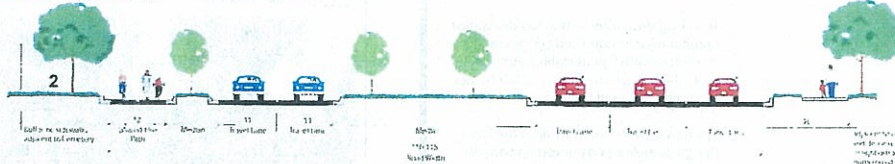


Bicyclist travels 8-12 miles an hour

It takes 3-4.5 hours to walk from the Detroit River in Maheras Park along Conner Boulevard to 8 Mile Road and 45 minutes-1.5 hours to ride the corridor on a bike.



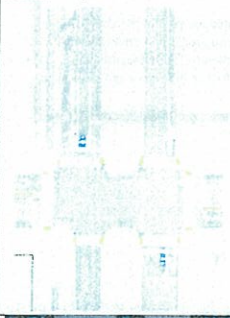
D Conner Street- McNichols Road to 7 Mile Road Proposed Plan



Summary: Southbound travel lanes are narrowed to accommodate a 12' Shared-Use Path within the road corridor on west side of the road. The path is separated from the road by a planted median. No sideroads or driveways enter the roadway along this stretch and the roadway is framed by Mount Olivet Cemetery on either side, making it a very scenic portion of the greenway.

Proposed Plan from Jefferson Avenue to 8 Mile Road

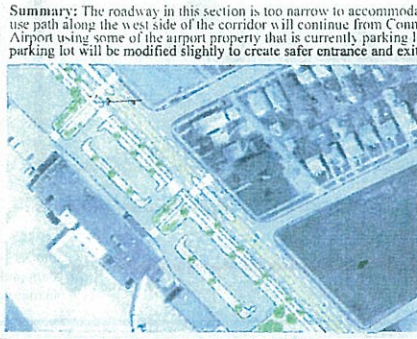
C 7 Mile Rd.- Conner Intersection Proposed Plan



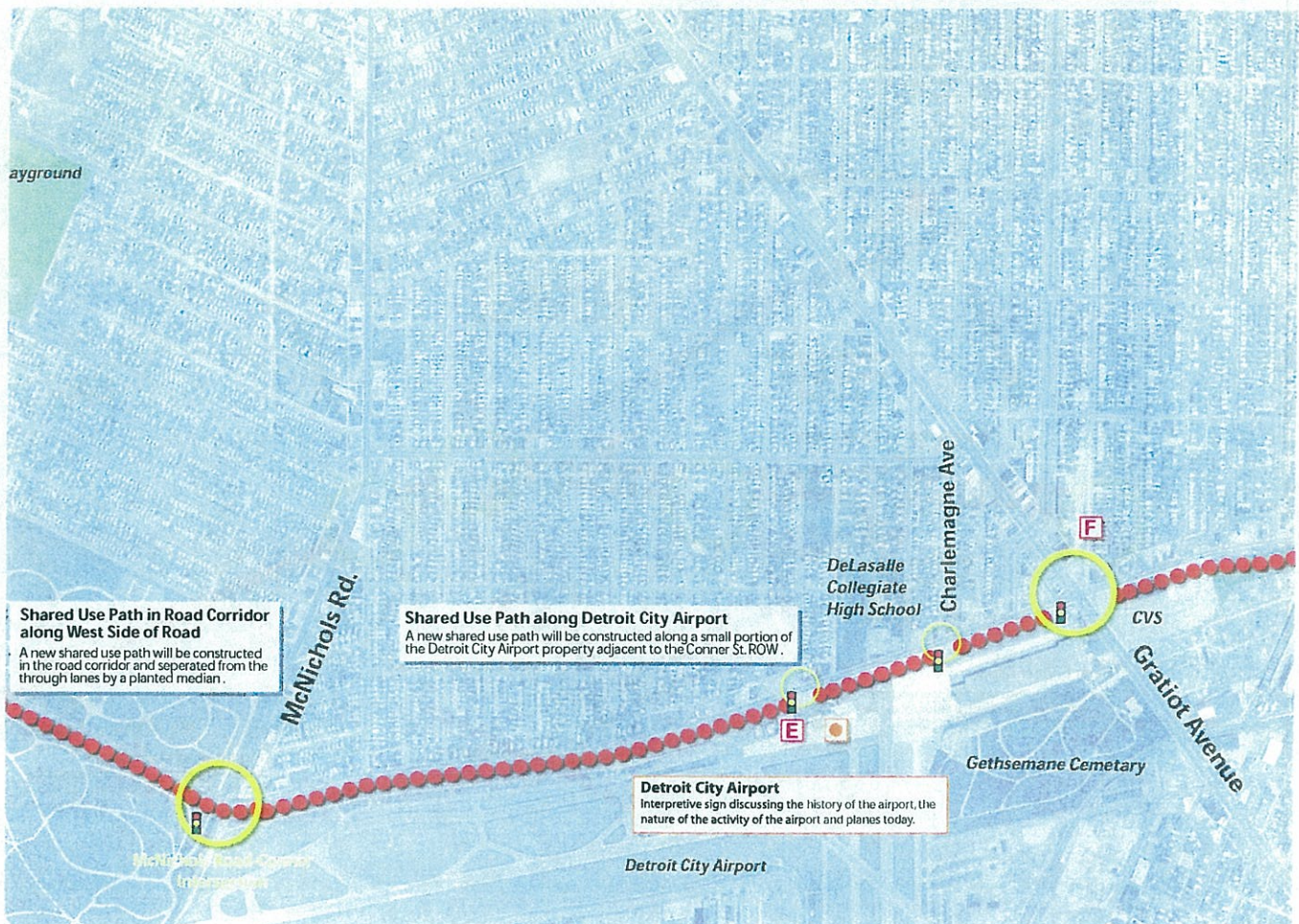
Summary: The Conner- 7 Mile intersection has the second largest number of non-motorized crashes in study area. Currently, pedestrians must cross a 52 ft. road with 5 lanes of traffic, the existing crosswalks are set far-back from intersection, and the refuge islands are not clearly delineated.

The intersection will be updated with the latest designs for pedestrian safety. In addition, this will be a transition point between the shared use path along the west side of Conner and the beginning of bike lanes on the northern portion of Conner.

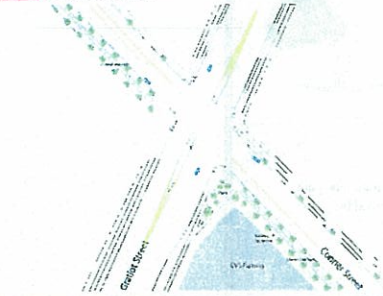
E Conner Street- Gratiot Avenue to McNichols Road Proposed Plan



Summary: The roadway in this section is too narrow to accommodate bike lanes in the street. A shared use path along the west side of the corridor will continue from Conner Playfield along the Detroit City Airport using some of the airport property that is currently parking lots. The circulation of the airport parking lot will be modified slightly to create safer entrance and exits at the trail intersections.



F Gratiot- Conner Intersection Proposed Plan



This dangerous intersection has the largest number of non-motorized crashes in the study area, with 5 pedestrian crashes in 3 years. Pedestrians must cross a 165 ft wide road with 8 lanes of traffic.

The new intersection will follow the latest design guidelines on pedestrian and bike safety. The right turn slip-lane on northeast bound Gratiot will be replaced with a regular right turn lane and greenspace.

H St. Jean and I-94 Proposed Plan



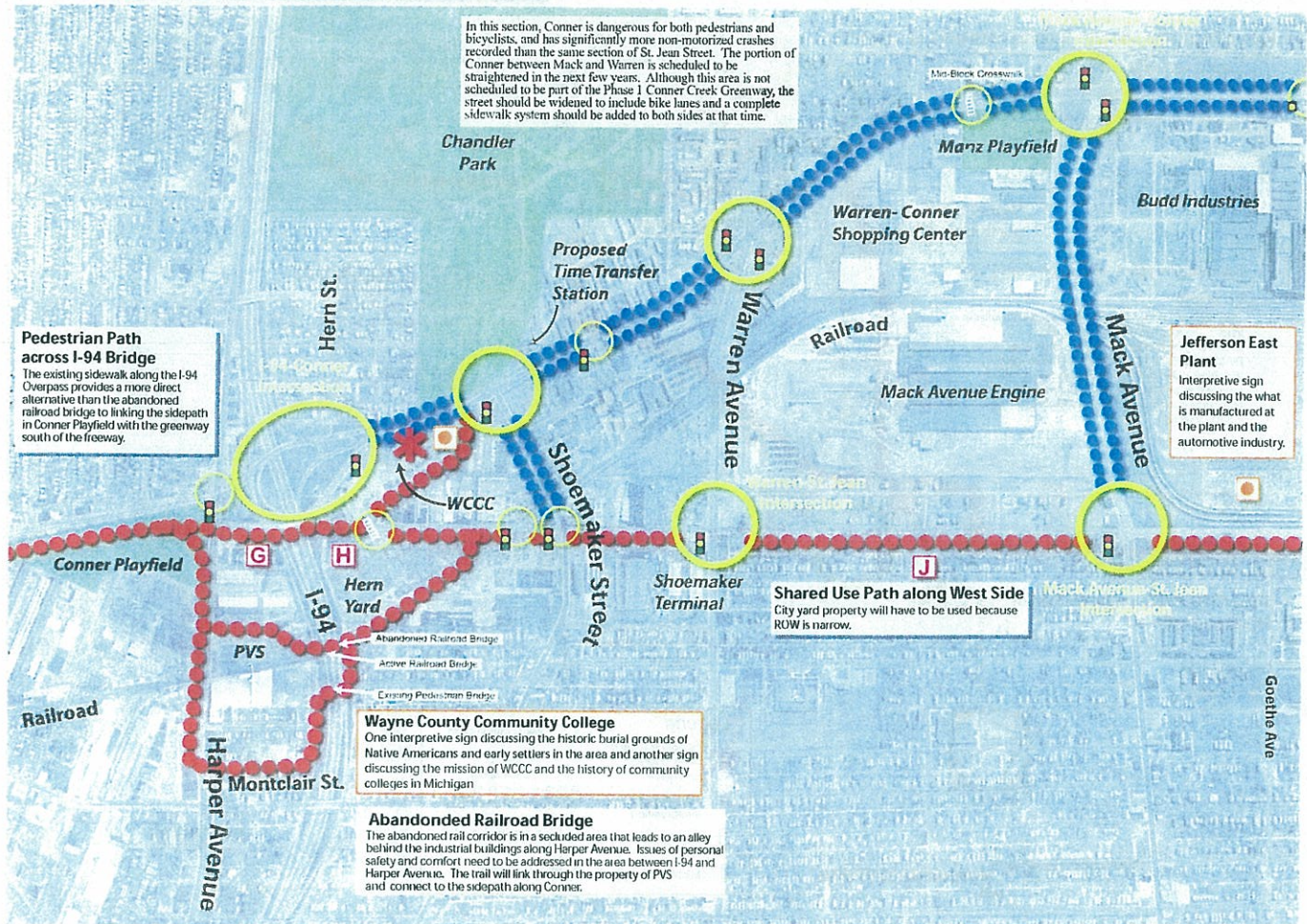
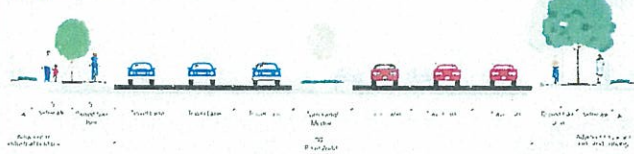
G Conner Street- I-94 Interchange to Gratiot Avenue Proposed Plan

Summary: After crossing over I-94 along the pedestrian bridge and or the abandoned railroad bridge, the two paths will meet as a shared-use path that continues through Conner Playfield and along the west side of Conner.



I Conner Street-Jefferson Avenue to Mack Avenue Proposed Plan

Summary: The existing sidewalk on the east side will be converted to a raised bike lane and sidewalk. The existing trees in the ROW should be preserved where possible. A raised bike lane and sidewalk will also be added along the west side of Conner. The center turn lane can be turned into a median for long stretches along this portion of Conner.

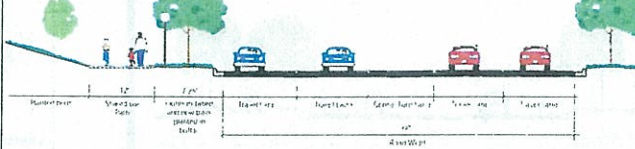


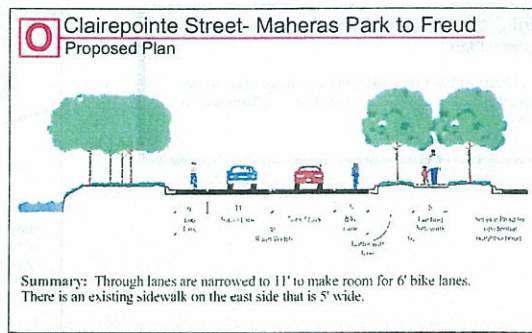
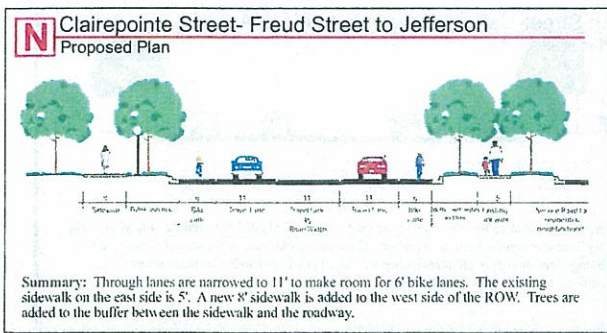
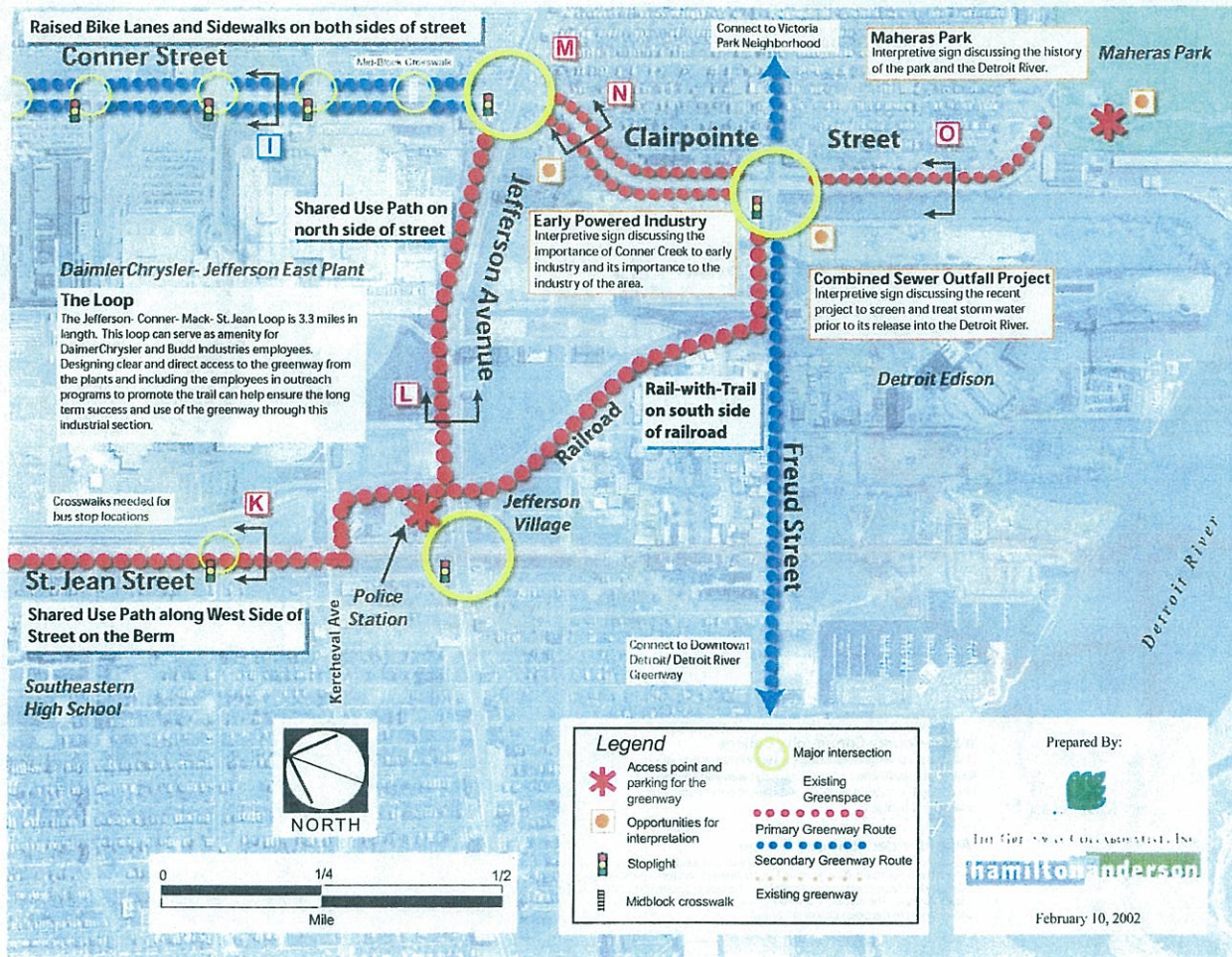
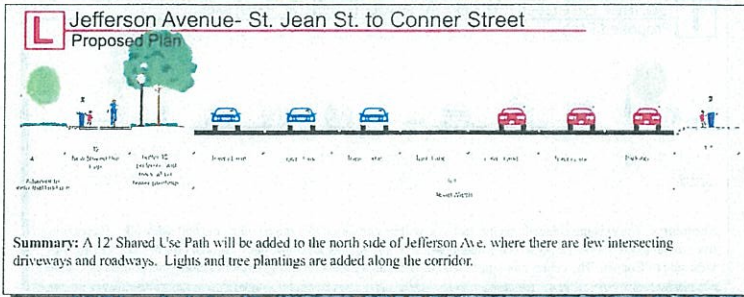
J Saint Jean Street- Mack Avenue to I- 94 Proposed Plan

Summary: A 12' Shared-Use Path is added to the west side of the roadway. This will require the City to modify some of the Shoemaker Terminal City Yards lining this portion of St. Jean.

K Saint Jean Street- Jefferson Avenue to Mack Avenue Proposed Plan

Summary: A 12' sidewalk is located on the west side of the road. Trees are planted between the shared-use path and the roadway and the landscape on the berm is upgraded. The existing roadway is not altered. There are few driveways and intersecting roads, however, all intersections will be updated to include the most current recommendations for non-motorized transportation safety.





NEXT PHASE DEVELOPMENT PLAN



Conner Playfield



I-94 Overpass



Shared use path

The sub-corridors of the Master Plan were individually evaluated to determine the next phase of the Conner Creek Greenway. A ranking matrix was created to evaluate the concept alternatives relative to future developments, transportation patterns, present and potential use levels, program concurrence, safety, cost, available rights-of-way, and general practicality. The alternatives were analyzed to determine which would best maximize the area's natural features, recreational and historical interpretation opportunities and their ability to further economic development.

The evaluation concluded that greenway development in Conner Playfield would have the greatest impact to the project as a whole. New bridge work recently completed over I-94 includes a 10-foot wide pedestrian way that could temporarily link the playfield with WCCC. The college has plans to extend the greenway to Chandler Park in the near future. The playfield segment will be highly visible and offers outstanding opportunities for natural and cultural interpretation.

Formal designation and development of greenway improvements in this location will alleviate negative pressure for commercial development.

Specific improvements for the first phase of development will include:

- 10-foot wide shared use asphalt path from the Parkland's north end to Harper Avenue - midway through the park, a fork from the path will veer west to the Parkland's south boundary (approx. 0.8 mile)
- Additional tree plantings along the new pathway and throughout the park
- Interpretive displays celebrating the historic Conner Creek, nearby burial grounds and auto heritage points of interest
- Wildflower meadow and native perennial plantings - opportu-

nity exists to expand environmental enhancements to include demonstration gardens for educational programs

The next phase will be constructed entirely within City of Detroit Recreation Department owned land and the Conner Street R.O.W. Environmental contamination is not anticipated to be an issue, since this area has been preserved as public greenspace throughout the time period of Detroit's industrial growth era.

The strong partnerships, lack of construction hinderances and great potential for interpretive displays and environmental enhancements, all contribute to moving forward with development of the Conner Playfield segment. DECC intends this project to advance in tandem with a segment being planned by and executed through WCCC. This partnership will result in continuous greenway development from the neighborhoods north of I-94, over the highway via MDOT's new vehicle/pedestrian bridge, through WCCC, and connecting to Chandler Park.

NEXT PHASE DEVELOPMENT PLAN

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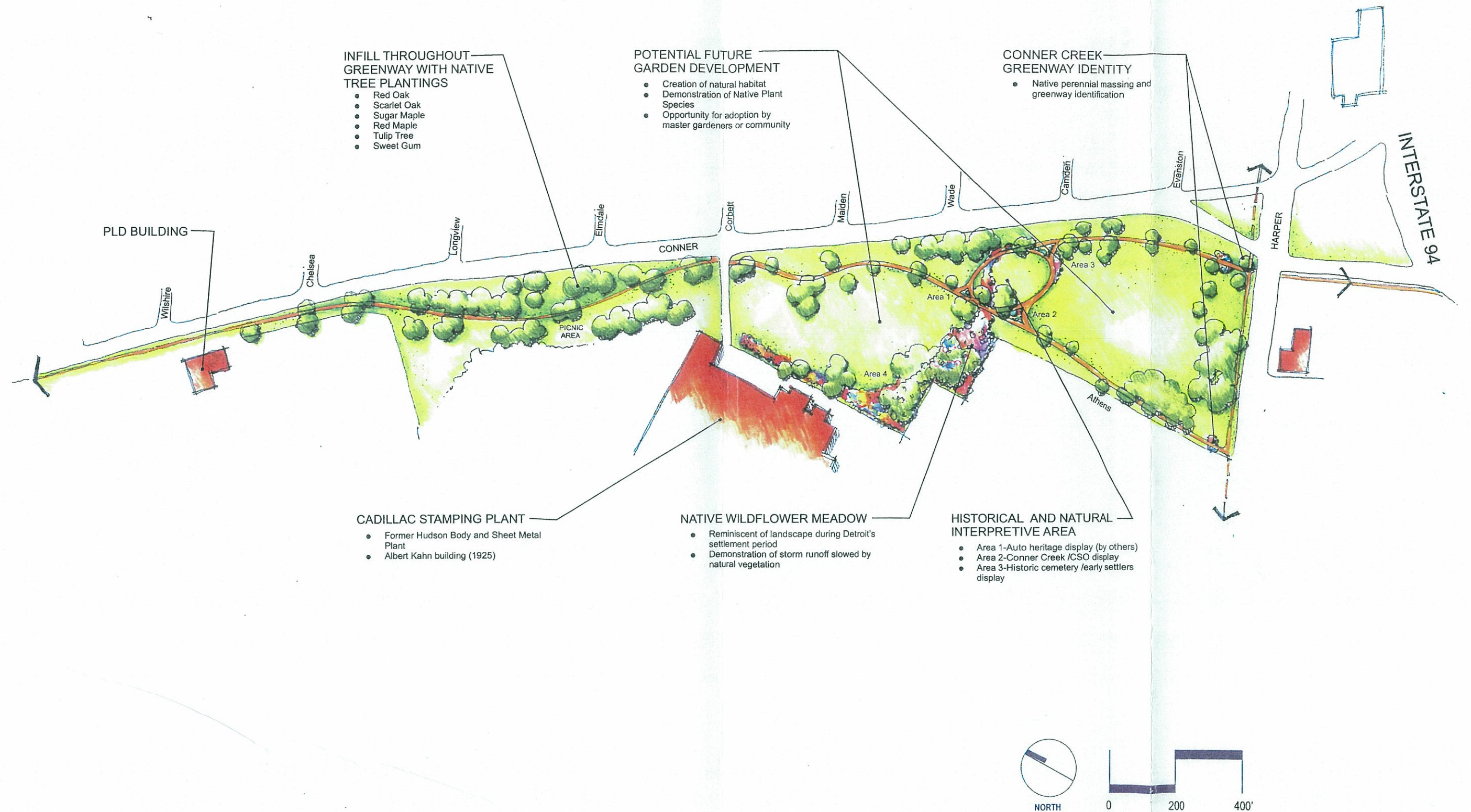
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Interpretive Display Area



CONNER CREEK GREENWAY

Preliminary Engineers Estimate
April 30, 2003

Prepared by: llj
Checked by: sl
HAA project no. 22067.00

GENERAL	Qty.	Unit	Unit Cost	Amount
Mobilization and Contractor Access Provision	1	ls	\$15,000	\$15,000
Watering and Cultivating - First Season	1	ls	\$9,000	\$9,000
Watering and Cultivating - Second Season	1	ls	\$7,000	\$7,000
Site Preparation	1	ls	\$17,000	\$17,000
Subgrade Undercutting	100	CY	\$50	\$5,000
Subtotal				\$53,000

SITE WORK	Qty.	Unit	Unit Cost	Amount
Acer rubrum 'October Glory'	24	ea	\$750	\$18,000
Acer saccharum	24	ea	\$750	\$18,000
Achillea millefolium 'Paprika'	53	ea	\$12	\$636
Bench	6	ea	\$2,400	\$14,400
Bicycle Path-Aggregate @ 6"	5,951	sy	\$11	\$63,319
Bicycle Path-Bituminous	843	ton	\$60	\$50,580
Bicycle Path-Grading	4,463	lf	\$14	\$62,482
Bollard, 6 in	5	ea	\$1,100	\$5,500
Clearing	2,000	sf	\$2.00	\$4,000
Concrete curb	28	lf	\$30	\$840
Echinacea purpurea 'Magners'	28	ea	\$12	\$336
Festuca glauca 'Elijah Blue'	55	ea	\$12	\$660
Greenway Identification Sign	2	ea	\$2,000	\$4,000
Guardrail	989	lf	\$20	\$19,780
Hemerocallis 'Stell D'oro'	42	ea	\$12	\$504
Interpretive sign	2	ea	\$6,000	\$12,000
Liquidambar styracifua	6	ea	\$780	\$4,680
Liriodendron tulipifera	3	ea	\$800	\$2,400
Miscanthus sinensis 'Morning Light'	78	ea	\$15	\$1,170
Mulch	91	cy	\$40	\$3,640
Pavement, Remove	18,800	sf	\$2	\$28,200
Pennisetum alopecuroides 'Hameln'	108	ea	\$15	\$1,620
Perovskia atriplicifolia	95	ea	\$15	\$1,425
Post Steel, 3 LB.	80	lf	\$25	\$2,000
Quercus coccinea	16	ea	\$590	\$9,440
Quercus macrocarpa	15	ea	\$590	\$8,850
Rudbeckia fulgida speciosa 'Goldstrum'	144	ea	\$15	\$2,160
Sedum 'Autumn Joy'	106	ea	\$15	\$1,590
Seed Mixture 1	1.00	ac	\$1,500	\$1,500
Seed Mixture 2	0.50	ac	\$1,500	\$750
Seeding	1.50	ac	\$4,840	\$7,260.00
Sidewalk 5" Modification Exp. Aggregate	501	sf	\$10	\$5,010
Sign	30	sf	\$25	\$750
Spiraea x bumalda 'Anthony Waterer'	34	ea	\$40	\$1,360
Thuja O. 'Techny'	6	ea	\$45	\$270
Topsoil	1173	cy	\$14	\$16,422
Tree, Remove (8"-18")	1	ea	\$500	\$500
Subtotal				\$376,034

Total Project Subtotal **\$429,034**

Contingency +/- 15% of Project Subtotal
Professional/Engineering Services

\$30,966
\$40,000

Total **\$500,000**

NOTE: All quantities are approximate and are subject to change

NOTE: All quantities are approximate and are subject to change

Item Description Unit Quantity Unit Price Total Price

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CONCLUSION

The Master Plan is intended to define short and long term goals, provide specific recommendations for the next phase of construction, and generate momentum that will continue to build as the greenway is implemented. The highly visible next phase, proposed within Conner Playfield, represents an important beginning along the heavily trafficked corridor. It reinforces preservation of the last remaining portion of the Conner Creek Parkway and begins the critical linkage of neighborhoods, north of I-94, to destinations south of the highway.

When completed, the Conner Creek Greenway will greatly improve quality of life on Detroit's Eastside by offering a local non-motorized transportation network, recreation opportunities, natural and cultural heritage interpretation, aesthetic enhancements, spin-off business opportunities, and environmental enhancements. Symbolic of the once free flowing creek, the Greenway will unite residents of the Eastside in celebrating their past with landscape improvements, in harmony with today's healthy lifestyles, and provide a connection to other planned greenways along the Detroit River and throughout Southeast Michigan.



