



MiSITES

VOLUME 16, NUMBER 2 **MICHIGAN** CHAPTER OF THE
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS



Backdrop



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LETTER FROM THE PRESIDENT-ELECT

Greetings Michigan Chapter ASLA members:

Happy New Year! I hope this inaugural 2023 issue of MiSITES finds you in good space and hopeful for an abundant new year. I've spoken with a handful of our members since the calendar turned over and it sounds like 2023 is going to be a year full of exciting projects and abundant opportunities to impact our communities through design and collaboration. We have a packed schedule for 2023 and on behalf of the Executive Committee, we are looking forward to an exciting year.

First up – **new licensing rules begin in 2023!** Did you know that beginning April 26, 2023, landscape architects licensed in the State of Michigan will be required to complete 24 hours of continuing education hours before renewing their license? Matt Solak of KDA has outlined the new requirements for licensure in this issue of MiSITES. See the article for more information.

Coming up in February, we are pleased to once again co-host the **Great Lakes Region Climate Action Seminar**. This will be a joint virtual event hosted by the Illinois, Michigan, Minnesota, Upstate New York and Ohio ASLA Chapters. It will be held February 9-10. See the link on our homepage for more information on how to register for the event. There will be continuing education credits available.

We are also looking forward to hosting our 35th! Annual Golf Classic which will take place in mid-July (date and location coming soon!). The 2023 Annual Meeting will take place on October 12, 2023, in Bay City.

ON THE COVER: Rendered view of the pedestrian promenade that is proposed to replace the historical vehicular boulevard at Roosevelt Park, Detroit, MI. Image credit: OHM Advisors.

Would you like to get involved with the Michigan Chapter ASLA or know someone who might? We are always looking for volunteers to help us with events, promotions, etc. Volunteering is a great way to network and support your local chapter. You can learn more about events to get involved with at www.michiganasla.org/get-involved

Lastly, I want to send a huge thank you to our MiSITES editorial committee: Meghan Diecchio and Devyn Quick. Meghan and Devyn have been in charge of publishing quarterly issues of MiSITES for the past 5 years and without their efforts, this issue wouldn't exist. **Do you have an idea for an article for MiSITES?** We are always looking for new content and we have space available on the editorial calendar for 2023. Please reach out to SITESpublications@michiganasla.org with your ideas.

I hope you enjoy this issue of MiSITES. As always, please reach out to me or any member of our Executive Committee if there is anything we can do for you. You can reach us at excom@michiganasla.org

Kyle Verseman, ASLA
President, Michigan Chapter ASLA

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UPCOMING EVENTS

- Jul 2023 35th Annual Golf Classic, Location TBD
- Oct 12 Michigan ASLA Annual Conference, Bay City, MI
- Oct 27-30 ASLA Conference on Landscape Architecture, Minneapolis, MN

STUDYING FOR THE LARE?

To sign up for our LARE study groups, please email Lisa at education@michiganasla.org.



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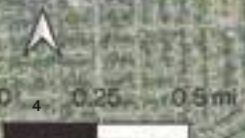
CHEVROLET AVE

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I-69

-  Mott Park Recreation Area (72 acres)
-  Chevy Commons (67 acres)
-  Happy Hollow Nature Area (39 acres)
-  Riverbank Park (6 acres)
-  Vietnam Veterans Park (7 acres)
-  Connection (7 acres)
-  Connection - Iron Belle Train (30 acres)



Map via Michigan DNR.

A FIRST FOR FLINT: A NEW STATE PARK

ADAPTED BY THE EDITORS FROM PUBLIC INFORMATION

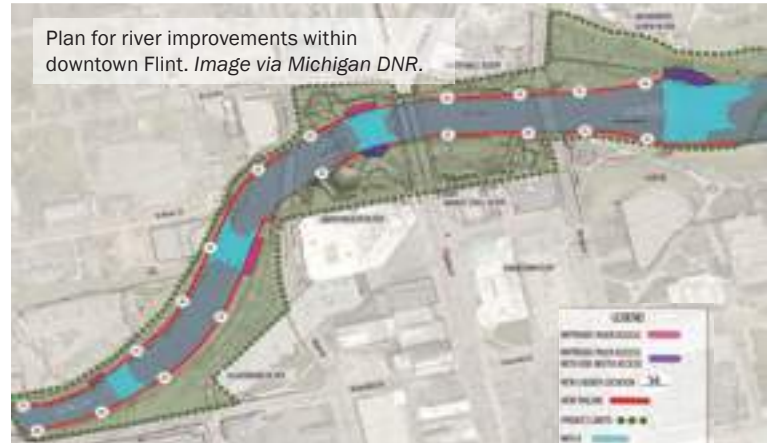
In March of 2022, the State of Michigan announced that it would establish a new state park in the City of Flint. This will be the first state park in Genesee County, the only county without land that is managed by the Michigan Department of Natural Resources. This park will become Michigan's 104th state park. The announcement by the State of Michigan included \$30.2 million to support the creation of the state park, which is envisioned to consist of 230 acres. The planned park area includes five park units and three trailway connections, which will provide visitors non-motorized access to the entirety of the park. This park will offer diverse recreational uses for Flint and Genesee County residents and all park visitors. The five park units are built around existing parkland in Flint owned by the City of Flint, Genesee County, and a private entity. This article highlights each of the five park units as well as other work associated with the creation of the state park. See map at left.

FLINT RIVER RESTORATION

The investment in establishing the state park is expected to include completing the removal of Hamilton Dam. Originally built in 1920 for the logging industry, the dam has been a threat to public safety in recent years and was classified as a “high hazard critical dam” by the State of Michigan. In 2018, the “superstructure” of the dam was removed. The vision is to complete the removal of the dam by removing the existing weir and constructing six “riffles” along the Flint River to manage the river water level. The riffles are designed to mimic naturally occurring in-river structures and will be placed at strategic locations within the river to avoid harmful interference and the flooding of adjacent properties. Once completed, this work will restore access to the Flint River that has been absent for more than a century, including opening an astounding 25 miles of waterways for fish passage. This includes an upstream portion of the Flint River as well as tributaries such as Gilkey Creek.



Hamilton Dam during superstructure removal. Image via Michigan DNR.



Plan for river improvements within downtown Flint. Image via Michigan DNR.

The current disc golf course at Mott Park Rec Area.



MOTT PARK RECREATION AREA

Mott Park Recreation Area is located on the banks of the Flint River between Nolen Drive and Ballenger Highway. Formerly Mott Park Golf Course, the park was reinvented by the neighborhood after the golf course closed in 2010. Today, the 72-acre park includes a disc golf course, improved kayak access to the Flint River, and a renovated clubhouse. The park is owned by the City of Flint. The Mott Park Recreation Association has been improving and maintaining the park for more than a decade and currently has an agreement with the City of Flint to operate the clubhouse. This agreement will remain valid, and the Mott Park Recreation Association will continue to operate the clubhouse. The current vision is to connect the park to the rest of the state park by constructing a new trail that will run along the southern bank of the Flint River to Chevy Commons.



The club house at Mott Park Rec Area will remain open. *Images this page via Michigan DNR.*



Proposed trail connection within the new state park.

The park at Chevy Commons today.



CHEVY COMMONS

Chevy Commons is located on the banks of the Flint River between Grand Traverse Street and Chevrolet Avenue. Formerly the “Chevy in the Hole” industrial facility, the site sat vacant for years but was recently transformed into a park. Today, the park consists of 67 acres of non-motorized trails along low maintenance landscaping, which is owned and maintained by Genesee County Parks. Genesee County has committed to donating the property to the State of Michigan for the purpose of creating the state park. The current vision is to enhance recreational value for children and families within the park by constructing a signature playscape with new connections to Atwood Stadium.



The park at Chevy Commons today.
Images this page via Michigan DNR.





Swartz Creek within Happy Hollow Nature Area.

HAPPY HOLLOW NATURE AREA

Happy Hollow Nature Area is located on the banks of Swartz Creek, east of Hammerberg Road and north of I-69. Historically a nature area, this unit of the new state park will provide new public access to a unique nature area within Flint. It consists of approximately 39 acres, the majority of which are privately owned and planned for donation to the State of Michigan for the purpose of creating the state park. The current vision is to construct a non-motorized trail across the Happy Hollow Nature Area and to connect the area to the rest of the state park by extending the non-motorized trail across adjacent City of Flint property to the Grand Traverse Greenway Trail.



Proposed trail connection within the new state park.



Proposed trail within Happy Hollow Nature Area. *Images this page via Michigan DNR.*



Riverbank Park in recent years. *Photo by PD Rearick, 2012.*

RIVERBANK PARK

Riverbank Park is located on both banks of the Flint River, east and west of Saginaw Street and immediately north of Downtown Flint. Completed in the 1980's, the park was designed by Lawrence Halprin, a renowned landscape architect, in conjunction with the U.S. Army Corps of Engineers as part of a flood control mitigation project. The intricate and complex design scheme created a series of five separate block parks that included market stalls, an amphitheater, grand fountain and other water-based site features. The park also featured an Archimedes' screw that drew water up from the river into the park's system of canals, fountains, and waterfalls.

Today, the park is owned by the City of Flint, is underutilized, and is in dire need of investment to make it safer and more accessible. Park improvements are expected to include improving and restoring park land along the Flint River by creating new terraces to the water's edge resulting in safer river access and egress, landscaping, opening site lines, installing new pedestrian trails and



Riverbank Park in recent years. *Photo by PD Rearick, 2012.*



Riverbank Park in recent years. *Photo by PD Rearick, 2012.*

WadeTrim's concept rendering for the Playground Block at Riverbank Park.



improving existing trails, enhancing barrier-free access, and designing these improvements in a manner which complements the original design.

Designs for Riverbank Park are still in development. Concepts shared at public meetings in spring 2022, developed by WadeTrim, included the following:

Playground Block: Currently a passive space with small playground, the concept design for the western-most block of the park incorporates an access terrace at a planned in-river riffle structure, with a new pavilion and outdoor fitness area.

Amphitheater Block: The existing Halprin-designed Amphitheater and Stage will remain; however, portions of the river wall will be removed to provide stepped grass and stone terraces as well as an accessible access ramp at a planned in-river riffle structure.

Grand Fountain Block: The existing Halprin-designed Grand Fountain and Elevated Overlook will remain while a new Grand Staircase and integral barrier-free path will provide seating opportunities and connect to a new access terrace at a planned in-river riffle structure.

Waterwall Block: The existing Halprin-designed Water Wall structure will remain intact and be restored to working function. New gateway arches and public art will further activate the space.

Market Stall Block: The layout of this block remains intact, with the existing Halprin canal rehabilitated into green infrastructure and additional walkways incorporated.

Archimedes Screw Block: The original archimedes screw and associated infrastructure have already been removed. The concept design for the eastern-most block of the park incorporates a park pavilion as well as an accessible access ramp connecting to a planned in-river riffle structure at the current location of the Hamilton Dam.

WadeTrim's concept rendering for the Amphitheater Block at Riverbank Park.





WadeTrim's concept plan for the renovated Riverbank Park. *Images this page and previous via Michigan DNR.*



Existing condition at Vietnam Veterans Park. Images this page via Michigan DNR.

VIETNAM VETERANS PARK

Vietnam Veterans Park is located on the bank of the Flint River just downstream of Hamilton Avenue Bridge at James P. Cole Boulevard. The park consists of 7-acres owned by the City of Flint. Currently the park is underutilized and has amenities that are outdated and in disrepair. The Park will be connected to the rest of the state park by replacing the existing sidewalk on the south side of James P. Cole Blvd with a new trail that will run along the north side of the Flint River to Riverbank Park. Improvements are expected to include constructing a new pavilion and public toilets; building an improved boat ramp, skid pier, drive entry and walkways; and new ADA river access and landscaping.

Michigan DNR is currently finalizing leasing arrangements for the new state park. Planning and design is ongoing with the first phases of construction beginning in 2023 and completion in 2026 based on funding requirements. Look for additional coverage of the new Flint State Park in future issues of MISITES. •



WadeTrim's concept rendering of renovations to Vietnam Veterans Park.



WadeTrim's concept plan for Vietnam Veterans Park.



US Patent D904,712 S.

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NEW LICENSING RULES BEGIN IN 2023: WHAT DOES THIS MEAN FOR YOU?

Matt Solak | KDA

In January 2020, the Department of Licensing and Regulatory Affairs (LARA) began the process of updating the general rules to practice landscape architecture in Michigan through the appointment of an Ad Hoc Committee comprised primarily of landscape architects to assist in the rules making process.

The Committee was tasked with updating the professions general rules which had never been officially adopted after the passage of the Licensure Act in 2009. LARA, during both the Granholm and Snyder Administrations, was not eager to appoint the required Ad Hoc Committee and adopt permanent rules for the profession. After successfully defending against deregulation efforts during the Snyder Administration and with the new Whitmer Administration attitudes regarding the rules making process changed at the Department.

In 2019, LARA indicated a change in direction and wanted to appoint the Ad Hoc Committee and update the rules for Landscape Architects. The Committee met three times in 2020 and the finalized draft rules were submitted for public comment in December 2020. After the public comment period closed the rules were finalized and approved effective April 26, 2021.

CONTINUING EDUCATION NOW REQUIRED FOR LICENSE RENEWAL

Starting April 26, 2023, licensees will be required to complete 24 hours of continuing education hours before renewing their license. Landscape Architect licensees with an expiration date after April 26, 2023 will be required to complete 24 hours of continuing education hours prior to renewing their license.

A minimum of 16 of the 24 required continuing education hours must be earned in a program or activity pertaining to the subject of public health, safety, or welfare. LARA maintains a list of general areas of topics that are considered to fall within the categories of public health, safety, or welfare.

MAINTAIN DOCUMENTATION OF CE FOR 4 YEARS FROM LICENSE RENEWAL DATE

Licensees are *not* required to send proof of CE completion. LARA relies on a random audit process of licensees to ensure members of the profession are complying with CE requirements.

While you do not need to submit proof of completion with your renewal application you will be required to produce these records if your landscape architect license is randomly audited by the Bureau of Professional Licensing. In addition, you are required to retain documentation that you have completed your required continuing education hours for a period of 4 years from the date of license renewal.

NO CHANGES TO INITIAL LICENSURE REQUIREMENTS

The rules did not make any changes for an applicant's initial licensure requirements. Just as before, an applicant for licensure shall be of good moral character, shall pass a written examination developed by the department—the department utilizes the LARE through CLARB to fulfill this requirement—and shall have had not less than 7 years of training and experience.

As this is a new process for licensees in Michigan, members with any questions should contact the MiASLA office or contact the Bureau of Professional Licensing directly at bp1help@michigan.gov or 517-241-0199.



Rendered aerial view of proposed design for Roosevelt Park.

CITY OF DETROIT INVIGORATES A SIGNATURE PUBLIC SPACE | ROOSEVELT PARK

Chris Riggert, PLA | OHM Advisors

Detroit is known across the globe for its profound industrial and cultural impact. The city's prominence is manifested in the multitude of architectural icons and landscapes, which stand today as testaments to the innovation and wealth of Detroit's legacy. Roosevelt Park is one such iconic landscape; the park's importance stems from decades of stewardship by residents and catalytic corporate and governmental investment in its surroundings. The rehabilitation of Roosevelt Park presents the opportunity to build upon shared heritage and community authorship, broaden the spectrum of inclusivity, and establish a framework to support generational growth.

PARK HISTORY

The history of Roosevelt Park is part and parcel with the adjacent Michigan Central Station. As Detroit was experiencing rapid industrial growth and a population boom at the beginning of the 20th century, the 12-story passenger rail station was constructed to replace a smaller depot in Downtown Detroit. The building's grand stature and Beaux-Arts architecture exemplify the City Beautiful Movement, which celebrates the role of civic architecture and design in organizing and experiencing American cities.



Aerial view of existing condition at Roosevelt Park.



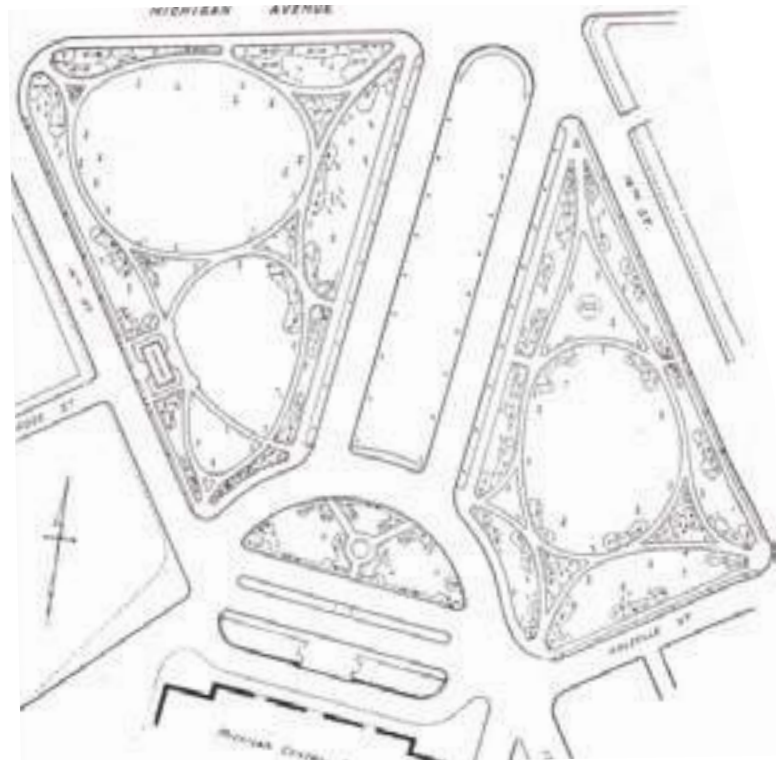
Historical image of Roosevelt Park with Michigan Central Station in the background.

Alongside the design and construction of the station, City of Detroit officials were advancing the design and construction of a new civic park. As visitors arrived in Detroit, perhaps for the first time, this park would provide the first impressions of the city's culture, vibrance, and opulence. Named after the 26th U.S. president, Roosevelt Park's design provides parity to the station's formal organization and stately design. It includes a generous boulevard, envisioned to extend from the station to one of the City's crown jewels, the Detroit Institute of Arts. The park's meandering walks created enclosed loops, which were envisioned to be programmed with further improvement. However, the additional programs were never realized. Automated landscape irrigation was a new concept at the time of installation, and Roosevelt Park was touted as a leading example of application at a large scale. The park completed construction in 1920 and has remained almost entirely unchanged until this project.

While the station and park provide an exciting example of large-scale city-building, their magnitude and location created unfortunate realities for residents living in the adjacent neighborhoods, the impacts of which are still experienced today. The Michigan Central Rail Line, which serviced Michigan Central Station, divided neighborhoods northeast and southwest of its tracks. The location of Michigan Central Station along this line, and by extension Roosevelt Park, only deepened the neighborhood divide and required the condemnation of over three blocks of an established residential neighborhood



Limits of condemnation and housing removal for the original construction of Roosevelt Park.



Original site plan for Roosevelt Park.

Roosevelt Park Improvements site plan, 2021.



to create the land required for the construction of the park alone. Additionally, the boulevard at the core of the park's design prioritized automotive transportation through the park, impeding pedestrian circulation and limiting the ability of the two park halves to function as one cohesive space.

While the new park design cannot eliminate or fully overcome these deep-rooted injustices, the design process and project outcomes seek to build community value in ways that were not possible under the previous park configuration.

THE PARK'S NEXT CHAPTER

As is the case throughout Detroit, Roosevelt Park's vision starts with the local communities' advocacy. Roosevelt Park is the crossroads between the Corktown and Hubbard Richard/Southwest Detroit neighborhoods and functions not only as a public space but also as a gateway that bridges the rail line. Of the numerous proposals and plans developed through the years, the unification of the park's two halves emerged as a shared vision that would limit vehicular focus and elevate community use of the space.

Perhaps no project better illustrates the effect of coordinated governmental, corporate, and philanthropic planning and investment in Detroit, quite like Roosevelt Park. In 2018, Ford Motor Company announced it would invest nearly one billion dollars in developing a vibrant research and development campus in the Corktown neighborhood, with Michigan Central Station, and by extension

Roosevelt Park, as its core. Subsequently, the City of Detroit led the completion of the 2019 Corktown Framework Plan, which recognizes Roosevelt Park as a catalyst for achieving district-wide goals. Following these efforts, the City of Detroit General Services Dept. (which houses the parks maintenance and implementation teams) kicked off the public project that would unify the public park and open to the public alongside other major civic and public improvements like the Station, the Southwest Greenway, and a 15th Street neighborhood connector. Additionally, the park will provide critical connectivity to – among other things – the Ralph C. Wilson Jr. Bicentennial Park, a destination public space on the Detroit River, which will access Detroit neighborhoods by way of a greenway that is routed through Roosevelt Park.

ROOSEVELT PARK DESIGN

Inspired by Legacy

The design for Roosevelt Park seeks to respect and build from the park’s historic configuration without being beholden to it. The park’s most notable feature – the vehicular boulevard – is removed to unify the park’s two halves and is replaced with a wide pedestrian promenade. This promenade is flanked by ornamental plantings that will maintain interest throughout Michigan’s four seasons, while acting as an extended public plaza that can be activated across its length. Importantly, this promenade will preserve the park’s primary viewshed from Michigan Avenue to Michigan Central Station.



Rendered view of proposed central lawn on typical spring day.



Rendered view of proposed central lawn activated for an event.

Community groups performed on the existing vehicular boulevard at Roosevelt Park during a community engagement event.



PROJECT TEAM

- Client: City of Detroit, **General Services Department**
- Project Management, Landscape Architecture, Survey, Civil Engineering, Electrical Engineering, Transportation Engineering, Construction Engineering: **OHM Advisors**
- Framework Plan Advisor (Early Phase):
SCAPE Landscape Architects
- Community Engagement: **Woods and Watts Effect**
- Irrigation: **Geoff Graber**
- General Contractor: **WCI Contractors Inc.**

In addition, the park contains several mature specimen trees, including oaks, elms, and maples. The park's design protects these trees, while also planning for successional plantings that will continue to structure the park after the current trees decline.

Connectivity

Connectivity to, through, and around the park is a significant focus of the parks' rehabilitation. With the transition from a vehicular boulevard to a pedestrian promenade, the park will maximize open space, directly connecting to Corktown's business district and routing vehicular traffic around the park. Extended-width sidewalks traverse the park to allow for flexibility in programming and scaling of events, while walks surrounding the park connect to existing and proposed pedestrian and bicycle infrastructure.

A Signature Destination

As Michigan Central Station will again become one of Detroit's signature destinations, so will Roosevelt Park. The iconic view down the pedestrian promenade promises to become one of the essential experiences for witnessing Detroit's grandeur while extending the vibrancy and activity of the neighborhoods into the park. At the park's center is a large circular lawn. This space is encircled by flowering Yoshino cherry trees and flowering bulbs, creating a dramatic effect during spring. Ample seating, grilling options, and site power and access will allow the lawn to be used flexibly throughout the year for events and community gatherings. Lastly, a smaller green space in front of Michigan Central

Station preserves the geometry of the historic park configuration while creating open space, should events from Michigan Central Station extend into the park. These two lawns will ensure the park can accommodate corporate and community interests without prioritizing between them.

A Framework for Growth

The focus of the park rehabilitation is to provide a destination, connectivity and functionality for residents and visitors living in and experiencing this district in ways that were not previously possible, while also leaving ample opportunity for the addition of programs and park components in the future. The City's investment in the upgraded and new park infrastructure sets the stage for the park to grow and evolve to meet the community's vision.

CONCLUSION

The rehabilitation of Roosevelt Park marks a critical moment in Detroit's upward trajectory; one where the city can celebrate its legacy; while addressing past missteps, provide meaningful real-time benefit to residents while charting the course towards a future of sustained impact. The park will most certainly be a cherished civic and recreational space that will better serve the surrounding neighborhoods while complimenting the adjacent architecture of the station while continuing to tell a story of Detroit's evolution. •

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A RECAP OF THE 2022 LA RIDE - LANSING

Bob Ford, LAP Inc.

LARide CycleTour Capital City 2022 rolled on Friday, September 30, 2022, through the streets, River Trail, and parks of Michigan's Capital City of Lansing. This was our seventh "Education in Motion" Landscape Architect's Cycle Tour Experience. The riders were a mix of professional landscape architects, designers, construction managers, local officials, faculty, students (UM/MSU) bicycle club members and public participants.

"I lived here most of my life and didn't realize what Lansing has going for itself" I heard one person say. Another person said "After listening to the lectures, I see how changes happen incrementally, over time. There are exceptional projects that have changed Lansing for the better, which are not promoted or visible to everyone but serve the community so well. It was a revealing ride".

ROTARY PARK, a winner of the 2020 MiASLA General Design Merit award

Presenters: Bob Ford, Nick Wallace, Pete Bosheff, and Jason Kildea

The registration, introductions and the ride launch ceremony was held at Downtown Lansing's new Rotary Park, on the waterfront between the Lansing Center and Shiawassee Street bridge. It is clear this award-winning project has become a popular destination for residents, downtown businesses, convention goers, River Trail users and visitors.

Unlike any other park in the region, Rotary Park combines (in one place) a new ADA kayak launch, Sand Beach, a vibrant plaza with a large fireplace, a magical lighted forest, plenty of space for gathering or relaxing, a natural stop for cyclists with a fresh venue for small concerts and events under the historic bridge. In addition, the park connects the convention center, food and beverage

establishments, ball stadium district – all within a short walk from the State Capitol Building.

Jason Kildea, of The Gillespie Group, Inc, talked about how this park reignited interest in the downtown waterfront and enhanced the housing complex his company developed immediately north of the park. Pete Bosheff, Nick Wallace, and Bob Ford presented the concept initiatives, design and construction details and the backstory for the Rotary Park project. Landscape Architects & Planners, Inc. were the landscape architects for the project.



BRENKE RIVER SCULPTURE/FISH LADDER, a project by OCBA with internationally known sculptor and designer Joseph Kinnebrew
Presenters: Bob Ford and Pete Bosheff

The second lecture stop was the Brenke Fish Ladder, which was designed as a sculptural art form that channels a portion of the Grand River into a cascade that flows through a series of pools and weirs within the fish ladders basin before rejoining the river. It is located in Burchard Park along the east bank of the Lansing River Trail next to the historic North Lansing hydroelectric Dam in Old Town. Easily accessible, walkable and connected by the River Trail, the Brenke Fish Ladder illustrates the importance of a well-designed mix of interesting features alongside of a healthy river system that includes an urban fishery.

The ladder, contiguous with the dam, was constructed in 1981 and is sixth in a series of fish ladders, or step-like pools, to help salmon and steelhead trout travel from Lake Michigan upstream (184 miles) to spawning habitat in the Grand River, Red Cedar River, and Sycamore Creek tributaries. The fish ladder is part of a cooperative fish management project between the City of Lansing and the State of Michigan. Funds to build it were provided by the City of Lansing, the Michigan Urban Recreational Bond Program, and the Anadromous Fisheries Restoration Program. Over 300,000 coho salmon smolts have been planted in the upper Grand River system in most years. Many return to spawn naturally on gravel beds in the Red Cedar near MSU campus and Sycamore Creek. Those fish are considered wild salmon by fisheries biologists.

Part of a revitalization effort over the last 25 years, Old Town and surrounding river front amenities have become an important destination for entertainment, shopping, dining, brew pubs as well as professional offices and agencies. A stroll to the riverside and fish ladders is part of the Old Town experience.



**HISTORIC TURNER-DODGE HOUSE, LANSING PARKS, AND RECREATION,
managed by the Lansing Historic Society**

Presenter: Bob Ford

The Turner-Dodge House built in 1855, is a fine example of Georgian Revival architecture listed on the National Register of Historic Places (NRHP) in 1972. A restored three-story house/museum with arbor, floral gardens and directly connected to the River Lansing River Trail is open to the public.

Besides the NRHP, it is listed on the Michigan Bureau of History's preservation unit as a building of considerable cultural and architectural significance. The beautifully restored home was built by James and Marion Turner, a pioneer family who had a profound impact on both local and state history.

The Turners helped establish the Capitol City and were progressive leaders who supported higher education for women, abolition, and liquor control. In 1900, architect Darius Moon oversaw a significant upgrade of the original house. Once threatened by the wrecking ball, the home was recently restored to the turn-of-the-19th-century period and is maintained by the City of Lansing Parks and Recreation Department as a Cultural Heritage Center, museum and is available for special events and weddings.



DURANT PARK

Presenters: Diane Sanborn, Friends of Durant Park.

The park was named for William C. “Billy” Durant one of Michigan’s most important industrialists and the founder of Durant Motors, Chevrolet, and co-founder of the General Motors Corporation. Durant also founded Frigidaire.

The Friends of Durant Park is a neighborhood non-profit organization dedicated to increasing park use and preserving its history through local outreach and promotion of community events working in collaboration with Lansing Parks and Recreation. Durant Park is listed as a Registered Michigan Historic Site.

In 1919 Durant purchased this three-acre city block for \$100,000 and hired Kalamazoo landscape architect Charles Maxson to create a unique urban park. In 1921 Durant donated the property to the City of Lansing as a park for the north side residents. The park included flowerbeds and trees, serpentine concrete pathways, and a circular fountain basin as the central feature of the park. A parade marked the dedication on June 23, 1921. Later, an archway was donated and built at the southeast entrance to the park. Private funds and hard work restored the archway in 2004. Most recently, the Friends group organized and raised funds to build a permanent stage for performing arts and concerts which was under construction during our visit.

Durant is a well-cared for public park for neighbors, individuals and families with events, summer concerts, antique car rallies amid bustling city activities and the Saginaw Street Corridor. It is across the street from Lansing Community College.



SHIGEMATSU, Japanese Garden

Presenter: Bob Ford, co-designer of the garden

Located on the downtown campus of Lansing Community College. Lansing Community College created the Shigematsu Memorial Garden in 2006 to commemorate Mr. Megumi Shigematsu, generous sponsor of LCC programs in Japan and former President of Biwako Kisen Company. This garden was a gift by Mr. Shigematsu commemorating the 25 year anniversary for the LCC overseas study abroad program.

LARide cyclists were able to see a phase of the restoration project underway specific to needed updates and improvements including repair and renovation to the garden's landscaping, pond liner and mechanicals. The Garden is frequently listed as one of the top attractions in downtown Lansing. LCC is proud of the prominent place this garden holds for many people. These improvements are being made so that the garden can be enjoyed for many years to come.



RANNEY PARK AND HISTORIC BALL FIELD

Presenter: Coach Bob Every, Executive Director Greater Lansing Area Sports Hall of Fame

Dr. George Ranney served in the American Civil War in the 2nd Michigan Volunteer Cavalry Regiment. He received the Medal of Honor on April 24, 1901, for his actions at the Battle of Resaca on May 14, 1864. Ranney later gifted land to the city of Lansing as the “Ranney Playfield” in what would become Ranney Park. The park features a world class skatepark, restored historic softball diamond and a wetland park completed Fall, 2020. Ranney Park is on the border of Lansing and East Lansing and close to MSU Campus.

In 2010, The Michigan Recreation and Parks Association (MRPA) presented its Site Design Award to the City of Lansing for improvements at Ranney Park. The local softball community (coaches and players), Ranney Park Friends, skaters, advocates, and officials catalyzed the award-winning restoration project. Project highlights include a dual-wing press box over covered dugouts, bleacher seating



for over 2,000 people, field improvements and a new state-of-the-art scoreboard. Ranney Park remains one of the premier fast pitch softball diamonds in the entire Midwest. This modest ballpark was also awarded the National Junior College Athletic Association (NJCAA) “Field of the Year” in 2009.

Bob Every, former coach of Lansing Community College and MSU Women’s Fast pitch teams, gave a revealing presentation of the history, restoration and subsequent success of the ball field and the legacy teams that he coached.

RANNEY SKATEPARK PARK

Presenters: Bob Ford and Pete Bosheff

The Ranney Skatepark was designed half in and half out of the ground to counterbalance hydrostatic ground water pressures which could pop the skate park out of the ground under severe conditions. The skatepark site plan was designed by Landscape Architects and Planners with citizen and skater participation in design reviews. The Ranney Park site was chosen by a painstaking process where citizens and skaters evaluated 30 Lansing parks for the best location.

The skating surface was designed and built by nationally known skatepark experts, “Team Pain” the designers of annual X Games competition ramps. X Games Gold Medalist Andy MacDonald advised the project and design elements adding significant credibility to Lansing’s skatepark.

In 2009, the park was honored by a National Geographic Society publication as one of the Top 10 Skateparks in the United States. Furthermore, Ranney Skatepark has gained national recognition among skaters and is considered state-of-the-art. It is an example of regional minded collaboration with other local units of government, the skateboard, BMX and inline skate communities, parents, community leaders, business owners and service groups.



BICYCLE-CENTRIC MULTI-MODAL TRANSPORTATION PANEL DISCUSSION

Hosted by the League of Michigan Bicyclists, cycling experts and MSU faculty

A unique lecture site under the Kalamazoo Bridge, next to state headquarters of the League of Michigan Bicyclists near downtown Lansing was the site of a panel of distinguished bicycle advocates focused on the status of bicycling in the context of multimodal transportation.

Presenters included:

Dr. Tongvin (Teresa) Qu, PhD., P.E., AICP (She, her, hers) provided a captivating assessment of bicycling from the international perspective. Dr. Qu is an interdisciplinary scientist across the fields of transportation engineering and urban planning. Her primary interests are at the nexus of transportation, sustainability, and climate change. She has over 25 years of experience in the transportation field covering research, teaching, consulting, and engineering practice. Dr. Qu's expertise includes bicycle, pedestrian and multi-modal transportation planning and modeling, complete streets design, Big Data Analysis, shared mobility, accessible DRAFT - Bike Panel transportation, Autonomous Vehicles for people with disabilities, traffic congestion monitoring and evaluation, and vehicle emission modeling.

Matt Penniman, Communication and Advocacy Director for the League of Michigan Bicyclists (LMB) provided the state of advocacy on behalf of the LMB and how they work directly with government and private sector on initiatives for safer routes for transportation. With the simple mission statement; Improve life through bicycling, LMB advocates for bicycle-friendly policies, provides financial assistance to individuals and organizations with a shared mission; develops and promotes educational materials for bicyclists, motorists, engineers, and law enforcement, runs several annual multi-day cycling tours while providing bicyclists with an annual ride calendar featuring statewide bicycling events.

LMB is the voice for bicycling in Michigan, working on behalf of all bicyclists to make Michigan bicycling safe, comfortable, and convenient. LMB staff regularly represent the interests of Michigan bicyclists at the state level, advocating for

bicycle-friendly policies at the State Capitol. The Safe Passing PA 279 of 2018 was initiated by LMB and successfully signed into law as a result of LMB process of public education and work directly with the legislature. This was especially critical after 38 cyclists were killed on Michigan roads in 2016. Thanks to the challenging work of LMB staff, members, and supporters, drivers must now give a minimum of 3-feet of room while passing bicyclists on Michigan roadways.

LMB advocates for:

- Safer roadways
- Improved infrastructure such as protected bike lanes
- Acceptance of bicyclists as legitimate road users
- Education of bicyclists, motorists, and law enforcement
- Representation of cycling issues at all levels of government
- Policies that are properly enforced, which advance bicycling and protect the rights of cyclists.

Mike Dombrowski, a member of the Lansing Park Board reflected on how parks & recreation can be a major influencer about bicycle activities within cities. Mike is an avid cyclist and passionate proponent of great urban parks and facilities. He is the founder of Lansing's Bike and Seek, a treasure hunting event that requires a bike, a city map and sense of adventure around the City of Lansing. Mike is also involved in Cranksgiving events and more. Besides commuting and other practical uses of bicycles, Mike strongly advocates for fun events for individual cyclists and families.

Bob Pena, P.E., Ingham County Commissioner and retired MDOT road design engineer, with expertise in QA/QC aggregates and production, cycling infrastructure, multimodal transportation. As a cyclist, Bob rides bicycles for recreation and urban commuting as an alternative to cars for health and wellness. As a multimodal advocate, Bob shared his experiences and insights regarding the practicality of multimodal transportation, including riding bikes to train stations and airports. Bob explained how he travels with his bicycles via trains, airlines, and buses for transportation use at destinations anywhere.

Dr Dwight Washington Commissioner, Clinton County - Presented a summary of Ten Years Without a Car: Dwight started bike riding for fun, and while in college, he quickly realized the environmental, economic and health benefits possible. Dwight discovered the efficiency of using the River Trail, streets, cut throughs and connectors including the MSU campus bike path system. After his "experiment" and subsequent 10 + years without a car, Dwight shared that he has had more fun, more of a positive impact on the environment, and lived a healthier life than he ever would have imagined. Dr Washington continues to ride daily for fitness, commuting as well as bike camping and group rides.

Tim Potter, MSU Bikes Service Center Sustainable Transportation Manager; provided insights on how year-round bicycling is possible in states like Michigan as well as the benefits of cycling as a lifestyle. Besides commuting and alternative transportation on college campuses, he highlighted other cycling options such as group rides, trips, and competition.

Tim is a member of MSU's All University Traffic & Transportation Committee, founding member of MSU Bike Advisory Committee, advocate for local & regional non-motorized transportation issues through the Tri-County Bicycle Association Advocacy Committee; board member of the Ride of Silence; founding member of the Lansing Bike Party. Tim is a most enthusiastic year-round bicyclist of all sorts with family and friends.

Nicole Wallace, Ingham County Trails Millage Coordinator explained how the Ingham County trail millage came into existence and the major benefits it has had on Ingham County in terms of repairing the infrastructure and creating new trails to serve the county. In November 2014, Ingham County voters approved a new millage to support the development of a countywide regional trails and parks system. The .5 mill levy will raise an estimated \$3.5 million per year over the next six years. The first step the County took upon its passage was to lay the groundwork for a method to allocate the funds and identify projects to maximize the impact of this new revenue opportunity. In March 2020, Ingham County voters approved renewing the millage to support the development of a countywide regional trails and parks system. The .5 mill levy will raise an estimated \$4 million per year over the next six years.

Nichole is a staff member of Ingham County Parks collaborating with Director Tim Morgan focused on administering and coordinating the millage funded project.

The LA RIDE would not have been possible without our sponsors:

- Sinclair Recreation, Diane, and Richard Sinclair
- Ben Gilles
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- Paul Kennedy
- And other anonymous donors

We hope you'll join next year's LA Ride at the Michigan ASLA Conference on Landscape Architecture in Bay City! •





JERRY MATTHEWS

6/27/1934 - 9/15/2022

Gerald H. 'Jerry' Matthews of Laingsburg, Michigan passed away on Thursday Sept. 15, 2022, at the age of 88. Jerry was the guest of honor at an event at the Grand Hotel acknowledging his lifetime contributions to the game of golf and unexpectedly passed away later that evening. He was with his wife Carol (Watt) Colein at the place where they were married 23 years prior, and where many happy memories were created in the years since.

Jerry was born on June 27, 1934, in Grand Rapids, Michigan to Wallace Bruce Matthews and Doris (Sprague) Matthews. He grew up in Comstock Park, next to the Green Ridge Country Club, where his father was the long time Club Manager. His first start in the industry was at age twelve, working on the golf course maintenance crew during the summers. Jerry graduated from Michigan State University with a degree in Landscape Architecture. He then served two years as a commissioned officer in the US Army stationed in Anchorage. Once discharged, Jerry returned to school, earning a master's degree in Urban Planning. He then teamed up with his father who had recently resumed his earlier career as a golf course architect. Together they worked on over 100 golf courses within Michigan. In 1979, his father retired, and in 1985, Jerry became sole owner of Matthews & Associates, PC.

Much has been written about Jerry's contributions to golf. He applied his talents to over 200 courses; many of which achieved award-winning status. Jerry was an advocate of minimalist architecture, utilizing natural landforms and existing vegetation to their full advantage. He also served a term as president of American Society of Golf Course Architects and was an inductee to the Michigan Golf Hall of Fame. But teaching the next generation brought equal career satisfaction. In addition to mentoring other aspiring architects, he and his design associate Gary Chapman taught a class in golf course design and construction at Michigan State University. Over the years, he developed many long and rewarding friendships within the industry including clients, contractors, material suppliers, and golf course superintendents. He was gracious and unassuming, listening more than he talked. He had a trusting nature and was respected as a man of his word. He often caught people off guard with his dry and witty sense of humor.

As successful as he was at creating golf courses, Jerry did not golf very often and was happiest with a fly rod in his

hand. He grew up in a family that spent a considerable amount of time fishing and hunting, and he treasured the time he was able to spend with family and friends who shared his passions. He particularly loved fly fishing and tying his own flies and he excelled at both. Over time, fishing became catch-and-release and hunting became observing. Campfires were an endless source of contentment, whether at home, or at the cabin on the AuSable River. Swapping fishing stories with fellow members of the Flint Rainbow Club or sharing almost daily deer-spotting reports with Steve, his neighbor of 55 years, never grew old. He could not walk past a puzzle without putting in a few pieces. An avid reader, he particularly enjoyed books about westward expansion, the Civil War, Native Americans, and Alaska.

Jerry loved his family unconditionally and his unwavering love has given everyone the gift of wonderful memories of their time with him. He will be dearly missed. He was preceded in death by his parents, brothers Wallace and George Matthews, sister Marilyn Magee, and his son, Rick Matthews. In addition to his wife, Carol, he is survived by his children Randy Matthews, Renee (Mark) Joncas, Tami (Tony) Behland, stepdaughter Katie (Reid) Colein Southby, grandchildren Serena (Joe) Small, Zane Matthews, Jaelyn and Erin Behland, Cole and Maya Southby, and three great grandchildren. He is also survived by his sister Kate McDermid, cousins, several nieces and nephews, and his former wife Gail (Kidnie) Matthews.

A celebration of life will be scheduled at a later date. Condolences may be expressed to the family at GalerFuneralHomes.com. In lieu of flowers, the family would prefer a donation be given to the MSU Corey Marsh Ecological Research Center (CMERC) with notation that the donation is in memory of Jerry Matthews. <https://www.canr.msu.edu/cmecr/get-involved>. •

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