



DECEMBER 2022

RIVER RAISIN HERITAGE CORRIDOR-EAST
MASTER PLAN UPDATE

LEVERAGING COMMUNITY ASSETS
TO CREATE PLACE AND DESTINATION

This page intentionally left blank.

PARTICIPANTS

River Raisin Heritage Corridor Advisory Commission Members (RRHCAC)

Brian Egen, Chair of the RRHCAC

Dr. Joshua W. Myers, Monroe County Community College and Commissioner of the RRHCAC

Barbra Krueger, Monroe County Library System and HC Commission

James Johnson, Commissioner of the RRHCAC

Grand Chief Ted Roll of the Wyandot of Anderdon Nation

Mayor Robert E. Clark, City Council Liaison

Councilwoman Kellie Vining, Precinct 3, City Council Liaison

Corridor Master Plan Update Task Force Members

Mike Madison, Citizens Planning Commission

John Iacoangeli, Former Mayor and City Council

Josh Myers, Commissioner of the RRHCAC

Adam Seipelt, Monroe Resident

Jane Wells, Planning Commission

Barbra Krueger, Monroe County Library System and HC Commission

Ralph Naveaux, River Raisin Heritage Corridor Commission

City of Monroe

Vincent Pastue, City Manager

Mark Cochran, Director of Economic and Community Development

Katelyn McBrearty, Planner I - Grants Coordinator

National Park Service

Scott Bentley, Superintendent (RIRA) - NPS Liaison

Project Support

River Raisin National Battlefield Park Foundation



This page intentionally left blank.

Table of Contents

Introduction	9
PURPOSE	9
STUDY AREA	13
VISION	14
SIGNIFICANCE	14
REGIONAL ASSETS	17
Existing Condition	19
SITE CONTEXT	19
LAND OWNERSHIP	19
CIRCULATION	25
HISTORIC RESOURCES	26
HISTORIC DISTRICT OVERLAY	32
RECREATIONAL AND ENVIRONMENTAL ASSETS	37
ENVIRONMENTAL DUE DILIGENCE/DUE CARE (BROWNFIELDS)	38
Master Plan Framework	39
OPPORTUNITIES AND CHALLENGES	39
Master Plan Recommendations	41
RECOMMENDATIONS	41
CIRCULATION AND WAYFINDING RECOMMENDATIONS	42
GRAPHIC IDENTITY RECOMMENDATIONS	53
RECOMMENDATIONS FOR HISTORIC DISTRICT STANDARDS	55
CORE AREA ZONES	56
CORE AREA ZONES CONCEPT RECOMMENDATIONS	61
References	71
Appendices	73
APPENDIX A: Historic Overlay District Ordinance	73

List of Figures

Figure 1	(Left) Aerial view of the River Raisin Heritage Corridor-East boundary outlined in purple	8
Figure 2	River Raisin National Battlefield Park Visitor Center (Google)	9
Figure 3	American line firing behind the fences of Rivière aux Raisins Settlement during the Bicentennial of the Battle at the River Raisin (NPS, David Kaszubski)	10
Figure 4	Painting of village on the River Raisin by Tim Kurtz (NPS)	13
Figure 5	View of the River Raisin from Hellenberg Park looking east (Quinn Evans)	19
Figure 6	River Raisin Heritage Trail Map (http://npshistory.com/brochures/rira/heritage-trail.pdf)	25
Figure 7	St. Mary's Academy (http://www.sah-archipedia.org/buildings/MI-01-MR9 , by Kathryn Bishop Eckert)	26
Figure 8	Rudolph Nims House (Jodi Egan)	27
Figure 9	Weis Manufacturing Company, adaptively reused as Woodcraft Square Senior Housing (Google)	27
Figure 10	Navarre-Anderson Trading Post (https://www.michigan.org/property/navarre-anderson-trading-post)	27
Figure 11	River Raisin Battlefield Site (Quinn Evans)	28
Figure 12	River Raisin Battlefield site expanded boundary map, noted by a blue polygon (Mazar EPA OEI)	30
Figure 13	Clay pipe stem (John Chenoweth)	31
Figure 14	Dropped musket ball (John Chenoweth)	31
Figure 15	William C. Sterling State Park on Lake Erie (Michigan Department of Natural Resources)	37
Figure 16	North Dixie Highway median improvement between Noble Avenue and Elm Avenue (Quinn Evans)	41
Figure 17	River Raisin Heritage Trail sign at north side of Elm Avenue near Sterling State Park (Beckett&Raeder)	49
Figure 18	Pedestrian/bicycle lane on Winchester Bridge (Quinn Evans)	49
Figure 19	Riverwalk entrance north of Murray Street (Quinn Evans)	49
Figure 20	Martin Luther King Jr. Pedestrian Bridge located west of Monroe Street (Beckett&Raeder)	50
Figure 21	Gateway welcome sign of painted metal with raised lettering and concrete base (City of Monroe)	53
Figure 22	Alley archways with fabricated metal [left]. District and directional signs with painted metal and reflective vinyl (City of Monroe)	53
Figure 23	Zone A: National Park / Heritage Education Area (Quinn Evans)	61
Figure 24	Living-history precedent of John Oliver's cabin (Beckett&Raeder)	62
Figure 25	Living-history farm precedent at JS Riverfront (Beckett&Raeder)	62
Figure 26	Archeology on display precedent at Fort Michilimackinac (Mackinac State Historic Parks)	62
Figure 27	Archeology on sidpay precedent at Fort Michilimackinac (https://www.mackinawcity.com/mackinac-state-historic-parks-celebrates-60-years-as-americas-longest-running-archaeological-dig/)	63
Figure 28	Street tree precedent at Pittsburgh, PA (Bill H., https://www.dreamstime.com/woodsnorthphotography_info)	63
Figure 29	Welcome/identity sign precedent North Carolina (https://giveunc.unc.edu/school-unit/north-carolina-botanical-garden/)	64
Figure 30	Zone B: Waterfront Park and Welcome Area (Quinn Evans)	64
Figure 31	Welcome/identity sign precedent at Orange County, Florida (https://www.facebook.com/UCFARBORETUM/)	64

Figure 32	(Right) Welcome/identity sign precedent at Redding, California (https://www.landscapearchitectredding.com/31-city-of-redding-welcome-sign.html)	64
Figure 33	Zone C: Greenway (Quinn Evans)	65
Figure 34	Greenway precedent of the Dequindre Cut in Detroit, MI (www.m-bike.org)	65
Figure 35	Zone D: Hellenberg Park, Zone E: City Entrance Welcome Area, Zone F: Waterfront Activity Area (Quinn Evans)	66
Figure 36	Accessible kayak/canoe launch and fishing dock at the Grand Ravines Greenway (https://grandrivergreenway.org/explore/by-water/grand-river-to-eastmanville-bayou)	66
Figure 37	Accessible kayak/canoe launch example (https://fwmdocks.com/docks/ez-commercial-kayak-launch/)	66
Figure 38	Passive recreation area precedent at Brandon University, Brandon, Manitoba, CA (https://www.brandonu.ca/campusplan/plan-frameworks/open-space-framework/)	67
Figure 39	Floating dock fishing precedent at Wingra Creek, Madison, WI (https://www.wisconsinrivertrips.com/segments/wingra-creek)	67
Figure 40	Floating dock fishing precedent by Kroeger Marine Construction (https://i.pinimg.com/736x/21/c9/45/21c94505bfc1513f89560a8f89d72d0e.jpg)	67
Figure 41	Floating dock fishing precedent at Lake Nokomis, MN (https://commons.wikimedia.org/wiki/File:Lake_Nokomis_fishing_dock.jpg)	67
Figure 42	Road beautification precedent at Houston, Texas (https://houston.culturemap.com/news/city-life/01-12-16-eyesore-no-more-hobby-airport-corridor-to-get-big-sprucing-up-before-super-bowl/#slide=0)	68
Figure 43	River marina precedent at Little River, South Carolina (www.cricketcovemarina.com)	68
Figure 44	Welcome/identity sign precedent (Kety Hoogerwerf, Belt Collins West)	69
Figure 45	Sterling Marsh trail in Sterling State Park (https://www.alltrails.com/trail/us/michigan/sterling-marsh-trail?u=m)	69
Figure 46	Zone H: Greenspace and Parking (Quinn Evans)	70
Figure 47	Landscaped parking area precedent in Ulster County, NY (https://ulstercountyny.gov/environment/green-infrastructure)	70
Figure 48	Battle Reenactment precedent (NPS)	70

List of Drawings

Drawing 1	Study Area	11
Drawing 2	City of Monroe, MI	21
Drawing 3	Existing Circulation Infrastructure	23
Drawing 4	Historic Resource	33
Drawing 5	Recreational and Environmental Assets	35
Drawing 6	Proposed Vehicular Circulation	43
Drawing 7	Proposed Wayfinding	47
Drawing 8	Non-Motorized Circulation	51
Drawing 9	Core Area Zones	57
Drawing 10	Core Area Master Plan	59

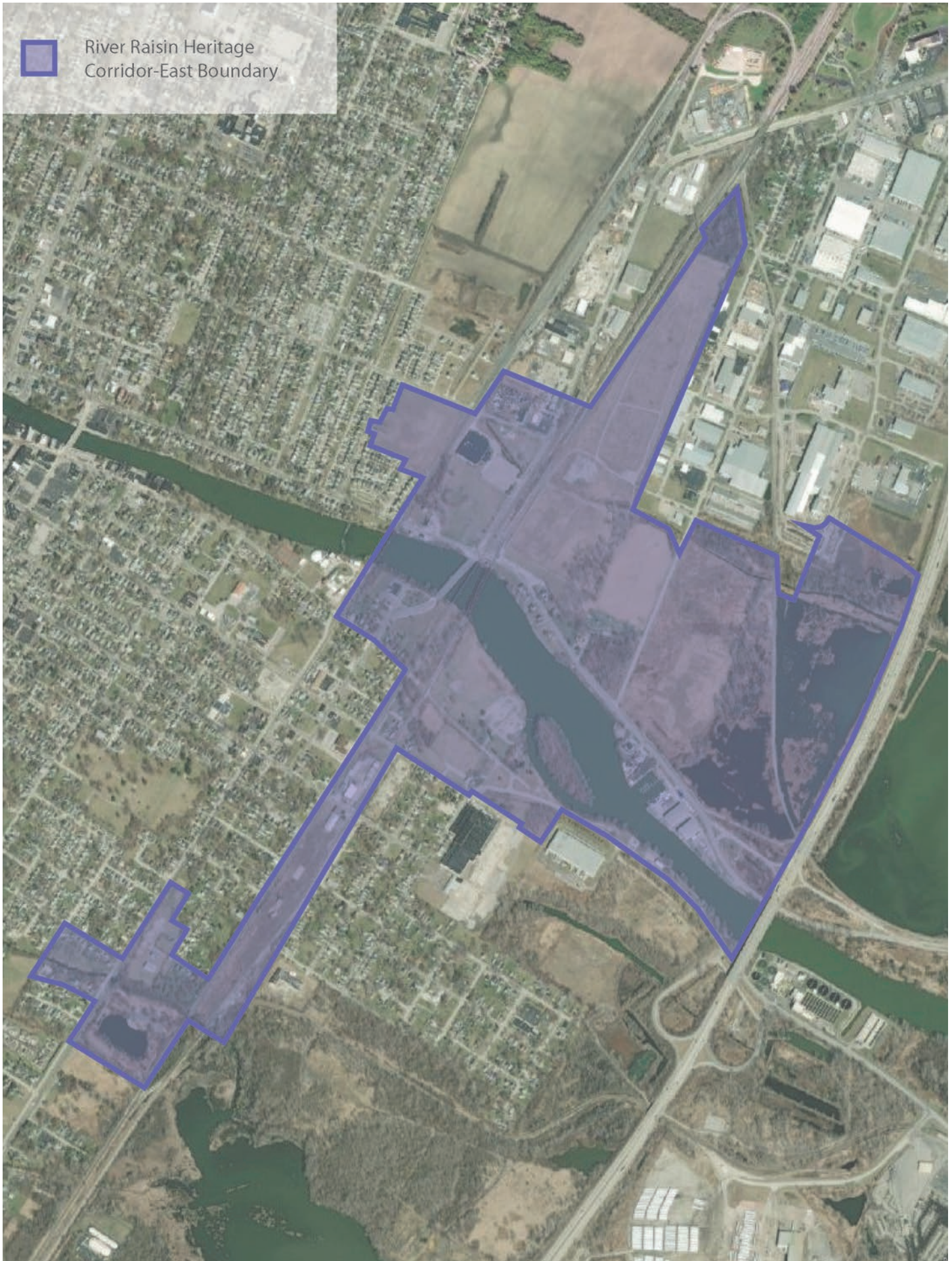


Figure 1: Aerial view of the River Raisin Heritage Corridor-East boundary outlined in purple.



Figure 2: River Raisin National Battlefield Park Visitor Center (NPS)

Introduction

PURPOSE

In 2011, Congressman John D. Dingell challenged the Monroe community to create a visionary plan for the RRNBP to guide the future of the park. In response, the River Raisin Heritage Corridor-East Master Plan was prepared and the River Raisin Heritage Corridor was established in 2013. The corridor establishment aids the community in planning the growth and development of the land owned by the National Park Service, as well as significant areas of the City adjacent to the RRNBP (Figure 1).

For over nine years, the 2013 River Raisin Heritage Corridor—East Master Plan has served as an inspirational guide for placemaking in the City of Monroe, Michigan. Since that plan was completed by the consulting firm Beckett & Raeder, many changes have occurred in Monroe.

The 2013 River Raisin Heritage Corridor-East Master Plan presented a placemaking concept for the greater Monroe community envisioning the River Raisin as

a “Heritage Corridor” linking the River Raisin National Battlefield Park (RRNBP) with Sterling State Park, Eagle Island Marsh (U.S. Fish and Wildlife site), wetlands and wildlife habitat east of I-75 and north of the River Raisin (managed by the Michigan Department of Natural Resources), Hellenberg Field and Park, Soldiers and Sailors Park, and historic and cultural resources in downtown Monroe and the Orchard East neighborhood. The Master Plan highlights unique qualities of Monroe and increases opportunities for residents and tourists to enjoy them.

In 2021, the City of Monroe staff and the City of Monroe River Raisin Heritage Advisory Commission determined an update to the master plan was needed to:

- reflect changes to landscape conditions and ownership,
- incorporate recent research findings and planning recommendations, and
- refresh selected recommendations to respond to



Figure 3: American line firing behind the fences of Rivière aux Raisins Settlement during the Bicentennial of the Battle at the River Raisin (NPS, David Kaszubski)

evolving community desires.

When completed, this Master Plan Update will present an inspirational Vision for the future of the study area and measurable Goals to support accomplishment of the Vision. It will incorporate guidance from city staff and the City of Monroe River Raisin Heritage Corridor Advisory Commission, the National Park Service, the public, the Michigan State Historic Preservation Office, and associated tribal nations who choose to participate in the project process.

This current DRAFT version of the Master Plan will be reviewed by the city and stakeholders and revisions will be made to finalize in early 2023.

Recommendations implemented since completion of the 2013 Master Plan are:

- Pedestrian lanes on the Dixie Highway/Winchester Street Bridge,
- Removal of Front Street access between the railroad tracks and Hellenberg Park,
- The establishment of the National Park Service (NPS) River Raisin National Battlefield Park (RRNBP) Visitor Center west of North Dixie Highway,
- Beautification of North Dixie Highway between Elm Avenue and Noble Avenue into a boulevard with a median, street trees, and sidewalks,

- Several key properties within the corridor were acquired by the city,
- Structures were removed to transform streetscapes, and
- A Battlefield District was established within the city's zoning ordinance.

Additionally, the River Raisin Heritage Corridor Advisory Commission (the Heritage Commission) was established in 2019 by Ordinance of the City Council of Monroe. The Heritage Commission was charged to provide advice and recommendations to the City Council and Planning Commission in regard to the implementation, prioritization, phasing, modification, and/or development of the River Raisin Heritage Corridor Master Plan. The Heritage Commission is also guiding decisions related to the implementation of Master Plan components and this update.







Several completed and in-progress studies identified or are identifying information valuable for envisioning the long-term future of the Heritage Corridor and the City, including:

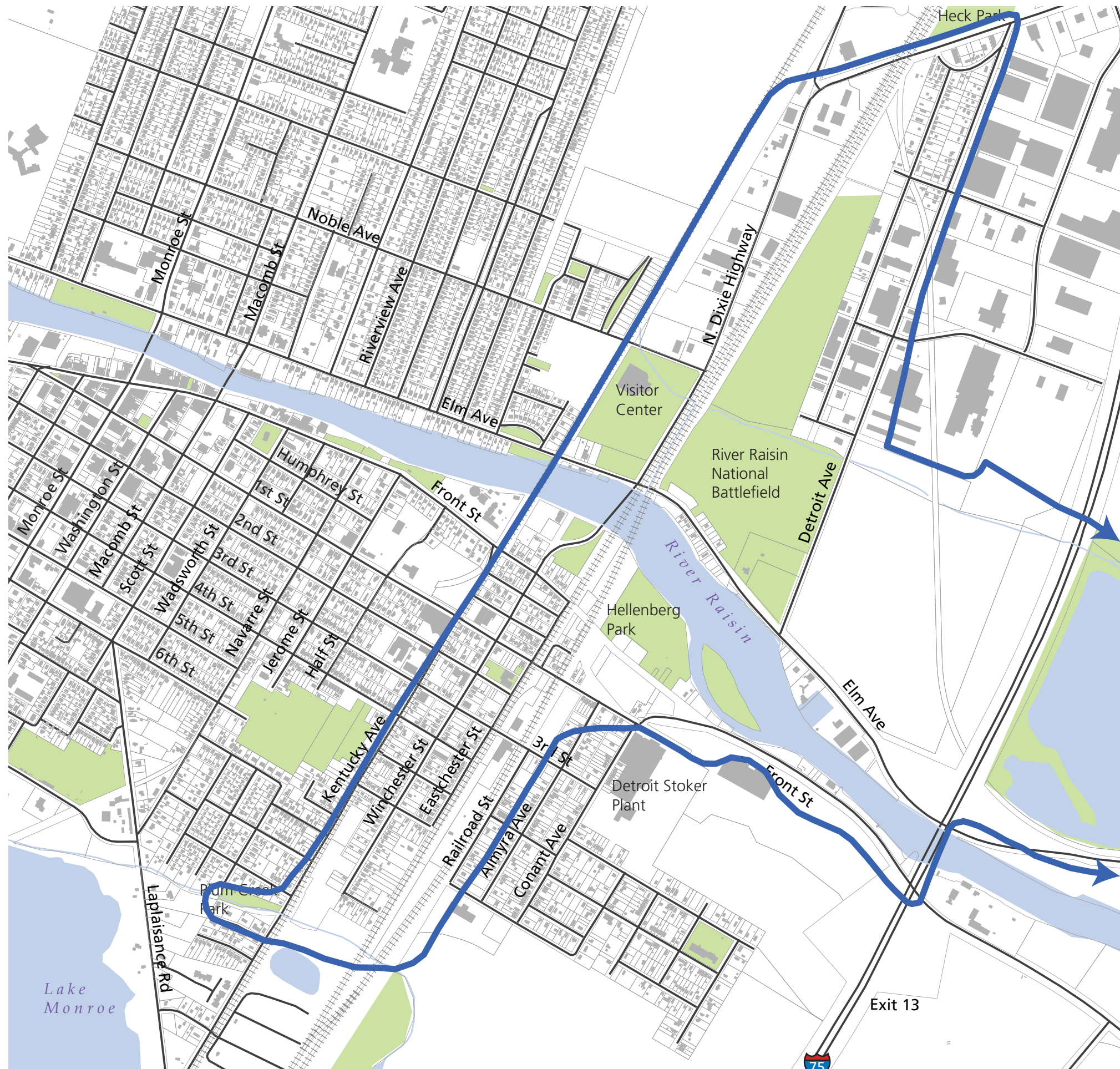
- River Raisin National Battlefield Park Cooperative Land Management Plan (2017)
- Resilient Monroe Master Plan (2017)
- City of Monroe Historic District Overlay Ordinance

RIVER RAISIN HERITAGE CORRIDOR EAST MASTER PLAN

Study Area

December 2022

-  Parcel Boundary
-  Building
-  Recreation Areas
-  Railroad
-  Roads
-  Study Area Boundary



This page intentionally left blank.



Figure 4: Painting of village on the River Raisin by Tim Kurtz (NPS)

River Raisin National Battlefield Park preserves, commemorates, and interprets the January 1813 battles of the War of 1812 and their aftermath.

(2020)

- Cultural Landscape Inventory for River Raisin National Battlefield Park, 2020)
- Monroe County Trail and Bicycle Plan (2021)
- I-75 Interchange Feasibility Study (2013, MDOT), I-75 Interchange Modification Study (2018, OHM) and planning is currently continuing (2022)
- Orchard East Neighborhood Master Plan Update is underway
- City of Monroe Bicycle and Pedestrian Plan is underway.

The River Raisin National Battlefield Park (RRNBP) was established in 2010 to preserve, commemorate, and interpret areas related to the January 1813 battles of the War of 1812 and their aftermath. The enabling legislation for the National Battlefield Park, Public Law 111-11, was passed in 2009.

Known collectively as the Battles, the conflict was scattered across the landscape of what is today two counties in Southeast Michigan and the passage of close to two centuries has resulted in extensive changes to the terrain. Identification of places and features associated with the Battles within the current day landscape mosaic presents a challenge and the interpretation of their meaning in a cohesive

way intensifies that challenge (Cooperative Land Management Plan, p.1-1).

The RRNBP visitor center initiated a soft opening in May 2021 in a repurposed building on the northwest side of Dixie Highway. A date for the RRNBP visitor center grand opening is not scheduled as of the writing of this master plan. The center contains a diorama of the River Raisin settlement, orientation maps, ranger programs, basic park orientation, educational exhibits, a gift shop, and theater.

STUDY AREA

This master plan is focused on the eastern portion of the River Raisin Heritage Corridor in the City of Monroe, Michigan. The study area (as shown in Drawing 1) is bounded to the west by the CN North America Railroad and to the north by North Dixie Highway at Heck Park and the intersection of Detroit Avenue. The southern boundary extends along Plum Creek, from Plum Creek Park to the Detroit River International Wildlife Refuge Plum Creek Unit, and the properties located south of Front Street between the Norfolk Southern Railroad and I-75. The eastern boundary consists of the area along Railroad Street extending between Plum Creek and Front Street, I-75, Lake Erie along the shoreline of Sterling

State Park and the Detroit River International Wildlife Refuge-Ford Marsh Unit, the Canadian National Railroad between I-75 and Noble Avenue, and Detroit Avenue.

VISION

During meetings in April and May 2022, Quinn Evans project staff met with representatives of the City of Monroe, the Heritage Corridor Advisory Commission, Citizens Planning Commission, the National Park Service, and Monroe residents. During these meetings a Vision for the Master Plan was developed and confirmed. The Master Plan Vision is to

**Enhance unique places
where residents and visitors can connect
with significant stories and
enjoy the landscapes of Monroe.**

Designation of the River Raisin Heritage Corridor and the River Raisin National Battlefield Park is inspiring the City of Monroe to enhance celebration of its history, culture, ecology, and abundant recreational opportunities. When completed, this Master Plan Update will serve as a motivating and informative guide for implementation of this Vision.

SIGNIFICANCE

The River Raisin National Battlefield Park is the site of the devastating January 1813 battles of the Rivière aux Raisins Settlement occurred during the War of 1812. The battles typified the conflicting interests that were central to the war, but in the end, the killing and ransom of unprotected U.S. prisoners galvanized the United States. The resulting rallying cry, “Remember the Raisin,” spurred the United States to successfully retake the Northwest Territories. The battlefield’s proximity to Lake Erie, and its strategic location about 38 miles south of Detroit and 20 miles north of Toledo, played a significant role in the historic events that took place along the banks of the River Raisin.

First Peoples were present in the area well before the arrival of Europeans. It is likely that they were actively adapting the natural environment to meet their needs well before 1700. In 1701 the Detroit area was co-

settled by French, Wyandot, Odawa, and Potawatomi peoples actively engaged in the fur trade. Members of the Miami, Kickapoo, Fox, Sac/Sauk, Ojibwa/Chippewa, Wea, Shawnee, Seneca, Cayuga, Mingo, and Delaware/Lenape participated in the trade and were in the area today known as Southeast Michigan. In 1736 there were at least 580 indigenous warriors in the Detroit area (Cultural Landscapes Inventory, 22).

When the Treaty of Paris shifted control of most land east of the Mississippi River to the US in 1783, Indigenous nations had no part in the process. The 1789 Treaty of Fort Hamar included representatives of Iroquois, Wyandot, Delaware, Ottawa, Chippewa, Potawatomi, and Sauk nations, and acknowledges two Wyandot villages in the area. However, the British remained in the area until the Jay Treaty was signed in 1794, ratified in 1795, and went into effect in 1796, effectively removing them from the Northwest Territory. The 1795 Treaty of Greenville omitted the protection of the Wyandot villages and by 1804 the US at Fort Detroit were referring to the post as Frenchtown. The Wyandot continued to claim the villages and the Michigan Territorial Governor urged Congress to honor the terms of the Hamar Treaty. By 1807 several tribes were relocated to reservations in what is now Monroe and Wayne Counties. The Wyandot tribe entered into the Treaty of Brownstown in 1809 with the understanding that they retained rights to their land. The Treaty was misrepresented and the Wyandot were only granted use of the land for 50 years (Cultural Landscapes Inventory, 23-26).

Before it gained notoriety in the War of 1812, French settlers and some Indigenous nations along the River Raisin established a mutual coexistence and the beginnings of a blended culture. A fur trading and farming community called Rivière aux Raisins Settlement emerged from these new relationships and quickly transformed the way of life along the River Raisin. After the American Revolutionary War, much of the Old Northwest Territory (today the states of Ohio, Indiana, Illinois, Michigan, Wisconsin, and the northeastern part of Minnesota) experienced racial, economic, religious, ethnic, and cultural conflicts between the United States and the many Indigenous nations whose land US government was attempting to steal. These conflicts escalated into wars in which noncombatants were attacked and homes destroyed.

When the Rivière aux Raisins Settlement was established in the mid-1780s, additional communities located nearby included Indigenous Nations of mainly Wyandott to the north, mainly Bodéwadmi (Potawatomi) to the west and northwest, and mainly Odawa (Ottawa) to the south. While ties between the French-speaking Catholic and some Indigenous people were generally mutually beneficial, they became strained as powerful regional, national, and global forces affected their relationships.

The British, with their own agenda for the “Old Northwest Territory,” found allies in many of the Indigenous tribes. In January 1813, U.S. forces were recovering from a disastrous attempt to invade British Canada from the Michigan Territory—an attempt that ended in the loss of Detroit and exposed the frontiers of the Ohio Country and Indiana Territory to attack by the British and their Indigenous allies. In response to pleas for assistance from the Rivière aux Raisins Settlement residents fearing reprisal from the British and tribal allies, General James Winchester sent a detachment to the village. A force of around 1,000 U.S. troops recaptured the Rivière aux Raisins Settlement on January 18, 1813.

The first Battle at the River Raisin was a major victory for the United States. In contrast, the second Battle at the River Raisin—four days later on January 22, 1813—was one of the most devastating battles for the U.S. Army during the entire war. The next day, in the aftermath of the victory for the British, some of their tribal allies (including the Bodéwadmi, Wyandotte, Odawa, Ojibwe, Myaamia, and others) pillaged and burned structures in Rivière aux Raisins Settlement, captured able-bodied settlers, and killed those Americans who remained, too wounded to be taken by the British as prisoners to Fort Malden.

The events of January 23, 1813 were directly related to the previous day’s fighting. When the British initiated the process of surrender by calling for a truce, the center of Rivière aux Raisins Settlement was nearly surrounded by British-Confederacy fighters and Kentuckians on the verge of burnout. What would have been the final stage of the Second Battle at Rivière aux Raisins Settlement was prevented and the community was left intact with structures of great tactical significance to US General William Henry Harrison’s army. The pillage and burning of the center of the Rivière aux Raisins Settlement fulfilled the purposes and prospects of the previous

day’s battle, and forced the remaining settlers to flee. Destruction of Rivière aux Raisins Settlement also served as a punishment for the settlers for aligning themselves with the United States, thus rejecting an earlier plea from Stayeghtha (Roundhead) and Myeereah (Walk-in-the-Water) for assistance that was based on the history of good relations between the nearby Indigenous nations and the settlers of Rivière aux Raisins Settlement.

This incident, coupled with the failure of the British commanders to ensure the safety of prisoners of war, inspired the use of the phrase “Remember the Raisin” as a rallying cry for future engagements in the war and recruitment of soldiers. This rallying cry was used to incite US forces, through patriotism and revenge, to victories against the British and their tribal allies. The battle on January 22, 1813, was the last major victory for the movement led by War Chief Tecumseh, and it ultimately led to his death a few months later.

It was not until September 27, 1813 that Colonel Richard M. Johnson’s Kentucky Mounted Riflemen and men from the Rivière aux Raisins Settlement arrived at River Raisin and buried as many as 65 deceased from the Battles of Rivière aux Raisins Settlement in a mass grave.

The River Raisin Battlefield Site National Register Nomination lists the site as eligible under Criterion A: a property that is associated with events that have made a significant contribution to the broad pattern of our history with an area of significance as Military and a period of significance as 1811–1814 (specifically January 18–23, 1813). The nomination states the historical significance as:

...both expansive and singular. The larger, or expansive, significance derives from the position of Frenchtown within broader geographical and historical contexts that extend back to the 17th century, and involve communities and developments throughout the Great Lakes region. As a military event, it reflects generations of crisis, conflict, and accommodation for a host of confederated American Indian groups, an equally long period of invasion and dispossession of their lands and communities by Europeans and Euro-Americans from the Mid-Atlantic and Northeast,

the creation and persistence of French and Métis communities during and after French imperial activity in North America, and competition between French, British, and United States interests in the region that each knew as *Pays d'en Haut* (Upper Country), the Western Territory, or the Ohio Country.

The singular importance... derives from its strategic position during the War of 1812 as well as the scale and significance of the Battles of Frenchtown and the aftermath.

...the site's physical setting is especially distinct. Unlike other battles and engagements in the western Great Lakes region during the War of 1812—or over the previous six decades—the events at Frenchtown centered on platted land in an inhabited area along an important travel corridor. Consequently, the events and their effects were recorded and recalled by [Frenchtown settlers] and United States civilians in the immediate and near vicinity. The scale of the battles, their strategic importance, and the amount of destruction, death, and captivity that ensued all resulted in a great deal of attention.

For Native Nations the aftermath is the influence the Battles had on the formation, passage and implementation of U.S. Indian Law and Policies including the Indian Removal Act

RRNBP preserves, commemorates, and interprets areas related to the January 1813 battles of the War of 1812 and their aftermath. During its development, numerous Native Nations were in consultation and 75 federally recognized Native Nations were identified as directly connected to the battles at the River Raisin. It is estimated that all Native Nations within the United States have a connection to the battles' aftermath. Nations most actively involved in the preservation and interpretation of the RRNBP include:

- Citizen Potawatomi Nation,
- Eastern Shawnee Nation,
- Little Traverse Bay Band of Odawa,
- Nottawaseppi Huron Band of the Potawatomi,
- Ottawa Tribe of Oklahoma,
- Pokagon Band of Potawatomi,
- Shawnee Nation, and
- Wyandotte Nation.

The battlefield:

- Reflects the multinational battle for supremacy or survival in the Old Northwest during the War of 1812, which included French settlers, the United States, Tribal Nations, and the British Empire;
- Is the site of the largest number of American fatalities during the War of 1812. Following the battles and aftermath, "Remember the Raisin" became a rallying cry that galvanized the fledgling nation, helped unify the cause for war, and influenced U.S. policy regarding Tribal Nations;
- Reflects the many different cultures (including Tribal Nations, French habitants, American, and British) involved in the land campaign of the Old Northwest during the War of 1812;
- Reflects the realization of the power of War Chief Tecumseh's Confederation. The combined forces of War Chief Tecumseh's Confederation demonstrated their strength and power on the battlefield at the River Raisin, leading to recognition as a significant military force during the War of 1812. War Chief Tecumseh's Confederation united many Tribal Nations in defending their lands and ways of life against Western expansion and the threat of change—a struggle that continues to evolve; and
- Is in a strategic location along the River Raisin with abundant resources that resulted in Rivière aux Raisins Settlement becoming a battleground for national supremacy. The vast natural resources and transportation routes that lured past generations to the River Raisin region continue to attract people today. Adjoining RRNBP are William C. Sterling State Park and the Detroit River International Wildlife Refuge.

A wealth of information that is corroborated by landscape features has provided a guide for archeological investigations of the RRNBP, which have confirmed locations of a portion of the destroyed structures and materials directly related to specific battle engagements. Though multiple archeological investigations have uncovered information relevant to the Battles at the River Raisin and the aftermath, the extent to which the site is likely to yield additional information important

to prehistory or history is not known. Human remains from earlier Indigenous peoples' use and residence have been found to predate the establishment of the Rivière aux Raisins Settlement. Detailed descriptions of the archeological investigations performed through 2019 can be found in the National Register Nomination. The National Register Nomination also includes a quote from G. Michael Pratt and William E. Rutter stating, "[archeological] contexts... add an important dimension to the historical data and strongly support the significance of the [expanded] site."

REGIONAL ASSETS

The River Raisin National Battlefield is proximal to several major population centers, including the metropolitan areas of Detroit, Lansing, Ann Arbor, Cleveland, Columbus, Toledo, Dayton, Grand Rapids, and Windsor, Ontario, all of which are within a three-hour drive. As noted in the RRNBP land protection plan from 2016, 7,359,000 people live within one hour of the visitor center at 333 North Dixie Highway in Monroe, Michigan, 9,067,000 people live within a two-hour drive, and 18,968,000 live within a three-hour drive. The highly-urbanized nature of the region surrounding the battlefield provides a large pool of potential visitors.

The River Raisin National Battlefield's strategic location between Detroit, Toledo, and Ann Arbor remains an asset. Across Elm Avenue from the river itself and a half mile from I-75, the park is in the path of approximately 13,900 vehicles that use North Dixie Highway and 17,600 vehicles that use the I-75 Dixie Highway exits daily—approximately 1.6 million passers-by per month on I-75. Its nearest park neighbor, Sterling State Park on the east side of I-75, hosts an annual average of 1,220,005 visitors in 2022. The battlefield is on a partially navigable river, the River Raisin. How Michigan's famous waterways can provide transportation to and between the park and many of the surrounding historic and cultural attractions will be explored in the Non-Motorized Transportation section of this report.

Once in the area, the variety of regional destinations allows a visitor to craft entertainment schedules suiting a wide range of tastes. Military enthusiasts may be interested in Historic Fort Wayne in Detroit, MI (33 miles north), Fort Meigs of Perrysburg, OH (37 miles south),

Fort Malden National Historic Site in Amherstburg, Canada (54 miles north), and Perry's Victory and International Peace Memorial on South Bass Island, OH (72 miles east). Those looking for a traditional world-class attraction can find it in the Henry Ford Museum and Greenfield Village in Dearborn, 33 miles away. Both Detroit and Toledo offer excellent zoos, and the Detroit River International Wildlife Refuge sits along that water body's last mile of undeveloped shoreline. Pointe Mouillee State Game Area is 14 miles to the north while the Erie State Game Area is 13 miles to the south, and the destination hunting and outdoor supply center Cabela's is 17 miles west in Dundee. There are nearby parks both on Lake Erie (Lake Erie Metropark and Maumee Bay State Park as well as Sterling) and further inland (Huron–Clinton Metroparks along the Huron River to the north).

The RRNBP is easily accessible to visitors from any of these locations, and the venues' proximity amplifies the battlefield's attraction as a destination.

This page intentionally left blank.



Figure 5: View of the River Raisin from Hellenberg Park looking east (Quinn Evans)

Existing Condition

SITE CONTEXT

The City of Monroe has a long and rich history associated with its strategic location along Lake Erie and the River Raisin. First Peoples were present in the Detroit area well before 1700 including the Wyandot, Odawa, and Potawatomi peoples who actively engaged in the fur trade with the French, along with the members of the Miami, Kickapoo, Fox, Sac/Sauk, Ojibwa/Chippewa, Wea, Shawnee, Seneca, Cayuga, Mingo, and Delaware/Lenape in the Southeast Michigan area. It was one of the first Euro-American communities settled in Michigan (1784) when the main method of travel through the undeveloped territory was by water. It was also the last major settlement area in Michigan to be organized along the old French colonial system of narrow riverfront long lots, also called “ribbon farms.” Today, Monroe is situated between Detroit, Ann Arbor, and Toledo and has the potential to draw visitors from within this region. As of the 2010 census, Monroe had a population of 20,733 and as of the 2020 census, Monroe metropolitan area had a population of 51,240. The impact of the RRNBP is much farther than the City of Monroe—the 2016 combined population within a two-hour drive from Monroe is 9.1 million, and within a three-hour drive is 19 million.







LAND OWNERSHIP

Land in the project area is owned by a plethora of public and private entities from private developers to the federal government. Federal property includes the RRNBP site and the Detroit River International Wildlife Refuge’s Plum Creek Bay and Ford Marsh units. The State of Michigan owns Sterling State Park on Lake Erie. Monroe County owns Heck Park on North Dixie Highway. The City of Monroe owns an abundance of small and large parks within the project area, including Hellenberg Field and Park and Rauch Park. Private entities own the industrial and commercial sites in the project area, including DTE Energy and several private marinas on the River Raisin. The Port of Monroe, a nonprofit authority created by the Michigan Port Districts Public Act 234 of 1925, owns property primarily south of the River Raisin. However, as part of the land transfer arrangement when the current battlefield site was acquired through the efforts of the Monroe County Historical Society, the Port of Monroe was asked and agreed to be the temporary land owner until the environmental issues and due diligence requirements were satisfied. These lands have since transferred to and remain under the City of Monroe ownership.

This page intentionally left blank.

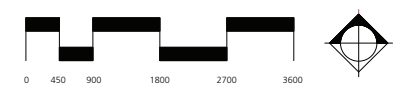
RIVER RAISIN HERITAGE CORRIDOR EAST MASTER PLAN City of Monroe, MI

December 2022

-  Parcel Boundary
-  Building
-  City of Monroe
-  City Boundary
-  Road
-  Railroad



DRAWING 1

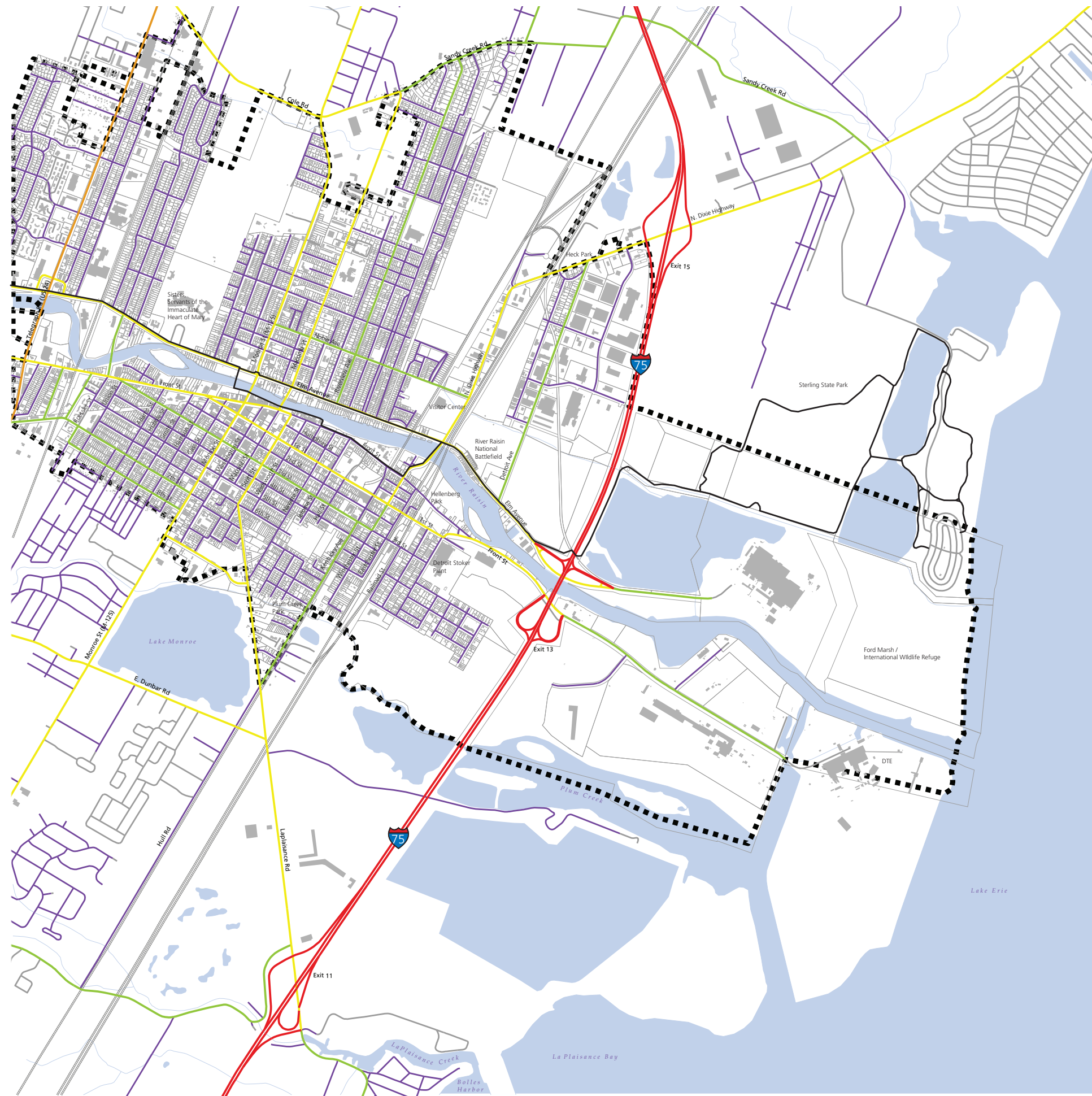


This page intentionally left blank.

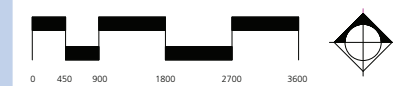
RIVER RAISIN HERITAGE CORRIDOR
EAST MASTER PLAN

Existing Circulation Infrastructure

December 2022



-  Parcel Boundary
-  Building
-  City Boundary
-  Railroad
-  Interstates
-  Other Principal Arterials
-  Minor Arterials
-  Major Collectors
-  Local
-  Not a Certified Public Road
-  Existing River Raisin Heritage Trail



This page intentionally left blank.



Figure 6: River Raisin Heritage Trail Map (<http://npshistory.com/brochures/rira/heritage-trail.pdf>)

CIRCULATION

Drawing 3, Existing Circulation Infrastructure, illustrates vehicular, pedestrian, and bicycle routes within the study area. Visitors to Monroe traveling in automobiles currently have five main routes of entry to the city. Those traveling on I-75 east of downtown can use exits 11 (LaPlaisance Road), 13 (Elm Avenue), 14 (Front Street), or 15 (North Dixie Highway). Other visitors enter from the west via North Custer Road and South Custer Road (M-50). From these entry points, automobile traffic has fairly direct access to both downtown Monroe and the RRNBP. From Exit 11, visitors travel north on LaPlaisance Road and then northeast on Kentucky Avenue, and then can take 1st or Front St into downtown Monroe or to Winchester St and cross the bridge to the battlefield. Exits 14 and 15 are more direct routes; visitors can exit onto Elm Avenue or Front Street and easily access the battlefield. From Exit 15, visitors travel south on North Dixie Highway to the battlefield. Parking is available at the River Raisin National Battlefield Visitor Center on North Dixie Highway.

The River Raisin Heritage Trail provides a bicycle and pedestrian route connecting the city, RRNBP, and nearby natural areas. The trail runs adjacent to Elm Avenue, connecting Sterling State Park and Detroit

River International Wildlife Refuge to the battlefield and historic monuments in Monroe (see Figure 6).

Designated bike lanes are located on both sides of North Dixie Highway and Winchester Bridge between Heck Park to the north and the intersection of Winchester Street and East Front Street. Bike routes are also located along Detroit Avenue between Elm Avenue and North Dixie Highway and the entirety of the River Raisin

The River Raisin Heritage Trail runs adjacent to Elm Avenue, connecting... the battlefield and many historic monuments in Monroe.

Heritage Trail (which is shared with pedestrians).

Multiple sections of sidewalk throughout the City of Monroe are provided throughout residential and commercial areas. Pedestrian lanes are provided on the Winchester Bridge (in cohabitation with the bicycle lanes)

along with the North Macomb Street Bridge and the South Monroe Street Bridge. A riverwalk is located on the south shoreline of the River Raisin from the northern terminus of Murray Street leading west of South Monroe Street where it crosses the river on a pedestrian bridge to St. Mary's Park. Within Hellenberg Park, a pedestrian bridge provides access to Sterling Island.

There are three rail systems that run from Detroit through Monroe, and two of them run directly adjacent to the RRNBP. Both Canadian National and Norfolk Southern lines run alongside Dixie Highway and cross over the River Raisin, continuing southwest to Toledo. This causes occasional traffic delays along Elm Avenue for east and westbound traffic.

HISTORIC RESOURCES

Interactions between people and the landscape of Monroe have a long and compelling history including numerous events that are commemorated by historic sites and markers throughout the city.



Figure 7: St. Mary's Academy (<http://www.sah-archipedia.org/buildings/MI-01-MR9>, by Kathryn Bishop Eckert)

Monroe has four National Register of Historic Places historic districts (Drawing 4): St. Mary's Church Complex Historic District, built between 1835 and 1839; St. Mary's Academy Historic District (Figure 7), built 1834–39 and 1929; the East Elm–North Macomb Street Historic District, with houses dating from the 1820s to the 1920s; and the Old Village Historic District, which was platted in 1817.

St. Mary's Church Complex Historic District is located on the northwest corner of Monroe Street and Elm Avenue, with St. Mary's Church constructed in 1835–1839. Additionally included in the district are a school and a church rectory. The Brothers of Holy Cross Hall was originally included in the district but has been razed. St. Mary's parish is said to be the second-oldest Catholic parish still in existence in the Old Northwest Territory. In 1988, the exterior of the church was encased in a new brick facade, resulting in the loss of its historic appearance.

St. Mary's Academy Historic District, located on the north side of West Elm Avenue between Godfrey Avenue and Lavender Street, consists of four major buildings on approximately 240 acres with a cemetery, rustic retreats, and cultivated farmlands. The cultivated farmlands were located throughout Monroe County, not just within the historic district boundary and also included multiple types of livestock. Three of the buildings are lined together in a crescent-shape. In 1929 a fire destroyed the earlier St. Mary's Academy, built in 1834–39 across from St. Mary's Church at the intersection of West Elm Avenue and North Monroe Street. The Sisters, Servants of the Immaculate Heart commissioned D. A. Bohlen and Son of Indianapolis to construct a new academy and motherhouse in the art deco style.

The East Elm–North Macomb Street Historic District has been known as one of the most prestigious neighborhoods in the city for much of Monroe's history and reflects an array dwellings dating from the 1820s to the 1920s. In the mid-nineteenth century, suburban villas were constructed in the rural area north of Elm Avenue and the remainder of the district filled in gradually with modest houses depicting a range of architectural styles. The district has experienced unsympathetic alterations, including removal of historic windows and porches and the application of artificial

siding, but the overall historic character of the district still remains.

The Old Village Historic District is the largest of the historic districts and includes the city's business district, oldest neighborhoods, the courthouse square, and many street names with historical significance, from early settlers in Monroe to figures of the War of 1812 to US Presidents. A wide array of residential architectural styles are included in the district, with structures built between 1820 and 1950. Unfortunately, the historic character of the district has diminished since being listed in the National Register in 1982 due to removal of historic windows and porches and the application of artificial siding at residential properties. Within the business district, historic facades have been replaced with unsympathetic modern designs. Throughout the district, demolitions have occurred and left gaps in the historic fabric and streetscapes. The majority of these changes have occurred west of Monroe Street, with more intact areas east of Monroe Street.

Monroe also boasts nine listed National Historic Sites (Drawing 4):

- Wing–Allore House (1829–39, 1938)—203 East Elm Avenue;
- Rudolph Nims House (1836–1846)—West Noble Avenue (Figure 8);
- Weis Manufacturing Company (1905–1912)—Union and Seventh Streets (adaptively reused as Woodcraft Square) (Figure 9);
- Navarre-Anderson Trading Post (1789–1810)—moved from original location in 1894 and then again in 1971, currently at 3775 North Custer Road (Figure 10);
- Sighting of the Enemy: George Armstrong Custer Equestrian Monument (1910)—at the corner of Elm Avenue and North Monroe Street;
- Governor Robert McClelland House (ca. 1840)—within the East Elm–North Macomb Street Historic District;
- Hall of the Divine Child (1918)—810 West Elm Avenue;
- Sawyer House (1873)—within the Old Village Historic District; and
- River Raisin Battlefield Site and Boundary Increase—north of the River Raisin on Monroe's east side.



Figure 8: Rudolph Nims House (Jody Egan)



Figure 9: Weis Manufacturing Company, adaptively reused as Woodcraft Square Senior Housing (Google)



Figure 10: Navarre-Anderson Trading Post (<https://www.michigan.org/property/navarre-anderson-trading-post>)



Figure 11: River Raisin Battlefield Site (Quinn Evans)

Originally nominated to the National Register of Historic Places in 1982 as the River Raisin Battlefield Site and located north of the River Raisin on Monroe's east side, the River Raisin Battlefield was authorized as a National Battlefield Park by the National Park Service in 2009 and established in 2010 when the first land was donated to the NPS (Drawing 4/Figure 11). The RRNBP was established to preserve, commemorate, and interpret areas related to the January 1813 battles of the War of 1812 and their aftermath. Known collectively as the Battles, the conflict was scattered across the landscape of what is today two counties in southeast Michigan (Monroe and Wayne Counties). The site was home to the early French settlement, Rivière aux Raisins Settlement, and the first and second battles of the River Raisin during the War of 1812. The area was home to an early French Settlement as well as Potawatomi, Wyandot and Odawa villages. There was a higher native population than European. By the time of the Battles there were also English speaking people in the area. Archeological surveys and other excavations at the site have identified the presence of extensive resources from the French settlement and the River Raisin battles. These resources were preserved beneath a paper mill complex built in the early twentieth century by the River Raisin Paper Company. The paper mill was removed between 2007 and 2010 to facilitate cultural heritage development of the area.

In 2017, the River Raisin National Battlefield Park Cooperative Land Management Plan was completed to

provide guidance for the preservation and sustainable development of lands associated with the Battles of the River Raisin and their aftermath in Monroe and Wayne Counties. The battles relevant to the City of Monroe Heritage Corridor include the First Battle at the River Raisin, the Second Battle at the River Raisin, Mason Run, and Plum Creek.

Extant defining features of the First Battle at the River Raisin include open field or prairie north of the Rivière aux Raisins Settlement, Hull's Trace, River Raisin, and Lake Erie.

The open field or prairie north of the Rivière aux Raisins Settlement is the location of the British retreat and US advance as both sides moved from cover to cover. The field or prairie also provided open visibility and expanded fields of fire. Currently, mown grass is located south of Mason Run with prairie/field north of Mason Run.

Hull's Trace is the location of US troops advancement from Otter Creek to Rivière aux Raisins Settlement and British troops retreat from the Rivière aux Raisins Settlement to Brownstown. Today, the route of Hull's Trace follows North Dixie Highway, railroad right-of-ways, Kentucky Avenue, and Hull Road, from north to south. Although Hull's Trace is still extant, this feature lacks integrity in the landscape of the First Battle at the River Raisin.

The River Raisin provided US troops access across the frozen river to advance on the Rivière aux Raisins Settlement with the minor obstacle of slippery ice. Today, the north bank of the river is approximately in the 1813 location while the channel has been modified and islands filled; as a result, the river is narrower than it was during the battle, and has only one island instead of four in the vicinity of the battlefield.

Though Lake Erie is not perceptible from the battlefield site, the frozen lake allowed US troops to advance from Ohio to Otter Creek while avoiding enemies along the military road.

Defining features of the landscape that are missing include:

- Woods approximately one half mile north of the River Raisin,

- The wooded windbreak approximately 200 yards south of the woods,
- The prairie on the south side of River Raisin/Rivière aux Raisins Settlement,
- Rivière aux Raisins Settlement buildings and puncheon fences of five farms in the Rivière aux Raisins Settlement core,
- The eastern anchor of the Rivière aux Raisins Settlement, consisting of five farm lots clustered together where Hull's trace meets the north side of River Raisin,
- Outbuildings, fenced lots, and fallen timber near the woods to the north of the Rivière aux Raisins Settlement,
- Tall sedge grass south of the woods, and
- Mason Run.

Extant defining features of the Second Battle at the River Raisin include Mason Run and ravine, the open field at Reaume Farm, the open field north of the Rivière aux Raisins Settlement, the River Raisin (including topography and riparian vegetation along the banks), Plum Creek, LaPlaisance Creek, and Hull's Trace.

Mason Run and its ravine is where British troops lined up along the creek before dawn on January 22, 1813 and were used as cover following the three assaults and subsequent retreats on the Rivière aux Raisins Settlement. Today, Mason Run is within NPS property and both the stream and associated ravine are present, with recently restored riparian vegetation. Mason Run has been channelized and/or buried in other areas and fruit trees are no longer present along the stream.

The open field at Reaume farm was several hundred yards east of the main cluster of buildings and used by the US troops' right flank, consisting of Winchester's reinforcements, in a lightly fortified camp with hastily constructed breastworks. Today the area is a grassy open field maintained by NPS between Mason Run and the old headquarters building. The adjacent property east of the current configuration of Detroit Avenue maintains a similar spacial arrangement. The open field north of the Rivière aux Raisins Settlement was used by British and allied Tribes to advance quickly through the field and overwhelm the US right flank. Three assaults were made by the British on the Kentucky militia within the Rivière aux Raisins Settlement before they were pushed back. Like the open field at Reaume farm, the open field

north of the Rivière aux Raisins Settlement is now a grassy open field maintained by NPS located between Mason Run and the representation of a puncheon fence. Spatial relationships are also present at Rivière aux Raisins Park west of North Dixie Highway, which is characterized by mown grass and scattered trees.

During the Second Battle, the River Raisin was an east-flowing river with four islands in the vicinity of the battlefield core where the US right flank made a brief stand on the north bank of the river, presumably using the topography and vegetation to provide cover or concealment. The US Regulars of the 17th and 19th US Infantry, assembled by General Winchester, then retreated across the river, where ice may have acted as a minor obstacle. Today, some riparian vegetation similar to conditions in 1813 has been restored to the riverbank along with intervening farm fences.

Plum Creek is located approximately one mile south of River Raisin and is the location where approximately 20 US soldiers were killed at a brief stand. The creek served as an obstacle for the retreating men, making it a logical location for Colonel Lewis, commanding the 1st and 5th Kentucky Volunteer Regiments, to propose a pause in the running battle. The woody brush along the creek provided cover and concealment for US troops as well as the flanking Potawatomi warriors. Today, the stream is present in its historic location and is buffered by riparian vegetation.

The LaPlaisance Creek is the location where approximately 13 US soldiers were killed at a brief stand, primarily ambushed from wood brush along the creek. The creek today is still present in its historic location and is buffered by riparian vegetation. The site of US advance in the first battle, Hull's Trace was the site of US retreat in the second, as US troops retreated along Hull's Road to south of the River Raisin. Hull's Trace is an extant defining feature of the battles but no longer has integrity in the landscape.

Defining features of the landscape that are missing include:

- Fields and prairies of tall grass south of the residences on the south bank of River Raisin with woods that then extended along Hull's Trace,
- Rivière aux Raisins Settlement puncheon fence

that enclosed buildings and garden areas of five lots on two ribbon farms which formed the core of the battleground,

- Jerome Barn, located 100 yards north of the Rivière aux Raisins Settlement puncheon fence,
- Godfroy Barn, located 100 yards east of the Rivière aux Raisins Settlement fence,
- The center of the battleline, consisting of a cluster of five enclosed lots where Hull's trace meets the north side of River Raisin, and
- Outbuildings and fenced lots on the south side of River Raisin.

The boundaries of the River Raisin Battlefield Site were expanded through an amendment to the 1982 nomination in 2018–2019 (light blue polygon below). The amendment included the lands on the south and north shores of the River Raisin to encompass sites directly associated with the primary area of conflict and destruction in the Battles at the River Raisin. Additionally, an expanded description of the condition and integrity of the site was given due to a restoration of open spaces that enhanced the setting, association, and feeling of the site. Historic landscape features called out in the amended nomination included the River Raisin shoreline, Mason Run, Hull's Trace, and a grid of streets, park



Figure 12: River Raisin Battlefield Site expanded boundary map, noted by a blue polygon (Maxar EPA OEI)

boundaries, and property lines that still trace the roture system of ribbon farms (or long lots) that existed in the early nineteenth-century Rivière aux Raisins Settlement. In 2021, a Cultural Landscape Inventory (CLI) was completed for the River Raisin National Battlefield Park. Contributing landscape character-defining features identified in the CLI include the River Raisin channel and riparian vegetation, the Mason Run ravine and riparian vegetation, the restored fields, wetlands, and woodlands within the battlefield, and Hull's Trace.

War memorials in Monroe include the Kentucky Memorial Place, Vietnam War Memorial, the Battlefield Obelisk (War of 1812), the Civil War Memorial, WWI and WWII Memorials, the Gulf War Memorial, War on Terror Memorial, and the Korean War Memorial. All of these war memorials, except for the Vietnam War Memorial and the Kentucky Memorial Place, are accessible via the River Raisin Heritage Trail.

Monroe has seven additional sites in Michigan's State Register of Historic Places:

- Saint John the Baptist Catholic Church (1874 and 1892)—511 Monroe Street,
- Johnson-Phiney House (1832 and 1869)—22 West Second,
- Woodland Cemetery (1810-Present)—Jerome Street near Fourth Street,
- Monroe Paper Industry—near East Elm Avenue and Old Dixie North,
- Sighting of the Enemy: George Armstrong Custer Equestrian Monument (1910)—at the corner of Elm Avenue and North Monroe Street;
- Monroe County Informational Designation—inside the Monroe County Historical Museum at 126 South Monroe Street, northwest corner of Second Street, and
- Michigan Southern Railroad (ca. 1840)—intersection of West First Street, West Front Street, and Harrison Street.

The George Armstrong Custer Equestrian Monument was listed in the Michigan State Registry in 1992 and then listed in the National Register of Historic Places in 1994 as a monument/historical marker and work of art. The National Register states the monuments significance, "as a commemoration of the victory of Custer's Michigan Cavalry Brigade on the Rummel fields

at Gettysburg on July 3, 1863. It has artistic significance as a design of Edward Clark Potter, who was nationally famous for his design of Civil War equestrian monuments and other public sculptures.”

In addition to the historic sites and war memorials, there are 60 historic markers in the project area. Each historic marker contains a description of the historical significance of the site and are managed by the Monroe County Museum System. Information on the Battles at the River Raisin, Tecumseh’s headquarters, the capture of General Winchester, and more can all be found on these markers. The bulk of the markers are located within downtown Monroe, but they can be found as far away as LaPlaisance Bay and Sterling State Park.

There are six Local Historic Overlay Districts established in the City of Monroe, including the McClelland House, New York Central Raisin Railroad Bridge, the Rudolph Nims House, Sawyer House, St. Mary’s Church Complex, and Weis Manufacturing Company.

Preliminary research on the Godfroy Trading Post, located near the intersection of North Dixie Highway and Elm Avenue, south of the current visitor center, is underway by Dr. Bruce Way, a recently retired professor from the University of Toledo, through the examination and transcription of area ledgers during the time period. Future archeological investigation and findings of this scholarly research have the potential to further elaborate on the history and significance of this area pertaining, but no limited to, Indigenous Nations, the Battles at the River Raisin, the Rivière aux Raisins Settlement, and the Godfroy Trading Post.

Archeological investigations have resumed in the area, lead by Dr. John Chenoweth, Associate Professor of anthropology at the University of Michigan—Dearborn, and his summer field school students. Dr. Chenoweth began studies in the fall of 2021 and is currently processing materials found during this study. So far, materials that have received the most attention include two lead rifle balls (one fired and one dropped, likely from the Battles at the River Raisin), nails from the Rivière aux Raisins Settlement hand-wrought prior to ca.1800, a type of ceramics called “creamware” that was manufactured between 1762 until approximately 1820, and ceramic smoking pipe stems from the eighteenth and nineteenth centuries. Additionally,

pottery and stone artifacts were found in the area that are believed to belong to an Indigenous Nation from the Woodland period (beginning ca. 500 BCE), though the exacts dating is still being analyzed. The area being investigated has the potential to yield additional materials and should be considered sensitive as it has the potential to provide substantial information about the events of the battle and the daily lives of the people who occupied the land throughout the years.

The Heritage Corridor is also significant for its recent industrial and agricultural history. Further research is required to understand and document the significance of the area’s recent history within the Heritage Corridor and the changes industry and agriculture created in the landscape overtime.



Figure 13: Clay pipe stem (John Chenoweth)



Figure 14: Dropped musket ball (John Chenoweth)

HISTORIC DISTRICT OVERLAY

The City of Monroe established a Historic District Overlay Zone (ordinance 18-001) in 2018 to govern protection of historic resources throughout the municipality. The zone applies to all properties that are listed in the National Register of Historic Places, as well as any that are listed in the future.

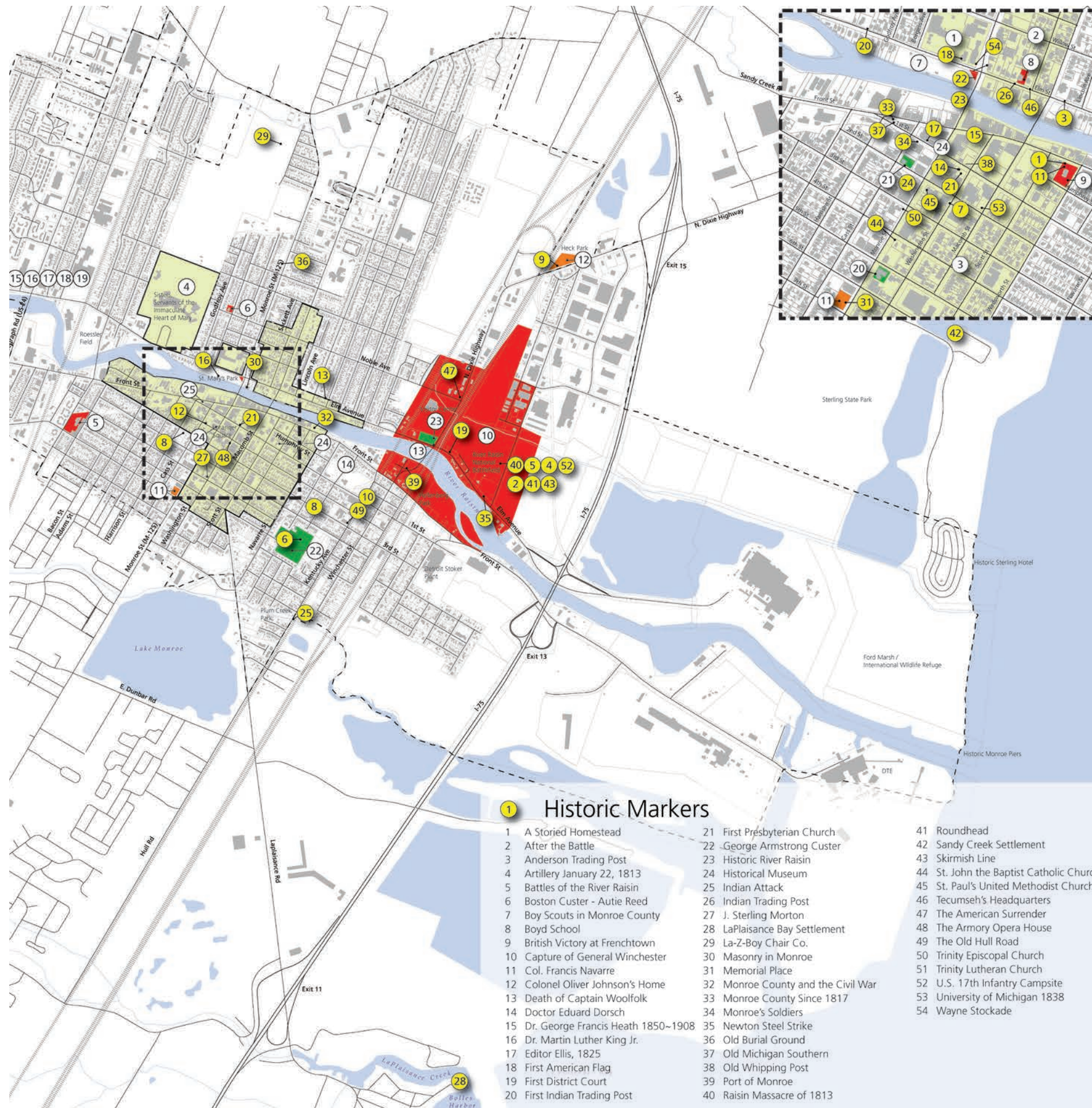
The purpose and intent of the ordinance is as follows:

... to protect the City's character and charm by ensuring that the historical assets of the community are preserved and enhanced. The Historic Overlay is intended to base site-specific property dimensional regulations on the historical development pattern of the neighborhoods, encourage the preservation of historic architecture, prevent demolition of historic structures, encourage the building of new structures that complement the overall historic character of the neighborhoods, preserve and increase property values, and make the City's historic districts highly desirable places to live, visit, and do business.

Ordinance 18-001 can be found, in its entirety, in Appendix A.

RIVER RAISIN HERITAGE CORRIDOR
EAST MASTER PLAN UPDATE
Historic Resource

December 2022



- Parcel Boundary
- Building
- City Boundary
- Road
- Railroad
- 1** Historic Districts
 - 1 St. Mary's Church Complex Historic District
 - 2 East Elm - North Macomb Street Historic District
 - 3 Old Village Historic District
 - 4 Sisters Servants of the Immaculate Heart of Mary
- 1** National Historic Sites
 - 5 Weis Manufacturing Company
 - 6 Rudolph Nims House
 - 7 George Armstrong Custer Equestrian Monument
 - 8 Governor Robert McClelland House
 - 9 Sawyer House
 - 10 River Raisin National Battlefield
- 1** War Memorials
 - 11 Kentucky Memorial Place
 - 12 Monroe County Vietnam Vetera Memorial
 - 13 Battlefield Obelisk
 - 14 Monroe County Civil War Fallen Soldiers Memorial
 - 15 World War I Memorial
 - 16 World War II Memorial
 - 17 Gulf War Memorial
 - 18 War on Terror Memorial
 - 19 Korean War Memorial
- 1** State Historic Sites
 - 20 Saint John the Baptist Catholic Church
 - 21 Johnson-Phinney House
 - 22 Woodland Cemetery
 - 23 Monroe Paper Industry
 - 24 Monroe County Informational Designation (Inside Museum)
 - 25 Michigan Southern Railroad

- 1** Historic Markers
- | | | |
|---------------------------------------|------------------------------------|-----------------------------------------|
| 1 A Storied Homestead | 21 First Presbyterian Church | 41 Roundhead |
| 2 After the Battle | 22 George Armstrong Custer | 42 Sandy Creek Settlement |
| 3 Anderson Trading Post | 23 Historic River Raisin | 43 Skirmish Line |
| 4 Artillery January 22, 1813 | 24 Historical Museum | 44 St. John the Baptist Catholic Church |
| 5 Battles of the River Raisin | 25 Indian Attack | 45 St. Paul's United Methodist Church |
| 6 Boston Custer - Autie Reed | 26 Indian Trading Post | 46 Tecumseh's Headquarters |
| 7 Boy Scouts in Monroe County | 27 J. Sterling Morton | 47 The American Surrender |
| 8 Boyd School | 28 LaPlaisance Bay Settlement | 48 The Armory Opera House |
| 9 British Victory at Frenchtown | 29 La-Z-Boy Chair Co. | 49 The Old Hull Road |
| 10 Capture of General Winchester | 30 Masonry in Monroe | 50 Trinity Episcopal Church |
| 11 Col. Francis Navarre | 31 Memorial Place | 51 Trinity Lutheran Church |
| 12 Colonel Oliver Johnson's Home | 32 Monroe County and the Civil War | 52 U.S. 17th Infantry Campsite |
| 13 Death of Captain Woolfolk | 33 Monroe County Since 1817 | 53 University of Michigan 1838 |
| 14 Doctor Eduard Dorsch | 34 Monroe's Soldiers | 54 Wayne Stockade |
| 15 Dr. George Francis Heath 1850-1908 | 35 Newton Steel Strike | |
| 16 Dr. Martin Luther King Jr. | 36 Old Burial Ground | |
| 17 Editor Ellis, 1825 | 37 Old Michigan Southern | |
| 18 First American Flag | 38 Old Whipping Post | |
| 19 First District Court | 39 Port of Monroe | |
| 20 First Indian Trading Post | 40 Raisin Massacre of 1813 | |



Source: Beckett & Raeder; 2013 River Raisin Heritage Corridor - East Master Plan

This page intentionally left blank.

RIVER RAISIN HERITAGE CORRIDOR
EAST MASTER PLAN

Recreational and Environmental Assets

December 2022



- City Boundary
- Road
- Railroad
- River Raisin Heritage Trail
- ▭ Parcel Boundary
- ▭ Building
- 🚤 Boat Launch

1 City of Monroe

- | | | |
|-------------------|------------------------------|----------------------------------|
| 1 Oak Forest Park | 10 Memorial Cemetery | 20 Riviere Aux Raisin |
| 2 Calgary Park | 11 Altrusa Park | 21 River Raisin Memorial |
| 3 James Park | 12 Arbor/Lorain Park | 22 Rauch Park |
| 4 Lavender Park | 13 Median Park | 23 Hellenberg Park |
| 5 Veterans Park | 14 Elliot Park | 24 Arthur Lesow Community Center |
| 6 Mill Race Park | 15 Central Park | 25 Labor Park |
| 7 St. Mary's Park | 16 Crescent Park | 26 Plum Creek |
| 8 Carins Field | 17 Cappuccilli Park | 27 Gateway Park |
| 9 Boyd Park | 18 Sawyer Homestead | 28 Woodland Cemetery |
| | 19 Soldiers and Sailors Park | |

1 Monroe Public Schools

- 29 Roessler Field
- 30 Navarre Field
- 31 Arborwood Elementary School
- 32 MLK Park at Orchard High School

1 Monroe County

- 33 Heck Park

1 State

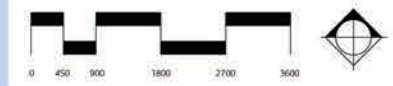
- 34 Steling State Park

1 Federal

- 35 Detroit River International Wildlife Refuge - Ford Marsh Unit
- 36 Detroit River International Wildlife Refuge - Plum Creek Bay Unit
- 37 Detroit River International Wildlife Refuge - Port of Monroe Unit
- 38 River Raisin National Battlefield Park

1 Private

- 39 Noble Park



Source: Beckett & Raeder; 2013 River Raisin Heritage Corridor - East Master Plan

This page intentionally left blank.

RECREATIONAL AND ENVIRONMENTAL ASSETS

The Monroe area has plentiful recreational and environmental assets, which are owned by various entities.

The two federal land-owning entities in Monroe are the National Parks Service (RRNBP) and the U.S. Fish and Wildlife Service (Detroit River International Wildlife Refuge) (Drawing 6). The battlefield currently consists of the visitor center at the west side of North Dixie Highway and land between Detroit Avenue and Dixie Highway. There are three units of the Detroit River International Wildlife Refuge in Monroe: the Ford Marsh Unit, 240 acres located on Lake Erie; the Port of Monroe Unit, 35.2 acres located immediately west of I-75; and the Plum Creek Bay Unit, 125 acres south of the Orchard East Neighborhood. The Detroit River International Wildlife Refuge was established to protect the sensitive marsh, waterway, and coastal ecosystems along the Detroit River and adjacent waterways.

William C. Sterling State Park is the only state-owned land in the project area. It is also the only state park on Lake Erie and has many opportunities for recreational activities such as a fishing pond, trails, picnic areas, campgrounds, and a boat launch.

The only county-owned park in the project area is Heck Park. The 14.62-acre park includes both memorial and recreational elements: play equipment, a basketball court, walking trails, a shelter and grills, and a sledding hill. A Vietnam veterans memorial is located at the entrance of the park.

There are many city-owned public spaces throughout the project area, and they range in size from the 15.5-acre Woodland Cemetery to the .05-acre Gateway Park at the intersection of Front and First Streets. Hellenberg Park, the second-largest city park in the project area at 13 acres, contains amenities such as a boat launch, a baseball diamond, and access to Sterling Island. Public school grounds make up 42 acres of land in the project area, including Roessler Field, Navarre Field, Cantrick School, and MLK School.

Private ownership of recreational lands in the project area is limited to Noble Park, a small neighborhood park within the Mason Run development. Other facilities exist within Monroe, such as bowling alleys and private campgrounds, but they are not included on Drawing 5.



Figure 15: William C. Sterling State Park on Lake Erie (Michigan Department of Natural Resources)

ENVIRONMENTAL DUE DILIGENCE/DUE CARE (BROWNFIELDS)

Environmental due diligence is the process of evaluating the environmental conditions and risks associated with a property by the individual who intends to purchase, refinance, or occupy a property. Some examples of environmental conditions and risks include ensuring hazardous materials and pollutants are properly found, handled, permitted, and mitigated as well as ensuring natural resources (such as waters, wetlands, endangered species, historical sites, etc.) are properly identified, mitigated, and permitted.

Environmental due care, as defined under Michigan law, describes the actions an individual must undertake to protect people, ecological resources, and natural resources from exposure to contamination present in soil, groundwater, and subsurface vapors whenever the property owner or operator has knowledge that the property is contaminated. In order to understand the full extent and nature of contamination within a property's boundaries, due care provisions and obligations may sometimes involve additional subsurface investigations as well as research and aboveground surveys.

The United States Environmental Protection Agency (EPA) defines a brownfield site as a property where its expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Within the City of Monroe Heritage Corridor, there are areas of potential environmental concern that may require environmental due diligence and/or due care. Prior to any work in locations of potential environmental concern, environmental due diligence and/or due care requirements must be followed.

Michigan's Natural Resources and Environmental Protection Act (ACT 451) of 1994, American Society for Testing and Materials (ASTM) E1527-21 Standard, ASTM 1528-06 Standard, ASTM E1903-11 Standard, and ASTM E2600-15 Standard, are some of the laws and guides that govern environmental due diligence, due care, and the identification of brownfield sites in Michigan.

To start the due diligence process, site assessment(s) including but not limited to a Phase I Environmental Site Assessment (ESA) and Phase II ESA of the property in question should be undertaken. Phase I ESAs use existing information to understand a property's condition by examining current and historic uses of the site and potential threats to human health or the environment. If the Phase I ESA finds little to no evidence of potential contamination, then the reuse or redevelopment of the property may proceed. If evidence of known or potential contamination is found, further investigation will be required through Phase II ESAs and/or additional assessments. Phase II ESAs identify chemicals of concern on the property and develop a sampling plan to evaluate the potential presence of contamination from hazardous substances and/or petroleum along with the sources and exposures. If the property is found to contain little to no contamination that will impede the reuse of the property, consultation with the State of Michigan and/or tribal response program staff must be undertaken before proceeding with the reuse or development of the property. If contamination is found on the property and exceeds risk thresholds for the proposed reuse, consultation with the State of Michigan and/or tribal response program staff is needed to develop a clean up plan to reduce risks over time.

Master Plan Framework

Opportunities for improvements and challenges that need to be addressed establish a framework for building the Master Plan.

OPPORTUNITIES

Connections

The City of Monroe has opportunities to connect residents and visitors to the stories of the full history of the area including the River Raisin, Indigenous people, the River Raisin National Battlefield Park, natural areas, and the city's heritage and amenities.

Outdoor Access

Providing access to the river, outdoor spaces, and nature to both residents and visitors.

Enhances Community Use

Opportunity to create outdoor community spaces for a variety of uses.

Access Integration

Opportunity to increase access for people of all abilities, ages, genders, and cultures.

Regional Trails and Site Connections

Utilizing regional trails, landmarks, and sites within the City of Monroe to connect the immediate and surrounding area.

Placemaking

Leveraging placemaking strategies to enhance sense of place for residents and visitors.

Economic Development

Opportunities for economic development through ecological and cultural tourism.

Recent History

Expanding on the recent history of the City of Monroe as part of the community's heritage, including migration to the area in the 1920s and 1930s, connections to the Labor History Museum in downtown Monroe, the Newton Strike, orchards and agricultural history, and the industrial and commercial history of the area.

Edible Landscape

Leveraging edible landscapes similar to the community center fruit trees and sharing gardens.

Excellent Access

Being within an area with excellent access to regional and international transportation routes creates the potential for high visitation.

Levels of Investment

Within the City of Monroe, current federal, state, and local investment is high and promises to expand.

CHALLENGES

Discontinuity of Sites

The discontinuous orientation of sites within the City of Monroe makes orientation and wayfinding difficult for visitors of the area.

Railroads

Railroads cross the Heritage Corridor in the city in several locations, creating auditory disturbances, pauses in circulation, and safety concerns at crossings.

Environmental Issues

The legacy of industry that is foundational to the city also presents potential needs for environmental remediation.

High Traffic Areas

Just as access to high traffic areas can be an opportunity, it can also be a challenge to local economic development with easy access in and out or bypassing the area all together.

Visual Obstructions

Power lines present challenges to important views within the Heritage Corridor.

Seasonal Flooding

Seasonal flooding has a dramatic effect on Hellenberg Park each Spring.

This page intentionally left blank.



Figure 16: North Dixie Highway median improvement between Noble Avenue and Elm Avenue (Quinn Evans)

Master Plan Recommendations

RECOMMENDATIONS

The 2013 Master Plan for the River Raisin Heritage Corridor East presented a threshold to a new and sustainable economy for Monroe. This transformative economic strategy is based on a celebration of the past and leveraging of the future. Changes implemented over the last nine years have set the stage and the city is ready for next steps. This Master Plan Update provides a guide for leaders, collaborators, and citizens to

**Enhance unique places
where residents and visitors can connect
with significant stories and
enjoy the landscapes of Monroe.**

The recommendations are organized by category:

- Circulation and Wayfinding
- Graphic Identity
- Historic District Standards
- Core Area Zones Concept Recommendations

CIRCULATION AND WAYFINDING RECOMMENDATIONS

VEHICULAR CIRCULATION

In the master plan for the Heritage Corridor, several key changes to circulation infrastructure take place to draw visitors into the downtown and the National Battlefield Park in a more economically beneficial way than the existing circulation scheme.

A portion of vehicular and non-motorized circulation patterns proposed in the 2013 River Raisin Heritage Corridor—East Master Plan were completed, including the transition of Dixie Highway between Elm Avenue and Noble Avenue into a boulevard with a landscaped median, street trees, and sidewalks. Additionally, bike lanes were added to both sides of Dixie Highway between the Detroit Avenue intersection/Heck Park and Elm Avenue and Detroit Avenue between Dixie Highway and Elm Avenue was posted as a bike route without designated bike lanes. Access to Front Street between Eastchester Street and the current entrance to Hellenberg Park was also removed.

An Interchange Modification Study was completed pertaining to I-75 in Monroe. The purpose of the study was to provide alternatives at the I-75 exits 13 (Front Street) and 14 (Elm Avenue) considering operational and safety improvements at both interchanges, improved access for businesses and industrial complexes, and meeting the future needs of the interchange. Multiple options were put forth with two options carried forward as preferred alternatives. The City of Monroe's preferred alternative has been represented in this Master Plan. This alternative relocates the Front Street exit further south to utilize the extra span of I-75 over the railroad spur bridge and removes the I-75 exit on Elm Avenue. The Front Street exit realignment/Elm Avenue exit removal will be dictated by wetlands and hazardous soil locations and will not require additional bridges. The city's preferred alternative has been submitted to the Michigan Department of Transportation and is currently awaiting final approval.

Currently, visitors to RRNBP might exit I-75 at the Front Street / Elm Avenue Exit, stop in the park, and then get back on the expressway to return home without ever driving into downtown Monroe. In this proposed

circulation scheme, exits from I-75 at Dixie Highway, Front Street, and LaPlaisance Road can become the main exits for Monroe.

When traveling to RRNBP from the LaPlaisance Road exit, visitors travel northwest along LaPlaisance Road and turn right onto Kentucky Avenue. A new connection between Kentucky Avenue and Winchester Street will allow residents in the neighborhood easier access to Kentucky Avenue at the south end of the neighborhood and provide vehicular access to the southern end of the Heritage Corridor and Plum Creek Park. With the removal of Front Street to the east, the entrance to Hellenberg Park is shifted to First Street and provides increased space for passive recreation in the park.

From the Dixie Highway exit off I-75, visitors travel west and then south down Dixie Highway before reaching the RRNBP. From the battlefield, visitors can quickly cross the river and travel west into downtown Monroe.

With the proposed removal of the I-75 exit at Elm Avenue and the restriction of Elm Avenue between Detroit Avenue/Battlefield Parkway and Dixie Highway to emergency use only, traffic for the commercial businesses along Elm Avenue between Detroit Avenue/Battlefield Parkway and I-75 will be rerouted from Dixie Highway down Detroit Avenue/Battlefield Parkway.

If visitors choose the realigned I-75 exit at Front Street, the realignment of Front Street to connect into 1st Street further reinforces the connection into downtown Monroe. Once visitors have entered the downtown, the conversion of Front and 1st Streets creates greater revenue opportunity for downtown businesses as well as ease of travel for guests. The original intent of the one-way nature of Front and 1st Streets was to efficiently move traffic associated with the paper industry. This is no longer needed.

In Marquette, Michigan, Third Street, the connecting street between downtown and Northern Michigan University, was converted from one-way to two-way. As part of the trial, merchants were asked to monitor their

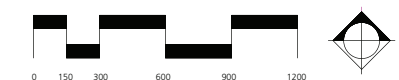
RIVER RAISIN HERITAGE CORRIDOR
EAST MASTER PLAN

Proposed Vehicular Circulation

December 2022



- Parcel Boundary
- Building
- Existing Recreation Amenities
- Proposed Recreation Amenities
- Railroad
- Existing Roads
- Revised Roads
- Proposed Restricted Emergency Roads
- Proposed Road Removal
- Proposed Blueway
- Proposed Roads
- Proposed Realigned Roads
- Existing One-Way
Converted to Two-Way



This page intentionally left blank.

sales for a six-month period to determine any increase or decline in sales. After the six-month trial period many of the Third Street commercial district merchants noted sales increases of 20% or more. The street remains two-way today.

In order to protect the historic battlefield views of the north bank of the River Raisin, the section of Elm Avenue between North Dixie Highway and the realignment of Detroit Avenue to Battlefield Parkway will be transformed into a restricted access road for emergency use only. The surface of the emergency use-only section of Elm Avenue would mimic a gravel or dirt road while still being stable enough for emergency traffic, with removable barriers to prevent non-authorized vehicular use.

Since the 2013 Beckett & Raeder Master Plan, road revisions within the area have taken place, including the addition of bike lanes with one lane of traffic each way and a turning lane along North Dixie Highway between Detroit Avenue at the north end, across Winchester Bridge, to First Street at the south. The turning lane is replaced by landscaped medians between Noble Avenue and Elm Avenue. Additionally, Detroit Avenue between North Dixie Highway and Elm Avenue was revised as a bike route but no changes in vehicular traffic patterns or flow have occurred.

VEHICULAR WAYFINDING

With the City of Monroe Heritage Corridor's resources spread out in a discontinuous fashion, wayfinding is critical to enhancing the experience and the connection of the Heritage Corridor as a whole. Wayfinding is an information system that orients and navigates people through a physical environment and enhances their understanding of the space through architecture, interiors, landscape, lighting, signage, and/or graphics. Based on the current and proposed vehicular circulation network and how motorists access the Heritage Corridor, locations for wayfinding guidance include:

- The intersection of North Dixie Highway and Detroit Avenue,
- The intersection of North Dixie Highway and East Elm Avenue,
- The intersection of the realigned Detroit Avenue/ Battlefield Parkway and East Elm Avenue,
- The realigned I-75 Exit 13 and East Front Street;
- East Front Street at Hellenberg Park,

- The intersection of East First Street and Winchester Street,
- The intersections north and south of the Monroe Street Bridge,
- The intersection of South Monroe Street and First Street, and
- Plum Creek at Kentucky Avenue.

Site map and orientation guidance provides the user with locational information and details on how to get from one landmark to another. Based on current and proposed vehicular and non-motorized circulation and access to the Heritage Corridor, locations of site map and orientation guidance include:

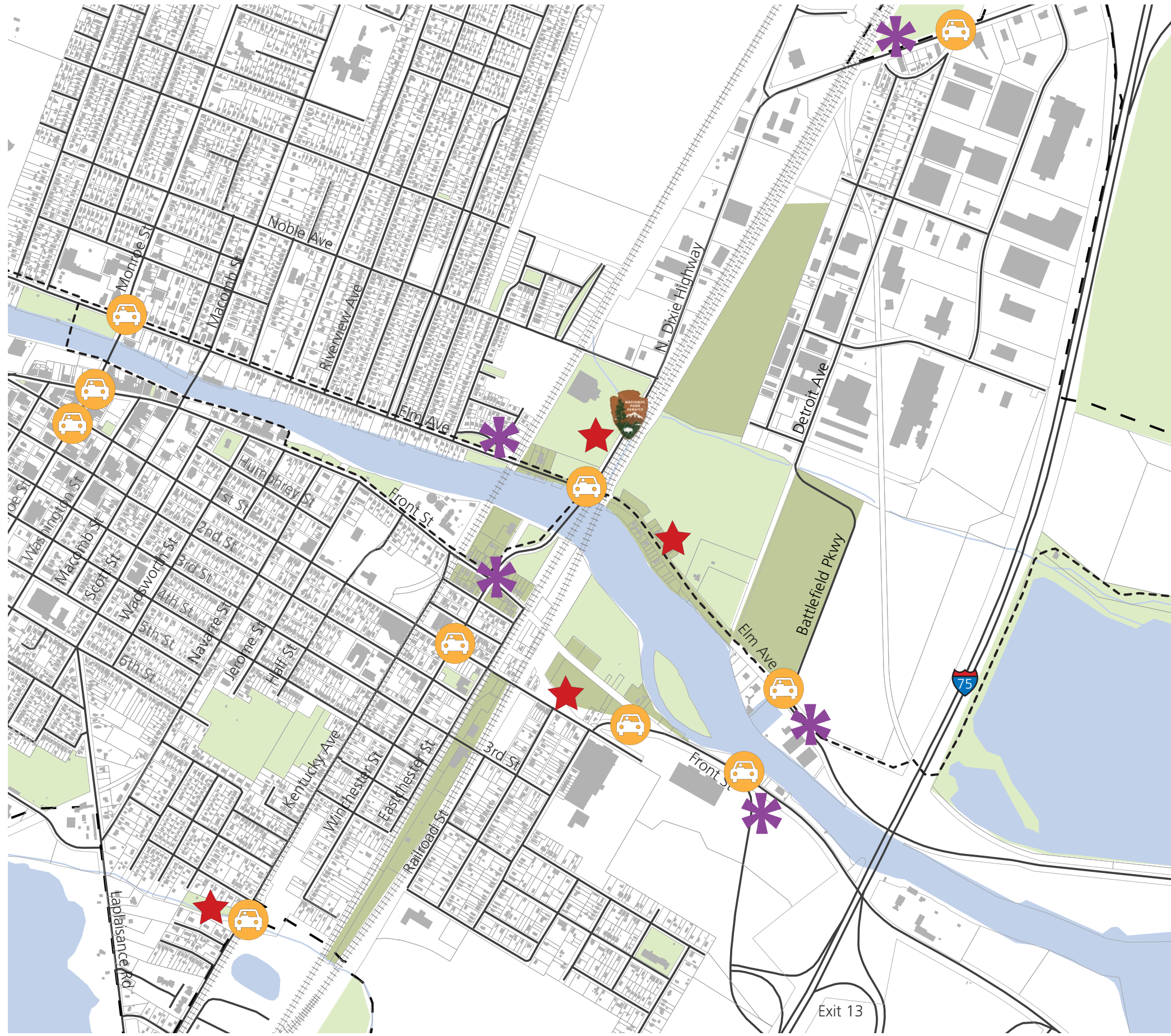
- The RRNBP Visitor Center,
- The north side of Elm Avenue within the RRNBP,
- Hellenberg Park along First Street, and
- Plum Creek Park along Kentucky Avenue.





Site identity guidance informs the user of what is present at the specific location in a helpful and inviting manner. Currently, a site identity sign is located at the RRNBP Visitor Center at 333 North Dixie Highway. Based on the current and proposed vehicular circulation and access to the Heritage Corridor, locations for secondary site identity guidance for the RRNBP and/or the City of Monroe include:

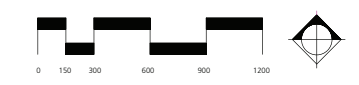
- The intersection of North Dixie Highway and Detroit Avenue,
- The intersection of North Dixie Highway and East Elm Avenue,
- East Elm Avenue west of Riviere Aux Raisins Park,
- The realigned I-75 Exit 13 and East Front Street, and
- The intersection of North Dixie Highway/Winchester Street and East First Street.

This page intentionally left blank.

RIVER RAISIN HERITAGE CORRIDOR
EAST MASTER PLAN
Proposed Wayfinding
December 2022



-  Major NPS Identity Sign
-  Vehicular Wayfinding Guidance
-  Secondary RRNBP and/or City of Monroe Site Identity Guidance
-  Site Map and Orientation Guidance



This page intentionally left blank.

NON-MOTORIZED CIRCULATION

Creating an interconnected network of non-motorized transportation options is critical to achieving an immersive visitor experience and to drawing visitors from adjacent activity areas. Through the combination of existing and proposed city sidewalks, existing and proposed sections of the River Raisin Heritage Trail, and pedestrian bridges and bridge lanes, a visitor can access all areas of the Master Plan by foot or bike. Another type of visitor experience can be gained by those who choose to travel by canoe or kayak down the River Raisin. All of these options allow the user to arrive in the area in whatever mode of transportation they wish and then enjoy all the park has to offer without requiring a vehicle to travel between amenities.

Missing areas of sidewalks were called out in the Resilient Monroe 2017 Master Plan. Currently missing sections of sidewalk within the Heritage Corridor that are addressed in this master plan and present an opportunity to increase connectivity between core area zones include the north side of East First Street within Hellenberg Park, the north side of East Front Street extending to I-75, and the south side of East Elm Avenue from the realignment of Detroit Avenue/Battlefield Parkway extending approximately to I-75.

In the 2021 Monroe County Trail & Bicycle Plan, suggestions were put forth to create a county-wide network that would connect other regional and local corridors or systems, including the River Raisin Heritage Trail and the Sterling State Park trails. The proposed combination of separate bike lanes and sidewalks was given for:

- East Front Street between North Dixie Highway and the western city limit,
- East Elm Avenue between North Dixie Highway and North Telegraph Road,
- LaPlaisance Road between Kentucky Avenue and East Sixth Street,
- North Macomb Street between East Fifth Street and East Front Street, and
- North/South Monroe Street between East Sixth Street and Stewart Road/Cole Road.

Proposed off-road shared use paths for both bikes and pedestrians was also suggested for Kentucky Avenue between East Dunbar Road and East Front Street.



Figure 17: River Raisin Heritage Trail sign at north side of Elm Avenue near Sterling State park (Beckett&Raeder)



Figure 18: Pedestrian/bicycle lane on Winchester Bridge (Quinn Evans)



Figure 19: Riverwalk entrance north of Murray Street (City of Monroe)

Between the railroad tracks, with a northern terminus of East First Street and a southern terminus of Plum Creek, lies a non-motorized transportation opportunity (the Greenway). The removal of industrial buildings creates a place for implementation of a paved trail with benches and shade trees. This Greenway connects the historic site of the battles of the River Raisin with the historic site of the Americans' retreat at Plum Creek. Through the southern terminus of the Greenway is another opportunity to connect to Plum Creek and Plum Creek Park. Paved or dirt and gravel trails along Plum Creek, west of the Greenway to Kentucky Avenue, further tie together the historic sites within the Heritage Corridor. This connection also provides a non-motorized trail to connect the Greenway and Plum Creek Park to the Detroit River International Wildlife Refuge Plum Creek Bay Unit. Investigation to explore other linkages with addition waterway and water trail master plans is recommended prior to any changes.

Another non-motorized transportation opportunity lies in the River Raisin itself. The improved boat launch with an accessible canoe and kayak launch and the improved marina south of Elm Avenue will enhance water travel opportunities for recreational "blueway" users.

The existing and proposed segments will eventually connect the River Raisin National Battlefield Park with ecological and historic sites including the Detroit River International Wildlife Refuge units, Sterling State Park, several National Register of Historic Places historic districts, a number of site-specific historic sites, and several City of Monroe waterfront parks along the River Raisin. Investigation of the feasibility to connect River Raisin to Plum Creek Bay is occurring; if it is deemed feasible, consider encouraging seasonal use of the route.

There is also an opportunity to develop a Veterans Memorial Trail, along side the Heritage Trail, that would

connect the Battle of 1813 at RRNP, the Civil War Monument at Soldiers and Sailors Park, the Kentucky Monument at Memorial Park, and the war memorials at Veterans Park.

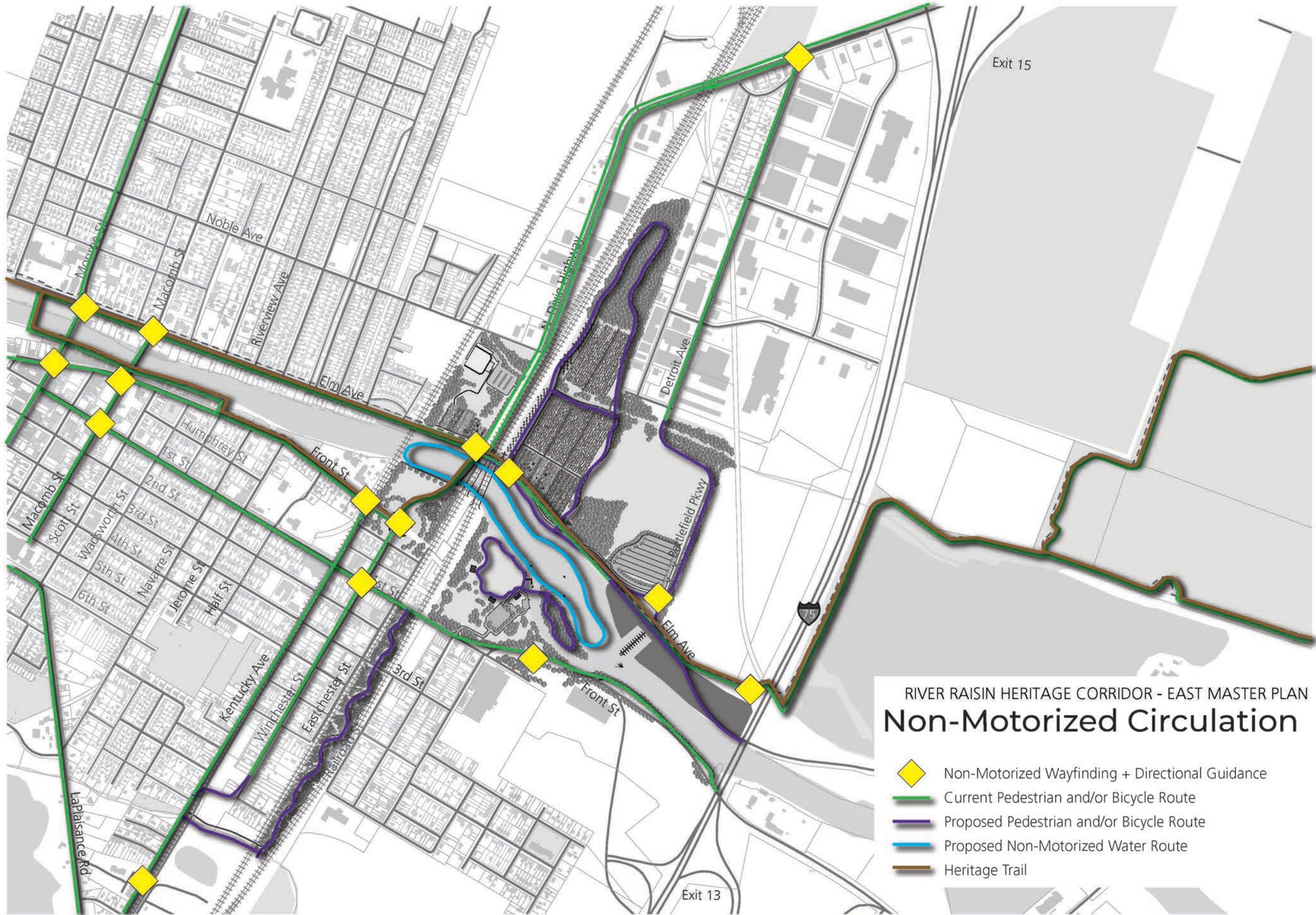
NON-MOTORIZED WAYFINDING

Wayfinding at the pedestrian/bicyclist scale of the Heritage Corridor is identified through locations in which orientation guidance is needed. Based on the current and proposed non-motorized circulation network and how pedestrians/bicyclists access that network, locations for orientation guidance include:

- The intersection of North Dixie Highway and Detroit Avenue,
- The intersection of North Dixie Highway and East Elm Avenue,
- The Heritage Trail along East Elm Avenue east of the railroad tracks,
- The intersection of the realignment of Detroit Avenue/Battlefield Parkway and East Elm Avenue,
- Sterling State Park where the pedestrian shared use path exits onto the north side of East Elm Avenue,
- The intersection of East Front Street and East First Street,
- The intersection of East Front Street and Winchester Street,
- The intersection of Winchester Street and East First Street,
- The intersection of Kentucky Avenue and East First Street,
- The intersection of Macomb Street and East First Street,
- The intersections on the north and south shores of the River Raisin at Macomb Street,
- The intersections on the north and south shores of the River Raisin at Monroe Street, and
- the intersection of Plum Creek and Kentucky Avenue.



Figure 20: Martin Luther King Jr. Pedestrian Bridge located west of Monroe Street (Beckett&Raeder)



This page intentionally left blank.

GRAPHIC IDENTITY RECOMMENDATIONS

In 2017, the City of Monroe established graphic identify standards addressing signs types of signs, colors, fonts and graphics for use at city properties. Also included is an archway feature for use in alleys. The standards include colors and use of a graphic representation of an American lotus (*Nelumbo lutea*) as a logo feature.

Establishment of additional graphic identity standards for digital and print media, road design, lighting, and street furnishings (including but not limited to benches, shelters, comfort stations, bike racks, and trash receptacles) is recommended to further enforce a cohesive graphic presence throughout the city.

Also recommended is institution of Planned Unit Development (PUD) design standards for areas beyond the limits of this master plan.



Figure 21: Gateway welcome sign of painted metal with raised lettering and concrete base (City of Monroe)

SIGNIFICANCE OF THE AMERICAN LOTUS TO THE CITY OF MONROE

The American lotus holds importance to the City of Monroe through its early 1900s history. American lotus flowers attracted hundreds of visitors to the Monroe Piers, the current location of Sterling State Park, where tour boats regularly took people out on the water to view hundreds of acres of blooms.

Many people brought flowers home. In the 1930s, the American lotus disappeared along the Lake Erie shoreline due to industrial pollution and loss of habitat. Over the years, cleanup efforts have

taken place to reduce water pollution and the American lotus has returned to Sterling State Park and the Lake Erie shores of Monroe County.



Figure 22: Alley archways with fabricated metal [left]. District and directional signs with painted metal and reflective vinyl (City of Monroe)

This page intentionally left blank.

RECOMMENDATIONS FOR HISTORIC DISTRICT STANDARDS

In many municipalities, Historic District Overlay Zones are supported by Historic District Standards. These help the city uphold the intent of the overlay zone and help citizens and property owners understand what may be required. Historic District Standards describe the type of work that is permissible in historic districts. It is recommended to review the Historic District Overlay Zones, as it pertains to the historic districts and the Heritage Corridor, for applicable guidelines based on the example topics for Historic District Standards. This section includes an outline of standards (modeled on the City of Kalamazoo Historic District Standards) that may be appropriate for the Monroe Historic Districts.

TOPICS FOR HISTORIC DISTRICT STANDARDS

Dependent on the type of property within the historic districts and Heritage Corridor, here are some potential topics for Historic District Standards:

- Demolition of structures within a historic district
- Moving structures within a historic district
- New construction within a historic district
- Signs and awnings
- Fences
- Residing and trim cladding
- Porches and decks
- Roofs
- Exterior doors
- Windows
- Satellite dishes and antennas

The type of content that might be included in these sections, specifically demolition of structures within a historic district, moving structures within a historic district, and new construction within a historic district, are provided here:

DEMOLITION OF STRUCTURES WITHIN A HISTORIC DISTRICT

Demolition of a historic structure or other feature within a historic district will result in loss of the structure itself,

as well as changing the character of the surrounding landscape. Demolition should be considered only as a last resort, after all other reasonable options have been exhausted. Special cases may arise, due to an act of god that causes the structure to be a public hazard, where inspections and other measures may be required.

MOVING STRUCTURES WITHIN A HISTORIC DISTRICT

It is preferred that all historic structures stay on their original site as each structure is a product of its own time and location and contributes to the original site.

Events arise, such as a larger project displacing a structure or structures requiring replacement due to an act of god, where moving a structure is preferable. Specific guidelines would be set dependent on the type of structure and the site, such as compatibility to the previous structure (for replacement), new construction considerations (scale and setbacks), and Planning and Zoning reviews.

NEW CONSTRUCTION WITHIN A HISTORIC DISTRICT

Infill construction within a historic district or the Heritage Corridor should complement the other structures in the area in scale and design. The new construction should not deter or diminish the historic integrity and character of the surrounding area and landscape views. Placement on the lot is very important in maintaining the rhythm of the streetscape. Zoning and planning departments should be involved in the earliest possible stages of designing a new building.

CORE AREA ZONES

The Heritage Corridor East—Master Plan Update can be broken up into eight unique core area zones, each zone containing multiple elements. Together, these elements create an unforgettable recreation experience steeped in history. It is recommended that the City of Monroe determines if there are any limitations to these core area zone recommendations based on environmental risks and hazards through environmental due diligence/due care requirements as well as archeological monitoring, in accordance with applicable laws and regulations,.

Zone A: National Park / Heritage Education Area

The National Park / Heritage Education Area is where most visitors enter the RRNBP and become oriented to the park's history, landscape, and educational activities. The Visitor Center on Dixie Highway is a starting point for visitor orientation and education. The area south of the visitor center provides space for outdoor community activities and events, living history, and research in the form of professional archeological investigations. Public engagement in archeology will be emphasized.

East of the railroad tracks, the landscape will be rehabilitated to represent aspects of the Rivière aux Raisins Settlement. Here, National Park visitors will learn about the conditions of the landscape in the early 1800s and immerse themselves in the stories associated with the battles.

Zone B: Waterfront Park and Welcome Area

If Tribes desire, this zone will create a space dedicated to acknowledgment of Indigenous history, Native Nations' role in the Battles of River Raisin, and the meaning of this place to current Indigenous communities. Additionally, this zone provides landscaped welcome/identity signs for the City of Monroe and a walking trail along the south bank of the River Raisin.

Zone C: Greenway

When the Americans retreated from the Battle at the River Raisin, they traveled southwest to Plum Creek. The proposed greenway re-imagines the industrial zone between the two rail lines as a greenway that follows this historic path from the battlefield to the place of the Americans' last stand. The proposed greenway also

allows for a connection between Plum Creek and the Detroit River International Wildlife Refuge Plum Creek Bay Unit.

Zone D: Hellenberg Park

Hellenberg Park will provide open areas for passive outdoor recreational use in harmony with contemplative and historical uses. Walking trails connect the parking areas to the River Raisin with river overlooks for fishing and seating and connect to the Sterling Island pedestrian bridge. Picnic pavilions are also provided along the walking trails. A reconfigured parking area will provide space for walking trails, river overlooks, and a kayak and canoe launch/fishing platform while still maintaining a boat launch south of Sterling Island. Structures in this zone should have a sympathetic look and feel to the park without appearing to be an original structure.

Zone E: City Entrance Welcome Area

With the removal/modifications to I-75 Exit 13 and 14, this zone provides an opportunity for beautification of Front Street between the I-75 exit and Hellenberg Park through a landscaped corridor with a "Welcome to Monroe" sign.

Zone F: Waterfront Activity Area

Situated between Elm Avenue and River Raisin, southeast of the battlefield and historic Rivière aux Raisins Settlement, the Waterfront Activity area is a commercial waterfront and marina district that is privately owned and operated.

Zone G: Trails/Natural Area

Proximity of the Heritage Corridor to the Sterling State Park and the Detroit River International Wildlife Refuge Ford Marsh Unit provides a connection to broader recreation opportunities including walking, biking, fishing, and birding for residents and visitors to the area.

Zone H: Greenspace and Parking

With the relocation of Detroit Avenue to Battlefield Parkway, an area for battle reenactments is created in close proximity to the Rivière aux Raisins Settlement. The large parking lot has spaces for reenactors and spectators, as well as overflow parking for the NPS, City, and commercial events.

All concepts illustrated are conceptual and require additional design prior to implementation.

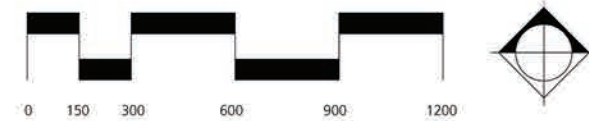
RIVER RAISIN HERITAGE CORRIDOR EAST MASTER PLAN

Core Area Zones

December 2022



- A** National Park / Heritage Education Area
- B** Waterfront Park and Welcome Area
- C** Greenway
- D** Hellenberg Park
- E** City Entrance Welcome Area
- F** Waterfront Activity Area
- G** Trails/Natural Area
- H** Greenspace and Parking



This page intentionally left blank.

All concepts illustrated are conceptual and require additional design prior to implementation.



RIVER RAISIN HERITAGE CORRIDOR
EAST MASTER PLAN

Core Area Master Plan

December 2022

Core Area Plan Key

- 1. Visitor Center
- 2. Outdoor Event Program Area
- 3. Outdoor Education/Exhibit Area
- 4. Ribbon Farm Interpretation Area
- 5. Restore Mason Run
- 6. Waterfront Park with Indigenous Acknowledgement
- 7. Landscaped Welcome Area
- 8. Greenway
- 9. Passive Recreation and Event Area
- 10. Walking Trails with River Overlook
- 11. Picnic Shelters
- 12. Kayak/Canoe Launch and Fishing Platform
- 13. Kayak/Canoe Rental/Restroom
- 14. Marina
- 15. Commercial Waterfront District
- 16. Battle Reenactment Area
- 17. Parking



This page intentionally left blank.



Figure 23: Zone A: National Park / Heritage Education Area (Quinn Evans)

CORE AREA ZONES CONCEPT RECOMMENDATIONS

This section presents concept-level recommendations for core zones within the Heritage Corridor. All concepts illustrated and described are conceptual and require additional design prior to implementation.

Due to the potential for environmental risks and hazards from previous uses of properties and prior to any work being performed within the core area zones, determine and follow all due diligence/due care requirements to ensure the safety of all users. Additionally, due to high

potential of extant archeological resources, archeological monitoring is also recommended for each core area zone.

ZONE A

The National Park / Heritage Education Area is where most visitors enter the RRNBP and become oriented to the park's history, landscape, and educational activities. The existing RRNBP Visitor Center is located on the west side of North Dixie Highway and is the key arrival destination for park visitors. It also contains large event

center for conventions, trade shows, special events, and other community events. Parking lot improvements are recommended including realignment and repaving to better accommodate bus and car parking, add a universally accessible drop-off zone, incorporate landscaped islands, and use of semi-permeable paved surfaces.

The majority of the landscape within the National Battlefield Park has changed extensively since the period of significance. It is recommended that the National Park Service prepare a Cultural Landscape Report to comprehensively document the history and determine the most appropriate approach to treatment for the areas south of the Visitor Center and east of North Dixie Highway.

The concepts illustrated on the drawings and figures in this report, and the descriptions in this section are



Figure 24: Living-history precedent of John Oliver's cabin (Beckett&Raeder)



Figure 25: Living-history farming precedent at JS Riverfront (Beckett&Raeder)

all preliminary and require additional documentation, analysis, planning and design prior to implementation. Because of this, all recommendations in this section are presented as ideas to be considered as documentation is developed.

Consider utilizing the area immediately south of the visitor center for outdoor community activities and events and an outdoor cafe' and picnic space. Archeological investigations and research are currently being conducted on the area to the south, to determine if there is evidence of significant historic activities associated with the economic development of the Rivière aux Raisins Settlement, such as the Godfroy claim, trading post, and barn. Depending on the findings, this location may be appropriate for outdoor education and exhibits. In the meantime, it is an ideal location for interpretation of archeological investigations. Consider if the area adjacent to the river is appropriate for hosting exhibits and outdoor education programs, as well as a river overlook.

Safety and ease of access from the Visitor Center to the east side of the Battlefield Park is improved by a pedestrian crossing located at the corner of North Dixie Highway and Elm Avenue. The at-grade crossing passes over the road and railroad tracks.

East of the railroad tracks, consider rehabilitating the landscape to represent aspects of the Rivière aux Raisins Settlement and support education programs. If adequate documentation exists, consider reconstructing selected features of primary significance to enhance visitor understanding of the history of the site. Here, National Park visitors will learn about the conditions of the



Figure 26: Archeology on display precedent at Fort Michilimackinac (Mackinac State Historic Parks)

landscape in the early 1800s and immerse themselves in the stories associated with the battles.

Consider establishing a living-history exhibit featuring traditional French-Canadian structures in an arrangement representing conditions at the Rivière aux Raisins Settlement before the destruction associated with the Battles of the River Raisin. As part of the research to document the historic conditions, consider conducting archeological investigations and establishing educational opportunities for visitors and community members related to the work. Depending on findings, consider if long-term exhibits, perhaps of extant building foundations, are appropriate.

Based on research and analysis, consider rehabilitating or restoring landscape conditions to represent historic ribbon farms (long lots). The ribbon farms present prior to the Battles were divided into long strips of land perpendicular to the river, which provided each landowner access to water, area for a homestead in the village near the river with a kitchen garden, land for growing crops, and woods for hunting and gathering on the far end of the property. Rehabilitation or restoration of aspects of the landscape associated with these farms, along with vineyards and orchards adjacent to the rail lines, could help visitors understand landscape conditions present prior to the Battles. The National Park Service is partnering with University of Michigan Dearborn, Eastern Michigan University, Wayne State University, and Monroe County Community College to conduct research needed to clarify discrepancies in primary and secondary sources and determine locations of historic features.



Figure 27: Archeology on display precedent at Fort Michilimackinac (<https://www.mackinawcity.com/mackinac-state-historic-parks-celebrates-60-years-as-americas-longest-running-archaeological-dig/>)

Whenever the opportunity is present, general ecological restoration is recommended along the north edge of the River Raisin and Mason Run.

DIXIE HIGHWAY BEAUTIFICATION

Improvements have been made to portions of the North Dixie Highway corridor but further improvements are needed. The current median is not functioning effectively and needs landscaping improvements and the installation of an irrigation system in order to implement the original design intent. Extension of street trees along North Dixie Highway from the north City of Monroe boundary to Noble Avenue is recommended. The street trees will provide shade, reduce heat from pavement, improve air quality, support birds, screen the railroad from Dixie Highway, and enhance the character of the transportation route used by residents and visitors traversing between the Heritage Corridor and I-75.

KENTUCKY AVENUE BEAUTIFICATION

Addition of street trees along Kentucky Avenue from Front Street to LaPlainsance Road, is recommended. The trees will provide shade, reduce heat from pavement, improve air quality, support birds, and enhance the character of the transportation route used by residents and visitors.

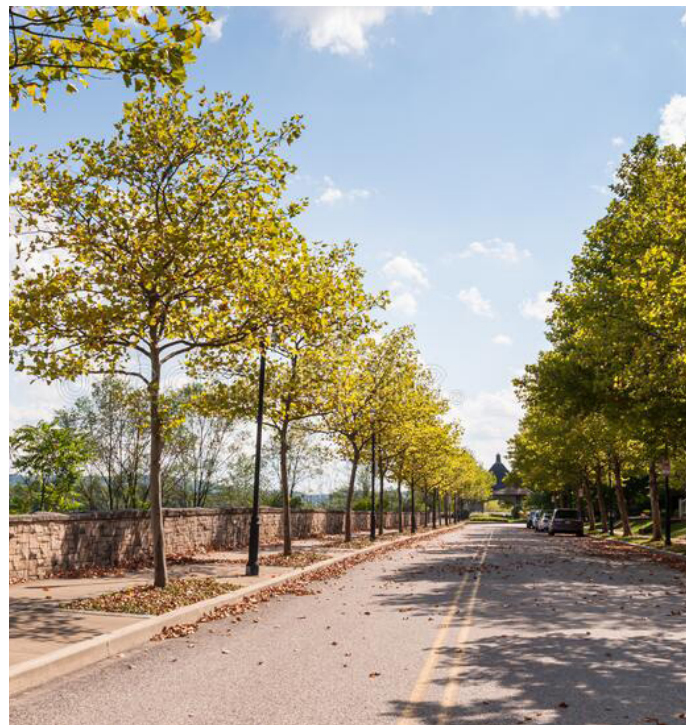


Figure 28: Street tree precedent at Pittsburgh, PA (Bill H., https://www.dreamstime.com/woodsnorthphotography_info)

DETROIT AVENUE/BATTLEFIELD PARKWAY BEAUTIFICATION

Addition of street trees along Detroit Avenue/Battlefield Parkway from North Dixie Highway to Elm Avenue, is recommended. The trees will provide shade, reduce heat from pavement, improve air quality, support birds, and enhance the character of the transportation route used by residents and visitors.

ZONE B

The area north of Front Street that is closest to River Raisin and west of Winchester Street is currently dedicated, if desired by the Tribes, to creating a space of acknowledgment related to Indigenous history, the role of Indigenous peoples in the war, and meaning of this place to current Indigenous communities. The intent is that the design for this area be led by representatives of tribes associated with the location. The Master Plan team is coordinating with tribal representatives and will update the recommendations for this area based on their guidance.

At all four corners of the intersection of Winchester Street and Front Street, welcome/identity signs will be placed with native herbaceous plantings, shrubs, and understory flowering trees.

If desired, this zone has the flexibility for planting a fruit tree orchard with walking trails, public art, and cultural reflection pieces.

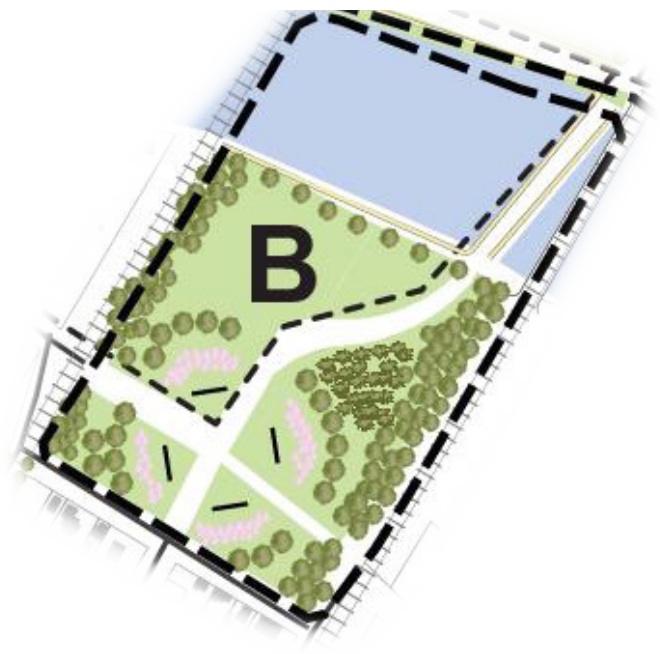


Figure 30: Zone B: Waterfront Park and Welcome Area
(Quinn Evans)



Figure 29: Welcome/identity sign precedent North Carolina (<https://giveunc.unc.edu/school-unit/north-carolina-botanical-garden/>)



Figure 31: Welcome/identity sign precedent at Orange County, Florida (<https://www.facebook.com/UCFARBORETUM/>)



Figure 32: (Right) Welcome/identity sign precedent at Redding, California (<https://www.landscapearchitectredding.com/31-city-of-redding-welcome-sign.html>)

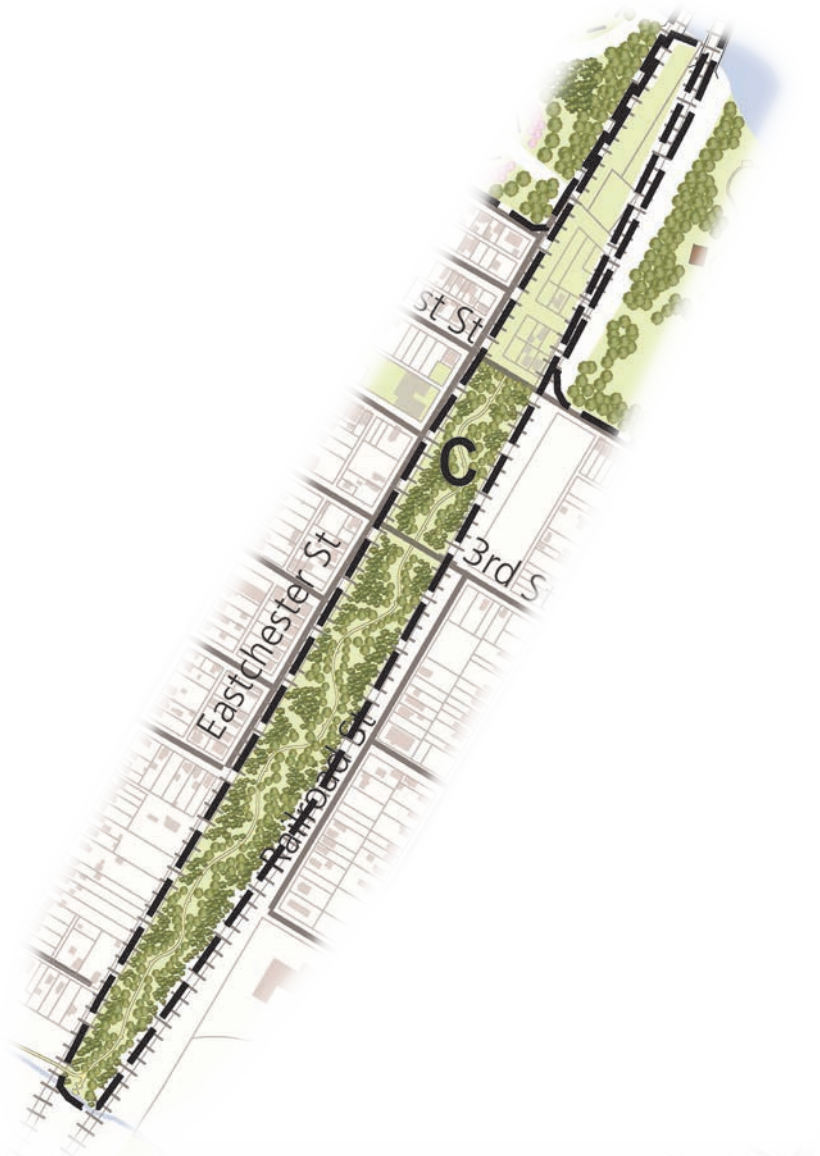


Figure 33: Zone C: Greenway (Quinn Evans)

ZONE C

The area between the railroad tracks south of First Street and down to Plum Creek will be transformed into a greenway space with paved trails, benches, trees, and landscaped areas. This area provides the opportunity to connect the historic sites of the Americans' retreat at Plum Creek to the remainder of the Heritage Corridor.

If there is a desire to reflect the recent history of the Orchard East neighborhood, this zone has the flexibility for planting a fruit tree orchard with walking trails, public art, and cultural reflection pieces.



Figure 34: Greenway precedent of the Dequindre Cut in Detroit, MI (www.m-bike.org)

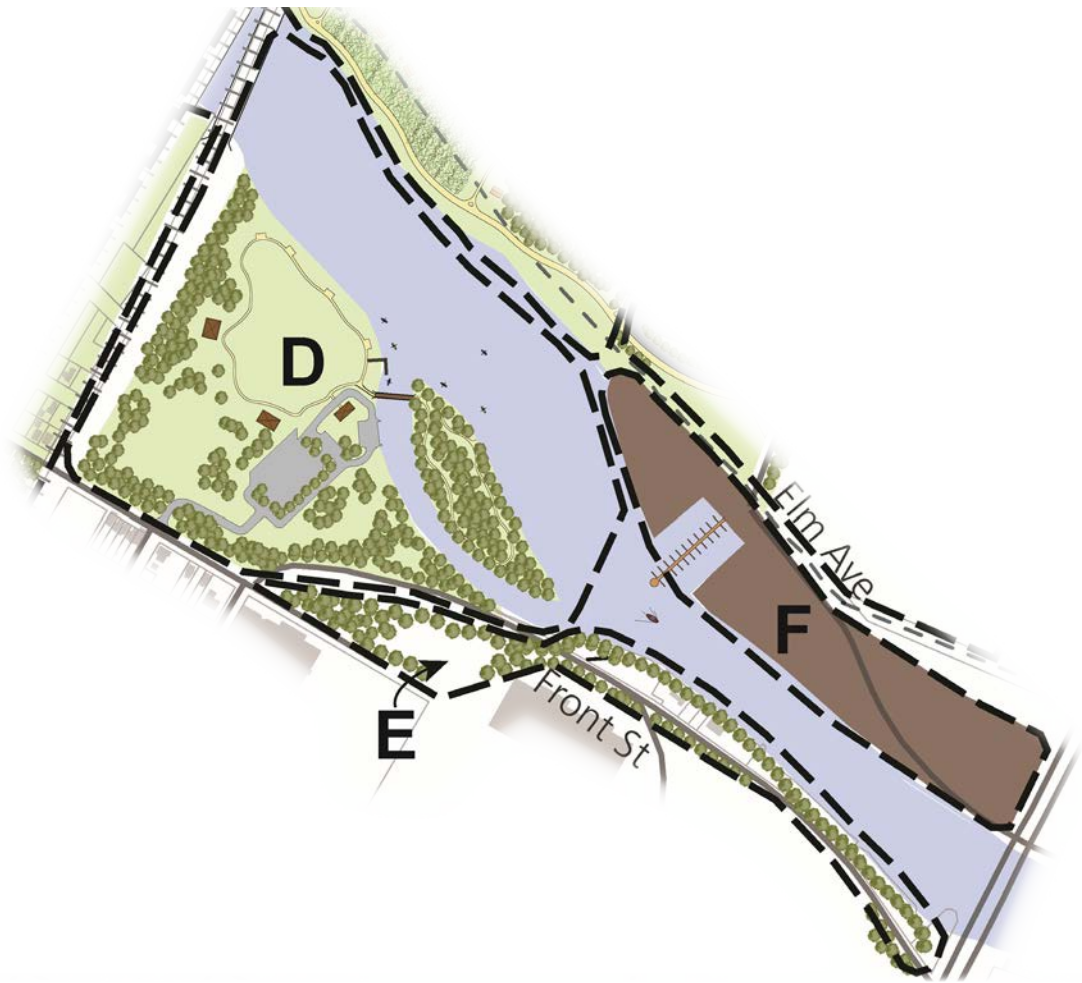


Figure 35: Zone D: Hellenberg Park, Zone E: City Entrance Welcome Area, Zone F: Waterfront Activity Area (Quinn Evans)



Figure 36: Accessible kayak/canoe launch and fishing dock at the Grand Ravines Greenway (<https://grandrivergreenway.org/explore/by-water/grand-river-to-eastmanville-bayou/>)



Figure 37: Accessible kayak/canoe launch example (<https://fwmdocks.com/docks/ez-commercial-kayak-launch/>)

ZONE D

Hellenberg Park will provide open areas for passive outdoor recreational use in harmony with contemplative and historical uses. Walking trails connect the parking areas to the River Raisin with river overlooks for fishing and seating and connect to the Sterling Island pedestrian bridge. Centered within the walking trails is an open area for a native plant meadow or an additional passive outdoor recreational area. Picnic pavilions are situated along the walking trails. This area could also be used for re-enactment activities but no designated space for re-enactments is provided.

A reconfigured parking area efficiently accommodates cars and vehicles with trailers while reducing pavement. Consider using semi-permeable paving when reconfiguring the parking area. The boat launch at the east side of the park continues to provide access for boats to the River Raisin south of Sterling Island towards Lake Erie. An accessible canoe and kayak launch with a fishing platform is added north of the Sterling Island pedestrian bridge. A small building houses non-motorized boat rentals and public restrooms replacing the existing unappealing restroom structure.

The views into this area are part of the context of Zone A and recommendations for changes within view of Zone A are intended to be compatible with the historic scene. Structures in this zone should have a sympathetic look and feeling to the park without appearing to be an original structure. Structures should not detract from the 1812 theme or destroy the scenic and engaging vista from the north bank, which was created by the removal of houses along the north bank of the river and the southern boundary of Hellenberg Park. Space would be provided along the south side of the River Raisin for



Figure 38: Passive recreation area precedent at Brandon University, Manitoba, CA (<https://www.brandonu.ca/campusplan/plan-frameworks/open-space-framework/>)

future historical interpretations, i.e., wayside exhibits, as the River Raisin was a key terrain component of both the American attack on January 18 and the retreat on January 22.



Figure 39: Floating dock fishing precedent at Wingra Creek, Madison, WI (<https://www.wisconsinrivertrips.com/segments/wingra-creek/>)



Figure 40: Floating dock fishing precedent by Kroeger Marine Construction (<https://i.pinimg.com/736x/21/c9/45/21c94505bfc1513f89560a8f89d72d0e.jpg>)



Figure 41: Floating dock fishing precedent at Lake Nokomis, MN (https://commons.wikimedia.org/wiki/File:Lake_Nokomis_fishing_dock.jpg)



Figure 42: Road beautification example at Houston, Texas (<https://houston.culturemap.com/news/city-life/01-12-16-eyesore-no-more-hobby-airport-corridor-to-get-big-sprucing-up-before-super-bowl/#slide=0>)

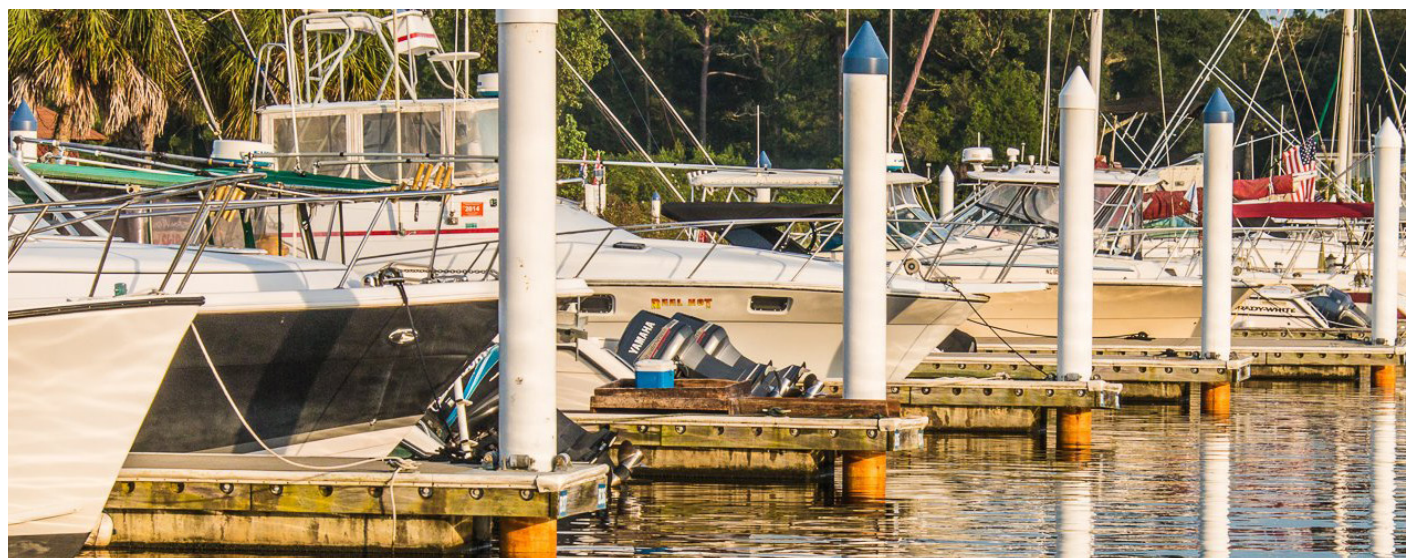


Figure 43: River marina precedent at Little River, South Carolina (www.cricketcovermarina.com)

Whenever the opportunity is present, general ecological restoration is recommended along the south edge of the River Raisin.

ZONE E

The planned removal of Exit 14 from I-75 into Monroe will increase circulation along Front Street in the City Entrance Welcome Area. Recommendations for this area include beautification of the Front Street corridor between Conant Avenue and I-75 with landscaping and identity sign(s) while maintaining the current structures adjacent to River Raisin in the area.

Whenever the opportunity is present, general ecological restoration is recommended along the south edge of the River Raisin. If there is a desire to reflect the recent history of the Orchard East neighborhood, this zone has the flexibility for planting a fruit tree orchard with walking trails, public art, and cultural reflection pieces.

ZONE F

Situated between Elm Avenue and River Raisin, southeast of the battlefield and historic Rivière aux Raisins Settlement, the Waterfront Activity Area is a commercial waterfront and marina district that is privately owned and operated. Enhanced access to this zone is created with the realignment of Detroit Avenue/Battlefield Parkway for vehicles and through Zones A and H for walking and biking.

The proximity to RRNBP makes this waterfront development the ideal location of views of Lake Erie from the Sterling State Park, for a ferry service between the battlefield and Perry's Victory and International Peace Memorial in Put-In-Bay, Ohio, or even the jumping-off point for tours of the Detroit River International Wildlife Refuge.

ZONE G

Proximity of the Heritage Corridor to the Sterling State Park and the Detroit River International Wildlife Refuge Ford Marsh Unit provides a connection to broader recreation opportunities including walking, biking, fishing, and birding for residents and visitors to the area. Trails around waterways also help to draw people into the Heritage Corridor.



Figure 44: Welcome/identity sign precedent (Kety Hoogerwerf, Belt Collins West)

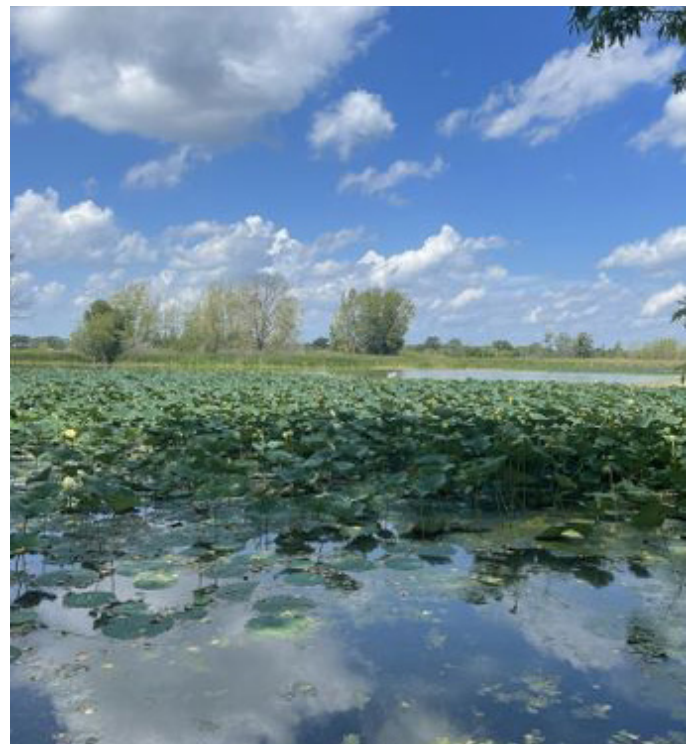


Figure 45: View from Sterling Marsh trail in Sterling State Park (<https://www.alltrails.com/trail/us/michigan/sterling-marsh-trail?u=m>)

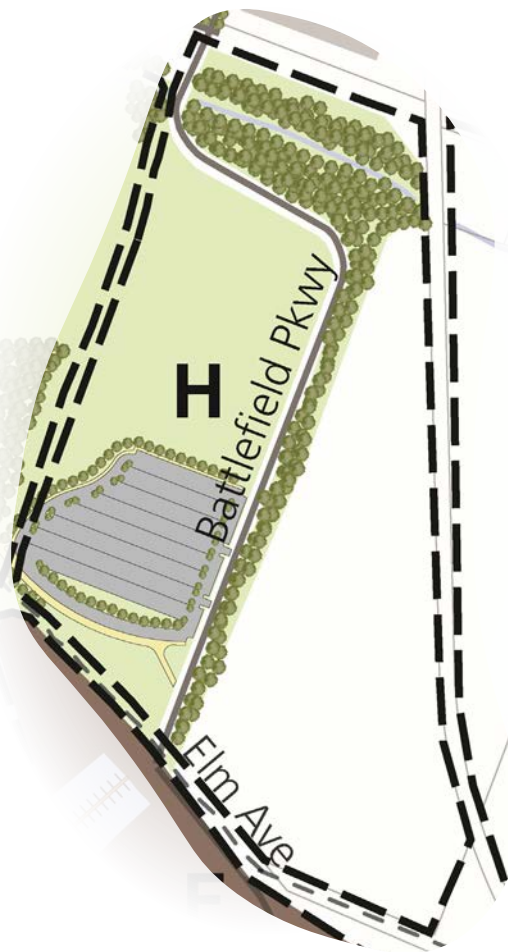


Figure 46: Zone H: Greenspace and Parking (Quinn Evans)



Figure 47: Landscaped parking area example in Ulster County, NY (<https://ulstercountyny.gov/environment/green-infrastructure>)



Figure 48: Battle Reenactment example (NPS)

ZONE H

With the relocation of Detroit Avenue/Battlefield Parkway, an area for battle reenactments is created in close proximity to the Rivière aux Raisins Settlement on the north end of Zone H, dependent on environmental due diligence and due care requirements. The large parking lot to the south has capacity for reenactors and spectators, as well as overflow parking for NPS, City, and commercial events. Consider using semi-permeable paving material for the parking area. In addition, the parking lot serves as a trail head for the River Raisin Heritage Trail and the marina is an access point for the River Raisin waterway. Amenities such as power, water, and a public restroom is provided near the parking area and adjacent to the Heritage Trail. All public restrooms are to be family friendly and follow the American's with Disabilities Act (ADA) accessibility standards.

Whenever the opportunity is present, general ecological restoration is recommended along the north bank of the River Raisin.

Due to National Park Service regulations regarding the discharge of weapons on dedicated parks, the reenactment area will likely be under the ownership of another entity so the full experience of a military reenacted engagement can be experienced.

References

Biographical Directory of the United States. "CASS, Lewis 1782-1866." Accessed June 15, 2022. <http://bioguide.congress.gov/scripts/biodisplay.pl?index=C000233>.

Bingham, Stephen D. Early history of Michigan, with biographies of state officers, members of Congress, judges and legislators. University of Michigan Library, Digital Library Production Service. Collection: Michigan County Histories and Atlases. 1887. <http://quod.lib.umich.edu/m/micounty/bad6021.0001.001/7?view=pdf>.

City of Monroe. "River Raisin Heritage Trail Map and Guide." Accessed May 30, 2022. <http://npshistory.com/brochures/rira/heritage-trail.pdf>.

City of Monroe Comprehensive Plan. City of Monroe, Michigan, 2003.

Edwards-Oñoro, Deborah. "Photo of the Week: Lotus Pods at Sterling State Park." Lireo Designs. Last modified December 6, 2020. <https://www.lireo.com/photo-of-the-week-lotus-pods-at-sterling-state-park/>.

Hutchison, Craig E. and Kimberly A. "Images of America: Monroe: The Early Years." Charleston, SC: Arcadia Publishing, 2004.

Jamestown-Yorktown Foundation. "Jamestown Settlement: Relive the experience of America's first permanent English colony." Accessed June 15, 2022. <https://jymuseums.org/jamestown-settlement/>.

The Mannik & Smith Group. *City of Monroe Parks and Recreation Master Plan 2019-2023*. Monroe, MI: City of Monroe, 2019.

National Park Service. "George Rogers Clark National Historic Park." Accessed June 15, 2022. <https://www.nps.gov/gero/index.htm>.

National Park Service. "Gettysburg National Military Park." Accessed June 15, 2022. <http://www.nps.gov/gett/index.htm>.

National Park Service. *River Raisin National Battlefield Park Cultural Landscape Inventory*. Omaha, NE: National Park Service Midwest Regional Office, 2020.

National Park Service. *River Raisin National Battlefield Park Land Protection Plan*. Denver Service Center, National Park Service, 2016.

OMH Advisors. *City of Monroe I-75 Interchange Modification Study*. Monroe, MI: City of Monroe, 2018.

Quinn Evans Architects and Giffels Webster. *River Raisin National Battlefield Park Cooperative Land*

Management Plan. Monroe, MI: City of Monroe, 2017.

Monroe County 5-Year Recreation Plan, 2008-2012. Monroe County, Michigan.

River Raisin Battle & Massacre, Coastal Zone Management Program. City of Monroe, Michigan, 1981.

Skinner, Wes. "Baseline Environmental Assessments and Due Care in Michigan: What New Owners or Operators in Michigan Need to Know." Partner Engineering and Science, Inc. Last modified May 20, 2019. [https://www.partneresi.com/resources/blog/baseline-environmental-assessments-and-due-care-in-michigan#:~:text=Due%20Care%2C%20defined%20under%20Michigan,property%20\(owner%20or%20operator\)%20is](https://www.partneresi.com/resources/blog/baseline-environmental-assessments-and-due-care-in-michigan#:~:text=Due%20Care%2C%20defined%20under%20Michigan,property%20(owner%20or%20operator)%20is).

Spence, Mark David. *National Register of Historic Places Nomination, River Raisin Battlefield Site (Additional Documentation and Boundary Increase)*. Washington, DC: National Park Service, 2019.

Wing, Tacott Enoch. *History of Monroe County, Michigan*. New York: Munsell & Company, 1890

United States Census Bureau. "Quickfacts Monroe City, Michigan." Accessed June 15, 2022. <https://www.census.gov/quickfacts/fact/table/monroecitymichigan/PST045221>.

United States Environmental Protection Agency. "Assessing Brownfield Sites." Last modified June 2020. https://www.epa.gov/sites/default/files/2020-07/documents/assessing_brownfield_sites.pdf.

Appendix A

Historic Overlay District Ordinance

ORDINANCE 18-001

An Ordinance to add the Historic Overlay District to Chapter 720, Zoning, of the Code of the City of Monroe.

THE CITY OF MONROE ORDAINS:SECTION 1. HISTORIC OVERLAY DISTRICT.

- 1. Purpose and Intent.** The purpose and intent of the Historic Overlay District Ordinance (the "Overlay") is to protect the City's character and charm by ensuring that the historical assets of the community are preserved and enhanced. The Historic Overlay is intended to base site-specific property dimensional regulations on the historical development pattern of the neighborhoods, encourage the preservation of historic architecture, prevent demolition of historic structures, encourage the building of new structures that complement the overall historic character of the neighborhoods, preserve and increase property values, and make the City's historic districts highly desirable places to live, visit, and do business.
- 2. Applicability.** The Historic Overlay shall apply within any portion of the City that is listed on the National Register of Historic Places. Those districts are shown on the map included with this Overlay, as they existed at the time of adoption (Attachment A). In the event that additional areas are added to the National Register of Historic Places, they shall be subject to this Overlay as well. The City Council may also choose to add additional lots to this Overlay. Those additional lots shall be included on the map.

The following actions shall be subject to the regulations in this Overlay:

- a.** New construction of any structure, including accessory structures, except those structures listed in Section 12.
- b.** Additions to any principal structure.
- c.** Exterior renovations within the CBD (Central Business District) Zoning District.
- d.** Demolition of a principal structure.

Exterior renovations to existing structures in Zoning Districts other than the CBD district, including, but not limited to, replacing windows, replacing roofs, painting, and re-siding, shall not be subject to the regulations of this Overlay.

- 3. Conflicting Regulations.** In the event of conflict between this Overlay and any other regulation in the Zoning Ordinance, the regulations in this Overlay shall govern. In the event of conflict between this Overlay and any regulation in the Historic District

Ordinance (Chapter 383 of the City Code), if applicable, the provision which is more restrictive or imposes a higher standard or requirement shall govern.

4. Definitions. The following terms shall have the following definitions. All other terms shall have the definition given to them in the City of Monroe Zoning Ordinance.

- a. Building Line:** A line on the ground along the foundation of a structure, extending from lot line to lot line
- b. Front Building Line.** The building line closest to the front lot line, not including open porches as defined in the Zoning Ordinance. See Figure 1.
- c. Rear Building Line.** The building line farthest from the front lot line, except as otherwise noted in this Overlay, not including open porches as defined in the Zoning Ordinance. See Figure 1.
- d. Side Building Line.** All building lines that do not meet the definition of front building line or rear building line. See Figure 1.



Figure 1: Building and Lot Lines

- 5. Existing Structures/Fences.** All structures and fences within the boundaries of this Overlay and existing at the time of adoption of the Overlay shall be conforming with regard to dimensional standards such as setbacks and height. Any structure or fence existing at the time of this Overlay which is damaged by fire, flood, weather event, accident, or malicious human action may be rebuilt with the same dimensions, location, and building height, provided that the design meets the requirements of Section 6 of this Overlay.
- 6. Architectural Standards.** The following architectural standards shall apply within this Overlay:
- a. Central Business District (CBD).** Within the CBD, all new construction, additions, and exterior renovations to existing building and structures must meet the *Secretary of the Interior's Standards for Rehabilitation* (Attachment B).
 - b. All Other Zoning Districts.** Within all other zoning districts located in or part of a National Register District, only new construction must meet the *Secretary of the Interior's Standards for Rehabilitation* (Attachment B).
- 7. Fences.** The following standards shall apply to fences:
- a.** Fences shall be permitted only in the following locations. (Building lines in this section shall always refer to the building lines of the principal building) (See Figure 2a-b).
 - i. In a rear yard (i.e. between the rear building line and the rear lot line).
 - ii. In a side yard (i.e. between a side building line and side lot line, provided the fence extends no farther forward than the midway point between the front and rear building lines or one foot beyond any doors in the adjacent side wall of the principal building).
 - iii. New fences shall not be erected in front yards (i.e. between the front building line and the front lot line).
 - iv. On corner lots and through lots, fences along the secondary street frontage shall not be constructed closer to the right-of-way line than the CLOSER of the following two lines to the right-of-way line:
 - 1. the average front building line for all principal structures on the block the fence is adjacent to
 - 2. the side building line of the principal structure parallel to the secondary frontage

- b.** Fences shall not exceed the following heights (see Figure 2a-b):
- i. **Rear Yards (between the rear building line and the rear lot line):** Six (6) feet
 - ii. **Side Yards (between a side building line and a side lot line):** Three (3) feet
 - iii. **Secondary Street Frontages (corner lots and through lots) (See Figure 3):** Three (3) feet if between the principal building on the lot and the right-of-way line. Six (6) feet if between the rear building line and the rear lot line.

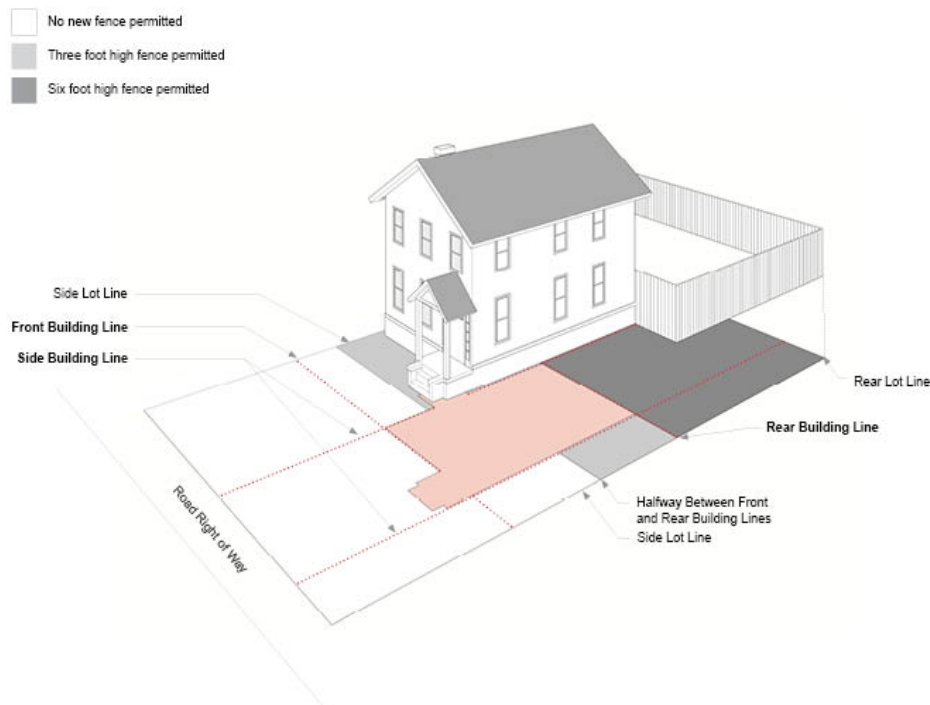


Figure 2.a: House on Interior Lot- Fence Behind Half-Way Point of Front and Rear Building Lines Option A

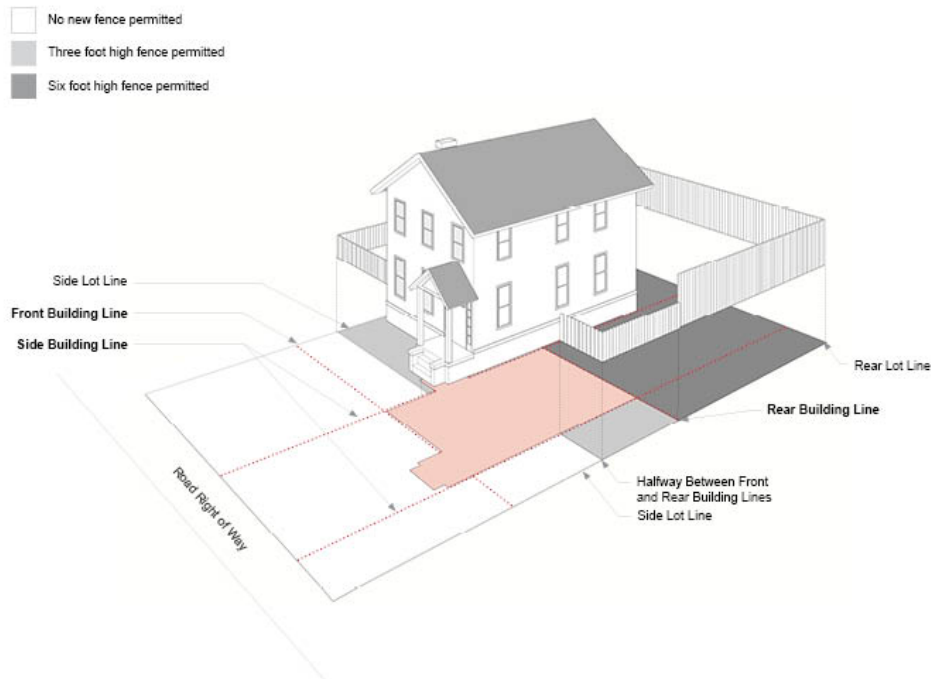


Figure 2.a: House on Interior Lot- Fence Behind Half-Way Point of Front and Rear Building Lines Option B

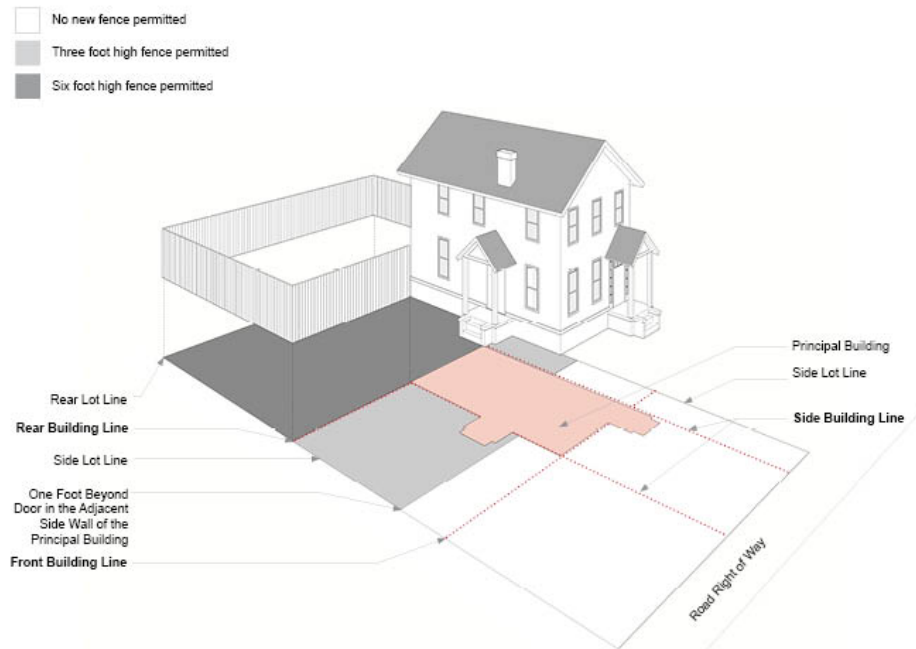


Figure 2.b: House on Interior Lot- Fence Behind Door in Adjacent Side Wall Option A

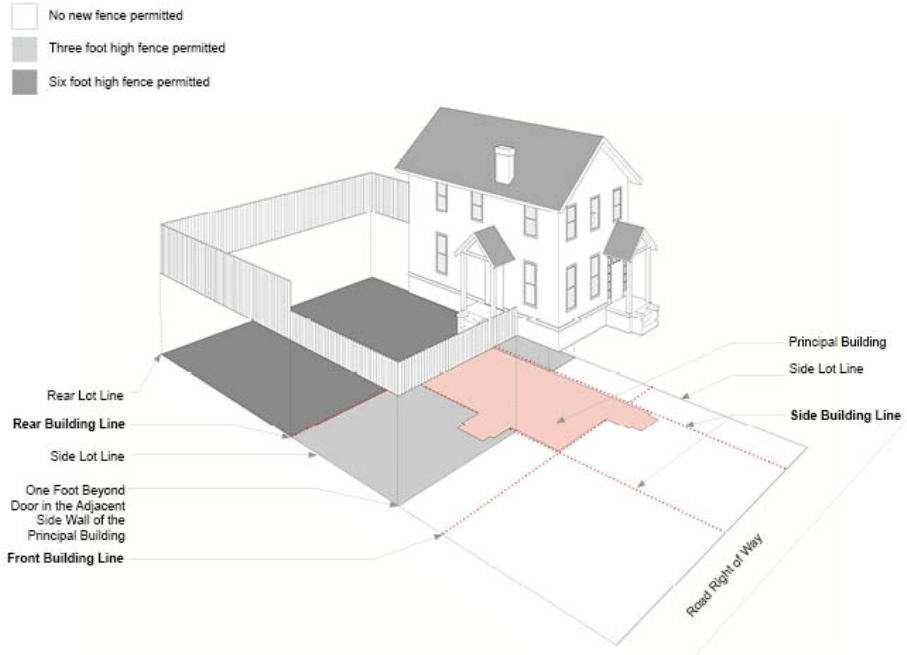


Figure 2.b: House on Interior Lot- Fence Behind Door in Adjacent Side Wall Option B



Figure 3: Corner Lot Fence Along Secondary Frontage Option A



Figure 3: Corner Lot Fence Along Secondary Frontage Option B

8. Signage and Decorative Lighting.

- a. Signage within the Overlay shall meet all requirements of the Zoning Ordinance. Additionally, within the Overlay, internal illumination of signage is prohibited.
- b. Decorative strings or tubes of light shall not be installed along the edges of windows, along rooflines, surrounding signage, or anywhere else on a building facade. Temporary lights installed between November 15 and January 15 shall be exempt from this prohibition. Decorative strings of light may also be strung overhead over outdoor seating areas, rear yards, or other outdoor gathering places.

9. Dimensional Requirements. The following requirements shall apply to all new construction or building additions within the Overlay. Existing structures shall be considered to have conforming dimensions in all respects, unless they are being expanded, in which case the standards of this section shall apply.

a. Principal Structures.

- i. **Front Building Line – Main Wall.** The front building line of any principal structure (not including open porches as defined in the Zoning Ordinance) shall be within two feet of the average front setback for all principal

structures on the block that the structure is located within, not including any open porches attached to those structures. On corner lots, this requirement shall apply to both the front building line and the building line facing the secondary street frontage.

- ii. **Front Building Line – Porches.** Open porches shall not extend closer to the front lot line than the average of all front porches on the block. Enclosed porches shall be required to meet the requirement for the main wall.
- iii. **Side Building Line.** The side building lines for any principal structure shall comply with the side setback requirements for the district the structure is located within.
- iv. **Rear Building Line.** The rear building line for any principal structure shall be no closer to the rear lot line than the average rear setback for all principal structures on the block that the structure is located within.
- v. **Structure Height.** The maximum height of a principal structure shall not exceed the height of the tallest structure on the block, except within the CBD zoning district, where the maximum height may exceed the tallest structure on the block if it meets the following standards:
 - 1. It meets all other requirements of this Overlay.
 - 2. It can be adequately served by the Fire Department or provides the required fire suppression system for a building of its height.
 - 3. All floors above the tallest existing structure on the block are set back at least 15 feet from the front lot line.

b. Accessory Structures.

- i. **Front Building Line.** Detached accessory structures shall be prohibited between the front building line of the principal structure on the lot and the front lot line.
- ii. **Side Building Line.** The side building line for any accessory structure shall comply with the setback requirements for the district the structure is located within.
- iii. **Rear Building Line.** The rear building line for any accessory structure shall be no closer to the rear lot line than the smallest rear setback of any accessory structures on the block that the structure is located within. The

building line closest to an alley that abuts the lot in question shall always be considered the rear building line.

- iv. **Corner Lots.** The building line for an accessory structure on a corner lot shall be no closer to the secondary street frontage lot line than the average front setback for all structures on the block of the secondary street frontage that the accessory structure is located within.
- v. **Structure Height.** The maximum height of an accessory structure shall not exceed the height of the tallest accessory structure on the block it is located within.

10. Demolition. Demolition of any principal structure within the Overlay shall require approval by the Historic District Commission. Prior to deciding on the demolition request, the Historic District Commission shall hold a public hearing, with notice as required for public hearings by the Michigan Zoning Enabling Act (Public Act 110 of 2006 or subsequent amendments or successor acts). Appeals of decisions of the Historic District Commission regarding demolitions shall be to the Zoning Board of Appeals.

The Building Department shall have the authority to waive the Historic District Commission review requirement upon determining that a structure needs to be demolished for life safety reasons. All structures existing at the time of this Overlay that are approved by the Building Department to be demolished due to life safety reasons may be rebuilt with the same dimensions, building line locations, and building height, provided that the design meets the requirements of Section 6 of this Overlay for the zoning district the site is located within.

11. New Construction. If a new building is being proposed for construction on an existing or newly vacant lot, the Historic District Commission shall determine whether the proposed building will be compatible to the character of adjacent sites and buildings and be consistent with the established historic character of the City. Appeals of decisions by the Historic District Commission shall be heard by the Zoning Board of Appeals.

12. Exceptions to Structure Regulations. The following structures shall not be subject to the regulations of this overlay, and shall not be used as the basis for determining the dimensional requirements for a new structure:

- a. Wireless Telecommunications Support Structures, including Distributed Antenna Systems.
- b. Telephone/Electricity Poles.
- c. Radio Communication Towers.

d. Water Towers.

e. Freestanding Sign Structures, which shall be subject to the requirements of the Zoning Ordinances. The signage itself shall comply with the requirements in the Zoning Ordinance and Section 8 of this Overlay.

13. Administration and Enforcement.

a. Required Approvals for Activities Subject to this Overlay:

	Building/ Demolition Permit	Administrative Site Plan	Historic District Commission	Citizen Planning Commission
New Construction (Single Family Home)	X	X	X	
New Construction (Non-Single Family Principal Building)	X		X	X
New Construction (Accessory Building or Fence)	X	X	X	
Additions Requiring Site Plan Approval	X		X	X
Additions Not Requiring Site Plan Approval	X	X	X	
Exterior Renovations in CBD District	X	X	X	
Demolition	X		X	

b. Appeals and Variances: Appeals of determinations regarding this Overlay shall be to the Zoning Board of Appeals. Nothing contained in this Overlay shall modify the procedures for appeals of the Historic District Commission pursuant to Chapter 383 of the City Code, and any such appeals shall be administered independently from any appeals pursuant to this Overlay in accordance with Chapter 383 of the City Code and PA 169 of 1970.

The Zoning Board of Appeals shall have the power to grant variances from this Overlay using the criteria and process in Article 14 of the Zoning Ordinance.

c. Penalties. Penalties for violations of the Overlay shall be determined based on Article 3 of the Zoning Ordinance.

14. Historic District Commission/Zoning Board of Appeals Authority. Pursuant to MCL 399.213 and City Code 383-7, the City Council may prescribe powers and duties of the Historic District Commission, in addition to those prescribed in PA 169 of 1970, that foster historic preservation activities, projects, and programs in the City of Monroe. Pursuant to that authority and based on the intent of this article to preserve and enhance the historical assets of the community, the City Council hereby authorizes the Historic District Commission to hold hearings and issue determinations and decisions pursuant to this article. Pursuant to MCL 125.3603 and City Code 720-192, the Zoning Board of Appeals has the authority to hear and decide questions that arise in the administration of the Zoning Ordinance.

SECTION 2. SAVINGS CLAUSE.

All proceedings pending and all rights and liabilities existing, acquired or incurred at the time this Ordinance takes effect are saved and may be consummated according to the law in force when they are/were commenced.

SECTION 3. SEVERABILITY.

If any section, subsection, sentence, clause or phrase of this Ordinance is declared unconstitutional by a court of competent jurisdiction, such decision or holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. EFFECTIVE DATE.

This Ordinance shall be in full force and effect Twenty (20) days after final passage and publication.

First Reading	March 19, 2018
Public Hearing	April 2, 2018
Second Reading	April 2, 2018
Adoption	April 2, 2018
Publication	April 9, 2018


Michelle J. LaVoy
City Clerk-Treasurer

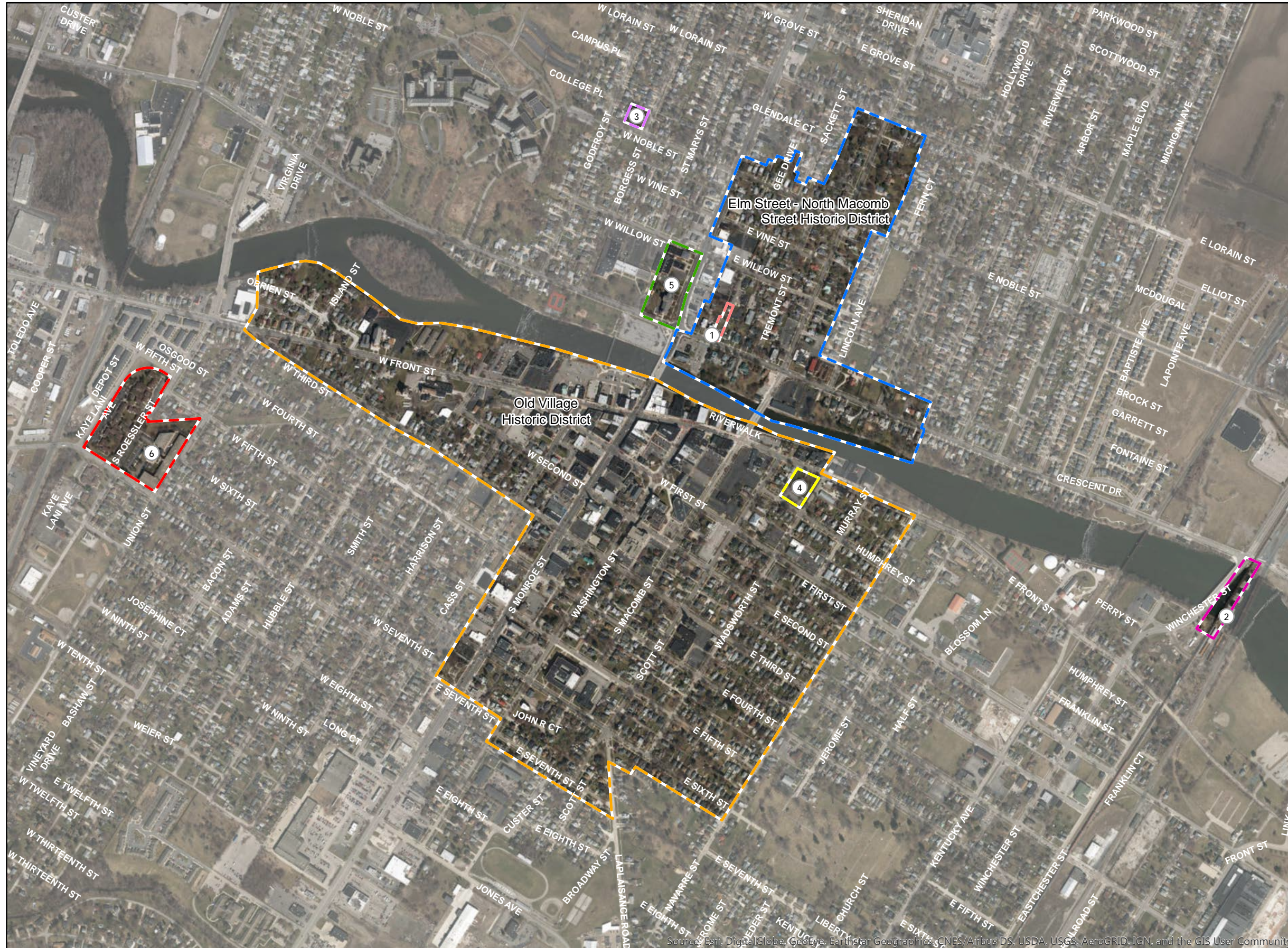

Robert E. Clark
Mayor

Historic District Boundaries

City of Monroe, Michigan
February 2, 2018

Single Site Historic Districts

- 1 - McClelland house
- 2 - New York Central Raisin Railroad Bridge
- 3 - Nims, Rudolph House
- 4 - Sawyer House
- 5 - St. Mary's Church Complex
- 6 - Weis Manufacturing Company



Aerial Source: ESRI 2017
Data Source: City of Monroe Community Development

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

This page intentionally left blank.

Secretary's Standards for Rehabilitation

Rehabilitation projects must meet the following Standards, as interpreted by the National Park Service, to qualify as "certified rehabilitations" eligible for the 20% rehabilitation tax credit. The Standards are applied to projects in a reasonable manner, taking into consideration economic and technical feasibility.

The Standards apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment as well as attached, adjacent, or related new construction.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.