


**[EXTERNAL] Beatrice Buck Park Historic Review**

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To: Dan Rieden <riedenda@detroitmi.gov>; Garrick Landsberg <landsbergg@detroitmi.gov>

Cc: Vince Paul <vincep@musichall.org>; Parrish, Alex L. <AParrish@honigman.com>; Larry D Lipa <ldlipa@ardentadvisors.net>

 1 attachments (219 KB)

Beatrice Buck Park Drawings .pdf;

Good Afternoon Dan

I am writing on behalf of the Music Hall Center for the Performing Arts (MHCPA) with my comments regarding the Beatrice Buck Park improvements.

MHCPA enthusiastically supports the proposed improvements as designed by Progressive.

One item we would like to see revised in the current design is the northern tip of the Beatrice Buck Park, where Randolph Street and Grand River Avenue meet and become a single street leading to Madison Avenue.

In the original concept sketches presented for the PPR Review, Progressive had proposed to cut back the existing sidewalk as well as a portion of the existing planter bed to create a "turning lane" from Randolph to Grand River.

During the course of the Design Development and Construction Drawings, this cutting back of the planter and sidewalk was eliminated and the existing conditions were not changed.

I have attached a pdf showing the concept sketch with the proposed cutting back/lane addition as well as the proposed construction drawings as they stand now without the cutback.

We would like to have it noted on the record that we favor the earlier solution with the cutting back of the sidewalk and planter bed. This will facilitate access to the new loading dock drive on Randolph in the MHCPA expansion. Without the cutback, there is a strong chance that trucks will drive over the sidewalk to access the loading drive entrance and potentially damage the sidewalk and planter bed.

The original turning lane addresses a condition and problem that occurs now where vehicles have to make a very sharp turn and are essentially dis-obeying the vehicular striping at the tip of the park. Besides creating a safer condition for both vehicles and pedestrians, the cutback to create the turning lane would provide access to the new loading dock drive entrance.

Thank you for your consideration.

**John P. Biggar, PA, AIA, NCARB**

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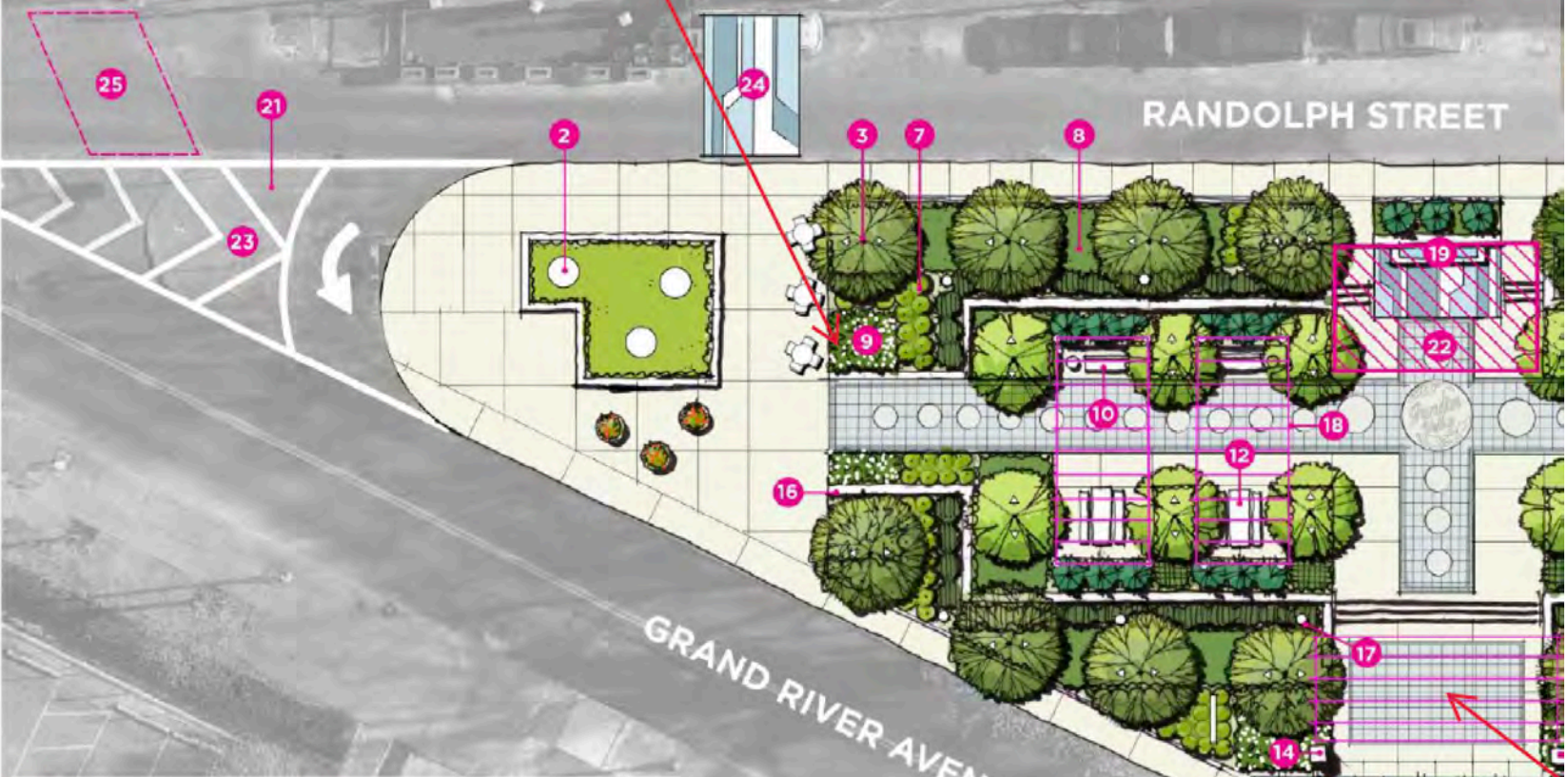
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IS EXISTING DRINKING FOUNTAIN TO REMAIN WITH TABLE LOCATION?

ARE YOU RELOCATING DIRE PYLON AT THIS LOCATION?



- KEY**
- |                               |                                               |
|-------------------------------|-----------------------------------------------|
| 1 Deciduous Tree to Remain    | 15 Existing Historic Sign Panel to Remain     |
| 2 High Grass Pillar Sculpture | 16 Existing Stone Walls to Remain             |
| 3 New Deciduous Tree          | 17 New Pole & Luminaire Fixtures              |
| 4 Specimen Deciduous Tree     | 18 Overhead Festoon Lighting                  |
| 5 Deciduous Shrub             | 19 Existing Water Feature to Remain           |
| 6 Evergreen Shrub             | 20 Painted Concrete Pavement                  |
| 7 Ornamental Grass            | 21 Remove Portion of Existing Curb & Sidewalk |
| 8 Perennial Ground Cover      | 22 Temporary Modular Stage Expansion Area     |
| 9 Annuals & Bulbs             | 23 Re-striped Roadway                         |
| 10 New Bench                  | 24 Relocated Crosswalk                        |
| 11 New Litter Receptacle      | 25 Remove Existing Crosswalk                  |
| 12 New Group Table w/ Seating |                                               |
| 13 New Planter Pots           |                                               |

300 MADISON /  
1528 RANDOLPH  
(PARKING)

1502 RANDOLPH

ADJUST CATCH BASIN AS NEEDED

MATCH EX GRADES

10 FOOT, 12" WHITE PAVEMENT  
MARKING; CONTINENTAL TYPE  
CROSSWALK (TYP. 6 LOCATIONS)

REPAINT 6" WHITE  
PAVEMENT MARKING

SIDEWALK RAMP PER R-28-1  
DETROIT THICKNESS AMENDMENT

ADJUST CATCH BASIN AS NEEDED

66.5' R.O.W.

B

MADISON  
(NG)

