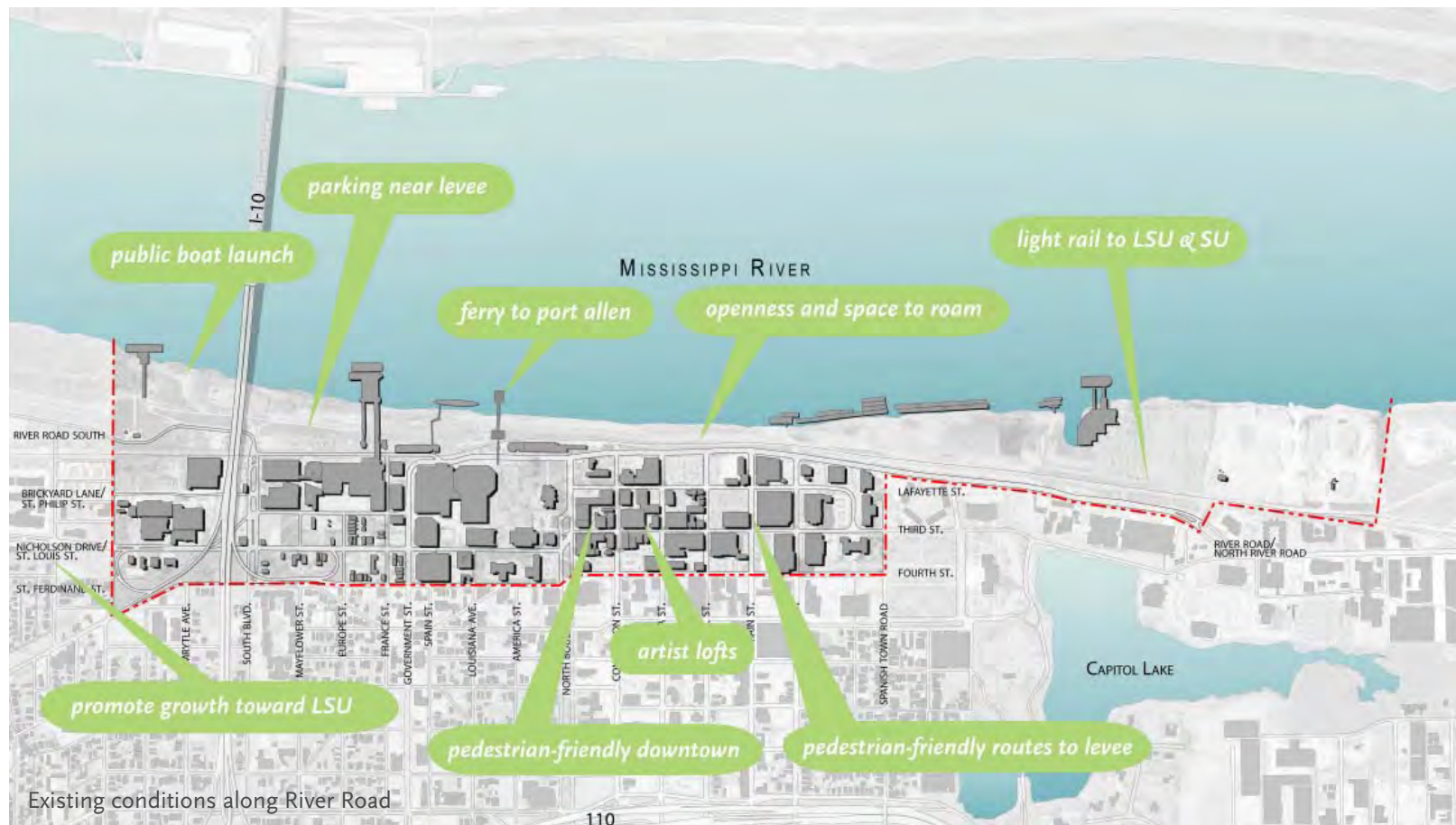
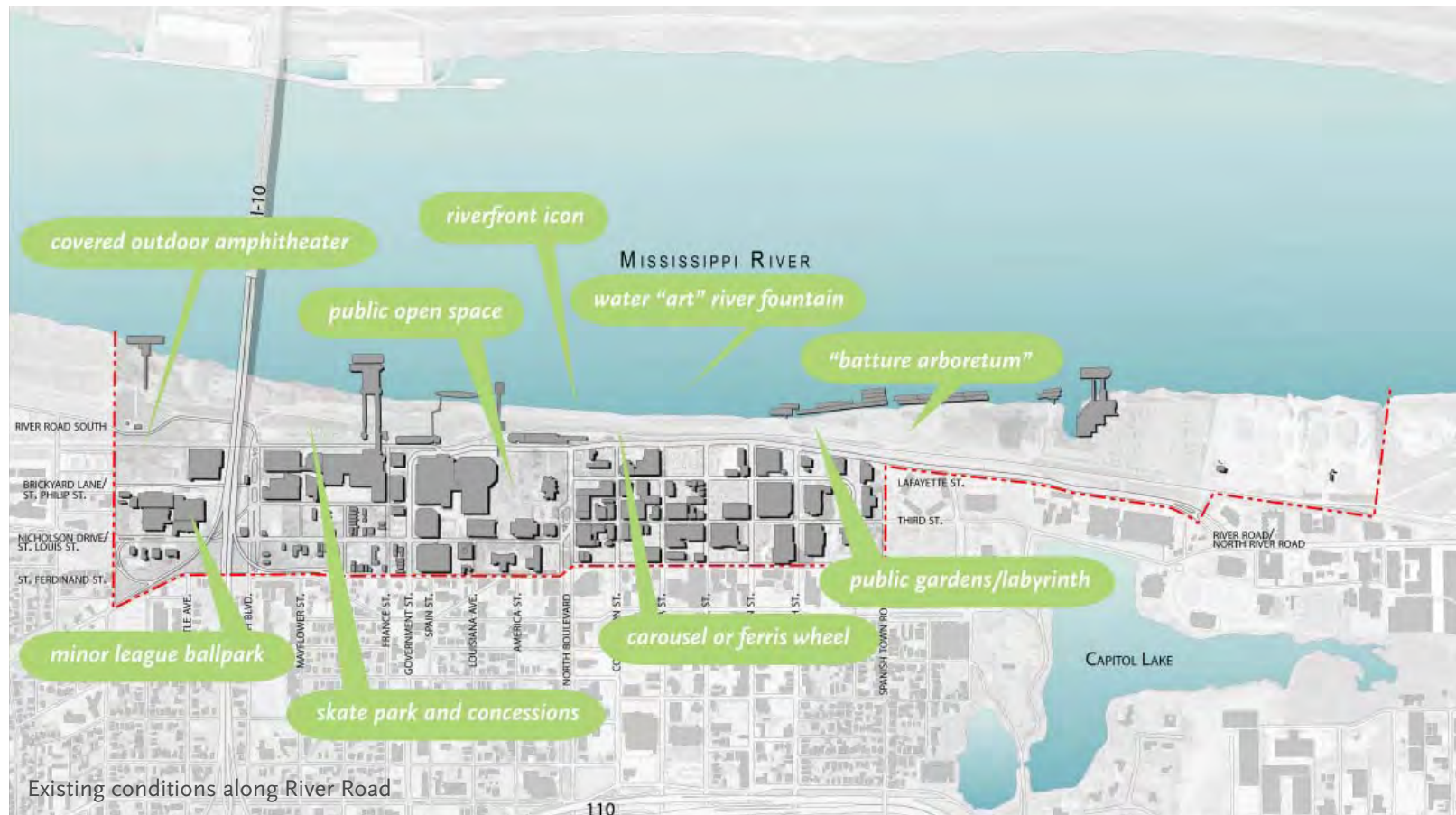


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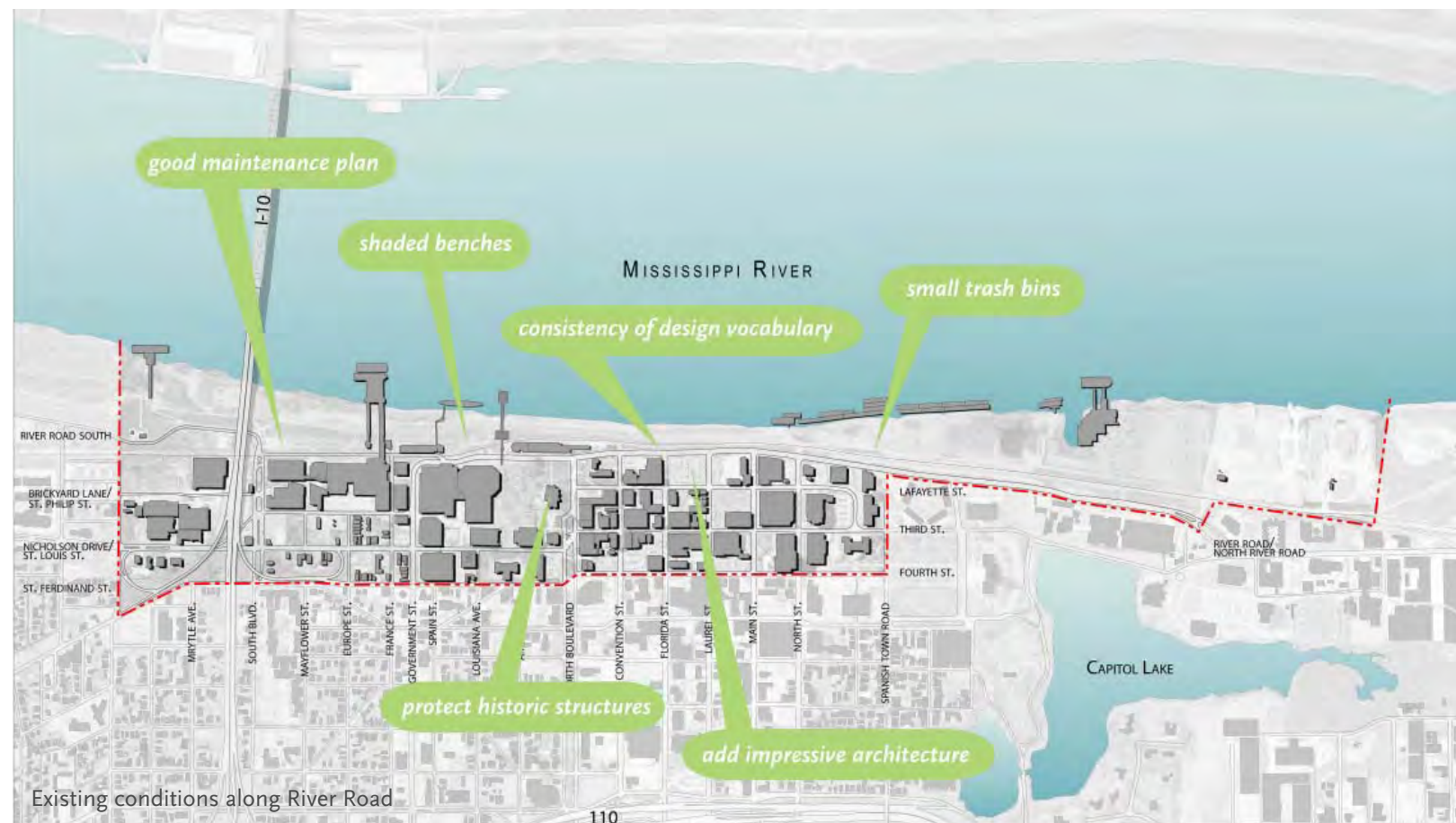
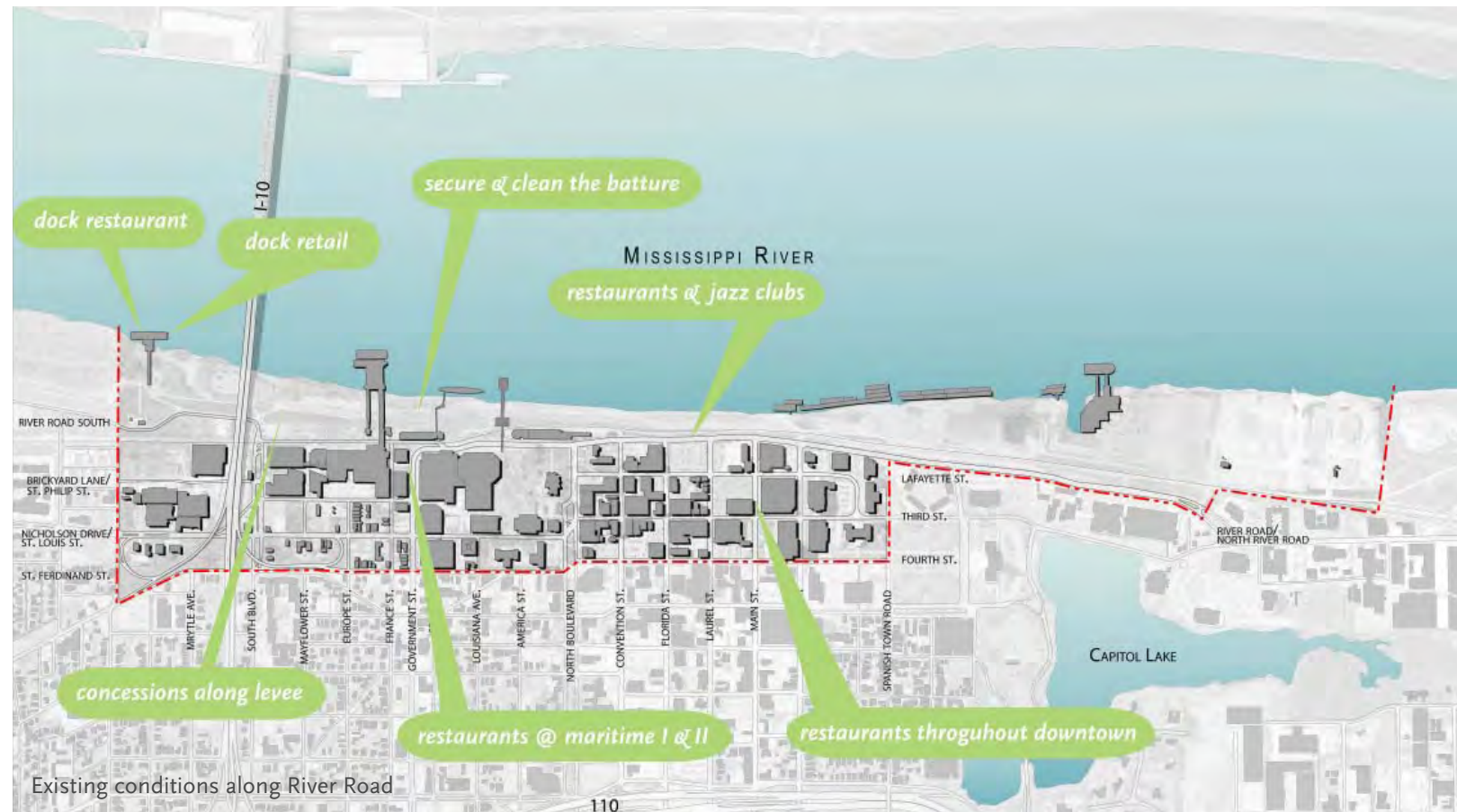
approaches





The Analysis Phase was followed by a round of public input via an owner-hosted website encouraging visitors to comment on and post their suggestions. The design team translated a number of these suggestions, particularly those that occurred repeatedly, into a geographically positioned placeholder. The objective was to begin to test potential sites for various program components and most importantly, their relationship to one another and existing uses. The goal was to concentrate compatible program elements in the vicinity of River Center to maximize opportunities for attracting visitors and residents to this portion of the city. This weighing of geographic locations included discussion of where particular components could be or should not be located, including a new downtown public library, a relocated chamber of commerce, and a new children's museum.









Stratford, England



Brentwood Station, Vancouver



Fulton Station, New York City

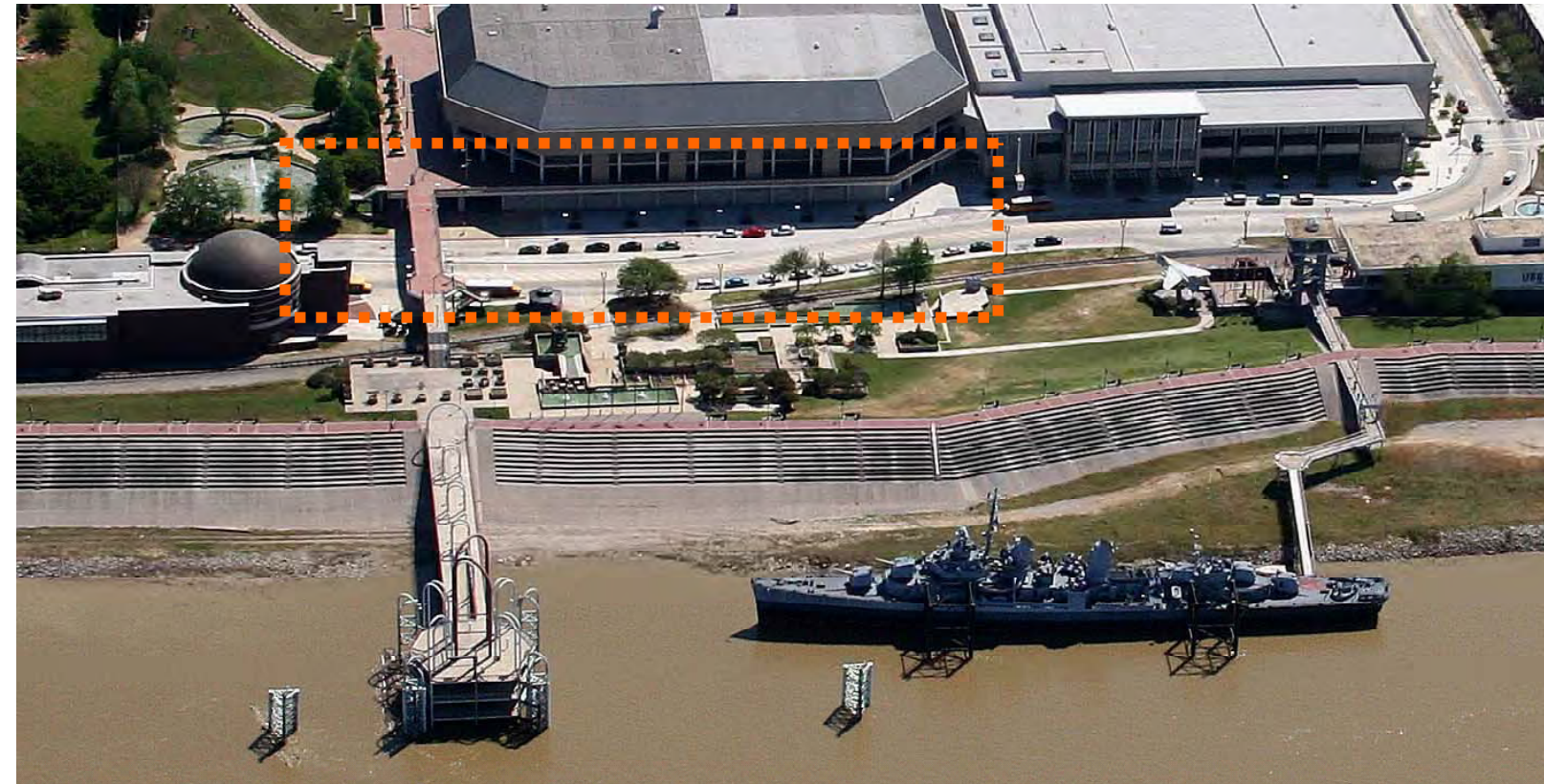


North Street Station, Chicago



The concept for a riverfront transit center preceded the riverfront master planning effort. The prevailing strategy as recently as 2005 had zeroed in on re-purposing a portion of the existing Riverfront Plaza Park, situated between the LASM planetarium and the USS Kidd Memorial. In effect, vehicular dominance in this area would expand, further eroding what little public green space remained. The riverfront analysis concurred with the prevailing strategy of keeping the transit center “on” River Road, with an affiliated parking structure located in a satellite location. Rather than carving away from Riverfront Plaza Park, focus shifted immediately across the street to the River Center. River Center remains the focal point as the various venues of the complex, adjacent cultural institutions and the riverboat landing are all centered on this location.

Preliminary analysis suggested that the existing median arrangement could be adjusted, repaved, and signed to accommodate north-bound buses. The existing configuration of street curbs and drop off lanes were observed on many occasions to be under-utilized. The relatively blank western wall was an opportunity for adding an architectural structure to provide weather and sun protection for the transit center. The development of a transit center on River Road at the west side of the River Center would offer several opportunities for the area. As many of the recent proposals in New York City and Chicago show, the idea of a transit center can reach beyond its transportation component and incorporate a mix of public amenities and contribute to the street life and built environment. As a new face for the River Center looking towards the river, the transit center, in concert with the Riverfront Plaza Park across the street, would give this portion of River Road a new identity and pedestrian energy.



Existing conditions along River Road



Existing conditions at River Center





Existing Riverfront Plaza conditions

The widely-held attitude preceding the riverfront study has been that the existing Riverfront Plaza Park, comprised of the Red Stick sculpture, stage, and fountain complex immediately across from River Center, was in need of a significant reconfiguration. The switchback path, planting and fountains were in need of simplification through subtraction. Preliminary strategies involved the removal of nearly all retaining walls, stage, fountains and planting. The sculpture would be repositioned in a similar location, shifted slightly northwest. The complex of steps and ramps would conceptually be re-graded as a single earth landform sloping to the south. The slope would be less than 5% offering universal access to physically challenged visitors as well as maintenance vehicles from River Road along a simplified paved route to the top of the levee. The landform itself would be populated with a number of shade providing trees, though the majority of the landform would be free of trees for use as a subtly sloped amphitheater.





Preliminary proposal for topographic re-grading of Riverfront Plaza

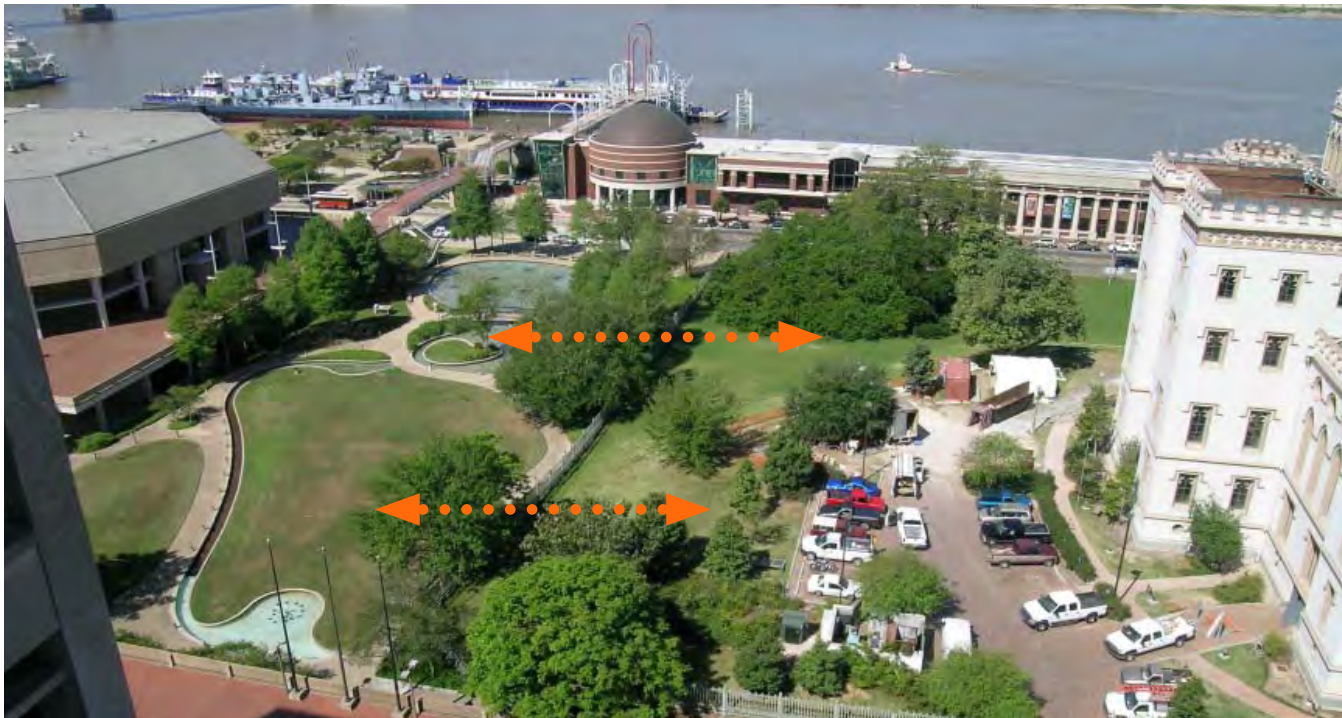


Preliminary proposal for replanting of Riverfront Plaza trees





Old State Capitol Grounds



Repentance Park - Old State Capitol connections

Preliminary analysis identified the Old State Capitol Grounds as the single largest public 'green space' in the core of the study area. The grounds are primarily mown grass planes rising up in a series of abrupt grass terraces to form a promontory upon which the Old State Capitol sits with a commanding view of the river. The grounds are populated with a mix of mature specimen trees and newer infill trees. The 3 acre grounds are lined with an historic cast iron fence punctuated by gates to the west, north and east, which when fully operable, are closed at night. The ravages of time and weathering have made more than one gate inoperable, and so the grounds have become incrementally difficult to access during the day, and locked at night for security concerns. This has resulted in the Old State Capitol Grounds becoming isolated and further detached from the relatively recent influx of visitors to this part of downtown.

On a positive note, the deteriorating cast iron fence is poised to be removed for a significant restoration that will return the gates to their full operation. This effort will follow an equally significant restoration of the building itself, promising a full return as a valuable destination for tourists and educational field trips, as well as an honorific legislative landmark.

Abutting the Old State Capitol Grounds fence to the south is Repentance Park, a mid-twentieth century park design bearing a chilling name referencing the site of public executions. A gently arcing water course channels water across intermittent steps to a lower pool punctuated with a series of spray jets. Repentance Park occupies a difficult site between the historic grounds to the north, the massive River Center to the south, and the relatively unpopulated Governmental Plaza to the east. Despite the looming presence of its neighbors, Repentance Park suffers from unfortunate isolation caused by the Old State Capitol iron fence, the concrete parapet wall to the east, and the elevated River Center deck to the south. Though visitors can access the park from the northeast, most access occurs from River Road, relegating the majority of the park unvisited. The spray pool to the west most visible from River Road, and is perceived as being a destination of the homeless and delinquent, further deterring visitors and residents from inhabiting the park. Beyond the spray fountain, there are no park program components to attract park users.

Analysis suggests that both the Old State Capitol Grounds and Repentance Park could both benefit from increased circulation between the Shaw Center for the Arts and the River Center, along a north-south trajectory. Enhancing options for circulation of these two spaces will become increasingly important as the Hilton Baton Rouge Capitol Center Hotel and the anticipated boutique renovation of the Hotel King come on line. To maximize the restoration efforts of the Old State Capitol Grounds cast iron fence, it is desirable to coordinate the positioning of additional operable gates along the south perimeter. These gates would be configured as part of the historic vocabulary of existing gates and fence.

To fully integrate increased circulation and the addition of more programmatic diversity in Repentance Park, a more significant reconfiguration is anticipated. Opportunities for inserting one or more park pavilions to provide restrooms, a café or similarly programmed visitor amenity are planned. The Repentance Park and Old State Capitol Grounds, viewed together, are key focal point for riverfront as they offer opportunities to improve the connectivity from the heart of downtown to the Mississippi River.





Repentance Park - Old State Capitol Grounds - Lafayette Park, as a continous public open space

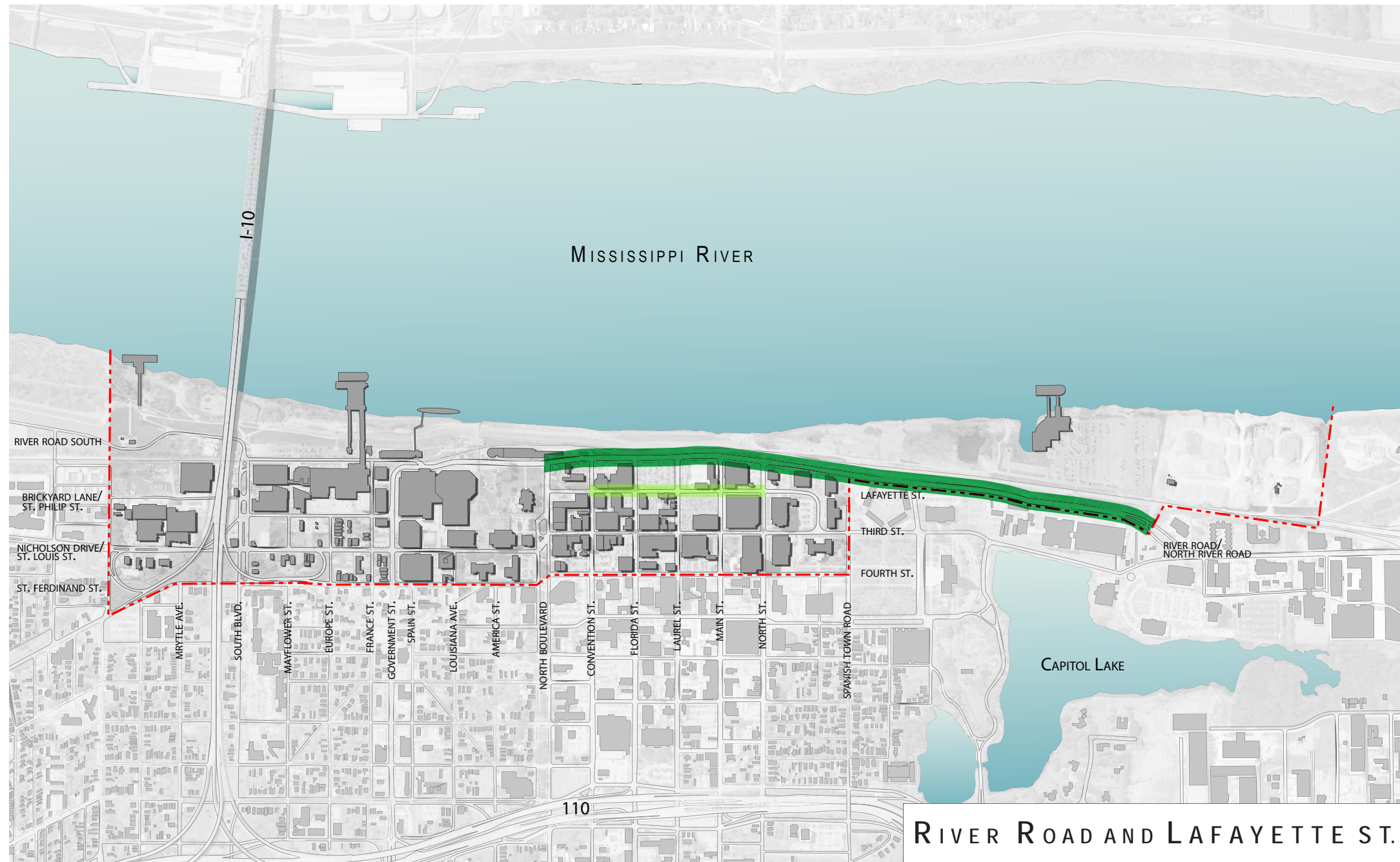


River Road as a possible shared event venue



Claiming River Road for LASM and Old State Capitol use





Analysis of the Old State Capitol Grounds also yielded critique of River Road as it passes between the grounds and the LASM. The Old State Capitol gate to the west, though now largely inoperable, is often kept closed due to the perceived danger of visiting kids darting out into River Road. The discussion of increasing pedestrian access in this area focused attention on River Road, particularly in the block between North Boulevard and the River Center pedestrian bridge to the levee. This stretch of River Road is particularly well suited for use as a public event and festival venue due to its relative level-ness, and proximity to the River Center, LASM, USS Kidd, Old State Capitol and the Shaw Center for the Arts.

Preliminary approaches for improvement looked at closing one or more blocks of River Road to all traffic, as well as closing the same for events only. This discussion broadened the topic further to consider the preceding, 'A Master Plan for the New River District of Baton Rouge,' for transforming River Road from a largely a rural highway, under state ownership and responsibility, into a more urban thoroughfare. The proposal by others focused on consolidating lanes from four to three in an effort to configure an adequate cross section for the planting of an allee of trees northward from North Boulevard. Focus shifted to how best adapt the lane consolidation and tree strategy to incorporate the event space, as well as traffic calming and on street parking options.

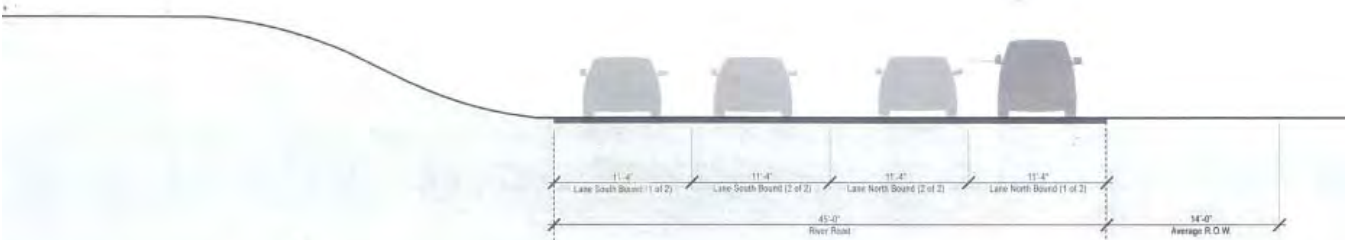




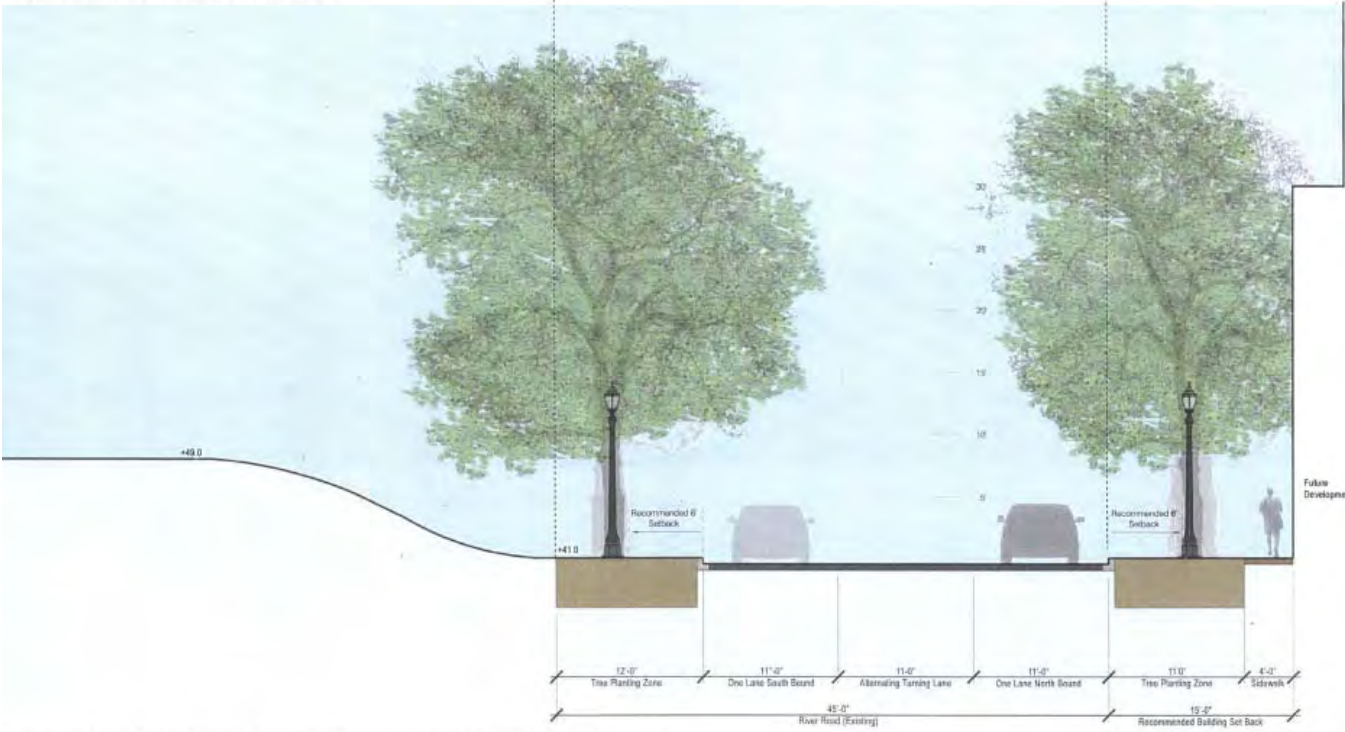
Existing River Road industrial traffic



Preceding River Road character sketch, Michael Van Valkenburgh Associates



E. Typical River Road Section - Existing



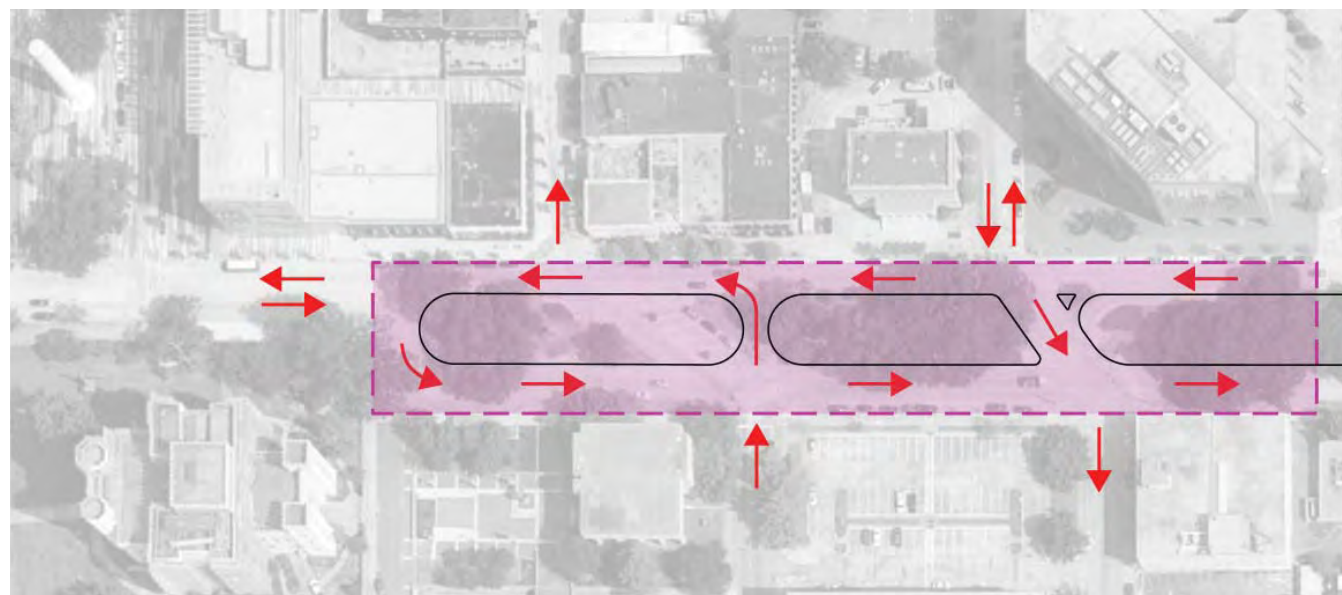
F. Typical River Road Section from North Boulevard to North Street- Proposed

Preceding typical River Road cross section, Michael Van Valkenburgh Associates





North Boulevard Town Square corridor



Traffic circulation realignment to simplify traffic flow

North Boulevard Town Square was previously defined in the, 'Downtown Visitors' Amenity Plan,' as the western terminus of North Boulevard at Third Street, as it narrows to two way traffic descending to River Road. A reconfigured Town Square is anticipated to simplify a peculiar traffic pattern caused by the shifting of the grid at this location, while simultaneously increasing pedestrian paving and safety. Analysis showed that the strong boulevard of shade trees had broken down at Third Street, as the victim of vehicular pavement encroachment.

The opening of the Shaw Center for the Arts and the resurgence of entertainment options along Third

Street highlighted the need for improving pedestrian circulation at this intersection. Additionally, the 19th District Judicial Courthouse construction across from the City Club suggested that the town square improvements should extend east beyond Fourth Street to accommodate the anticipated influx of additional pedestrians. With a search for a downtown flagship library site underway, the existing River Center Library would be redeveloped for an as yet unknown use. The recent closure of the EBRATS raises the potential for an entirely new set of users along the south side of North Boulevard, and the opportunity to configure a multiple use town square landscape.



North Boulevard existing conditions, looking east



Proposal includes concrete unit pavers as a field, new groundcover, relocated memorial amongst the live oak trees

The initial approach adopts the curb realignment configuration proposed by the City Department of Public Works, particularly because it does not necessitate removal of either of the two biggest existing live oaks. This curb reconfiguration promises expanded planting area for the insertion of additional shade trees. The live oak roots are particularly close to the surface and are sensitive to paving that would restrict their access to water as well as the exchange of gases. The preliminary strategy locates a series of additional live oak trees generally arrayed along the east-west alignment that stretches all the way to I-110. Large circles of groundcover are positioned off center of the trees to delineate a planted zone, rather than strictly mulched area, between tree and paving. A paved pedestrian

walking surface winds through the residual spaces between the groundcover circles. Where the circle intersects with the curb, the groundcover becomes colored concrete pavers, continuing the circle into the street pavement at grade. A high color contrasting field of concrete pavers would replace the existing street pavement and extend to the outside curbs along both sides of North Boulevard. This approach maintains vehicular circulation while changing the surface to yield visual and audible cues that this area is anticipated to have heavy pedestrian traffic, urging drivers to slow down. This approach expands a similar installation of pavers at the Shaw Center for the Arts, signaling to motorists that pedestrians may be encountered along the length of the street.

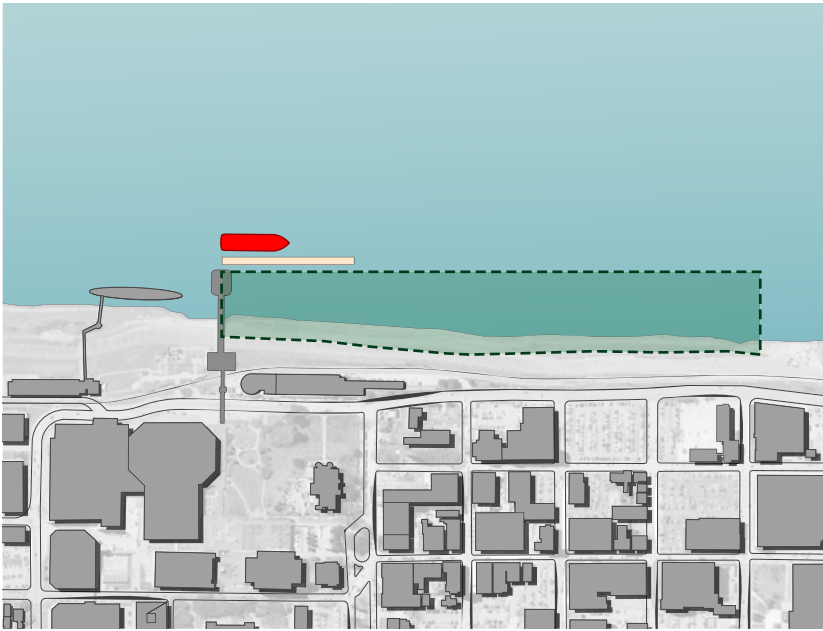


The Municipal Pier, known locally as Riverfront Landing has been identified as one of the most challenging riverboat landing facilities along the Mississippi and Ohio Rivers. Possible approaches to rectifying this include moderate structural repair and reconfiguration of the spiral landing ramp. A slightly more extensive renovation supplements the structure with a floating landing barge, perpendicular to the west end of the existing structure, in effect creating a “T” utilizing one of the existing mooring dolphins and adding another. The more attractive and functional approach to improving riverboat access to Baton Rouge would be to remove the existing Municipal Pier and replace with a less deteriorated structure with a floating gangway.

A water taxi could also use a floating gangway, allowing for water connections between East and West Baton Rouge. However attractive the experience of riding a small commercial watercraft across a working river, it should be noted that the ventures are rarely profitable. For instance, the water taxi network connecting Queens to Manhattan across the East River is heavily subsidized with public and private funds channeled through a private operator. While the 3-minute ride is comfortable, air-conditioned and arguably more pleasant than a subway ride, the venture is not self-supporting in the context of a far denser New York City.



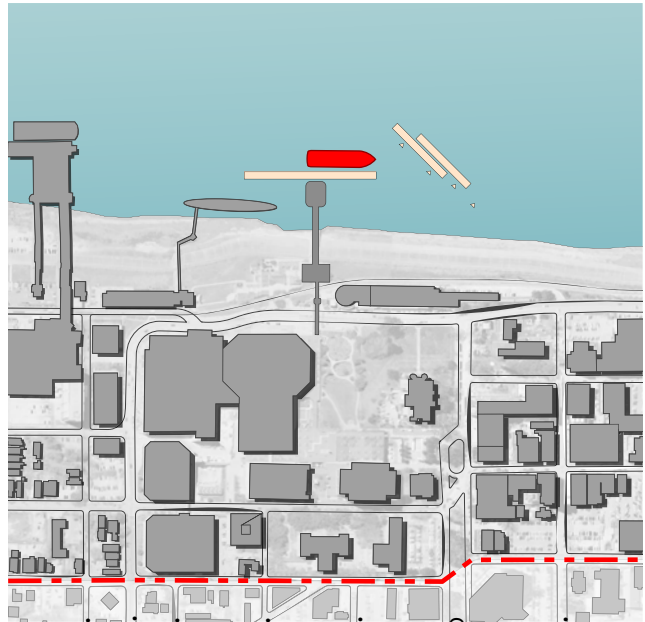
Municipal Pier existing conditions



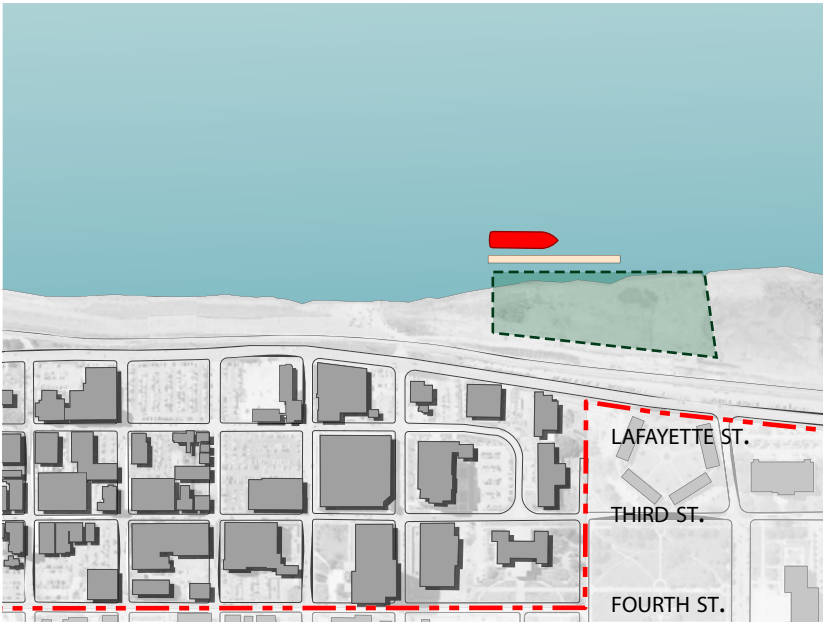
DeSoto Park landing



Rehabilitate pier and spiral landing



Reconfigure pier with floating landing barge



Removal of existing pier and new floating landing configuration



A number of surface parking lots, shuttered buildings, under-utilized warehouses, and industrial parcels are primary candidates for potential short term development. From an urban design perspective, and in the interest of reinforcing the existing downtown core, analysis identifies four levels of development potential for select properties.

Three properties along River Road are the three most prominent development opportunities: River Place, One River Place, and the as yet unnamed Manship project. All three blocks have slightly different configurations and ownership, and completion timelines, but share a roughly parallel focus on mixed use with the bulk of square footage given to residential units, with towers in the 15-30 story range. Each block bears an address on Lafayette Street, and more importantly, prominent positioning on River Road and effectively the river itself. While the increase in commercial retail opportunities are welcome, it is the anticipated influx of downtown residents that promises to activate the core.

Four other River Road properties of varying sizes have elevated development potential in that they occupy pivotal locations that can spur adjacent property transformation. The 35 acre Aggregate Construction parcel north of Casino Rouge is currently used as a gravel transfer yard, moving aggregate from barge to dump truck for distribution within the parish. Assorted mixed use concepts have been suggested, with most containing a significant residential component, but reliable access remains an unresolved question. The Water Works site parcel, located on River Road, directly west of the Shaw Center remains a glaringly under-utilized parcel in terms of development. The Water Works continues to pump potable water from an artesian well with an estimated productive time span of approximately 15 years. Ideally, all or a portion of this parcel would be developed as residential balanced with a significant portion for public open space and smaller private open space.

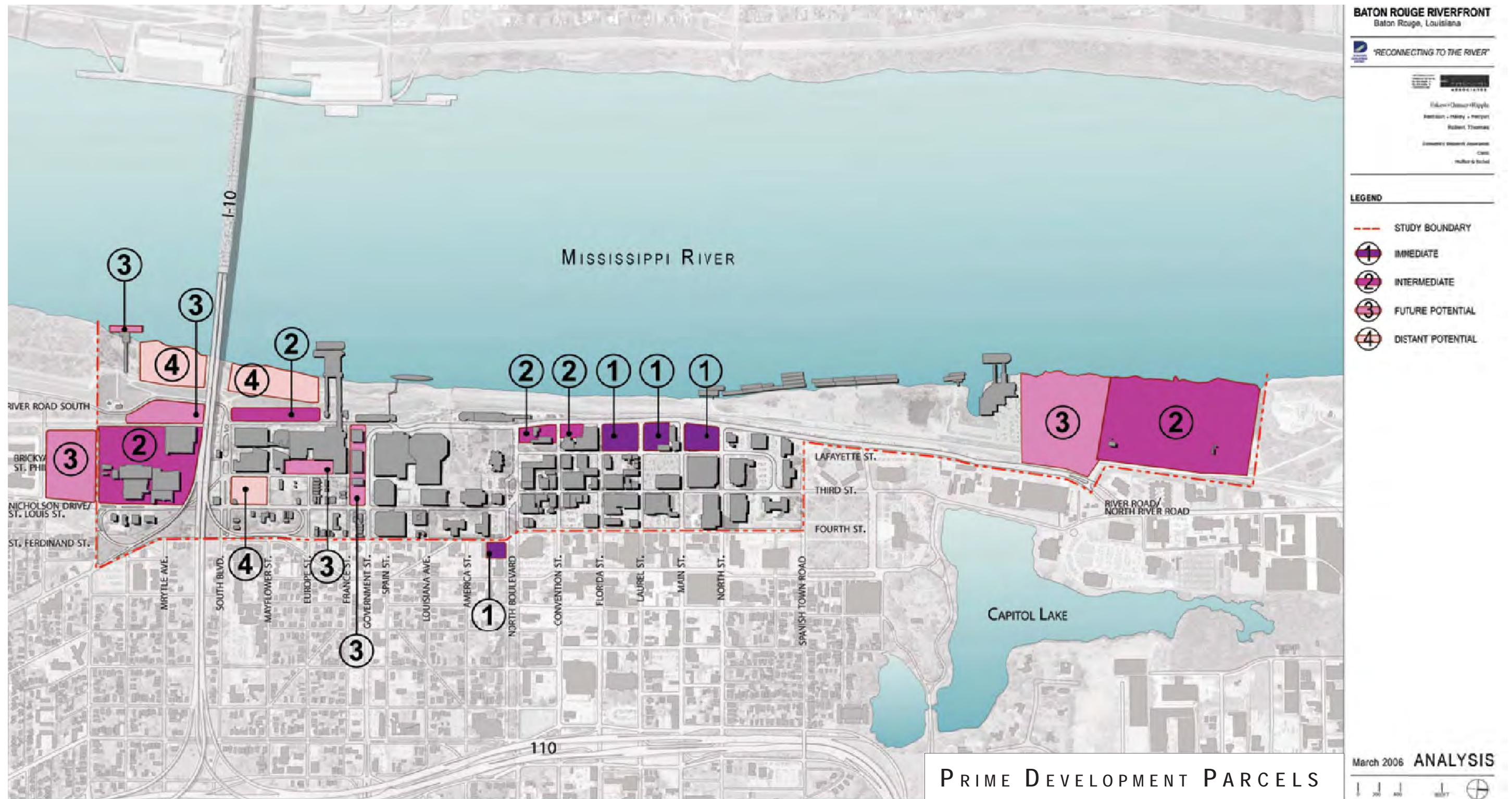
South of the Belle of Baton Rouge, immediately north of the I-10 Bridge lies a surface parking lot split between owners of the Casino and a private land owner. Consolidating surface parking into a structure would alleviate mounting parking pressure for the casino as well as free up parcels for development, either residential or an additional hotel tower. Further south along River Road, below the I-10 Bridge, the current state-owned Prison Enterprises parcel has been identified as a pivotal parcel for spurring development from downtown toward LSU, along Nicholson Drive. Parcels of moderate or eventual potential include

the vast expanse of surface parking at the Casino Rouge, which arguably could shift into a structured parking ramp to free up land for hotel or mixed use development. As with the aforementioned Aggregate site, improved access over the rail tracks or removal of the rail, is key to establishing reasonably reliable vehicular and pedestrian access to these parcels. Long and slow moving trains routinely stop for unpredictable lengths of time, blocking vehicular entrance and egress to parcels west of the tracks.

Several of the existing structures and vacant parcels bounded by France Street and Government Street, and River Road to St. Louis Street, occupy an under-utilized zone between the Belle of Baton Rouge and the River Center. Rather than tearing these smaller structures down, they provide a valuable scale between the multi-block developments of the Belle and River Center and the single family residences of the adjacent Beauregard Town neighborhood. Government Street, particularly as it approaches River Road, is devoid of street level activity except when conventions or events are in progress due to the absence of any floor level windows or occupants. The demand for structured parking decks has led to increasing demand for more garages. However, duplicating and expanding this garage district south of Government Street will effectively relegate this end of Government Street to a streetscape devoid of pedestrian scale and activity. Fostering ground level retail and commercial opportunities along Government Street in the structures that remain will work to balance the garages.

Along St. Phillip Street, the Sheraton Convention Center parking lot is one parcel that should be transformed into a parking structure. This strategy would consolidate hotel and casino parking as well as one option for dramatically increasing parking opportunities less than 500 feet from the River Center. The Municipal Dock, south of the I-10 Bridge, remains a singularly attractive redevelopment opportunity out over the river. While the derelict structure enjoys a river location, access requires traversing the levee and myriad restrictions that entails to connect to River Road. South of the state-owned Prison Enterprise warehouses lies the state-controlled parcel, formerly containing subsidized housing. These two parcels could be consolidated to increase the proposed Brickyard site into a larger contiguous development parcel. Land acquisition and assembly of parcels owned by private, municipal and state agencies complicates the process.









Dunn Tire Park, Buffalo NY



AutoZone Park , Memphis TN

Preliminary developer interest in bringing a professional AA or AAA minor league baseball team to the Baton Rouge area preceded this riverfront master planning effort. This study was charged with evaluating opportunities for locating a potential ballpark within the riverfront study area and articulating the relationships a stadium should have within an urban context. Analytical assessment of other urban ballparks looked at both major league and minor league stadiums and how they contributed to or stood isolated from the surrounding urban fabric. Stadiums in Memphis, Louisville, and Buffalo are fully integrated into the street grid and are surrounded with adjacent mixed use development: commercial, retail and residential. The success of these examples points to the ability of fans to walk from their place of work, or an adjoining parking structure, to the ballpark and patronize adjacent establishments. This approach links the tailgating and celebratory experiences of game day with the day to day aspects of the urban environment, providing richness for both. This dynamic may be best understood along Yawkey Way outside Fenway Park in Boston, or at Camden Yards in Baltimore. The contrasting example of a ballpark isolated in a sea of surface parking, such as in Syracuse, points to a requirement that fans drive to the stadium and have effectively no interaction with the downtown, and therefore the stadium has no positive impact on the activity level of the city, and for the most part, the fan has a singular, isolated experience that rarely evolves over time.

Looking specifically at the Baton Rouge riverfront, there are two potential sites, identified primarily due to their large consolidated footprint. The Brickyard site, located immediately south of the I-10 Bridge is currently owned by the State of Louisiana, and operated as the Prison Enterprises. The approximately 26 acre parcel is also known as the “South Baton Rouge” parcel. The Brickyard site is particularly attractive as the northernmost under-utilized site along Nicholson Drive, and therefore has the greatest potential for spurring development along this LSU-to-downtown corridor. A ballpark situated at the intersection of Nicholson Drive and Terrace Street would be one of few land uses to comfortably work with the existing I-10 Bridge off ramp from the west, as it may be difficult to find a non-industrial use for this location. An associated parking structure could be positioned immediately to the west of the ballpark, abutting the rail track, providing parking to the ballpark but also for adjacent hotel, residential, amphitheater, or riverfront parking. Combined, these amenities would foster activities throughout the year and offer a multitude of destinations that would

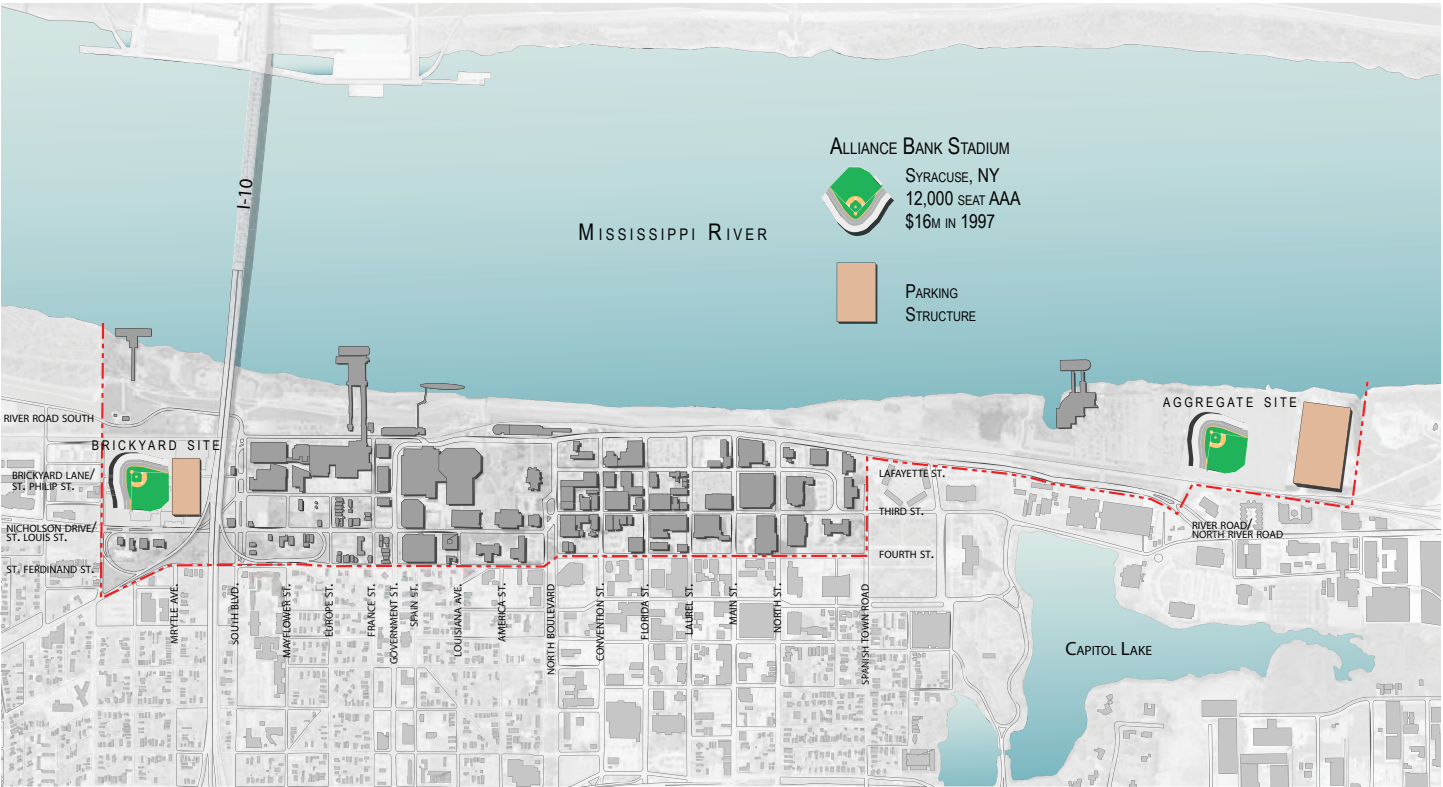
encourage visitors and residents to be in the area for longer periods of time, thus creating a more urban environment along the riverfront. Another attribute of the Brickyard site is the immediate westbound interstate access, with eastbound highway access possibly necessitating the conversion of St Louis Street to two-way traffic to channel vehicles from the Government Street corridor to a ballpark.

The Aggregate Construction site north of Casino Rouge is arguably the only other downtown riverfront site large enough to accommodate a stadium. The Aggregate site enjoys a prominent perch above the river, though siting the ballpark at this location will offer fans a partial river view at best due to the need to keep the batter’s eyes out of the late afternoon sun. The Aggregate site offers a single 35 acre parcel to develop a ballpark, structured parking, as well as a mix of retail and residential structures. The ease of acquiring the Aggregate parcel is attractive relative to an anticipated site assembly process for the Brickyard. However, the Aggregate site is more than a mile from the River Center and does not contribute as strongly to the consolidation of riverfront attractions or any sense of connectivity to downtown. Access to the Aggregate site must be regularized through a vehicular flyover ramp spanning the rail tracks. Without the flyover, development at Aggregate exacerbates an already difficult traffic situation for Casino Rouge. A ballpark at Aggregate is compatible with the casino, particularly if a shared structured parking garage is configured to accommodate vehicles for both. The Aggregate site is not directly located adjacent to the interstate, with suburban fans arriving along the River Road corridor from North St or Chippewa St exits.





Slugger Field, Louisville KY



Potential stadium locations



AutoZone Park , MemphisTN

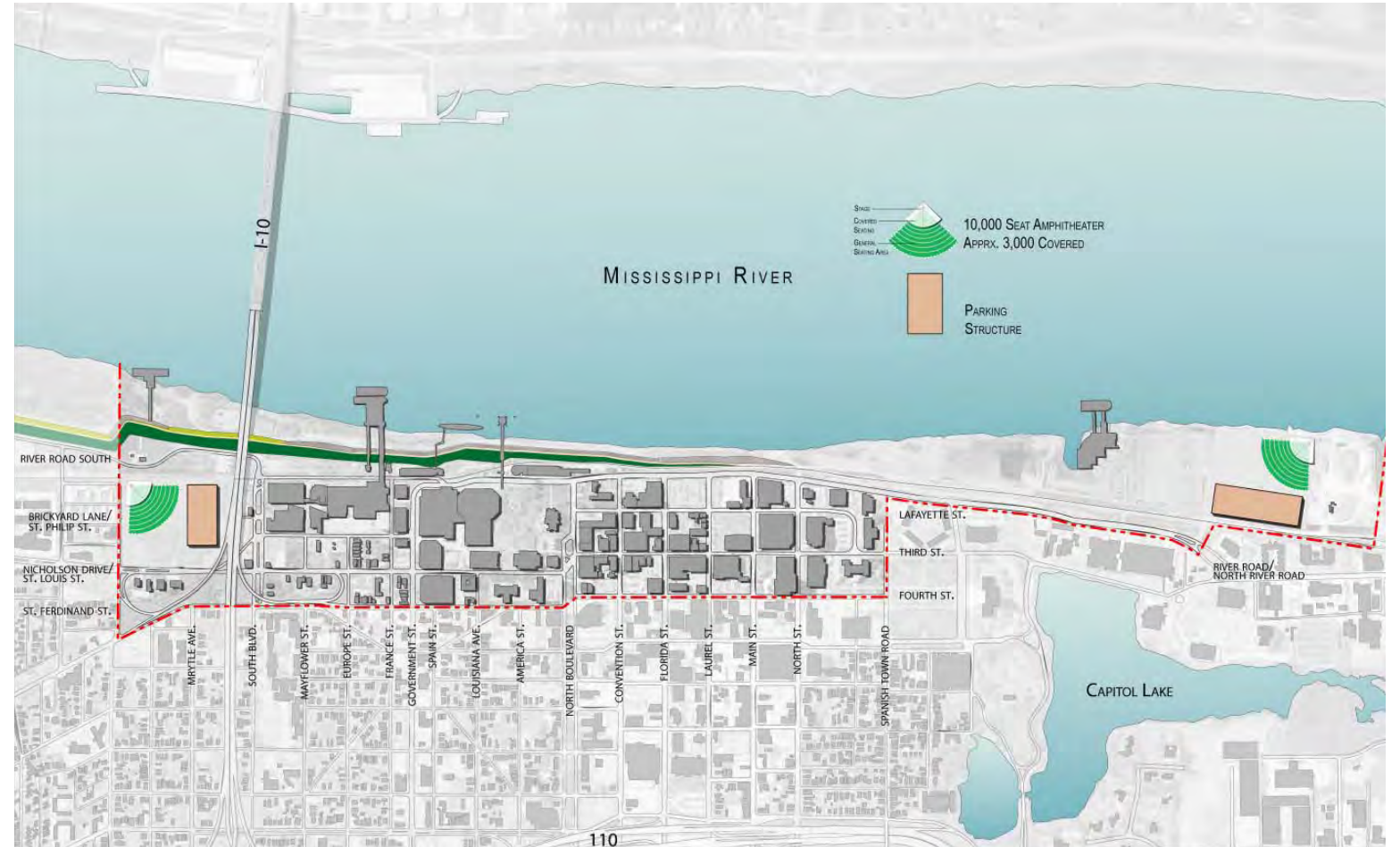




Pier Six Pavilion, Baltimore



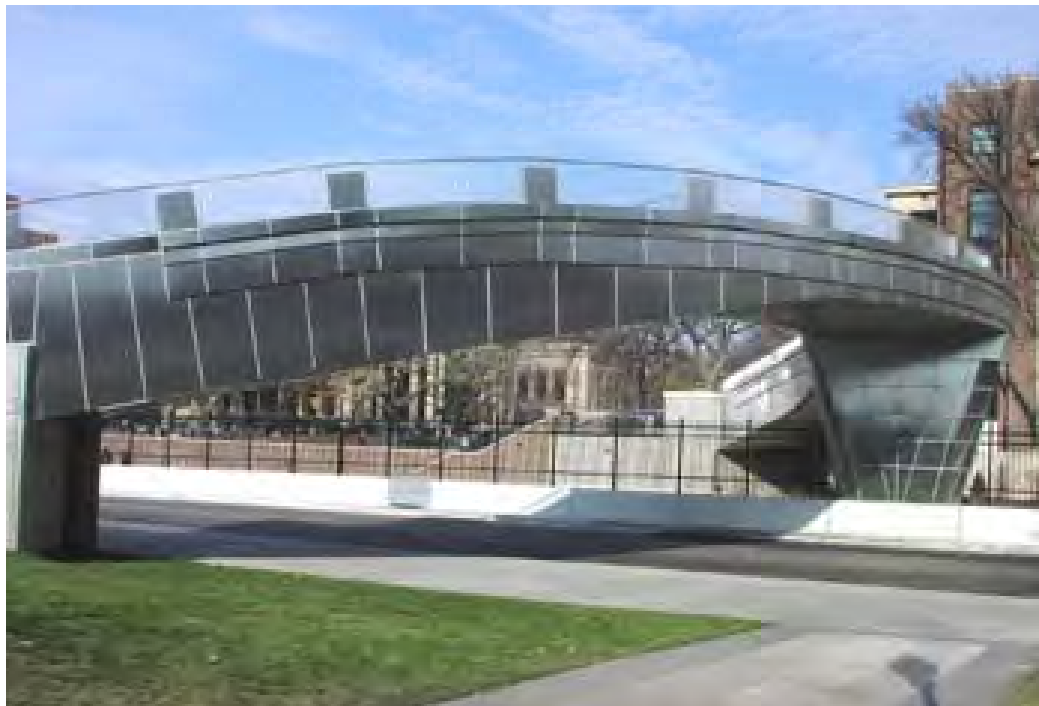
Pier Six Pavilion, Baltimore



Similar to the discussion of the ballpark, a revenue-producing amphitheater for between 3000 and 5000 tickets is limited by available parcels of adequate dimension. Criteria for the amphitheater included a partially covered seating area and stage, as well as a controlled perimeter restricted for paying events. Both the Brickyard and Aggregate sites are potential sites, and especially when paired with a ballpark, to maximize the consolidation of parking into a garage. Positioning the amphitheater to maximize views of the river would enhance the experience, as demonstrated by the precedent of the Pier Six Pavilion in Baltimore. An amphitheater and ballpark are compatible in that their sporadic schedules help balance each other in terms of maintaining street level pedestrian activity. The addition of one or more hotels in close proximity to the amphitheater reinforces the destination character of the venue.



The combination of River Road, the Canadian National rail tracks, the levee, and the topographic grade change challenge pedestrians in their efforts to walk from downtown to the river. A series of crossings, some at grade and some as pedestrian bridges, can offer greater ease and perception of safety in moving between the river and downtown. Opportunities for bridges occur where the topography and available land are particularly favorable to spanning the River Road corridor. Each bridge occurrence will differ dimensionally from one location to the next, offering the potential of a series of bridges configured and detailed independently from one another. This approach would yield a series of bridges each with a unique identity to help visitors and residents find their way geographically along the riverfront. Alternatively, the bridges could be designed with a fundamentally similar vocabulary of pieces tailored to specific crossing points. This kit of parts approach would offer variation within a vocabulary, while overall establishing a recurring riverfront identity for visibly prominent structures along the riverfront. Either approach offers the opportunity to establish a strong symbolic identity along the riverfront while also solving the pedestrian connection quandary.



Minneapolis



Bilbao, Spain

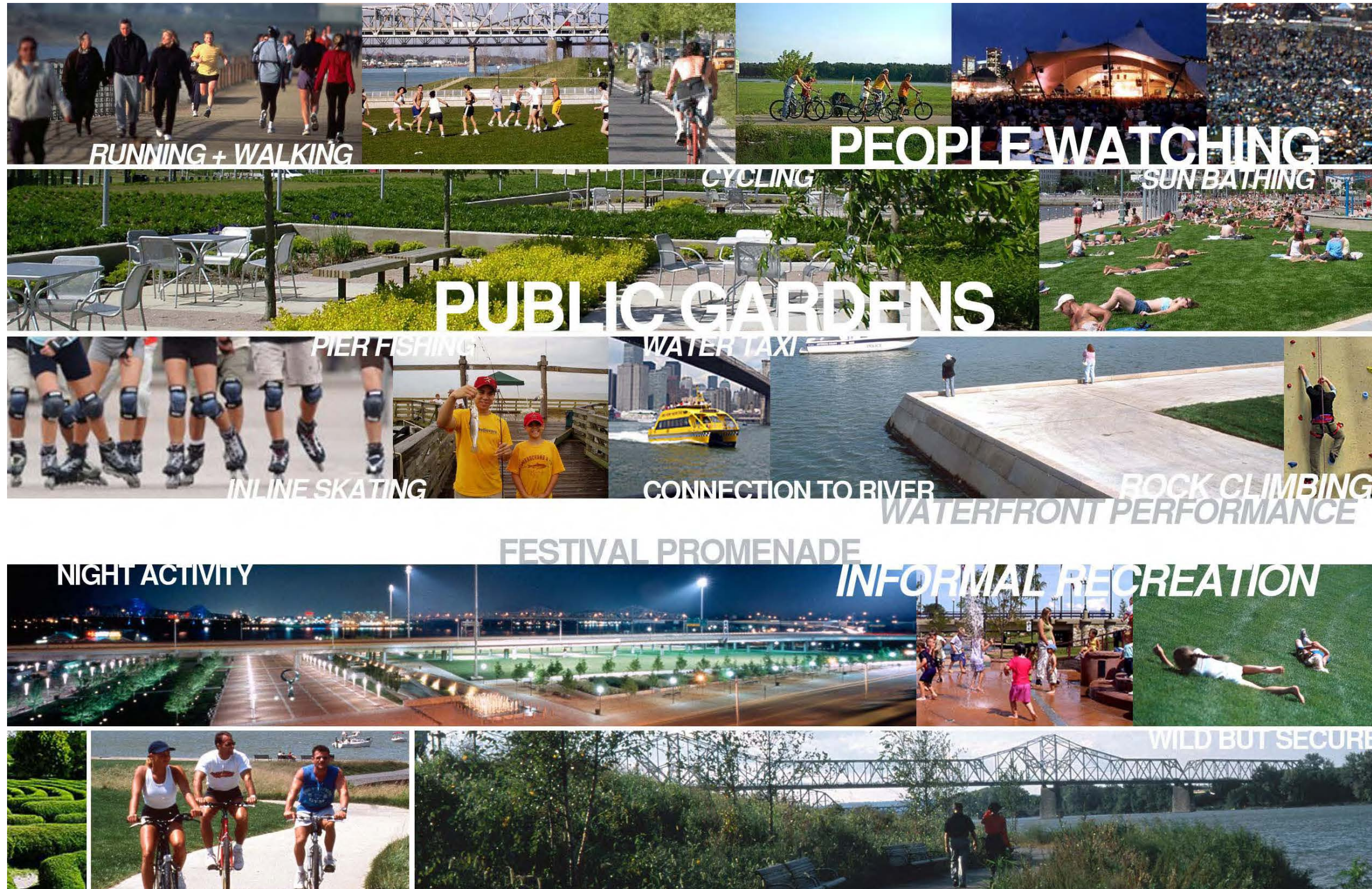


Chattanooga



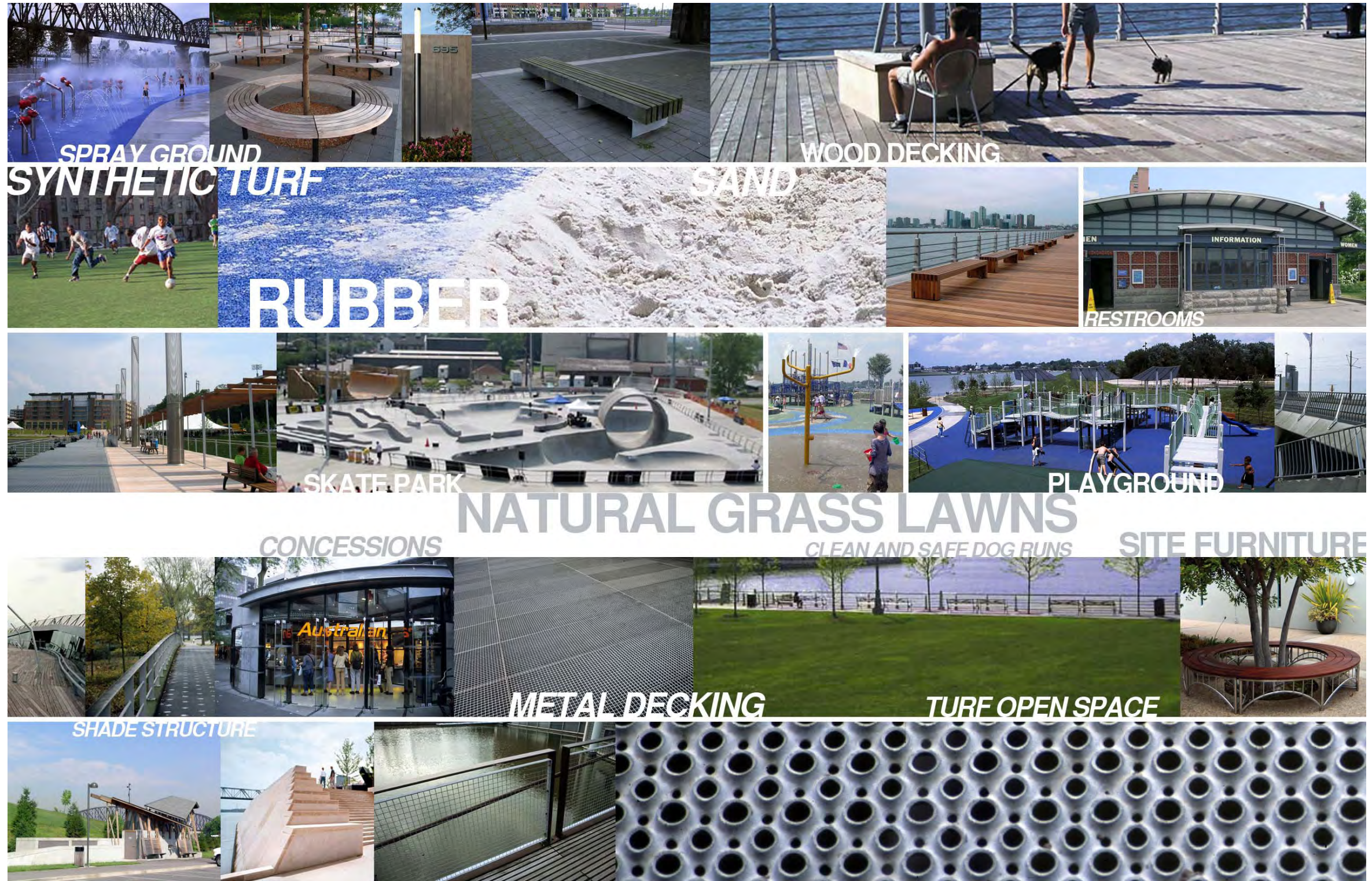
Chattanooga





Public input provided a fundamental start to determining what park amenities and program uses should occur in a new Baton Rouge riverfront park. The list of suggestions was supplemented with additional ideas from parks that Hargreaves Associates has designed and built elsewhere, as well as parks the design team has visited and analyzed.





SPRAY GROUND

SYNTHETIC TURF

RUBBER

SAND

WOOD DECKING

RESTROOMS

SKATE PARK

PLAYGROUND

NATURAL GRASS LAWNS

CONCESSIONS

CLEAN AND SAFE DOG RUNS

SITE FURNITURE

SHADE STRUCTURE

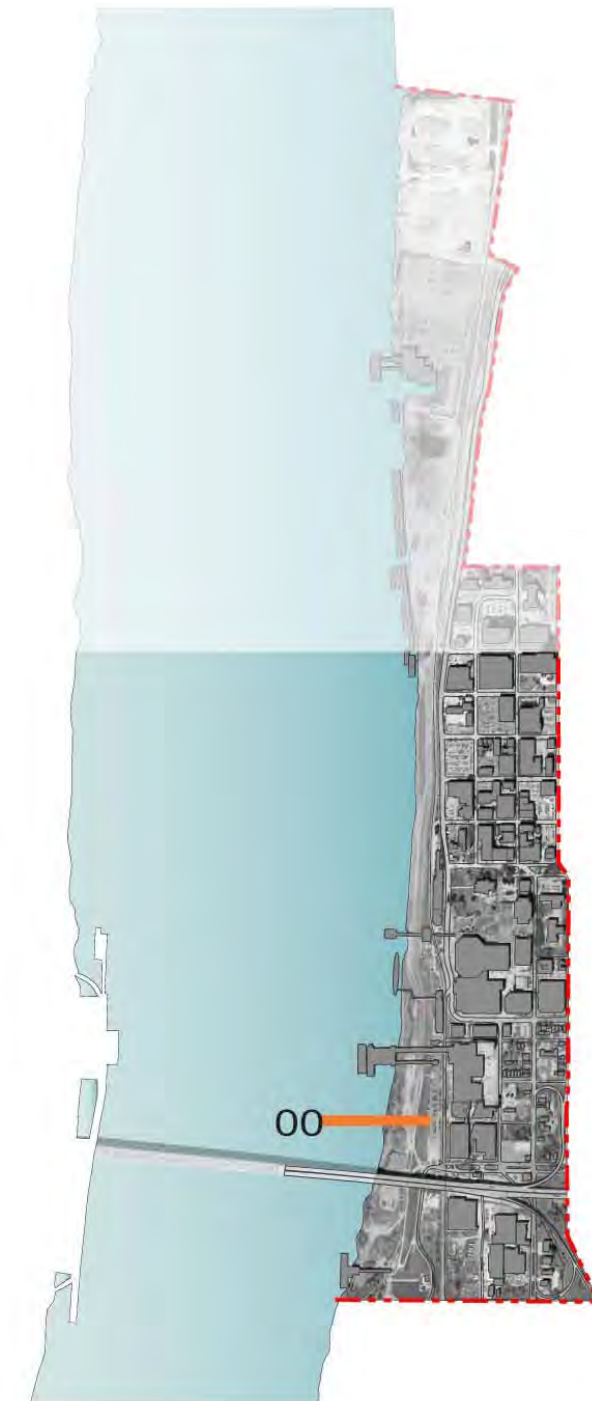
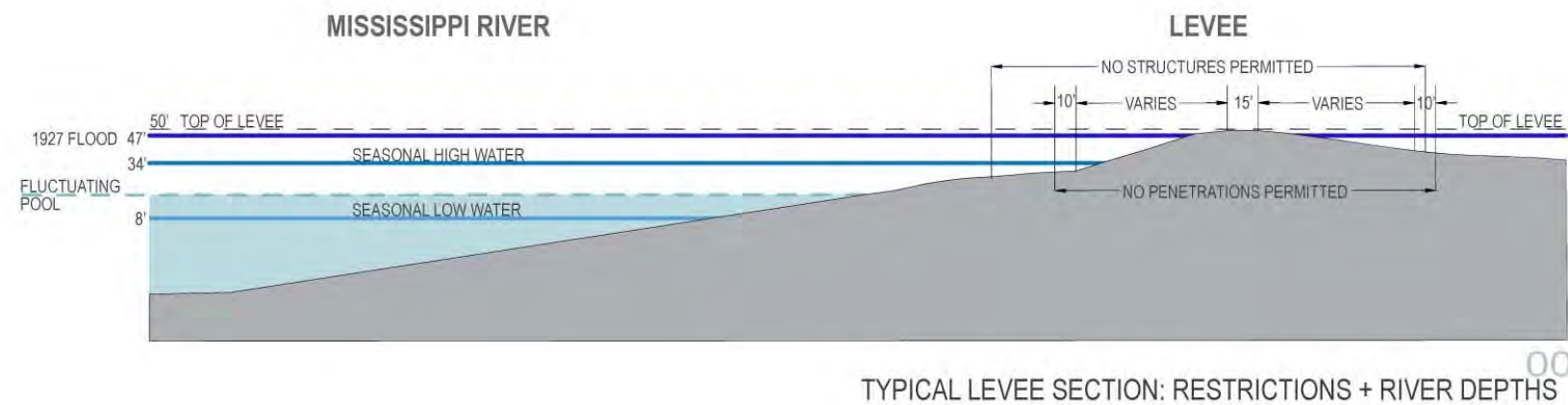
METAL DECKING

TURF OPEN SPACE




Recurrence Stage Interval (Yrs.)

|     |      |
|-----|------|
| 1   | 29.1 |
| 2   | 33.1 |
| 5   | 38.2 |
| 10  | 41.6 |
| 25  | 45.8 |
| 33  | 46.9 |
| 50  | 46.9 |
| 100 | 46.9 |
| 200 | 46.9 |
| 500 | 46.9 |



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Baton Rouge, Louisiana



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March 2006 SECTIONS

Analysis of the Baton Rouge riverfront yields few opportunities for establishing a sizable public open space. The regulations governing both batture and levee, and the visibly robust power of the Mississippi River constrain creation of “made” land within the floodway. Existing road and rail corridors and established cultural institutions and development conspire to further limit opportunities to assemble a riverfront parcel larger than two acres for significant park programming. DeSoto Park, the previously master

planned concept for public open space on the natural terrace north of the levee, has recently run into legal complications concerning ownership of the parcel. The focus of this master planning effort gravitated further south from the beginning, toward River Center and the Municipal Pier. Conceptual ideas began to coalesce around the cultural focal point, the Old State Capitol, and the levee as the foothold for configuring a park strategy unique to the entire Mississippi River basin.

Over the course of five months, the coordination between the City and a variety of stakeholders yielded the acknowledgement that there are a series of integrated constraints along the riverfront, chief among them the levee and rail corridor. Interaction with either riverfront component will require extensive coordination and ongoing consultation with the USACE and Canadian National to develop viable design solutions.





Port Allen (USACE proposal pending)



Louisville Waterfront Park



La Guardia Airport



Port of Greater Baton Rouge

Reflecting on how preceding master planning efforts for Port Allen and DeSoto Park evolved, design precedents were compiled for park decks constructed over the river rather than filling in the river. Whereas Port Allen initially explored significant filling into the floodway, the final concept was exclusively pier supported. This strategy modifies the approach that taken by commercial wharves at the Port of Greater Baton Rouge, and assorted refinery wharves upriver, configuring a

deck above the high water stage of the Mississippi while allowing the river to flow beneath. Portions of two runways at La Guardia Airport in New York City provide a significantly more expansive industrial-scale deck over tidal waters.





Hudson River Park, New York



Hudson River Park, New York

Waterfront park precedents built over rivers include a portion of Louisville Waterfront Park on the Ohio River, and Hudson River Park in New York City. In Louisville, a nearly 2 acre portion of the natural grass-clad Great Lawn extends over the river, configured on concrete piers to avoid interfering with the flow of the Ohio River. In New York, various former commercial and industrial wharves, on wood piles, have been adapted into public open space by re-decking the surface with pedestrian-

friendly materials ranging from wood to stone and rubber to steel decking. In both instances, heavily developed maritime waterfronts deteriorated and became significantly neglected. Both cities recognized the importance of reconnecting to their respective rivers as a means for improving the identity, image and livability.



Woldenberg Park, New Orleans

Within New Orleans, nearly 3 acres of Woldenberg Park are also constructed over the Mississippi River, on piers. As with Louisville, this strategy allows the city to expand the public open space in an otherwise constricted space without impeding the flow of the river. This configuration allows commercial riverboats, ferries and warships to moor directly at the marine edge, which extends out over the river to adequate depth to accommodate river vessels.





Pier 7, San Francisco

San Francisco boasts Pier 39 as a tourist destination for a dense variety of commercial ventures hawking local food, drink, trinkets and t-shirts. Though positioned over the Bay on piles, the experience is largely a commercial development emphasizing a connection to the waterfront but in practice focuses attention inward on itself. *"The Wharf is San Francisco's Disneyland,"* according to Rodney Fong, president of the Fisherman's Wharf Merchants Association, quoted in a 2006 AP article.

In contrast, Pier 7 in San Francisco is the complete opposite with a passive program of benches and fish cleaning sinks. The quarter mile long, wood-decked pier juts into the Bay among the passing ferries and commercial vessels. Pier 7 offers an opportunity to walk out over the Bay, away from vehicular traffic, affording distant views back to the city and across the water.



Pier 7, San Francisco





Torpedo Wharf, San Francisco

Torpedo Wharf, also in San Francisco, juts out into the Bay as a military artifact, offering nothing more than an opportunity to fish for crabs. The structure is so Spartan that there are no guardrails or protection against the relentless wind above, and the roiling waters below. The exposure is a singular experience in the context of the Golden Gate Bridge.

Derby Wharf in Salem, Massachusetts is a nearly half-mile pier jutting into the harbor. There is absolutely no program, save a small historic lighthouse inaccessible to visitors. Nevertheless, the wharf attracts tourists and residents on a daily basis to walk the length of a gravel path for no other reason than to get out over the water, away from the noise of the city and toward the activity of waterborne craft. The foreground open grass field is used by the National Park Service and the city to host frequent civic and maritime festivals and events.



Torpedo Wharf, San Francisco



Derby Wharf, Salem MA





Chattanooga 21st Century Waterfront



Chattanooga Pier & adjacent residential development



Chattanooga Pier light columns



Copenhagen Harbour Park

Copenhagen Harbour Park, in Copenhagen, is configured cleanly as a series of grass panels raised to seatwall height. The entire perimeter of each grass panel becomes a seating opportunity while simultaneously discouraging desire lines from forming across the grass surfaces. The panels are largely free of trees, with shade provided along broad paved walks connecting the street grid to the harbor.

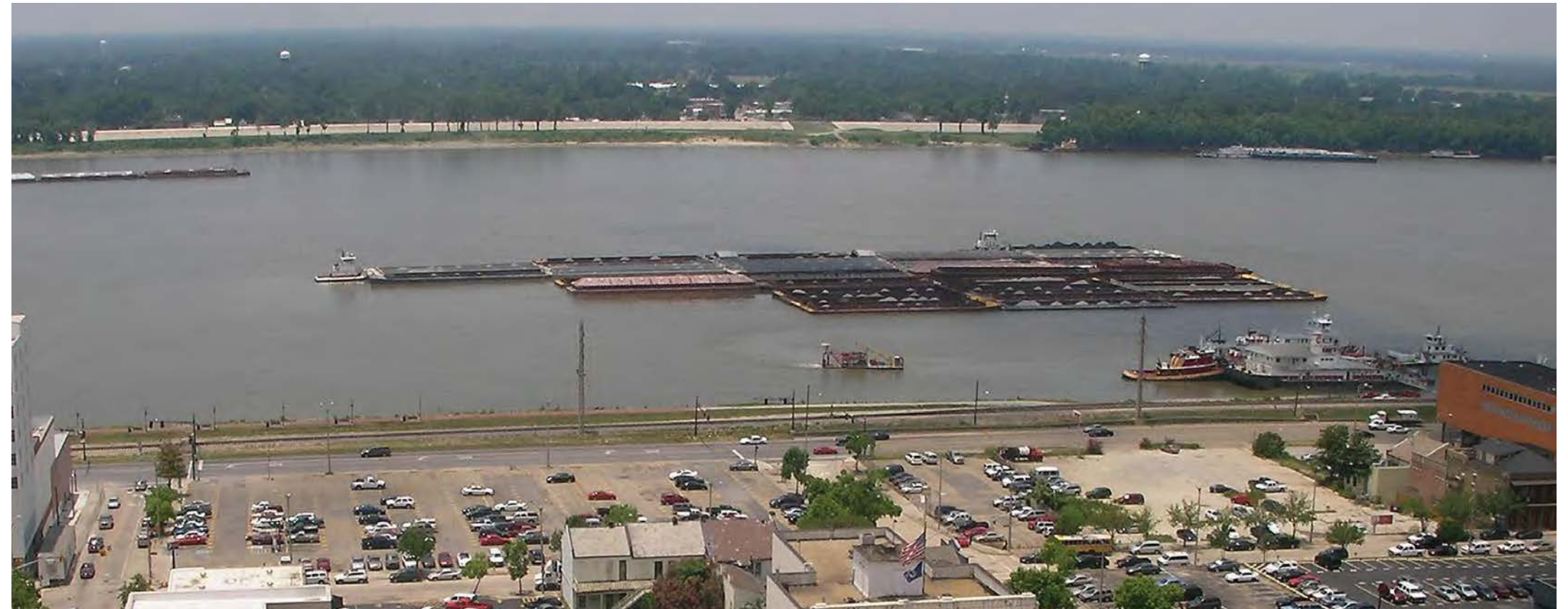
In Chattanooga, a recently constructed pier entices pedestrians to venture out over the Tennessee River, beneath a shade structure, to view the river from above. The pier has a different character at night as light columns transform the structure into a brightly lit gathering promontory over a dark river.



The genesis of the concept to configure decks or terraces over the river developed upon viewing the movement of barges up and down the lower Mississippi River, and particularly the temporary mooring adjacent to the DeSoto site. Dozens of barges, generally 35' x 175' each, are ganged together forming broad floating "strings" or "tows," comprised of fifty or more barges and totaling four or more acres. The barges, some empty and some full, vary by configuration, origin and color, much as the diversity of identities between half-block buildings downtown. Barge strings, at 280' in width and 1225' or more in length, are the marine equivalent of the urban fabric extended out over the river, and integrally tied to the commercial and historic fortunes of Baton Rouge.

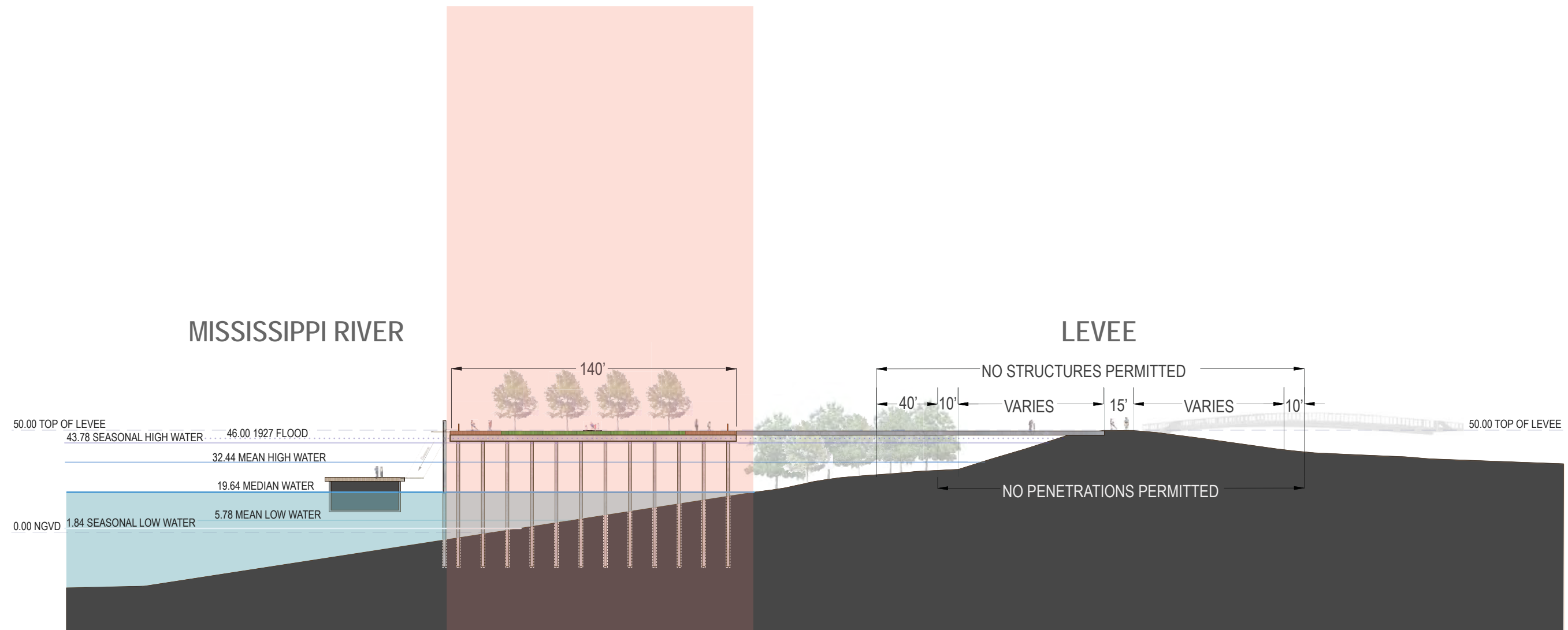


Barge string diagram



Barge strings





TYPICAL LEVEE SECTION B: RESTRICTIONS + RIVER DEPTHS

In advance of marrying program to a particular footprint, the relationship of deck to city was tested and evaluated in three conceptual configurations. The conceptual decks were intentionally configured with a predominantly vegetated space along the eastern perimeter, with a paved western perimeter to maximize pedestrian exposure to the river. The early objective was to densely vegetate the batture between deck and levee, though that strategy has since disappeared due to batture access restrictions.





The first concept, “Deck A,” was configured as a slender 105’ x 2050’ rectangle. “A” stretches between State Capitol Drive and Convention Street, totaling 5 acres. “A” was intentionally positioned to overlap with the DeSoto site, so visitors could seamlessly walk from one park to the next, with a particularly strong pedestrian bridge connection back to the State Visitor’s Center.

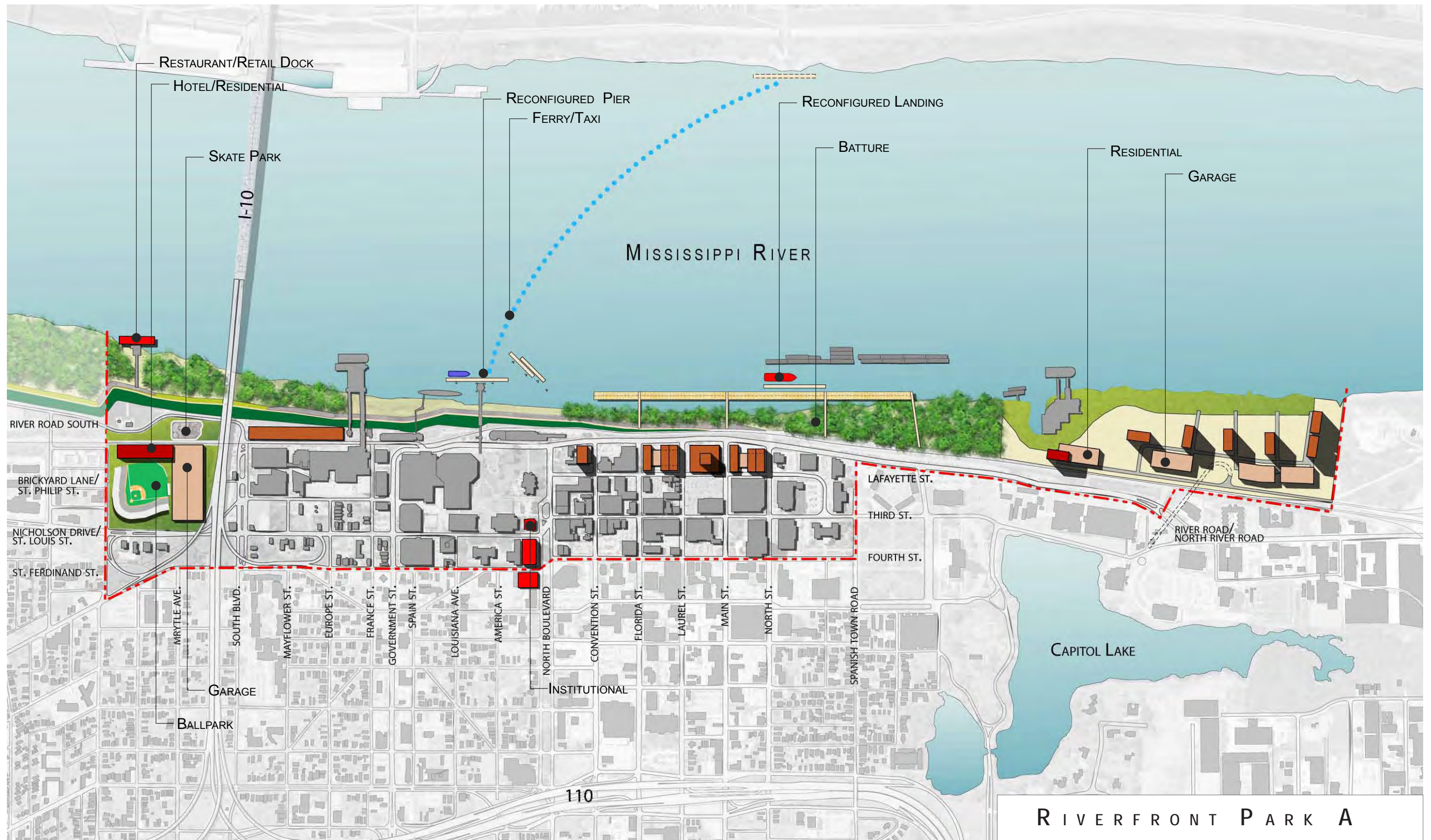


Deck A stretching north in front of DeSoto Park



Deck A terminating at Convention Street









“Deck B” was slightly wider, but shorter, at 140 x 1600’, and positioned between the River Center and Main Streets. This allowed Deck B, at 7 acres, to stand distinct from a future DeSoto Park upriver, with the deck over the river and DeSoto as a promontory extending the natural terrace to the river edge.

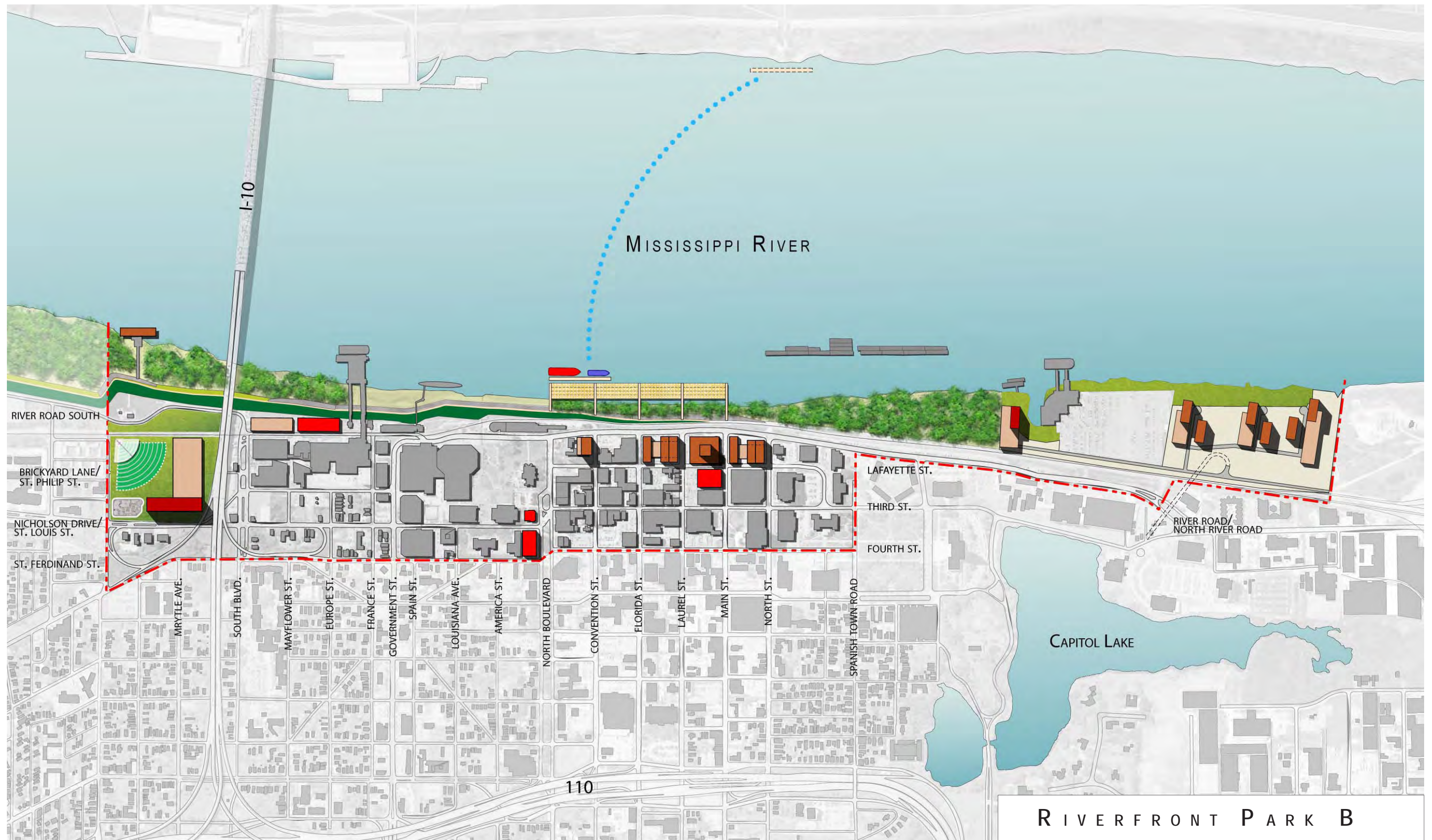


Deck B stretching from Main Street southward, with vegetation infill along the batture



Deck B terminating at the existing Municipal Pier









“Deck C” sought stretched long and narrow along the riverfront in a 4 acre, 70’ x 2400’ configuration. This approach maximized the number of connection points along the river, between North Boulevard and Spanish Town Road, but did so at the expense of depth of the deck. “C” has a staggered relationship to DeSoto and a connection back to the State Visitor’s Center.



Deck C incorporating DeSoto Park



Deck C extends south to the Municipal Pier









The Old State Capitol Grounds as the centerpiece, or 'green heart,' of the downtown

The aerial view of "Deck B," highlighted to include the adjacent public open spaces began to suggest that the riverfront deck or "River Terrace" should be positioned as far south as possible to replace the Municipal Pier. The intersection of River Road and the overhead pedestrian bridge at the River Center becomes the circulation center point, as pedestrians, motor vehicles, rail and riverboat traffic all pass within feet of one another at this location. The constellation of public open spaces and cultural institutions at this location, both new and old, highlights that the Old State Capitol Grounds becomes the pivotal point in improving the riverfront, as most primary pedestrian paths lead to or past the Old State Capitol.







