Successful Riverfront Development

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Honors 499 Thesis

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Abstract

This project is about one aspect of Urban Planning, riverfront development. The project explores successes of design projects of riverwalk developments. This topic is for anyone interested in created urban spaces and learning how they intertwine with the cityscape. This paper researches case studies of 5 riverwalk developments throughout the United States. Common features of successful riverwalks in the United States will be presented. The objective of the riverwalk development project is to find out what is entailed in the creation of a successful riverwalk, what makes people use it, and how it adds amenity to a city. Anyone interested in design, aesthetics, riverfront development, and public spaces in a city will find this project enlightening. The thesis presents the steps taken to achieve these projects, who implemented them, financed, and designed them. The case studies are in Pittsburgh, Chicago, Cincinnati, New Orleans, and San Antonio. Pictures show the features of the riverwalks, along with text.

Acknowledgments

I would like to acknowledge everyone that has been a part of my life. Those that supported me, pushed me, and made me laugh have helped me to get through this special time in my life. I would like to thank the Lord, my parents, relatives, friends, and professors for believing in me and helping me achieve my goals. Thank you.
Introduction

The creation of a successful riverfront development entails many steps. This research paper will present what is entailed in the creation of a riverwalk, what makes people use and visit the site, and how it adds amenity to a city.

As stated by Dr. Herman Cruz of the Landscape Architecture program at Ball State University, a riverwalk is part of the whole character of a city. Each riverwalk must complement a city’s personality and fit in with other attributes.

The Industrial Revolution was a time of economic expansion. Many people lived in cities to be near their job, where they worked long hours with little time available for leisure. During this era, rivers were seen as sewers; wastes and chemicals were dumped into the river, and people hoped the toxins would be carried away and disappear. Rivers were seen as another mode of transportation to move barges or waste, hidden in the background. As the years progressed, the economy changed and so has the role of the river. People now have more free time than during the Industrial Revolution. They have more time for leisure activities and have turned to the rivers as a means of recreation and an aspect of their quality of life. Citizens of the city started demanding cleaner rivers and green space. And so, this was the beginning of riverfront development.

Many successful riverfront developments are in larger cities, where more people use the space and support the businesses that exist there. The local government also has a larger tax base to provide funding for development. The city governments began to use riverfront development as a tool in economic development. The river connects a city. If a city has something special to draw a business or corporation, then that business is more likely to locate and stay in that particular city.

In speaking with Dr. Herman Cruz, he stated that successful riverwalks need smart planning consisting of a private/public partnership with investors and support from the government. He also stated, in order for people to come to a public space, it must be safe and well-lit, planned in phases, residents located nearby or in the development, a feeling of public ownership, hotels, conventions, ample parking, and businesses. The riverfront must also have many amenities, in order to draw a person to the space many times, not just one visit a patron never revisiting.
Methodology

The topic of this Honors Thesis originated out of an interest in public spaces, especially riverwalks. Riverfronts define a special character and add a unique personality to a city when successfully developed or redeveloped. The five case studies delineated in this paper are well known throughout the country, and they are expanded on by how they add character to each respective city. In comparing them and abstracting out what makes each successful and special, this paper defines the elements necessary for a successful riverwalk development.

Research was conducted to compare the riverfront developments adequately. Many Internet sites were very useful with providing information and images. First hand information was gathered through correspondence with city officials. Exploration of site history, the development, and the amenities each one possesses was conducted to gain an understanding of each project.

A set of criteria is used to provide a scope for which to measure and compare each case study. A development will be more successful the more criteria it has. The criteria these case studies are measured against are:

- Access (pedestrian, transit)
- Landscaping/Vegetation
- Variety of land uses
- Activities/events/festivities
- Unique architectural accents
- Feeling of safety
- Located near central business district
- Shops
- Eateries
- Size
- Lighting

Each case study is presented in alphabetical order, and then critiqued and analyzed. The last section of the paper will present the riverwalks and the success degree each has to continue to attract patrons to visit many times.

The purpose of this project is to compare each riverfront development to the criteria that makes a riverwalk successful. Each case study will then present the history and traits of each development. When there are many of the outlined criteria in the riverfront development, then we know that it can be called a successful development.
Chicago
Riverwalk
Chicago, Illinois
The Chicago River was not always as clean and pristine as the newborn rivers from glacial runoff from which it originated. As stated in the introduction, rivers were seen as dumping grounds in the earlier part of the 20th century. The Union Stock Yards, slaughterhouses and processing plants, flanked the river from 35th to 47th Streets. Unwanted hog parts were dumped in the "Yards", where decomposing carcasses released methane gas and grease, producing greasy foul-smelling bubbles, according to the City of Chicago Website. The sewage system of early Chicago was primitive, with gutters serving as drains in many streets. The improved sewage system discharged either directly into Lake Michigan or into the river, which flowed into the lake. People were infected with typhoid fever, cholera and dysentery. The polluted water killed river vegetation and small animals living in the waterway.

In 1887, it was decided to attempt to reverse the Chicago River, a bold engineering feat. Engineers built the Chicago Sanitary and Ship Canal to reverse the river's flow from eastward to westward. A plan evolved to cut through a ridge with a 28-mile canal from the tip of the south branch of the Chicago River to carry human and industrial waste away from Lake Michigan, down to the Mississippi River, through the Des Plaines and Illinois Rivers. Locks at the mouth of the Chicago River and at Lockport control the flow. Completed in 1900, Chicago had finally built the first of its own rivers to dispose of wastewaters.

The 1909 Plan of Chicago proposed the up-building and physical beautification of Chicago, which included reclaiming the lakefront for the public, and increasing the park areas and public playgrounds. Daniel Hudson Burnham, a famous architect and Chicago resident, took charge of the details of the plan. The public accepted Burnham's proposal for the straightening of the Chicago River. The straightening of the south branch of the Chicago River between Polk and 18th streets involved removing the bend from the river and digging a new channel. For years, the normal growth of the central business district to the south had been prevented by the barrier of the river bend and of the railroads that had blocked its connections with the Loop. The final improvement enabled the railroads to build terminals more "suitable to their needs and opened new through streets from the Loop, thus
greatly increasing the value of the immediately adjacent property” (Chicago Public Library Website, 2001).

The actual construction started September 20, 1928. The work ended in December 1930, when the filling of the old river channel was completed. The City of Chicago and the various railroad companies involved provided funds for construction. The total cost of the project was approximately $10,200,000, and the cost to the City of Chicago was about $3,322,000, states the City of Chicago Public Library Website.

The Chicago River is no longer considered toxic by the EPA because of increase in environmental awareness and industrial decline, water quality was declared “fair” in 1998 (Citysearch Website, 2000). However, the river, which is usually a muddy brown or light green, doesn't look very clean because it is a slow-moving river with shallow banks.

The city developed and evolved, and so has the river. The new, clean river attracted many prospective neighbors, such as eateries, hotels, and businesses. The Chicago Riverwalk is a scenic waterfront attraction that enhances the vitality of downtown Chicago, Illinois and the Chicago River with picturesque surroundings. Beginning at Lake Shore Drive, where the river meets the lake, the Riverwalk winds through the heart of the city providing a setting for cultural and recreational activities, which is one of the criteria for a successful riverfront development. The latest addition to Chicago's Riverwalk Master Plan, the Riverwalk Gateway, is a joint project of the Chicago Department of Transportation, the Chicago Department of Cultural Affairs, and the Chicago Department of Planning and Development.

The river is divided in three parts: the Main, North, and South Branches. The North Branch riverbanks get greener as you go. There are eight parks on this branch, and the Cook
The County Forest Preserve follows the river from the city limits on up to the County line. Preserve territory along the river features many canoe-launching sites, picnic areas, a toboggan slide, hiking trails, and golf courses. The north branch has a suburban feel, with more green space and open space.

The Main Branch winds through Chicago's central business district. The central locale is prime location for a riverwalk. The City and the Park District went through great effort to create spaces along the river for walking, dining, and relaxing during the day and night. Water taxis, riverbikes, gondolas, and boat tours of the city also add activity to the urban space, shown on the City of Chicago Tourism Webpage. Past improvements on the Riverwalk allow visitors to enjoy art, shopping, and dining. The Main branch is undergoing extension and might extend all the way to the Lake Michigan and/or to Navy Pier. The linkage to other places in the city allows more people to access it. New apartments and lofts are being added to the character of the Main Branch so that residents of the Riverwalk can enjoy it everyday. The mixture of varying types of buildings fulfills the criteria for a variety of land uses. Residential land use allows people to have constant access to the Riverwalk and gives a sense of life to it.

A part of the Riverwalk, near Centennial Fountain, has been developed by a private firm called Lohan Associates. Completed in 1986, this mixed-use development consists of residential, office, hotel and commercial space. The company was contracted by the Chicago Dock & Canal Trust to create this section of the Riverwalk. The development consists of 40 acres with 20 million square feet of mixed-use waterfront development. It contains several major public areas,
including the River Esplanade, the Ogden Slip Promenade, Mayor Ogden Park and the Centennial Fountain, a new landmark at the riverfront. The Chicago Dock & Canal Trust wanted to create a community of human and urban ambiance. Located the mouth of the Chicago River on Lake Michigan, this site provided the last prime space available for mixed-use development adjacent to Chicago's central business district. A master plan was created to build upon a prior conceptual development plan that was devised and approved by the City of Chicago. Open space, with sensitivity to historic connections were the characteristics of the master plan. The development features well-defined urban squares and boulevards, creating an articulated open space system strongly oriented to the river, Ogden Slip, and the lake. Emphasis throughout the development is placed on the quality, character, and function of public spaces, along with linkage.

The Riverwalk contains many accents and unique features in the urban space. Just west of the river's mouth sits Centennial Fountain, which shoots a powerful arc of water across the river every hour on the hour for 10 minutes. Chicago Rising From the Lake, created by Milton Hom, is a 12-by-14 foot relief sculpture permanently installed along the Riverwalk that commemorates Chicago's roles in industry and commerce. The State Street Bridge House is
Riverwalk. The Bridge House runs a free exhibit about the history of Chicago's bridgework, and is just one of the many activities that is offered at this location to draw people to the heart of the city.

The Park District, Friends of the Chicago River, and neighborhood groups wanted to revive the South Branch for recreation. Two parks, Chinatown Park and Origins Park created in 1999, are in development on the South Branch. The South Branch area has some difficulty making room for parking because the riverbanks are lined with industrial buildings, many of which use the river for power and shipping. The updated facilities and landscape improvements should make better river access for the people of Chicago, thus fulfilling the criteria for access.

As stated before, the Riverwalk Gateway is the latest addition to Chicago's Riverwalk Master Plan. The Riverwalk Gateway is at the east end under Lake Shore Drive, and it is a blue trellised, cast-concrete walkway, designed by Skidmore, Owings & Merrill, which provides a pedestrian link between Grant Park, downtown Chicago, and Navy Pier. Replacing a grimy, trash-strewn area, the public walk is part of the city's long-term effort to restore the Chicago River as a resource for recreational and commercial development. This is where the Riverwalk connects under Lake Shore Drive to the lakefront bicycle path.

While walking through the Gateway, there is a ceramic tile mural by artist Ellen Lanyon. She is associated with the Chicago Public Art Program and tells the history of the Chicago River in sixteen narrative panels. The narratives, which are told through a combination of scenes, vignettes, and objects, begin in 1673 with the explorations of Marquette and Jolliet, followed by a mural with scenes from 1782 of Jean Baptiste DuSable, and 1803 when Fort Dearborn was built” (http://www.findarticles.com/). Paintings record the development of Chicago's bridges and commemorate landmark events and important sites along the river and the lake, concluding in 2000.
with the recreational use of the Chicago River. “After extensive research into mediums and techniques that could withstand Chicago’s harsh weather, Lanyon worked with a ceramic-fabrication company in Massachusetts, where she painted on 12-inch-square pre-glazed tiles imported from Germany. In Chicago, the units were assembled into 6-by-9-foot panels that fill the 28 spaces between existing columns on both sides of the walkway” (www.findarticles.com, 2001). The structure serves as a gateway connecting the Chicago Riverwalk and the lakefront path. It consists of two 168-foot long walls, which are connected by steel arches. The arches, with marquee lighting, form a lattice roof above a 26-foot wide concrete path.
Central Riverfront Park
Cincinnati, Ohio

The text below is found on a brass plaque located slightly west of the main entrance into Bicentennial Commons at Sawyer Point.

It was the mighty Ohio River that brought early settlers to the fertile valley that gave birth to Cincinnati. It was also the river that influenced the direction the young city would grow – as a busy riverboat port, as the terminus of the famed Miami-Erie Canal, as a major industrial and commercial center, and, today, as America's most beautiful inland river city. Therefore, it seems appropriate to honor the Ohio River with this spectacular environmental sculpture by Andrew Leicester, which serves as a dramatic gateway to Bicentennial Commons and to the city's history as it tells the story of our ties to one of the nation's great waterways.

Use your imagination to transport yourself back in time as you explore this exciting monument that celebrates Cincinnati's 200th Birthday.
The City of Cincinnati was strategically situated to benefit from westward migrations and became a major center for north-south commerce. Flat boats and many other modes of water transportation traveled through the city. The Ohio River was one of the primary routes connecting the developed East with the nation's growing frontier, especially after steamboat travel began in 1811. It has been remarked that Cincinnati is the "northernmost southern city and the southernmost northern city" (Encarta Online, 2001).

During the American Civil War, the city was a center of activity by the Copperheads, a name for people who opposed fighting the war. At the same time, the city was a major point of the Underground Railroad, too. After the Civil War, the economy of the city suffered as trade with the South suffered. The river lost its importance to the city’s economy as the country moved out of the industrial revolution to an age of communication and technology. Also, westward traffic began to pass by the city as new railroads made Chicago the new trade center.

The riverfront area deteriorated into a slum and threatened to devalue the adjacent business area. The desolate area was soon seen as an opportunity. It became a place that could be transformed into an asset for the city. "The Bottoms' would eventually be converted into a center of complete community life, with facilities for government, sports, housing, and culture, writes Architectural Record in 1947. "An aggressive program of urban renewal and redevelopment began in the mid-1960s and continued through the 1970s, revitalizing the central business areas, especially the riverfront district," (Encarta Encyclopedia Online, 2001).

The riverfront development plan complements a downtown that attracts millions of residents and visitors each year to its world-class arts, lively entertainment, and unique retail, states the Downtown Cincinnati Inc. website. Plans to expand the convention center, build more downtown residential neighborhoods, and construct a light-rail system are in effect. Businesses will be attracted to locate in Cincinnati, thus increasing investment and growth. This is the whole purpose of economic development.
The Cincinnati Central Riverfront Park is one of several complex, massive public projects being developed on Cincinnati's riverfront, just south of Cincinnati's downtown. Don Carter, President of Urban Design Associates, the firm responsible for planning the central riverfront, describes it as "the most complicated project in the United States." According to Downtown Cincinnati, Inc., the Fort Washington Way reconstruction, the Bengal's Paul Brown Stadium, the Red's Stadium, the National Underground Railroad Freedom Center, and the massive parking structures serving these facilities have a combined budget exceeding $1 billion. As Mayor Charles Luken is on the panel overseeing redevelopment of Cincinnati's riverfront, he and the city of Cincinnati have asked the Hamilton County Park District to help pay for the 50-acre park on the Cincinnati riverfront (Monk, 2001). Monk also writes that a major element of that redevelopment is a $78 million park that stretches between new stadiums for the Cincinnati Reds and Bengals. The county funding idea received support from Hamilton County Commissioners Todd Portune and Tom Neyer Jr.

The general plan of the redevelopment contains a park and recreation area, stadium, light industry, convention and recreation center, heliport, administration center, public landing, historic memorial area, and apartments. The Cincinnati Recreation Commission Website states that the conceptual plan was completed in April 1999, and opportunities for implementing portions of the park in concert with the opening of other riverfront projects were completed around August 2000. The team developing the Cincinnati Riverfront is the design staff of the Department of Architecture of the University of Cincinnati and members of the Planning Commission. These
people want to create a unified character with mixed use, which is one of the criteria for a successful riverwalk development. The design of the plan shows flexibility and does not follow the gridiron street pattern, which is a nice transition of the formal business district to the openness of the river.

Accessibility is another criteria for a successful riverfront development. It is the center and represents the civic life of the community. The riverfront forms a natural focal point where all the main traffic arteries meet. This makes the area very accessible and coveted because it is so close to the business district. The City of Cincinnati plans to move their Oktoberfest to the Riverfront, so that it can last seven days instead of two. Before, streets had to be blocked off and interfered with commuting patterns. To solve this problem, the riverfront is now the new scene of main events in the city. Condominiums and hotels near restaurants and the Hofbrauhaus beer hall, so people can stay nearby. People that stay/reside close to the riverwalk are more likely to revisit the urban space. Dan Monk, senior staff reporter for the Business Courier writes that all are elements of a preliminary development plan for Cincinnati's redesigned riverfront, crafted by Riverfront Advisors, a 16-member panel of civic leaders appointed in January to chart a new course for the city's front porch. The panel is now conducting market research to support its plan.

Jack Rouse, a downtown-based designer has led the effort, and says that this plan is better than the one tabled by the Cincinnati City Council in 1998. That plan, by Indianapolis developer Herman Renfro, called for a riverfront movie complex and entertainment retail concepts to draw patrons to the riverfront. Complementing those attractions would be service retailers, restaurants, nightclubs and hundreds of new housing units. "We're trying to maximize the number of housing units down there," Norm Miller, (director of the University of Cincinnati's real estate program and a member of the advisory panel) said. "We're trying to get enough housing downtown here to give us the potential for the 24-hour city and yet separate it enough so those that want quiet can have it" (Monk, 2001).
Rouse wants a development that is sustainable. Riverfront Advisors' plan relies heavily on a new city park, the Freedom Center, and existing riverfront attractions to act as magnets for regional tourism and encourage repeat visits from Tri-State residents. The goal to create the urge for a person to visit more than once is one aspect of a successful riverfront development. A pedestrian bridge over the Ohio River and a transit loop provides easy access to Northern Kentucky attractions. "Go to a world-class aquarium," said Rouse "See a world-class baseball team. Visit the largest Oktoberfest outside of Munich and celebrate an incredible story of freedom. Do all that, and you never have to re-park your car. I'd go" (Monk, 1999).

Another criterion for a successful riverfront is access. And so, a major interstate highway that has separated the city from its riverfront for decades is being rebuilt. The end result will provide better access to downtown and to the bridges that cross the Ohio. Grand boulevards from the central business district will offer pedestrians better access to the new riverfront that will host two new stadiums for the Reds and Bengals, a 40-acre park, the nationally-acclaimed Underground Railroad Freedom Center, and private mixed-use development, states the Cincinnati Parks Department.

The park is approximately 50 acres of public space that links nearly 3 miles of public riverfront with Downtown Cincinnati. Continuous pedestrian paths connect the new park to existing riverside parks to the east. Wide curb lanes on Mehring Way provide continuous bikeway links along the riverfront. The Cincinnati Park Board, Cincinnati Recreation Commission, and City's Department of Public Works have been collaboratively advancing a public planning process led by the consulting team of KZF Architects and Engineers of Cincinnati and Hargreaves Associates of San Francisco, since January 1998. After numerous focus groups, town meetings, and the continual guidance of a broad-based citizen panel advising the design team on the Park's design, the park program and concept has attained the support of citizens and leaders alike.

All of these projects will eventually come together into one vision, the vision of the Central Riverfront Park. The construction is taking place in phases, another criteria for a successful riverwalk. However, some park elements probably cannot be started until as late as
2005 due to the conflicting schedules of other riverfront projects, such as the Reds Stadium. The budget for completing all phases of the park is projected to be approximately $65 million, and the funding strategy for the park is still being studied, but it will require the support of public and private sources. The projects currently being developed are costly and rely on state, county, and city contributions. Pending projects, such as the Convention Center expansion, will demand support from local and state sources, writes the Cincinnati Recreation Commission. Therefore, millions of private dollars will be required, as well as other public funding sources.

Along with a unique design, Central Riverfront Park features award winning landscaping, a performance pavilion, concessions, an outdoor skating rink, eight outdoor tennis courts, three sand volleyball courts, playground, water feature, and many other attractions. The site of the founding of Cincinnati, Yeatman's Cove, is also a part of the Central Riverfront. The vast size of the development allows a variety of activities and attractions to exist.

Every aspect of the design of Bicentennial Commons at Sawyer Point ties into the river that flows along its edge, writes the Cincinnati Recreation Commission. All of the buildings were designed with lines and forms that suggest the gentle curves of the earth. They blend into the natural environment and appear to be a very part of their surroundings, according to the Cincinnati Recreation Committee Website. A series of overlooks in strategic locations presents magnificent views of the river and historic points of interest and gives the visitor an opportunity to see the river from a variety of heights. After dark, passive lighting lends a soft glow to the entire area. This lighting is not only aesthetic, but also for safety. One of the criteria for a successful riverwalk is lighting, which provides a feeling of safety, producing repeat visits from a person. Signs throughout the Central Riverfront commemorate and celebrate the historic roots of the park. Metalphotos, plaques, and Ohio historical markers are placed throughout the park to remind the visitor of Cincinnati's river heritage. The construction of Sawyer Point was aided by contributions from many organizations, groups, foundations, and individuals. Convenient low-cost parking is available at the park's main entrance. Many events include the Showboat Majestic, the Boat House, and Riverfront Marina.

There are many other amenities of Cincinnati Central Riverfront Park. One is a bridge you can see pays homage to the John A. Roebling Suspension Bridge, the first single span bridge of its kind in the country and a forerunner of Roebling's
Brooklyn Bridge. Then, you will pass through the accurately scaled replica of a canal lock like the ones that once made possible the passage of boats along the waters of the Miami-Erie Canal.

The Cincinnati Arch is a wall that portrays the layers of the material left behind by the glaciers. Decorative fish heads at the base of each bridge column. A flood column, which rises 115 feet above the riverbed, bears markings of the three great floods of this area, including the devastating flood of 1937 when the waters crested at 79.9 feet. At the top of the Flood Column sits a miniature ark, called the Golden Ark, probably the best-known symbol of the power of floods throughout time. The fountain head masks which empty into the pool below were inspired by the artifacts produced by the Indian cultures which inhabited the Ohio River Valley. At the base of the stair banisters, sky masks face heavenward, symbolizing the Indians respect for nature and the surrounding world.

Cincinnati owes a great deal of its rapid growth and prosperity to the pig. Since Cincinnati has a strong German heritage, much sausage has been produced here as part of the culture. Hog processing plants and the resultant by-products were greatly responsible for the founding of many of Cincinnati’s nationally prominent industries. An "Indian Pictograph" mosaic depicts a local pork-processing plant where the modern-day assembly line was invented in the mid-1800. Flying pigs whimsically commemorate a time when Cincinnati was the world’s major pork processing center, thereby being tagged with its once-famous nickname, Porkopolis.

The crown suspended between the support columns of the bridge represents the Queen City. The origin of the name comes from a Henry Wadsworth Longfellow poem about Cincinnati called "Catawba Wine." At the top of the stairs you find yourself standing at the source of the mighty Ohio River, in miniaturization, of course, at Pittsburgh, Pennsylvania, where the confluence of the Allegheny and Monongahela Rivers form its beginning.

The railing on this stairway recalls the famous Serpent Mound in Peebles, Ohio that dates back to the Middle Woodland Period, 100 B.C. to 500 A.D. The snake-like shape of this unusual earthwork might indicate reverence held for the river by the area’s earliest inhabitants. There is also Recognition Wall, a fitting salute to the generosity of state and local governments, corporations, foundations and individuals, which have contributed to Greater Cincinnati’s Bicentennial. Four pairs of smokestacks surround the Flood Column, each with a different stack top to represent the riverboats that were a major form of transportation and commerce in the 1880s.
Legend

A  Downtown Cincinnati  D  Interstate I-75  G  Roebling Suspension
B  Fort Washington Way  E  Paul Brown Stadium  Bridge
C  Freedom Center  F  Reds Stadium
### Major Elements of the Design

<table>
<thead>
<tr>
<th></th>
<th>Playfields and Meadow</th>
<th></th>
<th>Lower Promenade</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Approximately 10 acres of recreational fields and open meadows, informal landscaping and trails</td>
<td>2</td>
<td>Paved walkway connecting nearly 3 miles of public riverfront areas from the I-75 Brent Spence Bridge to the west to Yeatman's Cove, Bicentennial Commons, and Theodore M. Berry International Friendship to the east.</td>
</tr>
<tr>
<td>3</td>
<td>Wharf</td>
<td>4</td>
<td>Great Lawn</td>
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<tr>
<td></td>
<td>A 2 acre paved area sloping down to the river, providing access for river taxis and pleasure craft, adjacent to a pier and a restaurant</td>
<td></td>
<td>An 8 acre area along the river's edge where concerts and events for 15,000 - 30,000 can be staged</td>
</tr>
<tr>
<td>5</td>
<td>Festival Event Area</td>
<td>6</td>
<td>Garden</td>
</tr>
<tr>
<td></td>
<td>A 7-acre area equipped to support major festivals, accommodating booths and tents among groves of trees</td>
<td></td>
<td>2 acres developed in conjunction with the National Underground Railroad Freedom Center</td>
</tr>
<tr>
<td>7</td>
<td>Great Lawn Fountains</td>
<td>8</td>
<td>Upper Promenade</td>
</tr>
</tbody>
</table>
Rouse Company
New Orleans Riverwalk
New Orleans, Louisiana
From its beginnings, New Orleans has been linked to the Mississippi River. Elevations within the city can range anywhere from 12 ft. above sea level to 5 ft. below. Below sea level elevations have led to the creation of a world famous system of levees, according to the Wholehost Website. By a system of pumps the city is kept from being overwhelmed by the mighty Mississippi River. A respect is formed towards the mighty river. The river was used as a source of transportation and wealth. Steamboats and river barges used the Mississippi as a transportation route. New Orleans was able to escape the worst of depression, as some products continued to come down river for coast wide shipment to New England. With the cotton boom, New Orleans became the banking and financial center for the lower Mississippi Valley. New Orleans always had a transient population of seamen, immigrants, and tourists, as a seaport and major point of entry for the country. Bars, flophouses, and clip joints lined the streets near the docks. The waterfront comprised of stock and boat yards with a more industrial use.

New Orleans Riverwalk is a development that has revitalized the waterfront. Located right on the riverfront in the Warehouse District of New Orleans, the riverwalk opened on August 8, 1986, with the components of the project being the Spanish Plaza, Lower/Poydras Street Wharf, Upper/Poydras Street Wharf, and Julia Street Wharf. The architect of the project was Perez.
Associates of New Orleans, and the general contractor was HCB Contractors of Dallas, Texas. The design center contains three levels of specialty retail along a half-mile expanse of the Mississippi River. The shopping center is connected to the Convention Center (1.3 million visitors annually) and neighboring the Aquarium of the Americas (1.1 million visitors annually), and it is very close to the French Quarter. Having personally been there in April of 2001, I can attest to the beauty of the site. It even occupies part of the site of the 1984 World’s Fair.

This development is important for three reasons. First, its completion reflects the talents of those involved. Second, The Riverwalk will give the city a financial boost (creating over 2300 jobs) to the depressed local economy. This is one of the criteria for a successful riverwalk: economic development. Riverwalk is the home of 140 stores, restaurants, and pushcarts, filled with the best gifts and styles in New Orleans, with 179,000 square feet of retail space. The unique collection of stores features the nationally known. There are stores like: Banana Republic,Sharper Image, Warner Bros. Studio Store, Abercrombie & Fitch, The Disney Store, Brookstone and Eddie Bauer. All of Riverwalk’s stores offer tax-free shopping. And thirdly, it brings people to the Mississippi River. The riverwalk utilizes the Spanish Plaza, which links the complex to the Aquarium (Progressive Architecture, 1987). The Spanish Plaza has a
depressed fountain with a mosaic encircling it. Nearly ten million tourists visit New Orleans each year, and over half visit Riverwalk, contributing to 90% of Riverwalk's sales. The Riverwalk continues to draw visits by area residents due to its festive atmosphere and easy access via I-10. Here, two criteria are fulfilled. There is a festive atmosphere, meaning that events and festivities take place in this urban space, and there is easy access by the interstate highway. "It is estimated that more than $2 billion has been invested in downtown (since 1995), including the addition of more than 3,000 hotel rooms, a 10,000-square-foot Sports Arena and the expansion of the Convention Center to 3.1 million square feet" (Rouse Company Website).

The riverwalk is composed of a variety of features and adds more flavor to the unique spices of New Orleans. The main anchor of the site is the Riverwalk Mall. Nearby is the Convention Center and hotels. The Riverwalk is the latest in the series of Rouse Company Festival markets. It cost $58 million with 180,000 square foot shopping/entertainment experience. The Spanish Plaza, containing a fountain, is adjacent to the entry of the mall. Next, one can see the New Orleans Aquarium, which was uniquely designed to compliment the water of the river. Eventually, the riverwalk reduces itself to a 10-foot asphalt path that allows us to walk adjacent to the river. Jax Brewery is the next building, containing a food court and a patio that opens up to the walkway. The asphalt path eventually ends abruptly.
Point State Park
Gateway to the West
Pittsburgh, Pennsylvania
The Allegheny and Monongahela rivers meet at Point State Park to form the Ohio River. During the mid-1700s, the armies of France and Britain were attracted to this area, each trying to control the Ohio Valley.

France and England brought this little triangle of land into sharp international focus in the mid-eighteenth century when it became coveted. In 1754, the French then built Fort Duquesne at the Forks, which gave them control of the Ohio Valley until 1758. For these four years, this little settlement was a French town that Louis XV hoped to make the permanent capital of his lands beyond the Allegheny Mountains. The English had realized that the Ohio River, born at the tip of this triangle, was the open road to the vast interior of the continent. The nation controlling this natural highway controlled the future of the land. The French, realizing they were badly outnumbered, burned the fort and departed two days before the British arrived on November 25, 1758. Soon Fort Pitt was under construction on the same site that was to be the most extensive fortification by the British in the American Colonies.

It was named “Fort Pitt in honor of the Prime Minister in London who had finally brought success to British arms” (http://www.clpgh.org/...). Fort Pitt was finally abandoned in
1792. It had served to open the frontier to settlement as Pittsburgh became the "Gateway to the West."

The intersection of three rivers: the Monongahela, the Allegheny, and the Ohio provide an extra dimension of natural beauty. The point where the three rivers gathered had prestige as a prize location, in the past as a location for a fort. Point State Park serves as a model in respect to urban planning and has become a nationally renowned historical attraction. The park enhances its historical lore with broad lawns, walkways, and a fountain. In 1838, Mayor Jonas E. McClintock’s proposed to build a memorial park at The Point. The Point was once a blighted area, but in the late 1940’s, planners were plotting the city's makeover. They first set their sights on the mix of commercial and industrial buildings and train tracks that jammed the Point, writes Bob Hoover. The clearance of the Point gave new possibilities to this historic triangle of land where Pittsburgh began.

"The Pittsburgh Regional Planning Association, under the leadership of Richard K. Mellon, authorized Charles M. Stotz and Ralph E. Griswold to prepare a study of the lower-triangle area that established the essential features of the park, in 1945" (www.clpgh.org...). Their plans were refined with help of studies over the years, and they worked in association with the firm of Clarke and Rapuano. The two men formed the basis of the working drawings and specifications to be issued by the General State Authority to contractors for bidding. The successful culmination of The Point project was the product of many hands. Other cities and countries have marveled at the many accomplishments of the Allegheny Conference on Community Development, and have tried to learn how Pittsburgh has accomplished so much. The Conference, at the request of Governor Edward Martin, established the Point Park Committee in 1945 to lead The Point project to its successful conclusion. Composed of leaders in business, industry, and commerce as well as the heads of city, county, and state governments, this Committee has served without personal or political prejudice or discord under the able
Point State Park's development coincided with the start of Pittsburgh's Renaissance. In 1945, at the request of Governor Edward Martin, the Allegheny Conference on Community Development established a Point Park Committee. Many business, industrial leaders, and government officials aided with the Allegheny Conference. The organization serves as a liaison between State and local bodies concerned with Point Park's continuance as an American historical and scenic attraction, states the Carnegie Library of Pittsburgh.

Point State Park was an archaeological and historical project that began in 1953. Dr. James Swauger directed the operation and oversaw the excavation and grading of the thirty-six acre park. The purpose of the excavation was to collect all pre-1800 objects, salvage bricks from the walls of Fort Pitt, and to record fort features, writes Alberts. Charles Stotz had two entryways made that were wide curves that met at the portal, where a visitor could then view the full foundation of the old fort. The Daughters of the American Revolution have restored the old foundations of the forts. Some efforts at aesthetic improvement in the park have been made. The paths are now asphalt, and in some places, painted to look like brick. The nineteen-hundred-foot view along the axis of the park, from the southwest corner of the Hilton Hotel to the fountain was recognized as a striking feature.

William Rogers, a river transportation executive, was concerned about the wharf and wanted to make sure that there was enough seating for future events, such as boat races. He suggested a stepped granite wall to provide seats for up to 3,000 viewers. It was suggested to use river mulch as topsoil for the grass, but it was too oily to use.

The next task was to create a portal for people to pass under as the highways were above them. In the end, a pedestrian bridge, 40 feet wide, was built over a shallow reflecting pool. It was known as the Gateway Portal. After the park opened to the public, an article praising the portal read, "If there had to be a highway across the Point Park development, they at least have made the best of it" writes Alberts.
Located at the tip of Pittsburgh's Golden Triangle, Point State Park has a water fountain, paved walkways along the riverfront, and overlooks with dramatic views of the city, busy waterways, and impressive hillside scenery. The park land was designated a National Historic Landmark for the role it played during the French and Indian War, according to the Pennsylvania Department of Conservation and Natural Resources.

Pittsburgh's park at The Point is unique in its dramatic setting and historical significance, writes Charles Stotz. It became known that the forks of the Ohio nourished the seeds the great city. “These hills with their rich minerals and these broad rivers were the source of Pittsburgh’s ever increasing eminence in transportation, commerce, and industry” (http://www.clpgh.org/).

Preservation efforts for Point State Park reveal foundations of the Fort's original brick walls. “Within the wedge-shaped cove of the original Monongahela Bastion, the artfully constructed Fort Pitt Museum presides,” (http://www.clpgh.org/point_n79.html). Fort Pitt Museum revives the fateful days of the French and Indian War in a variety of exciting ways. Nearby, the Fort Pitt Blockhouse, looking as it did in 1764, remains.

On November 19, 1963, headlines of newspapers stated that all of Point Park would shortly be under construction, except the area occupied by the Point and Manchester Bridges.

The main goal of the development was a unified park of monumental sweep, uncluttered by buildings and monuments or any graveyard of memorials and statues. The park design recognizes three basic elements: the highways, the rivers, and the fort sites. While considering the aesthetic and historical aspects of the problem, it was also necessary to solve the needs of modern traffic and of the living city. It was found necessary to remove the bridges at The Point and build more adequate ones upstream, to provide the necessary traffic interchanges. This provided an eighteen-acre, open park area at The Point and another eighteen-acre park area between the highway structures and Gateway Center. The Urban Redevelopment Authority, under the devoted leadership of the then Mayor and later Governor David L. Lawrence, interested the Equitable Life Assurance Society of New York in acquiring some twenty-three acres of land adjacent to the park, and constructing Gateway Center. The buildings in the Redevelopment area include Gateway Center's four units, the Hilton Hotel (where the park begins), the State Office Building.
Of the five original bastions, the Flag Bastion was restored about five years ago, and the Monongahela Bastion is to be restored as a museum of local history up to 1800. The park was placed under the jurisdiction of the State Department of Forests and Waters and has been thereafter known as Point State Park. Details of the plans call for the use of music and special lighting effects at the fountain. Studies are being made for the installation of a "light and sound" program. "This idea, originated by Pierre Arnaud in Paris, has gained great popularity throughout the world" (http://www.clpgh.org/...n711.html). The city looks to create a park that will be eminently usable and attractive to the people. This presents two of the criteria for a successful riverfront development.

From Hilton Hotel at Commonwealth Place, two broad curving walkways lead to the vaulted opening known as the Portal beneath the highway. The Portal forms the sole entrance to and exit from the park. No automobiles are permitted in the park. These two walkways enclose the Music Bastion of Fort Pitt. The ground has been excavated to expose the foundations of the original brick walls of Fort Pitt. A broad plaza exists at the eastern end of the Portal, flanked by flags of the United States and Pennsylvania. Large forest trees at each side of the eastern section of the park conceal the elevated highway, except at the Portal. This forest fulfills the criteria of having vegetation present, which shields visitors from the harsh highway view and noise. Two areas of forest trees flank the broad sweep of open lawn leading to the monumental 150-foot-high column of water formed by the fountain at the tip of the triangle. This fountain, symbolizing the water of the rivers that gave Pittsburgh its meaning, is the principal feature of the park design.

The Commonwealth of Pennsylvania dedicated the majestic fountain, on August 30, 1974, marking the completion of the 36-acre Point State Park that was 29 years in planning and construction. The circular basin of the fountain is 200 feet in diameter. Water to replace the amount lost during fountain operations is obtained from a 54-foot deep well that penetrates sand
and gravel under the park and provides a nearly unending source of water for the fountain, as found at the Carnegie Library of Pittsburgh website.

The Portal consists of three vaults, 160 feet long and 22 feet high. Six floodlights, located at the base of the vaults, illuminate from these vaults within. A shallow pool with a mosaic surface occupies the entire area beneath the Portal vaults. A slightly arched pedestrian bridge, forty feet wide, spans the pool from the eastern to the western plazas of the Point State Park.

The Blockhouse remains unchanged on its present and original site. The Monongahela Bastion will be completely restored but, instead of using its original earth banks, it will be faced with brick, similar to the bastions on the eastern face of Fort Pitt. About halfway down the open area lays the outlines of Fort Duquesne, shown by paths of stone set in the lawn. “The center of this tracery is occupied by a large circular bronze marker engraved with the plan of Fort Duquesne taken from the only authentic drawing of the fort, now preserved in the Bibliotheque Nationale in Paris” (http://www.c1pgh.org/...n711.html). The stone-paved wharf at the riverbanks has been completed for some years. Pittsburghers have enjoyed the concerts of the Wind Symphony and other presentations from the stone steps of the Allegheny River front. This wharf not only serves an engineering purpose, but it also aids in providing seating for events that take place, which is a valuable amenity for the riverfront development.

There has also an attempt to link Point State Park with the rest of the city. Construction of the lower level of Pittsburgh's newest riverside park was completed in November 1998. Managed by the Pittsburgh Cultural Trust, the park connects Point State Park to the Ninth Street Bridge. The landscaping design was by Michael Van Valkenburgh Associates Inc. of Cambridge, Mass. and Columbus, Ohio artist Ann Hamilton. The park includes trees, bushes, flowers and boulders, as well as a new walkway that can be used by joggers and bikers. Work on the upper level of the park has begun, which will extend from Stanwix Street to the expanded David L. Lawrence Convention Center. Phase one of the expansion is completed, and phase two is under construction. The total cost of this new park is $8 million.
San Antonio: Paseo Del Rio
Riverwalk Development
One of the most famous urban renewal attempts is that of the San Antonio Riverwalk, or Paseo Del Rio. The riverwalk has an interesting history and shows us that anything is possible in urban development.

The sole source of water for the San Antonio River is the Edwards Aquifer. This aquifer is an underground lake that spans several hundred square miles in south Central Texas (www.ci.sat.tx...).

Before development, the San Antonio River was just as bad as a sewer. "It was a dismal, sluggish trickle between banks festooned with weeds, adorned with dead cats, slain bottles, and other unsightly objects" (Ramsdell 1959). It was even used a bathtub, as well as a baptismal immersion location for many churches. The river did not flow fast enough to push the waste downstream. Grist Mills and iron industries used the water in production. Steamboats and rowboats also toured the river because it was so jungle-like.

The Texas River is very crooked. In the 1920s, "it spanned no fewer than thirty-two bridges" (Fisher 1996). In the spring of 1921, a 12-foot flood damages a flourishing downtown; trapped debris caused the flooding to get worse. Citizens demanded that the city government do something about the flooding. So, in 1924, a $2.8 million bond issue was used to build a new dam and straighten the streams. The people of San Antonio wanted the river to become an asset to the city, and they wanted to enjoy it, not loath it. In 1912, a beautification plan was implemented, but the flood destroyed all of it. The city knew that there was a link between beautification and flood control. That is why the city began the construction of dams in 1925 to implement river remodeling. The San Antonio Conservation Society, comprised of citizens of the community and also a major influencing interest group, wanted a practical reason to preserve the river's banks, not just for aesthetics. The society "organized a fight to save the river bend with their puppet show entitled The Goose That Laid the Golden Egg. They argued to maintain the river bend and advocated conservation of its banks into a city park" (www.ci.sat.tx...). One use of
the river was to celebrate, and architects were appointed to redo the bridges for usefulness and beauty. By January 1926, the first dam, Olmos Dam, began to prevent flooding downstream. Many bends were eliminated and channels put in. In downtown, an overflow channel was built underground and was as wide as the River Bend.

During this time, the city was also beautifying the river with ornamental fountains, stringing of multi-colored lights, and widening the sidewalk (to see the river better). General Federation of Women’s Club raised money to make the city beautiful. The Old Spanish Trail Association planted shrubs by the river and asked adjacent property owners to clean up their property and build a flagstone walk along the side of the river. Floodlights were placed to reflect off the water and illuminate shrubbery. Trash was cleaned out of the river, and lights were placed beneath bridges.

Some businessmen wanted to reclaim land of the River Bend by draining it and filling it, but the Express local newspaper relayed the news to the citizens and a storm of anger broke loose. Swiftly, Mayor Chambers assured the people that the “river would not be filled in as long as he was mayor” (Fisher 1996).

In the fall of 1929, construction work on the flood prevention project began with $8.9 million in 3 bond issues. Deeper channels were built in order to save the trees and shrubbery on the banks and not claim that land. Concrete walls were disguised with sloping dirt banks with landscaping.

Robert Harvey Harold Hugman, a young architect appeared in the scene in 1927. He was a graduate of architecture at the University of Texas at Austin. He took his design concept for the river to Mayor Chambers, who loved the idea. The concept had influence from the old cities of Spain. Then, Hugman prepared a brochure and received endorsements from many well-to-do people. His idea was called Shops of Aragon and Romula, with Spanish boats and Spanish influence and to turn the river’s banks into a park. Hugman wanted a national design competition, rather than listening just to Harland Bartholomew, the city planner.

The Depression also interfered with the development of the river, but started to pick up speed again in 1936. On March 24, 1939, three hundred San Antonio residents gathered for groundbreaking near Market Street Bridge. In 1930, Mayor Maverick received a grant
through the Works Progress Administration (WPA), a government program initiated to help out the unemployed. At one point in time, about 1000 people were put to work.

Robert Hugman was hired as the project architect. The estimated riverbank expenditures will be $5 million. As the creation of the River Walk carried on, the Conservation Society pointed out that Hugman was using too much stone in the walls and walkways, taking away from organic beauty; too much built environment. The Conservation Society wanted a more simple and natural beauty of the river. The new Mayor Maury Maverick soon dismissed Hugman because he 'supposedly' did not hire a particular landscape architect. But Hugman thinks that it was because "he had proof that materials ordered for the river were being improperly diverted to the La Villita Project" (Fisher 1996).

(Several elected officials were involved in the project; some were beneficial and some were just corrupted and interfered with the riverfront development.)

Before lights were put in the Walk, the river was deserted after sundown, making it a good area for many muggings to occur. Even a midnight curfew was enforced. Also, "shops and restaurants which once turned bleak, inhospitable backs to the river have faced about, adding the cheerful animation of the bazaar and the sidewalk café" (Ramsdell, 1968).

The finished River Walk development in March 1941 is 20 feet below street level and has 17,000 feet of new riverwalk and sidewalk, 11,000 cubic yards of masonry, 31 stairways, and three dams. Walkways had trickling water from the walls for a natural effect. Also, there existed 4,000 plants and shrubbery with 75 species of trees. "Tall cypresses meet to form a canopy. Beneath them are pomegranate and banana trees, mimosa and roses, cactuses and ferns" (www.expressnews.com). One unique feature is how the Arneson River Theater is placed in the site: it is built into the natural curving slope of the riverbank, and it links the river with a sidewalk through the archway at the top row of seats. The building of the River Walk led to the restoration of many nearby buildings, such as the Cos House and the houses of the la Villita Project. In Mayor Maverick's final report, he wrote, "...in all of the United States of America there is no city in which a river has been made a more attractive resort for all people" (Fisher 1996).
Antonio's 1968 World's Fair, when the city then allowed commercial development along the walk. The influx of commercial development allowed the riverwalk to come alive once more. Now the River Walk holds Fiesta on the River and holiday events, such as Luminarias lining the walk during Christmastime and barges with carolers.

Today, it is the center of downtown life with many indoor and outdoor experiences. It gives an international flavor with various shops and restaurants. River taxis go up and down the river, and live outdoor theatrical performances take place, as well as festivals. Security and property management has increased. Every year, just after New Year's Day, the river is drained for cleaning and to fix circulation pumps. While this is happening the city still wants to keep its tourist coming, so they have instituted "the River Walk Bottom Festival and Mud parade in celebration of the empty riverbed" (Cummings, 1998).

In 1981, an "Urban Development Action Grant helped build Paseo del Alamo, the historic connection between the Alamo and the River Walk" (www.ci.sat.tx...). Also, the river walk has been extended to the mall and convention center, and the area has a growing residential feeling. The River Walk is over 55 years old and will continue to bring tourists and spark romances. It is not at its full potential yet, it is still growing. "San Antonio's past and its future will forever be tied to water and the San Antonio River" (www.ci.sat.tx...).
Paseo Del Rio Walking Tour:
The route begins at the Fourth Street Bridge at the north end of the River Walk and ends at the King William Historic District. The distance is about 2.5 miles. The walk can be completed in 45 minutes, but this is only if you do not stop to eat or get a drink. The mood is most festive an hour or so before sunset and is the best time to walk. The Milam Building is the first to be seen, built in 1928. It was a deco skyscraper at the HemisFair. The Texas Theater is headquarters for Southwestern Bell. The Hyatt Regency encloses one of the nation’s largest atrium lobbies and it sits right at the river landing. The old San Antonio Public Library exists on the walk also. It has basement marina where barges and patrol boats park. The King William District has a couple of bed and breakfasts, but is relatively quiet.

This River Walk is alive both day and night. It is a great amenity to the city of San Antonio and to the world. The Paseo del Rio deals with Urban Renewal. The River walk and its rejuvenation spurred a domino effect in regards to the beautification of the city. The presence of a clean river has brought incentive for new businesses to locate on the River Walk. The shops and businesses along the walk have brought on a great number of people, which leads to more revenue for the city. The river cleanup dealt with
the environmental aspect of Urban Renewal, where the idea of a healthy and aesthetic environment is wanted and needed by all.
In order to have a successful riverwalk development, a city must work with the private sector to make the development economical and feasible. As you have read, some of the developments are larger, but this does not seem to affect the success of each riverfront. A riverwalk development must be built in phases so that successes and failures can be learned. The riverwalk is one of the amenities in a city that spurs economic development; it must be marketed and advertised to outside ventures looking to locate in that particular environment. The more diverse the land use on or near the riverwalk, the more thriving it is. To recap, the more of the (following) criteria a riverwalk has, the more successful it will become.

- Access to water
- Landscaping/Vegetation
- Variety of uses
- Activities/events/festivities
- Pedestrian walks
- Unique architectural accents
- Public/private partnership
- Lighting
- Feeling of safety
- Located near central business district
- Eateries (optional)
- Shops (optional)

The Chicago Riverwalk has many of the criteria that make a successful riverwalk development. The Riverwalk allows people to interact with the water, whether it is by playing in Centennial Fountain or riding on the river. The development is near Lake Michigan and other unique developments, such as Navy Pier. The Riverwalk can be accessed easily by pedestrians; bridges cross the river, openings or gaps between buildings to allow people to enter the urban space. Many buildings, eateries, hotels, apartments, and offices are nearby since the three branches are in the central business district. All of these things draw people to an area and allow them to stay for long periods of time. The unique fixtures at the site add character to the area. The handrails have a unique design, along with the lights. There is a play with architectural scale; you can walk through the Gateway, under a trellis or building, or walk under the open sky. The paved and brick walkways and lighting makes the area feel safe. Different events are held at the Riverwalk, whether is be in the summer or the fall. Chicago Riverwalk’s Main Branch gets lost in the vastness of downtown Chicago. The tall building beside it are intimidating. The development of apartments and lofts on the walk will help to bring more people to that leg of the Riverwalk. The architectural and urban design of the space is also well done. There is a journey
the visitor experiences: stairs leading down to the river level, slight slopes, and tight spaces mixed with open spaces. The vegetation is integrated with sitting areas, and sunlight penetrates the urban space because the branch is built on an east-west axis.

Much time and money went into the planning and creation of Cincinnati’s Riverfront Park. The vast size, alone, makes its presence known to visitors. The Cincinnati Riverfront Park is the largest of the five case studies. The development expands far along the riverfront and back into the heart of the city. This integration allows the riverfront development to coincide with the other activities of the city. The development has small and large-scale amenities that allow it to prosper. The stadiums are large and draw massive amounts of people, while the small-scale things like eateries and historic landmarks also bring families. Riverfront Park is so vast that it cannot help but to include many diverse activities and amenities. The development fulfills all of the criteria. There is lighting at night, for safety, and there are pedestrian walks and all segments of the development are connected, so that there is unified linkage. The unique architectural accents and layout design make the development unique, transforming it into a unique feature of Cincinnati. As stated before, there are award-winning gardens and landscaping within the Central Riverfront Park, fulfilling the vegetation/landscape criteria. This premeditated placement of vegetation provides the viewer with a natural art to enjoy that enhances the urban space. Since the riverwalk is located so close to the central business district, pedestrians and vehicles can easily access the site. The diversity of land uses ensures that businesses, local residents, and tourists can mingle. This is enhanced by the production of events and festivals that celebrate the city’s history and culture, i.e. Oktoberfest.

New Orleans’s Riverwalk has a lively, diverse atmosphere with much activity. The Riverwalk has many criteria that make it successful. The Riverwalk is located in the heart of New Orleans, right by the Warehouse District and the famous French Quarter. Large-scale amenities are present: the aquarium is nearby, along with a large shopping center. These structures create a regional draw, thus bringing people to the space. There is so much activity that one cannot help but to feel a part of the urban space. It draws people by the many activities occurring. The culture of New Orleans is a benefit to the site when jazz bands play in the open space and vendors sell souvenirs. The textured walkways of brick and the ornamental lighting add character to the urban space. Even though there are handrails along the river, a visitor can still see and hear the water. The Spanish Plaza Fountain brings water into the site. As you walk up the pedestrian pathway toward Jax Brewery, the guardrail has disappeared, and you can sit on the sloped grass experience the river more closely.
Point State Park can be seen as a historically based riverfront development. The park has significance for the city of Pittsburgh and its development has brought the people of central business district closer to the intersection of the three rivers. The Point fulfills many of the criteria for a successful riverfront development. Unique features, such as a wharf that can be used for seating, a high spouting fountain, and historical remains of the forts that once occupied the space, are located here. Knowing that the urban space was once blighted, we can see the transition that took place at this historical site. The city worked with the private sector, in order to reclaim this precious urban space. Although the park does to have a variety of land uses adjacent to it, the Point is still accessible front the central business. It’s prime location makes up one of the corners of the Golden Triangle. The Portal, or entry, to the park is also very unique, and it has adapted around the intrusive highways and formed a fun transition into the park, followed by the steeped wharf, allowing patrons to touch the river. Since the park has a very open feeling and good lighting, including lighting in the fountain and the portal, there is a feeling of safety. No permanent eateries or shops exist on the site, but it can be easy to bring a picnic basket or have mobile vendors. Without the activity of people attending events, the urban space is very quiet and peaceful. The open area allows a variety of uses: events are held, such as the Pittsburgh Wind Symphony Concerts, Three Rivers Arts Festival, and the Three Rivers Regatta (http://parec.com/state_parks/pntstpk.htm).

San Antonio’s Paseo Del Rio seems to be the riverwalk with the most vivacity. The urban space is in the heart of the city, with so much color, culture, and activity that it seems to be alive day and night. The Riverwalk and its rejuvenation spurred a domino effect, in regards to the beautification of the city. The presence of a clean river has brought incentive for new businesses to locate on the Riverwalk. The shops and businesses along the walk have drawn a great number of people, which leads to more revenue for the city. The river cleanup dealt with the environmental aspect of urban renewal, portraying the idea that a healthy and aesthetic environment is wanted and needed by all. The San Antonio Riverwalk is seen as one of the most famous success stories in regard to riverfront development. The river went from a trickle to what is now the Paseo del Rio, a thriving and vibrant riverwalk. The development has all of the criteria met. The water can be accessed from all points of the city, since it is located in the heart of the city. The vegetation of tall trees and colorful flowers adds life to the urban space. There are many activities that take place at different sections of the river walk because of the diverse culture in the city and the influx of visitors via conventions and conferences. The unique bridges and textures used add character to the space. The area is well lit at night, with even more colorful lighting provided during holidays giving a festive feel. Eateries and shops are present all along.
the riverwalk, along with some residential uses, which is a key criterion to allowing people to use the site and visit repeatedly. The story of its success is a great one, with private and public sectors contributing. San Antonio’s Riverwalk fulfills all of the criteria for a successful riverwalk development.

And so, successful riverwalk developments with the most variety of land uses, activities, and amenities are the most successful. Now that the riverwalk developments are compared, certain developments are shown to be more successful than others, based on the criteria presented. In placing the five developments in rank order from most to least successful, the list reads as follows: San Antonio, Cincinnati, New Orleans, Chicago, and Pittsburgh. Each case study’s history and traits that each has was presented. Cities now use riverwalk developments to celebrate the river, instead of hiding it in the background as was done in the past. These riverwalks should be used as models for local governments or private developers looking to create something special in their city, to add aesthetic beauty and a unique tool for economic development.
Appendix A:

Comparison of Sizes of Case Studies (Scale 1 in = .5 mi)

Chicago Riverwalk

Cincinnati Central Riverfront Park
New Orleans Riverwalk

Pittsburgh Point State Park
Bibliography

Chicago Riverwalk:


Cincinnati Central Riverfront Park:


**New Orleans Riverwalk:**


**Pittsburgh Point State Park:**


“Crumbled. Recycled Tires will be spread at Point State Park to Protect the Turf.” Don Hopey, Post-Gazette. 1999. 


San Antonio Riverwalk:


Miscellaneous:


Photo/Map Sources:
*For photos not numbered, sources are unavailable at this time.

Chicago Riverwalk:

1. “Riverwalk Gateway.”

2. “Riverwalk Gateway.”


6. Round mosaic (tondo). on the stairwell leading down to the Riverwalk terrace.
   http://www.ci.chi.il.us/Tourism/Riverwalk/RiverwalkArt.html


8. Centennial Fountain Lohan Associates

Cincinnati Central Riverfront Park:


   http://www.cincyrec.org/riverfront/gateway.html
Cincinnati.


New Orleans Riverwalk:


Pittsburgh Point State Park:


San Antonio Riverwalk:


Appendix A

  (September 2001).