

City of Warren

Downtown Development Authority
Primary Corridors
Design Study

Prepared by URBAN DESIGN ASSOCIATES

Prepared for
City of Warren
Downtown Development Authority

JANUARY 2002

Acknowledgements

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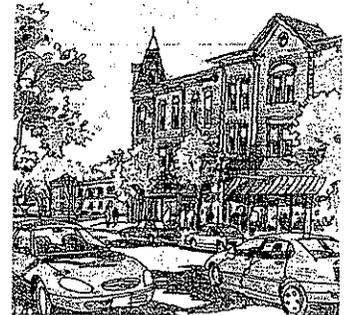
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Executive Summary



I Summary

Background

This study, commissioned by the Downtown Development Authority (DDA) of Warren, Michigan is an urban design plan responding to the Michigan Department of Transportation's commitment to allocate \$30 million to fund the improvement of the City's corridors. The charge of the study was to engage the community in the creation of a general Master Plan for Warren's primary arterials. The Master Plan is to be used by the City and the DDA to guide future development.

This report documents the planning process, data analysis, urban design alternatives, and five priority initiatives for Warren. The Appendix contains a detailed market strategy report.

This report represents a consensus vision for the future of Warren's corridors, as well as a strategy of private and public activities designed to reach that vision.

Challenge

Warren, Michigan is a city with a unique heritage, many present opportunities, and a future of great potential. Over the past fifty years, the City has grown from a small Midwestern town to become the third largest city in Michigan. While such growth has benefitted the City in terms of increased tax base, intact city services, and a solid middle class citizenry, there have also been significant costs associated with this rapid growth. Despite efforts of the 1966 Comprehensive Plan, much of the City's growth along its corridors has resulted in an unpleasant, automobile-dominated environment conveying a

Existing Conditions

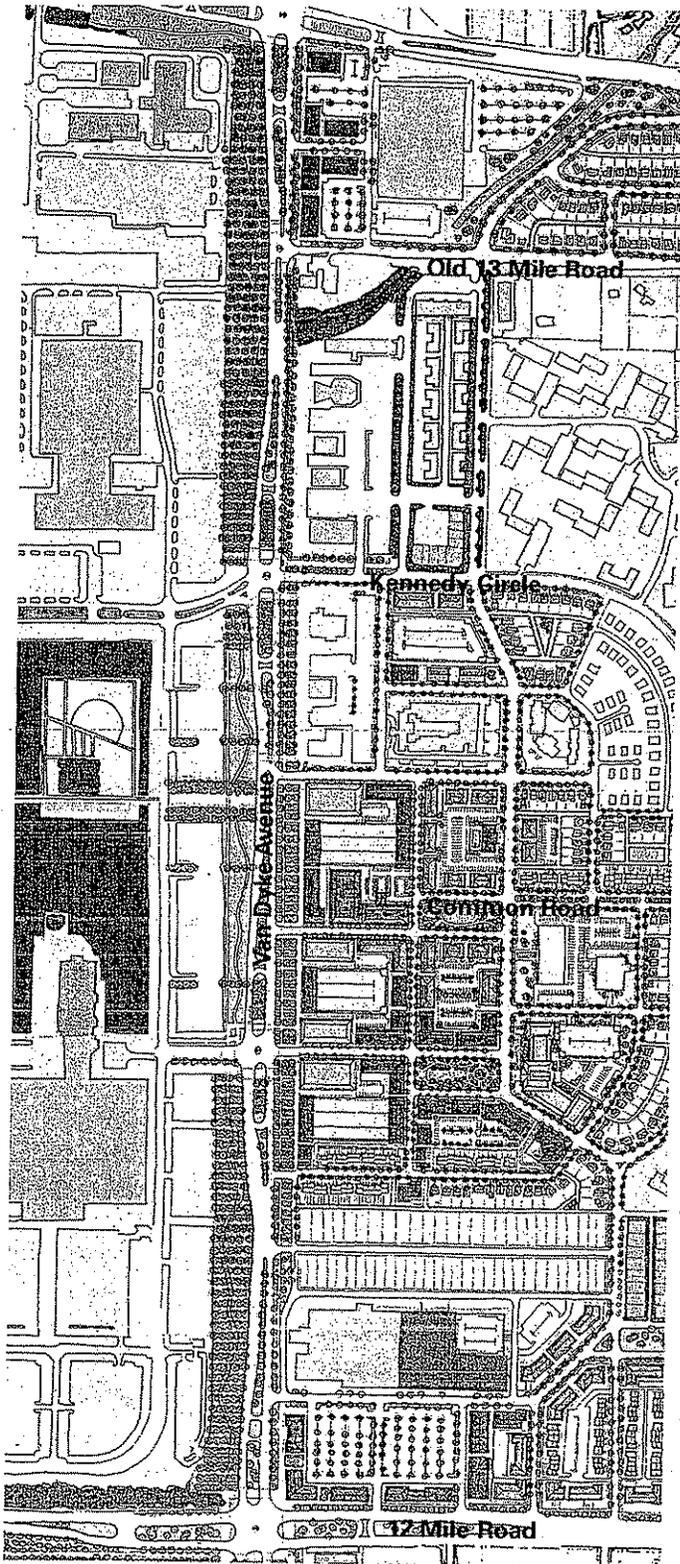
(left)
Aerial view of Warren, Michigan



Potential Future

(right)
Redeveloped civic, residential and green spaces





negative image of Warren to the region.

Despite these problems, Warren is a City of great potential. It is home to one of the nation's largest employers, it has a balance of land uses that provides adequate revenues and city services, its housing stock is relatively new, and it is well located within the Detroit Metropolitan region. However, in order to maximize its assets in the future, Warren must change its current mode of private development and public infrastructure. Warren is no longer a small town or a bedroom community to Detroit. It can no longer depend on selling itself on the typical suburban promises of the last fifty years. If forty years ago the City attracted families and investors looking for "greener pastures" outside of Detroit, now Warren must attract a new generation of families and investors looking to be in the middle of a thriving city, complete with the diverse amenities that a city can provide.

In order to embody this new vision, the City of Warren must shift from a historic focus on quantity of development to a progressive and aggressive focus on quality of development. The City must coordinate its private infill development with strategic public infrastructure investments aimed at raising the overall quality of life for Warren's citizens and investors.

An important focus of this process are the two over-arching consensus goals of the project. They are as follows:

- 1 To upgrade the image of Warren by strengthening existing businesses and residential areas through the redevelopment and enhancement of the Van Dyke Avenue and Mound Road commercial corridors.
- 2 To create a "downtown" for Warren that serves as a development center, as well as a ceremonial center celebrating both history of Warren and the City's goals for the future.

The Study Area

Whereas this study was commissioned by the DDA, in order to achieve the goals stated above, area of study was required to extend beyond the immediate legal jurisdiction of the DDA boundary. The official DDA boundary (shown on page 12 of the Report) is roughly defined as the commercial and industrial properties astride the main corridors north of I-696. The boundary defines the properties included in the tax increment financing district.

Despite the operational purpose and logic of the DDA boundary, this line has minimal bearing on how the City is used, perceived and experienced by the general population. The process of strategic visioning and urban design should not be bound to jurisdictional lines on a map. It is for this reason, that this study includes properties outside the DDA boundary.

Where projects and properties exist beyond the DDA boundary it is recommended to either engage the City in collaboration, or to simply amend the boundary of the DDA.

Priority Initiatives

The Urban Design Plan outlines five priority initiatives. Taken together as a long term "project list" for the DDA, these initiatives, when implemented, will substantially transform the City's corridors from separate elements to community amenities. The Priority Initiatives are as follows:

The City Center

The City Center is redesigned with a new, more fine grained network of streets and blocks to create a vibrant mixed-use area currently lacking in Warren. The design recommends significantly increased densities in commercial, residential and public uses. Density is achieved through a shared parking strategy and a well-connected pedestrian network that promotes a "park once" strategy. A public park will provide a focal point and gathering place for the community. This park will be surrounded by a new Library and City Hall facility, as well as new mixed-use buildings. By including both housing and retail uses throughout the City Center, the area will be enlivened beyond typical business hours.

Improved Van Dyke Avenue

The plan recommends modifying Van Dyke Avenue from an 8-lane roadway plagued with random curb cuts and driveways to a roadway that supports coherent land use and a coordinated development pattern along its length. Van Dyke Avenue will become a gently curving parkway between 11 Mile Road and 12 Mile Road, and again between 13 Mile Road and 14 Mile Road. Between 12 Mile Road and Chicago, Van Dyke Avenue will be a straight boulevard with an occasional center median. As a whole, the new linear parks along side the new Van Dyke Avenue will be designed to become part of a trail system that links into trails along Red Run Creek, as well as to the new public recreational path weaving through the bosque of trees surrounding the General Motors property. The City has been granted \$30 million from MDOT for this project.

Redeveloped Nodes and Improved Intersections

Several of the larger properties occupying corners as Mile Road intersections are targeted for redevelopment. Their redesign will transform the strip shopping malls into more intensely concentrated nodes of commercial activity. This redevelopment will be coordinated with an overall restructuring of the Mile Road intersections in order improve both

through-traffic and local traffic movements. The City currently has \$30 Million in MDOT funds to rebuild both 12 Mile Road and Van Dyke Avenue. Reconstruction of these roads will improve most of the City's Mile Road intersections.

The General Motors Property

The plan recommends several possible directions for the the development of General Motor's 312 acres. This property is located directly west of the Technical Center, between 12 Mile and 13 Mile Road. All redevelopment options consist of a mix of uses resulting in a neighborhood with community amenities, commercial uses, and the dedication of at least 100 acres to be kept as open space.

Historic Warren

By strengthening Chicago Road with new commercial uses, Historic Warren will be revitalized as a small mixed-use neighborhood. Buildings will be restored and complemented by infill commercial uses along Chicago Road and Mound Road. The area will attract local businesses less reliant on exposure to auto traffic and better served by a pedestrian-friendly environment. Historic Warren will be further strengthened by increasing the residential concentration with new housing along Red Run Creek, Eckstein Park, and an expanded St. Anne neighborhood.

Planning Process and Urban Design Analysis



I Process

THE WARREN CORRIDOR PLANNING PROCESS consisted of three phases (represented graphically in the flow chart below):

Phase I Understanding: Data Collection and Analysis

Phase II Discovering: Exploring Alternatives (The key event of Phase II was the design charrette in May 2001)

Phase III Deciding: Preparing a Final Report

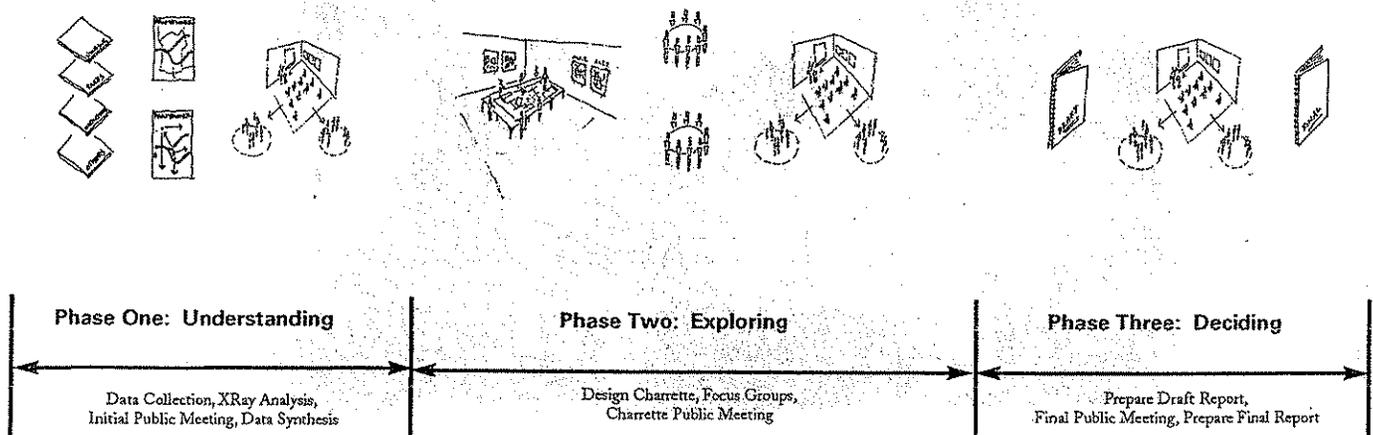
There were five important features of the Warren DDA Corridor planning process:

- Authentic public participation
- Involvement of major stakeholders
- Collaboration of a Multidisciplinary team
- Design as a tool for decision-making
- Focus on implementation

Authentic Public Participation

An open, inclusive, and participatory public process was the decisive element of the Warren DDA Primary Corridors Design Study. Public participation techniques included interviews, focus groups, and two public meetings. Initial citizen input in Phase I (Spring 2001) included ideas for and answers to open-ended questions about assets, liabilities, and visions for the City's corridors. These same focus groups were reconvened

Planning Process



during the design charrette in Phase II (Summer 2001) to respond to the urban design alternatives, which were based on their earlier input.

Involvement of Stakeholders

The study area involves the interests of a myriad of different land owners. Some stakeholders operate small businesses, while others such as General Motors, own a full mile of frontage on both Van Dyke Avenue and Mound Road.

Regardless of ownership, interested parties extended well into the community. All were invited to participate in the process.

A Steering Committee was formed to direct, shape, and ultimately adopt ownership of the study. This Steering Committee met and acted as a collective voice for the community. The Steering

Committee shaped the plan with input and recommendations.

Collaboration of a Multidisciplinary Team

The UDA team included consultants for transportation planning (Glatting Jackson Kercher Anglin Lopez Rinehart), market analysis (Gibbs Planning Group), and landscape and open space design (LaQuatra Bonci Associates). These were the core disciplines augmenting UDA's urban design and architecture skills that together produced an urban design plan and development strategy for Warren's primary corridors.

The real estate market analyst provided recommendations for commercial development supply and demand, absorption rates, mix, program, and phasing for retail, hospitality, entertain-



Residents of Warren discuss the charrette design concepts

ment, office, industrial, and residential uses. The transportation consultant prepared an analysis of the base traffic and transit conditions, and of projected transportation improvements prior to the design charrette. At the design charrette, all consultants participated in the exploration of alternatives which incorporated the aforementioned data.

Lastly, the Warren DDA Board and Administrative Team were integral team members throughout the planning process.

Focus on Implementation

The design process began with implementation in mind. As stated earlier, this corridor study was prompted by Michigan Department of Transportation's commitment of \$30 million in funding to improve Van Dyke Avenue and 12 Mile Road. During Phase I, the Team collected data on public and private funding sources, implementation mechanisms, grant programs, other current

community projects, regulations, codes, and other due diligence information. An academically-minded plan not tied to the realities of funding approval and implementation lacks any benefit for the City of Warren.

Design as a Tool for Decision-Making

Design is not an end in itself, but is a tool or means for present and future decision-making by clients and citizens. By exploring alternatives, or the "what if's" of a site or district, the design process allowed for speculation, brainstorming, and creative thinking.

The design alternatives were then tested against physical constraints, impact on adjacent neighborhoods, regulatory controls, the market, costs, benefits, economic feasibility, valuation, phasing, public input, and previous experience as well as other factors in order to judge their use as implementable constructs/frameworks for development.

II Focus Groups

FOCUS GROUPS AND STAKEHOLDER INTERVIEWS were held during Phase I (Understanding) with neighborhood groups, real estate and business owners, arts and cultural organizations, parks and environmental groups, transportation groups, Mayor Mark Steenberg, Council members, City Staff and the Warren DDA. 10

Each group or person was asked the same three questions:

- What are the strengths and assets of Warren's corridors?
- What are the weaknesses and liabilities of Warren's corridors?
- What is your vision for the future of Warren's corridors?

The following is a compilation of the discussion and input:

Strengths

- Access to expressways
- Mound Road and Van Dyke Avenue as north/south arterial roads
- Historic Village
- Heavy industry/railroad/associated jobs
- Stores and services on Van Dyke Avenue
- General Motors Technical Center
- Great neighborhoods in Warren
- Left turn lanes on Van Dyke Avenue
- High-tech industry
- Purchasing power of the community
- Vacant land on Mound Road and Van Dyke Avenue
- New stores in the city

Weaknesses

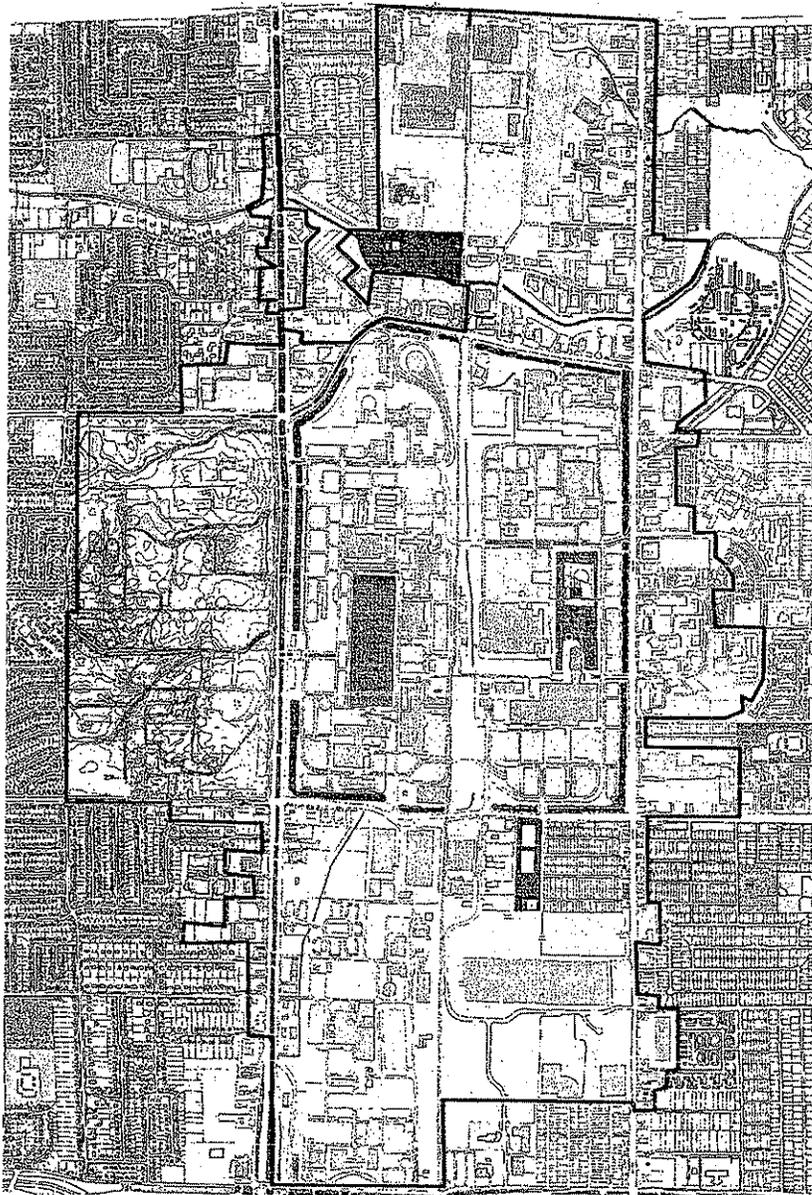
- Ugly sprawl, poor aesthetics, and no landscaping
- Heavy traffic, speeding, and congestion
- No town center, no downtown
- Not enough family serving businesses (restaurants, clothing stores, repair shops, etc.)

- Need to drive everywhere
- No evening activity, no place to go for entertainment
- Poor enforcement of codes and standards
- Pedestrian unfriendly, dangerous roadways
- Vacant stores, lots
- Too many signs
- Negative image, blue collar, industrial
- No draw to the city from beyond Warren
- Zoning is outdated
- Stores are too spread out
- Too many curb cuts
- Throw away culture, lack of quality
- Bedroom community
- No parks in corridors
- Outdated City Hall
- Poor transit
- No conference/convention center
- Landscaping, trails, bikeways, parks
- Change image with a positive community/civic attitude
- Boulevards, better left turns
- Standards for signage
- A 24-hour community, night life
- Auto industry theme
- Standards for property maintenance
- Better zoning process and consistent enforcement
- New City buildings (Library and City Hall)
- Retail buildings closer to the street
- Van Dyke Avenue as the main shopping street
- Shuttle bus
- Master plan for entire City
- Build on General Motors Technical Center quality
- Neat, clean, safe
- Business-friendly climate
- New road patterns

Vision

- A real downtown, civic/cultural center, a destination
- Pedestrian friendly
- Character like Grosse Pointe (Mack Avenue), Mount Clemens, Birmingham, Rochester, Royal Oak, Romeo, St. Clair Shores
- Clustered retail development instead of sprawling linear pattern
- Nature preserve, woods
- Underground utilities

III Urban Design X-Rays®



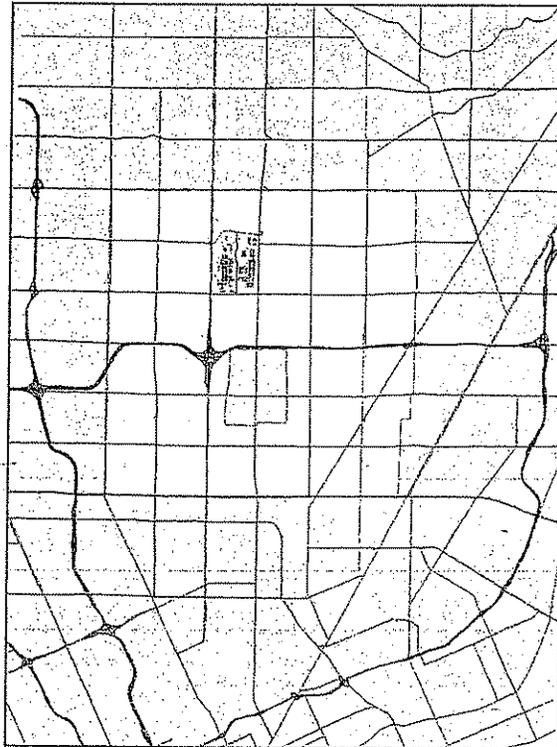
Portrait
 Existing conditions plan of Warren, Michigan
 (March 2001) showing the DDA boundary.
 See Appendix I for plan details.

Key	
Institutional	Parks
Commercial	Water
Residential	Industrial
Residential Lot	Vacant
Office	Vacant Lot

DURING THE PRELIMINARY planning process, Urban Design Associates prepared a series of analysis drawings, called UDA X-Rays® focusing primarily on Warren, Michigan, north of I-696. The X-Rays extract layers of information from a typical existing land use plan to analyze one element of a place at a time. Each layer of information (streets, residential uses, open space, parking, etc.) reveals an underlying pattern illustrating opportunities and constraints for design. These drawings became important determinants for the design plans created during the charrette. The following pages illustrate a few examples of the UDA X-rays.

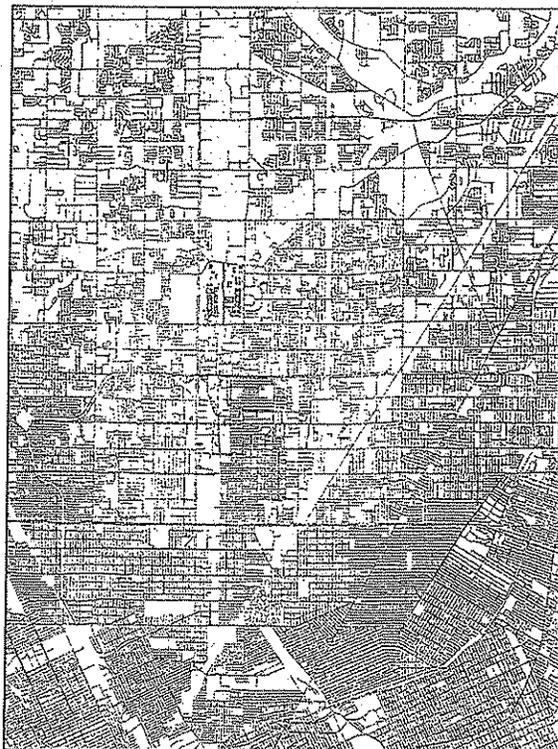


The Region
 A map illustrating the waterways, roadways and communities of Southeastern Michigan. Warren is highlighted in purple.



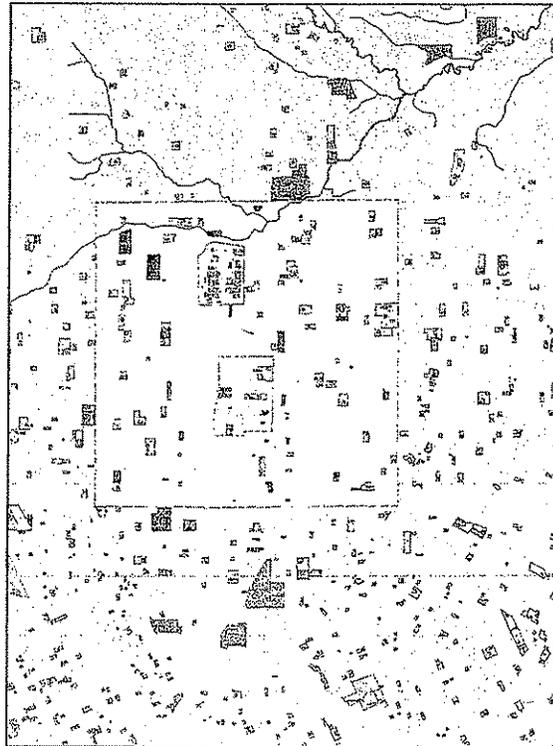
Regional Highway and Arterials

Warren is serviced by both an extensive interstate highway system and a high volume 1-mile arterial roadway system that crosses much of the Detroit metropolitan area. The I-696 Freeway provides direct access to both Mound Road and Van Dyke Avenue. Such direct access has created extremely high volumes of traffic on both corridors.



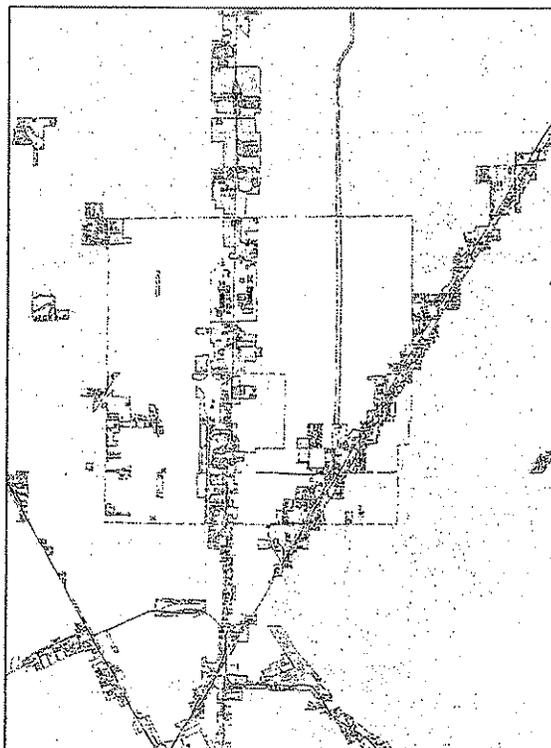
Local Streets

The character of the street patterns change from North to South within the City. Within the mile grid system, the southern portion of Warren is characterized by long, straight streets. In the Northern part of Warren, neighborhood streets are more curvilinear and therefore less interconnected.



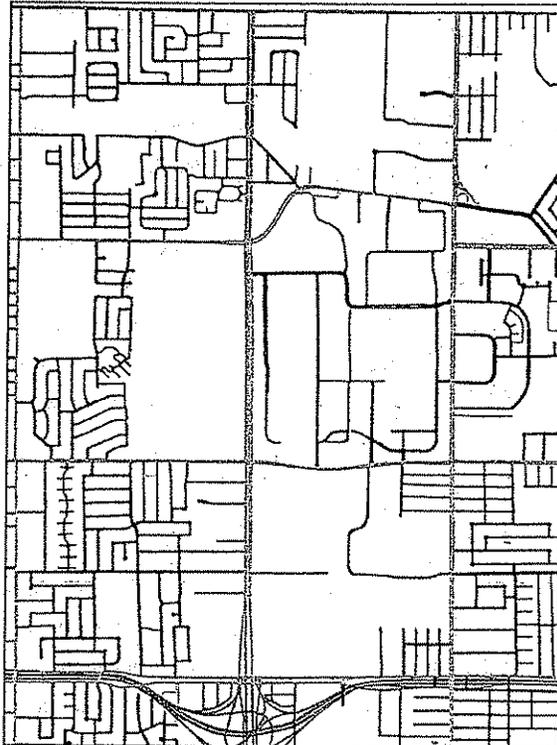
Parks and Open Space
(top)

Warren is comprised of a scattering of parks and institutional greenspaces. Regional systems are not connected or augmented by a system of parks. Most greenspace is institutional property, not dedicated parks.



Rail and Industry
(bottom)

The region's industrial lands and development serve as the dominant "form giver." The main North-South rail line and the Northeast rail serve large swaths of industrial uses, creating jobs for the region, but also reducing community connectivity where they cut across the landscape.



Highways, Arterials and Streets

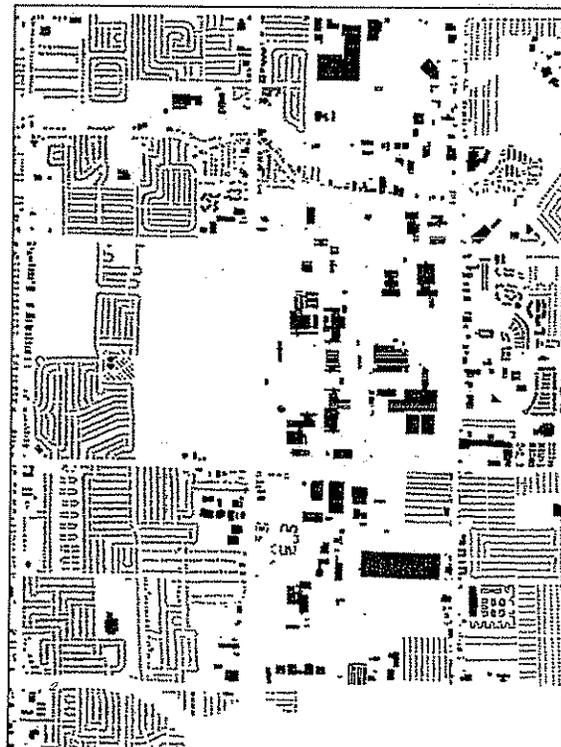
(top)

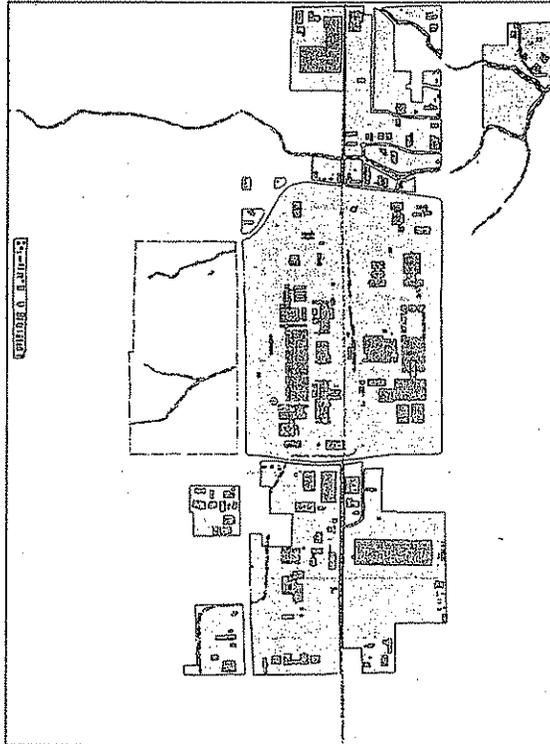
The Mile Road arterial system organizes and dominates the City. Within each mile section, a different pattern of streets prevails, illustrating a lack of a developed street hierarchy. Rarely does the street pattern of one section connect with that of another mile block. Typically, the streets within a mile block are low-volume residential streets. But because these streets do not connect with the greater grid, much unnecessary traffic is forced onto the arterials causing traffic problems. Within some mile parts of the mile grid there exists almost no local street system, thereby forcing all traffic onto the arterial system.

Figure Ground

(bottom)

The building footprints indicate the relative scales of buildings in Warren. Larger industrial and retail buildings are congregated along Van Dyke Avenue and the industrial corridor. Unlike the residential blocks, the industrial and retail buildings create an incoherent pattern of development and relationship to other land uses in the City.

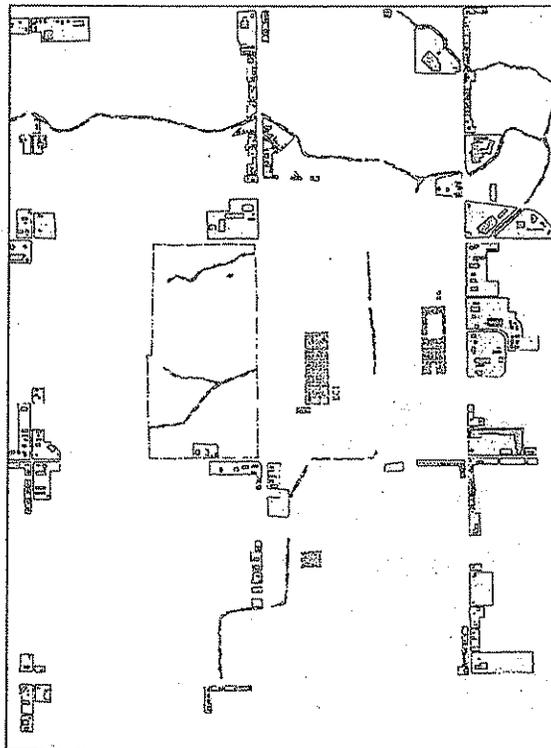




Industry and Rail

(top)

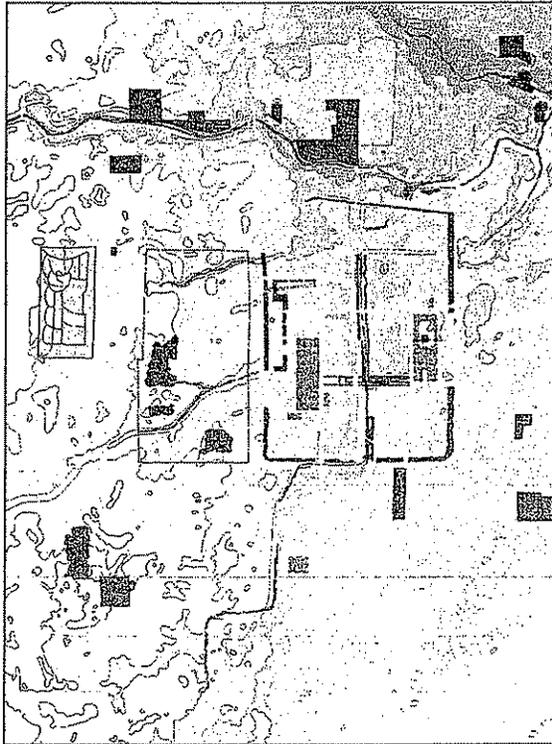
Within the City of Warren, rail-oriented industrial uses in between Van Dyke Avenue and Mound Road dominates the landscape. This pattern serves as a barrier which divides the City into eastern and western parts.



Commercial

(bottom)

The retail areas shown indicate the commercial development in Warren. There are two main types of retail development :1) linear strip development along Van Dyke Avenue and Mound Road, and 2) nodal development located at the junction of main arterials creating the Mile Grid.



Natural Features

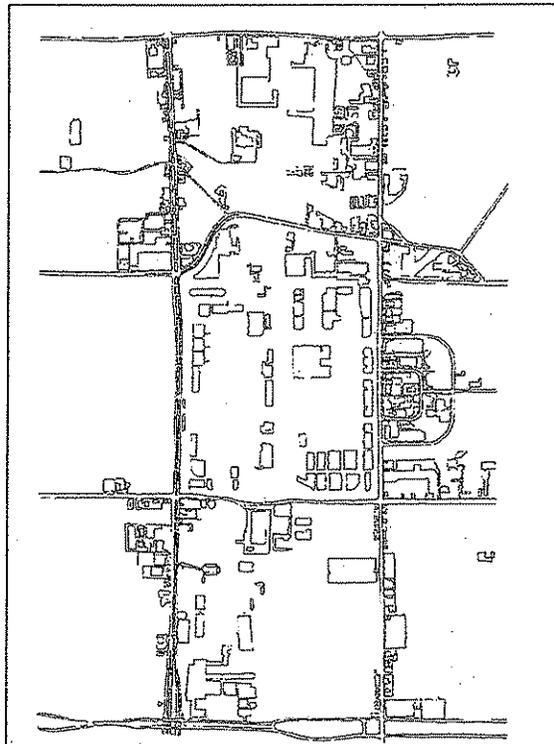
(top)

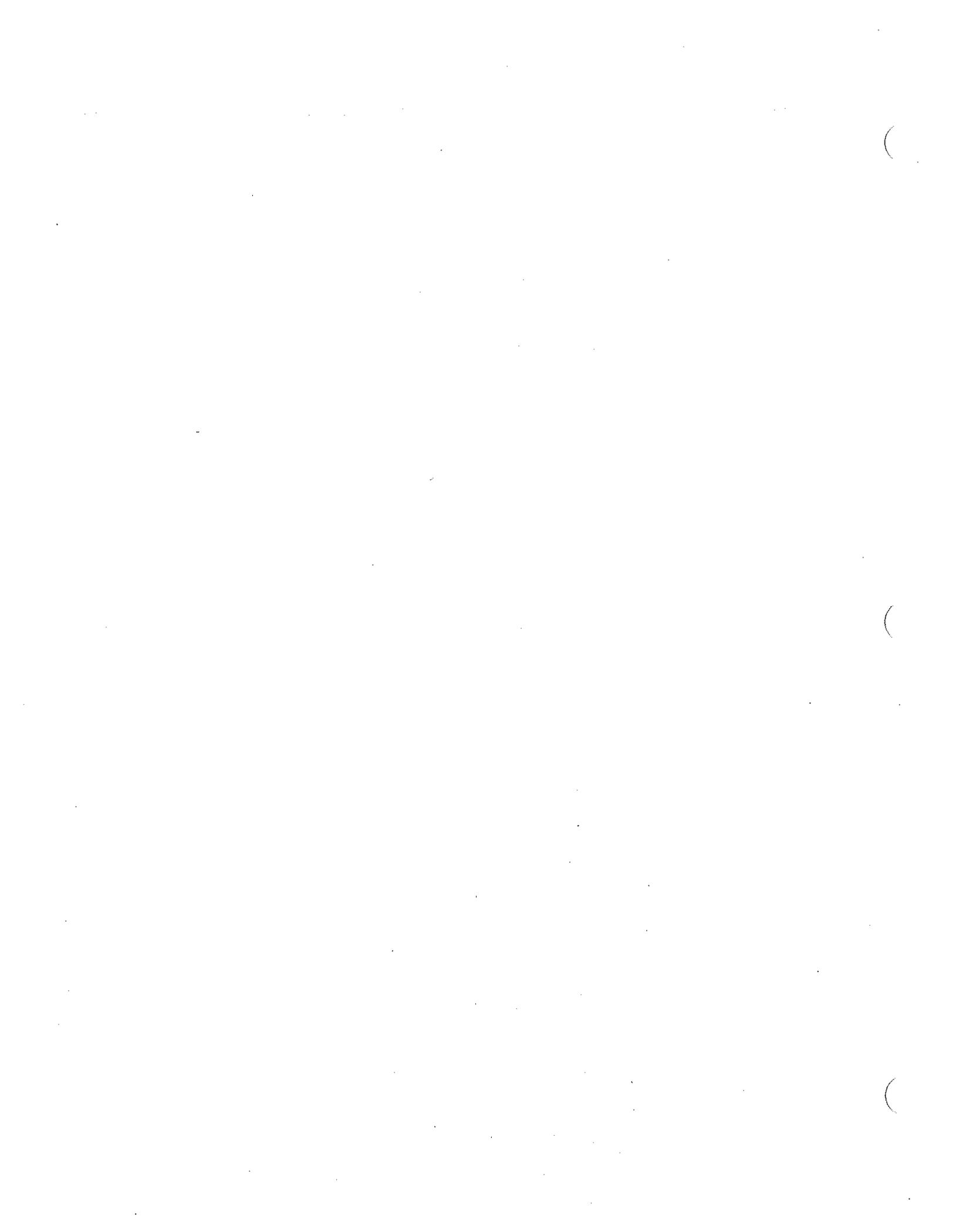
The land in Warren gently slopes towards the Northeast. Bear Creek and Red Run Creek follow this descending slope toward Lake St. Clair. Several larger parks exist within the neighborhoods, but very few are connected to this larger ecological system, which is a great community asset and development opportunity.

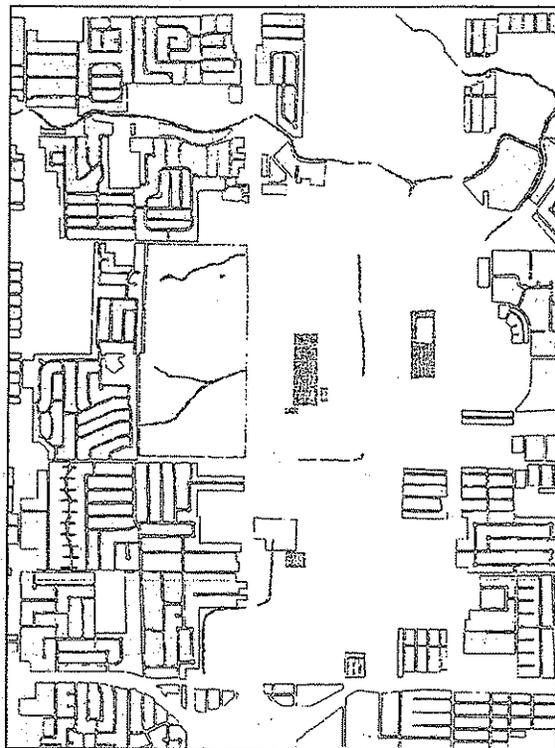
Parking Lots

(bottom)

Parking is another man-made form dominating the study area. Parking lots are the single largest land use in the City. In most cases, parking areas are located directly adjacent to the roadway, thereby detracting from the general quality of the street.



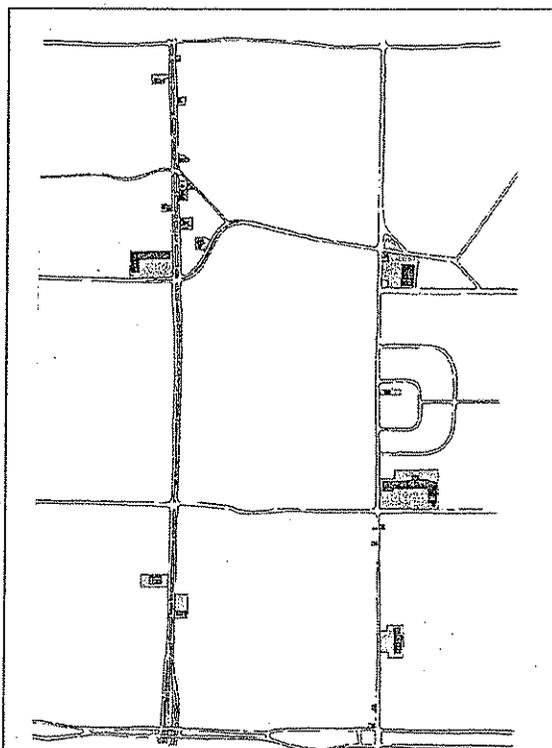




Residential

(top)

The orange shaded areas represent the residential blocks of Warren. The City neighborhood are generally disrupted by the arterial roadway system and the dominance of the large buildings along Van Dyke Avenue and Mound Road.

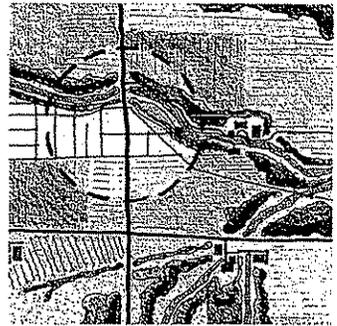


Retail

(bottom)

This diagram illustrates the juxtaposition of large clusters of retail congregating at the intersection of arterials in comparison to the smaller stores located in Historic Warren and along Van Dyke Avenue and Mound Road.

A Brief History of the Study Area



IV A Brief history of the Study Area

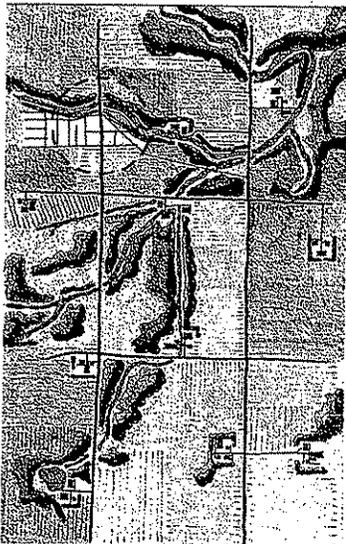
PRIOR TO 1910, WARREN, MICHIGAN was a collection of farmsteads located well beyond the outskirts of Detroit. Warren was predominately a farming town, with a small settlement of houses and stores at its center, confluence of Chicago Road, Mound Road, and Red Run Creek.

The town's farms were platted in standard 40-acre sections, fitting neatly within the Mile square grid (the same construct has become the City's arterial system). Bear Creek and Red Run Creek crossed the city flowing to Lake St. Clair to the east. At this time, Warren's development patterns closely respected and connected to the natural systems of the region. The creeks and wetlands were relatively untouched. They created a rich and healthy ecosystem supporting a migratory flyway. The natural forms of the wetlands, creeks, and forests created the only disruption in the otherwise relentless plotting of 40 acre sections.

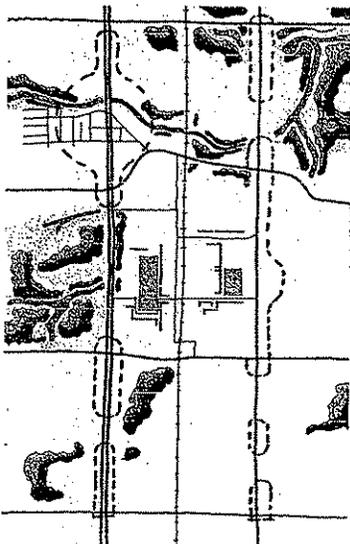
As the City of Detroit grew in the first half of the century, so did Warren. A rail line was located between Mound Road and Van Dyke Avenue, connecting Detroit with points north. Available virgin land and access to a main rail line prompted General Motors to begin developing their Technical Center in Warren in 1950. The design of the Tech Center was intended to convey the forward-thinking, progressive nature of the company.

The town's farmlands began to cede way to various forms of development. Industry grew along the rail corridor. Mound Road and Van Dyke Avenue became convenient and desirable locations for commercial development. Residential subdivisions began rising on former farmsteads. Growth, however, was not well coordinated or responsive to the town's natural systems. The creeks became channelized, wetlands filled, and forested areas cleared for housing.

In 1966 the City of Warren adopted their first master plan. Soon thereafter, the City began construction of the City Center, located directly East of General Motors Technical Center. Its location took advantage of proximity to the General Motor's reflecting pool, amphitheater, and walking paths which at that time were open as a public amenity for the City



circa 1900



circa 1960

of Warren.

The pace of change and development accelerated throughout the second half of the 20th century. Southeastern Michigan grew to become an international industrial giant while Warren concurrently grew to become one of the state's largest cities with the General Motors Technical Center as the region's largest employer. The Mile Road corridors expanded to facilitate outward growth from Detroit. They became high-volume, high-speed roadways directly connected to the freeway system.

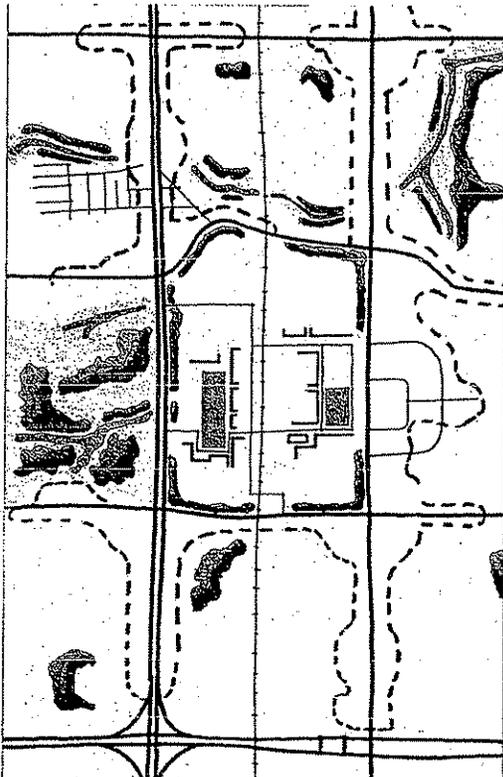
General Motors continued to build out its campus. The public roads that once crossed the campus were vacated and privatized. A great bosque of trees

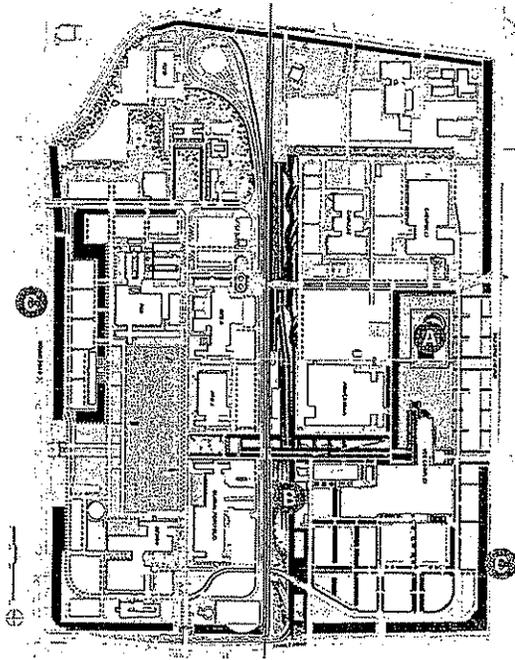
was planted and began to mature, both creating a new image for the facility as well as insulating it from the community.

Commercial development, primarily auto-oriented, and chain strip retail began clustering at the Mile Road intersections. Industrial and residential development eventually filled most of the remaining land in Warren. The once rich natural landscape of creeks, forests, and wetlands was quickly replaced with subdivisions, parking lots, and industrial facilities. The public's connection to and recognition of nature became severely diminished and compromised with the further channelling of creeks, destruction of wetlands and loss of agricultural land in the wake of Warren's growth.

In 2000, General Motors commissioned Hargreaves and Associates to develop a new Master Plan for the General Motors Technical Center. This Plan proposed a bold new direction for the Campus - a direction that begins to re-establish a relationship between the Campus, the City and the natural environment. The Master Plan recommends opening up certain areas of the Technical Center for public use. The reflecting pool and amphitheater would become venues for public events. The perimeter fence would be moved inside the tree bosque to permit public use of the jogging trail that encircles the Technical Center. In addition, the Plan recommends developing a comprehensive natural systems plan that reclaims the lost wetlands with stormwater management strategies.

This report endorses and builds upon





General Motors 2000 Master Plan

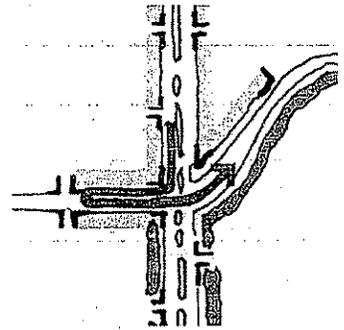
(drawing by Hargreaves and Associates)

- A. *Amphitheater and Reflecting Pool*
- B. *The Zipper: Recreational path and restored wetlands*
- C. *Public jogging paths*

the General Motor's Master Plan. Like the GM Master Plan, this report seeks to re-establish a coherent relationship between development activities, transportation, and the natural environment. Additionally, like the GM plan, it also seeks ways in which the future planning can heighten public experiences in Warren through new types of development patterns emphasizing the creation pedestrian environment.

Just as the recent General Motors plan will help usher the Company and the Campus into a new era of global business and competitive recruiting, this Warren DDA Corridors Study will help usher Warren into the 21st century, an era of greater awareness of the connection between land use, transportation, and the natural environment.

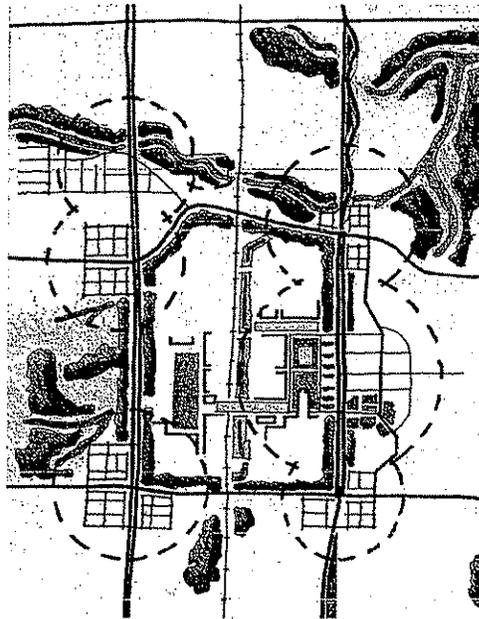
Urban Design Principles



I Urban Design Principles

THE URBAN DESIGN PRINCIPLES presented in this section evolved from the extensive public process acting as the foundation for this design plan. Input gathered from a broad base of stakeholders during focus groups, public meetings, and the design charrette was used to formulate design principles illustrating the needs and aspirations of Warren's citizenry for redevelopment of the City's primary corridors.

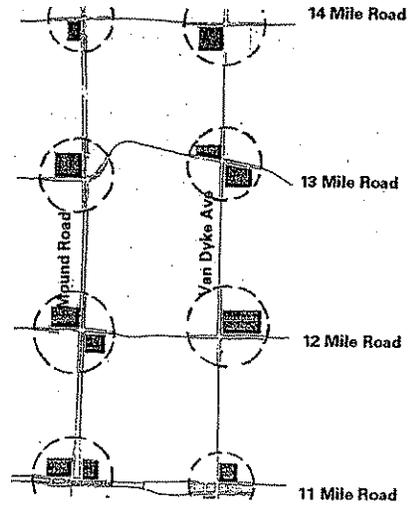
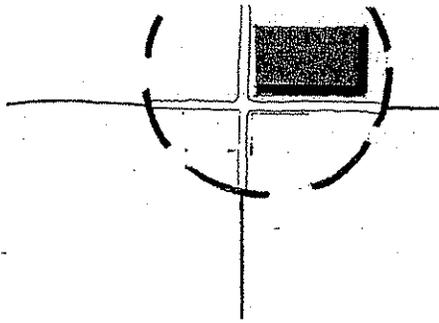
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Composite illustration of Urban Design Principles

1 Economic Development

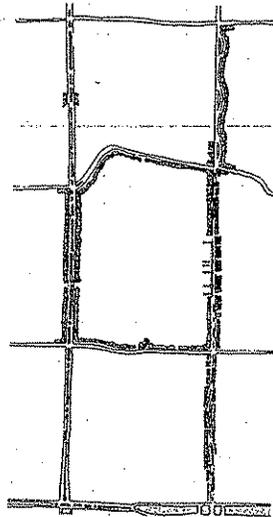
Concentrate commercial development at selected nodes throughout the Corridors.



25

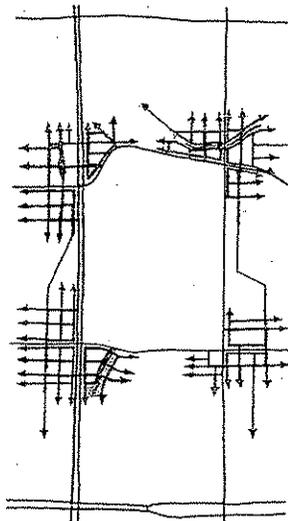
2 Parks and Open Space

Enhance the landscape and streetscape environment of the corridors by building upon the existing strengths and regional amenities.



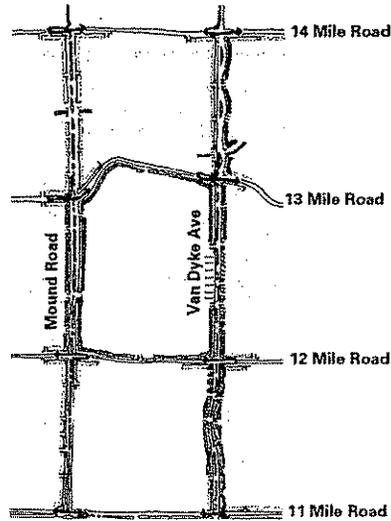
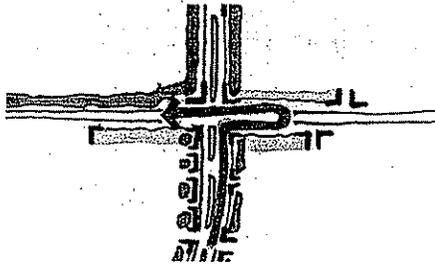
3 Streets and Connections

Establish new intermediate streets within the commercial corridors that connect to adjacent neighborhoods.



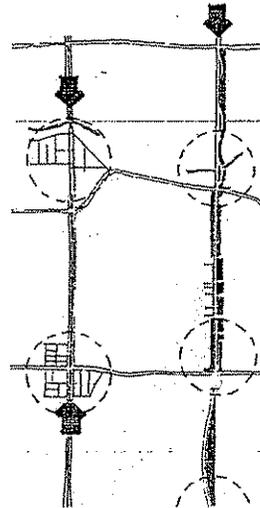
4. Streets and Traffic

Tame and calm the high-volume corridor traffic by creative use of planted medians, roadside landscaping, reduced curb cuts, employee staggered shifts at peak hours, and Michigan left turns.



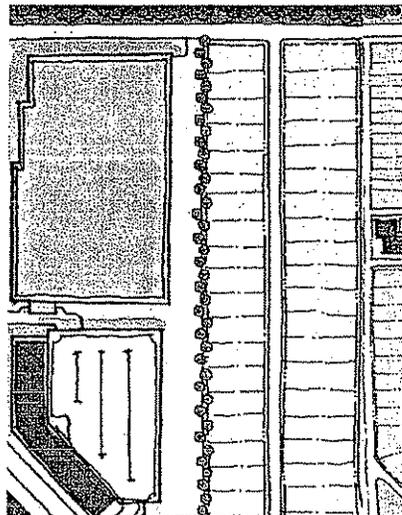
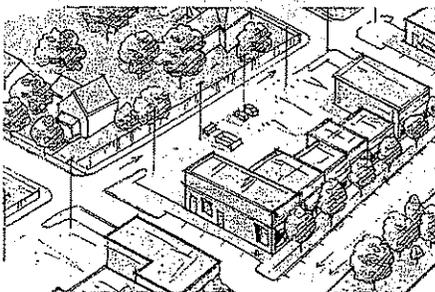
5. Identity and Imageability

Create gateways to Warren. Use natural features, built form, and changes in urban patterns to create a sense of entry and arrival to Warren and its new development areas.



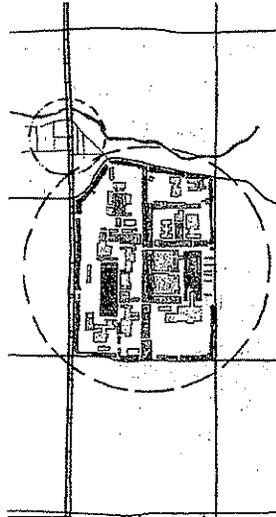
6. Development Patterns

Buffer and screen residences from nuisances created by commercial and industrial uses, including loading docks, trash areas, and truck parking areas.



7 Cultural Heritage

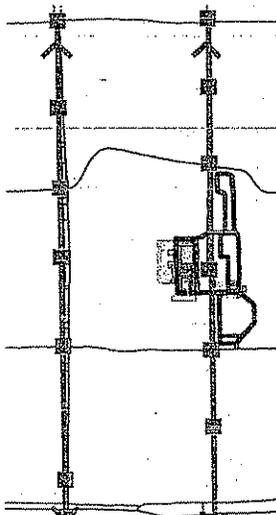
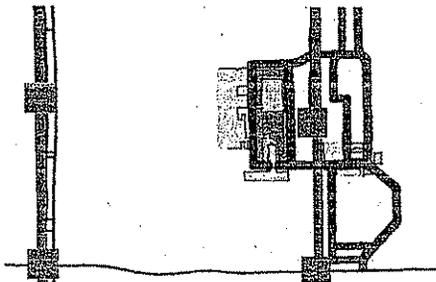
Preserve and build upon the historic and cultural legacy of the Historic Village of Warren and the General Motors Technical Center.



27

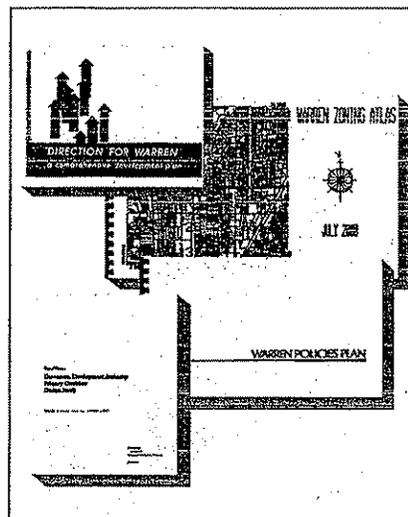
8 Public Transportation

Enhance transit usage by building attractive and convenient bus shelters for commuters, and by developing (with major employers) a central Warren circulator bus loop.



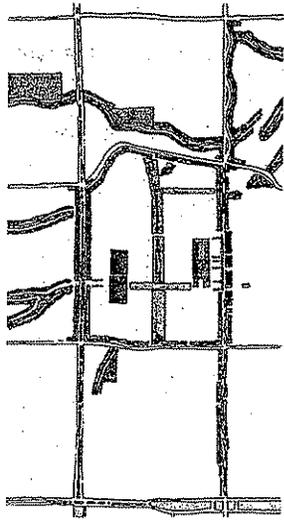
9 Physical Environment

Recommend revisions to the planning and architectural design codes and regulations of the City of Warren for building setbacks, mixed use buildings, shared parking, signage, and public art to the standard of the best practices of Southeastern Michigan.



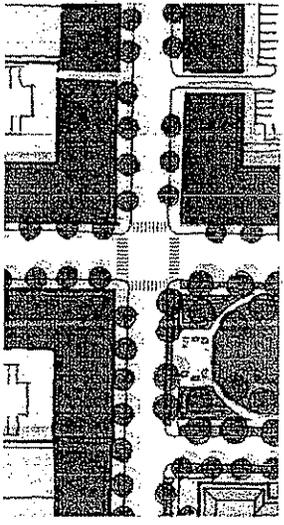
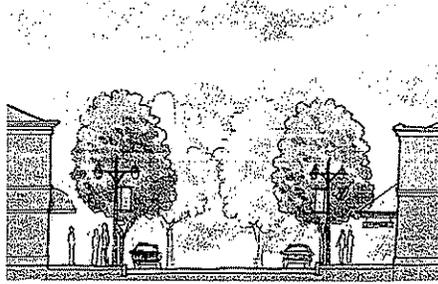
10 Sustainable Design

Develop buildings and sites with sustainable practices, including connections to the regional open space network, recovery of urban streams, on site storm water retainage, and "green" building design.



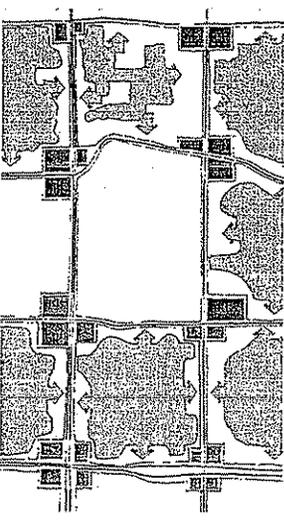
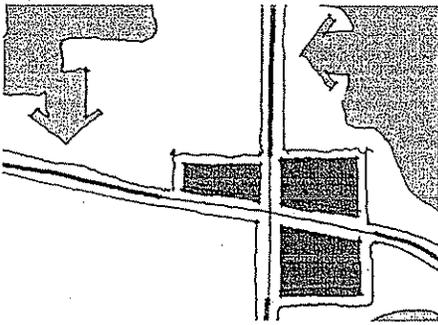
11 Pedestrian-Friendly Environment

Create a comfortable, walkable alternative commercial and living experience in Warren

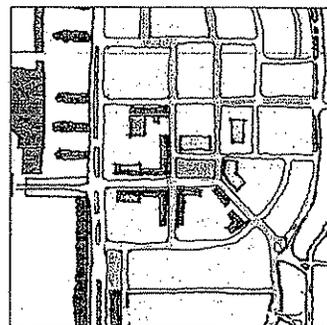


12 Alternative Corridor Uses

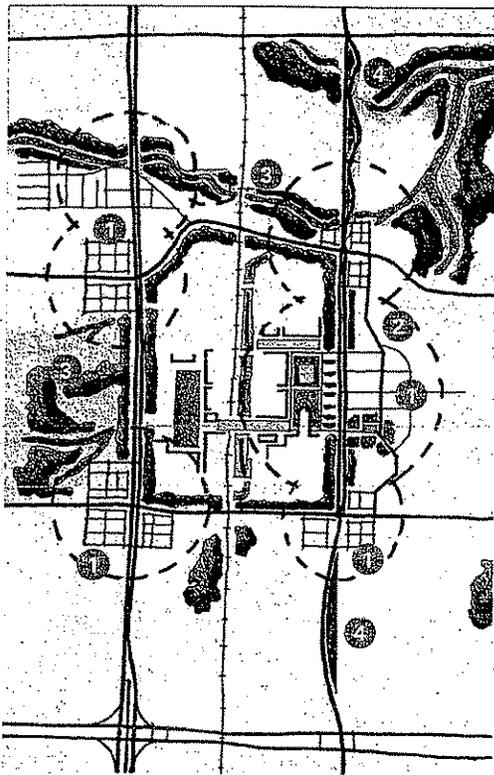
Provide alternative uses, such as housing, cultural, institutional, or park uses for under-utilized commercial property.



Frameworks



I Frameworks



Frameworks

1. Create nodes of development
2. Improve connectivity
3. Value the natural amenities
4. Improve Van Dyke Avenue

THE URBAN DESIGN ANALYSIS, the urban design principles and the historical analysis were the basis for creating a Development Framework for the VanDyke and Mound Road corridors of Warren. The Development Framework is the armature for development and investment. It consists of elements of the physical environment that should be re-enforced by public and private investments in order for the Urban Design Plan to be realized. 30

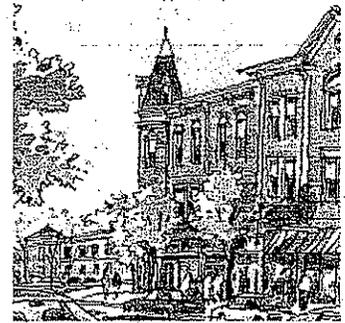
This Plan recommends a set of Development Frameworks relating to parks, streets and nodes of development. Taken together, these elements address the critical challenges facing Warren in the 21st Century.

These Frameworks describe the Urban Design Principles stated previously and illustrate a conceptual approach to solving the identified problems currently facing Warren. Specifically, the Development Frameworks illustrate:

1. The importance of transforming the corridors from suburban roads with strip retail into "parkway arterials" with nodes of development.
2. The ability to improve connectivity by creating street networks, including parallel roads to Van Dyke Avenue and Mound Road in order to properly separate through-traffic and local traffic.
3. The value of strengthening the natural environment as a public amenity: capturing the opportunities presented in Red Run Creek as well as the bosque around the General Motors Technical Center.
4. An innovative approach to transforming Van Dyke Avenue into a varied parkway that supports appropriate types and appropriate forms of community development.

The Development Frameworks led to the Priority Initiatives of the Urban Design Plan. Each of these Initiatives (discussed in detail in the following chapter) further enforces and strengthens the Development Frameworks as a whole.

Priority Initiatives



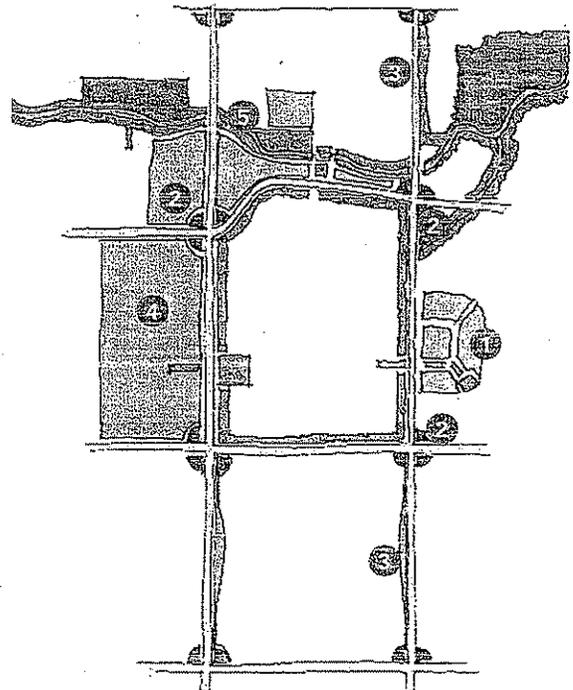
I Introduction

AN EXTENSIVE PUBLIC PROCESS led to the development of the Priority Initiatives. These Priority Initiatives represent a variety of strategic interventions created to successfully transform Warren's corridors into future community assets.

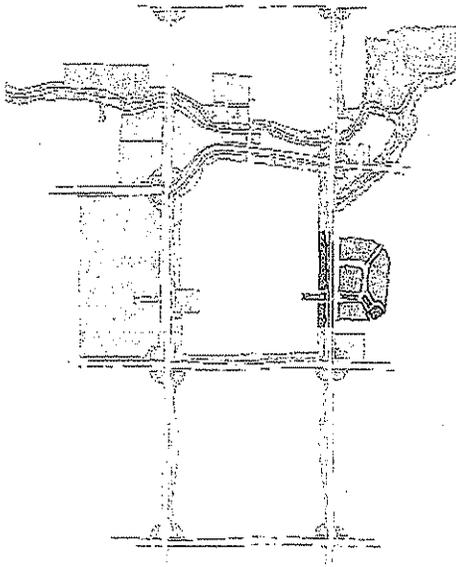
32

Various funds are immediately available for the implementation of several initiatives. The State of Michigan DOT has committed funds to improve Van Dyke Avenue and 12 Mile Road, and the Warren DDA has Tax Increment Financing (TIF) capabilities to begin funding development projects. It is critical that these funds be coordinated, assuring the greatest benefit for each dollar spent. The Priority Initiatives and the Urban Design Plan offer direction for the allocation of these resources.

Warren's Priority initiatives:
The City Center
Restructured and Redeveloped Intersections
Van Dyke Avenue
General Motors Property: The 312 Acres
Historic Warren



II The City Center

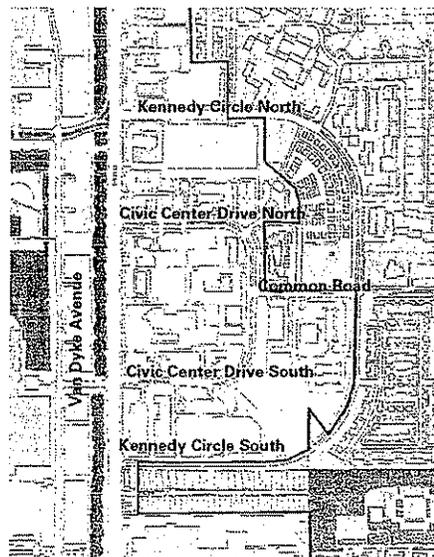


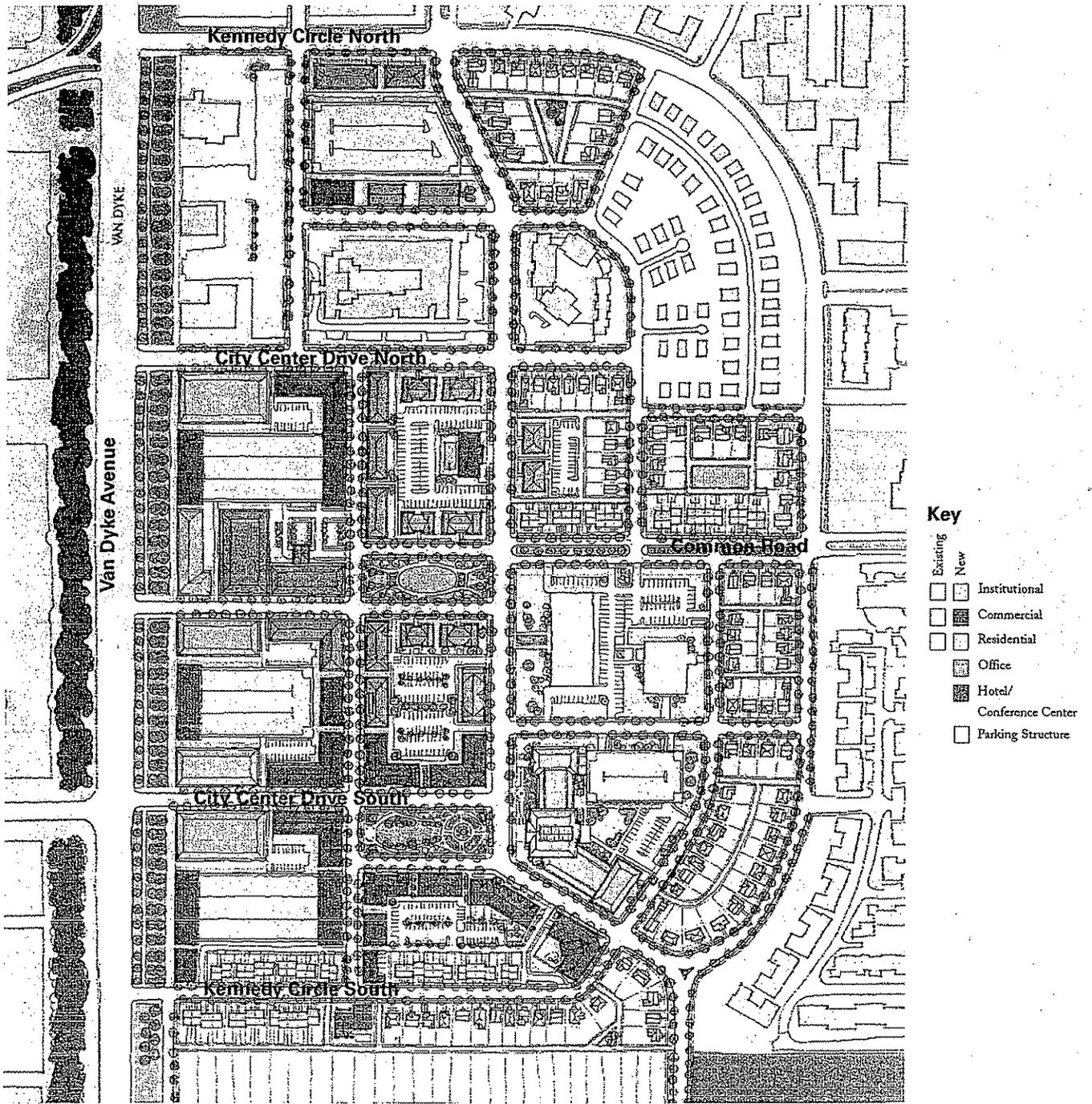
Existing conditions in Warren's City Center, with areas outside of the DDA boundary shown as shaded.

WARREN'S CIVIC CENTER was a central element in the City's 1966 Comprehensive Development Plan. The area proceeded with the construction of both civic and commercial buildings over the next two decades. Currently, the City Center is comprised of the City Hall, Court House, Police Station, a Macomb County social services building, and a wealth of restaurants and hotels. The City Center is an environment dominated by the needs of automobile users and is characterized by broad, curving parkways and large areas of surface parking. The City Center is a place for the citizens of Warren to come by car to accomplish single-purpose errands.

The current development blocks in the City Center are very large. The perimeter of many of the blocks exceeds 4000 feet. With no cross connections (by foot or car) the large block size makes all uses in the City Center appear greatly disconnected. Additionally, within these large blocks, development was not well planned. The buildings are small in relation to vast parking lots. Curb cuts are not aligned, cross easements are lacking, and sidewalks are incredibly rare.

The redevelopment of the City Center proposes a radical transformation of the area from a place to do city business to a place for the community to more broadly come together. A more diverse mix of uses is introduced, and new Civic uses are connected by a new system of pedestrian-oriented streets and



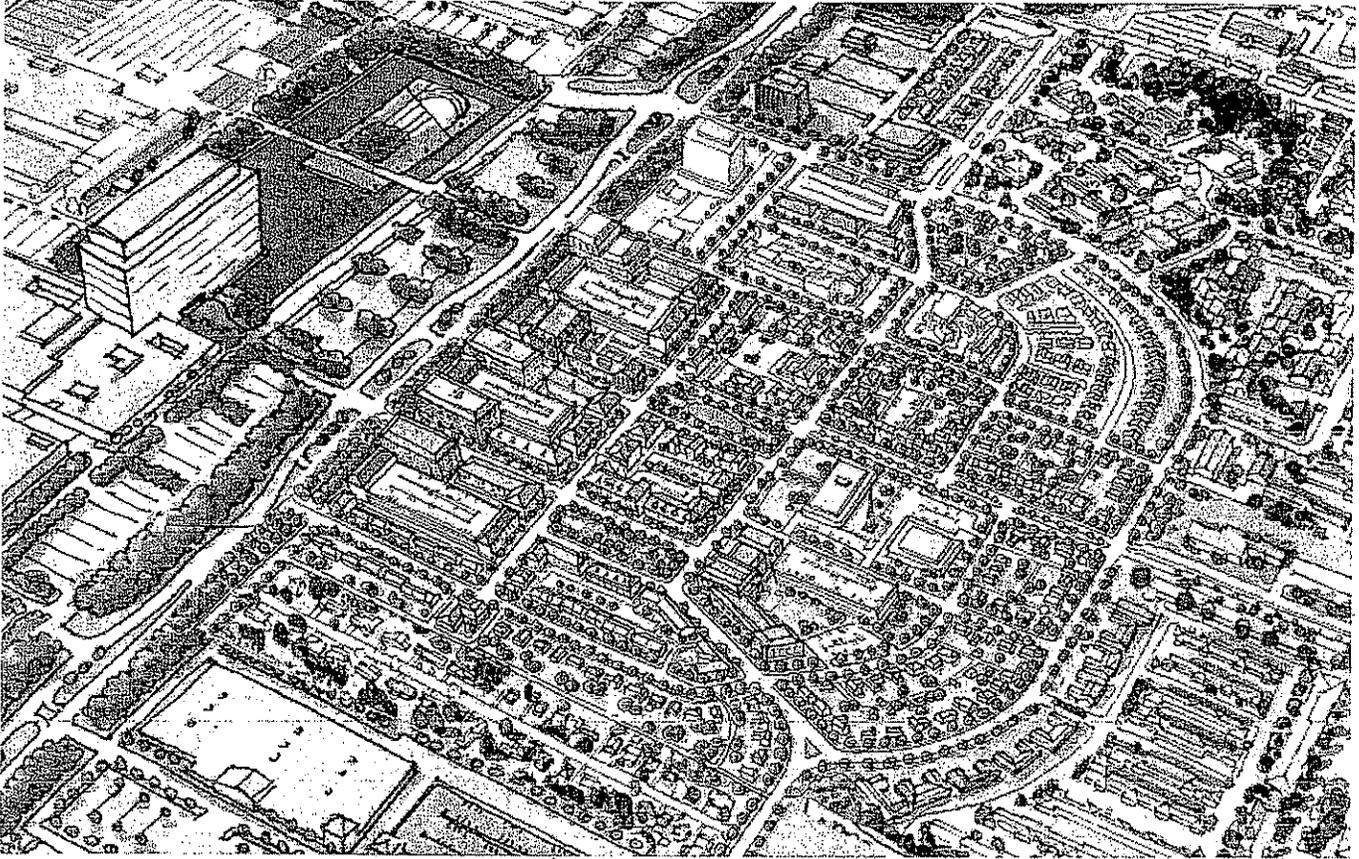


CITY CENTER DEVELOPMENT SUMMARY

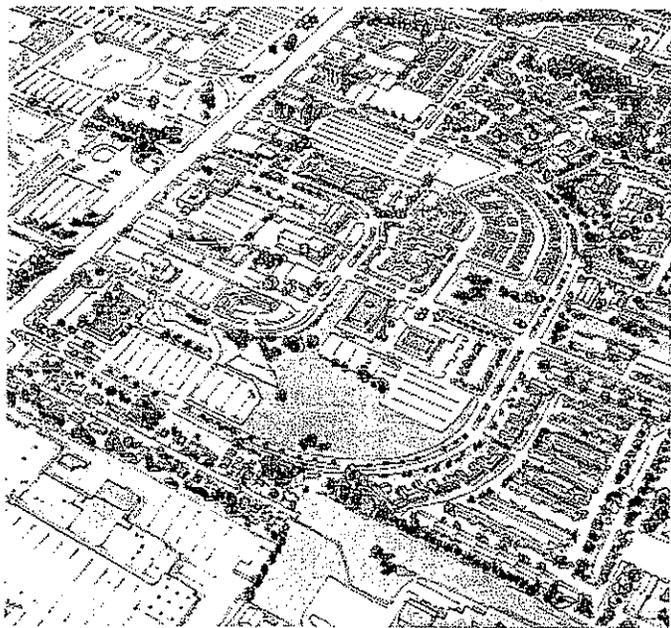
Retail	+/- 200,000 sq.ft.
Office	+/- 675,000 sq.ft.
Public	+/- 110,000 sq.ft.
Other (day care, hotel)	+/- 150,000 sq.ft.
Total	+/- 1,135,000 sq.ft.

Housing	+/- 440 residential units
Open Space	+/- 5 acres
Infrastructure	+/- 18,000 lf

*See page 33 for DDA boundary.



Proposed City Center Redevelopment

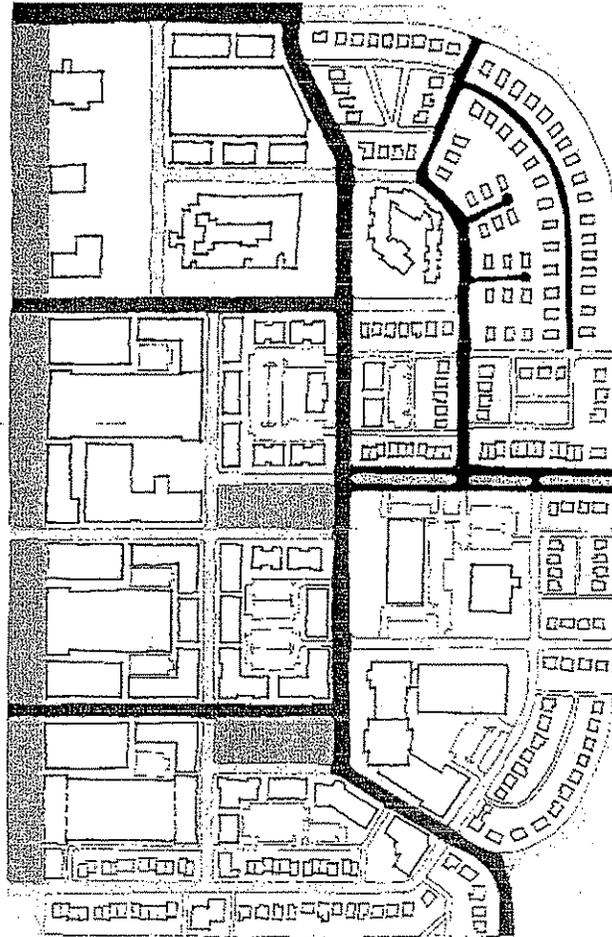


Aerial View of City Center as it exists today

public spaces. The design is based upon and directly implements the Urban Design Principles with streets and open spaces establishing the framework for development.

The proposed framework establishes a connected grid of streets and blocks. The regularly scaled blocks will permit a range of development while improving access and movement throughout the new City Center. By creating a local street network separate from Van Dyke Avenue, movement between uses in the City Center will no longer required the use of Van Dyke Avenue.

Van Dyke Avenue



A New System of Streets and Open Space

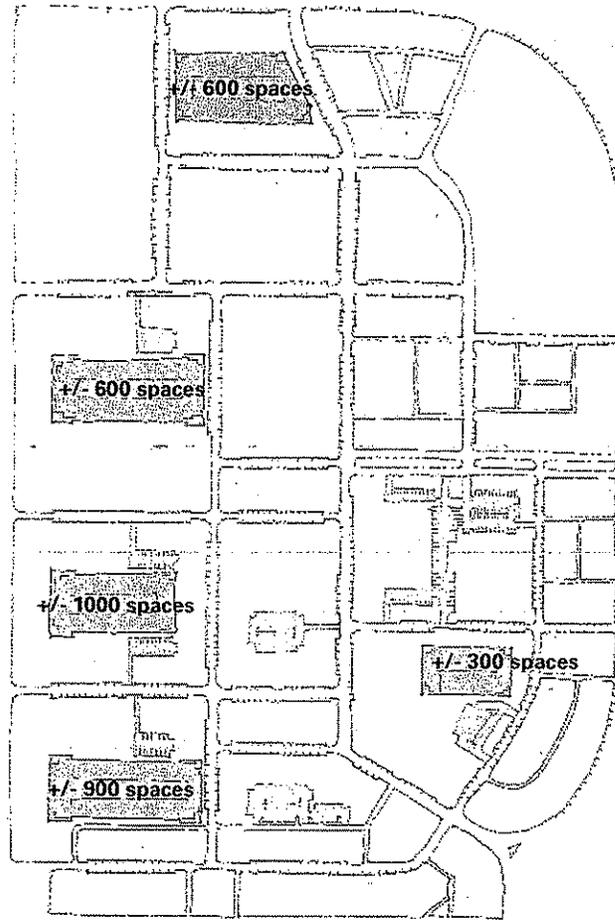
A new system of streets and public spaces provides greater connectivity and creates a much more intimate, pedestrian-friendly scale and character. The new streets provide a network serving local uses. These new streets will reduce congestion on Van Dyke Avenue by eliminating many of the short local trips that create multiple turning movements. The streets extend to adjacent development nodes to the north and south.

Key

-  Existing Streets
-  70' ROW (New or Rebuilt)
-  50' ROW (New or Rebuilt)
-  New Parks

CITY CENTER INFRASTRUCTURE SUMMARY

70' Right of Way (new or rebuilt) :	+/- 6,000 lf
50' Right of Way (new or rebuilt)	+/- 12,000 lf
New Parks	+/- 200,000 sq.ft.



CIVIC CENTER PARKING SUMMARY

Parking structures:	+/- 3400 spaces
Surface Lots:	+/- 350 spaces
On Street Parking	+/- 675 spaces
Total	+/- 4475 spaces

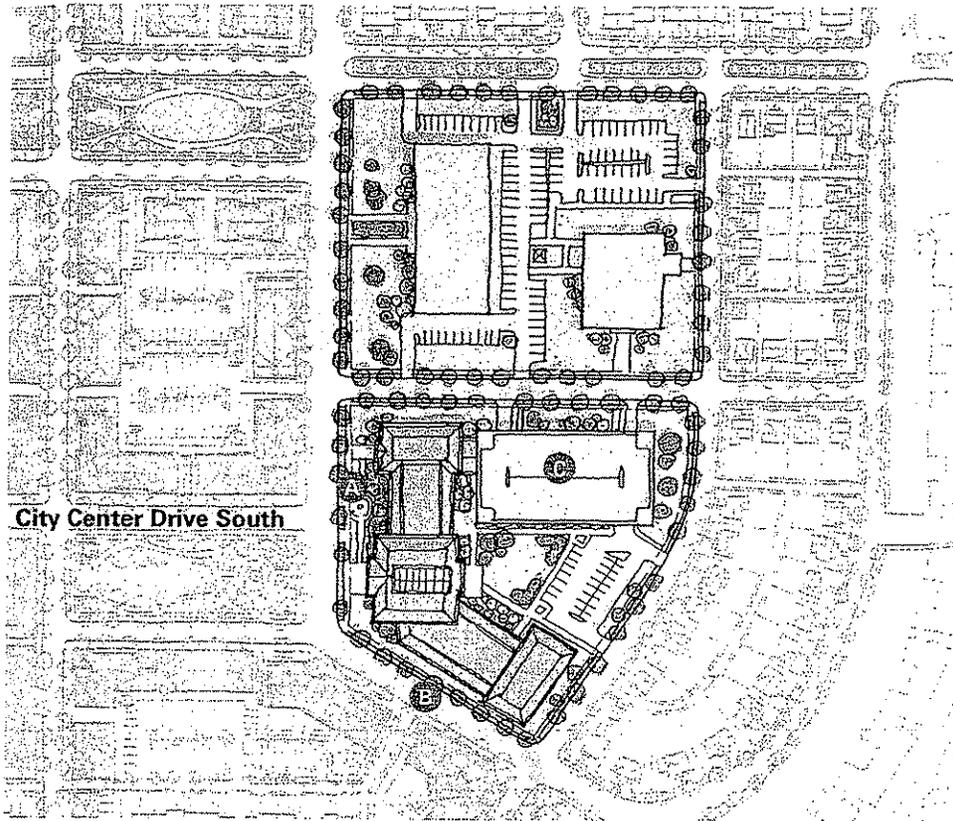
note: The above data does not include residential parking. It is assumed residential parking will be privately managed and not shared.

Parking Strategy 37

A series of five parking structures distributed around the City Center will accommodate the majority of the parking in the City Center. All structures and lots should be located mid-block. Parking garages can be expanded by adding additional levels as needed. On street parking should occur on most streets.

The entire City Center should adopt a "park once" and "shared parking" policy. A supply of parking is more efficiently distributed and utilized if it is a public resource. Therefore, the parking garages should be either publicly owned or joint ownership with a private developer.

Parking garages should be constructed as the blocks become available. Parking spaces should be carefully managed to meet the needs of shoppers, visitors, employees, city staff, and residents.



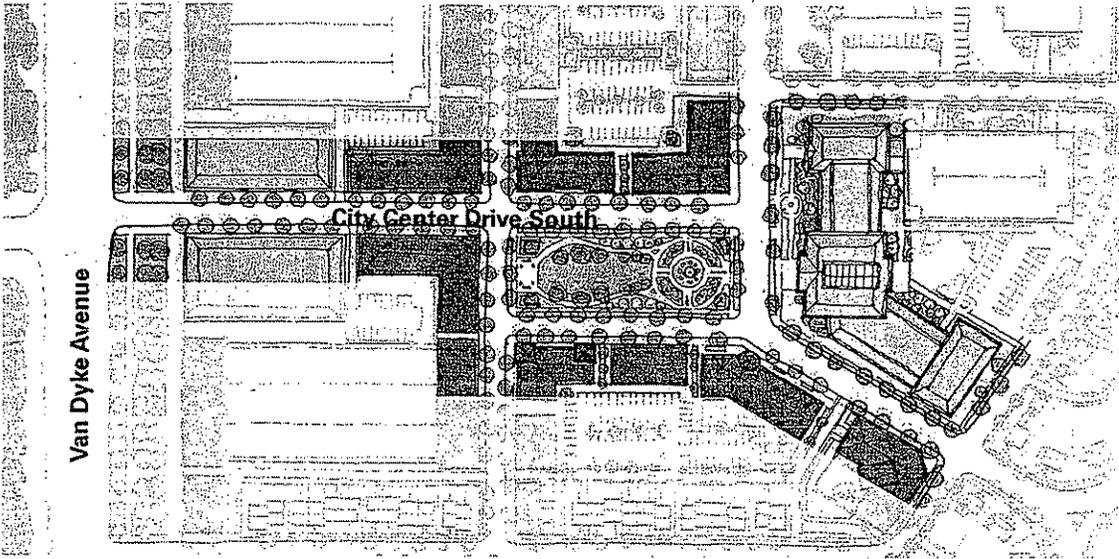
A New Civic Campus

A new City Hall (A)/Library (B), become the centerpiece of a new Civic Campus for Warren. The new building should provide economic development and incubator services for small businesses in Warren.

38

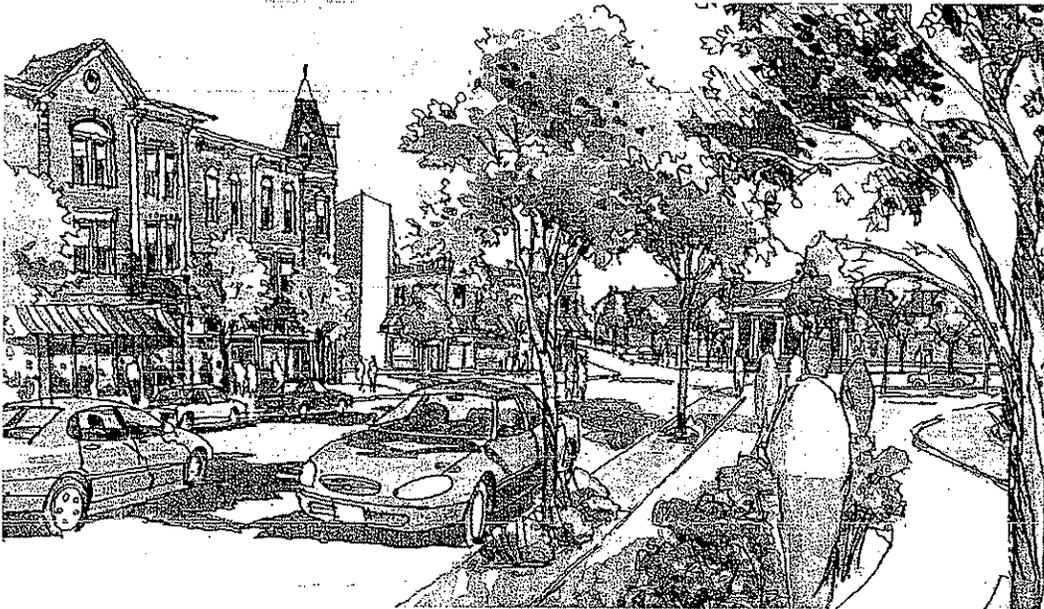
A new parking garage (C) is located in the middle of the block to be shared by all civic uses as well as commercial uses on weekends and evenings.

Note: there exists a cellular tower in between the Court House and Police Building. The proposed parking could either be worked around the tower, or the tower could be removed in the future.



A New Urban Main Street

Civic Center Drive South is redeveloped as an urban "Main Street", complete with street level shops and restaurants with professional offices above. In addition to on-street parking, parking garages are accommodated within the centers of the blocks, screened from view.

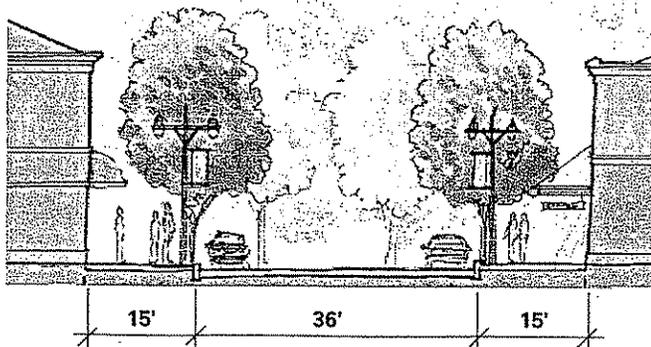


City Center Drive South

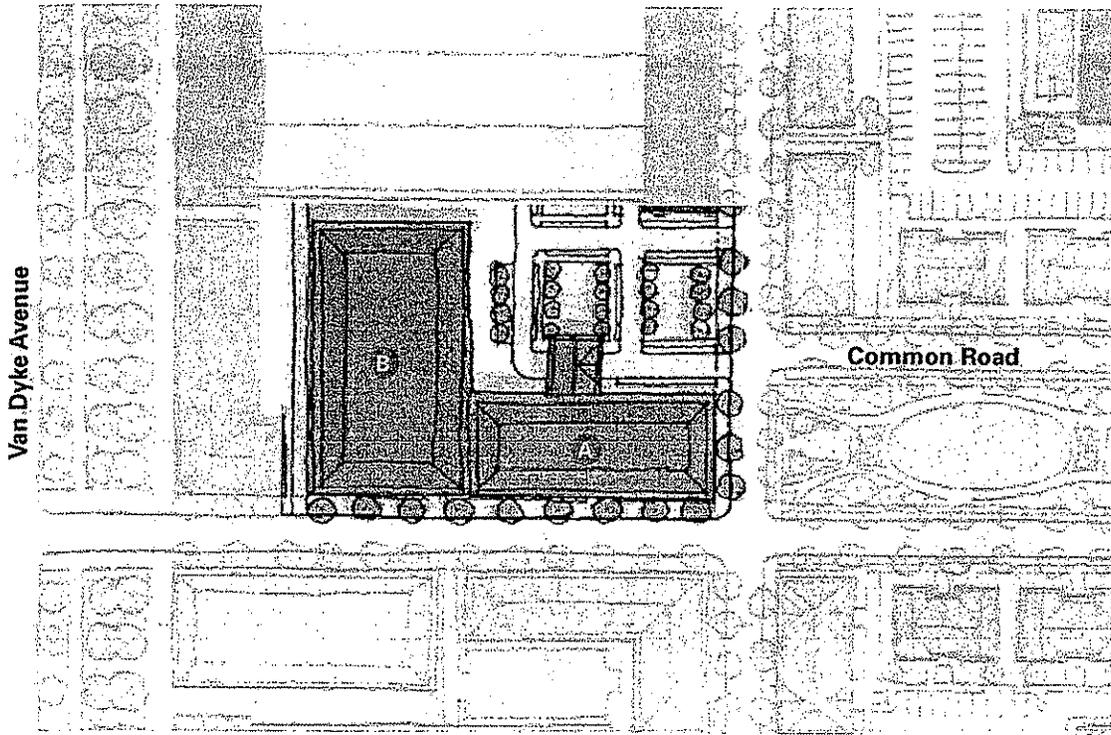
Civic Center Drive South is redesigned as an intimate, pedestrian-oriented street lined with shops and defined by broad sidewalks, street trees, lighting fixtures, and on-street parking. The street will be one way in each direction, on street parking will be provided along its length.

The broad sidewalks will allow some snow storage, however, after heavy snowfalls, snow will have to be removed from the sidewalks.

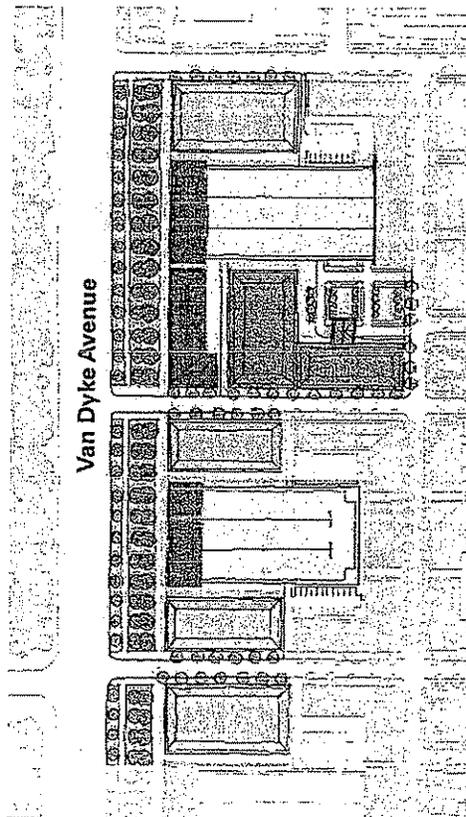
The cost of snow removal operations can be borne by a Business Improvement District or Primary Shopping District. (see implementation)



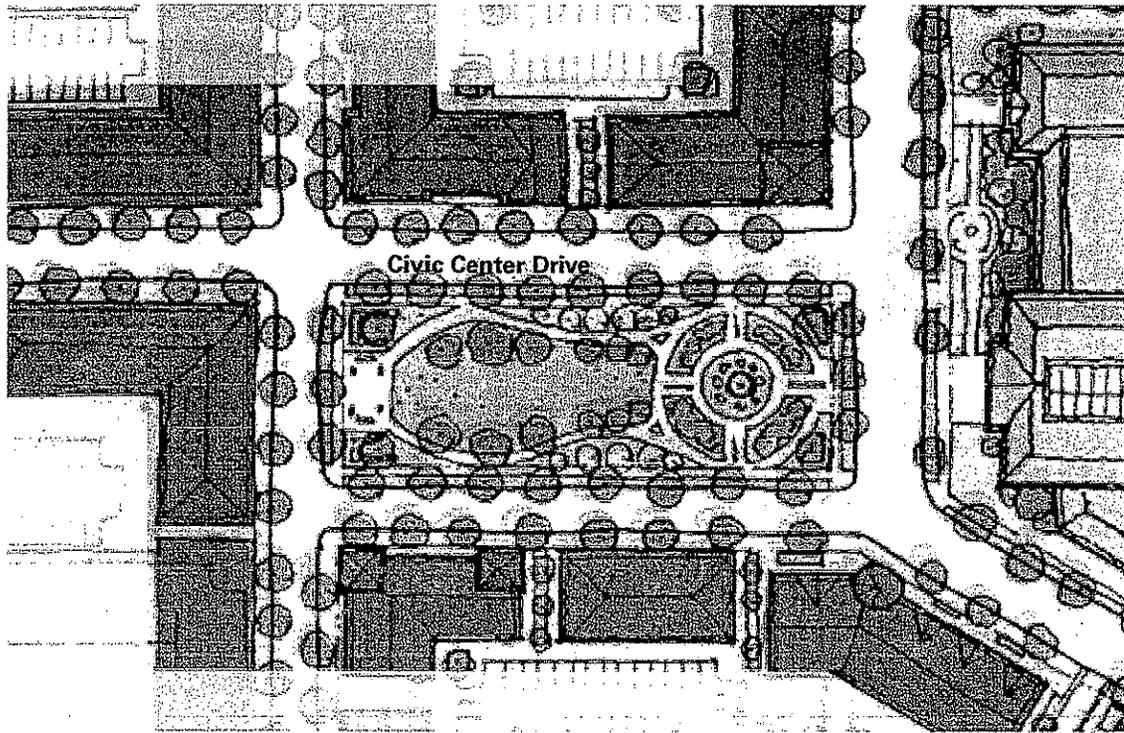
Civic Center Drive South as new



Conference Hotel and a Second Park
Common Road beyond City Center Drive becomes the northern boundary of a park. The park becomes the forecourt for a new first-class hotel (A) with conference and banquet facilities (B). This facility will serve area organizations and businesses, such as General Motors, as well as provide function space for both community and private events.



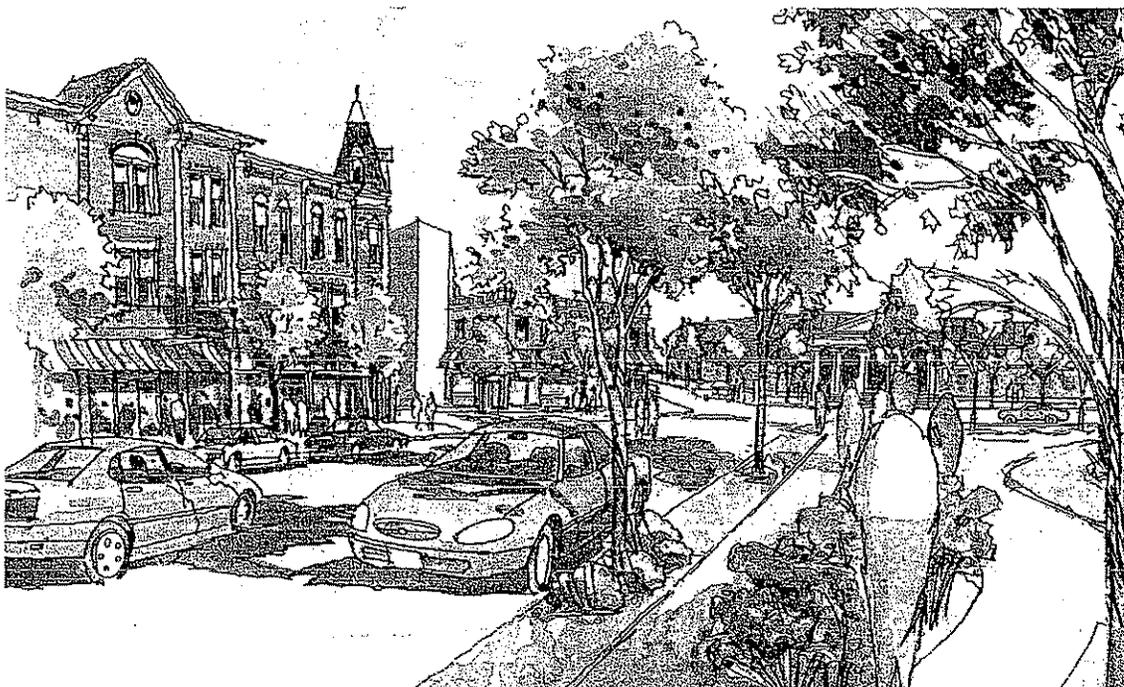
New Office Buildings
New Class A office buildings are developed along Van Dyke Avenue to meet market demand for quality office space with sufficient floor plates. The development of these buildings will help to support the parking structures shared by the civic and retail uses.



The City Square

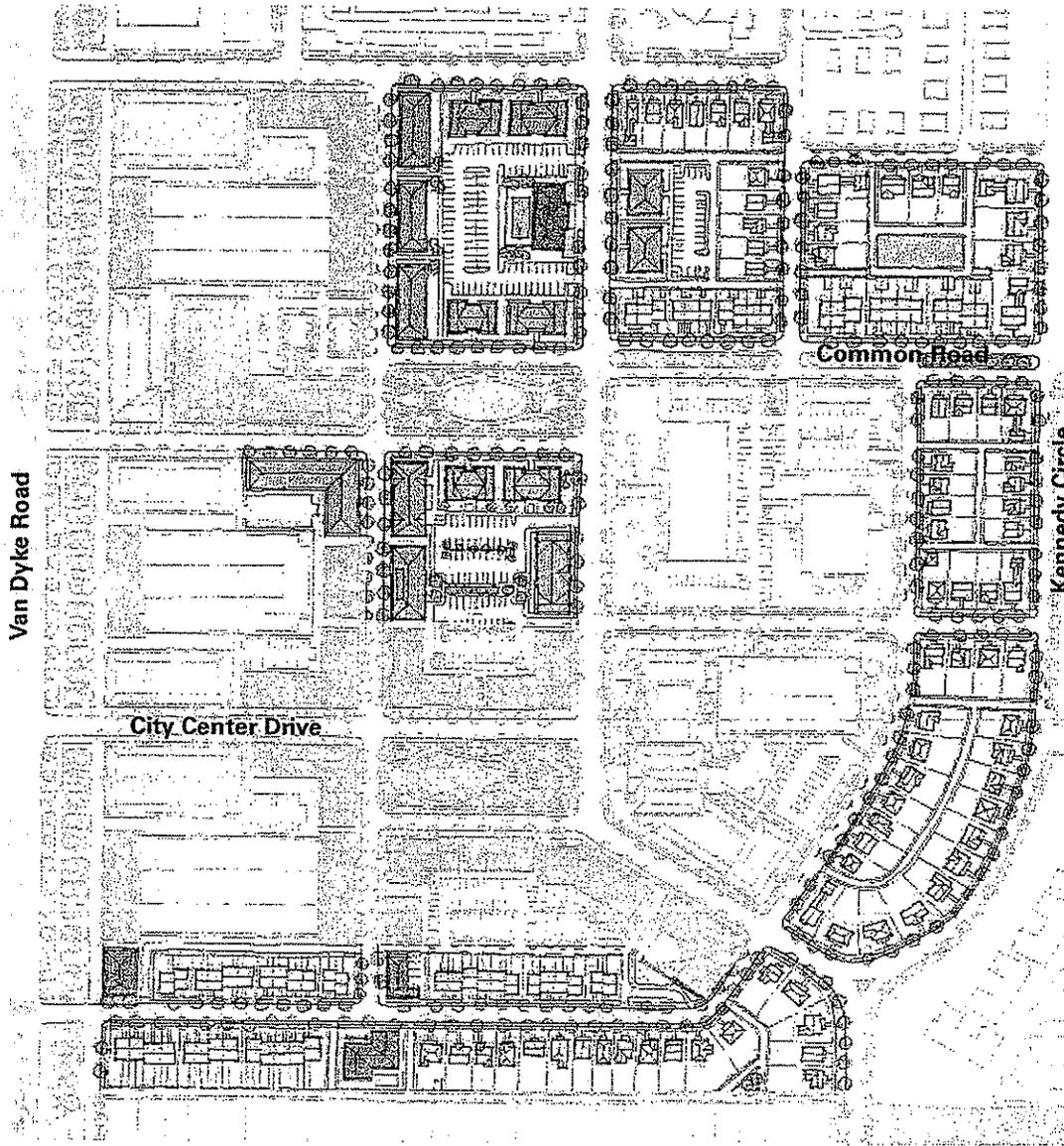
The focal point of the new Civic Center is a new City Square. This new public park space, defined by a new Library / City Hall, provides an outdoor space for community events. The space will be broken down into smaller areas with plantings and a variety of hardscape and softscape ground treatments. The square will become the city's new gathering space.

41



Eye Level View from the City Square

The new City Square will be framed by both civic and retail buildings. It will be fully accessible and bound on all sides with public streets.

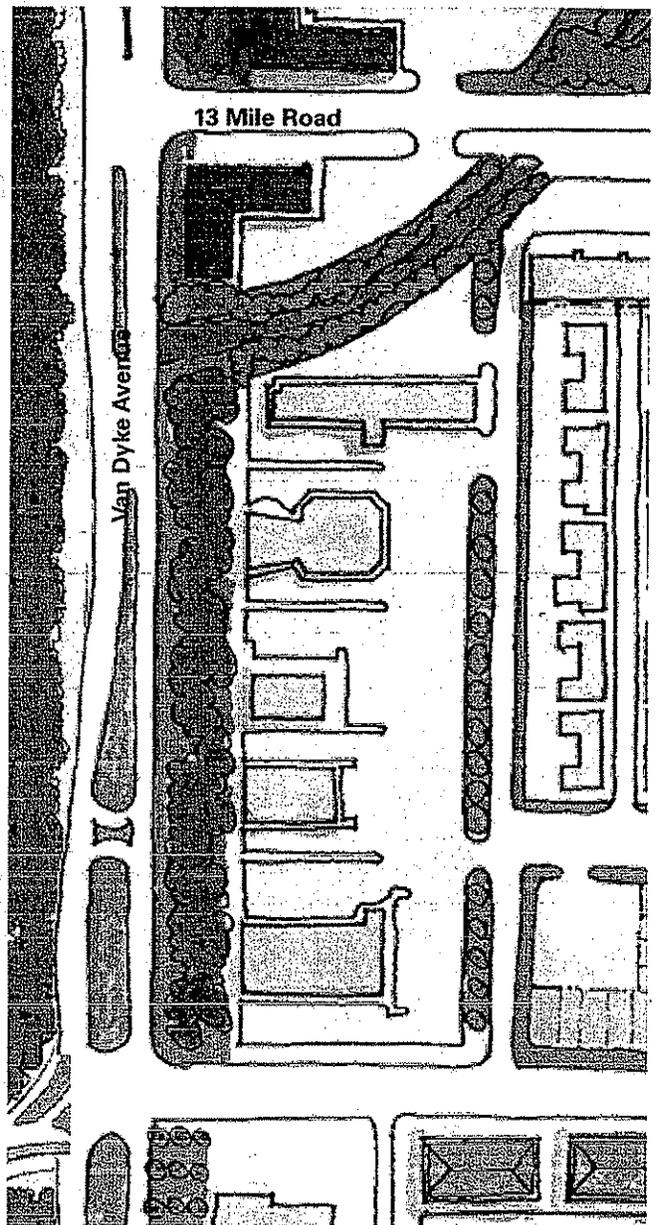
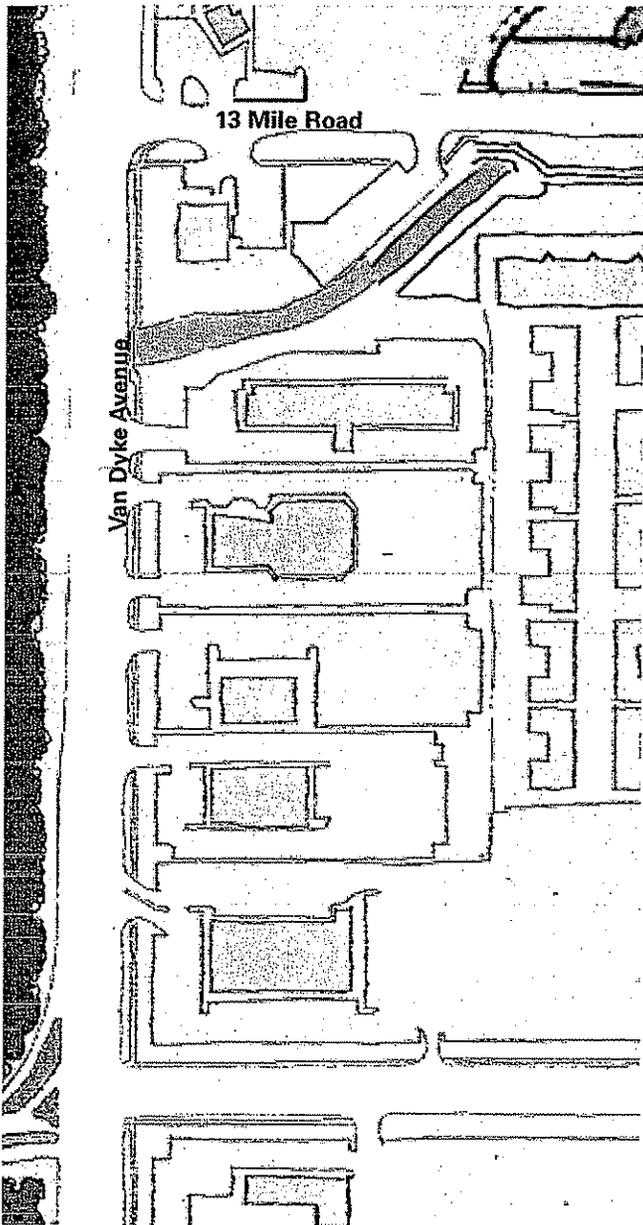


New Housing
 Quality apartments and town houses are developed within the City Center to meet the demand of a market niche currently not available in Warren: residences for young singles, young couples and older empty-nesters. Providing this diversity of housing within and adjacent to the vibrant, mixed-use town center will help to attract young people who work at General Motors to also live in Warren. It will also allow older citizens of Warren to move into more appropriate housing without having to leave the community.

CIVIC CENTER HOUSING SUMMARY

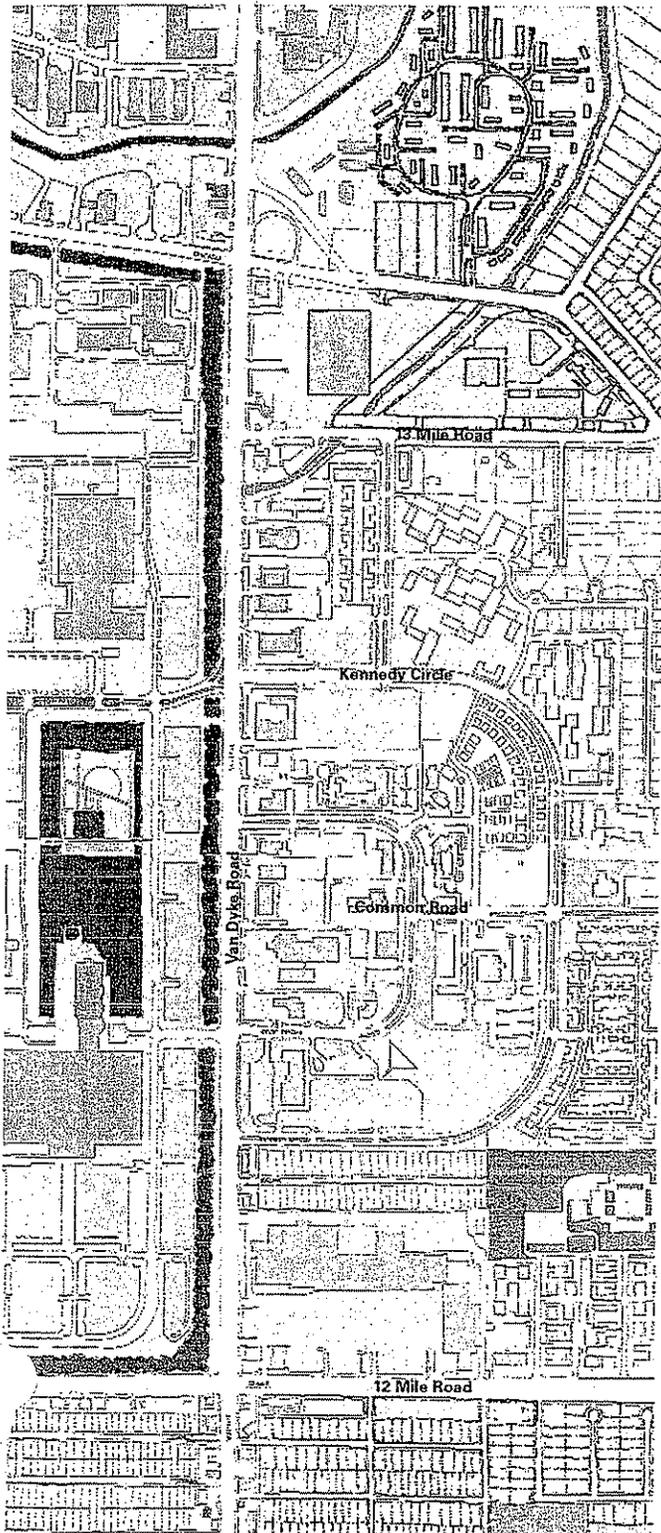
Apartments	+/- 325 units
Townhouses	+/- 60 units
Single Family	+/- 100 units
Total	+/- 485 units

note: The above data does not include residential parking. It is assumed residential parking will be privately managed and not shared.

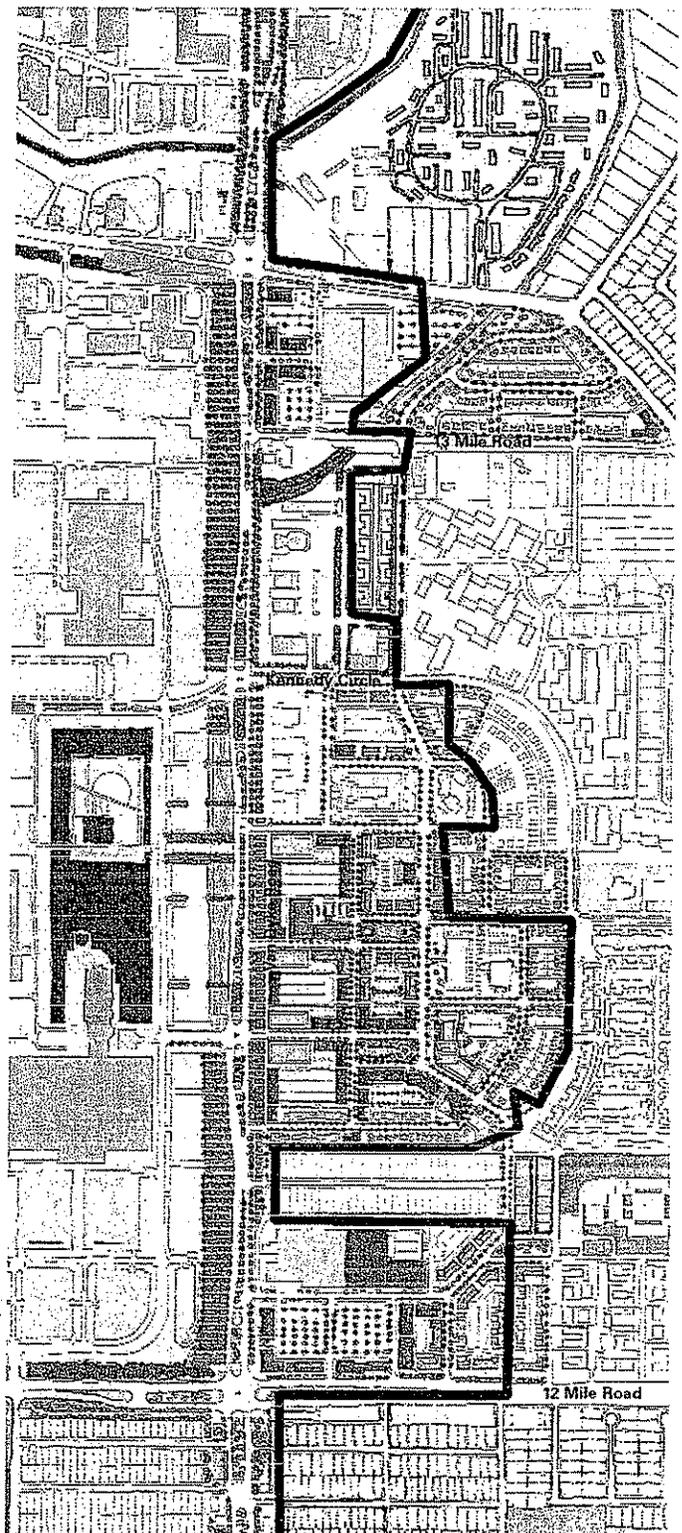


Site Plan
Improvements
Simple site plan
improvements to
existing properties will
contribute to the
revitalization of the
City Center. Cross

property access
easements can facilitate
connections between
uses and eliminate the
need to burden Van
Dyke Avenue with
short trips and multiple
turning movements.



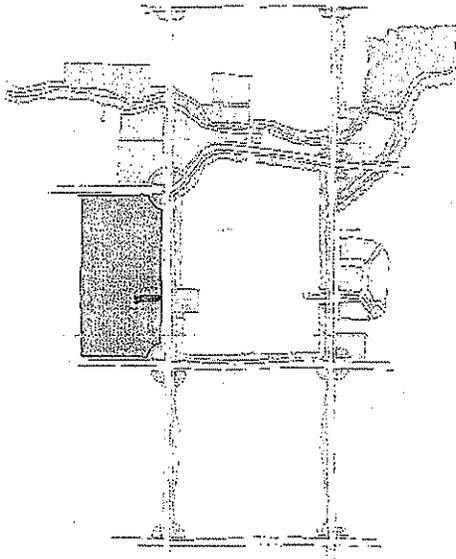
Existing Plan of City Center and Development Nodes



Illustrative Plan for City Center and Redeveloped Nodes

(See Chapter 17 for more detail on redeveloped nodes)

III The General Motors 312 Acre Site



THE 312 ACRES OF LAND owned by General Motors represents the single largest "greenfield" in Warren. The appropriate future of this property has been a source of considerable debate over the past several years. The land is valuable for many uses, especially because of its location along one of Michigan's most heavily traveled roads. The property is zoned Industrial, however, it is also one of the remaining undeveloped parcels of land in the city, and is therefore valuable as open space. Similarly, as a parcel of land held by a single owner, adjacent to one of the largest employment centers in Michigan, it is valuable as residential land.

45

This planning process assumes the property will eventually be developed with a mix of uses, including different mixes of commercial, recreational, residential, and public park uses.

The 312 acres is a "greenfield;" however, it is not a blank slate. There are several regulatory restrictions upon the property that will impact the use and development of the land. Most significantly, the property contains several wetlands and environmentally sensitive preserves that create constraints on how the land is used.

Of the 312 acres, approximately 45 acres are classified as

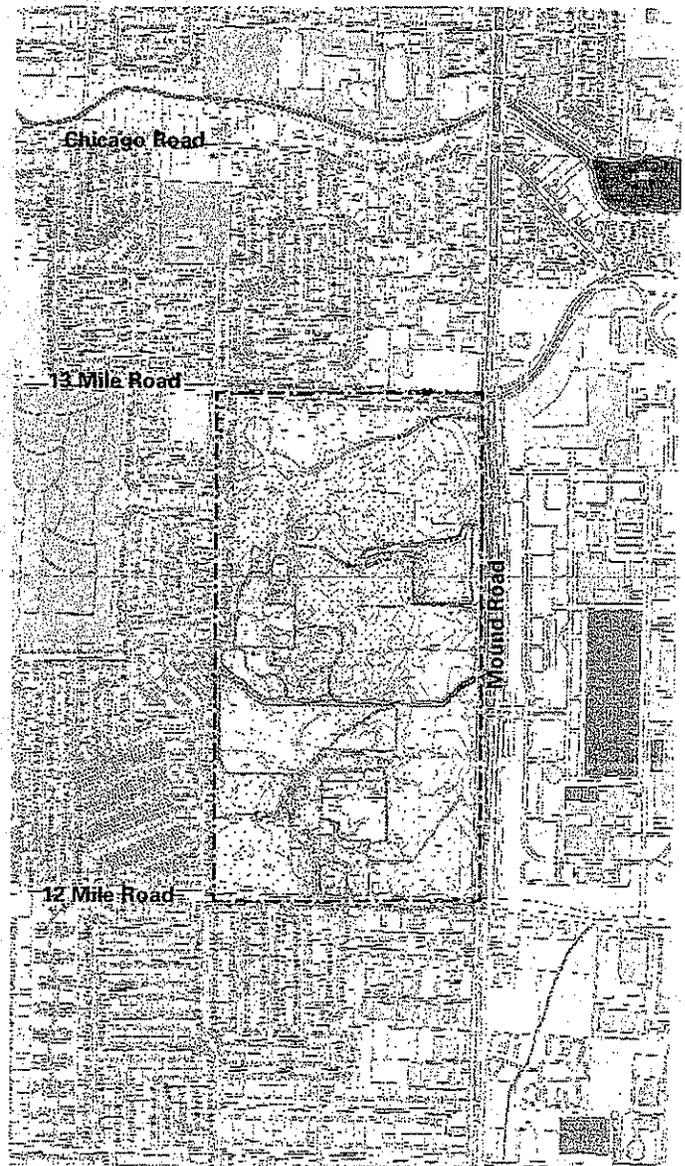
Aerial view of General Motor's 312 Acres



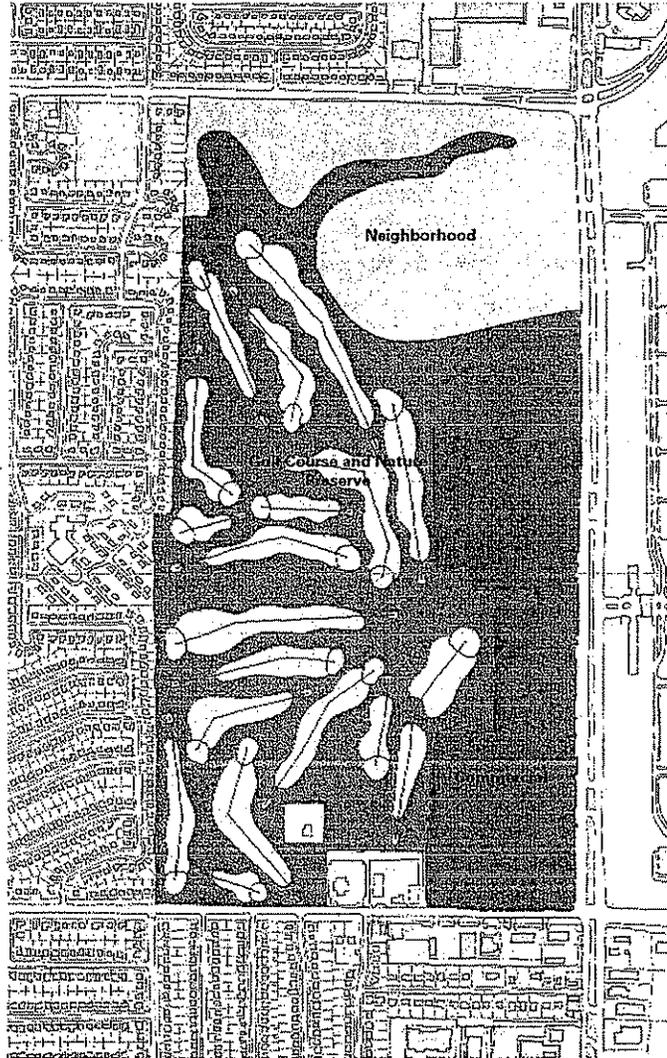
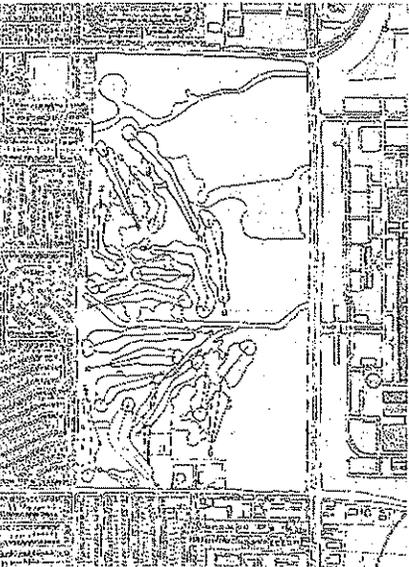
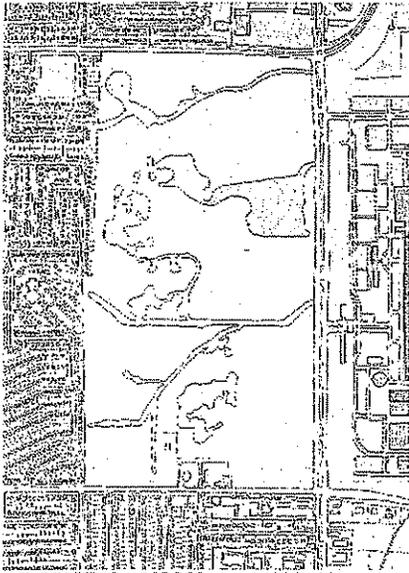
wetland. According to Michigan State law, classified wetlands can be removed and altered. However, in such cases, they must be replaced at a greater than 1:1 ratio. Nonetheless, the approach of this study is to treat the wetlands not as a hindrance to development, but rather, as an amenity for the community. With appropriate treatment the wetlands can become attractive nature preserves, as well as opportunities for recreational trails and parks.

This plan proposes two mixed use alternatives for the 312 acres. One alternative assumes the City and owner's desire to develop an 18 hole golf course on the property. The golf course would be designed such that the layout of the course is intertwined with the wetlands. The course would not disturb the wetlands, rather they would be used for aesthetic purposes with the possibility of also being utilized for stormwater management purposes.

The second alternative examines how the land could be developed as a mixed-use property of commercial and residential land uses. As with the first alternative, the wetlands remain largely undisturbed. They are made into a single system by connecting them with parkways and trails. Their edges are public, and the parks are accessible. Commercial uses are located at the Southeastern corner of the property where the natural constraints are minimal. The neighborhood is woven together with the wetlands and trails to create a unique residential community in the heart of Warren.



Existing Conditions of the 312 Acre Site



**Alternative One:
Golf Course with
Housing and
Commercial
Development**

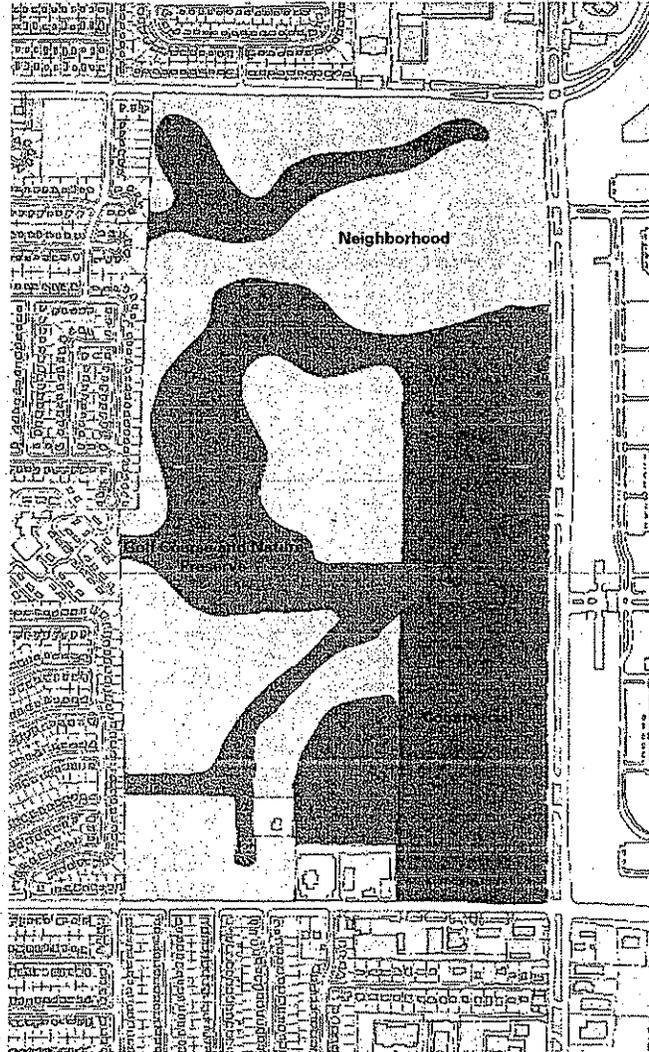
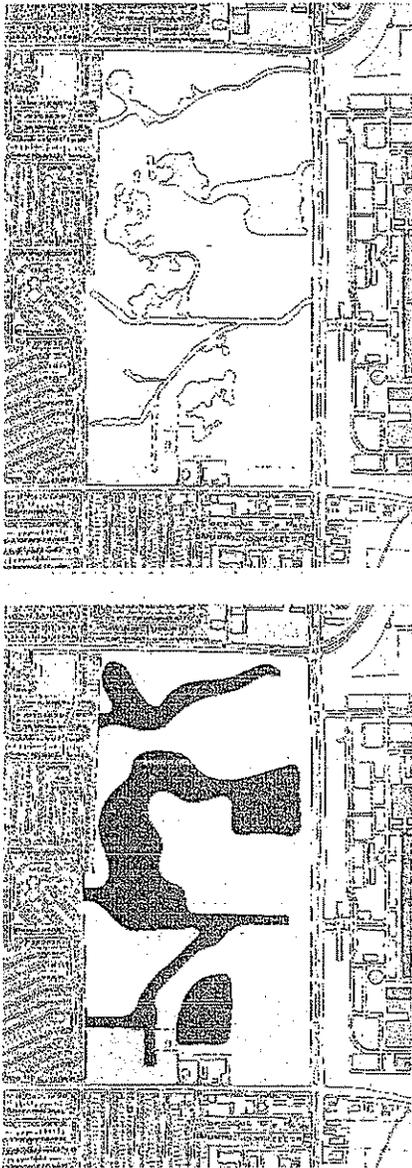
*(Upper Left)
Existing Conditions
with wetlands*

*(Lower Left)
An 18 hole golf course is
woven around the
wetlands and preserve*

*(Right)
Commercial
Development is located
at the intersection of 12
Mile Road and Mound
Road. A neighborhood
is organized around a
small linear wetland on
the northern quarter of
the site.*

312 ACRES LAND USE SUMMARY (alternative 1)

Neighborhood Residential	+/- 35 acres
Commercial	+/- 60 acres
Nature Reserve	+/- 40 acres
Golf Course	+/- 180 acres
Total	+/- 315 acres



**Alternative Two:
Residential
Neighborhood and
Commercial
Development**

*Upper Left:
Existing conditions and
wetlands*

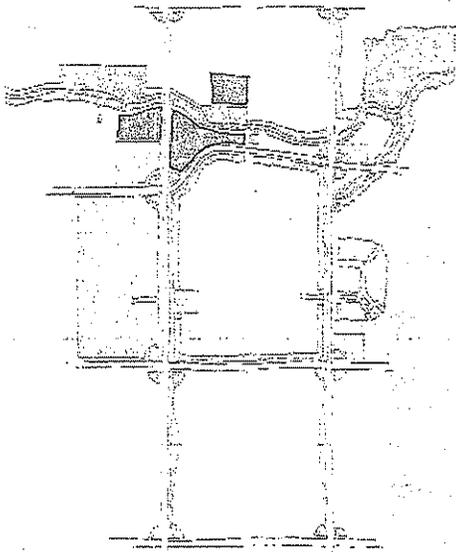
*Lower left
Wetlands are linked
together with a public
park*

*Right
Several neighborhoods
are organized around
the new park/preserve.
Commercial and retail
is oriented towards the
entrance to GM and
towards Mound Road
and 12 Mile Road*

312 ACRES LAND USE SUMMARY (alternative 2)

Neighborhood Residential	+/- 105 acres
Commercial	+/- 65 acres
Nature Reserve	+/- 145 acres
Total	+/- 315 acres

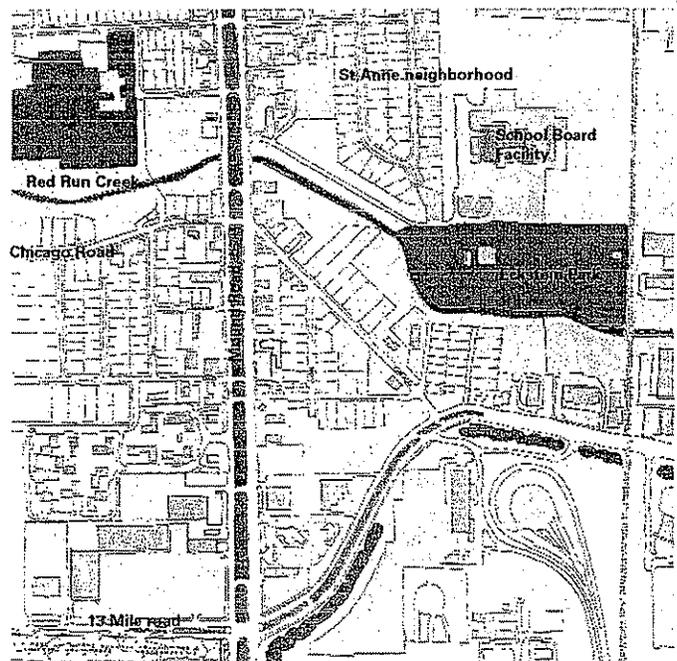
IV Historic Warren



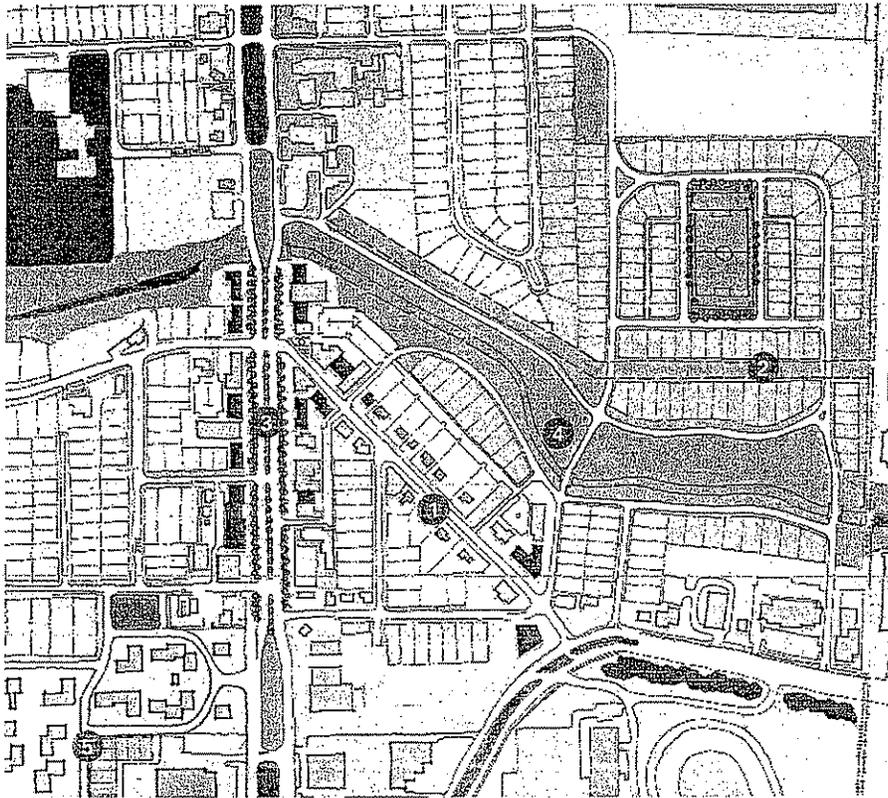
HISTORIC WARREN is located at the intersection of Chicago Road and Mound Road. It is the original town settlement of the City of Warren. The commercial area at Chicago Road and Mound Road represents one of the few pedestrian-oriented environments in the city. Even as such, it has been severely eroded and compromised over the years by the growth of competing retail elsewhere in the city and by the incremental widening of Mound Road. Today Mound Road is an 8 lane, 40 MPH roadway. The roadway's de-facto speed is approximately 60 MPH. The posted speed limit in the Village is less than 60MPH; however, it is nonetheless incompatible with pedestrian oriented development.

49

Despite the challenging nature of Mound Road, Historic Warren is an important resource for the City. Its significance extends well beyond its economic value. In its buildings and as a unique town environment, Historic Warren represents the most direct connection to the heritage of Warren. The revitalization and appropriate strengthening of Historic Warren



*Existing conditions of
Historic Warren*



- Strategies for Historic Warren:**
- 1 Strengthen Chicago Road
 - 2 Increase the residential presence
 - 3 Redesign Mound Road
 - 4 Improve connections to Red Run Creek and the park
 - 5 Connect Village to Green Acres Shopping Plaza and GM 312 Acres

should become another Priority Initiative for the city.

The Plan recommends several strategies for revitalizing Historic Warren as a complete neighborhood, rather than simply as a novel tourist attraction. These recommended strategies focus upon creating a complete pedestrian-oriented neighborhood with parks, neighborhood commercial, and new housing.

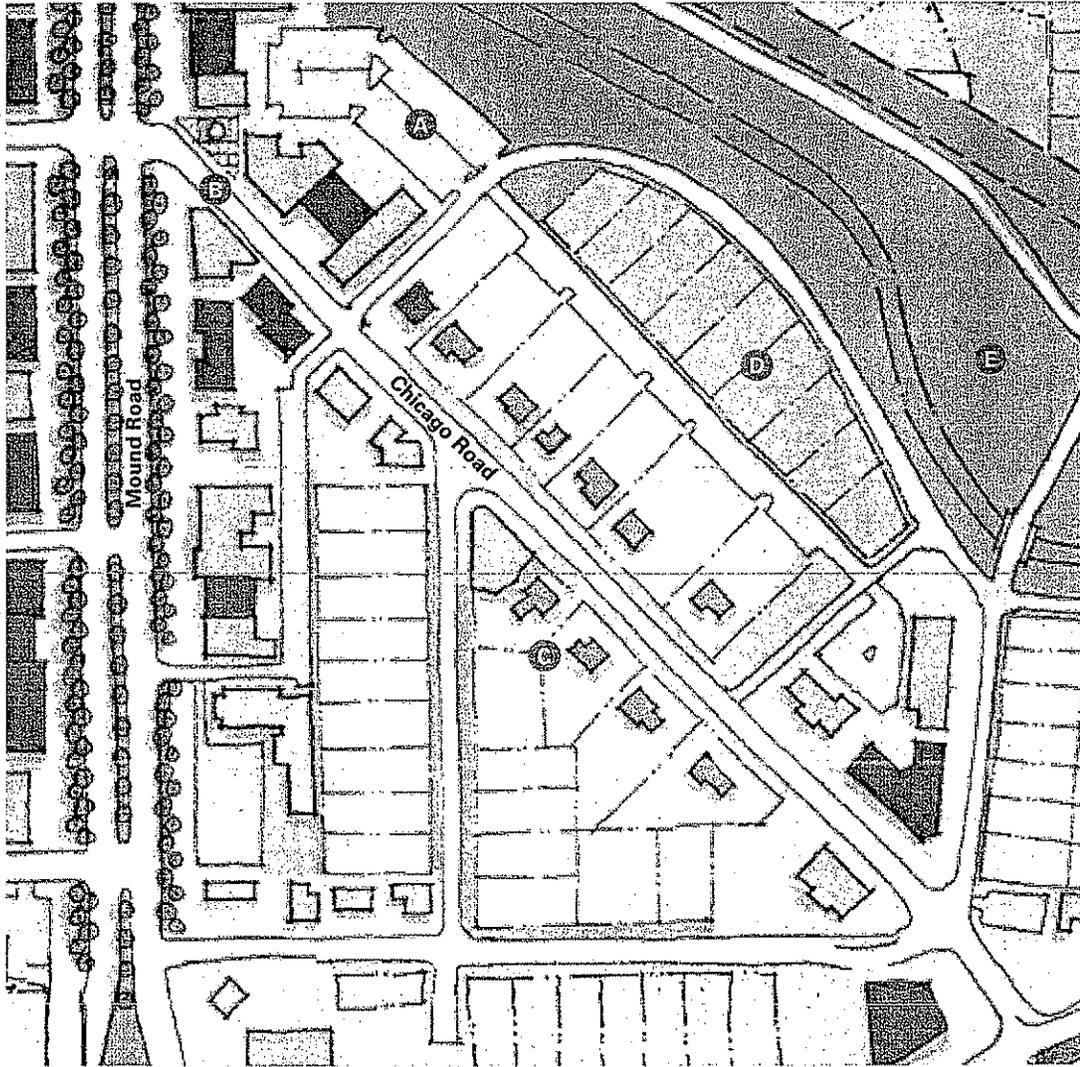
Historic Warren benefits from being located along the Red Run Creek and at the half mile point in between arterials. Chicago Road is one of the few half-mile roads in the City that effectively connects two arterials. It is a medium vol-

HISTORIC WARREN REDEVELOPMENT SUMMARY

Site Area	+/- 80 acres
Commercial	+/- 175,000 sq.ft.
Residential	+/- 350 units
Open Space	+/- 20 acres
Infrastructure	+/- 9,000 lf

ume collector for several neighborhoods – the appropriate type of roadway around which to build a neighborhood commercial area.

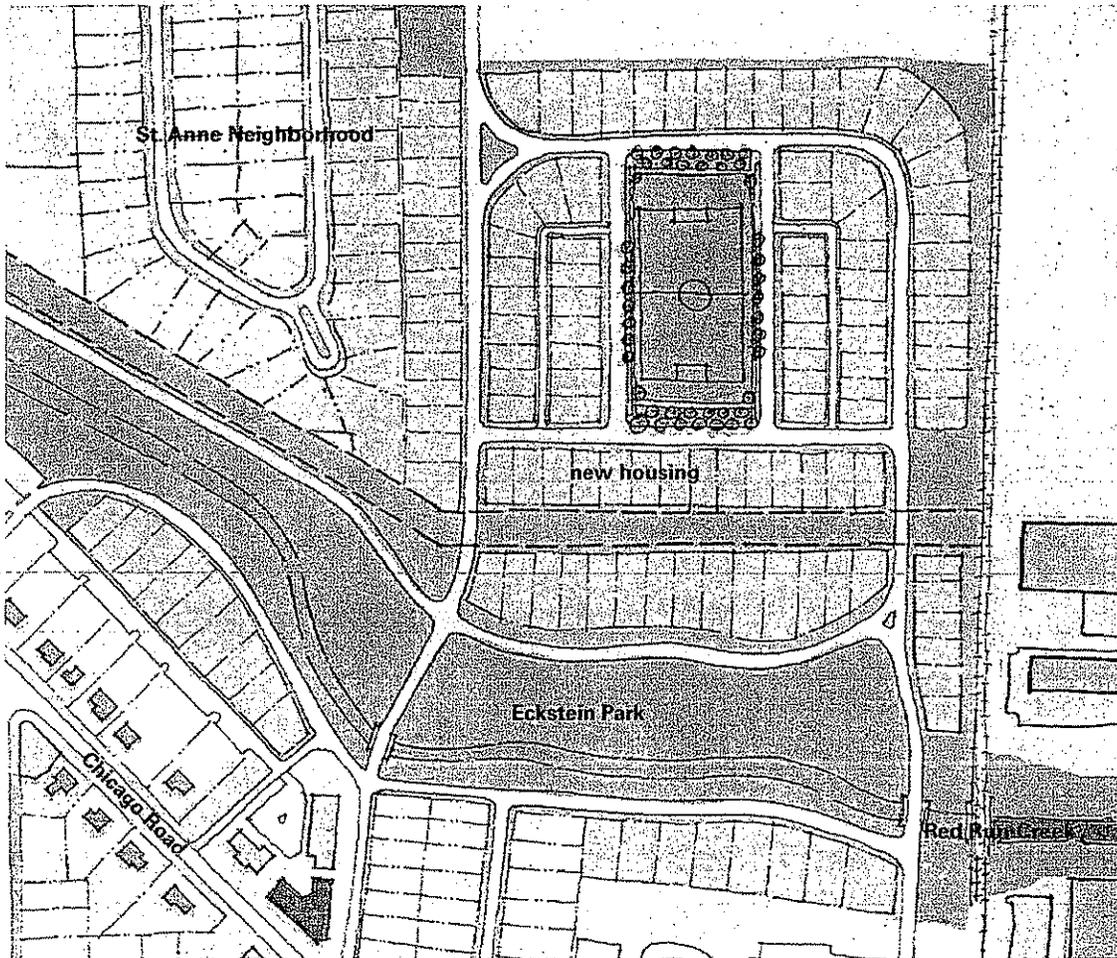
The Red Run Creek is largely neglected today. However, it provides opportunity to create connections to the regional greenway system.



- Strengthen Chicago Road: 51
- A Municipal Parking Lot
 - B Plaza with relocated gazebo and historic marker
 - C Renovated buildings
 - D New Housing
 - E Improved Red Run Creek and Eckstein Park

Strengthen Chicago Road
Chicago Road should become a pedestrian-oriented commercial and residential street lined with infill buildings and renovated buildings. The buildings of historic value and significance should be protected; however, their uses should remain flexible. The district also benefits from a municipal parking lot. The street will be desirable to local busi-

nesses that depend on more pedestrian interaction than on exposure to high volumes of traffic.



Increased Residential Opportunities

By moving the School District's maintenance plant to the east side of the North/South rail corridor into an existing industrial park, the St. Anne neighborhood can be extended to the East and South. Additional housing sites are also created along the South side of Red Run Creek, diversifying the housing stock currently available in Historic Warren.



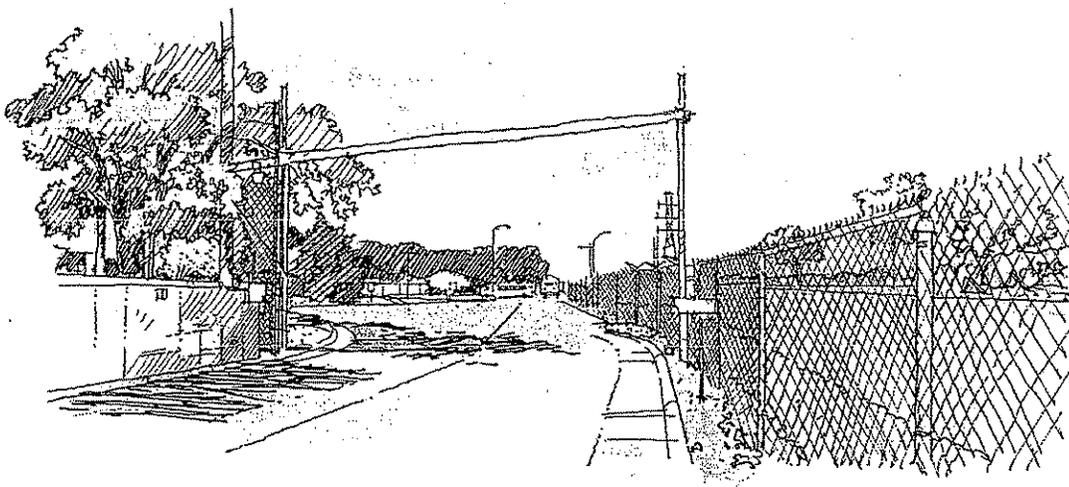
Eye level view of Eckstein Park

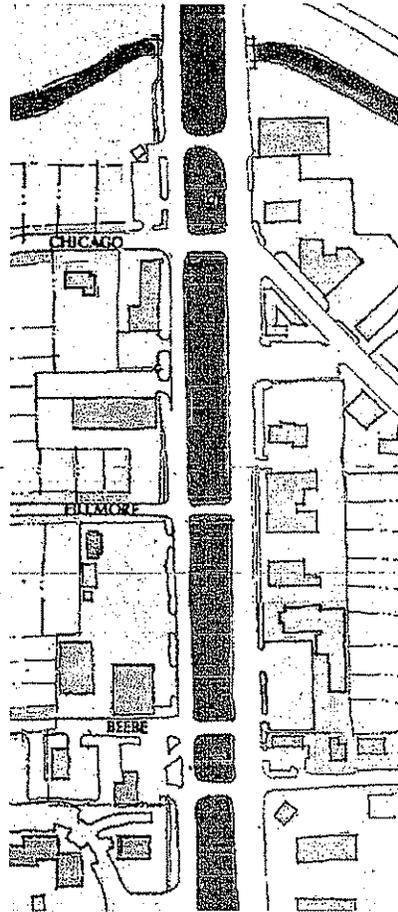
(Top)

In the future, Eckstein Park will become a front door to a new community and will provide a connection to an improved Red Run Creek corridor

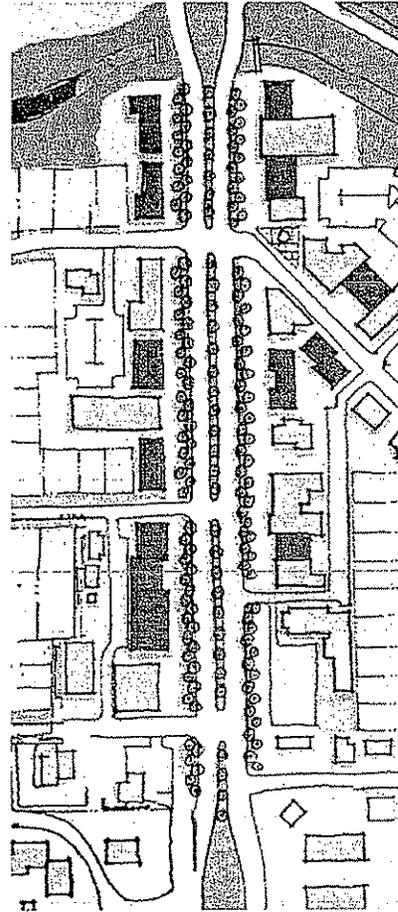
(Bottom)

Today Eckstein Park is inaccessible. The road to the park is shared with the School Maintenance Facility, and the fence on its border is unwelcoming.





(Left)
Existing conditions of
Mound Road



(Right)
Proposed plan for
Mound Road

Redesigned Mound Road

The proposed Plan for Mound Road accepts the importance of Mound Road to the regional system. Currently Mound Road carries over 70,000 vehicles a day. It is a direct connection between two freeways (I-696 and I-59). By accepting this reality, the Urban Design Plan does not recommend it return to a "2 sided" shopping street. Instead the Urban Design Plan recommends Mound Road redevelop as two separate "one sided" shopping streets with one controlled comfortable pedestrian

crossing area (Chicago and Mound). In order to transform Mound Road into a roadway that supports a one sided pedestrian oriented experience, the center median is narrowed and tree plantings and wider sidewalks are provided in front of existing and proposed infill buildings. Such a re-design of the roadway will move the vehicles further from the sidewalk and the fronts of buildings, providing a more amenable environment for pedestrians.

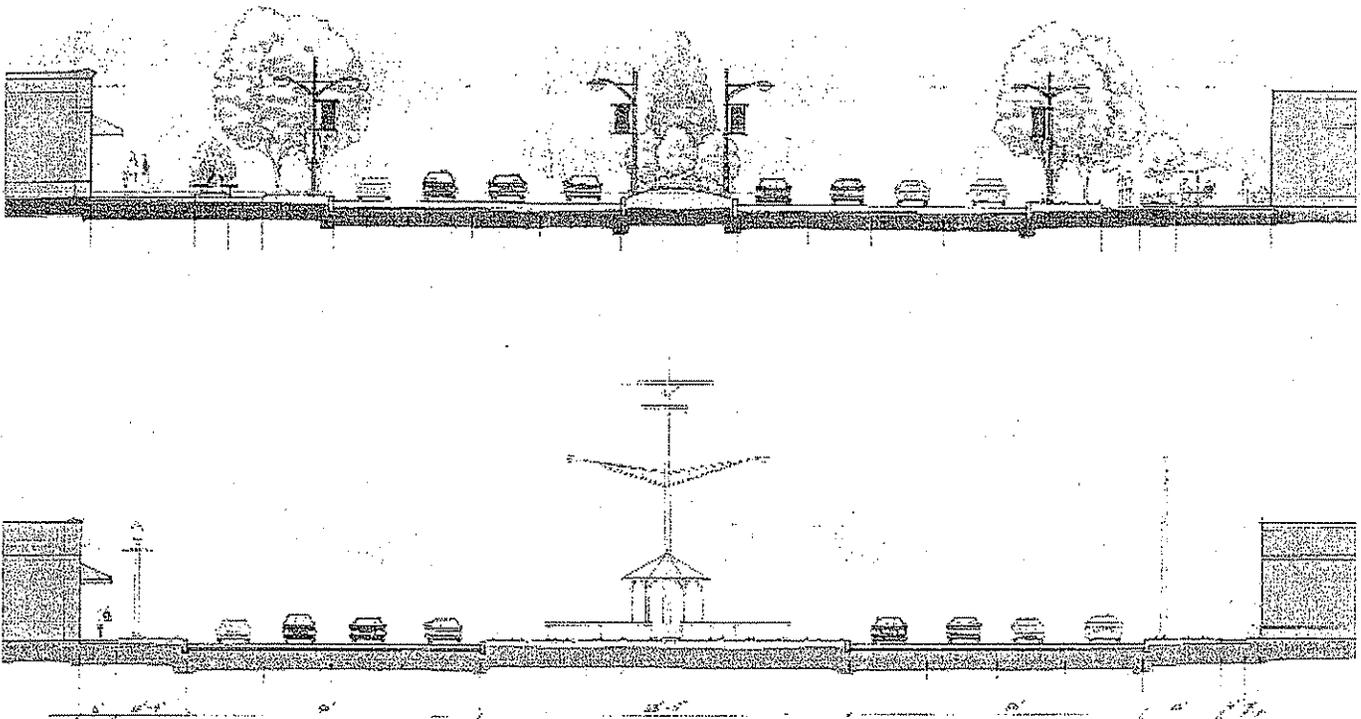
The proposed redesign of Mound Road will not effect traffic volumes, the

roadway will maintain 8 through lanes of traffic. Overhead utilities are buried.

A small municipal parking lot is provided on each side of Mound Road. This lot should be shared by all users of the district. It is accessed by a rear alley that provides vehicular movement and access to all properties along Mound

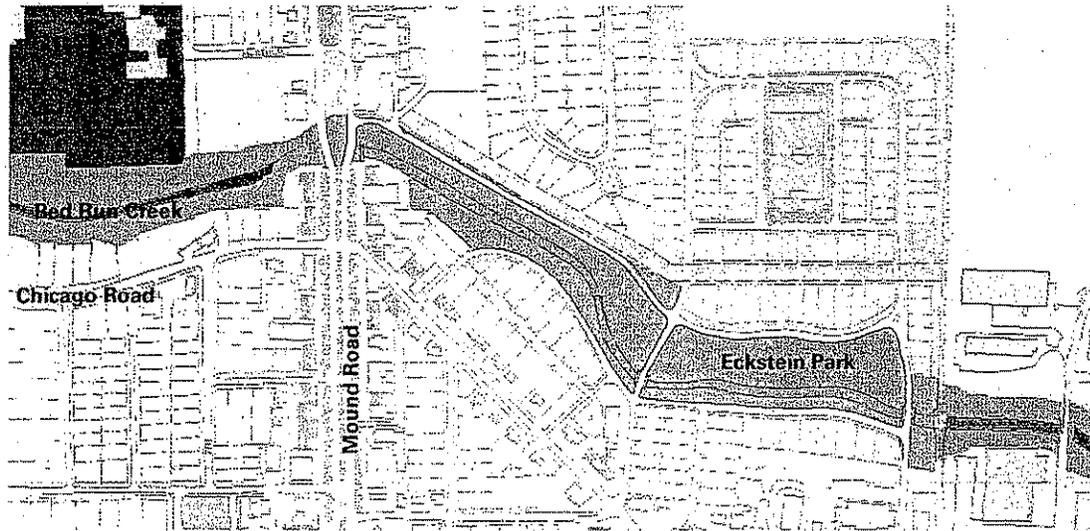
Road without burdening Mound Road with short turning movements.

The gazebo and historical marker that currently reside in the median of Mound Road are proposed to be relocated to a small plaza at the intersection of Chicago and Mound Roads. This plaza will become Historic Warren's primary public space.



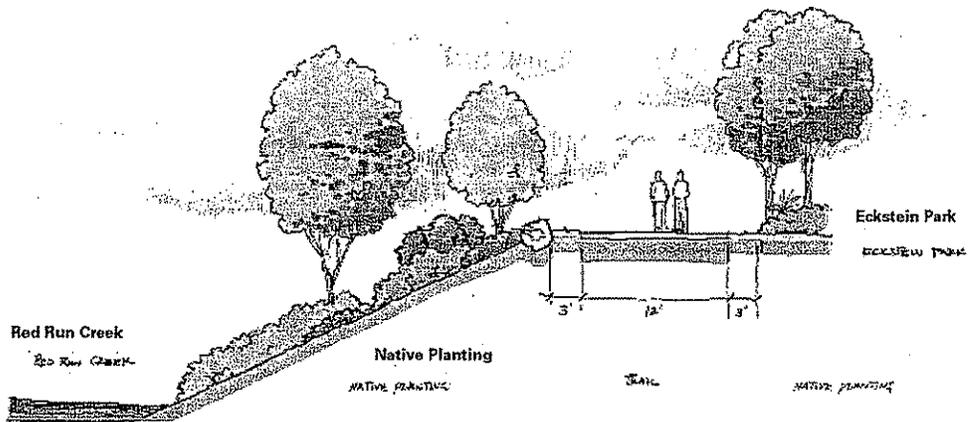
(Top)
Proposed street section
for Mound Road

(Bottom)
Existing street section
of Mound Road



(top) a new Eckstein Park connecting to a larger regional park system

(bottom) proposed section of the creek and trail



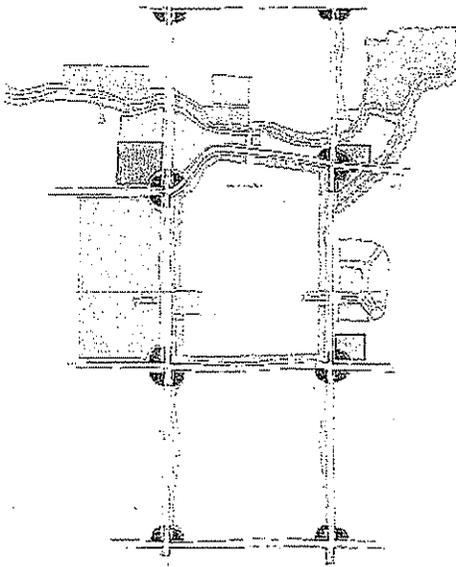
Improved connections to Eckstein Park and Red Run Creek

A trail system is created along Red Run Creek connecting Historic Warren to the regional greenway system, as well as to several local parks in Warren. Red Run Creek, currently a concrete drainage way, is improved with vegetated banks and pedestrian access. The Creek becomes the main feature of an improved Eckstein Park.

A new recreational path is created

along revegetated banks of the Red Run Creek. This trail will connect to the regional greenway system. Native plantings that can sustain peak flows replace and stabilize the concrete banks of the creek.

v Redeveloped Shopping Centers and Improved Intersections



THE PROLIFERATION OF STRIP RETAIL DEVELOPMENT and the congestion of intersections and roadways were identified as two of the most significant problems facing the City of Warren. The Plan addresses both issues by improving the operations of major intersections while simultaneously creating nodes of development at these intersections.

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The seemingly endless strip of commercial uses along Van Dyke Avenue creates a monolithic and monotonous landscape with little interest and no beauty. In the near future, Warren should concentrate on lifting the quality of its commercial corridors by transforming the strip of development into nodes of development.

The logical place for creating more intense nodes of development is at several of the Mile Road intersections of both Van Dyke Avenue and Mound Road. Several of the corner properties are large enough to become nodes unto themselves. These shopping centers could either be completely redesigned and redeveloped as mixed use nodes of activity, or they could simply be intensified with additional commercial uses.

Aside from the issue of redeveloping these properties, roadway improvements to the intersections are required to improve the overall performance of Warren's corridors. The turning movements and conflicts at the intersections are a significant factor in overall roadway performance. The Plan therefore recommends providing for traditional "Michigan Left Turns" or "Full Boulevard Intersections" at five separate locations. Improving the turning movements at these locations will effectively increase the performance of the roadways without increasing the number of through lanes.

The Michigan Left Turn Intersection moves traffic more efficiently than the standard four way intersection by simultaneously (1) converting left turn movements into through movements and (2) eliminating signal phases. In the Michigan boulevard design, left turning motorists do not make left turns directly at the intersection. Rather, motorists make a right turn followed by a U-turn on the cross street and then proceed through the intersection as a through vehicle.

The elimination of traffic signal phases is possible since

there are no longer any left turning movements at the intersection. Elimination of phases is important in the efficiency of the traffic signal because each phase adds "wasted" time (clearance intervals and start-up delay for vehicles) that consume the available green time at the the intersection without adding capacity.

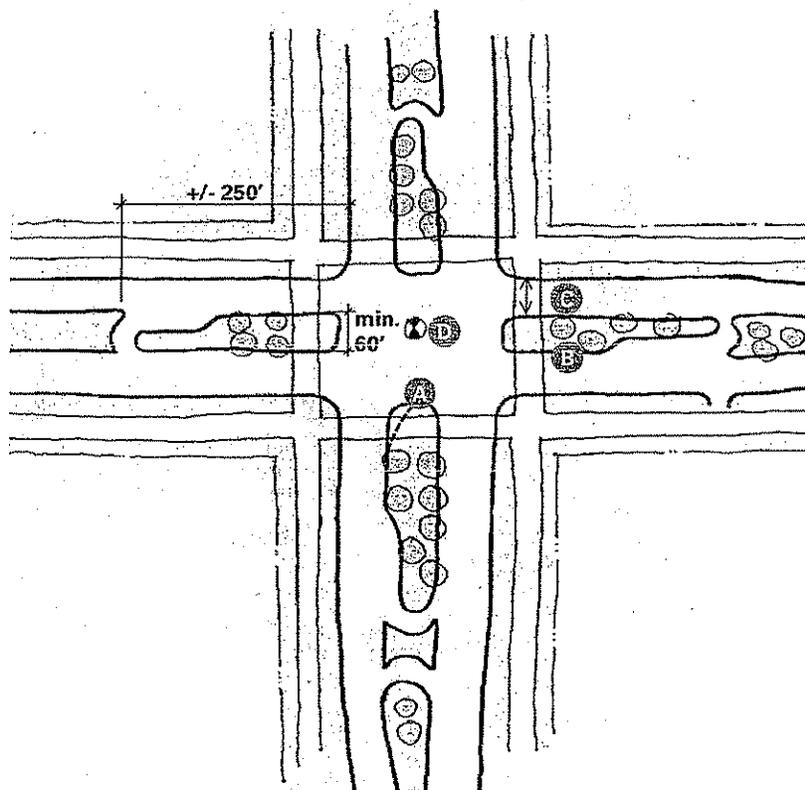
Full Boulevard Intersections present advantages for pedestrians as well. The removal of the left turn lane eliminates the need for a pedestrian to contend with turning traffic. The walking distance across an intersection is longer, but the signal phases are also longer, thereby allowing a pedestrian to comfortably cross an intersection.

The redesign of the arterial intersections should be coordinated with redevelopment plans for the intersections. Estab-

lishing coordinated access and movement patterns for the intersection and the redeveloped property is be critical. In most cases, it will be required to acquire property in order to create a boulevard wide enough for a proper "Michigan Left Turn." Approximately 150'-200' is required at the intersection to create a full boulevard intersection.

A redesigned intersection should allow for intermediate streets to cross the Mile Roads, thereby connecting the redeveloped quadrants to each other without creating extraneous turning movements onto the Mile Roads. The new intersections should also develop a regular spacing of access points and driveways assuring that turning conflicts are minimized, yet adequate access is maintained.

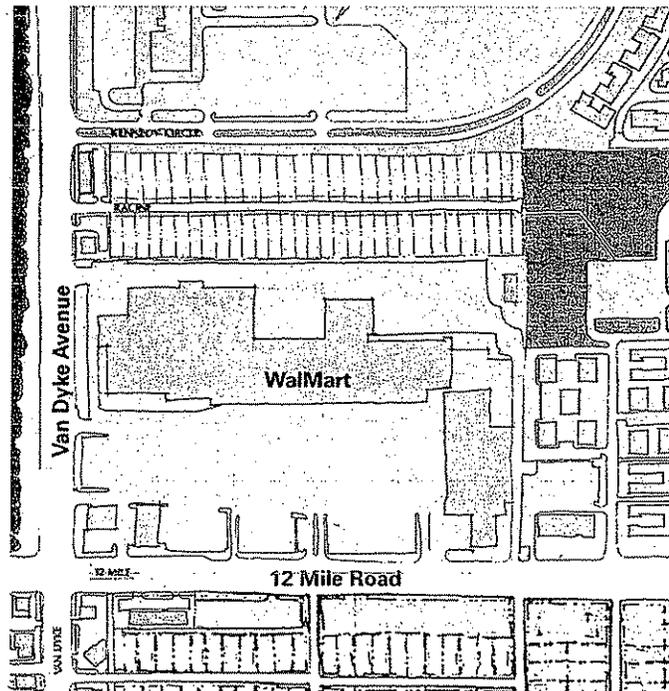
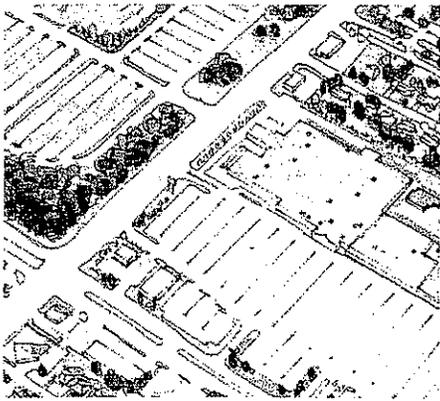
Additional details on Full Boulevard Intersections and Michigan Left Turns is included in the Appendix.



(left) Typical Michigan Left Turn / Full Boulevard Intersection

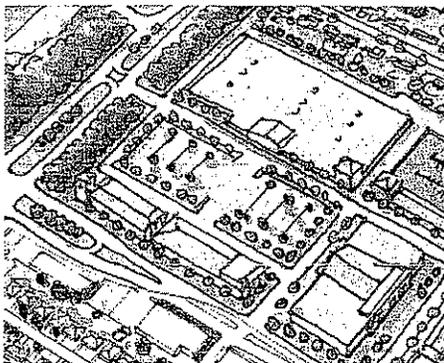
(bottom) proposed section of the creek and trail

- A. Blunt nose island
No left turn movements
- B. Wider island with no left turn lane
- C. No left turn lanes minimize pedestrian crossing distance
- D. 2 phase signal
Long pedestrian cycles. No left turn



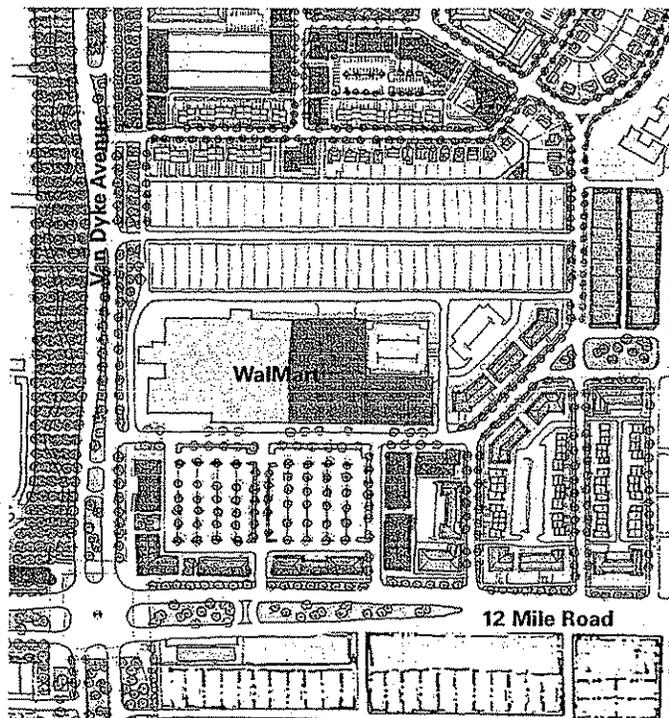
Current Tech Center Plaza 59

Located at the Northeast quadrant of 12 Mile Road and Van Dyke Avenue, Tech Center Plaza is a 314,000 sf shopping center. Tenants include several large discount stores, in line stores, and a few out-buildings with drive through services. The property's eight curb cuts are not coordinated with adjacent properties.



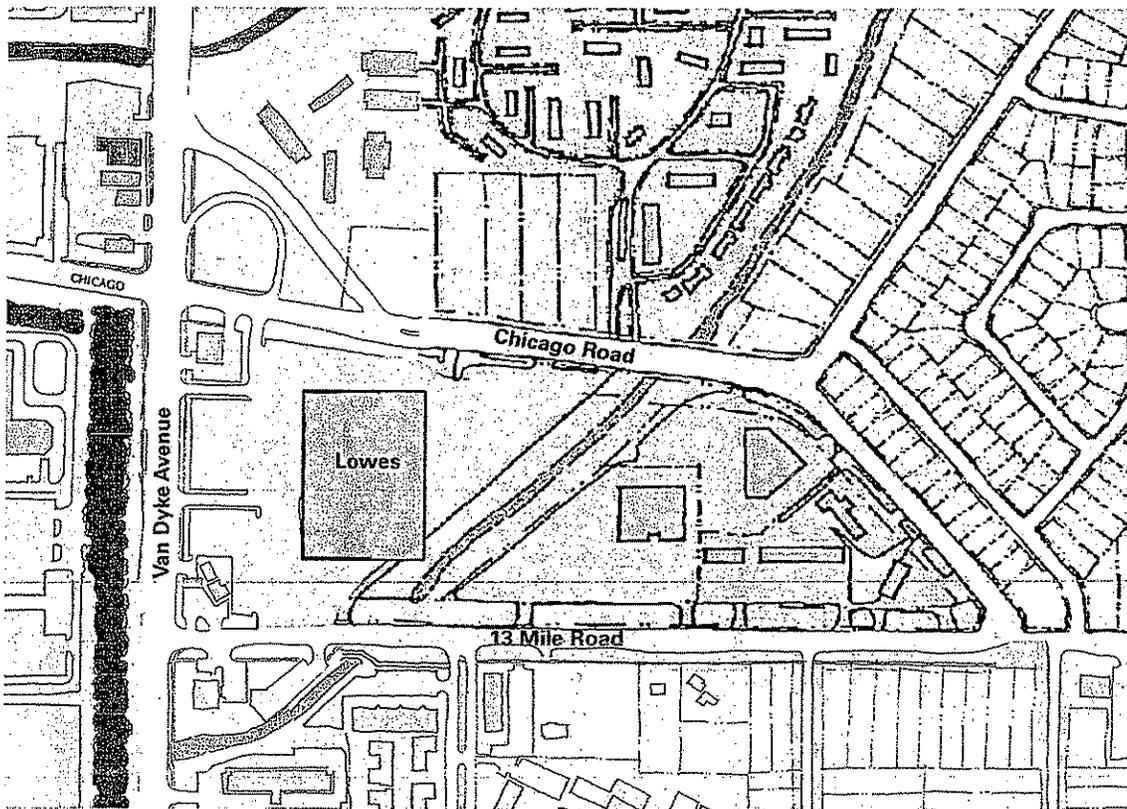
TECH CENTER PLAZA REDEVELOPMENT SUMMARY

Site Area	+/- 32 acres
Commercial	+/- 270,000 sq.ft.
Residential	+/- 245 units
Infrastructure	+/- 4850 lf



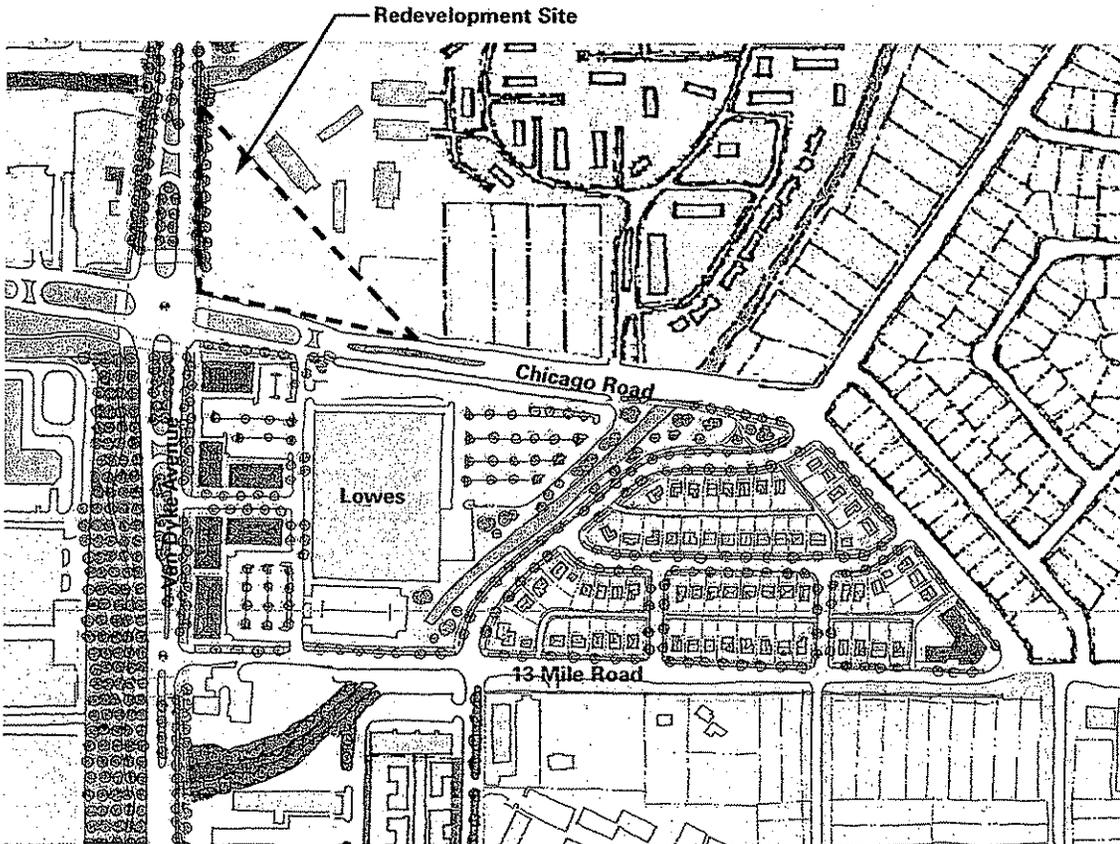
Infill Alternative of Tech Center Plaza

The existing site is rearranged around a renovated WalMart store. New streets link the site to the City Center. Internal streets create blocks which establish an order for all new development. A small parking garage provides spaces for employees vehicle's. Short term parking is located in a parking plaza and on the street. New housing is located on the edges of the site to provide a transition into surrounding neighborhoods.



Current Lowe's Site

A large 100,000 sq.ft. Lowe's store is located at the Southeast corner of 13 Mile Road and Van Dyke Avenue. A creek runs behind the site, but is not capitalized upon as a feature of the area. There are a few small out-buildings located along Van Dyke Avenue. Marginal commercial properties are located east of the creek.

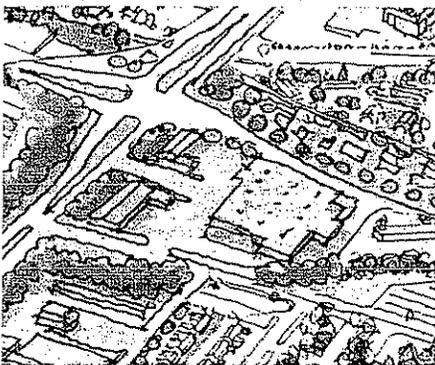


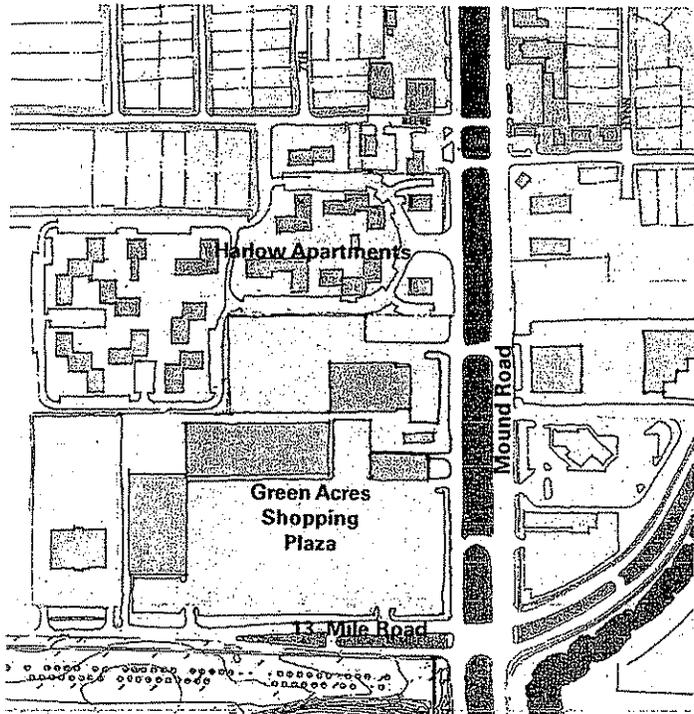
Infill Alternative for Lowes Site

New one-story in line retail buildings are located in the existing Lowes Parking lot. The new buildings are set behind a new linear park along Van Dyke Avenue. Access to the site is coordinated with an improved intersection and introduction of a "Michigan Left Turn" that replaces the need for the current "jug handle" turn in the Northeast quadrant of the site. New housing is located east of the creek, reinforcing 13 Mile Road as a mixed-use

**13 Mile / VAN DYKE REDEVELOPMENT
SUMMARY (Lowes)**

Site Area	+/- 34 acres
New Commercial	+/- 60,000 sq.ft.
Residential	+/- 85 units
Open Space	+/- 3.7 acres
infrastructure	+/- 3700 lf

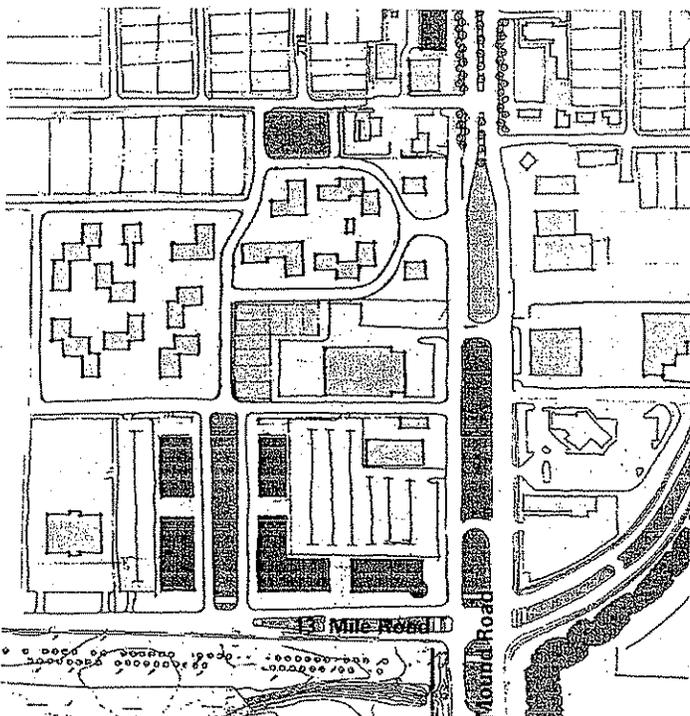




Current Green Acres Shopping Plaza

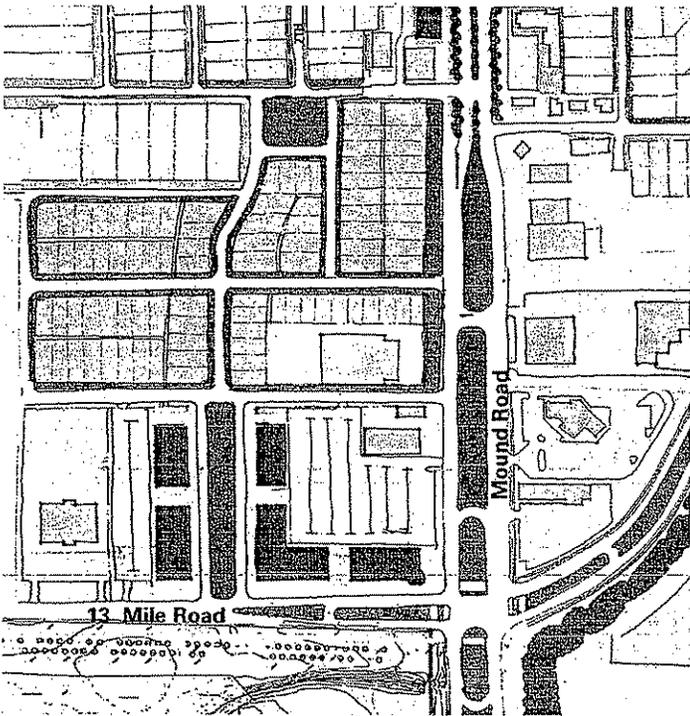
(upper, left)
Located at the north west quadrant of 13 Mile Road and Mound Road, the Green Acres Shopping Plaza is a 122,000 sq.ft. shopping center. The center is currently 35% vacant. Green Acres is arranged as a typical strip mall with more than ample parking fronting the street.

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Redevelopment Alternative for Green Acres Shopping Plaza

(lower left)
The Green Acres Shopping Plaza is maintained as a retail corner. However, it is developed into a node of commercial activity by creating a new street through the site. New retail is located along the new street that connects into the neighborhood to the North. Clear and direct pedestrian connections are made to the 312 Acre GM site to the south at signalized intersections along 13 Mile Road.



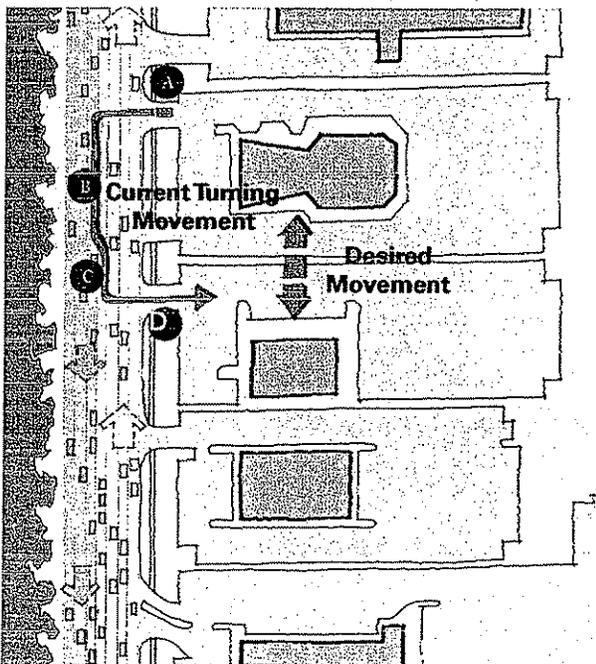
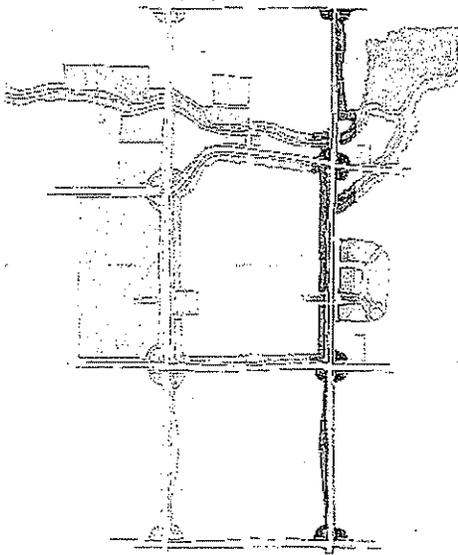
**13 MILE / VAN DYKE REDEVELOPMENT
SUMMARY (Green Acres)**

Site Area	+/- 34 acres
Commercial	+/- 300,000 sq.ft.
Residential	+/- 200 units
Open Space	+/- 2 acres
Infrastructure	+/- 4,300 lf

**Redevelopment
Alternative with
Harlow Apartments**

(left)
Redevelopment of the Harlow Apartments may become a priority in the future. If this site is redeveloped, opportunities exist to redevelop the site as an extension of Historic Warren's neighborhoods. Redevelopment of the site with connections to both Historic Warren and a new Green Acres Redevelopment will provide a pedestrian market for both retail areas.

VI Van Dyke Avenue and 12 Mile Road Improvements

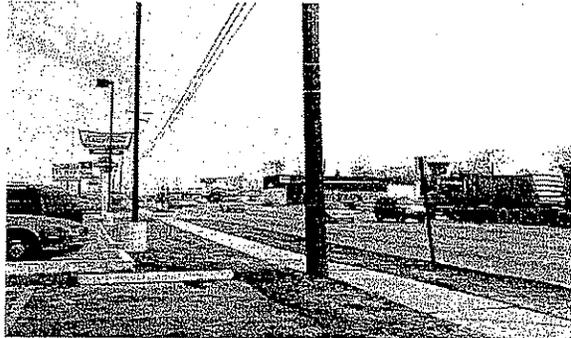
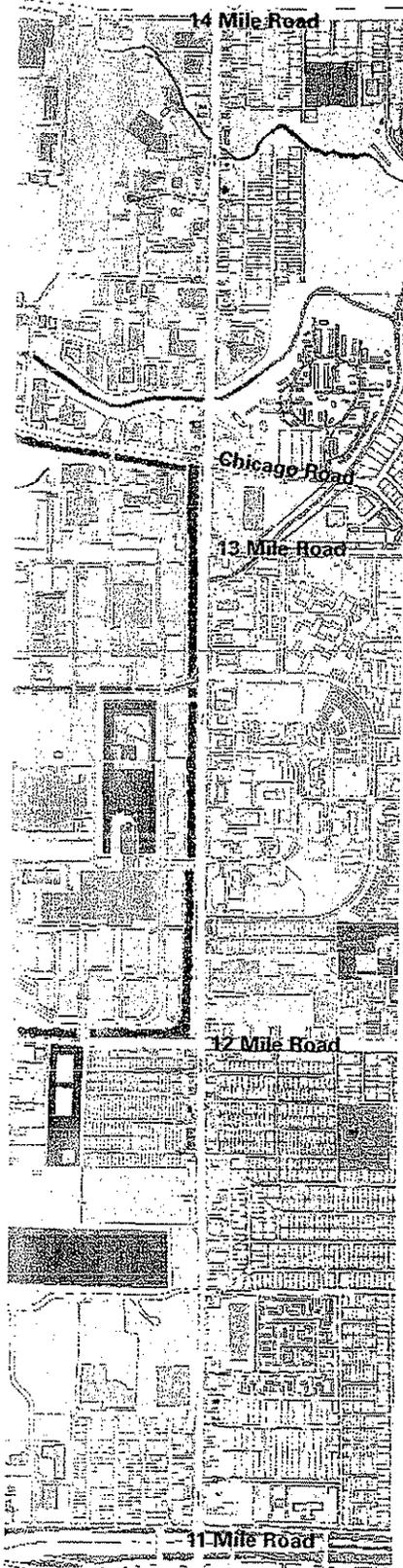


AS ONE OF WARREN'S MAIN thoroughfares, Van Dyke Avenue is the dominant image of the city. In the focus group discussions, Van Dyke Avenue was consistently described as an ugly and placeless environment. For many residents, Van Dyke Avenue is cited as the single greatest detractor for Warren's image. Warren's ability to improve its character as a whole, as well as its hope to attract new residents and development, hinges on physical improvements to both Van Dyke Avenue and its adjacent properties.

Van Dyke Avenue carries a high volume of traffic (approximately 70,000 vehicles daily), and is currently an entirely automobile-oriented environment. The roadway is extremely wide; it is 90 feet from curb to curb and is lined with low-scale buildings and surface parking lots. The street is dominated by the haphazard placement and visual pollution of retail signage. With the exception of the tree bosque in front of the GM Tech Center, there is little or no landscaping along the roadway.

There are very few connections (pedestrian or automobile) between adjacent uses along Van Dyke Avenue. As a result, all "local" use of the businesses along Van Dyke Avenue requires use of a 7 lane road for simple one or two block trips. Due to the lack of sidewalks and the prevalence of "spite strips" between parcels, travel from one use on Van Dyke to another often requires the risky venture of taking a left turn onto the arterial, negotiating the middle turning lane (aka suicide lane) and taking yet another left turn across traffic into a driveway. Using Van Dyke Avenue in this manner further contributes to its congestion.

- A Left turn across three lanes of oncoming cars
- B Slow movement in left lane
- C Merge into turning lane for both travel directions (suicide lane)
- D Left turn across three lanes of oncoming cars



Van Dyke Avenue
between 13 Mile
Road and 14 Mile
Road

65



Van Dyke Avenue
between 12 Mile
Road and 13 Mile
Road



Van Dyke Avenue
between 11 Mile
Road and 12 Mile
Road

References

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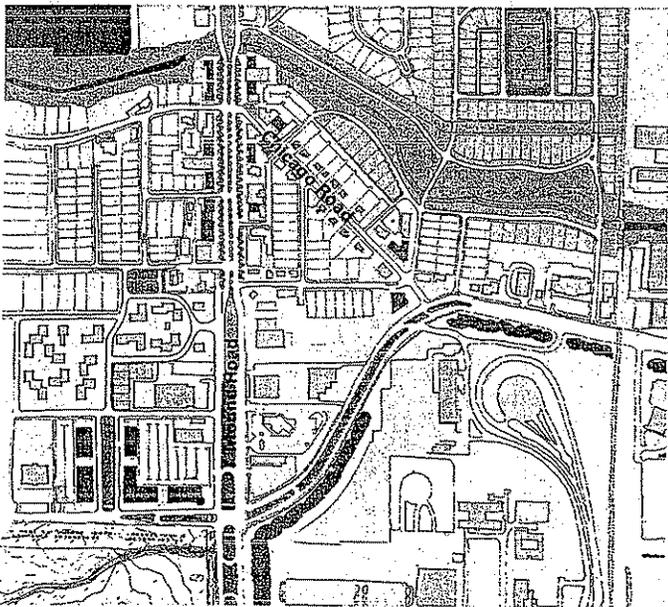
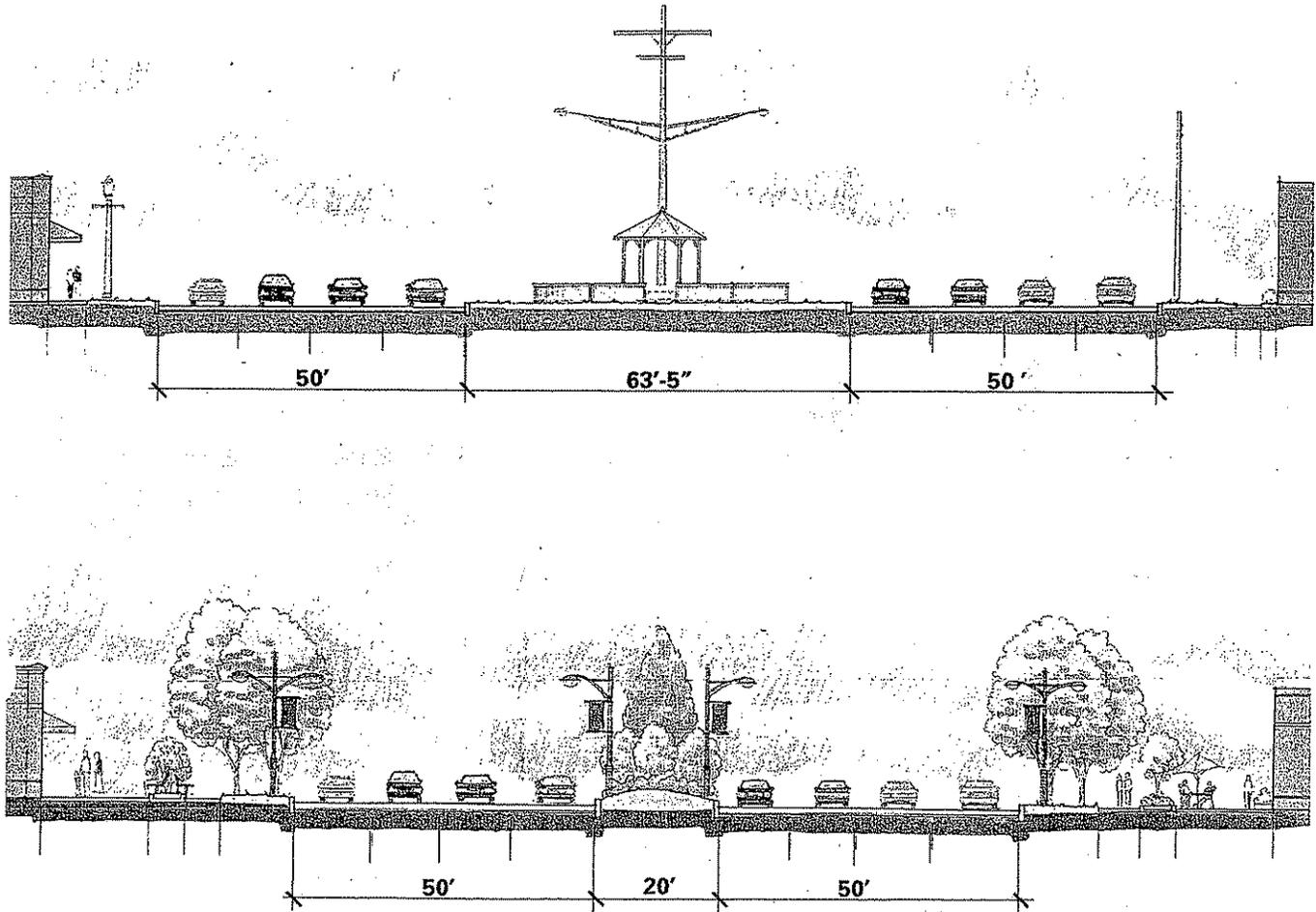


Figure 10: Mound Road at Historic District

(above) Existing

(below) Proposed

Plan of Mound Road at Historic District

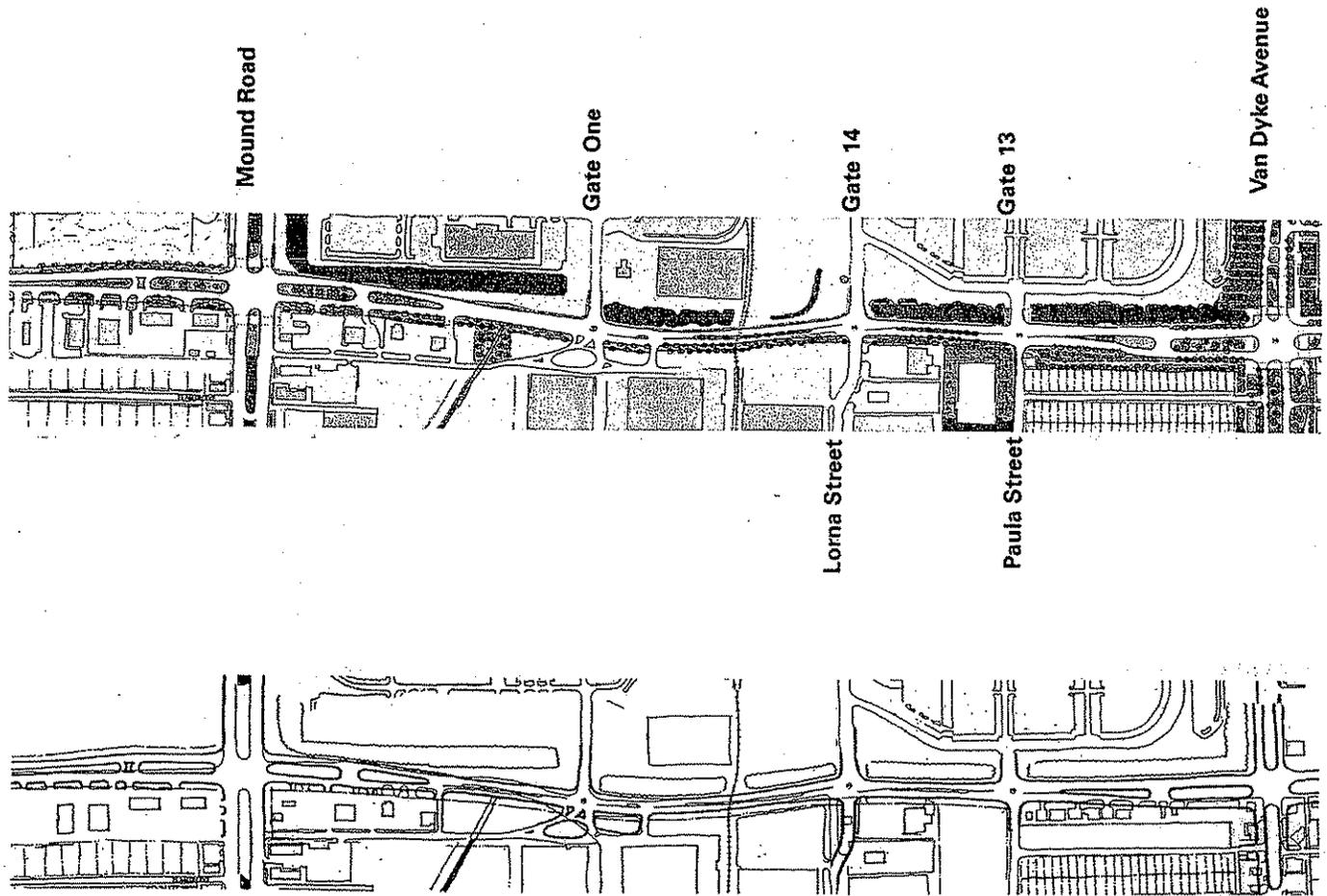


Figure 9: 12 Mile Road

(above) Proposed 12 Mile Road

(below) Proposed 12 Mile Road overlaid upon existing conditions

increases the distance between building front and the nearest moving vehicle. Under the reconfigured plan, there would be a distance of 40 feet between face of building and street curb. Further, there would be a 12 foot buffer, containing major plantings and streetscape, between pedestrians and the moving lane of traffic. This buffer would further serve to screen the buildings from the impacts of passing traffic.

associated with boulevarding. The amount of land required for boulevarding for these two intersections is large, in light of the small benefit to traffic flow gained by boulevarding. Pedestrian flows, part of the rationale for boulevarding on Van Dyke Avenue and Mound Road, are not present at this location along Twelve Mile Road. Further generators of pedestrian travel (for example, town center, pedestrian entrance to the Tech Center, etc.) are not planned for this segment of roadway.

Present and projected traffic flows, both on Twelve Mile Road and on the intersecting streets and Tech Center entrances, can be accommodated smoothly with conventional four-way intersections and left-turn bays on the appropriate approaches. The right-of-way, impacts and construction expense of boulevarding is not warranted for these locations.

•**Alignment** – The proposed alignment of Twelve Mile Road between Mound Road and Van Dyke Avenue closely follows the existing alignment (*Figure 9*). New segments of right-of-way are needed for the boulevarding of both the Mound Road and the Van Dyke Avenue locations. It is recommended that at both locations the additional right-of-way be acquired from the south side of Twelve Mile Road. Acquiring the needed right-of-way in this manner would preserve the landscaping on the north side of the road (i.e., within the Tech Center) and would minimize impacts to the large commercial area on the northeast quadrant of the Twelve Mile Road/Van Dyke Avenue intersection.

•**Lane Configuration** – The recommended plan for Twelve Mile Road incorporates two lanes in each direction. Single left-turn lanes are located at the Tech Center Gate 1, Tech Center Gate 14/Lorna Street and Tech Center Gate 13/Paula Street intersections. It is recommended that Lorna Street be aligned with the Tech Center Gate 14, yielding a normal four-way intersection.

•**Traffic signals** – The recommended plan retains traffic signals at the three existing locations: Tech Center Gate 1, Tech Center Gate 14/Lorna Street and Tech Center Gate 13/Paula Street.

Mound Road in the Historical Area

Within the historical district of Mound Road (i.e., to the north of Chicago Road), the existing cross section for Mound Road contains a large median, in which some park features and landscaping elements are included. However, the volume of traffic on Mound Road at this location renders this space practically non-useable, for several reasons. Simply the volume of traffic makes access to this space difficult for much of the day. The noise and quantities of leaving vehicles make occupying the space a disconcerting experience, aside from the difficulties of gaining access to it.

We recommend, therefore, that this segment of Mound Road be reconfigured by reducing the median width to the minimum size necessary for major landscaping (20 feet) and reallocating the space gained to the sidewalks and buffer area on either side of the street (*Figure 10*). Thus reconfigured, the street still contains the same number of moving traffic lanes (eight), but substantially

curvature also provides space for larger median areas with landscape, alternating with large buffer areas along the east side of the road, also with landscaping and streetscape features (*Figure 8*). Because of the width of the right-of-ways required (one complete row of fronting properties on the east side of the street), a large number of possibilities exist for relocating the northbound roadways. These possibilities should be explored in detail; as the plan for boulevarding Van Dyke Avenue proceeds from the conceptual to the actual design phases.

•**Traffic calming** – Traffic speeds on Van Dyke Avenue are reduced, and driver behavior improved, through a series of traffic calming elements built into the proposed design for Van Dyke Avenue. The alignment changes (above) yield a total of fifteen points of curvature introduced into Van Dyke Avenue, between I-696 and Fourteen Mile Road. Thus, there are fifteen locations at which the design speed of the road is reduced, and increased driver attentiveness is required. The likely result is lower travel speeds and an increased level of driver attentiveness. The continuous median, at many points planted with major landscaping, is a further element in traffic calming. The landscaped median reduces the apparent width of the roadway, thereby reducing driver speed. Intensive landscaping along the sides of the road, both in existing green areas such as the GM Tech Center Campus as well as in new areas gained from the road realignment (above) also add to the traffic calming effectiveness of the revised roadway.

•**Lanes of traffic** – Six lanes of traffic, three in each direction, are recommended for Van Dyke Avenue throughout the entire study section. *Figures 4, 5 and 6* illustrate the various cross sections for these six lanes of traffic.

•**Traffic signals** – The recommended plan includes all currently signalized locations on Van Dyke Avenue.

Twelve Mile Road

The recommended plan for Twelve Mile Road through central Warren (i.e., from one-quarter mile to the west of Mound Road to approximately one-quarter mile east of Van Dyke Avenue) incorporates the following major features:

•**Boulevarding** – We recommend boulevarding at two locations: Mound Road and Van Dyke Avenue. Boulevarding on Twelve Mile Road at these points would bring both of these locations up to fully boulevarded intersections.

Previous studies (the July, 2000 Traffic Study) recommended boulevarding at two other locations within this segment of roadway; specifically, at the Tech Center Gate 13/Pauline Street intersection and at the Tech Center Gate 14/Lorna Street intersection. Our current recommendation is that these two locations be accommodated with normal left-turn bays and signalization, rather than by boulevarded intersections. These intersections do not nearly have the approach volumes (typically 50,000 entering vehicles daily) ordinarily

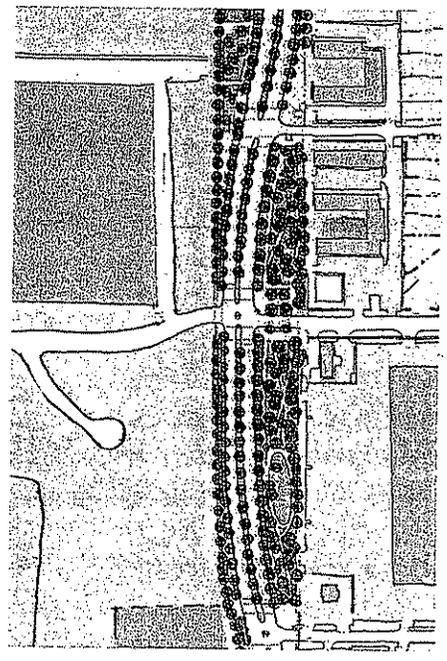


Figure 7
Intersection with Van Dyke Avenue and Tank Plant

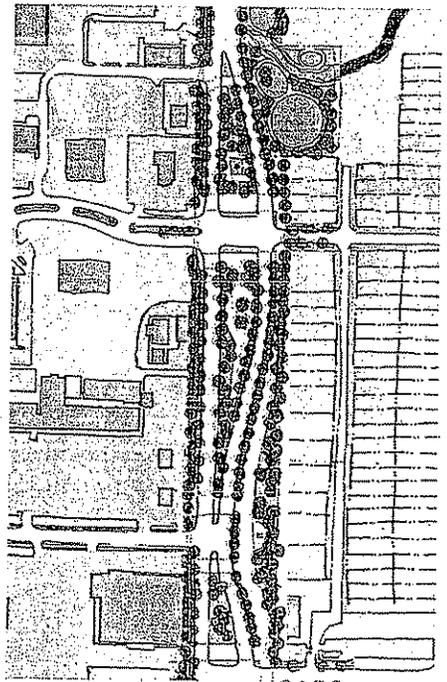
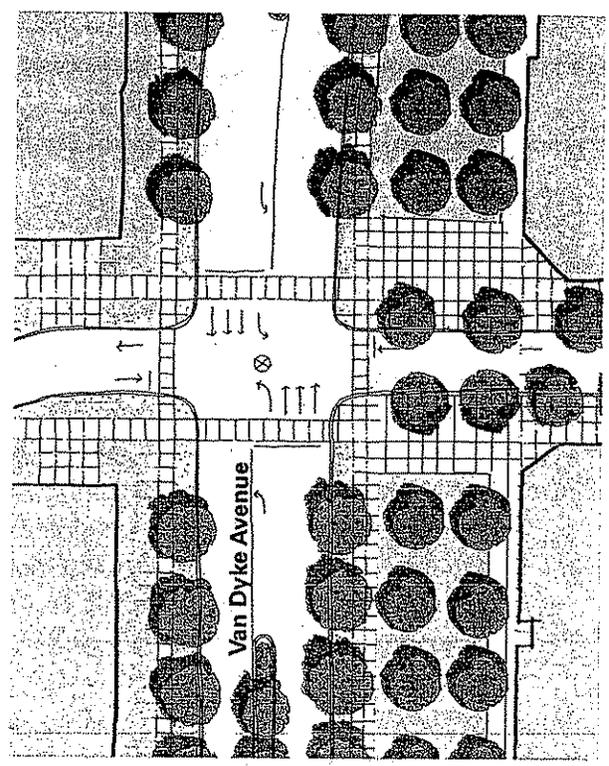
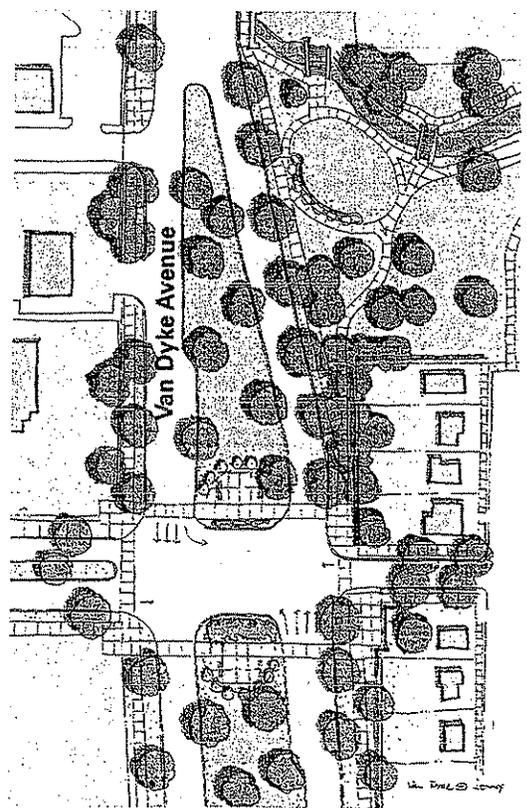


Figure 8
North of Chicago Road on Van Dyke Avenue



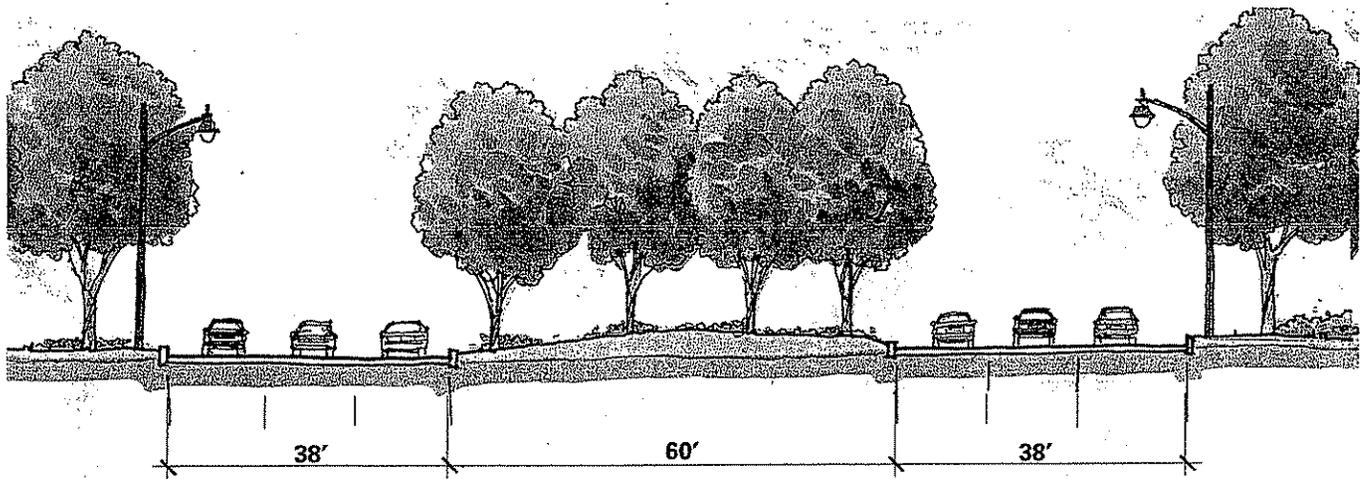


Figure 4: Cross-Section BB
Section with standard 60 foot median at boulevarded intersection locations

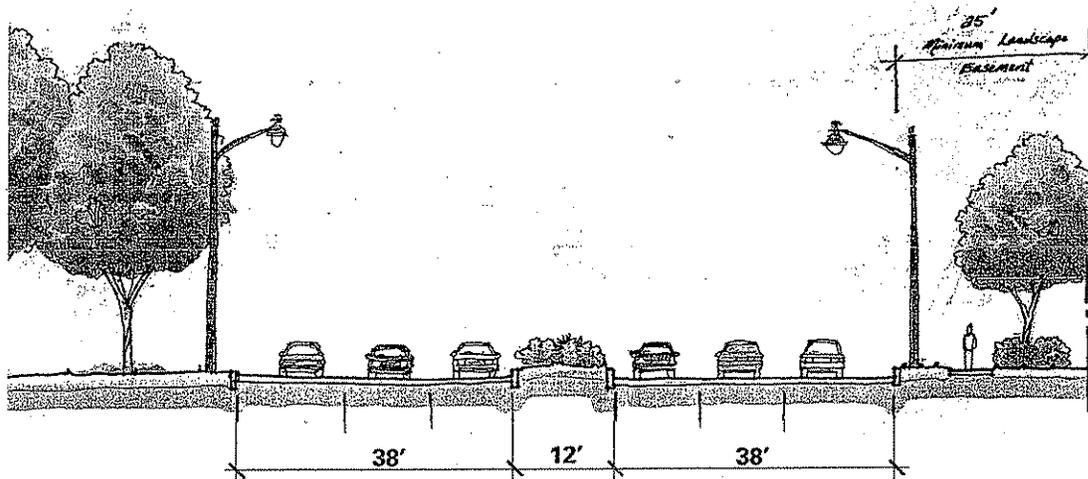


Figure 5: Cross-Section AA
Section at non-intersection locations

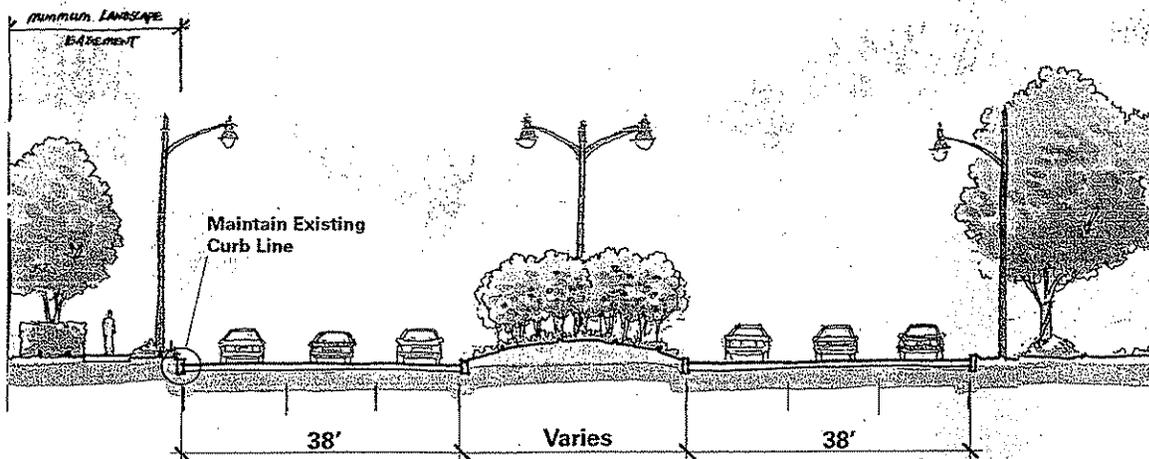


Figure 6: Cross-Section CC
Section along northern end of corridor with varying median width

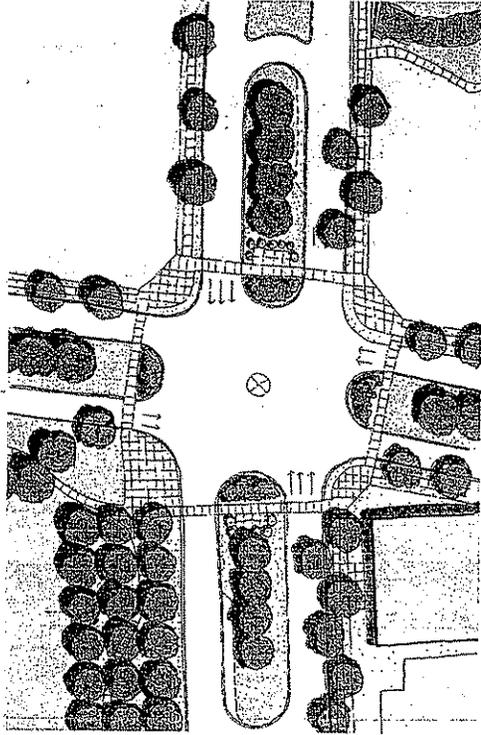


Figure 2
Intersection with "Full Boulevards". All approaches are boulevarded.

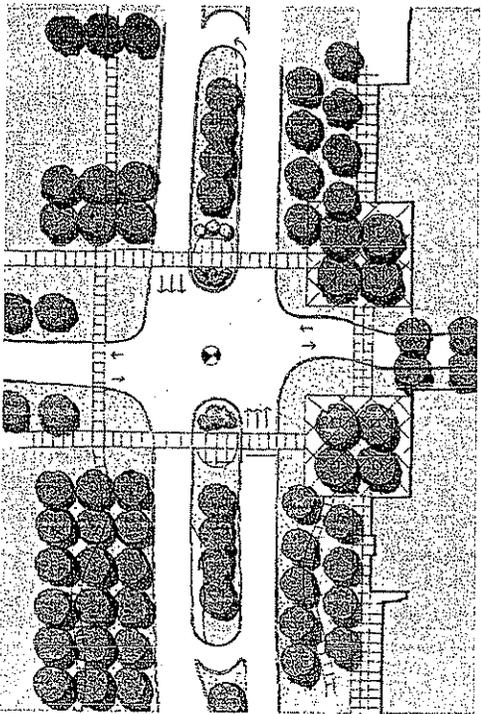
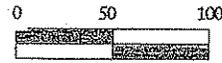
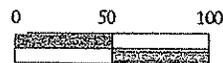


Figure 3
Intersection boulevarded only on the major street.



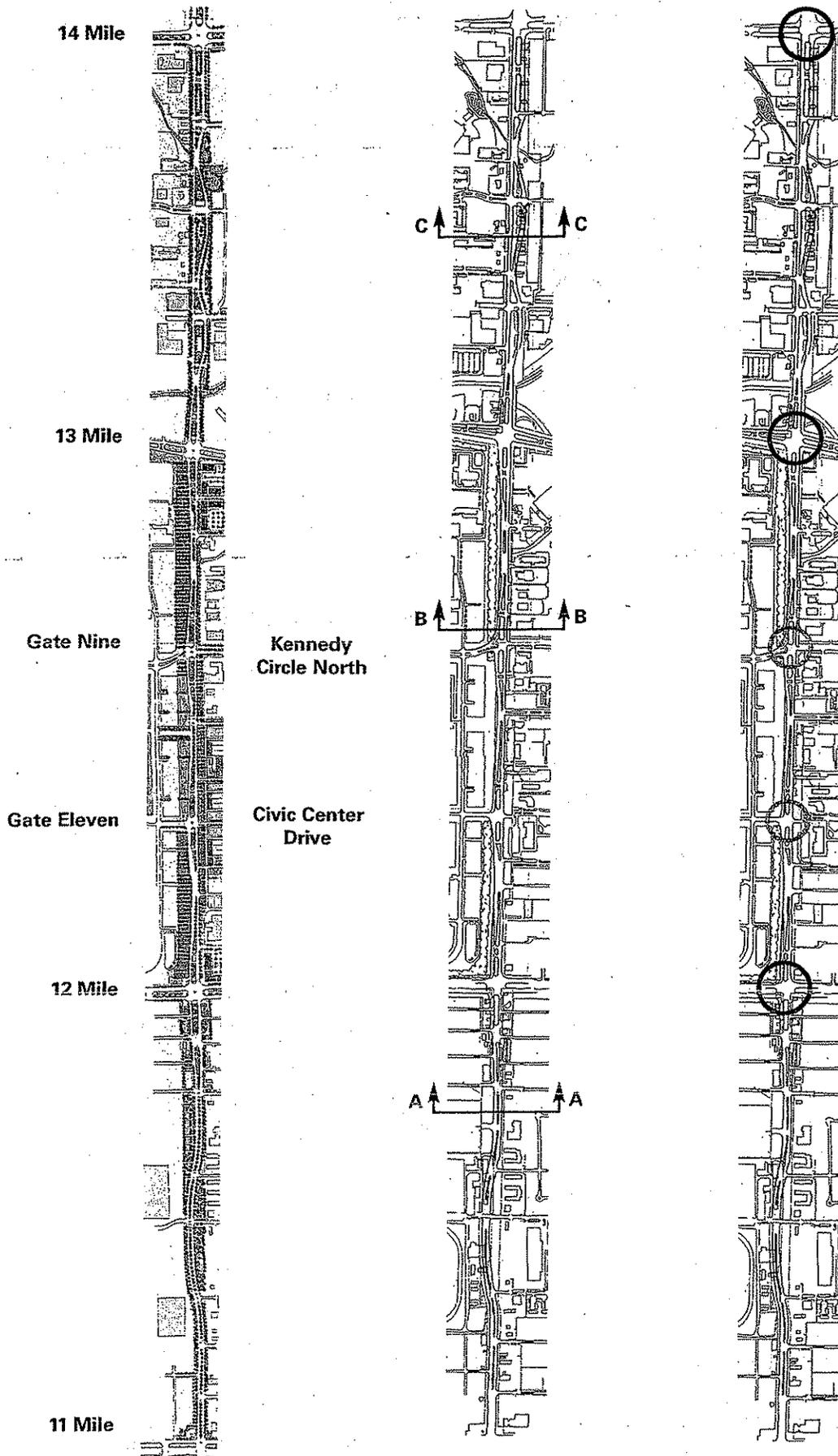


Figure 1: Van Dyke

(left) Proposed Van Dyke Avenue between 11 and 14 mile roads.

(middle) Proposed Van Dyke Avenue overlaid upon existing conditions.

(right) Proposed Van Dyke Avenue highlighting three full boulevarded intersections (blue) and two intersections boulevarded on the major street (red).

Van Dyke Avenue

The recommended plan for Van Dyke Avenue through the Warren City Center (*Figure 1*) calls for:

- **Boulevarding at five locations** – Twelve Mile Road, Civic Center/Tech Center Gate Eleven, Kennedy Circle North/Tech Center Gate Nine, Chicago Road and Fourteen Mile Road. These boulevardings are all consistent with the recommendations from the City's July 12, 2000 Traffic Study. In some instances, the recommended geometry of the boulevarding differs slightly from that of previous recommendations, in order to allow full access (i.e., to/from all directions on Van Dyke). Three locations are "full boulevards," with all approaches boulevarded (*Figure 2*). The other two locations are boulevarded only on the major street; i.e., Van Dyke Avenue (*Figure 3*).
- **Divided parkway cross section** – The current plan recommends a divided roadway cross section throughout the entire length of Van Dyke Avenue, from I-696 to Fourteen Mile Road. At boulevard intersection locations, the cross section is the standard 60-foot median width as used in the conventional Michigan boulevarding (cross section "BB" - *Figure 4*). At most non-intersection locations away from the boulevarded intersections, the width of the median is 12 feet (cross section "AA" - *Figure 5*). At the northern end of the corridor, between Chicago Road and Fourteen Mile Road, where new right-of-way is proposed to be taken for the road, the width of the median can vary widely, depending on the specifics of the location, such as driveways, cross-streets, design of parkway and buffer land along the road, and so forth (cross section "CC" - *Figure 6*).
- **Alignment** – The proposed alignment is generally within the existing right-of-way of Van Dyke Avenue, and requires new alignment for short segments at each of the five boulevarded intersections (Twelve Mile Road, Civic Center Drive/Gate Eleven, Kennedy Circle/Gate Nine, Chicago Road and Fourteen Mile Road). At two locations, Van Dyke is realigned, requiring new right-of-way:
 1. At the entrance to the Tank plant (*Figure 7*), the Van Dyke Avenue alignment is shifted westward, yielding an elongated green area to the east of the new roadway. This area can be used to increase the developable area on the east side of Van Dyke Avenue, or, alternatively, as additional buffer or green space along the roadway. This deflection of the roadway at the Tank plant entrance is valuable as part of the traffic calming effort along Van Dyke Avenue. It eliminates the long tangent (i.e., straight) view on Van Dyke Avenue, thereby reducing the design speed and prevailing speed of motorists on the roadway.
 2. Between Chicago Road and Fourteen Mile Road, the northbound lane of the rebuilt Van Dyke Avenue follows a curving alignment, as indicated in *Figure 1*. This curvature of the northbound roadway reduces vehicular speeds due to the deflection of the driving path, and shortening of the driver's sight distance. The

more places where these roads can be crossed by pedestrians. Reduce travel speeds and volumes on Van Dyke Avenue.

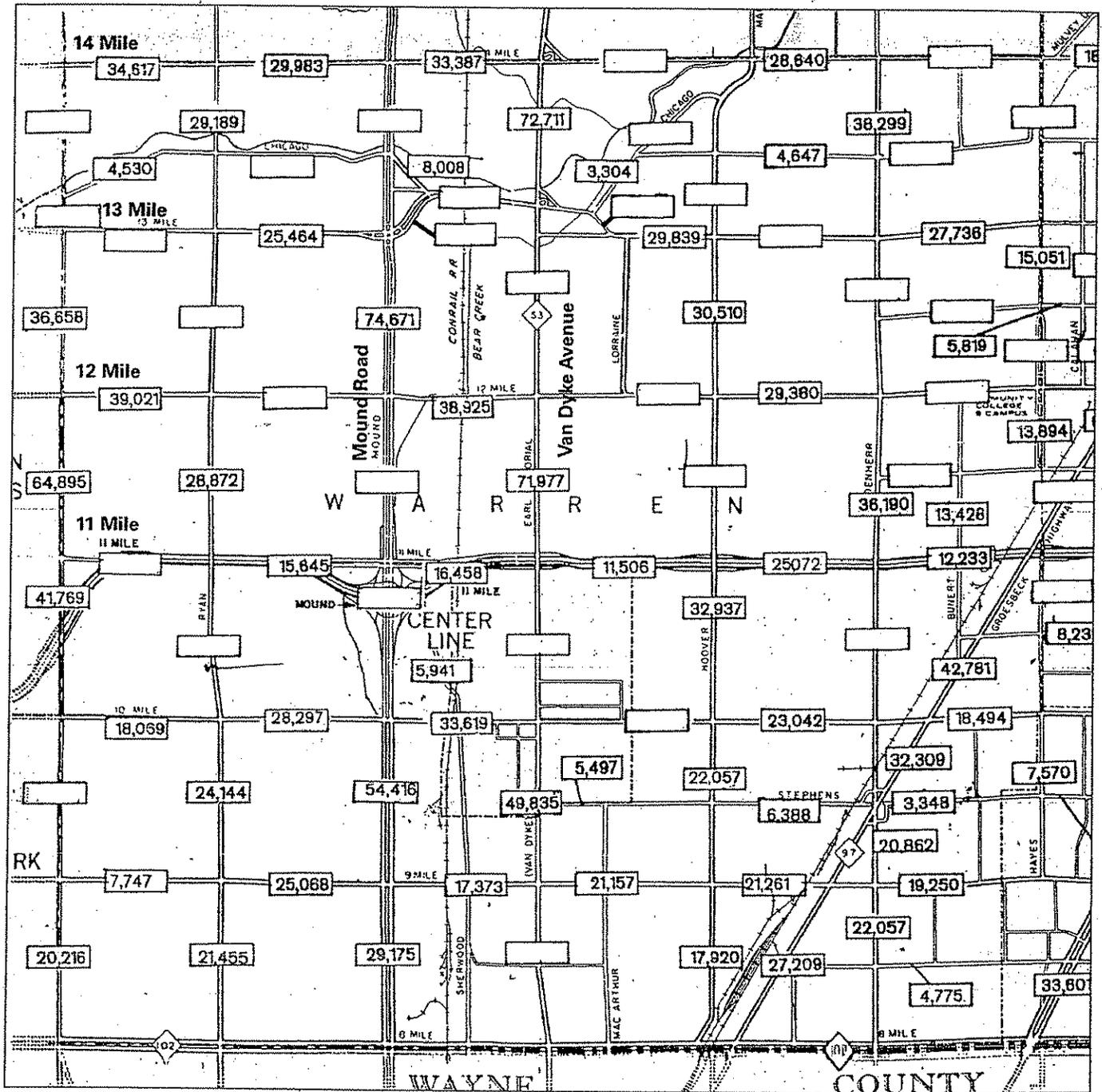
- **Landscape and streetscape** – Improve the appearance of Van Dyke Avenue, as experienced by pedestrians along the road, occupants of vehicles on the road, and occupants of properties along the road. Same Twelve Mile Road and Mound Road in historic part of City.
- **Green network** – Join the important open spaces of the City with a network of “greened” streets.
- **Traffic calming** – Calm and reduce the traffic volume on Van Dyke Avenue through road design measures.
- **Street network** – Establish new intermediate streets within commercial areas, and connecting to adjacent neighborhoods, thereby eliminating the need for local traffic to use major arterial streets such as Van Dyke.

Transportation Planning Principles

Beyond the adopted urban design principles, several other important principles directly address transportation planning:

- **Reconcile plans with standing boulevard recommendations** – Recent, extensive analysis (prior to the current DDA urban design effort) has recommended the boulevard-ing of Van Dyke Avenue and Twelve Mile Road. The current plan for the Warren City center area should revisit these plans, examine them for consistency with the current objectives, and adapt them as appropriate.
- **Gain better access versus mobility balance on Van Dyke Avenue** – Currently, the design of Van Dyke Avenue favors mobility for through traffic (i.e., traffic with neither origin nor destination in Warren) over access to origins and destinations (e.g., GM Tech Center, Warren Civic Center, etc.) within Warren itself. A better balance of access to local destinations versus mobility for through traffic should be a goal for Van Dyke Avenue and Twelve Mile Road.
- **De-emphasize Van Dyke Avenue as north/south arterial** – The presence of the City center, the desire for local businesses and the “front door” of the GM Tech Center all argue for Van Dyke Avenue to focus on local access. Longer distance mobility is already better on Mound Road, with its better connection to I-696, greater number of lanes, fewer traffic signals and higher speed of operation. Thus, it is appropriate that the City continue to emphasize the use of Van Dyke for local access, with a corresponding transfer of the longer-distance mobility function to Mound Road.

RECOMMENDED IMPROVEMENT PLAN



Attachment 1: Traffic Volumes

1997 & 1998 Traffic Volume Map, Macomb County Road Commission.

Weekday - 24 hour - Bi-directional count

INTRODUCTION

Objective

This traffic report supports the Warren, Michigan DDA Corridor Study intended to:

1. Upgrade the image of Warren and strengthen existing businesses and residential areas by redeveloping and improving the Van Dyke Avenue, Mound Road and Twelve Mile Road commercial corridors.
2. Create a "downtown" for Warren along Van Dyke Avenue, giving it a recognizable central place, town center and focal point for the town.

Major Street Features

The dominant street features in the central part of Warren are two major north/south arterial highways, both of which connect to Interstate 696:

- Van Dyke Avenue, a six-lane arterial carrying 58,000 to 72,000 daily traffic (ADT) within the City of Warren and
- Mound Road, carrying 71,000-93,000 ADT within the City.

Four east/west arterial streets – Eleven Mile Road, Twelve Mile Road, Thirteen Mile Road/Chicago Road and Fourteen Mile Road – spaced at one-mile intervals, provide east/west arterial access across the City. Volumes on these east/west streets range from 11,000 to 33,000 ADT (*Attachment I*).

A dense, well-connected network of small streets forms the collector street and local street system of the City.

Interstate 696 bisects the City in an east/west direction. Van Dyke Avenue connects with Interstate 696 in a split-diamond interchange. One mile to the west, Mound Road intersects with I-696 in a fully directional tri-level interchange, a vestige of earlier plans that called for a north/south freeway in the Mound Road alignment.

PRINCIPLES FOR ROAD PLANNING

Urban Design Principles

Several of the principles adopted for the urban design of the corridor have particular relevance for transportation planning:

- **Pedestrian friendly environment** – Improve the walking environment along Van Dyke Avenue, Twelve Mile Road and Mound Road in the historic part of the City (i.e., at and around Chicago Road). Improve the safety for pedestrians crossing these roads. Provide

SUMMARY OF RECOMMENDED STREET CONFIGURATION CHANGES

Appendix to:
**Downtown Development Authority Primary
Corridors Design Study**

Prepared for

**City of Warren, Michigan
Downtown Development Authority**

Prepared by

Glattig Jackson Kercher Anglin Lopez Rinehart, Inc.

December, 2001

Bldg/Lot		floors	Private							Public			
			retail	office	other	residential			bldg	public pkg.			
			(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF	(sq.ft.)	structure	street	lot
A-exist													
sub total													65
B-exist													
C-exist													
sub total			0	0	0	0	0	0	0	0	0	37	
TOTAL			207,400	684,800	141,600	82,800	288	57	94	110,000	3,450	750	344

Total Square Feet of New Development (Not including housing): +/- 1,143,800 sf

Total Parking: +/- 4540 spaces

City Center Parking Ratio: +/- 3.97 per 1000 sq. ft

Total New Housing Units: +/- 440 units

Bldg/Lot	floors
A-exist	2
B-exist	
sub total	

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
exist						
0	0	0	0	0	0	0

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
			120
0	0	49	120

Bldg/Lot	floors
A	2
B	2
C	2
D	2
E	2
F	3
G	3
sub total	

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
				16		
				10		
				10		
7,800				8		
8,700				9		
13,200	26,400					
13,500	27,000			0		
43,200	53,400	0	0	53	0	0

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
0			0
0	0	60	50

Bldg/Lot	floors
A-management	
B-res	3
sub total	

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
		6,000				
				133		
0	0	6,000	0	133	0	0

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
0	0	60	0

Bldg/Lot	floors
A-res	
sub total	

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
				20	10	12
0	0	0	0	20	10	12

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
0	0	30	0

Bldg/Lot	floors
A-res	
sub total	

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
				12		11
0	0	0	0	12		11

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
0	0	36	0

Bldg/Lot	floors
A-res	
sub total	

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
				0		20
0	0	0	0	0	0	20

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
0	0	30	0

Bldg/Lot	floors
A-exist	
B	
sub total	

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
exist						
						11
0	0	0	0	0	11	0

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
0	0	25	0

Bldg/Lot	floors
A	
B	
C	
D	
E	
F	
sub total	

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
	0			18		
	0			30		
				18		
				18		
		0		18		
0	0	0	0			

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
	600		
0	600	60	0

BLOCK CALCULATIONS FOR WARREN CIVIC CENTER

Block	Bldg/Lot	floors
A		3
B		3
C		3
D-hotel, conference		6
sub total		

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
0	90,000					
16,800	0			33		
23,400	0					
0		120,000				
40,200	90,000	120,000	0	33	0	0

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
	630		
0	630	55	16

Block	Bldg/Lot	floors
A		6
B		3
C		5
D		3
E		6
F		3
sub total		

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
	126,000					
16,500				33		
11,700						
7,500	0			16		
	126,000					
16,800	33,600					
52,500	285,600	0	0	49	0	0

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
	1,000		
0	1,000	58	32

Block	Bldg/Lot	floors
A		6
B		3
C		4
D		2
E-res		
sub total		

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
18,000	170,000					
15,000	30,000					
5,000						
			14,400		12	
38,000	200,000	0	14,400	0	12	0

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
	920		
0	920	45	16

Block	Bldg/Lot	floors
A		3
B		3
C		3
D		2
E-day care		
F		1
G-res		
sub total		

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
8,400	16,800					
6,900	13,800					
10,200	20,400					
4800	4800					
		15600				
3200					12	0
33,500	55,800	15,600	0	0	12	0

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
0	0	38	80

Block	Bldg/Lot	floors
A - City Hall/Library		2
B-pkg garage		3
sub total		

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
						13
0	0	0	0	0	0	13

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
110000			
	300		
110,000	300	55	30

Block	Bldg/Lot	floors
A-res		
sub total		

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
			39600			22
0	0	0	39,600	0	0	22

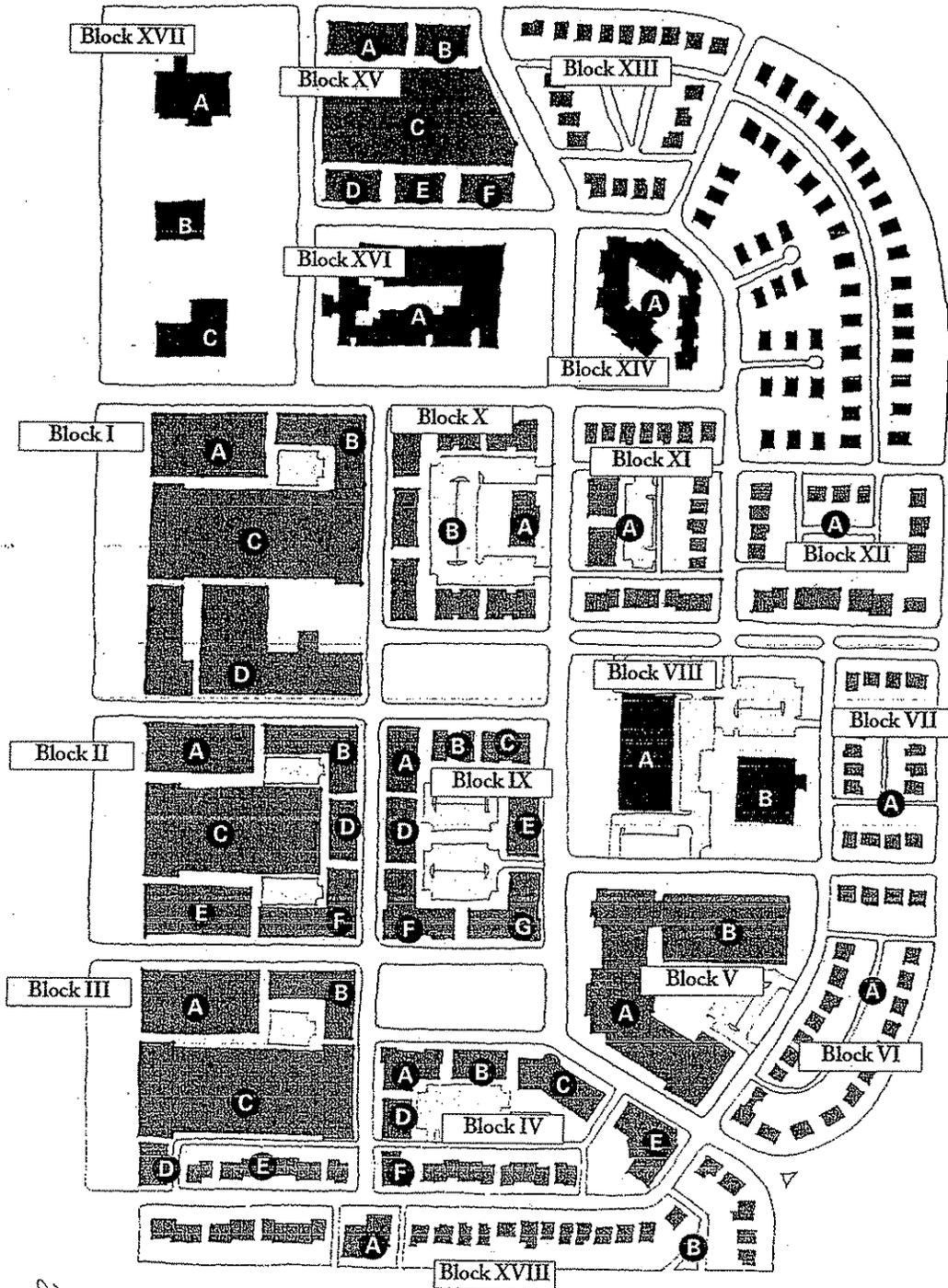
Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
0	0	60	0

Block	Bldg/Lot	floors
A-res		
sub total		

Private						
retail	office	other	residential			
(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)*	Apts	TH	SF
			28800			16
0	0	0	28,800	0	0	16

Public			
bldg	public pkg.		
(sq.ft.)	structure	street	lot
0	0	45	0

City Center Blocks and Buildings Key

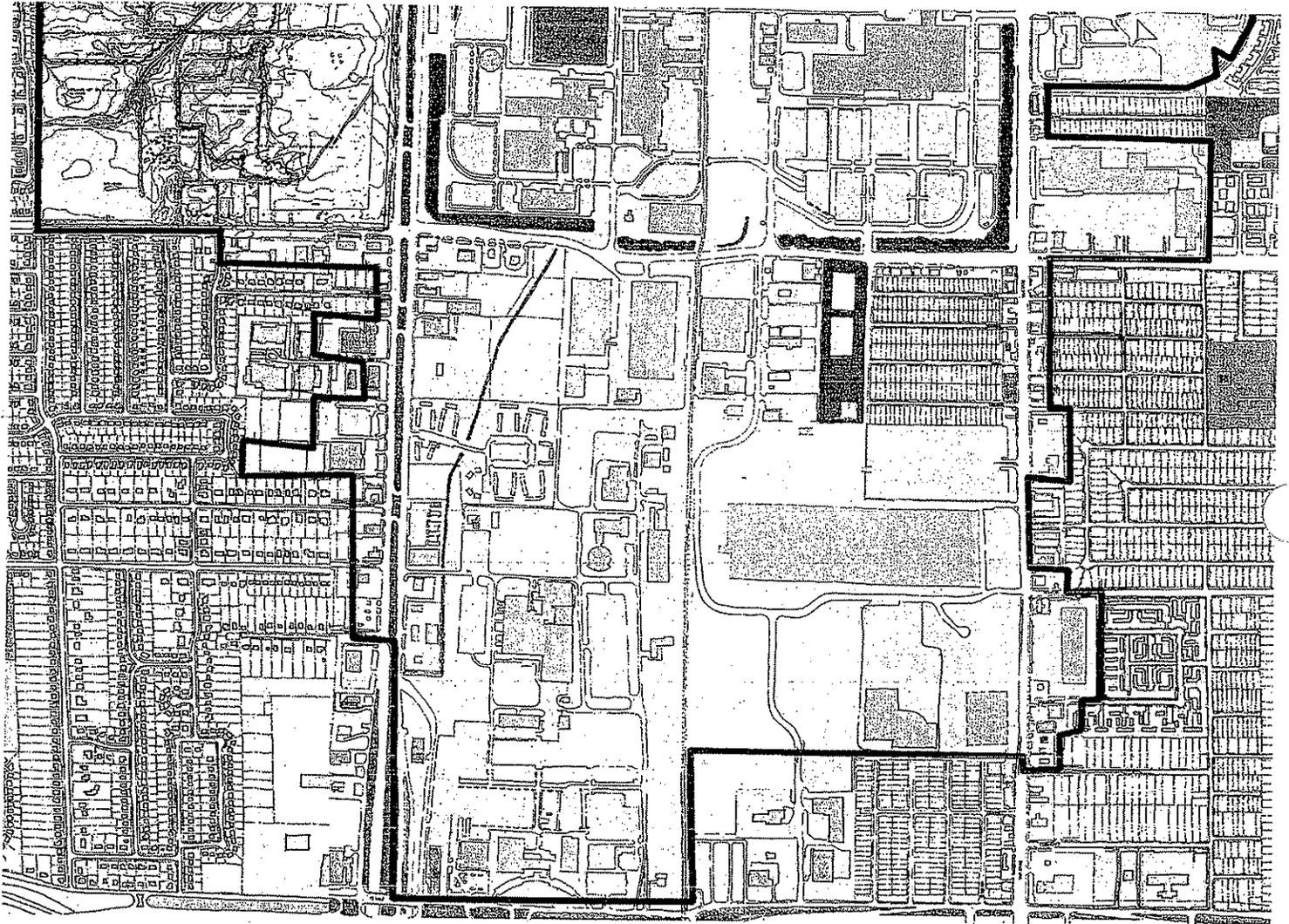


Summary

New Retail: 207,400 sf
 New Office: 684,800 sf
 New Other: 141,600 sf
 New Residential: 440 Units
 New Public/Institutional: 110,000 sf

-  Existing Buildings
-  Proposed Buildings

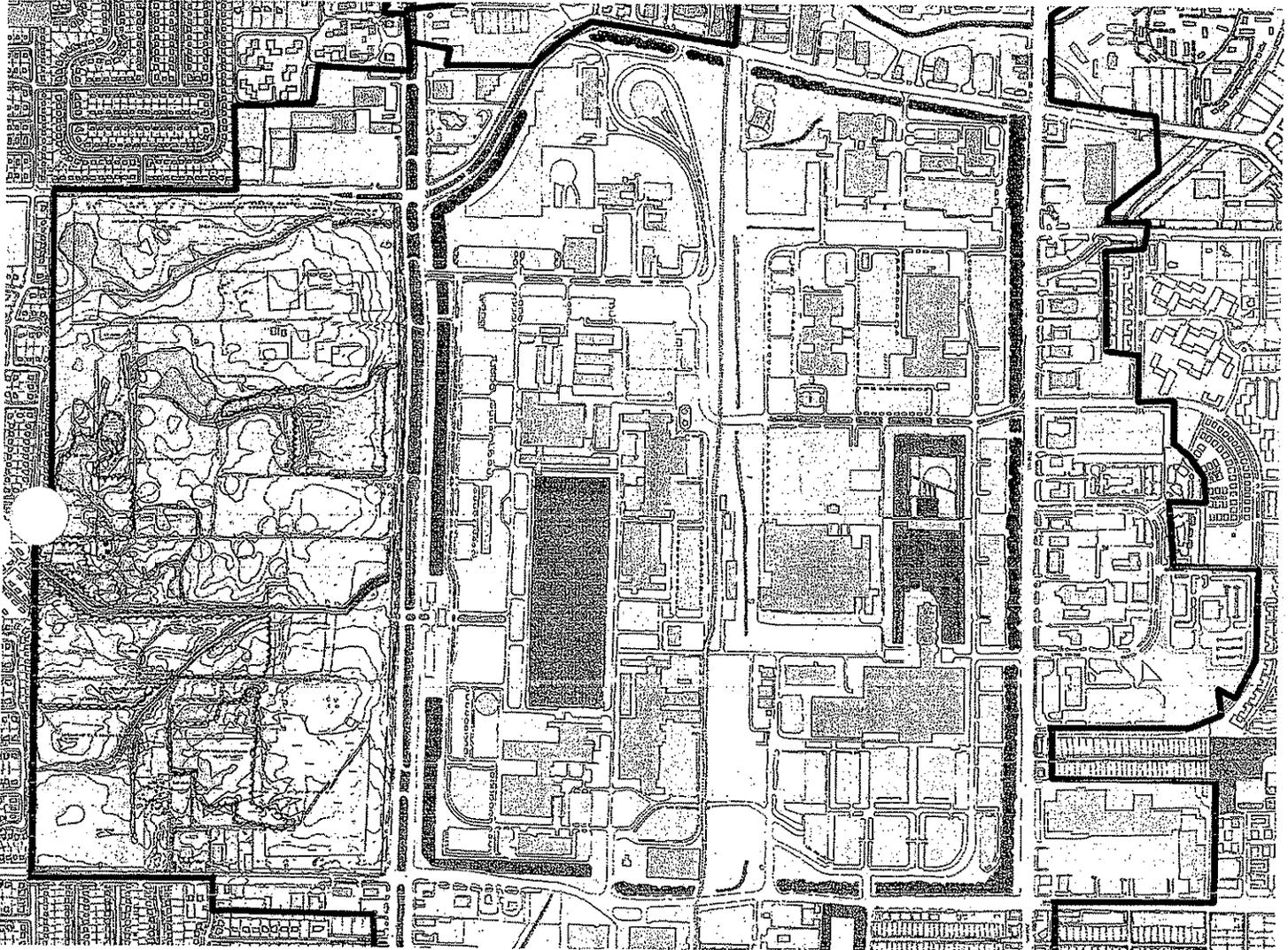
Appendix II: City Center Development Summary



Site Inventory between 12 Mile Road and 11 Mile Road

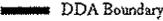
Key

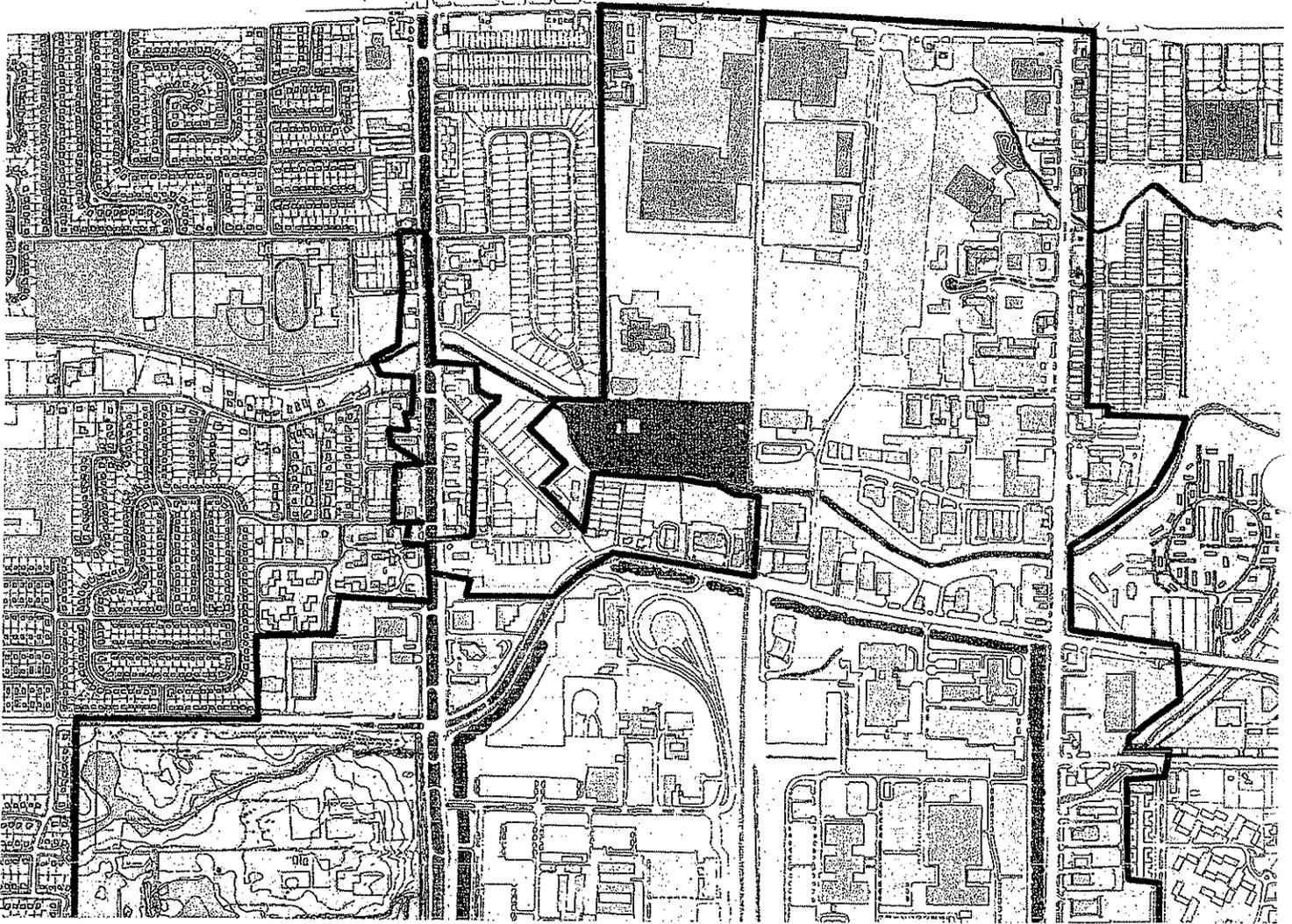
Institutional	Parks
Commercial	Water
Residential	Industrial
Residential Lot	Vacant
Office	Vacant Lot
DDA Boundary	



Site Inventory between 13 Mile Road and 12 Mile Road

Key

- | | |
|---|--|
|  Institutional |  Parks |
|  Commercial |  Water |
|  Residential |  Industrial |
|  Residential Lot |  Vacant |
|  Office |  Vacant Lot |
|  DDA Boundary | |



Site Inventory between 14 Mile Road and 13 Mile Road

Key

Institutional	Parks
Commercial	Water
Residential	Industrial
Residential Lot	Vacant
Office	Vacant Lot
DDA Boundary	

Appendix I: Site Inventory

Relationship to Gibbs Market Study

The appendix include a retail market analysis estimating a market potential for approximately 620,000 square feet of new commercial in the study area to be absorbed over the next 5 years. The report recommends approximately 150,000 square feet of retail space to be located on GM's 312 Acres. The remainder would be located at the redevelopment nodes specified in this report. In addition to the aforementioned 620,000 square feet of retail, the Gibbs Planning Group Report supports the concept of consolidating retail by recommending the relocation of approximately 50,000 square feet of marginal retail currently residing along the corridors to the redevelopment nodes specified in the Urban Design Plan.

As indicated in the table above, Warren has a long term commercial (retail and office) capacity of nearly 3 million square feet. Much of this development would occur as office buildings built in the City Center and the GM 312 Acres property.

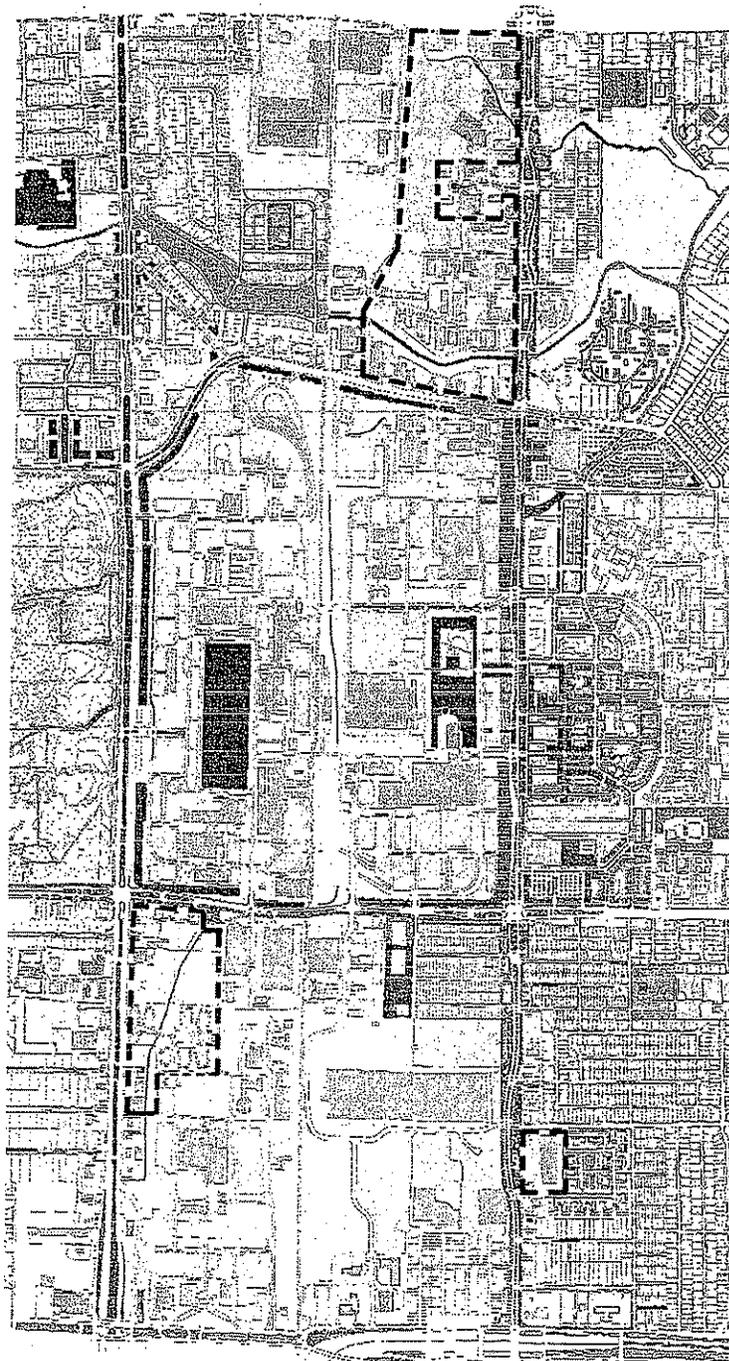
Recommendations for Property Acquisition and Rezoning

The Urban Design Plan recommends aggressive acquisition and restructuring of land use patterns along the corridors. These actions recommend taking several properties off the tax rolls. In order to offset the public fiscal impacts of such actions, it is recommended to increase development potential at the selected nodes by "upzoning." The recommended FAR's in the Design Guidelines section of this plan, in many cases, is greater than current allowable density. Every dollar of revenue potentially lost along the corridor should be recouped by all taxing authorities via rezoning and increased development potential at the selected nodes.

Additional Redevelopment Opportunities

Outside the Initiative areas listed above are several additional redevelopment opportunities that will likely arise in the next 20 years. These sites are primarily commercial sites with low cost "tilt up

buildings." It is conceivable that many of them will be redeveloped over the next 20 years. The table below makes basic development density assumptions and illustrates an expanded development potential of the study area.



(Left)
Diagram indicating
several of the likely
potential redevelopment
projects in Warren.

Build Out of The Plan

The following table illustrates a development scenario for the five priority areas outlined in this report. The values in the table should be used as a guide for estimating the development potential. This table quantifies the design solutions illustrated in the body of this report. Alternative designs, expressing a different mix of uses and densities may be equally appropriate for the design areas. In many cases, greater density in lieu of simple infill would be more appropriate.

Initiative Development Areas	approx site area acres	approx new commercial sq.ft.	approx residential units	approx open space acres	If of infrastructure**** approx linear feet
Civic Center	182	1,100,000	440	5	18,000
GM 312 Acres	312	890,000	700	144	N/A
Historic Warren/ Eckstein Park*	80	175,000	350	20	9,000
Tech Center Plaza Redevelopment	32	270,000	245	0	4,850
SE corner 13 Mile and Van Dyke	34	60,000	85	4	3,700
NW corner 13 Mile and Mound (including Halfway Apts.)	34	300,000	200	2	4,300
	674	2,795,000	2020	175	39850

* includes all of Historic Warren, not just infill sites
 **excluding existing Lowes
 ***excluding existing WalMart
 ****excluding arterials

NOTE: These materials are conceptual only and are for purposes of conveying general information about the present state of proposed plans. Up to a 20 year buildout is anticipated. The proposed plans are subject to change over time.

Detailed designs for Van Dyke Avenue

The conceptual design presented in Chapter V improves traffic flow on Van Dyke Avenue given current and future volumes. While it "works" as a transportation solution, more importantly, the design represents an opportunity to greatly improve the open space framework of the City. The City should partner with MDOT in the preparation of a park and trail plan for a rebuilt Van Dyke Avenue. This study should either precede or run concurrently with future design efforts for Van Dyke Avenue.

Areas of Additional Study

The following areas of additional study are recommended to ensure complete implementation of this plan. Each project should be directed by the Project Manager or Design Coordinator most directly related to the geographic area of study.

Detailed Consensus Urban Design Plan for each identified Quadrant Node

This study should coordinate the traffic, stormwater and redevelopment issues existing at each of the identified quadrants. Each individual study should examine all four corners as a single entity ensuring that one redevelopment plan does not reduce the value of another.

This report outlines the general opportunities at the quadrants; a more detailed study, based on surveyed topography, utilities, and property data will be required to assure all elements of public and private investment are coordinated. Land owners in the quadrants as well as neighboring residential areas should be partners in these studies.

Historic Resources and District Master Plan Study for The Village of Warren

A more detailed analysis of redevelopment opportunities at the Village is required in order to implement this plan. This proposed study should start with a detailed survey containing property line information and historic data. It should analyze the historically significant buildings, provide renovation and rehabilitation guidelines as well as coordinate any infrastructure plans for Mound Road and Chicago Road.

Specific Design Guidelines for the construction of the new Civic Center Park and related public buildings.

The new park and public buildings at the Civic Center represent one of the most important public investments outlined in this report. A study is needed to determine specific guidelines for the design of the public buildings and parks. Guidelines should not dictate architectural style of public buildings; they should however dictate the interface between buildings and public spaces by defining massing, access, entries, movement, and other critical dimensions.

Red Run Creek /Eckstein Park and Neighborhood Plan

Revitalization of the Village Area will require the development of a new Eckstein Park and a beautified Red Run Creek. This open space element will provide connections to other neighborhoods through out the city and along the Creek. As a major initiative with the purpose of restoring a balanced ecology, the Eckstein Park and Red Run Creek Project should have high visibility.

Consensus Urban Design Plan for 312 Acres

This study should be conducted in partnership with General Motors or the private developer of the project. Participants should also include the surrounding neighborhoods. As the single largest piece of undeveloped property in the City, a consensus plan should be created in order to assure compatible development and maximum value.

Recommended Staffing and Organization

It is recommended that all five initiative projects be led by the Downtown Development Authority. This board is charged with executing the Development Plan after the Plan has been approved by the City Council.

Each individual initiative should be handled as a special project. They should be considered as equal in importance and value and led by a high level staff coordinating efforts with the DDA, the DDA Director, and the DDA Administrative Team. This individual, the Project Manager or Design Coordinator, should have the skills and authority to implement the vision. This individual would answer directly to the Executive Team and would be responsible for coordinating the design of its various elements and for overall implementation.

Beneath each Executive Project Manager or Design Coordinator is a

team of individuals from a variety of agencies and jurisdictions - each responsible for the implementation of their component of a project. In most cases, there exist both public components as well as private components.

For example, within the Civic Center there will likely be several on going projects - each should be led by a Project Manager. One project will be the local infrastructure of roads and sewer, and the other will be the design and construction of the public buildings and parks. Yet another project will be the facilitation of private redevelopment parcels.

For the most complicated projects, these activities should be coordinated by two individuals: "Public Infrastructure Coordinator and a "Private Redevelopment Coordinator." These two positions would be responsible for coordinating the various parts and pieces of the project. The position would report directly to the Design Coordinator/Project manager described above.

Highway Improvement Act

The Highway Improvement Act is a Federal Program established to provide funding for road maintenance and improvement. Gas taxes and vehicle weight taxes are used to fund this program.

Private Investment

By far the largest source of funds for achieving the Vision articulated in this plan will come from private investment. Private dollars are attracted primarily by the prospect of a reasonable rate of return for the investor – be it a property owner or lender. Thus, any development strategy for Warren must facilitate an environment in which investors can make a profit as well as achieve public goals.

Michigan Brownfield Redevelopment and Financing Act

The City of Warren has been identified as a core community in this Act, which gives the Warren Brownfield Redevelopment Authority the opportunity to apply

the benefits of the Act to properties that are "functionally obsolete", even if there is no environmental contamination. The Act also may be used to relocate public facilities in the interest of economic development, which may be utilized for projects such as the relocation of City Hall, the Macomb County building, and the Warren Consolidated School District facility. The DDA should work closely with the Warren Brownfield Redevelopment Authority.

Other

It is also recommended that the Downtown Development Authority partner with other groups such as the City of Warren Brownfield Redevelopment Authority and the Michigan Economic Development Corporation to identify and utilize all appropriate tools for financing as well as workforce development.

Financing Tools

Like other City development projects, a variety of financial tools will be needed in order to achieve the preferred vision. The following public financing tools are available to be used: City of Warren General Fund, tax increment financing; bond financing, Local Improvement District, Intermodal Surface Transportation Efficiency Act Grants, lease of retail space in parking structures, general parking revenues from parking structures, Highway Improvement Act Grants, Land and Water Conservation Fund, Michigan Natural Resources Trust Fund, and Private Financing

Tax Increment Financing

The entire DDA district has authority to capture tax increment which may be used for financing. The City has estimated this district will yield at least \$185 Million over the next 20 years. TIF dollars must be used with discretion. As a guideline they should be used for public improvements and public amenities. They must not be used as direct subsidies to be used on private property.

Bond Financing

The City can issue tax-exempt bonds backed by the revenues generated by parking fees. Future parking garages located in the Civic Center can generate such revenues. A 500 space parking garage can be expected to generate at least \$400,000 annually.

Lease of Retail Spaces in Parking Structures.

Just as the parking spaces should provide

revenue for the City, retail liner spaces should also be leased out to local merchants. The Plan calls for a total of approximately 60,000 square feet of leasable retail space to be constructed as "liner retail" in 3 separate parking structures. Assuming an average of \$10/sq.ft this space could yield approximately \$600,000 in additional revenues.

Local Improvement District

Michigan Law allows for the creation of a Primary Shopping District (PSD) or a Local Improvement District (LID). Such a body would provide a means for taxing private and public property to pay for infrastructure. An PSD or LID, if approved, creates a one-time assessment on private and public property. The one-time assessment can be paid in a lump sum, or paid over a period of time. The general responsibilities for a PSD or LID should be maintenance, operations, and marketing of the new downtown.

Intermodal Surface Transportation Efficiency Act (ISTEA)

ISTEA is a 10 year old Federal Program administered by the Michigan Department of Transportation. Grants are doled out annually through a competitive process. ISTEA funds could be used for items such as provision of bike paths, transit facilities, landscaping and beautification along highways, mitigation of stormwater runoff due to construction of highways. ISTEA funds should be considered to augment construction of Van Dyke Avenue as well as Eckstein Park.

what is essentially a concrete drainage-way into a healthy creek with active biodiversity. Walkways and paths along the creek should consider future connections to the east and west.

Catalytic Investment # 3: Rebuilding Van Dyke Avenue

Transforming Van Dyke Avenue from a strip commercial street into a "parkway arterial" with distinct commercial nodes will require an investment in Van Dyke Avenue. The State has allocated approximately \$30 million to this effort. The City will likely have to augment the funding in order to acquire property for greenway connections. The ultimate design of the roadway will have a great effect on the future redevelopment of hundreds of valuable acres throughout Warren. The design presented in *Priority Initiatives*, Section VI will assure property values along the corridor are maintained. The landscape easement, linear park plan, and the plan for coordinated access, signalization, and boulevards will assure the next generation of redevelopment occurs in a manner more efficient and effective than current conditions. It should be noted that any design for Van Dyke Avenue should also address the intersecting mile roads and the opportunity for boulevarding and coordinated signals within 1/4 mile of Van Dyke Avenue.

Catalytic Public Investments

The Urban Design Plan illustrated in this report articulates the consensus vision of a revitalized Warren. However, in order to maximize the development potential of Warren substantial, new public and private investment is required.

Each Initiative listed in the body of this report is a complicated endeavor involving multiple property owners and City agencies. Each Initiative should begin with a selected "catalytic public investment." This investment in public infrastructure will set the high standard by which private investment will be judged.

A single catalytic project for three of the five initiatives is discussed below. Two of the following three projects are recommended for inclusion in the revision to DDA's redevelopment Plan as projects to pursue in the next five years.

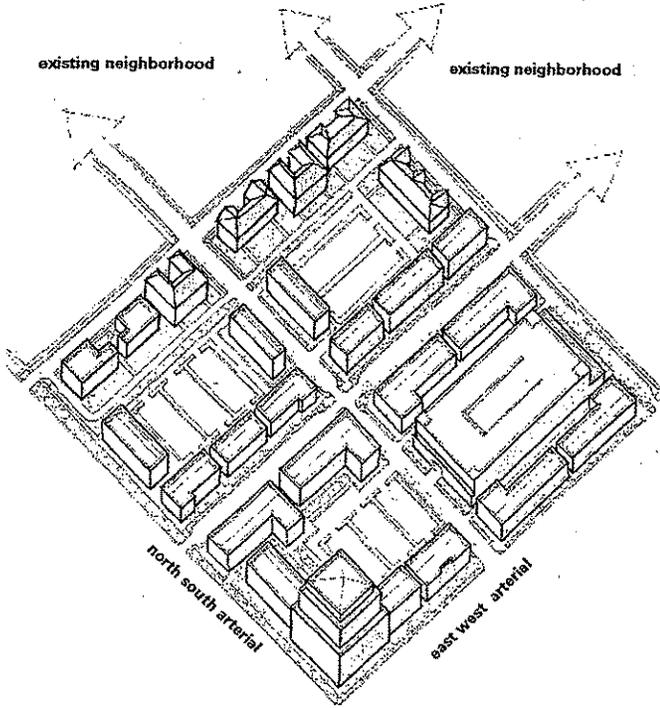
Catalytic investment #1: A New Civic Center Drive South and a New City Center Park

The first visible infrastructure investment in the City Center should be the construction of a new City Center Drive South leading to a new park located in the heart of the City Center. The street should be constructed as a 38" wide commercial street with on-street parking on both sides. The Street should be embellished with high quality, yet simple furnishings including pedestrian height street lights, benches and street trees located every 20'.

At the end of the street the DDA should proceed immediately on the construction of a new park. The park will be the focal point for the redeveloped City Center. The park, should be designed to accommodate a range of civic uses including but not limited to outdoor concerts, child's play, public gatherings, etc.

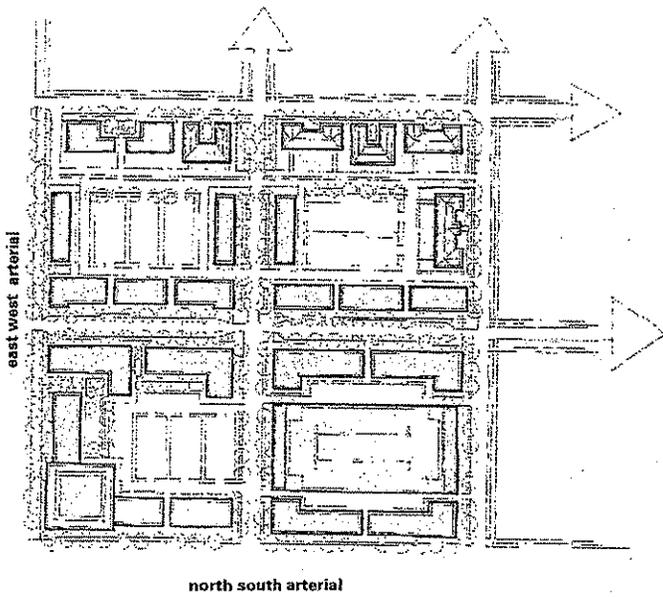
Catalytic investment # 2 Eckstein Park and Red Run Drain

Revitalizing Historic Warren will require the coordination of several projects. The success of redeveloping retail uses along Mound Road is dependent largely on rebuilding about a half mile of this state road. Because of the complicated nature of this project, it is more important for the City to immediately begin discussions with the State on this matter. Perhaps more importantly than re-building this section of Mound Road is the investment in Eckstein Park and Red Run Drain. In order to begin these investments, the Warren Consolidated Schools Maintenance Facility and Bus Garage will have to be moved to a more appropriate location. With this facility moved, the City can begin construction of a new Eckstein Park and beautification of Red Run Drain. These investments will convert the area into a desirable location for new residential development, transforming it into a high amenity location. The park should house active and passive recreation. The creek should be completely transformed from



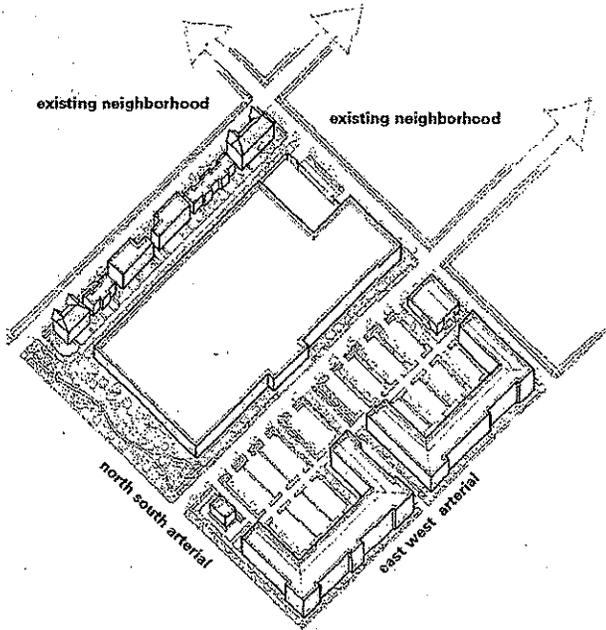
Other Guidelines

- Ground floor of commercial building should be at least 40% transparent.
- Commercial drive aisles, parking areas, and buildings should be set back 15 feet from adjacent residential properties.
- Retail entrances should be regularly spaced along front of building.
- Blank walls longer than 35 feet along streets or pedestrian walks are discouraged. Use of varied materials, fenestration, architectural elements such as pilasters, or planar changes should be used to avoid undifferentiated walls.
- Residential buildings should be either townhomes, apartments or condominiums.
- Buildings should have a clearly expressed base, body, and roofscape or top.



*Illustration of typical complete redevelopment of
Quadrant Node*

Site Planning and Architectural Guidelines for Quadrant Nodes



Massing, Density, and Bulk

Buildings should be between 2 stories and 4 stories in height.

Liner buildings should be located on the fronts of large anchor tenants to activate the entire building length.

Residential density should be approximately 15 to 25 units per acre.

Residential buildings should have clearly expressed fronts and backs.

Primary entrance to upper floors of mixed-use buildings must be expressed in volume and elevation, as well as be clearly visible from the primary street.

The backs of all buildings should face the backs of other buildings.

Building frontages should occupy at least 70% of a block's frontage unless the frontage is an arterial road, in which case building frontages should occupy at least 50% of a block's frontage.

A minimum Floor Area Ratio (FAR) for commercial infill is 0.5. A maximum Floor Area Ratio (FAR) is 1.0 for a block redeveloped with mixed and balanced uses.

Circulation, Access, and Parking

Parking should be located to the rear of new buildings.

Sidewalks should connect all buildings on site.

Sidewalks should connect the site with adjacent properties.

Bus stops should be located adjacent to primary building entrances or at protected locations along the corridor.

Pedestrian connections should be provided to neighborhoods.

Provide vehicular connection to neighborhoods and adjacent commercial properties.

A minimum parking ratio of 2.5 spaces per 1000 square feet is required if a block is completely redeveloped with complimentary uses. A maximum parking ratio of 4 spaces per 1000 square feet accommodates commercial infill.

On-street parking should be provided on all streets with the exception of arterials.

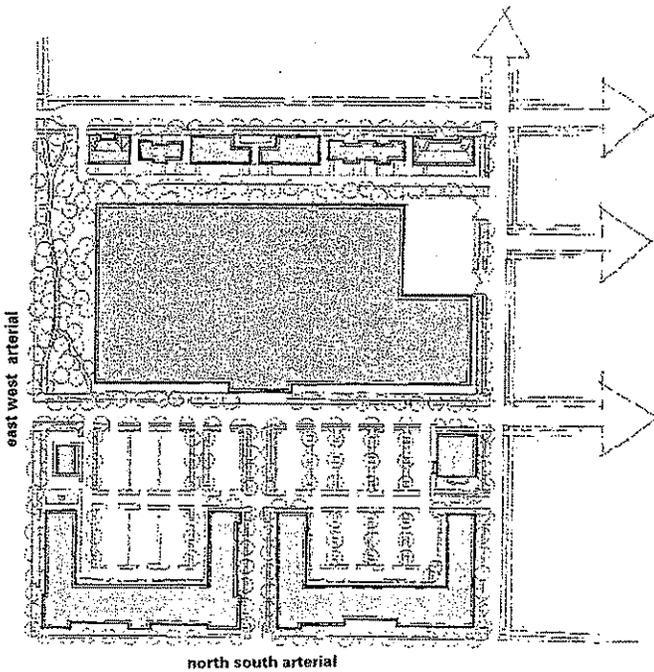


Illustration of typical commercial infill of Quadrant Node

Land Use and Urban Design Guidelines for Quadrant Nodes

Pattern of Streets and Blocks

The pattern of streets and blocks shall emphasize pedestrian use and the needs local traffic. Generally, blocks should not exceed 600 feet on any length unless required to align with proposed signalized intersections. Commercial and mixed-use blocks should not exceed 4 acres. Residential blocks should not exceed 3 acres.

Land Use Transitions

Transitions in density and height should occur mid block. Generally, the scale of buildings should transition from higher density along arterials to lowest density adjacent to residential areas.

Mid block Connections

Commercial and mixed-use blocks should be made more permeable by introducing mid block pedestrian connections. Such connections should provide public access to parking located in the middle of blocks, as well as to secondary building entrances. Mid block connections should occur every 200 to 400 feet. Such linkages can be scaled from a mere sidewalk between buildings, to a small parklet, a public lobby, or a public courtyard.

Direct Pedestrian Connections

Quadrant Nodes must have full pedestrian continuity within the district of blocks as well as with neighboring areas.

Open Space and Parks

Each Quadrant Node should have at least one public park or open space. It can be in the form of a plaza, parklet, or green space

connected to the regional system.

Transit

Quadrant Nodes should become an origin and destination of regional transit second only to the City Center. A well-furnished transit stop should be located either along arterials or within development adjacent to a main building entry.

Relationship of Buildings to Public Spaces and Streets

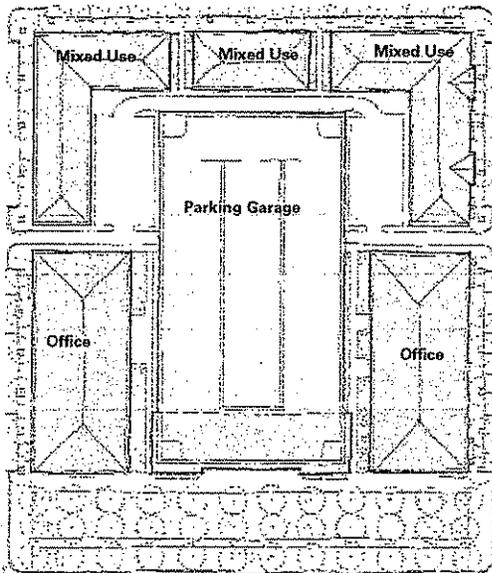
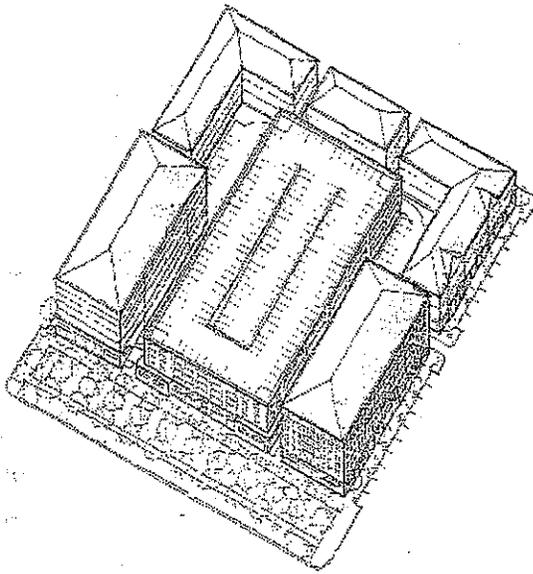
All buildings in the City Center should re-enforce and revitalize public streets and spaces. Primary entrances to buildings must face the street and have direct pedestrian access to the sidewalk.

Parking

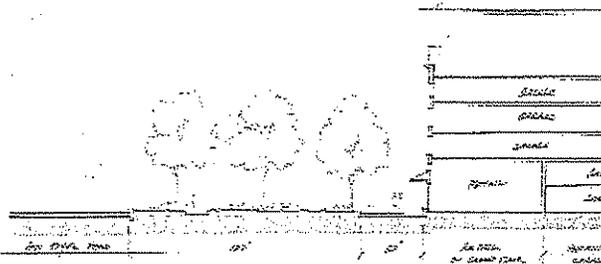
Quadrant Nodes should utilize a shared parking supply for all surrounding building uses. The parking supply should be dispersed throughout the site, accommodating the differing needs such as location, length of stay, etc. of visitors, employees, and residents. A balanced mix of uses and tenants should be maintained in order to minimize parking requirements and maximize diversity.

Employment

A Quadrant Node should provide a balanced mix of uses. The entire quadrant should employ approximately 75 persons per acre.



Van Dyke Ave.



Illustrations of typical City Center Block on Van Dyke Ave..

Site Planning and Architectural Guidelines for City Center Development

Massing, Density, and Bulk

Building frontages should occupy at least 70% of a block's street frontage.

Larger office buildings, sized up to 8 stories, should be located along and facing Van Dyke Avenue.

Buildings on sides of a block not fronting arterial roads should be sized between 2 and 5 stories.

Space between buildings should be no greater than 35 feet.

Blank walls longer than 35 feet along streets or pedestrian walks should be avoided. Use of varied materials, fenestration, architectural elements such as pilasters, or building articulation should be used to avoid undifferentiated walls.

A minimum floor area ratio (FAR) for a block should be 0.75. A maximum floor area ratio (FAR) for a block should be 2.5. These recommendations are based on the entire block area, not including parking.

Circulation, Access, and Parking

All parking should be shared and located in small lots behind buildings, public parking garages, or on-street.

Access to parking should be located from a service alley at least 300 feet from Van Dyke Avenue.

Pedestrian entrances to parking decks should be well-marked, well-lit and appropriately, architecturally expressed in scale.

Parking garages should be lined with retail or service retail.

Minimize driveway widths and pedestrian crossings at intersections through the use of bulb-outs to further minimize drive or road crossing distances.

On-street parking should be provided on all streets as parallel parking spaces.

A minimum parking ratio is 2 cars per 1000 square feet of development. A maximum parking ratio is 3 cars per 1000 square feet of development. It should be further noted that on-street spaces should count toward parking requirements.

Other Guidelines

Ground floors of commercial, mixed-use, office, or public buildings should be occupied by retail, service retail, or a public lobby. Ground floor residential uses should be raised 3 feet above the sidewalk for privacy.

Awnings, pergolas, and other appropriate devices used to protect pedestrians from the elements are encouraged along sidewalks.

Special design features are encouraged to architecturally punctuate block corners.

The architectural design of public buildings should be expressive and interpretive of the unique qualities and architectural traditions of Warren, Michigan.

Ground floor of commercial buildings should be at least 40% transparent.

Primary entrances to upper floors of mixed-use buildings must address and be clearly visible from the primary street.

Commercial drive aisles, parking areas, and buildings should be set back 15 feet from adjacent residential properties.

Retail entrances should be regularly spaced along building frontages.

Residential buildings should be either townhomes, apartments or condominiums.

Buildings should have a clearly expressed base, body, and top or roofscape.

Land Use and Urban Design Guidelines for the City Center

Pattern of Streets and Blocks

The pattern of streets and blocks shall emphasize pedestrian use and the needs of local traffic. Generally, blocks should not exceed 600 feet on any length unless required to align with proposed signalized intersections on Van Dyke Avenue. Blocks on Van Dyke Avenue should not exceed 8 acres in size. Other commercial blocks should not exceed 4 acres. Residential blocks should not exceed 3 acres.

Civic Uses and Public Spaces

A clearly identifiable City Center should be established per the Plan. Civic uses such as the proposed Library and City Hall should be highly visible buildings located at prominent places within the City Center. Major public institutions take on increased civic significance when fronting town greens or when located on axis with roads that lead into a district or downtown. Public spaces such as greens, plazas, or parks should act as the focal point of a district, a transitional area between districts, or as a component of an existing open space network.

Relationship of Buildings to Public Spaces and Streets

All buildings in the City Center should reinforce and revitalize public streets and spaces. Primary entrances to buildings must face the street and have direct pedestrian access to the sidewalk.

Land Use Transitions

The City Center should be designed to accommodate larger office buildings along Van Dyke Avenue transitioning to dense, mid-rise, mixed-use buildings, and eventually to medium density

housing along the perimeter of the City Center, or Kennedy Circle. Transitions in both density and height should generally be made mid block at alleys or parking reservoirs.

Mid block Connections

Commercial and mixed-use blocks should be made more permeable with mid block pedestrian connections. Such connections should provide public access to parking located in the middle of blocks, as well as to secondary building entrances. Mid block connections should occur every 200 to 400 feet. Such linkage can be as simple as a sidewalk between buildings, a small parklet, a public lobby, or a public courtyard depending on scale and propriety.

Direct Pedestrian Connections

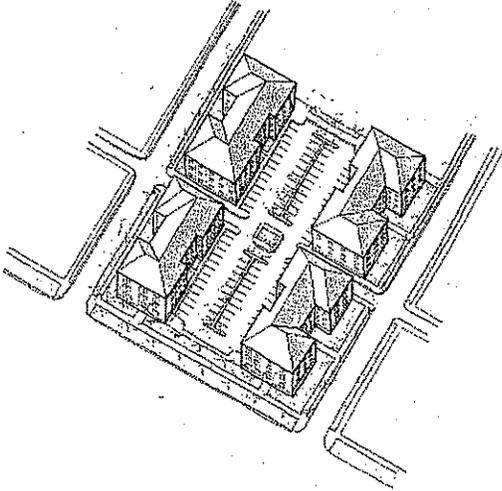
The future build out of the City Center must have complete internal and external pedestrian continuity. Such public connections must serve businesses, institutions, and residents of the City Center, as well as to the City of Warren as a whole. Direct pedestrian connections to the surrounding neighborhoods and other establishments along Van Dyke Avenue are critical to the City's overall vitality.

Transit

The City Center shall become a primary transit origin and destination. Superior transit facilities should be located within the City Center, not only along Van Dyke Avenue. This will encourage the retail market, bring people to jobs, and generally create a more friendly, well-used area.

Parking

In order to maximize development opportunities, a "shared parking" and "park once" strategy must be implemented. Public parking facilities and a complementary mix of uses in the district provide the flexibility to maximize the parking supply.



Other Guidelines

Ground floor of commercial buildings should be at least 40% transparent.

Primary entrances to upper floors of mixed-use buildings must be expressed and clearly visible from the street.

Commercial drive aisles, parking areas, and buildings should be set back 15 feet from adjacent residential properties.

Retail entrances should be regularly spaced along building frontage, providing a proper, comfortable pedestrian scale to the street space.

Blank walls longer than 35 feet fronting streets or pedestrian walks are discouraged. Use of varied materials, architectural elements such as pilasters, or building articulation should be used to avoid undifferentiated, scaleless walls.

Residential buildings should be either townhomes, apartments or condominiums.

Buildings should have a clearly expressed base, body, and top or roofscape.

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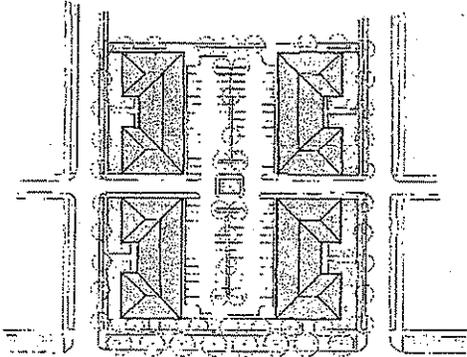


Illustration of typical residential development on arterials

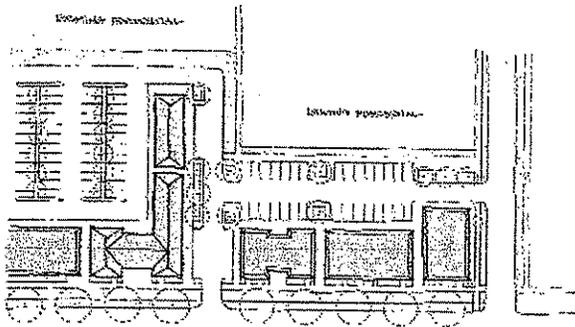
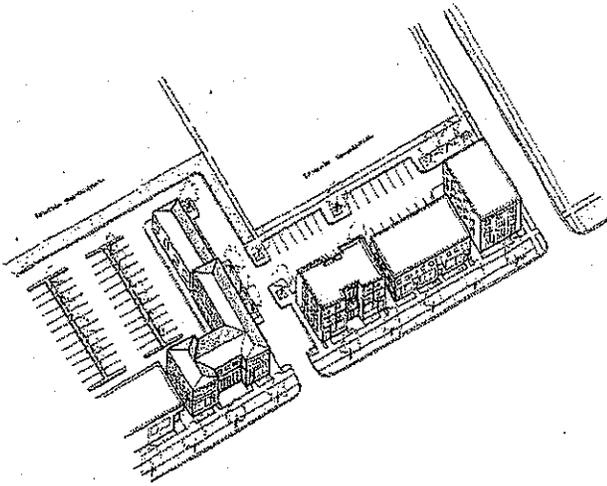


Illustration of typical commercial development on arterials

Site Planning and Architectural Guidelines for Corridor Development

Massing, Density, and Bulk

Buildings should be between two stories and four stories in height.

Residential density should be approximately 15-25 units per acre.

Building frontages should be set back a maximum of 15 feet from side streets.

Residential buildings should have clearly expressed fronts and backs.

The primary entrance to all residential buildings should be visible from the street.

The backs of all buildings should face the backs of other buildings.

Commercial buildings should front and face arterial streets.

Commercial building frontages should occupy at least 60% of a block's arterial facing frontage.

Floor Area Ratio (FAR) should be a minimum of 0.3 and a maximum of 1.0.

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Circulation, Access, and Parking

Residential buildings should utilize neighborhood streets, oriented perpendicular to arterial roads, as their primary address.

Vehicular access should be consolidated and driveways shared with adjacent properties, except in specified, necessary circumstances.

The site should accommodate pedestrian connections, in the form of sidewalks or trails, that link to both existing neighborhoods as well as arterial roads.

Cross property easements on commercial properties should be required to allow local access to signalized intersections.

Commercial parking should be located to the rear of the building or in a single 60' bay between buildings, masked along street frontage with trees or a landscape element, such as an attractive low wall

Commercial driveway width shall be no greater than 22 feet; curb radius should be 15 feet.

Parking lots should be landscaped as small "rooms" defined by trees, at minimum 4 foot caliper trees.

A minimum of 1 space to a maximum of 2 spaces per unit should be provided for residential buildings.

A minimum of 3 spaces per 1000 square feet to a maximum of 4 spaces per 1000 square feet should be provided for commercial buildings. Additionally, on-street parking should count towards parking requirements.

Land Use and Urban Design Guidelines for Arterial Corridors

Pattern of Streets and Blocks

A pattern of streets and blocks that accommodates both pedestrian use from adjacent properties and neighborhoods, as well as vehicular access, is required. Generally, blocks should not exceed 800 feet in length and 300 feet in depth. Street connections to adjacent neighborhoods should be developed wherever possible. Cross easements from one commercial property to another are encouraged to allow vehicles to access only controlled intersections which will minimize the use of curb cuts along Van Dyke Avenue.

Building Siting

Buildings should contribute to a cohesive fabric. Their placement on the site should re-enforce a regular block pattern. Commercial buildings should face the corridors. Larger anchor tenants may be located behind a row of buildings directly on the front property line. Large anchor tenants can be located along the frontage of the arterial provided that liner buildings are located adjacent to the sidewalk. Large anchor tenants are discouraged from locating in the City Center. Residential buildings should only be located where direct vehicular and pedestrian connections to existing neighborhoods exist. Residential buildings should be oriented to face side streets connecting to adjacent neighborhoods.

Landscape Easements:

A 25 foot landscape easement should be provided adjacent to the curb line of the proposed re-design of Van Dyke Avenue. This easement should accommodate a bosque of trees as well as a continuous sidewalk adjacent to and serving the building fronts.

Fronting the City Center, a wider easement of 100' for green space should line Van Dyke Avenue.

Transitions to Neighboring Residential Uses

All service and loading facilities for commercial uses on Van Dyke Avenue should be screened from adjacent residential uses. Parking areas and driveways servicing commercial uses should be set back 15 feet from neighboring residences.

Proposed new residential buildings located along Van Dyke Avenue should be oriented to cross streets perpendicular to this corridor. Residential buildings on such neighborhood streets should be set back 10 feet from existing neighborhood residential property lines.

Implementation

Design Guidelines

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The following section provides the City of Warren with basic design guidelines to improve both the image and operations of the City's corridors, the designated quadrant nodes, and the City Center.

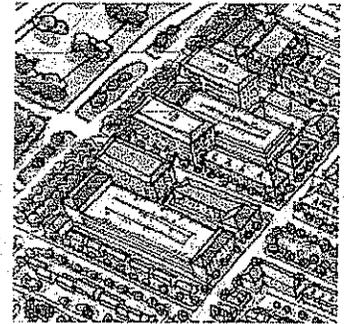
Design guidelines have been developed for both Land Use/Urban Design issues, as well as for Site Planning/Architectural Issues.

The purpose of the design guidelines is two-fold. First, they should be used by City Staff and developers to help apply the broad and strategic elements of the Plan to individual properties or redevelopment efforts. Second, the guidelines should be used to inform the zoning code revision that is planned to begin soon after the adoption of this report.

Land Use/Urban Design guidelines have been drafted for the following conditions:

- Arterial Corridor
- City Center
- Redeveloped Quadrant Node

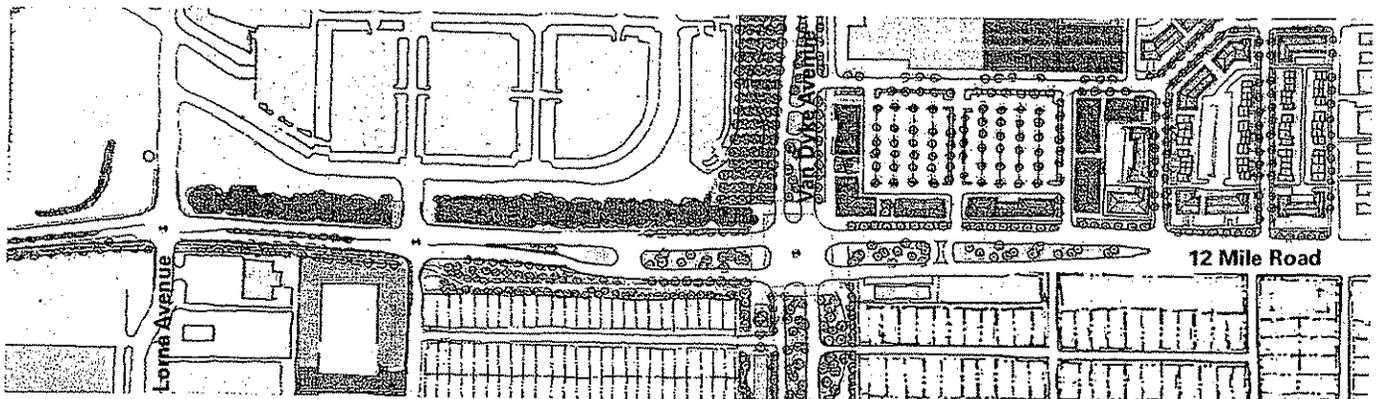
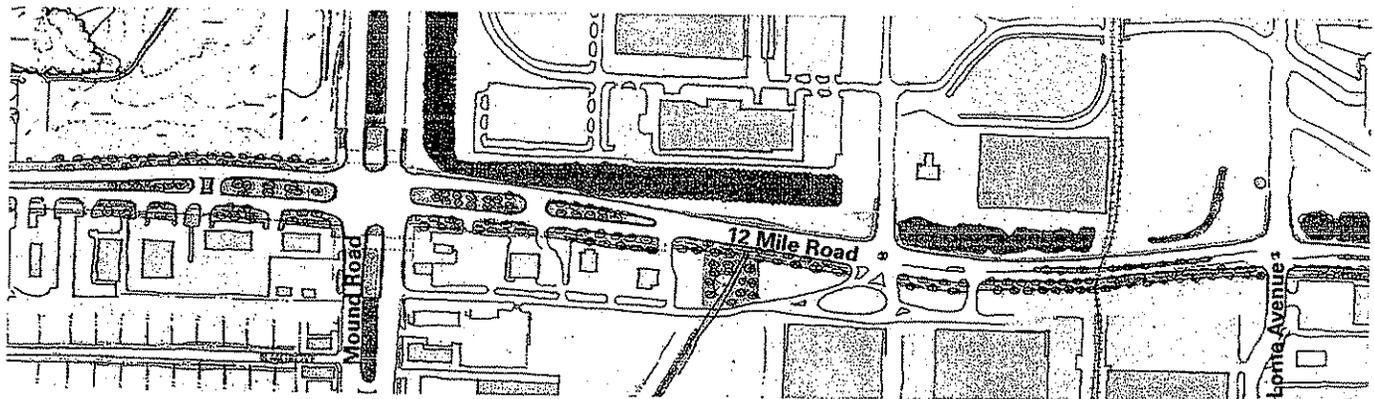
Implementation

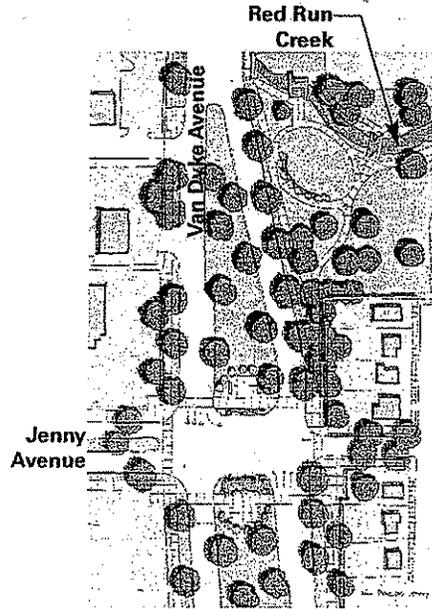
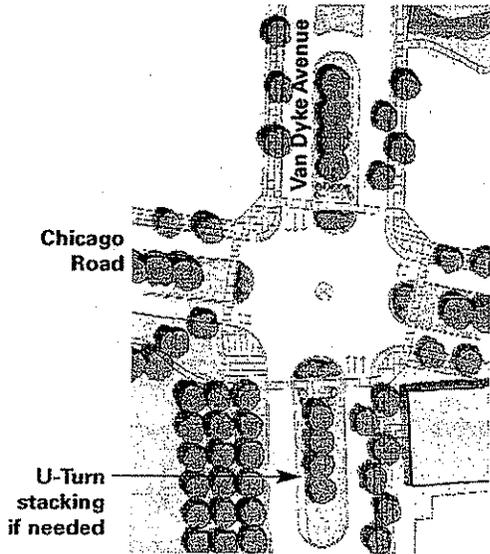


12 Mile Road Improvements

The Urban Design Plan recommends boulevard improvements to 12 Mile Road. Employing Michigan Left Turns at intersections with Van Dyke and Mound Road will improve the operations of the roadway as well as provide better crossings for pedestrians. The Plan recommends widening 12 Mile Road to the south at Van Dyke and to the north at Mound Road. Acquisition of the 'thin' commercial properties at Van Dyke will protect the adjacent residential use by providing space for appropriate buffering. Adequate left turn capacity will be accommodated at the GM entrances and all cross streets.

(Bottom)
Proposed 12 Mile
Road



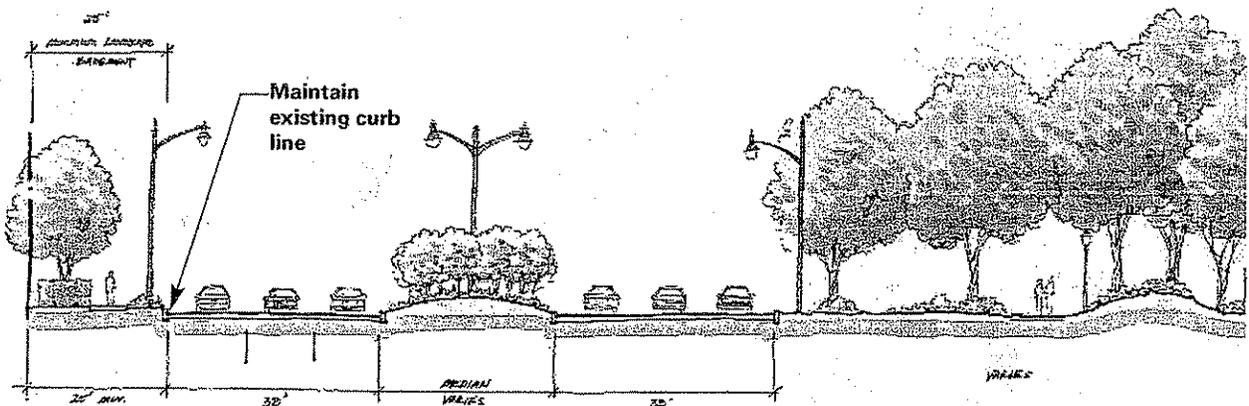
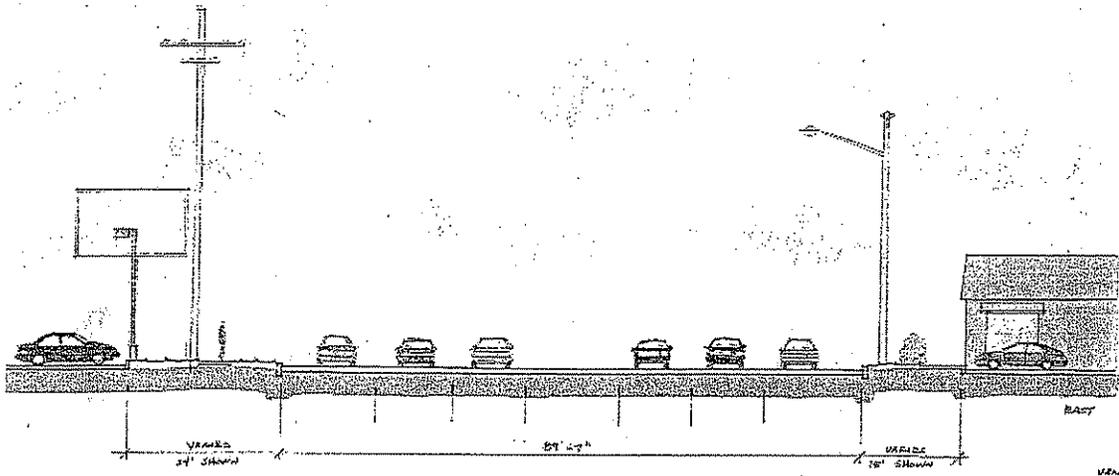


(Top Left)
Detail of intersection:
Van Dyke Avenue and
Chicago Road

(Top Right)
Detail of intersection:
Van Dyke Avenue and
Jenny Avenue

Existing Section: Van
Dyke Avenue, Chicago
Road to 14 Mile Road

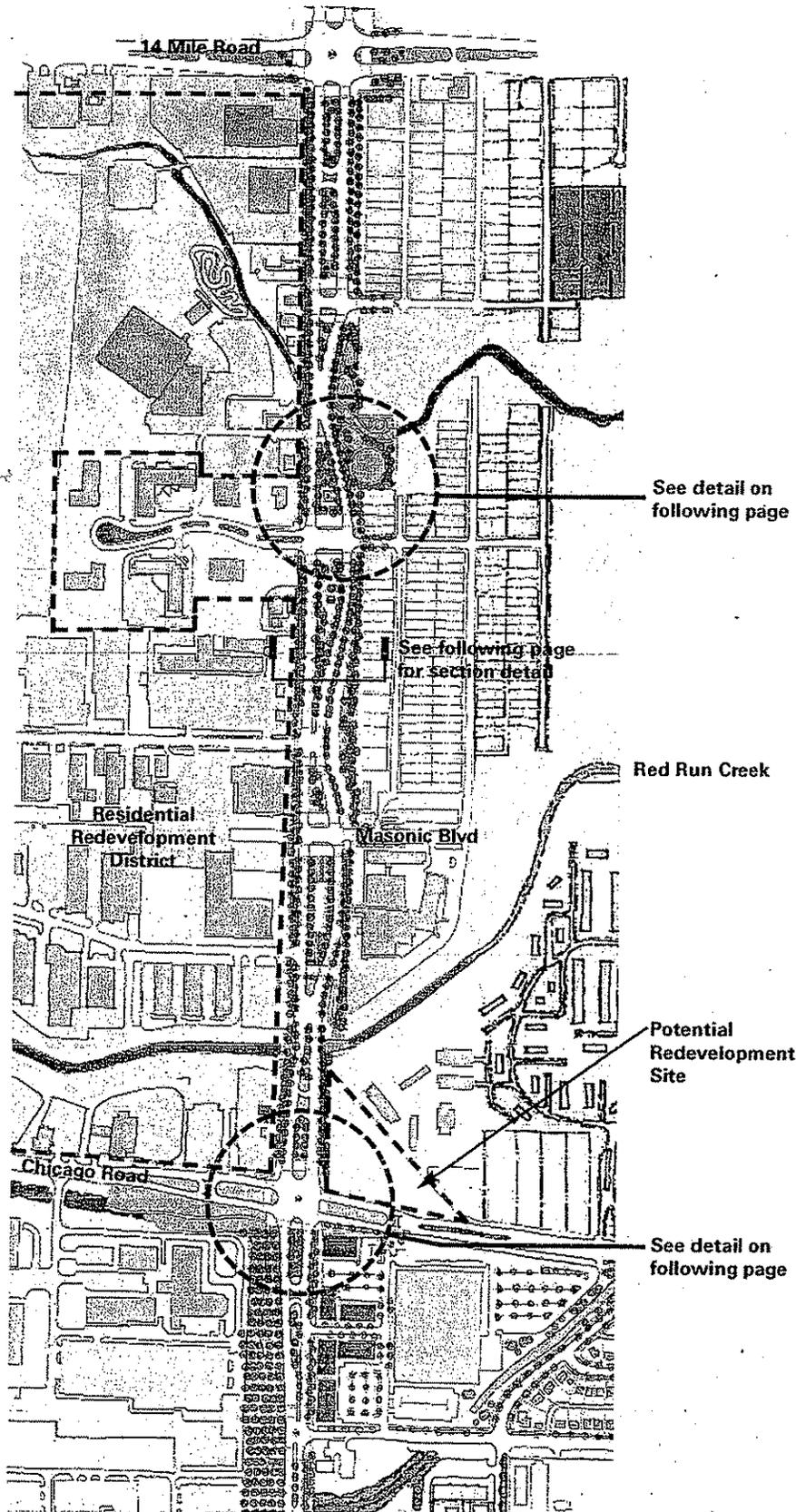
(Bottom)
Proposed Section: Van
Dyke Avenue, Chicago
Road to 14 Mile Road



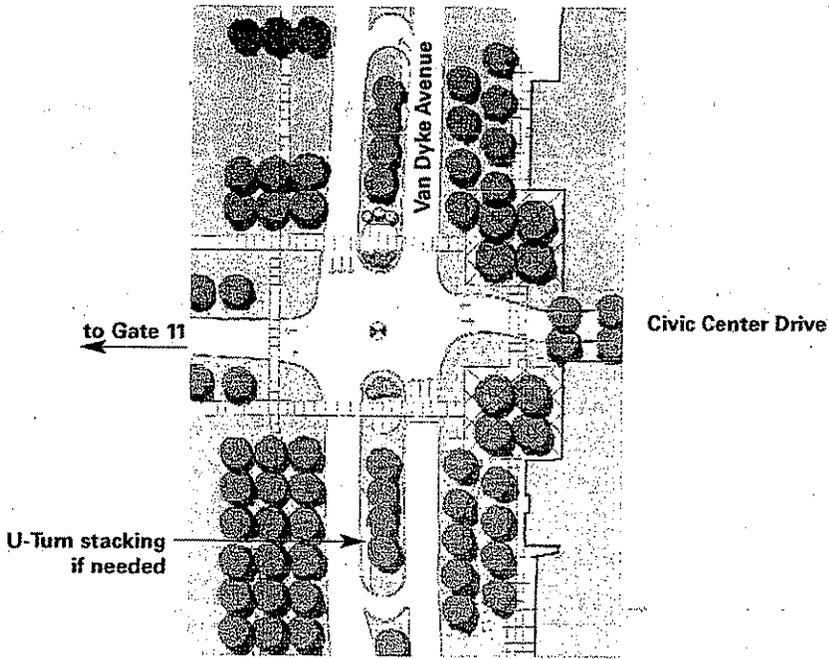
Van Dyke Avenue between Chicago Road and 14 Mile Road

North of Chicago Road, Van Dyke Avenue acquires the marginal thin commercial properties on the east side of the road between Masonic Drive and 14 Mile Road to create a serpentine parkway and linear park. A trail is located on the east side of the road, connecting into Red Run Creek, the regional greenway and the adjacent neighborhoods. This linear park will be designed with thick plantings and berms to protect the residential neighborhoods from the noise of Van Dyke Avenue. The west side of the road is softened with a continuous 25' landscape easement. The curbline on the west side of the road is maintained, thereby eliminating the need to acquire property on the west side of the road. A full Michigan Left Turn is created at Chicago Road. Property on the Northwest and Northeast corners of Chicago Road and Van Dyke Avenue are affected. A full Michigan Left Turn intersection is also created at 14 Mile Road and Van Dyke Avenue. All four quadrants are minimally affected.

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(Left)
Proposed Plan for Van Dyke Avenue, Chicago Road to 14 Mile Road.

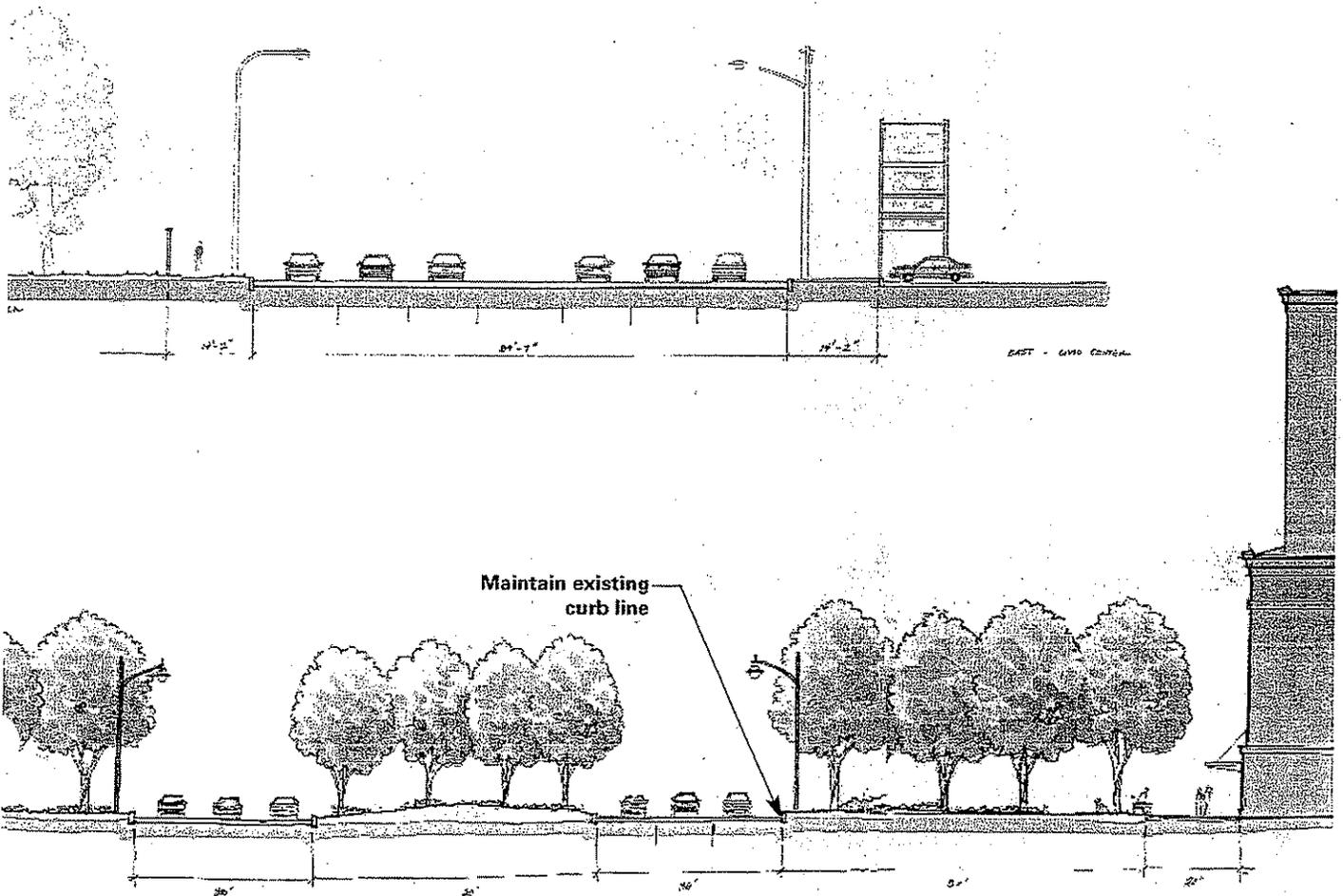


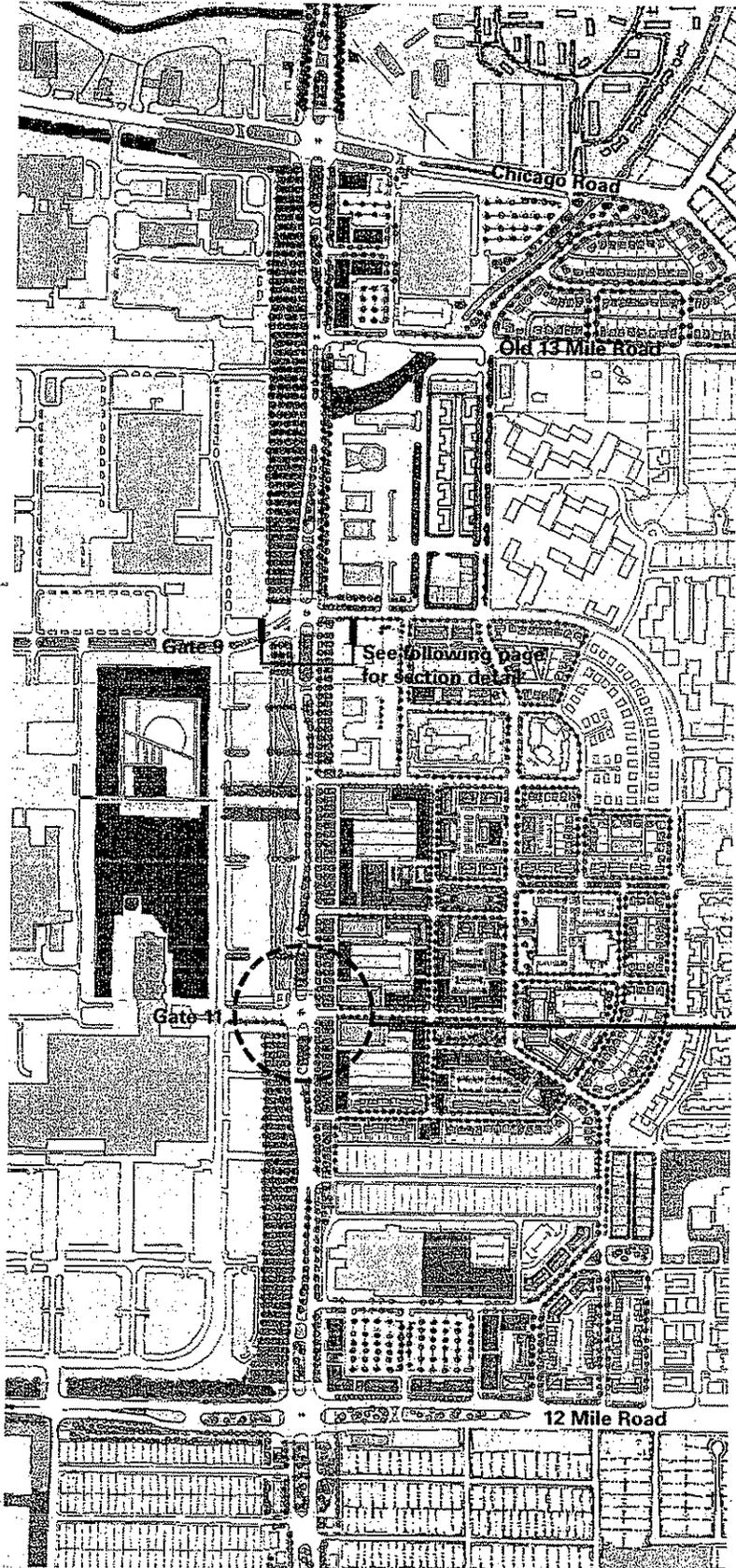
(Top)
Detail of intersection:
City Center Drive and
Van Dyke Avenue.

(Middle)
Existing Section: Van
Dyke Avenue, 12 Mile
Road to Chicago Road.

(Bottom)
Proposed Van Dyke
Avenue, 12 Mile Road
to Chicago Road.

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Van Dyke Avenue between 12 Mile Road and Chicago Road

The Plan recommends introducing intermittent landscaped medians in appropriate places between 12 Mile Road and Chicago Road. Rather than utilizing a continuous median, as proposed by Michigan Department of Transportation, this approach reduces the cost of right-of-way acquisition and allows left-turn access to be retained where appropriate. Occasional medians will reduce the perceived width of the roadway and will provide refuge for pedestrians when crossing the street. A wide, 100' landscape easement is proposed at the City Center. 25' landscape easements are recommended elsewhere.

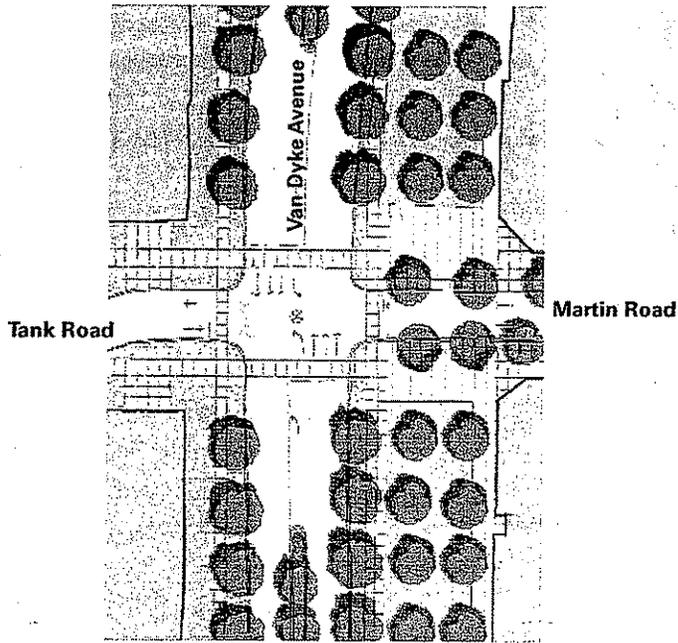
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Traffic signals are recommended at Gate 9 and Gate 11.

Land to create the Michigan Left Turn intersections is taken from the GM property at 12 Mile Road.

See detail on following page

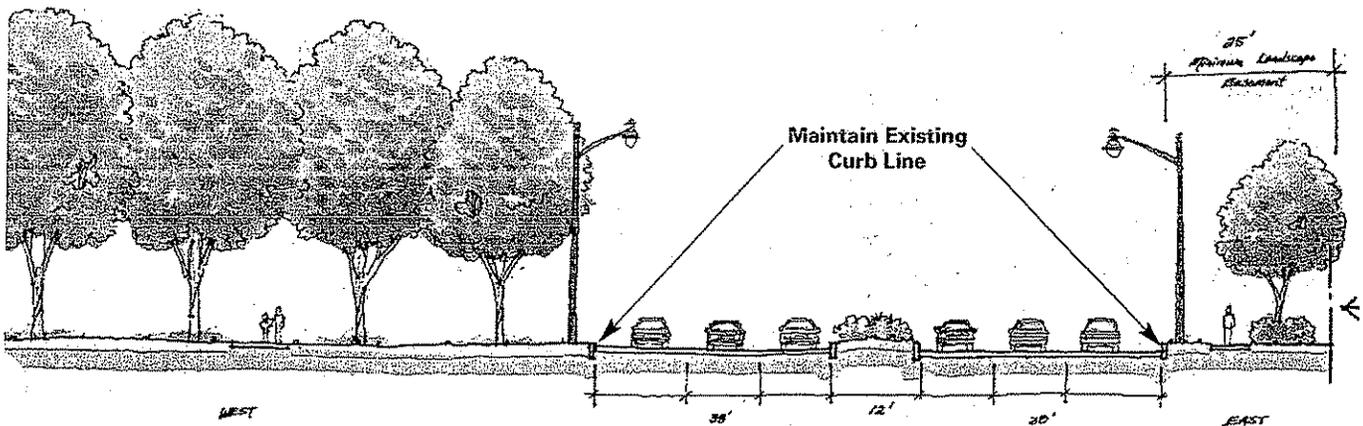
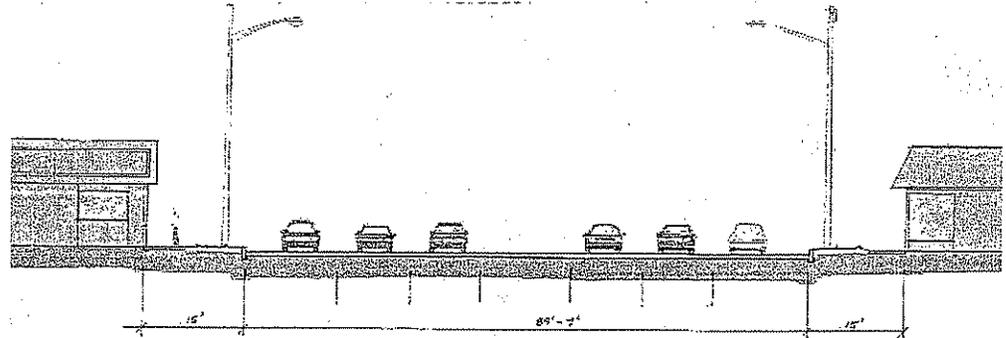
*(Left)
Proposed Van Dyke
Avenue, 12 Mile Road
to Chicago Road.*

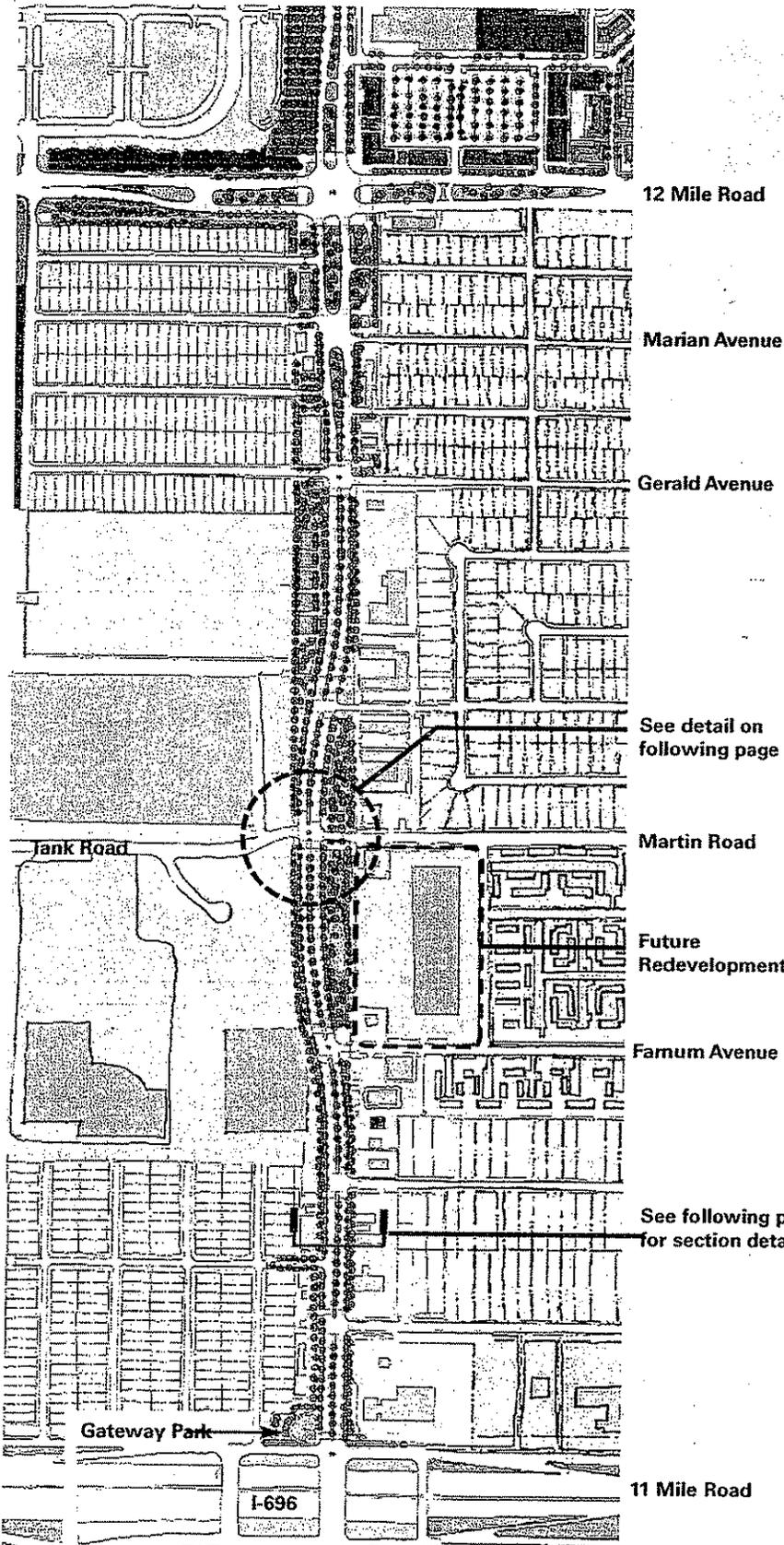


(Top)
Detail of intersection of Tank Road and Van Dyke Avenue.

(Middle)
Existing Section: Van Dyke Avenue, 11 Mile Road to 12 Mile Road.

(Bottom)
Proposed Van Dyke Avenue, 11 Mile Road to 12 Mile Road.





Van Dyke Avenue between 11 Mile Road and 12 Mile Road

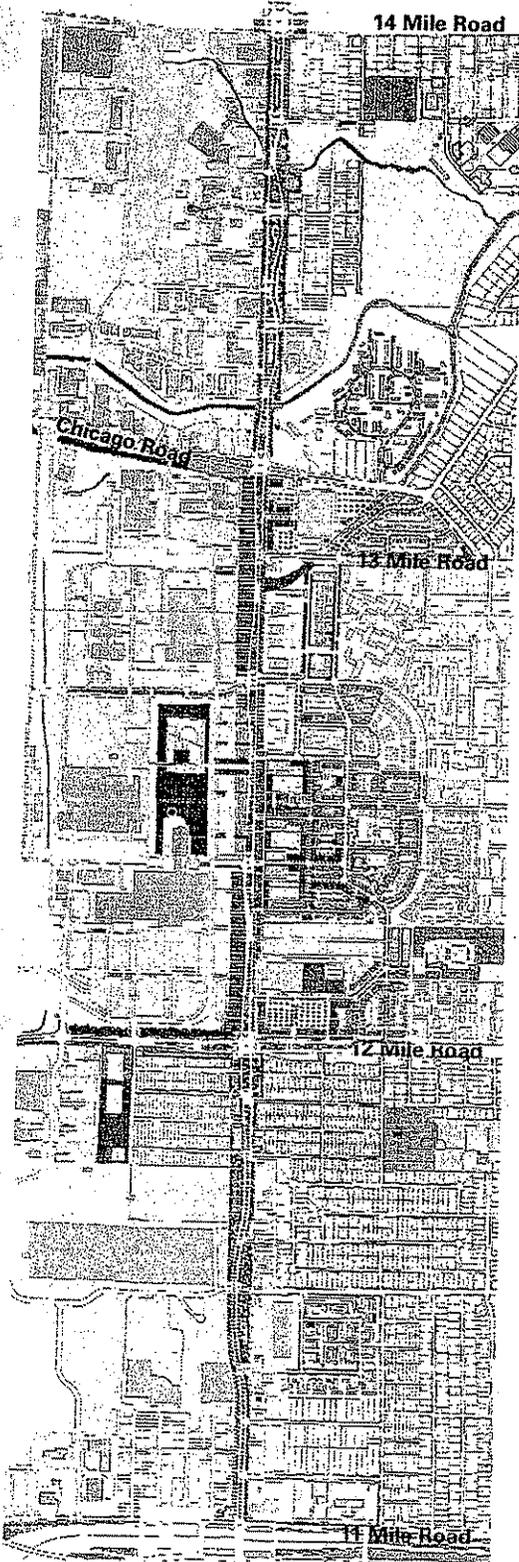
The Urban Design Plan recommends calming Van Dyke Avenue traffic by bending the roadway slightly to the west at Tank Road, creating a suburban arterial parkway. Commercial properties on the west side of Van Dyke Avenue between Gerald Avenue and Farnum Avenue would be acquired. A node of development would be established across from the entrance to the redeveloped Tank Plant property.

A Michigan Left Turn is created at 12 Mile Road and Van Dyke Avenue, requiring the acquisition of several properties between 12 Mile Road and Marian Avenue. A trail and pathway would be created along the west side of Van Dyke Avenue, connecting into the trail along the perimeter of the GM Tech Center. Eventually, the intersection with I-696 will have to be updated.

A gateway park should be created at the intersection of 11 Mile Road and Van Dyke Avenue. This park could be built when the I-696 interchange is rebuilt.

*(Left)
Proposed Van Dyke
Avenue, 11 Mile Road
to 12 Mile Road.*

*Proposed new Van Dyke
suburban arterial parkway
and linear park*



Roadway Improvements: Suburban Arterial Parkway

Michigan Department of Transportation has committed \$20 million to improve Van Dyke Avenue. UDA and Glattig Jackson does not recommend acquisition of the property along side Van Dyke Avenue to create a single center median similar to Mound Road. Such a boulevard would restrict access to properties by eliminating left turns to and from both the properties and cross streets. Rather than using the available funds to acquire land and create a continuous 3 mile center median that restricts access to a multitude of properties, this plan recommends designing a roadway that achieves the following objectives:

1. organizes local and regional traffic
2. eliminates turning conflicts
3. improves driver's safety
4. facilitates redevelopment at selected nodes
5. creates a linear park that is connected to the City's open space framework
6. supports residential neighborhoods
7. facilitates pedestrian crossings at controlled locations.

The new Van Dyke Avenue will transform from a single roadway with a common cross section to a varied roadway that responds to and supports desired land uses and development patterns.

The Urban Design Plan recommends transforming Van Dyke Avenue into a "suburban arterial parkway." For significant lengths, Van Dyke Avenue will become a slightly curved roadway with generous linear parks along one side. The

linear parks will help integrate Van Dyke Avenue with the adjacent residential properties. The new "suburban arterial parkway" will continue to facilitate regional through traffic, but will greatly improve access to local properties and will aid in resolving the turning conflicts.

The new Van Dyke Avenue will become a major part of the City's overall open space framework. Along selected sides of the roadway, a linear park will be created, thereby connecting the residential areas to Red Run Creek, Bear Creek and the new recreational path around the General Motors Technical Center. Pedestrian crossings will be encouraged at signalized intersections. They will be discouraged at all other locations.

Residential neighborhoods will be strengthened by the new roadway that

replaces the "thin" commercial properties with a park. Access to all residential streets is maintained.

Nodes of development are encouraged by regular spacing of signalized intersections. Individual curb cuts will be discouraged. In time the multitude of curb cuts will be replaced with a local network of roads and cross access easements.

Commercial properties will be encouraged to create a minimum 25' landscape buffer adjacent to Van Dyke. This landscape buffer, combined with the linear park will create a more beautiful street, reducing the visual noise created by retail signage and parking lots. The generous easement will also accommodate snow storage in the winter without effecting sidewalks and walkways. I