
Celebrating Industry, Innovation & Interaction

Streetscape Design Guidelines

Warren Downtown District

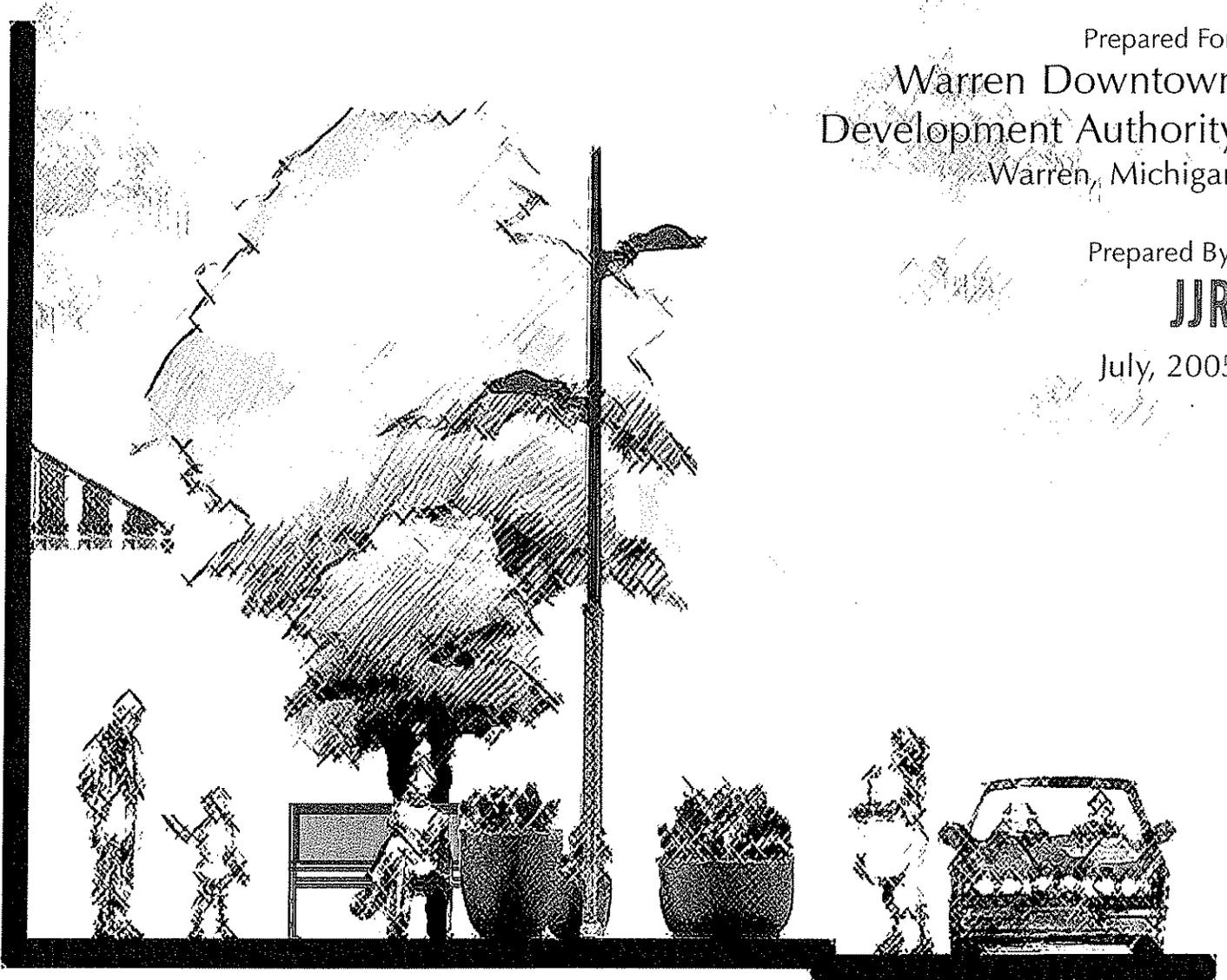
Prepared For:

Warren Downtown
Development Authority
Warren, Michigan

Prepared By:

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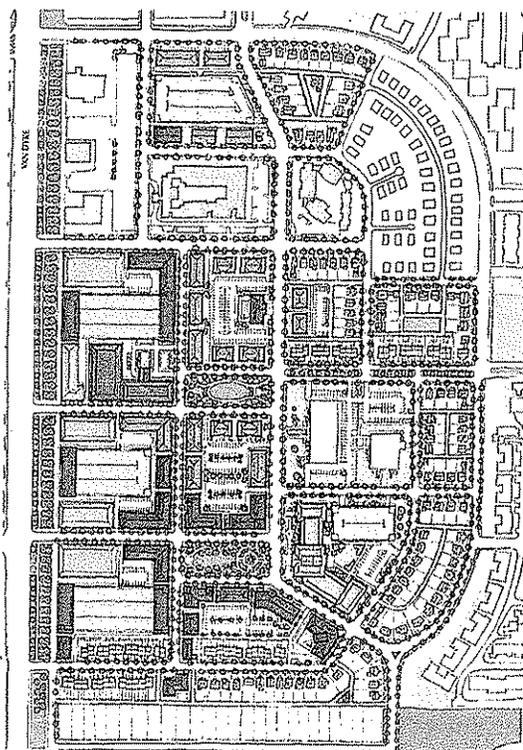


Aerial View to Northwest - Warren Downtown District

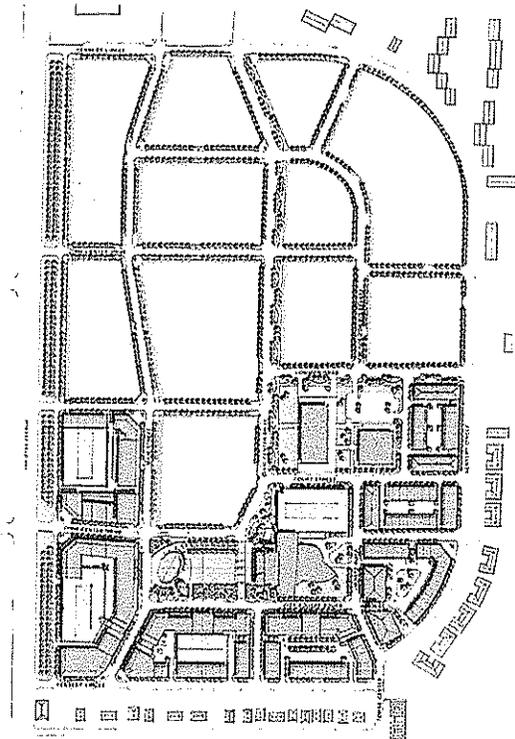
Overview

The Warren Downtown Development Authority's vision to revitalize the 100-acre downtown district was documented in the previously completed Primary Corridors Design Study (Urban Design Associates 2002) and further developed in the Refined Master Plan (JJR 2003). The downtown district was envisioned to be a vibrant and unique mixed-use urban environment. The revitalized downtown district will establish a new sense of identity and pride for the community, will encourage development, provide a setting for civic buildings and community functions and will be a magnet for Warren residents and visitors alike.

An integral part of the development of the downtown district is the implementation of pedestrian-oriented, safe, functional and attractive streets. Streetscapes are characterized by a variety of activities that work in concert to create a vibrant and functional public space. These activities include walking, shopping, working, conversing, recreating, commuting, celebrating, etc.



Vision Plan (UDA 2003)



Refined Master Plan (JJR 2003)

The design character and careful arrangement and spacing of streetscape elements within the street right-of-way (between the back of curb and the right-of-way line), help facilitate these activities. The guidelines establish a hierarchy of streetscape types based on anticipated land use and traffic volumes. These design standards are concerned mainly with the composition of the pedestrian spaces within the streetscape and include elements such as furniture, plant material, signage, lighting and paving. Ultimately, it will be the users who will help to define the streetscape and make these spaces come alive.

As redevelopment occurs within the downtown district, this document will serve as a guide for new streetscapes implemented in conjunction with new public and private development. The implementation of the guidelines will ensure high quality and cohesive streetscape improvement projects, benefiting livability, economic growth and ultimately enhancing Warren's image. This document is a companion document to the Urban Design Manual, as prepared by JJR, and the Street Master Plan, as prepared by Hubbell, Roth & Clark, Inc.

Guiding Principles

The following guiding principles were developed based on input received from the Downtown Development Authority Administrative Team and generated to give direction to the streetscape design.

Reinforce a downtown lifestyle.

- Be unique and reflect Warren's identity.
- Keep the focus on downtown shops and businesses.
- Recognize that the streetscape accentuates the downtown.
- Create a clean, uncluttered appearance with street furniture.
- Complement civic spaces with accent materials and colors.

Flexible design solutions.

- Anticipate growth and change in adjacent land uses.
- Consider seasonal and event based requirements.
- Encourage future private development.

Integrate the functional needs and requirements of the users.

- Create a safe, human scaled, pedestrian-based environment.
- Provide wide sidewalks to accommodate pedestrian traffic and offer places to rest, dine and enjoy the outdoors.
- Visibly and physically separate pedestrian and vehicular traffic routes. Clearly emphasize pedestrian crosswalks to improve pedestrian safety.
- Welcome business owners with wide sidewalks, good visibility and curb appeal.

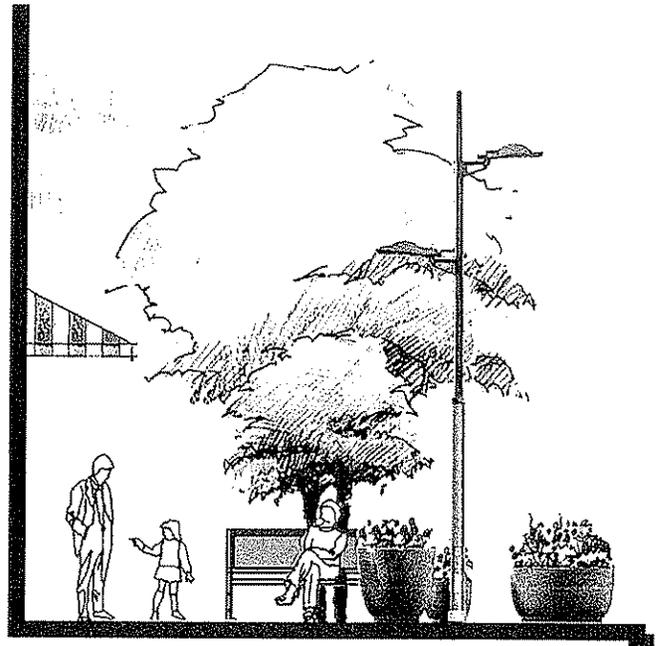
Prioritize practical considerations.

- Consider life cycle factors of streetscape elements versus cost of initial investment.
- Recognize maintenance concerns within the streetscape environment.
- Consider staff and management demands.

Design Concept

Celebrating Industry, Innovation & Interaction

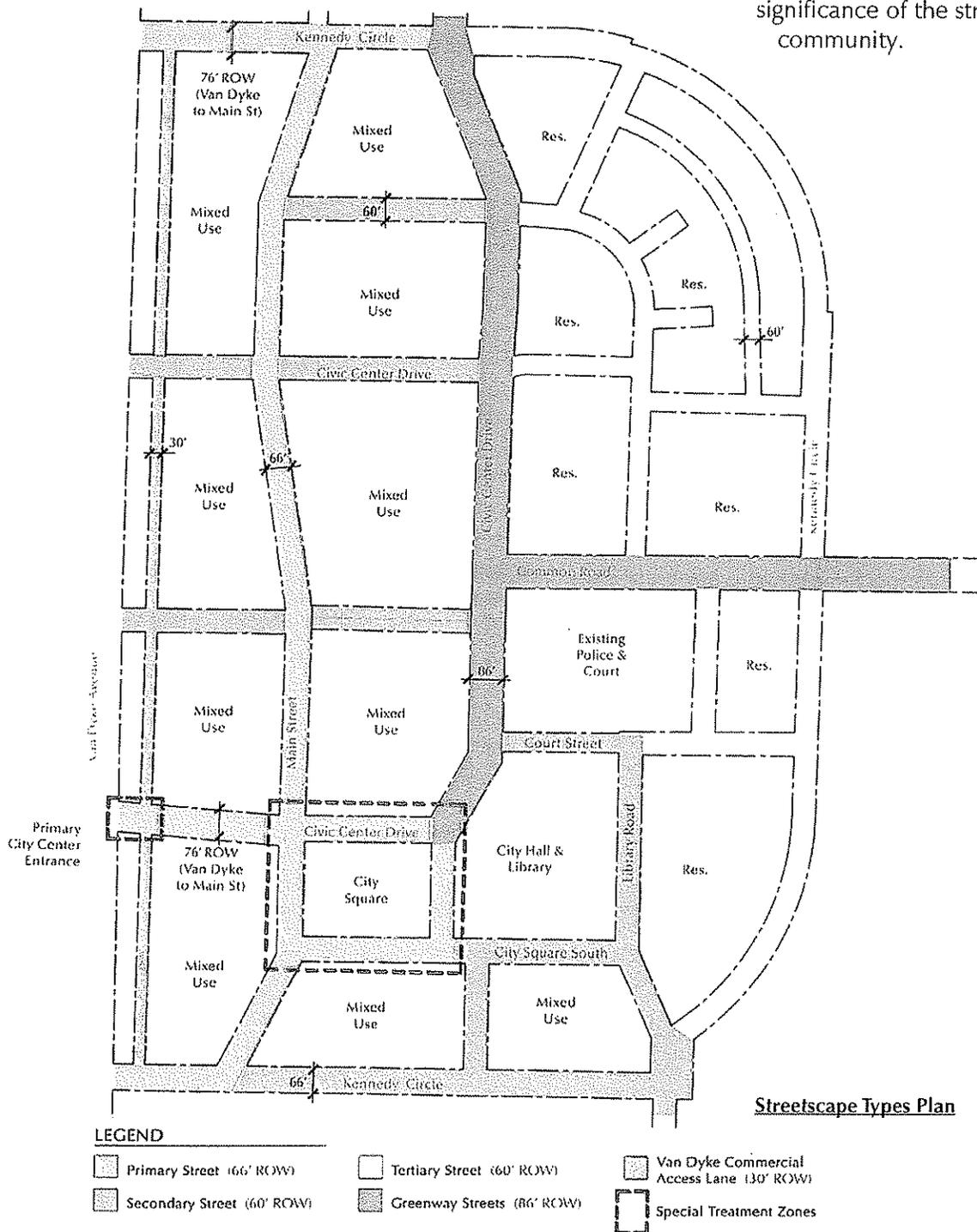
Reflective of Warren's industrious history and its commitment to innovative technology and production, the downtown district's new streetscapes will look towards the future while recognizing its connection with the past. The mindset is classically techno-modern, as demonstrated by the solid, precise, angular lines and high definition of the streetscape elements. This mindset will invite Warren's imaginative spirit, complement the new civic buildings and provide a unique setting for new development.



Streetscape Types

Proposed street alignments and right of way widths, as depicted in the Street Master Plan prepared by Hubbell, Roth & Clark, define the vehicular and

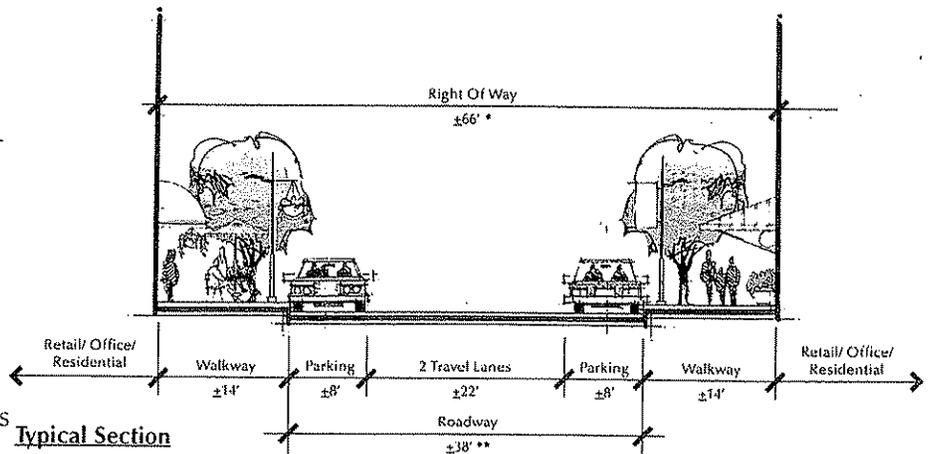
pedestrian connections within the downtown district and are the basis for the proposed streetscape types. Streetscape types respond to the expected level of vehicular and pedestrian use, proposed adjacent land use and the perceived significance of the street itself to the community.



Primary Street

Primary streets within the downtown district are highly visible, commercial- and civic-oriented routes where high levels of pedestrian and vehicular traffic are expected. Adjacent land uses for primary streets are typically civic, commercial and mixed use (commercial, office, residential).

Within the downtown district, these primary streets include: Main Street as the primary retail street, all streets surrounding the city square and the main ingress/egress roads from Van Dyke (Kennedy Circle, North and South and Civic Center Drive). Because of their high exposure, primary streets warrant the greatest level of detail and expenditure.



Typical Section

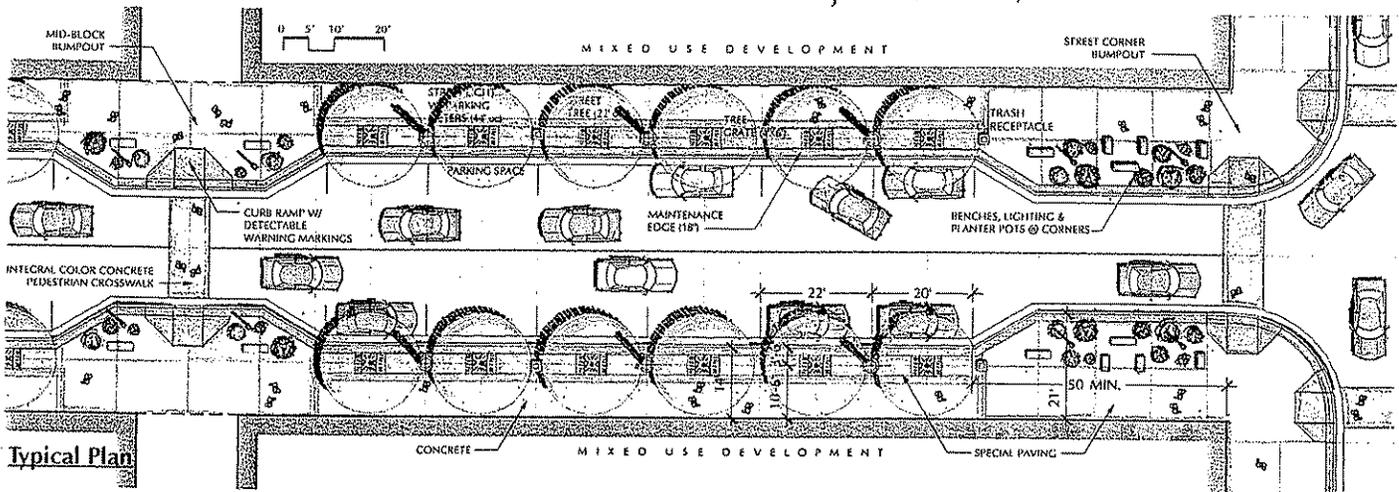
* +/- 76 foot wide right-of-way on Civic Center Drive and Kennedy Circle between Van Dyke and Main Street to accommodate 10' wide center turn lane

** +/- 48 foot wide roadway on Civic Center Drive and Kennedy Circle between Van Dyke and Main Street to accommodate 10' wide center turn lane

Streetscape elements include:

- Bumpouts at street corners and mid-block. Bumpouts shall be provided at major pedestrian crossings, midway along a city block in excess of ± 500 feet. Bumpout geometrics shall be approved by the City of Warren.
- Drive approaches are not permitted along primary streets.
- Special paving at bumpouts and street corners.
- Special paving band along curb line (approximately four feet).
- Continuous 18-inch concrete maintenance edge along back of curb.
- Integral colored concrete pedestrian crosswalks.
- Street trees (22 feet o.c. typical) in tree grates.

- Curb ramps at all pedestrian crosswalks with detectable warning markings.
- Decorative street lights (44 feet o.c. typical, except at corners and mid-block) with banner/basket arms.
- Landscape planters, clustered at street corners and mid-block (nine planters at corners and six planters at mid-block).
- Benches at intersection and mid-block bump-out areas (five benches at street corners and two benches at mid-block).
- Trash receptacles located along the streetscape as needed to accommodate adjacent land uses (one receptacle / 80 lineal feet street frontage minimum).
- Bike stands placed at street corners and mid-block bumpouts (2-4 per group with total quantities based on anticipated demand of adjacent land use).



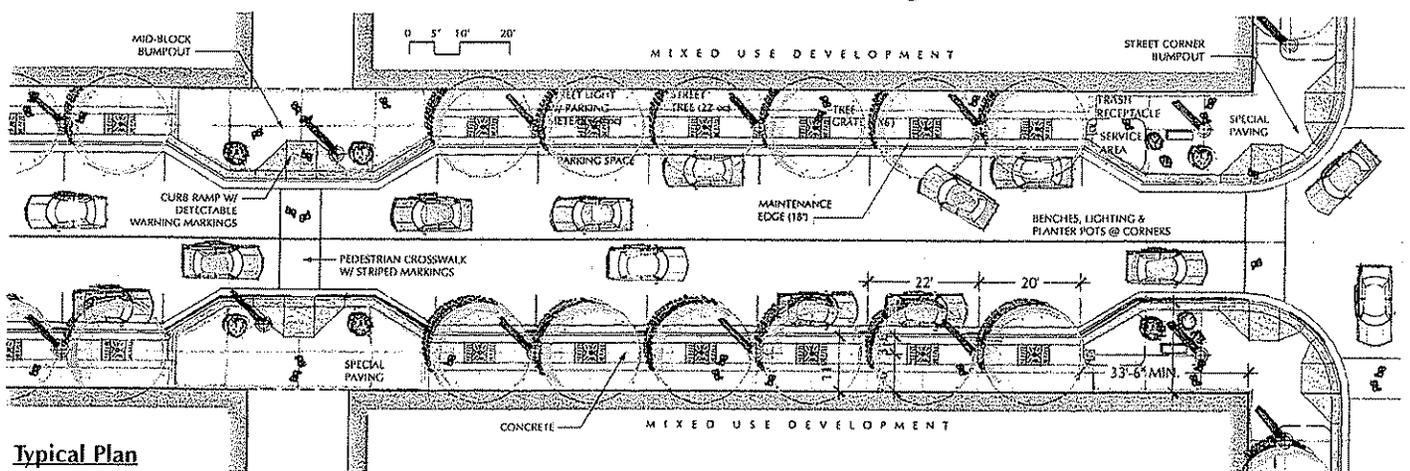
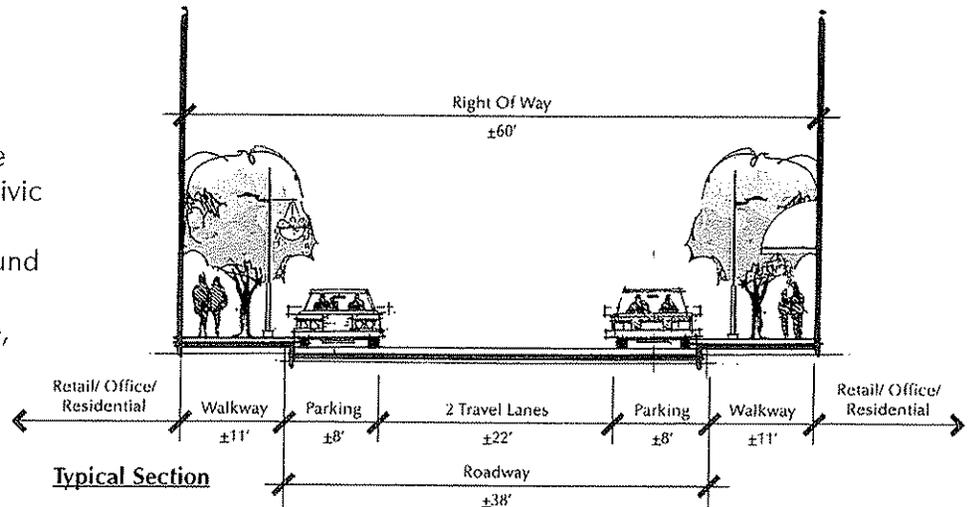
Typical Plan

Secondary Street

Secondary streets are commercial routes where moderate levels of pedestrian and vehicular traffic are expected. With the exception of civic land uses, secondary streets are typically adjacent to those uses found along primary streets - commercial and mixed use (commercial, office, residential), however retail will be less prevalent. Because of their moderate level of exposure, secondary streets warrant the second highest level of detail and expenditure.

Streetscape elements include:

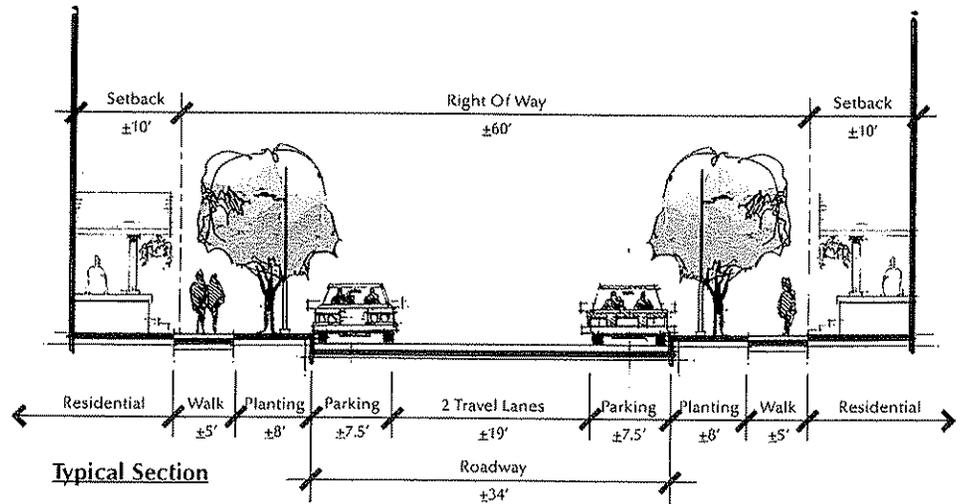
- Bumpouts at street corners and mid-block. Bumpouts shall be provided at major pedestrian crossings, midway along a city block in excess of ± 500 feet. Bumpout geometry shall be approved by the City of Warren.
- Drive approaches are permitted along a secondary street. Location and configuration shall be approved by the City of Warren.
- Special paving at bumpouts and street corners.
- Continuous 18-inch concrete maintenance edge along back of curb.
- Striped pavement markings at pedestrian crosswalks.
- Curb ramps at all pedestrian crosswalks with detectable warning markings.
- Street trees (22 feet o.c. typical) in tree grates.
- Decorative street lights (44 feet o.c. typical, varying at corner and mid-block bumpouts) with banner/basket arms.
- Landscape planters clustered at street corners and mid-block (three planters at corners and two planters at mid-block).
- One to two benches at street corners.
- Trash receptacles located along the streetscape as needed to accommodate adjacent land uses (one receptacle / 80 lineal feet street frontage minimum).
- Bike stands placed at street corners and mid-block bumpouts (two to four per group with total quantities based on anticipated demand of adjacent land use).
- Pedestrian service area shall be provided at the street corners. This area shall be reserved for street elements such as newspaper boxes (three to four boxes/service area maximum), phone pedestals, trash receptacles, bike stands and traffic signal boxes.



Typical Plan

Tertiary Street

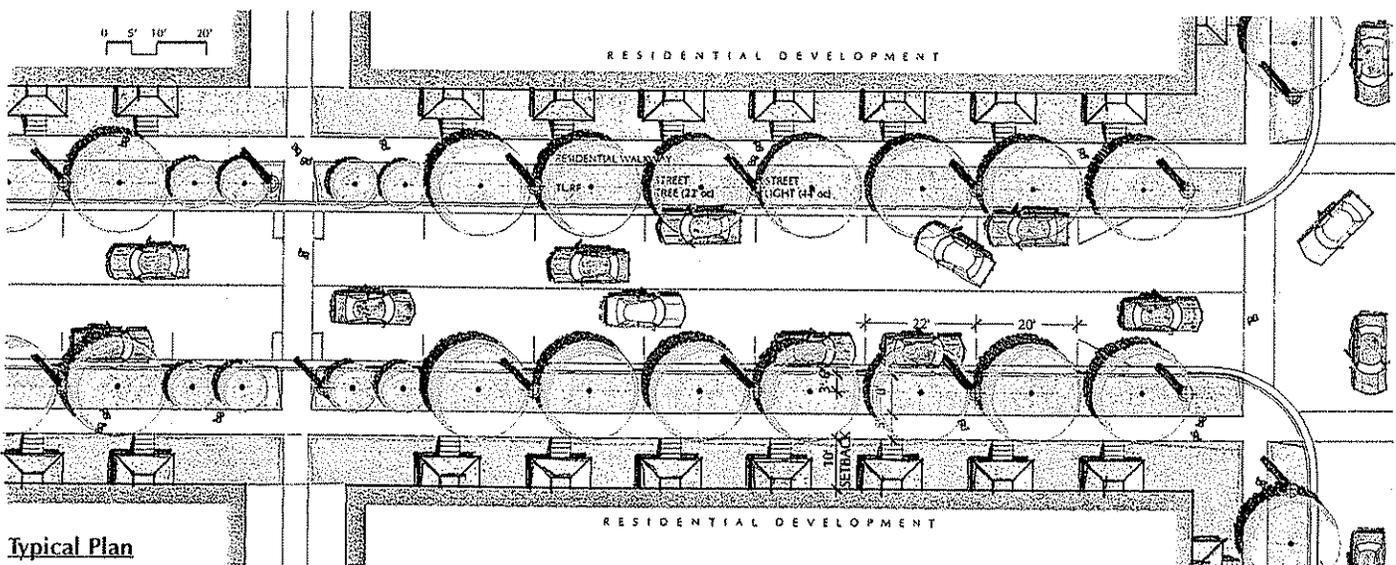
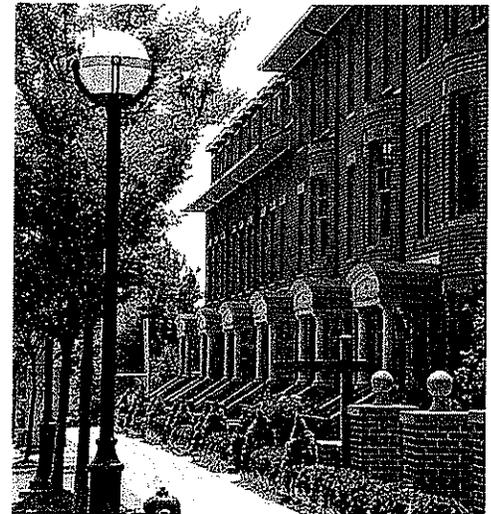
Tertiary streets, located on the eastern side of the downtown district, are predominantly residential and are expected to have the lowest levels of pedestrian and vehicular circulation.



Typical Section

Streetscape elements include:

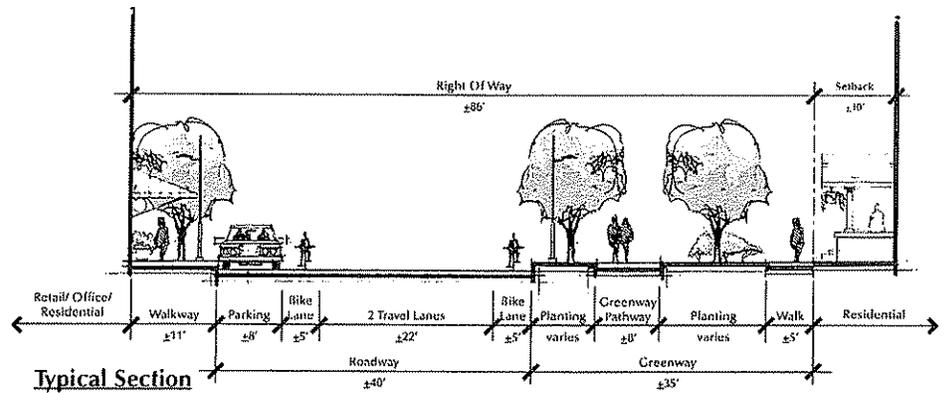
- Street trees (22 feet O.C. typical) in tree lawn between back of curb and sidewalk.
- Decorative street lights (44 feet O.C. typical).
- Limited quantities of drive approaches are permitted along a tertiary street. Location and configuration shall be approved by the City of Warren
- Striped pavement markings at pedestrian crosswalks.
- Curb ramps at all pedestrian crosswalks with detectable warning markings.



Typical Plan

Greenway Street

Two greenway streets lie within Warren’s Downtown District. Washington Boulevard and Civic Center Drive, aligned north - south and Common Road, aligned east – west. The width of the existing rights-of-way accommodate additional recreational and pedestrian opportunities within the greenway that will strengthen the connection to the north and east neighborhoods. These rights-of-way allow for separate bike lanes (in the road) and a linear park with pedestrian paths. Adjacent land uses are varied and include civic, commercial, hospitality and residential. Greenway streets warrant a level of detail comparable to secondary streets. However, the level of expenditure is higher than secondary streets due to wider rights-of-way, the bike lanes and greenway landscape improvements.

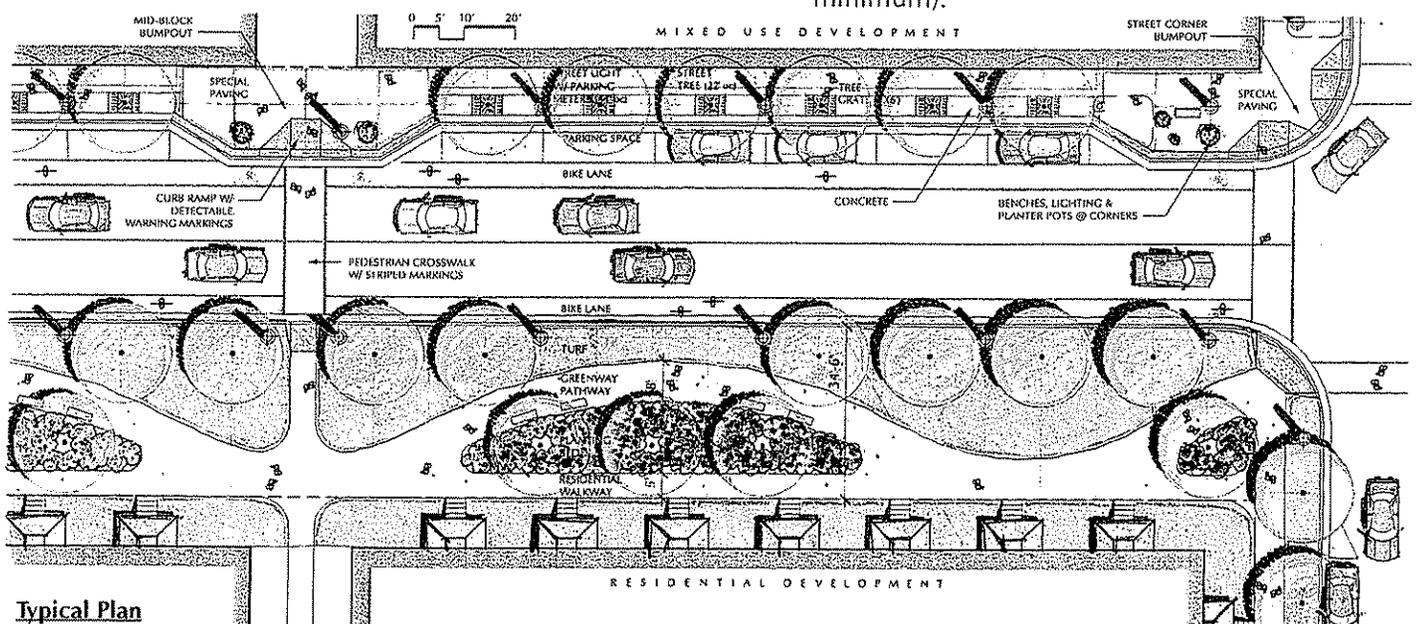


Typical Section

- Striped pavement markings at pedestrian crosswalks.
- Eight-foot wide curvilinear pathway on the east side of Washington Boulevard and the south side of Common Road.
- Areas in the rights-of-way not designated as pathway or sidewalk shall be landscaped with canopy trees, shrubs, flowers and turf. Landscape design shall be approved by the City of Warren.
- Decorative street lights (44 feet O.C. typical, varying at corner and mid-block bumpouts) with banner/basket arms.
- Benches located along the eight-foot curvilinear pathway (located approximately every 150 feet in groupings of three to four).
- Trash receptacles located along the streetscape as needed to accommodate adjacent land uses (one receptacle / 80 lineal feet street frontage minimum).

Streetscape elements include:

- Streetscape elements on the west side of Washington Boulevard and the north side of Common Road shall be the same as secondary streetscape elements.
- Drive approaches along the greenway are not permitted unless approved by the City of Warren.



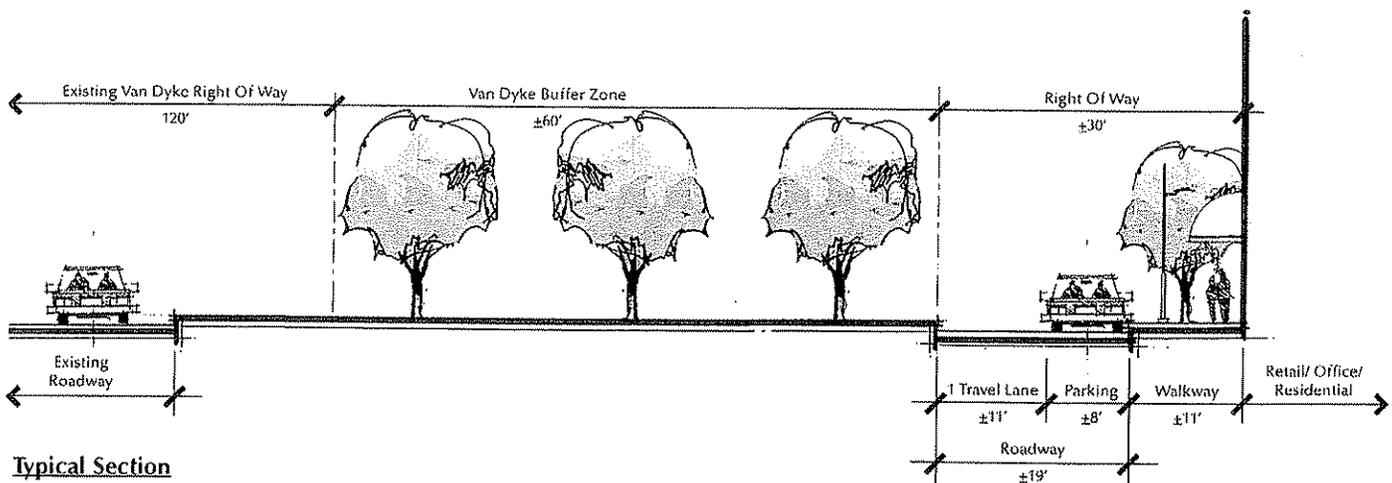
Typical Plan

Van Dyke Commercial Access Lane

The Van Dyke commercial access lanes are intended to encourage the development viability of parcels bordering Van Dyke. This will provide vehicular and pedestrian circulation and parking on the west side of the adjacent mixed use development parcels. Van Dyke commercial access lanes warrant a level of expenditure comparable to secondary streets. Vehicular circulation will be one lane, one-way southbound for efficient traffic movement. There will be a 60 foot landscaped buffer between the commercial access lane and the Van Dyke right-of-way. The need for Van Dyke commercial access lanes will be driven by private development. The design of these roadways must be compatible with the traffic engineering requirements of Van Dyke and must be approved by all agencies with jurisdiction including the Michigan Department of Transportation (MDOT).

Streetscape elements include:

- Streetscape elements on the east side of the commercial access lanes shall be the same as secondary streetscape elements.
- Drive approaches are permitted along a commercial access lane. Location and configuration shall be approved by the City of Warren.
- Striped pavement markings at pedestrian crosswalks.
- Decorative street lights (44 feet O.C. typical, varying at corner and mid-block bumpouts) with banner/basket arms.
- Trash receptacles located along the streetscape as needed to accommodate adjacent land uses (one receptacle / 80 lineal feet street frontage minimum).



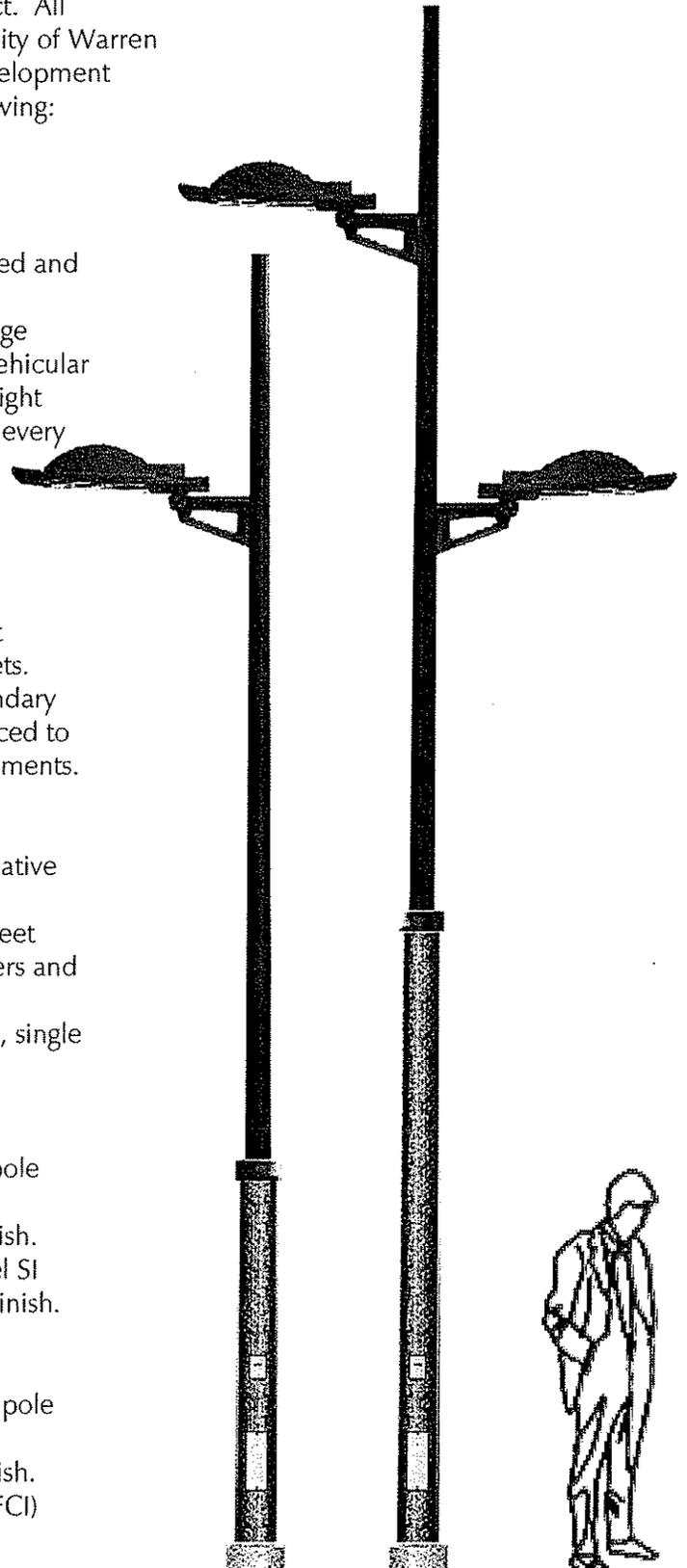
Typical Section

Streetscape Elements

Streetscape elements provide user amenities and are the basis for the unique identity of Warren's new downtown district. All streetscape elements shall meet the standards of the City of Warren and shall be approved by the Warren Downtown Development Authority. The streetscape elements include the following:

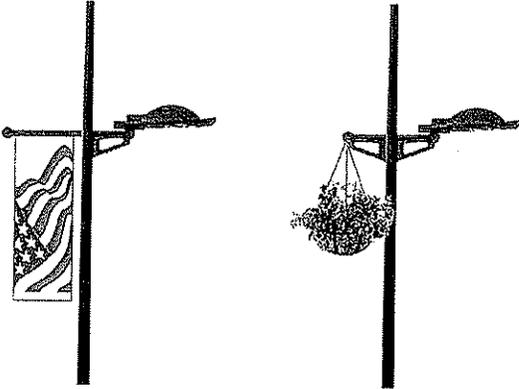
Lighting

- All lighting within public right-of-way shall be owned and maintained by DTE.
- Single light fixture on 16-foot poles along street edge spaced approximately 44 feet on center to meet vehicular and pedestrian illumination requirements. These light fixtures will be aligned with the striped marking at every other parallel parking space.
- Parking meters, if deemed necessary by the Downtown Development Authority, will be mounted to light poles where poles are adjacent to parallel parking.
- Two-double light fixtures on 19-foot poles at street corners and mid-block bumpouts on primary streets. One-double light fixture on 19-foot poles on secondary and greenway corners and mid-block locations. Spaced to meet vehicular and pedestrian illumination requirements.
- Single light fixtures only on tertiary streets.
- These fixtures were chosen for the down light characteristic which is sensitive to the dark sky initiative and cuts down on light pollution.
- Lights shall be typically placed three and one-half feet from the back/curb except as shown at street corners and mid-block bumpouts.
- Single light fixture: Hess Sirius Series Model SI 450, single mount with 10.6" arm length. Black Finish.
- Single light fixture pole: 16-foot length (exposed) comprised of two pole models:
 - Lower five feet - Sky Cast concrete round pole model with salt and pepper polished finish.
 - Upper 11 feet - Hess Sirius pole. Black Finish.
- Double light fixture: Two - Hess Sirius Series Model SI 450, stagger mount with 10.6" arm length. Black Finish.
- Double light fixture pole: 19-foot length (exposed) comprised of two pole models:
 - Lower eight feet - Sky Cast concrete round pole model with salt and pepper polished finish.
 - Upper 11 feet - Hess Sirius pole. Black Finish.
- Include external ground fault circuit interrupter (GFCI) outlet.



Banners & Flower Baskets

- Attach single banner/basket arms (street side) on all lights in primary, secondary and greenway streetscape treatment areas.
- Coordinate banner and basket planting with the Downtown Development Authority.



Benches

- Group at street corners and mid-block bumpout areas.
- Orient primarily towards the shop fronts with some benches facing each other.
- Landscape Forms Stay model. Titanium powdercoat finish.

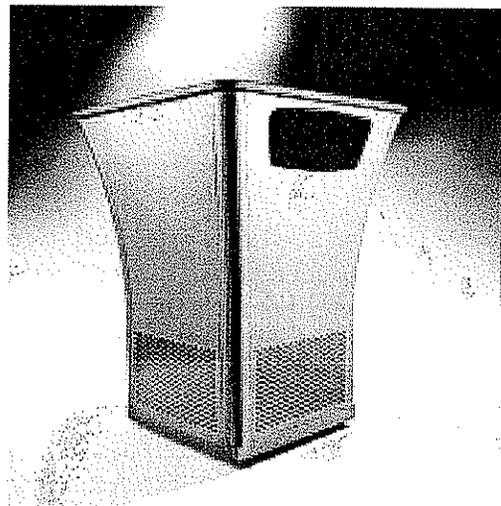


Planters

- Use at street corners and mid-block bumpouts on primary, secondary and greenway treatment areas.
- Place in clusters – nine planters/primary street corner, six planters/primary bumpout, three planters/secondary street corner and two planters per secondary mid-block bumpout.
- Planters shall be three sizes: 18"x48" dia., 24"x30" dia., and 30"x36" dia. Each size will be included in equal numbers in each grouping.
- Planters shall be round, rimless, with a curved form. All planters must be approved by the Downtown Development Authority.
- Planters shall have a finish to stimulate a dark metal patina.
- Planters shall be movable.

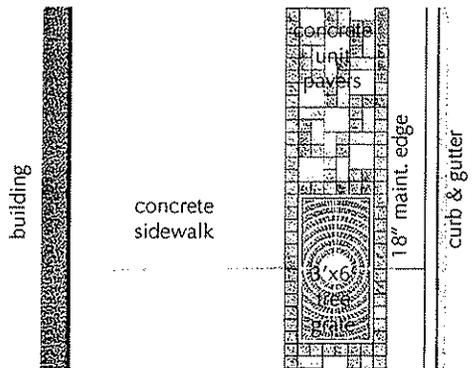
Trash Receptacles

- Place along streetscape as appropriate for level of use (one receptacle per 80 lineal feet street frontage minimum)
- Landscape Forms Pitch Receptacle, 30-gallon side opening. Titanium powdercoat finish.



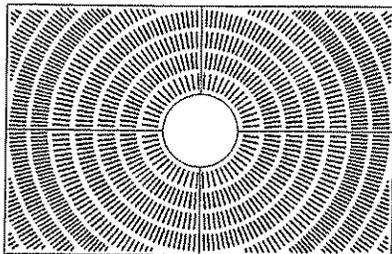
Paving

- All sidewalks within the streetscape treatments areas will be broom finished concrete unless noted otherwise.
- Special paving at street corners and mid-block bumpouts on primary, secondary and greenway streetscapes.
- Special paving band along the curb line of all primary streetscapes (approximately 4 feet wide).
- Special paving will be Hanover Traditional Prest Brick in 6"x6", 8" x 8", 4" x 8" and 12" x 12" sizes. Paver color range – tan, chocolate, limestone gray and matrix B91743 in even proportions with Tudor finish. The Downtown Development Authority shall approve all proposed paving patterns, colors and finishes.
- All pedestrian pavement finishes will meet the City of Warren standards and ADA guidelines.



Tree Grates

- Use in primary, secondary and greenway treatment areas (tree grates will not be used in areas where trees are planted in lawn and/or landscape beds).
- 3' x 6' cast iron Urban Accessories Kiva model with cast iron frame and standard finish (or approved equal).

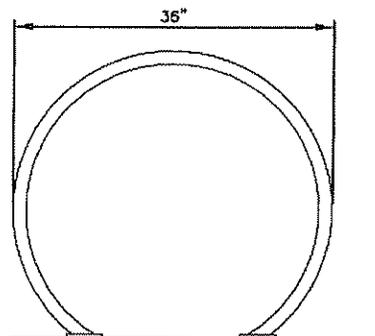


Street Trees

- Install street trees on all streetscape types at 22 feet on center (typical).
- Street trees shall be planted in accordance with City standards.
- Street trees shall be 3" caliper minimum.
- In order to promote vigorous healthy tree growth, street trees planted in pavement areas shall be planted using the most advanced horticultural techniques such as structural soil. Tree pits shall be as large as feasible and/or practical.
- Street trees shall be irrigated and have adequate under-drainage.
- All plant material shall be hardy in this region and conform to the current minimum standards of the American Association of Nurserymen.
- Street trees must be maintained with a clear stem of over 5 feet in mid-block and 8 feet stem clearance at intersections.
- A limited mixture of tree species shall be used to promote a healthy, diverse community of plant material while maintaining an aesthetically cohesive design.

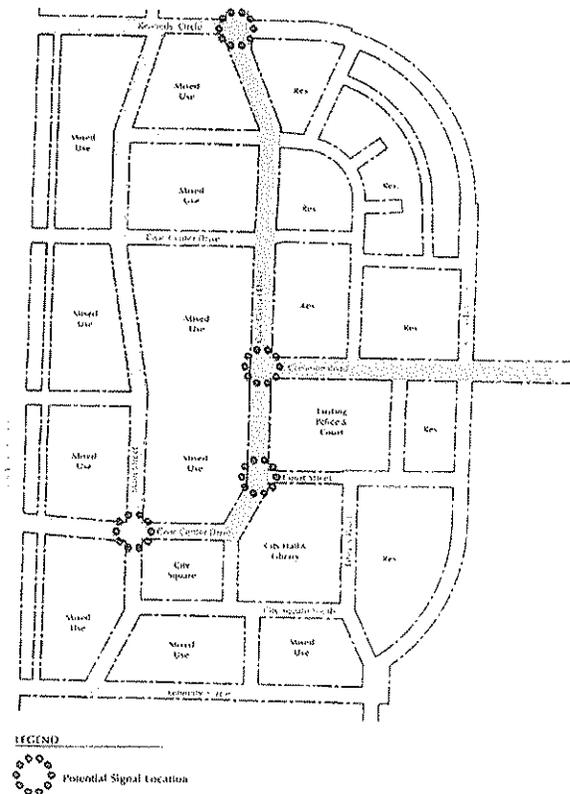
Bicycle Stands

- Place at street corner and mid-block bumpouts on primary secondary and greenway streets as needed and near public facilities and open space areas.
- 32-inches high x 36-inches wide ring style rack made of 2-inch tubular steel pipe. Dark gray powdercoat finish to match bench color.



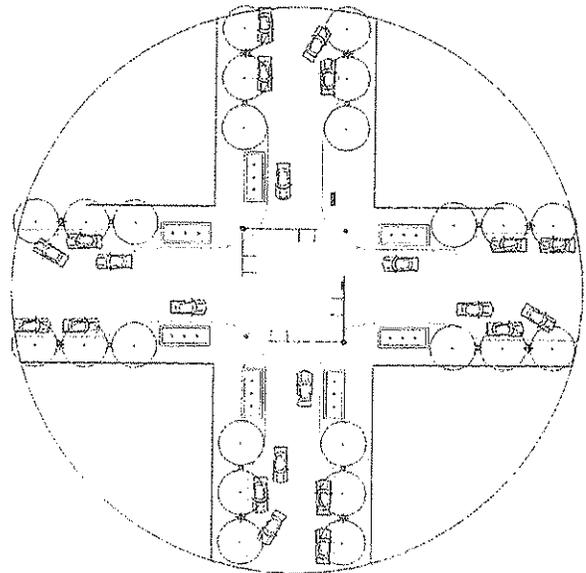
Signalization

Four intersections have been identified as potential locations for future signalization if traffic volumes warrant (see below). These intersections will be signaled using mast arm mounted signals



Potential Intersection Signalization Plan

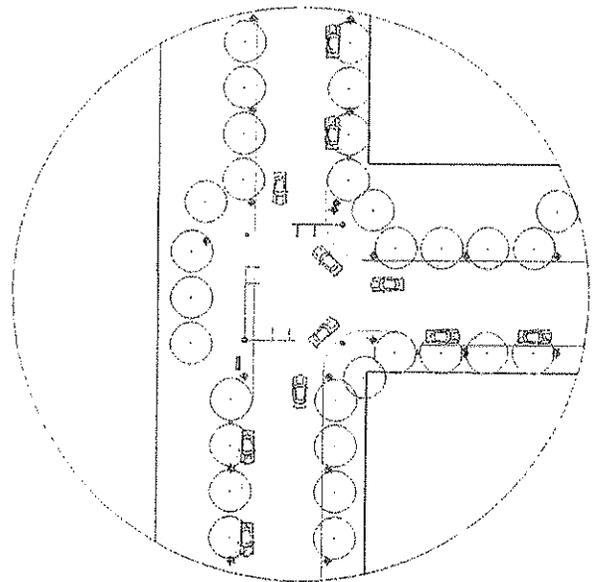
- Mast arm lengths are available in 5 foot increments.
- Two pole mast arm signal construction cost \$80,000 - \$100,000.
- Allowance of excellent lateral placement and placement relative to the stop bar for maximum visibility.
- Generally accepted as the most aesthetically pleasing method for installing overhead signals, particularly in developed areas.
- Rigid mountings provide the most positive control of signal movement in wind.



Typical 4-Way Intersection Plan

Mast Arm Mounted Signals

- This application includes mast poles installed at two or more locations at the intersection with mast arms mounted to the mast poles and signals mounted to the mast arm.
- Most mast arm mounted signals are mounted with rigid brackets. Most mast arm mounted signals are mounted with rigid brackets.
- Electrical wiring is contained within the mast arm.
- Mast poles and arms are available in a variety of design styles and colors.
- Pole heights without luminaries are 21 feet and pole heights with luminaries are 29 feet.



Typical "T" Intersection Plan

Implementation

As redevelopment occurs within the downtown district, this document will serve as a guide for new streetscapes implemented in conjunction with new public and private development. The implementation of the guidelines will ensure high quality and cohesive streetscape improvement projects, benefiting livability, economic growth and ultimately enhancing Warren's image. This document is a companion document to the Urban Design Manual, as prepared by JJR, and the Street Master Plan, as prepared by Hubbell, Roth & Clark, Inc. Together, these three documents serve as a comprehensive guide for development within the downtown district.

The streetscape guidelines contained in this document are meant to provide a framework within which a development team can make informed decisions about how to proceed with their development plans. These guidelines also show how development will relate to future development within the downtown district. It is understood that special circumstances may arise where a development might require a design solution that is contrary to these guidelines. In this situation it is assumed that an appropriate design response can be tailored to fit the special circumstances. Deviations from these guidelines will need to be approved by the Warren Downtown Development Authority.

The Warren Downtown Development Authority will oversee the enforcement of the guidelines laid out in this document. Development teams will submit plans to the Warren Downtown Development Authority for review and approval.

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