

DOWNTOWN WARREN

Michigan's 21st Century
Urban Experience



Cool cities are key to making Michigan a place people want to live, play, and do business. The City of Warren is a proud and active participant in the Michigan Cool Cities Initiative.

Governor Jennifer Granholm





Warren

City of Progress

29500 Van Dyke Avenue
Warren, Michigan 48093
www.cityofwarren.org

Mark A. Steenbergh, Mayor

May 22, 2006

Dear Friend:

Thank you for your interest in my hometown, Warren, Michigan. Warren is Michigan's third largest city, conveniently located just north of Detroit and a short drive from everywhere. Our Downtown Development Authority (DDA) has almost 18 acres of downtown property available for high density mixed-use development, and we're seeking qualified developers. We want the highest and best use. We've spent five years and \$75 million assembling land and building infrastructure and public amenities. Our new main library, city hall, and City Square will be complete before the end of this calendar year, making the property development ready. The place we've created is amazing!

The available property borders City Square, a 2 acre urban park. City Square, by design, will accommodate frequent public events. It offers amenities such as a concert lawn and free wireless internet access. The highlight of City Square is an animated fountain where water and light dance to the music and people are welcomed to walk right in and take a closer look at "Dawn," the stainless steel and granite sculpture that represents a new era for our city.

Warren is an officially designated Michigan "Cool City," and we have taken the concept to the extreme. The fountain will become a 7,500 square foot, artificially frozen ice rink during winter months, making this an all-season park. Our state of the art library and city hall overlook City Square, serviced by a new 600+ car public parking structure shared with our police department and district court.

Warren is an established community located in the middle of the busy Metro-Detroit area. What little vacant land we have left must be developed to the maximum density that the market will bear. That's why I fully support publicly funded parking structures: Warren's DDA Plan calls for four more.

Warren offers solid schools, nice homes, and diverse industry. Our tax-base is ranked among Michigan's top 5. Over 25,000 students attend three colleges here, and nearly 140,000 people live in our 65,000 homes. With 10 million square feet of engineering and high-tech space in Warren's Downtown District alone, Warren calls itself the engineering capitol of the world.

Mayor Mark A. Steenbergh
May 22, 2006
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Our site fronts Van Dyke Avenue, traveled by 75,000+ vehicles daily. It is walking distance for thousands of residents and about 30,000 workers ranging from GM's designers and engineers to Campbell-Ewald's creative employees, as well as visitors to several downtown hotels with national flags and high occupancy rates. Warren offers a great location, great people, and great resources.

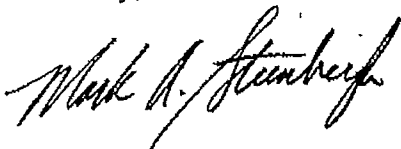
I insist that my staff use a "red carpet" rather than a "red tape" approach to development. Our approach has successfully attracted over \$2.5 billion of investment over the past decade. For example, when the Army slated the Warren Tank Plant for closure, we accomplished the fastest redevelopment of military property in our nation's history. Where tanks were once built, over \$200 million has been invested in new manufacturing and high-tech facilities. The Army's vehicle research center (TACOM) remains in Warren's downtown, and over 1,000 additional employees will arrive soon. For a nearby site, it took us just a few months to draft and adopt an entirely new ordinance and rezone 312 acres to clear the way for what may be the largest planned unit development in any metropolitan area. The first of about 1,100 families move into their new homes later this month.

As Mayor, I understand that Warren is competing with communities throughout the country for your investment dollars. I respect that time is money. Clear, reasonable, and flexible downtown zoning and design guidelines are in place. The DDA's Development Plan and Tax Increment Financing Plan have been approved. We offer timely approvals, and Warren's economic development toolbox is open for your use.

If you have any questions regarding Warren's Downtown Plan, please contact Gina Cavaliere, DDA Director, at (586) 574-4529 or downtown@cityofwarren.org. For questions regarding the qualification process and registering as a vendor, contact Ron Guzi, Purchasing Agent, at (586) 574-4636 or rguzi@cityofwarren.org.

I look forward to sharing this incredible opportunity with you.

Sincerely,



Mark A. Steenbergh
Mayor and DDA Chief Executive Officer

Downtown Development Authority Warren, Michigan

Purchasing Division
Office of the Controller
29500 Van Dyke Avenue
Warren, Michigan 48093

Richard Fox
City Controller
Ronald Guzi
Purchasing Agent
(586) 574-4636

SOQ-W-7327

2006

STATEMENTS OF QUALIFICATIONS ARE BEING PUBLICLY ACCEPTED FROM DEVELOPER(S) TO PURCHASE AND DEVELOP THE DOWNTOWN DEVELOPMENT AUTHORITY PROPERTY IN THE WARREN'S DOWNTOWN CENTER.

COMING IN JUNE

Extraordinary opportunity to develop mixed-use parcels adjacent to Warren's new City Hall, Library and City Square, in the heart of the emerging downtown district.



STATEMENT OF QUALIFICATIONS DOCUMENTS, MUST BE OBTAINED BY REGISTERING FOR THE MICHIGAN INTERGOVERNMENTAL TRADE NETWORK (MITN) SYSTEM AS FOLLOWS: GO TO www.mitn.info SELECT VENDOR REGISTRATION AT THE TOP OF THE PAGE. CHECK OUT THE VENDOR REGISTRATION OPTIONS THAT ARE AVAILABLE TO YOU, AND THEN SELECT VENDOR REGISTRATION AT THE BOTTOM OF THE PAGE TO REGISTER. YOU CAN REGISTER FOR FREE. ALL ADDENDUMS WILL BE POSTED ON THE SITE.

QUESTIONS REGARDING THIS REQUEST FOR QUALIFICATIONS SHOULD BE DIRECTED PREFERABLY BY EMAIL TO THE CITY OF WARREN PURCHASING DIVISION AT rguzi@cityofwarren.org OR BY CONTACTING RONALD GUZI, CITY OF WARREN PURCHASING DIVISION AT (586) 574-4636.

You should register at MITN for the following NIGP codes:

- 90922 - Building Construction, Non-Residential (Office Bldg., etc.)
- 90923 - Building Construction, Residential (Apartments, etc.)
- 90924 - Building Construction, Commercial and Institutional
- 90957 - Land Development and Sub-Division Services
- 99884 - Real Estate Sales, including Buildings, Houses, and Land

Sincerely,

Ronald Guzi
Purchasing Agent

SNEAK PEEK

**STATEMENT OF QUALIFICATIONS
FOR THE CITY OF WARREN DOWNTOWN PROPERTY DEVELOPMENT**

FAILURE TO COMPLY WITH THE REQUIREMENTS, PROCEDURES, AND PROVIDE INFORMATION AS REQUESTED BY THIS DOCUMENT MAY RESULT IN DISQUALIFICATION.

The undersigned certifies that the information submitted is correct and true and that any misrepresentations will be reason for disqualification.

Signature of _____ DATE _____
Authorized Company Representative

(Print name of Signature) COMPANY NAME

ADDRESS CITY STATE ZIP CODE

TELEPHONE NUMBER FAX NUMBER

IT IS MANDATORY OF ALL RESPONDENTS TO RETURN THIS SHEET FULLY COMPLETED INCLUDING SIGNATURE OF AUTHORIZED COMPANY REPRESENTATIVE WITH THEIR SEALED SOQ.

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- ZONING ORDINANCE DOWNTOWN CENTER
- URBAN DESIGN MANUAL AND STREETScape DESIGN GUIDELINES

LISTED ON THE WEB SITE JUNE 2006

- 2006 DDA PLAN
- PHASE I ENVIRONMENTAL ASSESSMENT
- PRELIMINARY GEO/TECHNICAL ASSESSMENT
- ALTA SURVEY
- DOWNTOWN CENTER ZONING ORDINANCE
- AERIAL PHOTOGRAPH

A. STATEMENT OF QUALIFICATIONS (SOQ) SUBMITTAL REQUIREMENTS

The SOQ respondent shall provide the following information:

1. Submission of a response to this SOQ at the time and date indicated on the cover page.
2. An organizational chart depicting roles, responsibilities and authority.
3. Project experience as indicated in Part B. (below).
4. Developer shall provide a preliminary statement of the financing structure of the proposed project and proof of capability to arrange financing.
5. A statement of any proposed partners that might take part in the acquisition, development, or management of the DDA property in Warren's downtown center.
6. Developer should submit a preliminary analysis of their interpretation of the DDA Vision including the percentages dedicated to retail, office, and residential.
7. Any similar government experience should be included and emphasized in developer's submission.
8. Provide a list of references for the developer and development team members and include any projects with municipality partnerships.
9. The SOQ review panel reserves the right to request any additional information which might be deemed necessary after the statements of qualifications have been received.

B. GENERAL AND SPECIFIC PROJECT EXPERIENCE

Provide the five most similar completed projects with at least one project over 250,000 square feet. Describe the roles, responsibilities, and experience of key individuals on the development team including planner, architect, site engineer, legal and financial advisors, general contractors and/or individuals who will be directly involved in the development team, to the extent these are known, with projects comparable to those proposed for the City of Warren Downtown area. Respondents should describe their experience with mixed-use projects. The following information should be provided for each project:

1. Project description: Name, location, references, size, project type, percentage of mixed-uses, timeline, status, and value.
2. Developer or team member role and responsibilities.
3. Project financing: How the project was financed and references (including name and telephone number) of persons able to speak to the project's financial performance, with indications of the role or relationship of the reference to the project (e.g. mortgagor).
4. Current ownership status. Post-construction project management and marketing teams must be identified.
5. For projects requiring public/private participation in financing, describe the respective contributions of public and private partners. Provide references (including name and telephone number) of lead participants from the public sector.

6. For the project planner/architect(s), engineers, and related consultants, provide experience with the successful implementation of projects similar in scale to those envisioned in the Warren Urban Design manual. Include projects which emphasized quality site design, public space design, and the creation of "place".

C. STATEMENT OF QUALIFICATIONS SELECTION PROCESS

The following process will be utilized in the SOQ selection of the developer for this project:

- All responses shall be reviewed by the SOQ selection review panel. The SOQ panel intends to select those developers deemed to be the most qualified and deemed to be in the best interest of the City.
- Those respondents deemed most qualified will be asked to proceed further in the process by being asked to submit a Request for Proposal. The SOQ committee reserves the right to conduct interview(s) with developers that have submitted a response to the SOQ to create a second and shorter list of most qualified respondents.
- An evaluation matrix will be utilized in the selection process.

D. REQUEST FOR QUALIFICATIONS SELECTION CRITERIA

Pursuant to City Ordinance, a SOQ review panel, comprised of City staff, DDA members, and a City Council member will evaluate and rank firms based on the following general criteria:

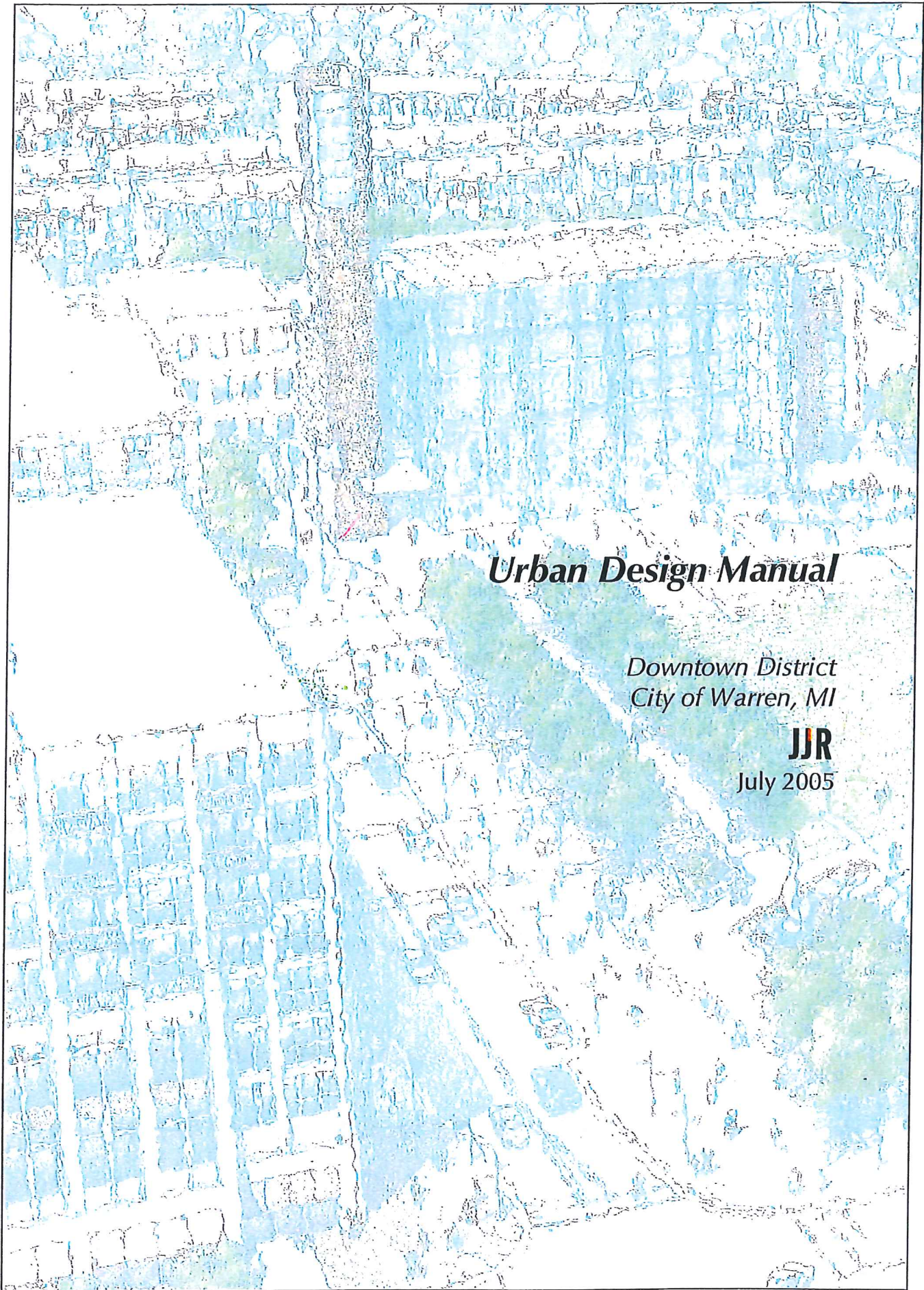
PREVIOUS EXPERIENCE

- Substantial prior experience with significant mixed use projects
- Quality of design and successful implementation of past and current projects.
- Staff and consultant team technical qualifications, experience and resources.
- Evidence of commitment to design quality
- A proven track record of financial strength and demonstration of adequate financial resources
- Experience in public/private partnerships for development
- Ability to utilize the Detroit Metropolitan area labor force
- References from **all interested parties in projects that are similar size, scope, design guidelines and complexity.**

CREATIVITY

- Written and graphic materials portraying the developer's interpretation of our vision of how the site could be developed.

OTHER RELEVANT AND PERTINENT INFORMATION DISCOVERED AS A RESULT OF THE REQUEST FOR QUALIFICATIONS PROCESS.



Urban Design Manual

*Downtown District
City of Warren, MI*

JJR

July 2005

Section A – Introduction

As the city of Warren continues to evolve and mature, it is increasingly clear that a downtown would bring vitality, needed retail, and residential options to the city. As the third largest city in Michigan, Warren does not have a central location to celebrate a big school victory, honor important dates, or relax with family and friends at an outdoor café. Downtowns are the intuitive place to go when you want to be with other people. They act as the focal point for a community and help to form and reflect its identity.

In creating a downtown, Warren also has the opportunity to provide its residents new housing alternatives that complement existing residential development. Loft style housing, high-rise apartments, urban townhomes, and live-work units all need a downtown to make them work. By diversifying residential options, Warren residents and employees are more likely to stay in the community throughout life's many phases and cycles.

Evolution of Warren's Downtown District

In 1966, the City of Warren embarked on the creation of a civic center that envisioned an arena, a major shopping center, and residences surrounding a new governmental complex. The location was great—right across from GM's newly built Technical Center—but the approach and layout never allowed for the creation of a true meeting place. Each building had its own parking lot and was accessed by wide roads. As the city of Warren grew, the parking lots of the Civic Center grew as well, making accessibility between the buildings even more difficult for pedestrians and vehicles. It became a place for quick transactions, but not civic interaction.

As communities around the nation once again embrace urban solutions, Warren seeks to bring new life back into its civic center. In the spring of 1999, the City embarked on a comprehensive planning effort to more effectively build the dream that started in 1966. Through a series of public workshops, the entire community was invited to share their thoughts on what makes a great downtown. The final product of the community workshops is the *Downtown Development Authority Primary Corridors Design Study* published in 2002, documenting the community's desires for a dense mixture of uses, building types, and experiences for its downtown. The following guiding objectives, derived from the public workshops, are the foundation for the vision of Warren's new downtown:

1. Create a pedestrian based, densely built neighborhood with many retail establishments, places of employment, and residential options.
2. Encourage shared parking solutions.
3. Establish a series of safe and accessible public spaces.
4. Offer a four season, full day environment that welcomes everyone.
5. Create Warren's focal point.

The next step in the evolution of the Downtown District was to establish a network of streets to accommodate urban development. In 2004, the Streetscape Design Guidelines were created to define a hierarchy and standards for all streets within the Downtown District (see Figure 1).



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Streets are the lifeblood of any downtown. Vehicular circulation is a factor in defining street and block patterns, and land use placement. Each downtown street type has specific dimensions, sidewalk and planting treatments, and parking configurations. By determining how and where vehicular and pedestrian traffic can circulate, the street designations become the foundation for the Urban Design Manual. As designated within the Streetscape Design Guidelines, there are four major street types within the new downtown:

Primary Streets:

Highly visible, primary streets are commercial and civic-oriented routes where high levels of pedestrian and vehicular traffic are expected. Adjacent land uses for primary streets will be typically commercial and civic on lower levels, with a mix of office and residential options on the upper floors. Primary streets act as gateways into the downtown from Van Dyke Avenue, and also link Downtown District neighborhoods.

Secondary Streets:

Secondary streets are expected to have moderate levels of pedestrian and vehicular traffic. Uses found along secondary streets are similar to primary, but with less intense commercial activity expected. Secondary streets offer additional connections to Van Dyke Avenue and routes through the downtown creating an efficient traffic pattern throughout the Downtown District.

The Van Dyke Avenue commercial access lanes are intended to encourage the development viability of parcels bordering Van Dyke Avenue. This will provide vehicular and pedestrian circulation and parking on the west side of the adjacent mixed-use development parcels. Van Dyke Avenue commercial access lanes warrant a level of expenditure comparable to secondary streets.

Tertiary Streets:

Tertiary streets will predominantly serve residential uses and are expected to have the lowest levels of vehicular traffic traveling at the lowest design speeds.

Greenway Streets:

Greenway streets are the result of the adaptive reuse of existing 86-foot-wide right-of-ways to accommodate an active recreational pathway. The greenways are envisioned to connect the new downtown to existing surrounding neighborhoods.

Urban Design Manual Approach

The Urban Design Manual working in concert with the Streetscape Design Guidelines and the City of Warren Code of Ordinances, as amended (hereinafter referred to as "Warren City Code"), will facilitate the creation of Warren's vision of a successful downtown. The Urban Design Manual is a tool that seeks to inform and provide assistance to residents, civic leaders, community groups, and developers about the nature of new development within the downtown.

The Urban Design Manual is organized into three sections: Introduction, Glossary, and Design Components. The Introduction section covers the purpose, need, and applicability of the manual, as well as an explanation of how the Downtown District is broken into three smaller sub-



neighborhoods. The Neighborhood Descriptions portion of the introduction sets forth the rationale for creating the three smaller neighborhoods within the Downtown District and how each is unique. This section describes the desired character and development type for each neighborhood. The Glossary seeks to clearly communicate planning issues that are uniquely expressed within the Downtown District. Finally, the Design Components section defines specific development standards for each of the three neighborhoods within the Downtown District.

The Streetscape Design Guidelines created the network of new streets in a grid pattern that will organize vehicular and pedestrian circulation. The new street network is also the basis for determining districts, uses, size and massing, and architectural detail for new buildings within the downtown.

The Urban Design Manual is intended to clarify development opportunities along street types and within each downtown block. To accomplish this goal, the manual seeks to clearly articulate what is expected from new development. The size, shape, placement, types of uses, and details of new buildings within the new downtown are the focus of the standards contained within the manual. It is this level of detail that creates a working, lively downtown that can thrive in all economic cycles.

No one document can express a vision as complex as a downtown on its own. It will take time, energy, and a committed citizenry. Regardless of aesthetic preferences, political climate, or economic cycles, the Urban Design Manual articulates a formal set of standards that address fundamental development issues in a flexible manner.

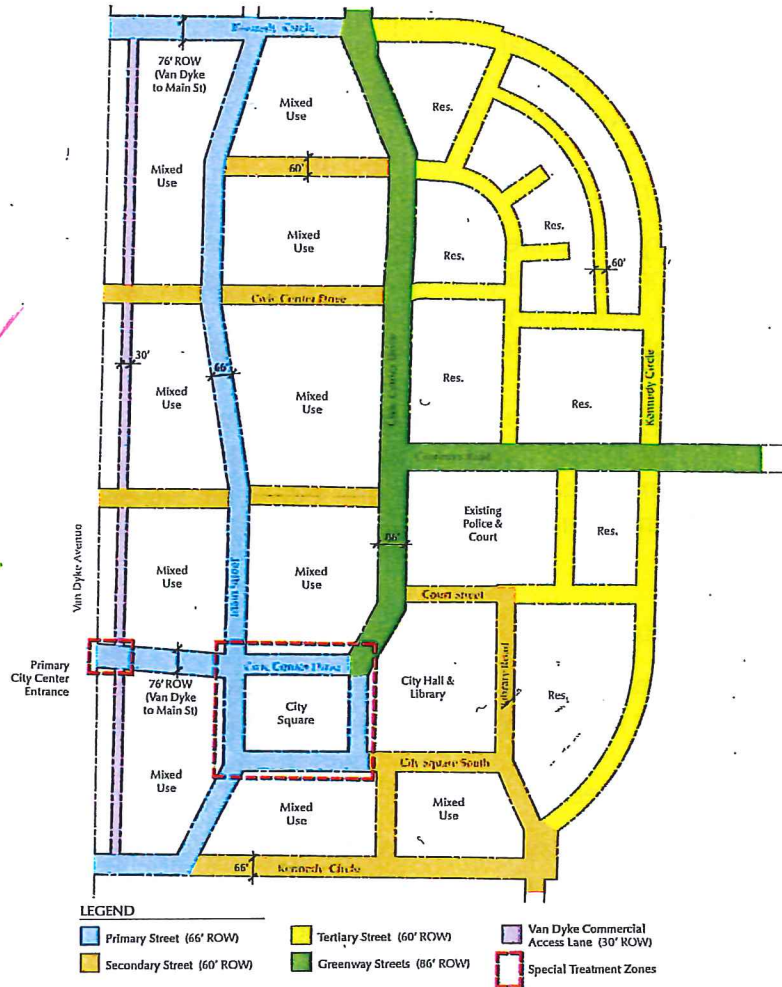
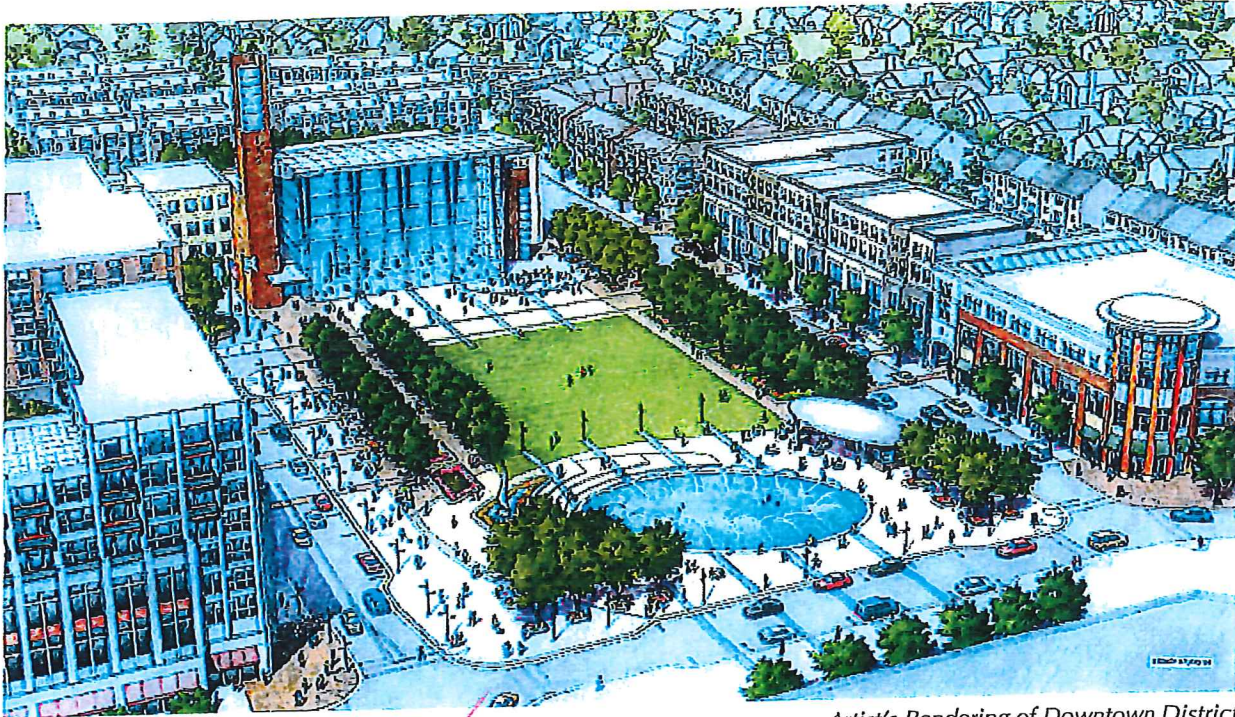


Figure 1 – Downtown District Street Hierarchy (As proposed in the Streetscape Design Guidelines. The road alignment is preliminary and may vary.)





Artist's Rendering of Downtown District

Applicability

The Urban Design Manual's illustrations, photographs, and diagrams are intended to demonstrate the objectives and intent of the Downtown District zoning designation and to complement and assist the implementation of zoning regulations. Where the Urban Design Manual and the Warren City Code are in conflict, the Warren City Code shall be the enforceable agent.

To assist in interpreting the Urban Design Manual, the Downtown Development Authority of Warren is creating a Technical Team. The Technical Team will be comprised of City of Warren department personnel and appointed specialists with the specific task of aiding any interested party with the Downtown District development process.

Downtown District Neighborhoods

An active, living downtown is a complex entity with many uses, residents, visitors, and needs. The City of Warren Urban Design Manual organizes development opportunities within the downtown by establishing three complementary but distinct neighborhoods (see Figure 2). Neighborhoods are formed when like uses are clustered next to each other to share the benefits of site-based resources. One example most Americans are familiar with is the business district. Businesses tend to cluster near transportation nodes, an off ramp from a major highway, or an established landmark such as a stock market or major employer. Cafés, office supply stores, and banks tend to fill in around the offices and work places to offer needed services. Developments that locate within the business district do so understanding the larger purpose and routine that already exists.



By establishing neighborhoods, specialization is encouraged and efficiency is increased by the sharing of resources. These shared resources can include parking in public decks, establishing a clear identity within the larger region, or achieving a scale that enables the creation of services that would otherwise not be possible such as building a convention center or creating specialized educational centers.

Warren's Downtown District neighborhoods have been designed to provide a transition from the dense urban development contained within the downtown to Warren's existing neighborhoods of single-family homes and strip commercial corridors. Each neighborhood has a unique focus point to promote and protect. Working together they are envisioned to provide the full array of experiences found in a downtown. Warren's three downtown neighborhoods are

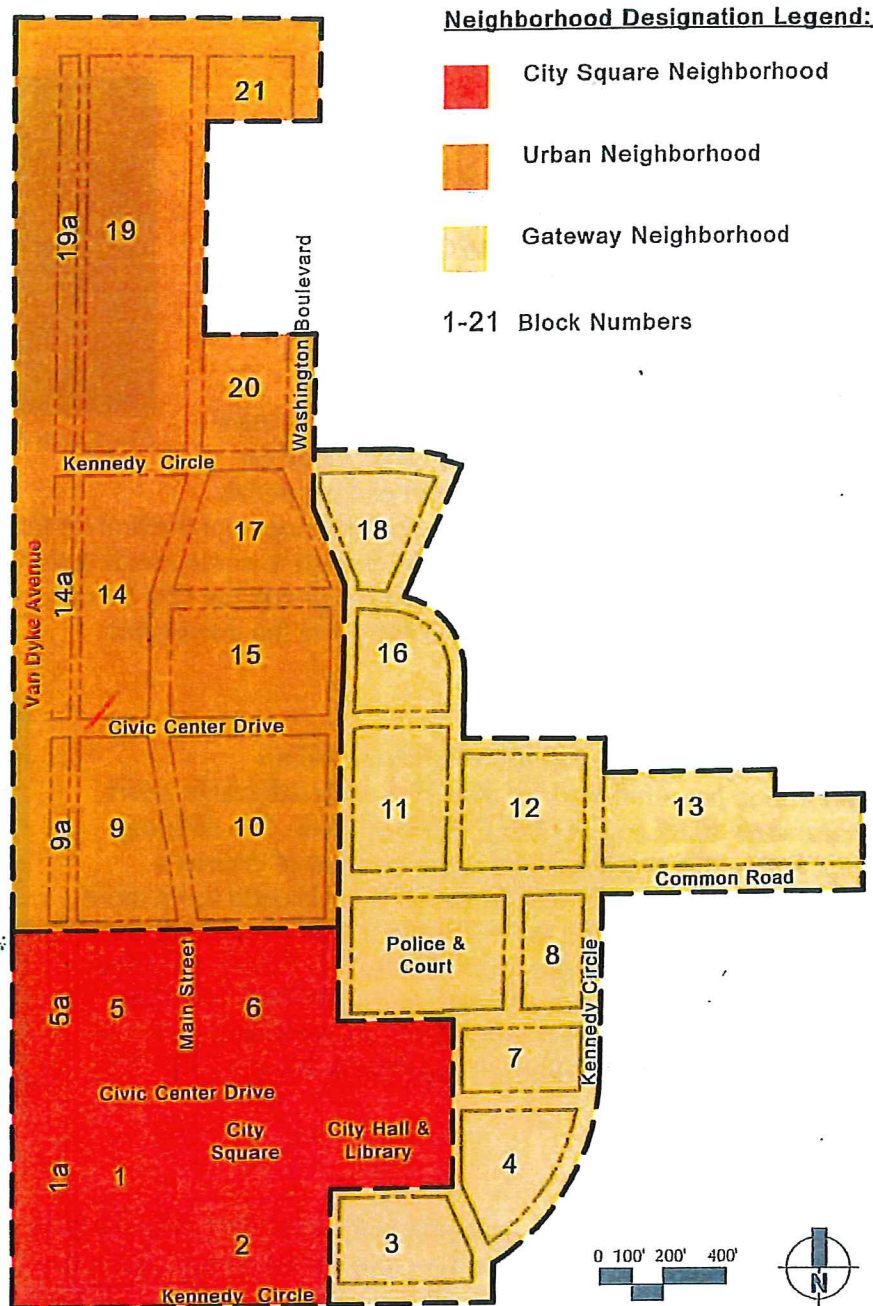


Figure 2 – Downtown District Delineation

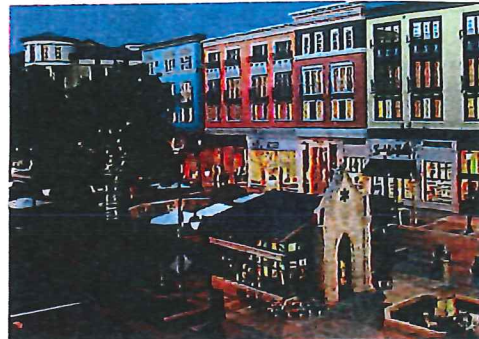
described as follows:



Neighborhood Descriptions

City Square Neighborhood:

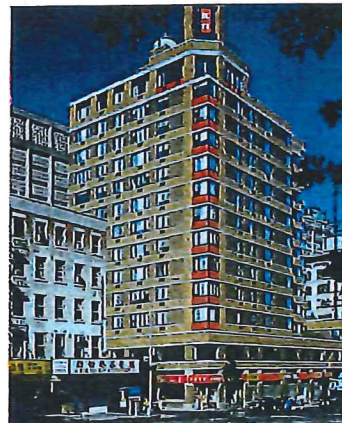
The City Square Neighborhood is the heart of the downtown because it is home to Warren's new City Square with a new Main Library and City Hall. As the focal point of the neighborhood, the City Square will organize all new development. All buildings must face the City Square, creating a sense of enclosure while making it a safe place by encouraging many uses. Residential loft buildings, offices with retail stores occupying the first two levels, cafés, stores, and theaters are all encouraged uses. Parking shall be provided on the street and within strategically located parking decks. Surface lots are not permitted to ensure that development maximizes frontage and establishes an urban character. Sidewalks shall be wide enough to accommodate seating, decorative lighting, plantings, and pedestrian traffic. Greenways will link the City Square to adjacent neighborhoods, allowing pedestrians and bicyclists safe entry into the downtown.



City Square Type Development

Urban Neighborhood:

Much like the City Square Neighborhood, the Urban Neighborhood has a full array of uses with wide sidewalks, short blocks, and on-street and decked parking options. The defining element within this neighborhood is the creation of Warren's "Main Street." The Urban Neighborhood is envisioned to be more densely developed and offer more flexible building standards than the City Square, encouraging a more diverse set of uses. Buildings may be taller, surface lots are allowed, and additional curb cuts may occur. Building façade requirements are not as stringent, yet still encourage an active pedestrian experience along the first two levels of new buildings.



Urban Neighborhood Type Development

Gateway Neighborhood:

The Gateway Neighborhood is designed to transition from the residential neighborhoods to the east of the downtown to the more urban, mixed-use settings created in the City Square and Urban Neighborhoods. While there are smaller amounts of retail and office uses allowed within the Gateway Neighborhood, the focus is on creating dense, residential blocks. Development within this district should accentuate residential life in an urban setting. Sidewalks and streets will be geared for residential life with more plantings, setbacks, and porches. Lighting and signage will be more subdued, and massing and density will be scaled back.



Section B – Glossary

Active Ground Floor Use:

A street level use, located on a primary street, that is open to the general public and occupies a minimum of 18 linear feet of frontage. A single use lobby does not meet the intent of an active ground floor use.

Acceptable Uses:

Uses as identified in the City of Warren Zoning Ordinance Zoning Regulations.

Alleys:

Internal block vehicular access drive.

Build-to Zone:

The portion of a parcel in which building walls are required to be situated within, to facilitate the development of a continuous street wall along a right-of-way (ROW). The configuration of the build-to zone is determined by neighborhood and the adjacent street designations (see Figure 8).

Building Envelope:

Volume inside of which a building may be constructed as defined by the build-to zone and total allowable height (see Figure 3).

Building Floor Area Ratio (FAR):

Specifies the amount of development that is permitted on a specific site. FAR shall be calculated based upon floor area measured from outside wall to outside wall divided by the total site area. For example, a 1.0 FAR means that for every square foot of lot area, 1 square foot of gross building area may be developed on the site. A 5.0 FAR means that for every square foot of lot area, 5 square feet of gross building area may be developed on the site (see Figure 4).

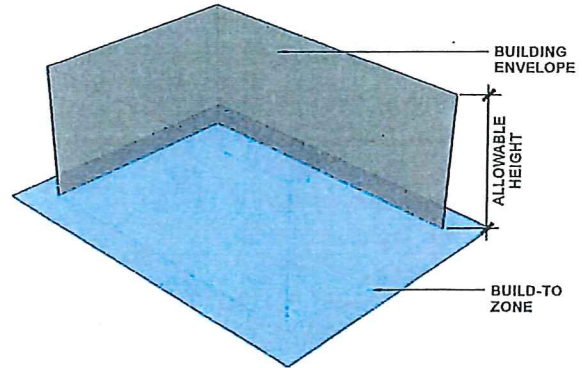


Figure 3 – Building Envelope

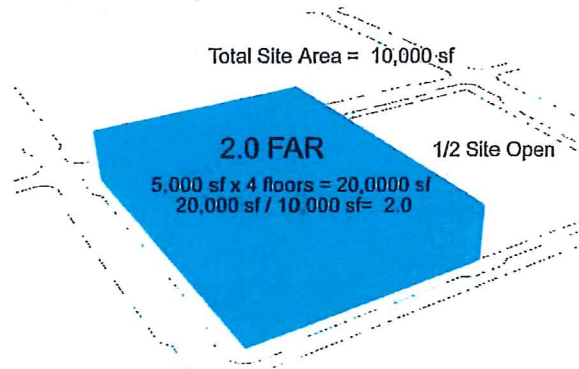


Figure 4 – Building Floor Area Ratio



Building Floor Plate:

Area occupied by a single floor at the street level grade of a building measured from the outside of the exterior walls.

Frontage:

The parcel edge adjoining a ROW (see Figure 5).

Primary Frontage:

On parcels having more than one frontage, the primary frontage shall be defined as the side of the parcel facing the ROW with the highest designation according to the Streetscape Design Guidelines. Primary streets are the highest ranking followed by secondary streets, greenways and then tertiary streets (the Van Dyke Avenue service drive is considered a secondary street). Parcels with two primary frontages are obligated to meet the requirements of the primary frontage on both frontages.

Secondary Frontage:

The edge of a parcel adjacent to a ROW that has a lesser street designation than the frontage deemed to be the primary frontage.

Least Significant Frontage:

Parcels with adjoining ROW on three or more sides may have one least significant frontage that will be determined as the frontage having the lowest ranking side. This least significant frontage will be exempt from the build-to zone requirements, or the build-to zone will equal 0%.

High-Rise Apartment:

A residential structure taller than 64 feet.

Ground Floor Use:

A use occupying the street level of a building.

Public Entrance:

The main pedestrian access into a building.

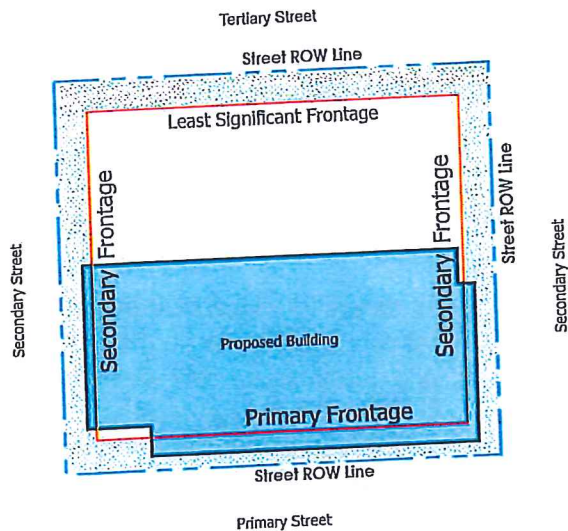


Figure 5 – Frontage

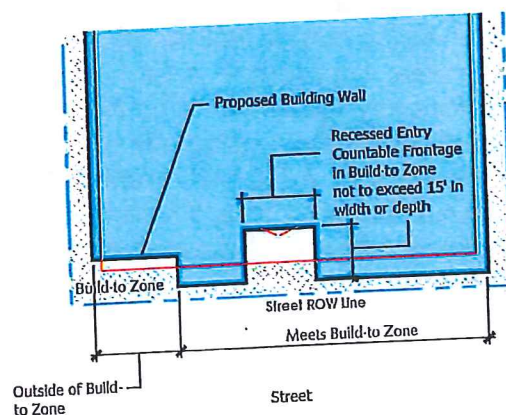


Figure 6 – Recessed Entries



Recessed Entries:

Any building entry pushed back from the building façade with additional floors above that provide added exterior standing room for people entering and exiting the building. Recessed entries will not count against the build-to zone requirements provided that they do not exceed 15 feet in depth or width and two levels (not less than 24 feet) in height (see Figure 6).

ROW:

Right-of-way; applies to any existing or proposed public street right-of-way.

Service Area:

Space exclusively reserved for loading docks, refuse collection, utility interface, and building maintenance equipment.

Signature Sign:

Building identification sign on a structure taller than 6 stories, located on or above highest occupied floor, with text no larger than 3 feet in total height.

Street Level:

The floor level of a building where there is pedestrian access to that level from the outside and which is no more than 2 feet below or five 5 feet above the adjacent ROW grade.

Upper Level:

All levels of a building above the street level.



Section C – Design Components

Design components are development issues that relate to how site development is shaped, placed, and detailed. Each design component speaks to a specific issue. The Urban Design Manual covers many, but not all, design related elements.

1.0 Building Mass / Height

Intent:

Building mass / height standards seek to balance higher density development with the need for access to air and light, views to and from the downtown, safe pedestrian access, and the vehicular carrying capacity of the street network.

Characteristics:

City Square Neighborhood

- 1.1** Building FAR for all development within the City Square Neighborhood must fall within 1.0–5.0.
- 1.2** Minimum building height of two levels (not less than 24 feet) along all ROWs.
- 1.2.a** Refer to Figure 7 for maximum building height requirements.
- 1.2.b** Floors of buildings above five levels (64 feet) shall have a maximum floor plate of 10,000 square feet.



Acceptable Massing Configuration

Urban Neighborhood

- 1.3** Building FAR for all development within the Urban Neighborhood must fall within 1.0–5.0.
- 1.4** Minimum building height of two levels (not less than 24 feet) along all ROWs.
- 1.5** Refer to Figure 7 for maximum building height requirements.
- 1.6** Floors of buildings above five levels (64 feet) shall have a maximum floor plate of 10,000 square feet.



Acceptable Massing Configuration



Gateway Neighborhood

- 1.7** Building FAR for all development within the Gateway Neighborhood must fall within 0.5–3.0.
- 1.8** Minimum building height of two levels (not less than 20 feet) along all ROWs.
- 1.9** Maximum building height of five levels (64 feet) (see Figure 7).
- 1.10** Non-residential uses may not exceed a 2,500 square foot floor plate.



Acceptable Massing Configuration



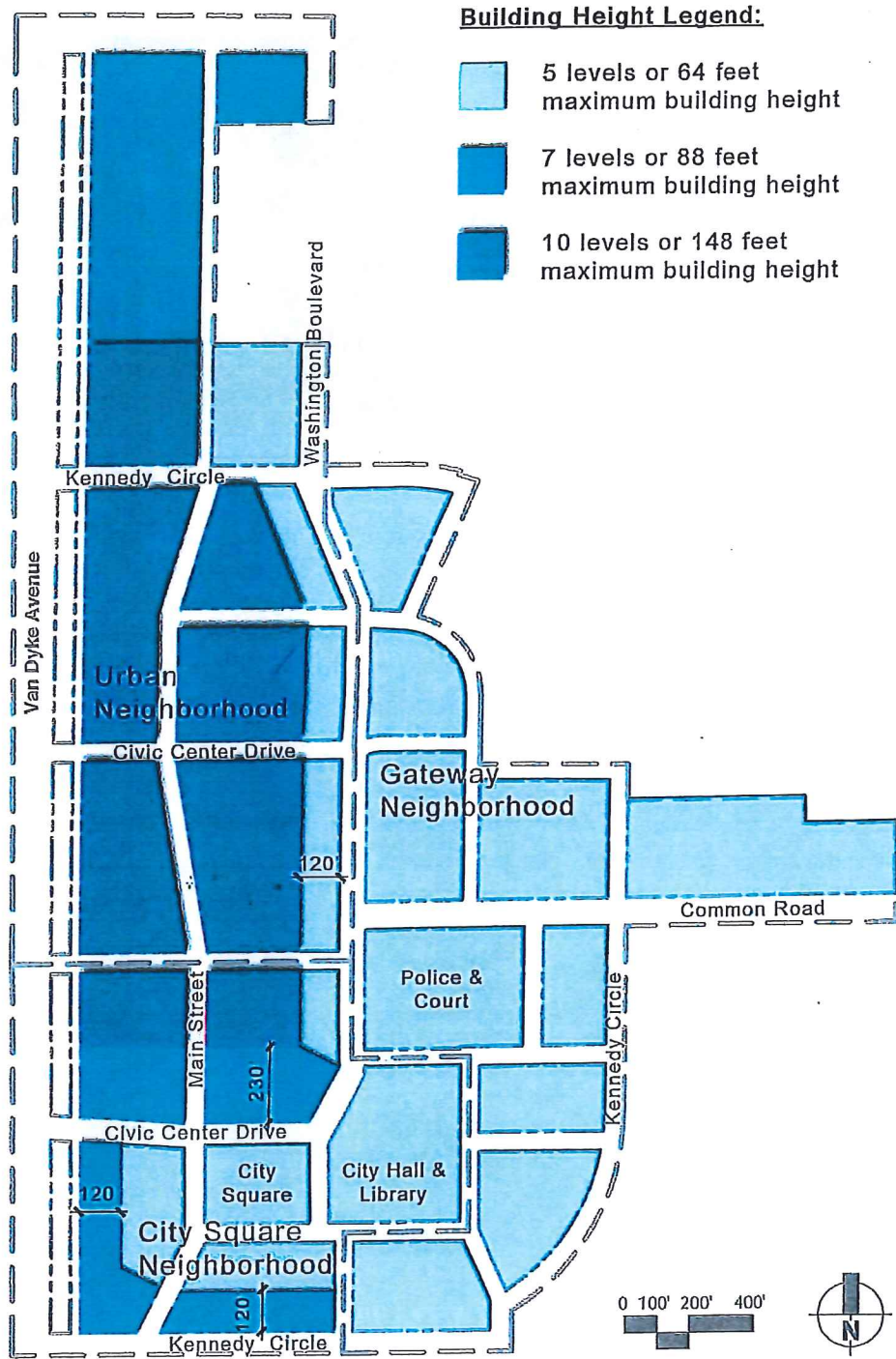


Figure 7 – Maximum Building Height



2.0 Build-to Zone

Intent:

Safe and active sidewalks are a hallmark of a healthy downtown. The pattern of continuous building façades adjacent to the sidewalk provides easy visual and physical access to buildings while further defining the street as a lively public space. Building placement standards are defined to encourage development parallel to the street and to limit interruptions and unwelcoming pedestrian spaces along the sidewalks. Special cases, such as a development that occupies an entire downtown block, or utilizes a forecourt or entrance plaza, may warrant additional consideration. With residential streets, building placement standards encourage consistent front, side, and rear yards that allow for the placement of trees, porches, and driveways.

Characteristics:

City Square Neighborhood

- 2.1 Building walls must be within the build-to zone parallel to the ROW at a minimum of 90% of primary frontage and 60% of secondary frontage.
- 2.2 Build-to zone shall extend from the ROW to 5 feet inside the property line.
- 2.3 Sidewalks shall extend to the base of the building on all primary and secondary frontages.
- 2.4 Recessed entries are acceptable within a build-to zone if they meet all requirements as set forth in the Glossary section of the Urban Design Manual.
- 2.5 Building walls within the build-to zone must maintain minimum building height and must be parallel to the ROW to count toward the requirements in 2.1



Acceptable Build-to Zone Configuration

Urban Neighborhood

- 2.6 Building walls must be within the build-to zone parallel to the ROW at a minimum of 75% of primary frontage and 50% of secondary frontage.
- 2.7 Build-to zone shall extend from the ROW to 10 feet inside the property line.
- 2.8 Sidewalks shall extend to the base of the building on all primary and secondary frontages.
- 2.9 Recessed entries are acceptable within a build-to zone if they meet all requirements as set forth in the Glossary section of the Urban Design Manual.
- 2.10 Building walls within the build-to zone must maintain minimum building height and must be parallel to the ROW to count toward the requirements in 2.6.

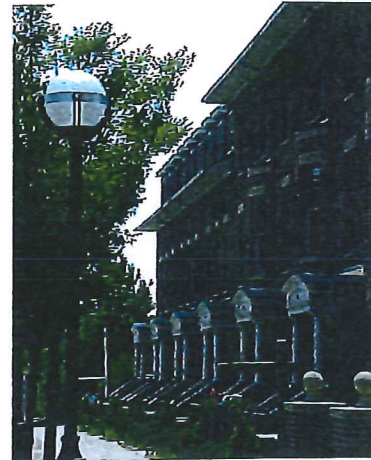


Acceptable Build-to Zone Configuration



Gateway Neighborhood

- 2.11 Building walls must be within the build-to zone parallel to the ROW at a minimum of 60% of primary frontage and 40% of secondary frontage.
- 2.12 Build-to zone shall extend from the ROW to 20 feet inside the property line.
- 2.13 Recessed entries are acceptable within a build-to zone if they meet all requirements as set forth in the Glossary section of the Urban Design Manual.
- 2.14 Building walls within the build-to zone must maintain minimum building height and must be parallel to the ROW to count toward the requirements in 2.11.



Acceptable Build-to Zone Configuration

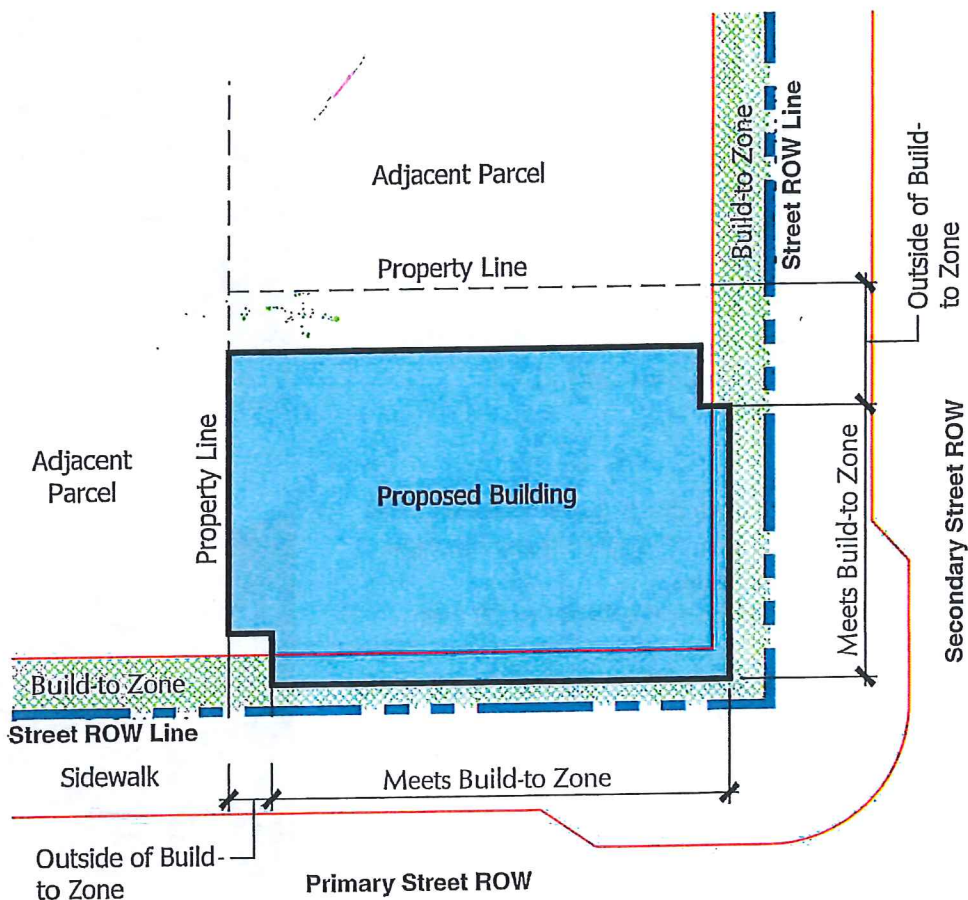


Figure 8 – Build-to Zone



3.0 Scale and Articulation

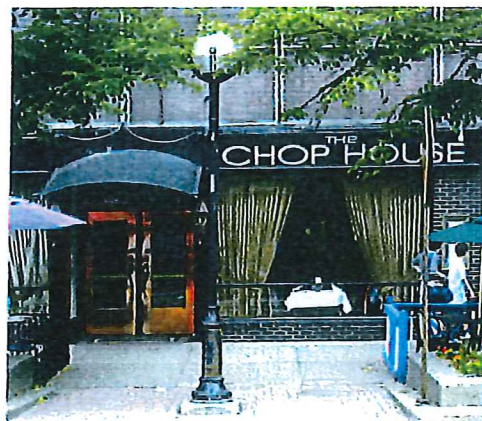
Intent:

To encourage a dense, urban development, scale and articulation standards seek to provide visual interest at street level and to minimize blank walls and monumental scale construction.

Characteristics:

City Square and Urban Neighborhoods

- 3.1** At a minimum, 60%-90% of ground floor building façade must be transparent through the use of windows, doors, or window displays.
- 3.2** Reflective glass is not permitted on the ground floor building façade; glass shall possess a minimum transparency of 60%, including the use of temporary signs.
- 3.3** Blank walls in excess of 16 linear feet are not permitted.



Acceptable Storefront for City Square and Urban Neighborhoods

Gateway Neighborhood

- 3.4** At a minimum, 40%-90% of ground floor building façade must be transparent through the use of windows, doors, or window displays.
- 3.5** Reflective glass is not permitted on the ground floor building façade; glass shall possess a minimum transparency of 60%.
- 3.6** Blank walls in excess of 12 linear feet are not permitted.



Acceptable Scale and Articulation in Gateway Neighborhood



4.0 Access

Intent:

The location and design of the entry to a building reinforces people's perception of a street. Public pedestrian entrances are intended to be located on primary streets. Service and delivery areas are to occur whenever possible in rear access alleys or docks. Access guidelines seek to promote consistent street character while creating safe sidewalks by minimizing vehicular and pedestrian conflict points.

Characteristics:

City Square, Urban, and Gateway Neighborhoods

- 4.1 Curb cuts are not permissible on primary streets, greenways, or streets surrounding a park.
- 4.2 Curb cuts must be located at least 120 feet from any intersection and at least 120 feet from any other curb cut (see Figure 9).
- 4.3 Public pedestrian entrances shall be located on a primary street. When a building does not have frontage on a primary street the public pedestrian entrance shall be located on the next highest level of street type.
- 4.4 Public entrances shall be placed at a minimum interval of 50 feet along all primary frontages.
- 4.5 Public building access interior to the block should be minimized.
- 4.6 Parking structures and lots interior to blocks should have defined pedestrian access ways to the street.
- 4.7 Individual residential garage doors may not directly face a ROW.



Example of Internal Service Delivery Zone

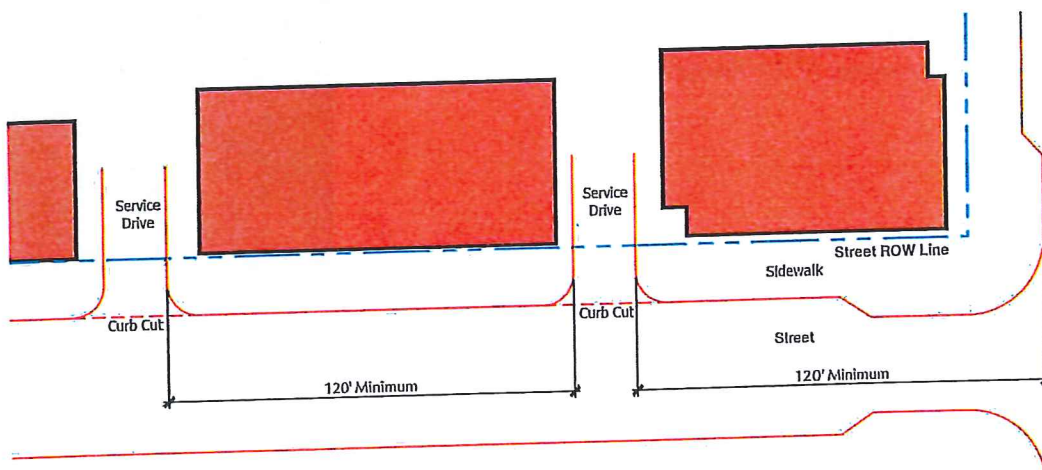


Figure 9 – Access



5.0 Land Use

Intent:

Each neighborhood within the Downtown District is unique. To ensure that differences between neighborhoods are clearly articulated and preserved, land use guidelines are intended to determine uses allowed in each district.

Characteristics:

City Square Neighborhood

- 5.1 Mixed uses are permitted in the City Square Neighborhood to encourage an active meeting place, bringing together civic, governmental, cultural, office, and residential activities. Specific uses permitted and prohibited are delineated in the Warren City Code (see Figure 10).
- 5.2 All service areas must be screened so as to not be directly visible from any ROW.
- 5.3 Eighty percent of frontage must contain active ground floor uses as defined in the Glossary.
- 5.4 Residential uses will only be permissible at densities not less than 20 units/acre.
- 5.5 Residential uses are encouraged on levels three and above.



Acceptable Uses for the City Square Neighborhood

Urban Neighborhood

- 5.6 Mixed uses are permitted in the Urban Neighborhood to allow a variety of retail, commercial, professional business, office, residential, and recreational uses to generate the desired vitality. Specific uses permitted and prohibited are delineated in the Warren City Code (see Figure 10).
- 5.7 All service areas must be located so as to not be directly visible from all ROWs.
- 5.8 Seventy percent of frontage must contain active ground floor uses as defined in the Glossary.
- 5.9 Residential uses will only be permissible at densities not less than 18 units/acre.
- 5.10 Residential uses are encouraged.



Additional Outdoor Spaces are Encouraged in the Urban Neighborhood



Gateway Neighborhood

5.11 A mix of uses will be permitted that provide a transition from the Urban Neighborhood to the more residential Gateway Neighborhood by encouraging a greater percentage of residential use and less office and retail uses. Specific uses permitted and prohibited are delineated in the Warren City Code (see Figure 10).

5.12 All service areas must be located so as to not be directly visible from any ROW.

5.13 Twenty-five percent of frontage must contain active ground floor uses as defined in the Glossary.

5.14 Residential uses will only be permissible at densities not less than 14 units/acre.

5.15 Residential uses must occupy at least 50% building square footage.



Land Use in Gateway Neighborhood



Acceptable Uses	Zoning Reference	City Square Neighborhood	Urban Neighborhood	Gateway Neighborhood	Active Ground Floor
Zoning Use					
*R-1 Uses - One Family Residential	5.01-8.01	NP	NP	NP	
Community Buildings, Social Clubs	5.01 (f)	A	A	A	Yes
R-2 Uses - Two-Family Residential	9.01	NP	NP	A	No
Private Museums	9.01 (c)	A	A	A	Yes - Lobbies Only
R-3 Uses - Multiple Family District	10.01	A	A	A	Yes - Lobbies Only
R-5 Uses - High Rise Apartment	10A.01	A	A	NP	Yes - Lobbies Only
R-3-A Uses - Senior Citizen Congregate Living	10B.01	NP	NP	NP	
R-4 Uses - Mobile Home	11.01	NP	NP	NP	
P-B Uses - Professional Office	12.01	A	A	A	Yes - Lobbies Only
C-1 Uses - Local Business	13.01	A	A	A	Yes
Gasoline / Oil Service Stations	13.01 (b)	NP	NP	NP	
C-2 Uses	14.01	A	A	A	Yes
Veterinary Clinic / Kennels	14.01 (d)	NP	NP	NP	
Theater	14.01 (f)	A	A	A	Yes
Taverns and Night Clubs	14.01(h)	A	A	A	Yes
Utility Buildings	14.01 (i)	NP	NP	A	No
Automobile Repair	14.01 (k)	NP	NP	NP	
Drive-In Restaurants	14.01 (l)	NP	A	NP	No
Public Stables	14.01 (m)	NP	NP	NP	
Cleaning Establishments	14.01 (n)	NP	NP	NP	
Auto Washes	14.01 (q)	NP	NP	NP	
Outdoor Sales and Rentals	14.01 (r)	NP	NP	NP	
Pawn Shops	14.01 (s)	NP	NP	NP	
Sexual Oriented Businesses	14.01 (t)	NP	NP	NP	
Hospitals and Sanatoriums	14.02 (c)	NP	NP	NP	
C-3 Uses	15.01	NP	NP	NP	
P Uses - Parking	16.01	NP	NP	NP	
M-1, M-2, M-3, M-4 Uses	17.03	NP	NP	NP	
NP - Not Permissible		A - Allowable Use			

Figure 10 – Acceptable Use Table



6.0 Parking

Intent:

Automobiles are the predominant method of transportation in Michigan, thereby making the provision of parking vitally important. With too little parking, the downtown becomes a congested, frustrating place to visit, and too much parking is expensive and makes the downtown feel empty. Parking guidelines and standards seek to provide an appropriate amount of parking that is conveniently located to facilitate development within the downtown. Figure 12 shows proposed public parking opportunities, which may either be parking decks or surface lots, depending on the demand and the neighborhood.

Characteristics:

City Square, Urban, and Gateway Neighborhoods

- 6.1 Parking may not be located within 10 feet of any ROW. This setback may be reduced to 5 feet with the use of a 4-foot-high screen wall.
- 6.2 Parking in a deck or on a surface lot may not exceed 50% of the total site area.
- 6.3 Parking shall be provided at a minimum of three spaces per 1,000 square feet of gross building square feet and a maximum of 3.5 spaces. Developments unable to accommodate parking on site must participate in the downtown parking lot shared parking plan.
- 6.4 In the City Square Neighborhood, permanent surface parking lots are not allowed.
- 6.5 Deck parking must have 3½-foot-high screen walls on all levels so that vehicles are not visible from the opposite side of the ROW (see Figure 11).
- 6.6 Parking shall be provided within 600 feet of uses as opposed to 300 feet required in other zoning districts.
- 6.7 Parking structures are required to contain active ground floor uses at 60% of total building frontage.



Acceptable Screening for a Surface Parking Lot

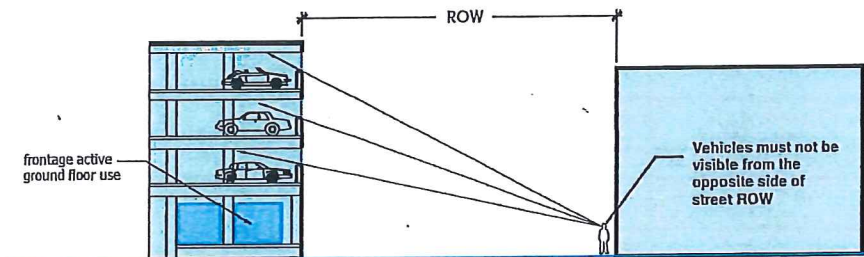


Figure 11 – Parking Deck Viewshed



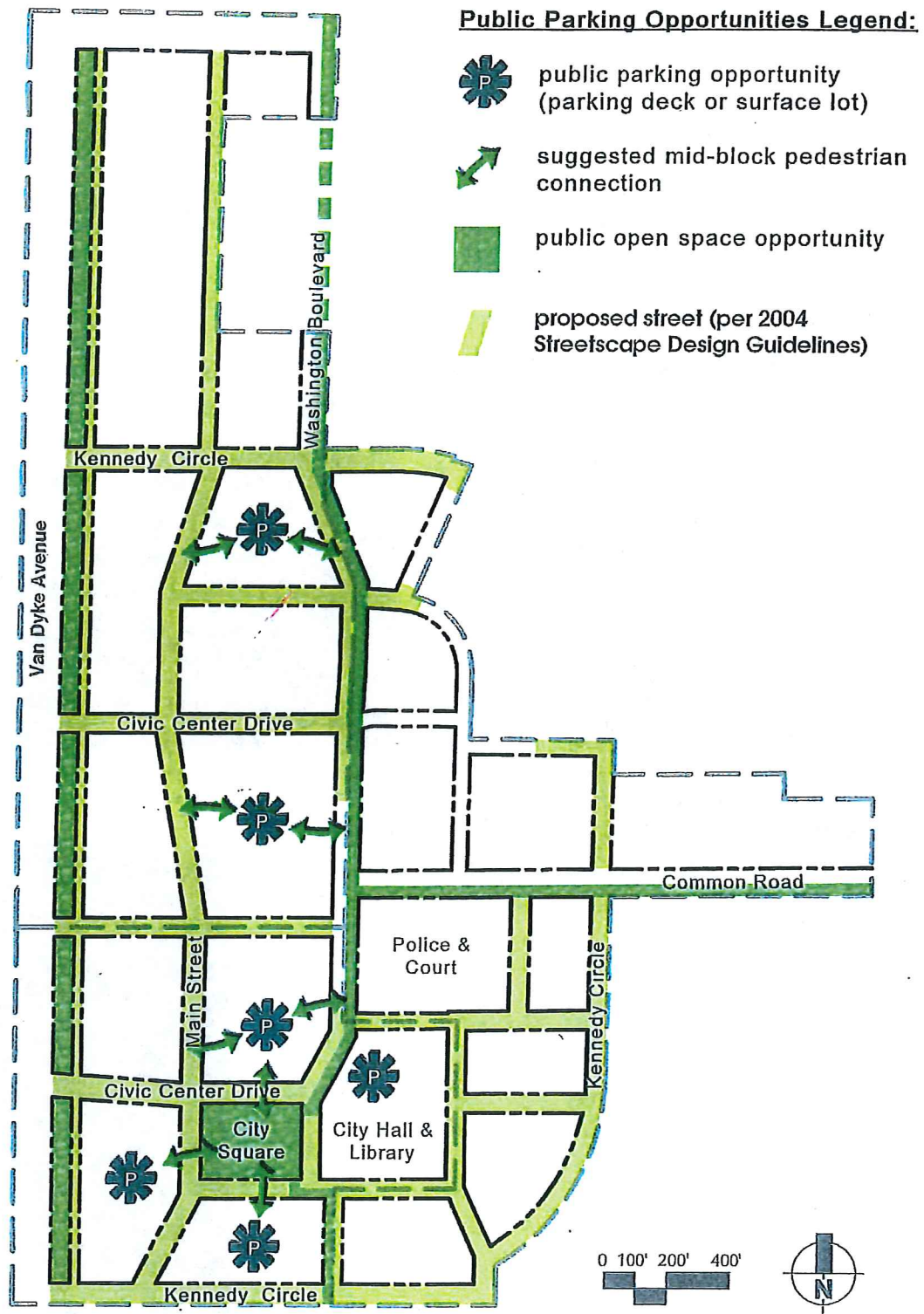


Figure 12 – Public Parking Opportunities



7.0 Materials

Intent:

Building materials are part of what makes a community distinct. The adobe walls of Taos and the brightly painted stucco of Palm Beach make them unique, yet authentic to their natural environs. For Warren's Downtown District, building materials need to be durable and respect the city's engineering and high-tech heritage as a starting point. Innovative and interactive ideas are also touchstones of Warren's history and should influence building material choices as well as architectural responses.

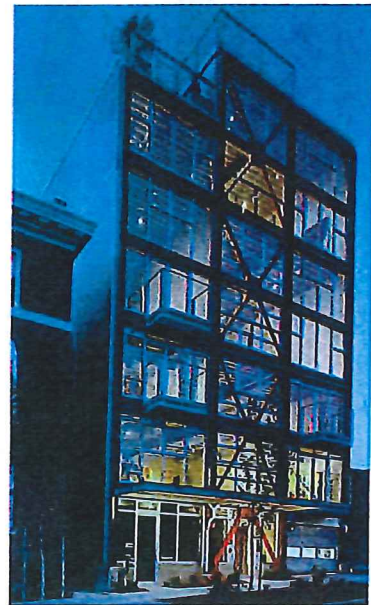
Characteristics:

City Square, Urban, and Gateway Neighborhoods

- 7.1 Walls visible from all ROWs shall be finished in a durable, hard surface such as brick, glass, stone, wood, ceramic, pre-cast panels, integrally tinted textured masonry block, or concrete siding.
- 7.2 Non-permissible primary materials on exterior walls are concrete blocks, or cinder blocks unless burnished, fluted, or sculpturally textured; residential grade sidings; plastic siding; asphalt; exterior insulation finishing systems (EIFS); stucco; and reflective or color-tinted glass.
- 7.3 Materials used on only one side of a structure giving the impression of thinness and artificiality should be avoided. All materials should be used consistently on all sides of the building.
- 7.4 Innovative and environmentally sensitive materials are encouraged.



Acceptable Use of Brick and Glass Materials



Acceptable Use of Glass and Steel



8.0 Signs

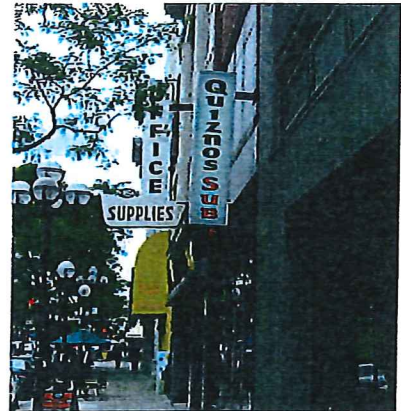
Intent:

Standards for the design, placement, and quantity of signs in the downtown need to be established in order to appropriately identify business and residential establishments, coordinate and balance street façades, and provide a user-friendly pedestrian environment. Article IV-A, Signs, of the Warren City Code (hereinafter referred to as "Sign Ordinance") provides comprehensive signage regulations directed at current zoning classifications. It is intended that signage within the new downtown will comply with requirements of the Sign Ordinance and meet the following:

Characteristics:

City Square, Urban, and Gateway Neighborhoods

- 8.1** Size – Signs within the downtown will be smaller than those that currently exist in commercial areas in Warren to respond to the dense urban environment, slower vehicular speeds, and increased pedestrian traffic. Specific sign size will be determined by neighborhood and by the standards contained within this section.
- 8.2** Location – Creating building façade zones where signs are encouraged will help unify the character of the downtown and improve commercial wayfinding. Signs will be located on building façades, awning/canopies, or windows. Signs will be located in a zone 10 to 16 feet above the sidewalk elevation, with the exception of window signs and signature signs, and shall meet the Sign Ordinance standards.
- 8.3** Setbacks – In instances where the proposed building line meets the ROW, wall, projecting, canopy, and awning signs may encroach on the ROW. Clearance requirements per the Sign Ordinance shall still be met. Monument signs, when permitted, shall meet Sign Ordinance setback requirements.
- 8.4** Quantity – To limit visual clutter, the number of signs will be limited by neighborhood and type in accordance with the standards within this section.
- 8.5** Color and Illumination – Signs may be illuminated as provided in the Sign Ordinance. Sign colors, to maximize legibility and minimize confusion, shall be limited to no more than three colors (including the background color), with the exception of logos.
- 8.6** Prohibited Sign Types – The types of signs as defined in the Sign Ordinance, as amended, are prohibited in the Downtown District.
- 8.7** Permits – All signs, including window signs, with the exception of those described in the Sign Ordinance, shall require a permit.



Example of Projecting Signs



Example of Wall Sign



- 8.8 As allowed in the Sign Ordinance, one (1) canopy or one (1) awning sign is permitted in lieu of a wall sign per ground floor use.
- 8.9 One (1) informational sign per the Sign Ordinance is permitted per ground floor use.
- 8.10 One (1) identification sign for non-ground floor tenants per building entry of a size not exceeding 24 square feet is permitted.

City Square and Urban Neighborhoods

- 8.11 One (1) projecting sign per ground floor use of a size not exceeding 4 square feet is allowed.
- 8.12 One (1) wall sign per ground floor use of a size not exceeding 24 square feet shall be allowed except when along Van Dyke Avenue frontage, where 40 square feet shall be allowed.
- 8.13 Window signs are allowed on ground floor uses of a size not to exceed 24 square feet.
- 8.14 One (1) signature sign per building is permitted on buildings that exceed 80 feet in height (64 feet on Van Dyke Avenue frontage) and shall not exceed 48 square feet.
- 8.15 Text size shall not exceed 18 inches.
- 8.16 Monument signs are not permitted.
- 8.17 One (1) temporary sidewalk sign is permissible for any permanent business during hours of operation provided that they do not interrupt the minimum clear distance, are free standing, and do not exceed 6 square feet in area.



Signage May Not be Located Within Crosswalk

Gateway Neighborhood

- 8.18 One (1) projecting sign per ground floor use of a size not exceeding 3 square feet is allowed.
- 8.19 One (1) wall sign per ground floor use of a size not exceeding 24 square feet shall be allowed.
- 8.20 Window signs are allowed on ground floor uses.
- 8.21 Text size shall not exceed 12 inches.
- 8.22 Monument signs are permitted.
- 8.23 One (1) temporary sidewalk sign is permissible for any permanent business during hours of operation provided that they do not interrupt the minimum clear distance, are free standing, and do not exceed 6 square feet in area.



Acceptable Use of Monument Sign Type



9.0 Sidewalk Use

Intent:

Café seating, decorative planters, newspaper boxes, and public benches all work together to create a lively and interactive downtown setting. The sidewalk use guidelines and standards seek to create a safe, clear zone along sidewalks that still allow for areas to respond to the needs of adjacent uses.

Characteristics:

City Square, Urban, and Gateway Neighborhoods

- 9.1 All street furniture to be located in the public ROW shall not interfere with the minimum 6 foot clear zone (see Figure 13) allowing, two people in wheelchairs to pass each other (per *Time Saver Standards for Landscape Architecture*).
- 9.2 Temporary movable sales racks associated with any permanent business shall be permitted to utilize the public sidewalk to promote pedestrian activity, provided they do not impinge on the 6 foot minimum clear zone (see Figure 13) and the frontage utilized does not exceed 150 square feet or 20 linear feet.
- 9.3 Sidewalk cafés in the ROW shall be permitted, but must maintain the minimum clear distance (see Figure 13).



Temporary Sales are Not Permitted in the 6' Clear Zone

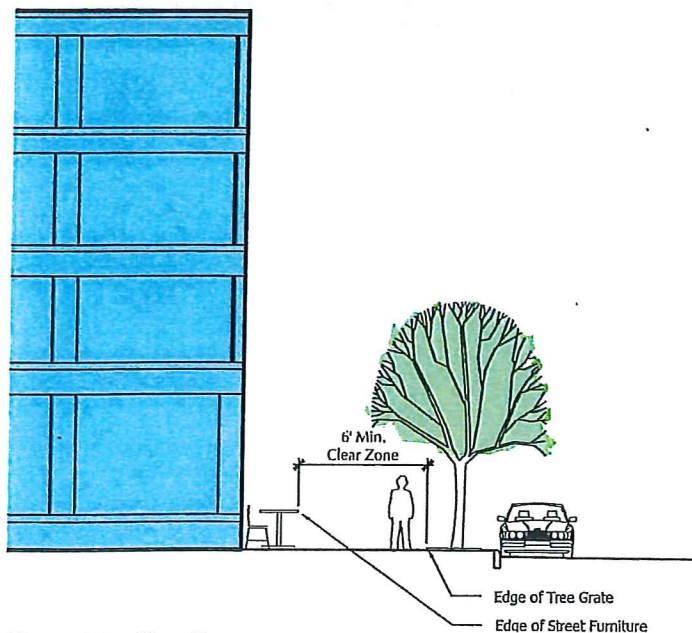


Figure 13 – Clear Zone



Café Seating



10.0 Landscape Principles

Intent:

Landscaping within the Downtown District shall be encouraged as an aesthetic and functional amenity that enhances the character of the district; improves stormwater quality; and reduces pollution, light glare, soil erosion, and thermal heat island effect. In addition to the general landscape principles provided below, the following sections in the City of Warren's Application for Site Plan shall be met: Plant Material Standards, Landscape Area Installation and Maintenance (part of Section IV), and Prohibited Species (part of Section VI).

Characteristics:

City Square, Urban, and Gateway Neighborhoods

- 10.1** All service areas shall be screened from view from all ROWs through use of a 6-foot-high opaque screen wall. Landscape materials shall be encouraged to be used in conjunction with the wall.
- 10.2** All surface parking lots outside of the ROW shall be screened using a 3-foot-high opaque screen wall in combination with plant materials, locating trees at minimum every 30 feet, and a shrub or perennial planting with a mature height of a minimum of 2 feet, and appropriately spaced for 50% opacity in front of the screen wall. Breaks in the screen wall shall be provided at minimum of 50-foot intervals for pedestrian cut-through.
- 10.3** All areas not dedicated as vehicular, building, or pedestrian zones shall be appropriately landscaped with ground cover plantings, grass, or organic (non-stone) mulch.
- 10.4** Berms shall be avoided as a screening method in the district, as they discourage pedestrian movement and limit retail visibility.



Landscape



11.0 Awnings

Intent:

Awning guidelines and standards seek to encourage seasonal flexibility that allows the public to enjoy the outdoors even during inclement weather without posing a threat or danger to their well being.

Characteristics:

City Square, Urban, and Gateway Neighborhoods

- 11.1** Awnings must be contained within a zone having a height between 10 and 16 feet above the sidewalk grade, and may not extend more than 4 feet into the ROW.
- 11.2** Awning supports or structures may not encroach upon the ROW at heights below 10 feet above the sidewalk.
- 11.3** Awnings are limited to three colors. One logo of no greater than 6 square feet including the name of the establishment is permitted. All other text and/or graphics are not permitted.
- 11.4** Side windscreens on awnings are permissible, but cannot project beyond the awning.
- 11.5** Awnings are strongly encouraged.



Acceptable Awning Configuration



Design Component Summary

Not all issues are addressed in summary. Refer to the Design Components section for complete information.

Design Component	Issues	City Square Neighborhood	Urban Neighborhood	Gateway Neighborhood
1.0	Building Mass / Height			
	Floor Area Ratio	1.0-5.0 FAR	0.5-5.0 FAR	0.5-3.0 FAR
	Minimum building height	2 level minimum	2 level minimum	2 level minimum
	Maximum building height	varies	varies	5 levels
	Maximum floor plate above 5 levels	10,000 sf	10,000 sf	NA
2.0	Build-to Zone			
	Build-to Zone Requirement - Primary Frontage	90%	75%	60%
	Build-to Zone Requirement - Secondary Frontage	60%	50%	40%
	Build-to Zone back edge from ROW	5 ft	10 ft	20 ft
	Sidewalk must meet base of building	Yes	Yes	No
3.0	Scale and Articulation			
	Building transparency ground floor	60%-90%	60%-90%	40%-90%
	Reflective glass permitted on ground Floor	No	No	No
	Blank wall maximum any frontage	16 lf	16 lf	12 lf
4.0	Access – refer to component section			
5.0	Land Use			
	Active ground floor use	80% of primary frontage	70% of primary frontage	25% of primary frontage
	Residential dwelling units/acre	Not less than 20 du/acre	Not less than 18 du/acre	Not less than 14 du/acre
	Mix of uses allowable	Yes	Yes	Yes
6.0	Parking – refer to component section			
7.0	Materials – refer to component section			
8.0	Signs			
	Projecting sign, one	Yes (4 sf max.)	Yes (4 sf max.)	Yes (3 sf max.)
	Wall sign, one	Yes (24 sf max., 36 sf on Van Dyke)	Yes (24 sf max., 36 sf on Van Dyke)	Yes (24 sf max.)
	Window signs allowed on ground floor use	Yes	Yes	Yes
	Informational sign, one	Yes	Yes	Yes
	Identification sign, one	Yes (24 sf max.)	Yes (24 sf max.)	Yes (24 sf max.)
	Signature sign	Yes	Yes	No
	Monument Sign	No	No	Yes
	Freestanding, other than monument sign	No	No	Yes
9.0	Sidewalk Use – refer to component section			
10.0	Landscape Principles – refer to component section			
11.0	Awnings – refer to component section			



*Celebrating Industry, Innovation
& Interaction*

Streetscape Design Guidelines

Warren Downtown District

*Prepared for:
Warren Downtown
Development Authority
Warren, Michigan*

Prepared by:

JJR
July 2005





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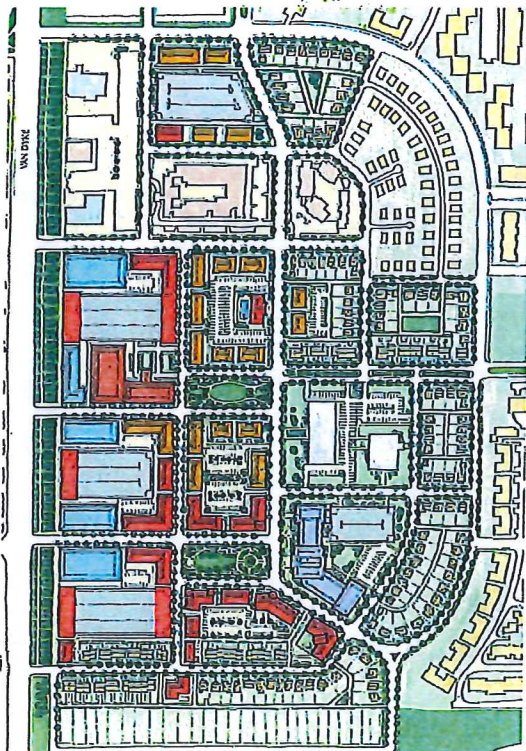


Aerial View to Northwest - Warren Downtown District

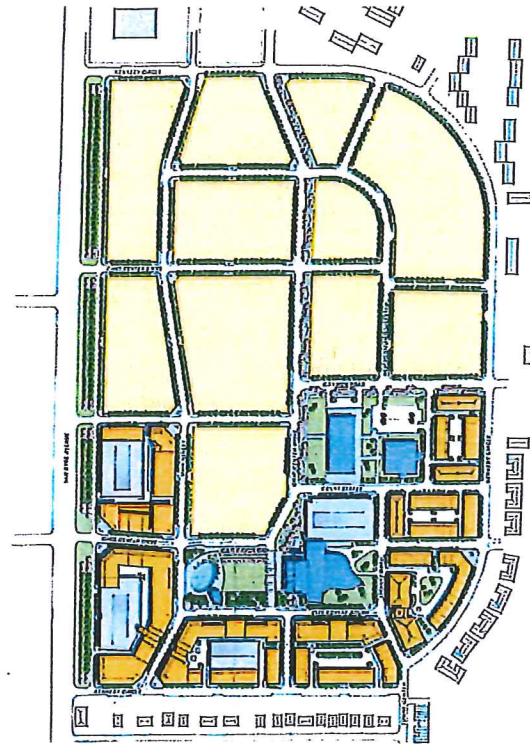
Overview

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

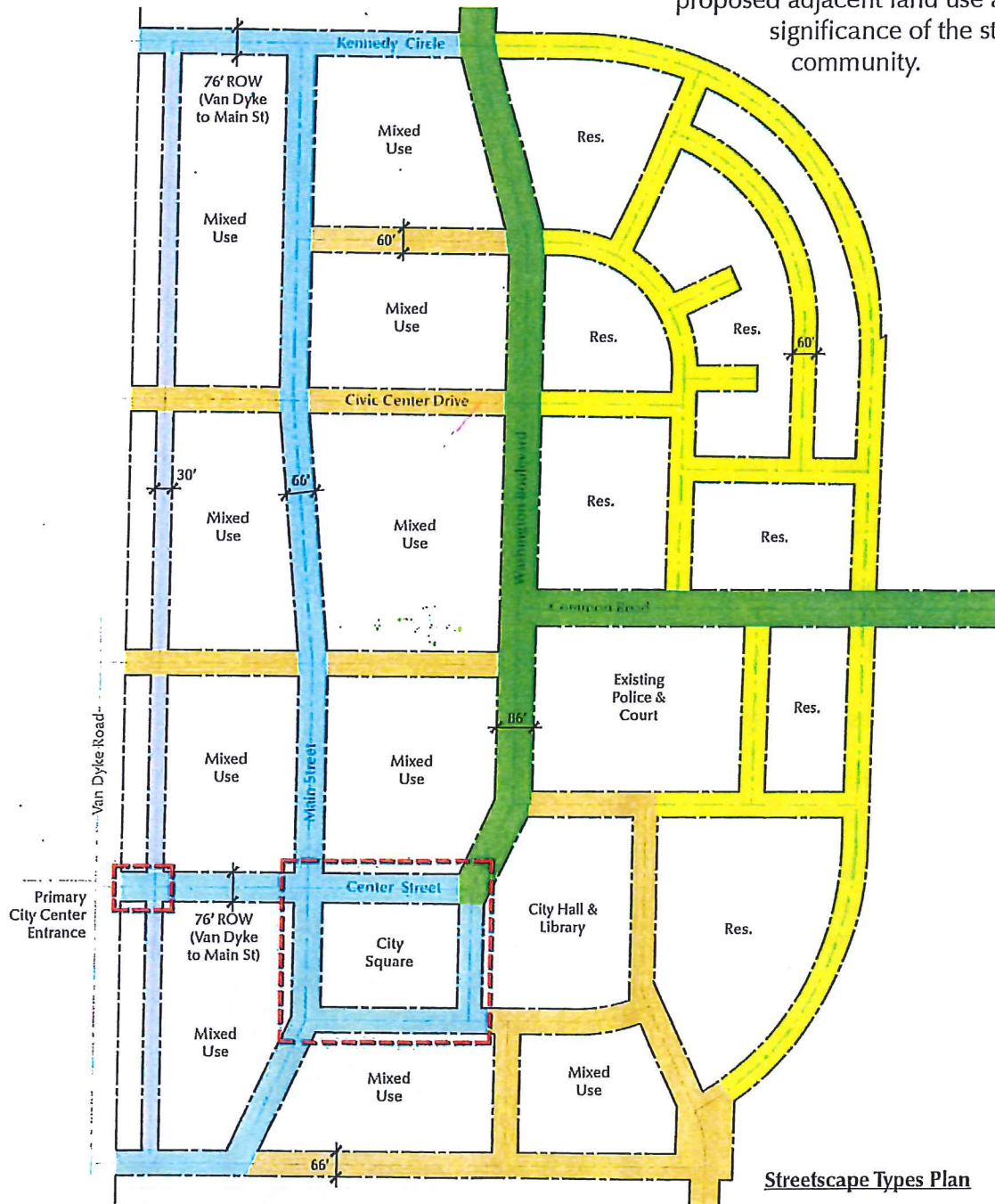
Reflective of Warren's industrious history and its commitment to innovative technology and production, the downtown district's new streetscapes will look towards the future while recognizing its connection with the past. The mindset is classically techno-modern, as demonstrated by the solid, precise, 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.



Streetscape Types Plan

LEGEND

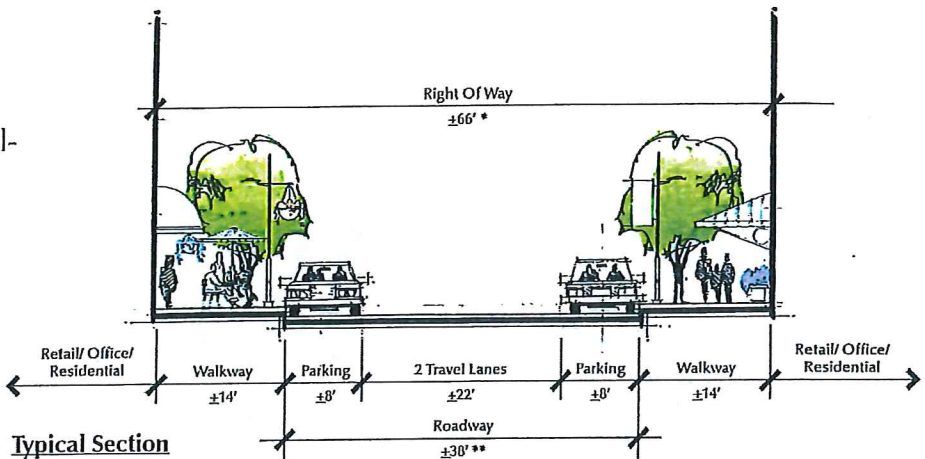
- Primary Street (66' ROW)
- Tertiary Street (60' ROW)
- Secondary Street (60' ROW)
- Greenway Streets (86' ROW)
- Van Dyke Commercial Access Lane (30' ROW)
- Special Treatment Zones

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.

Streetscape elements include:

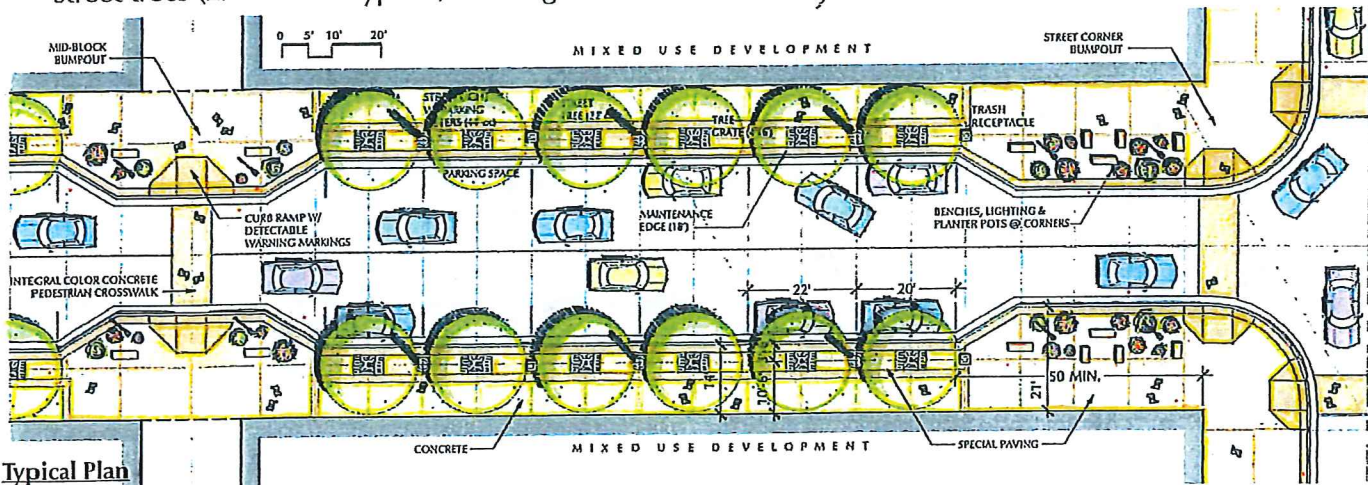
- Bumpouts at street corners and mid-block. Bumpouts shall be provided at major pedestrian crossings, midway along a city block in excess of ± 500 feet. Bumpout geometrics shall be approved by the City of Warren.
- Drive approaches are not permitted along primary streets.
- Special paving at bumpouts 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.



* ± 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

- 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).

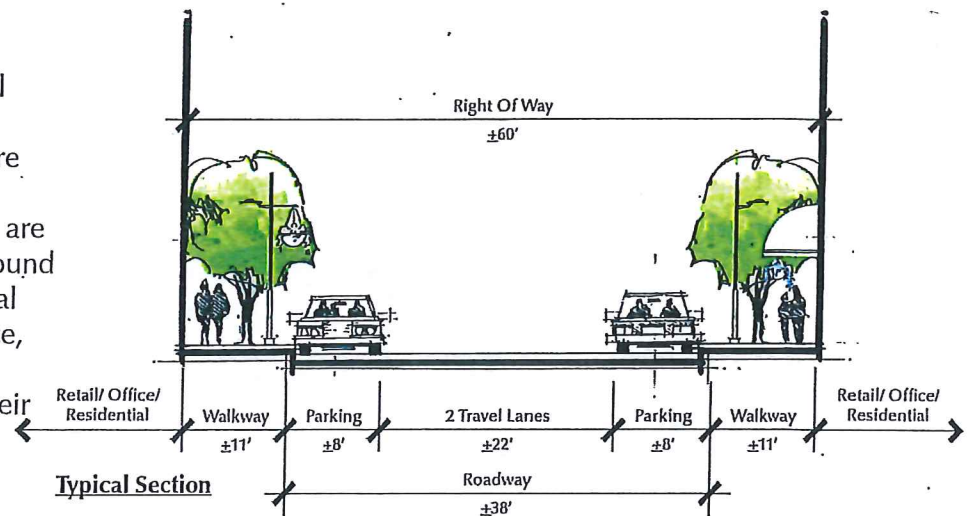


Secondary Street

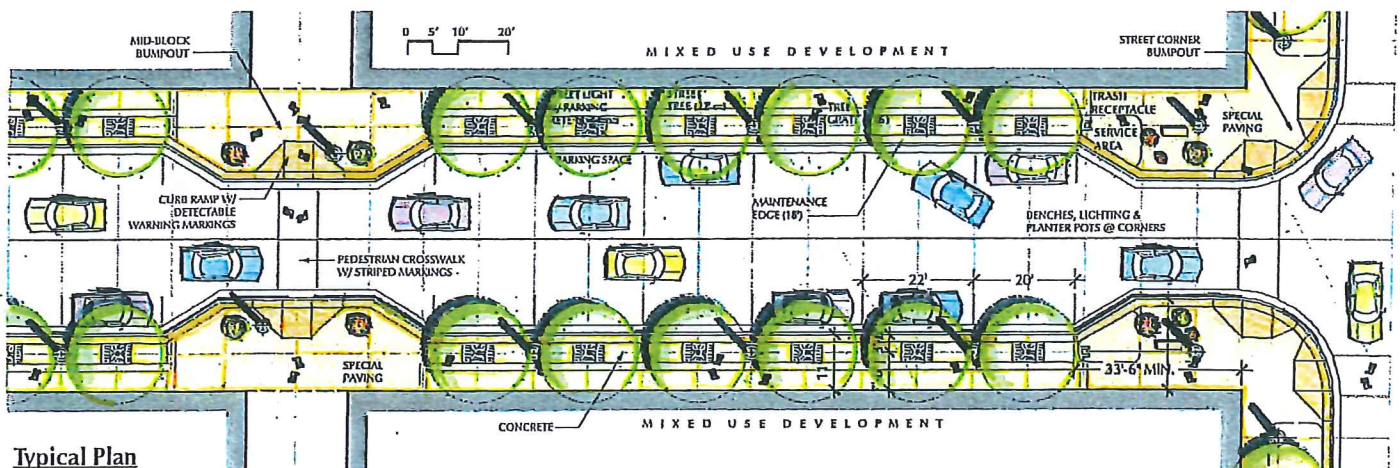
Secondary streets are commercial routes where moderate levels of pedestrian and vehicular traffic are expected. With the exception of civic land uses, secondary streets are typically adjacent to those uses found along primary streets - commercial and mixed use (commercial, office, residential), however 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.

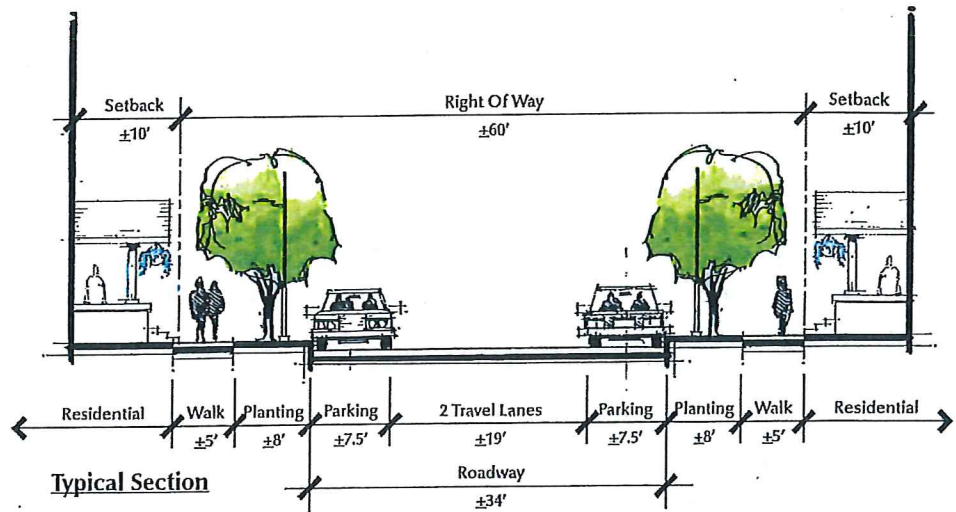


Typical Plan

Streetscape Types

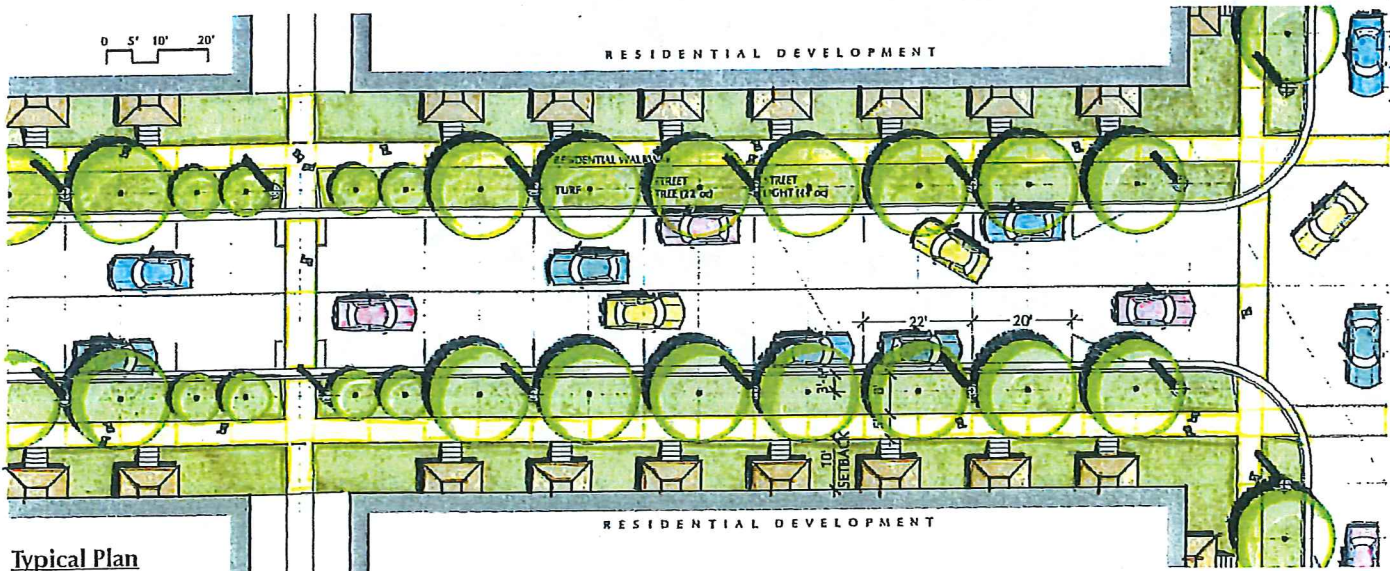
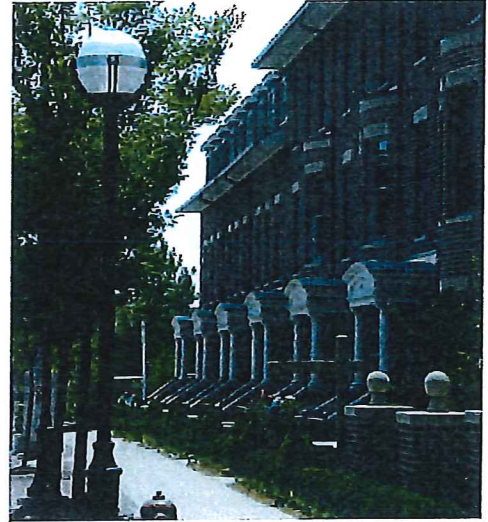
Tertiary Street

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.



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.

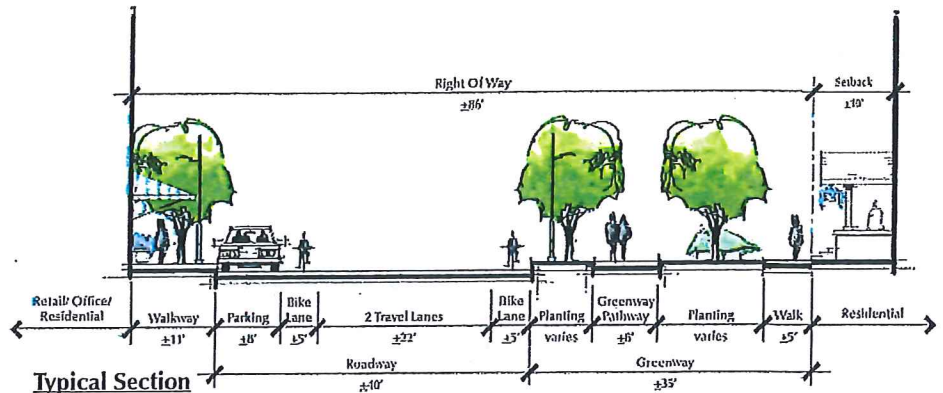


Greenway Street

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.

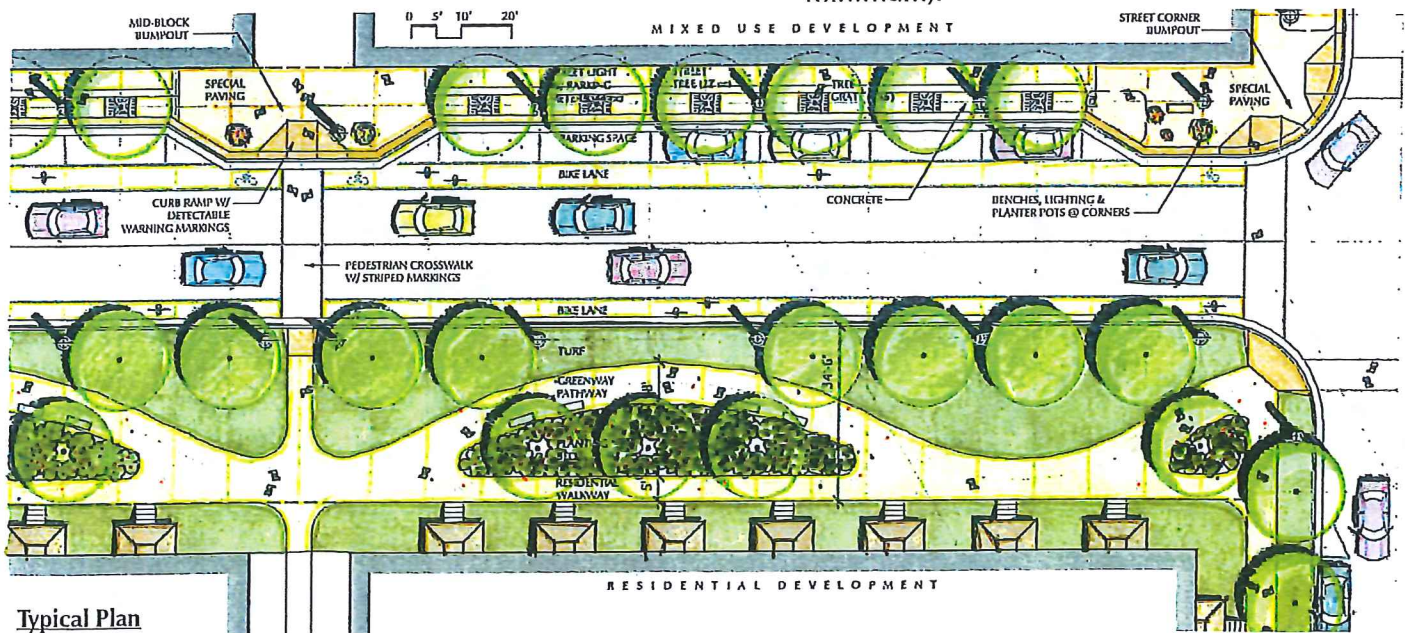
Streetscape elements include:

- 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 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).



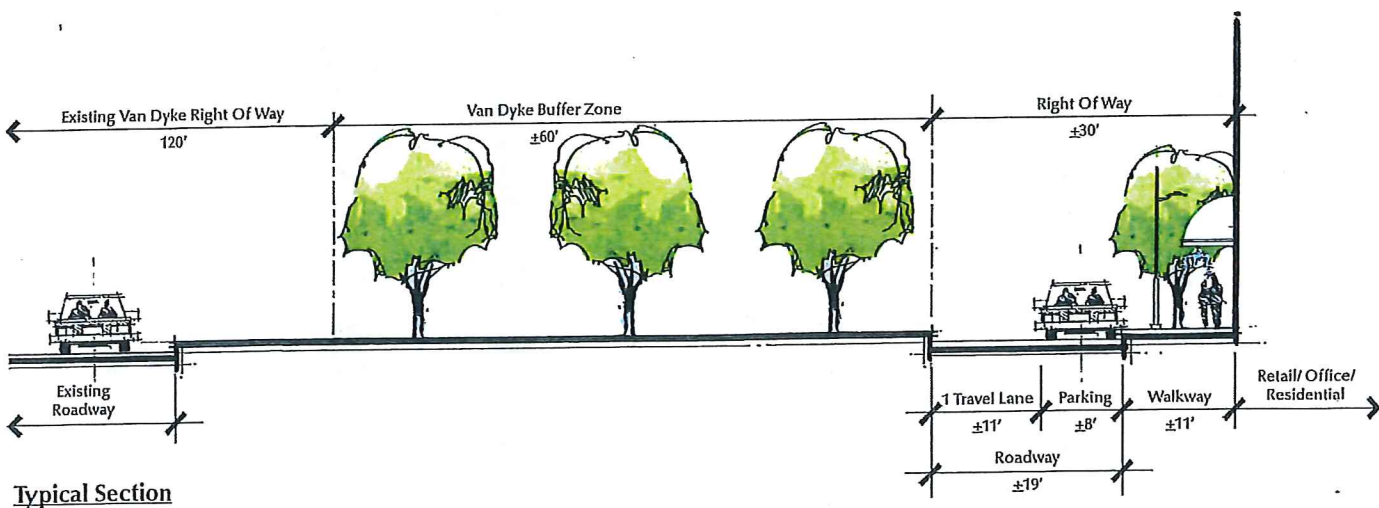
Typical Plan

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).



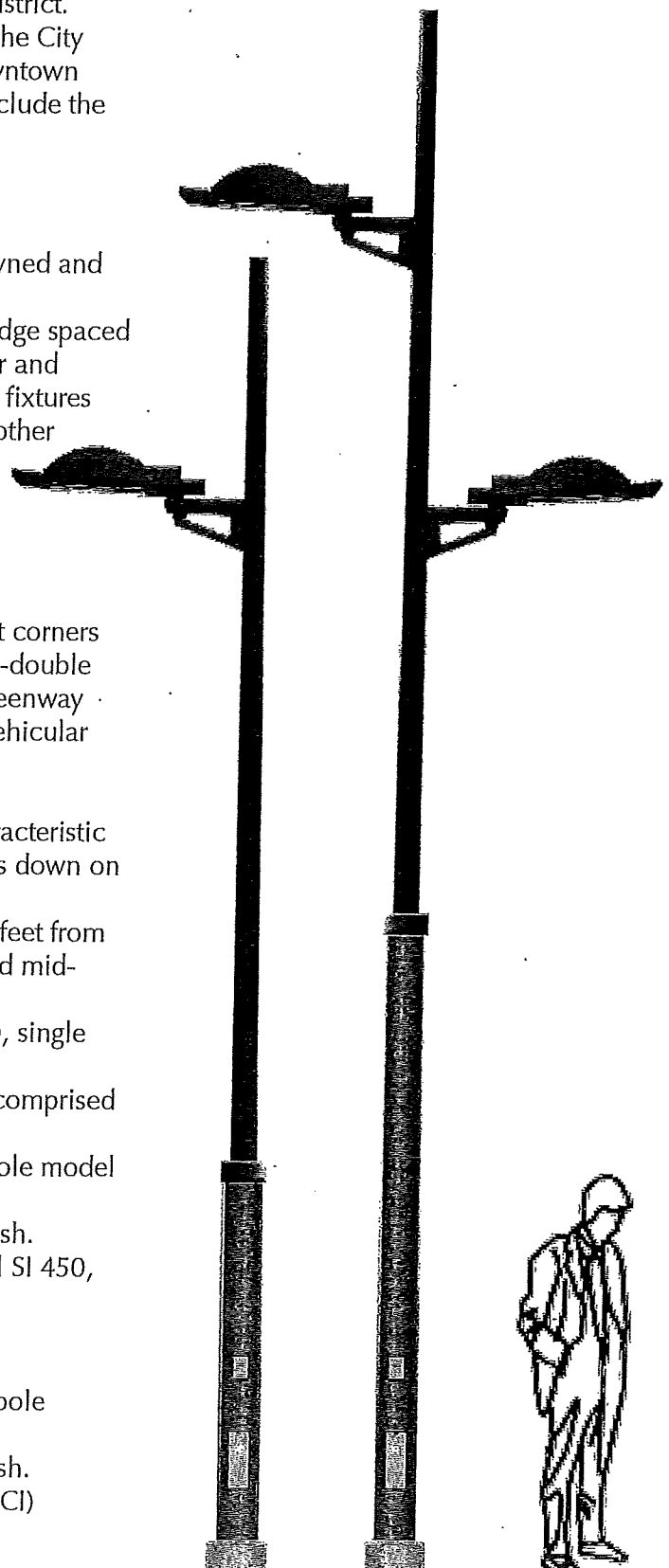
Typical Section

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.

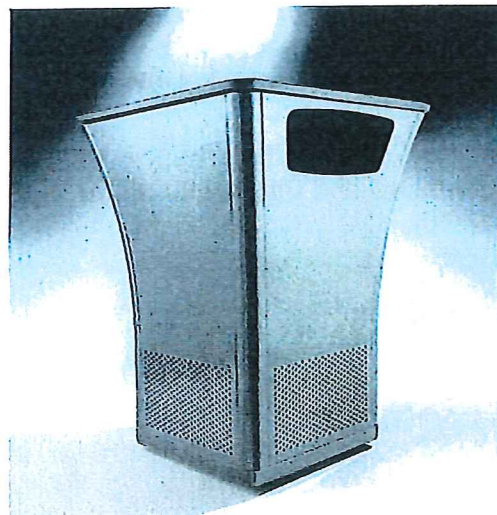


Planters

- 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.

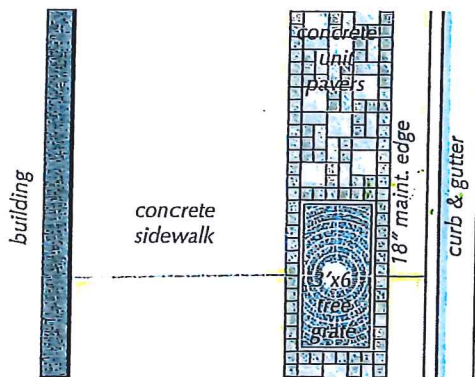
Trash Receptacles

- 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.



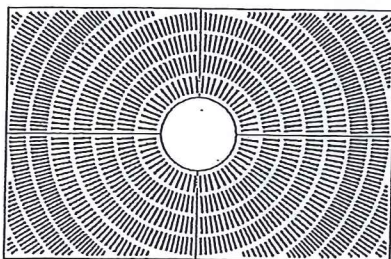
Paving

- 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).

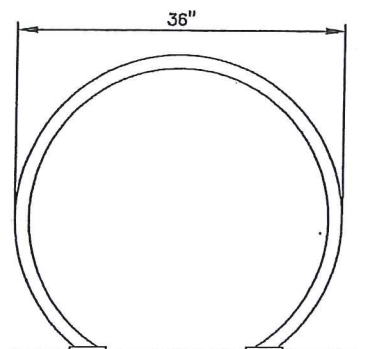


Street Trees

- 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

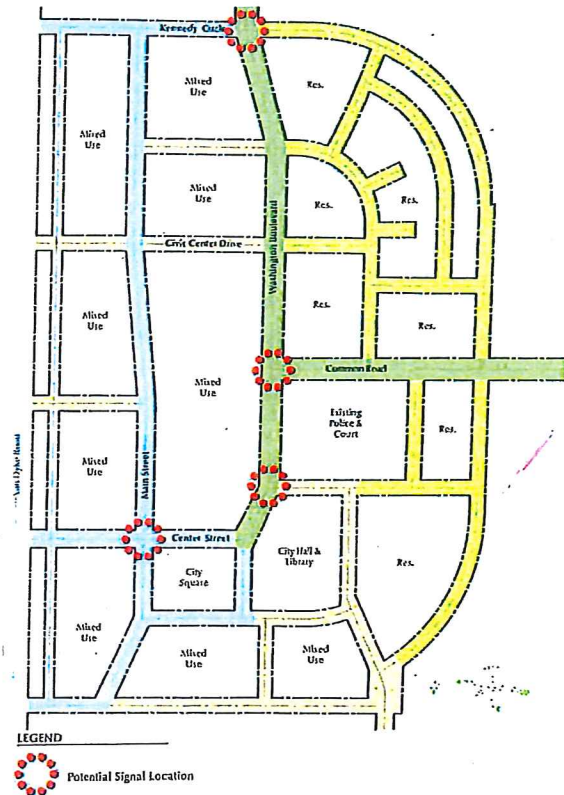
- Place at street corner and mid-block bumpouts on primary secondary and greenway streets as needed and near public facilities and open space areas.
- 32 inches high x 36 inches wide ring style rack made of 2-inch tubular steel pipe. Dark gray powdercoat finish to match bench color.



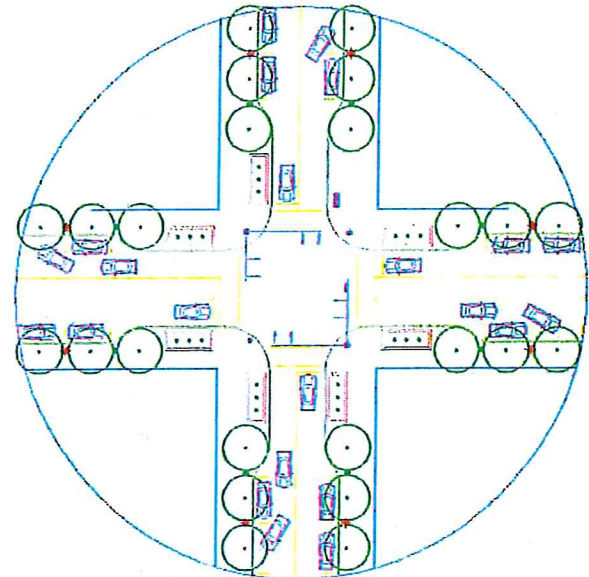
Signalization

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

- 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.



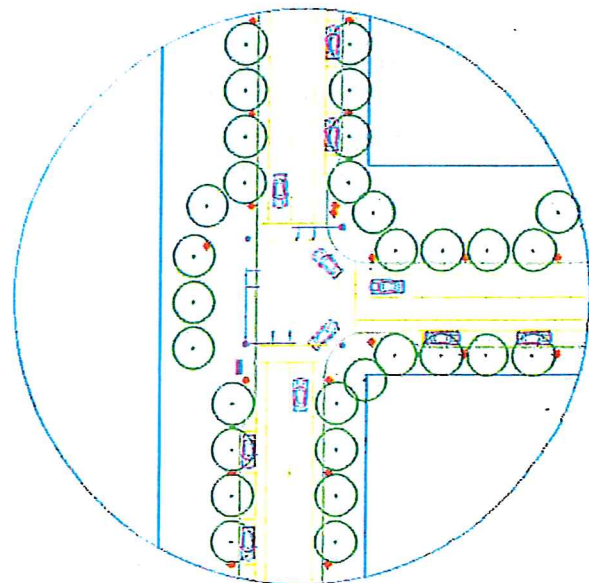
Potential Intersection Signalization Plan



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.



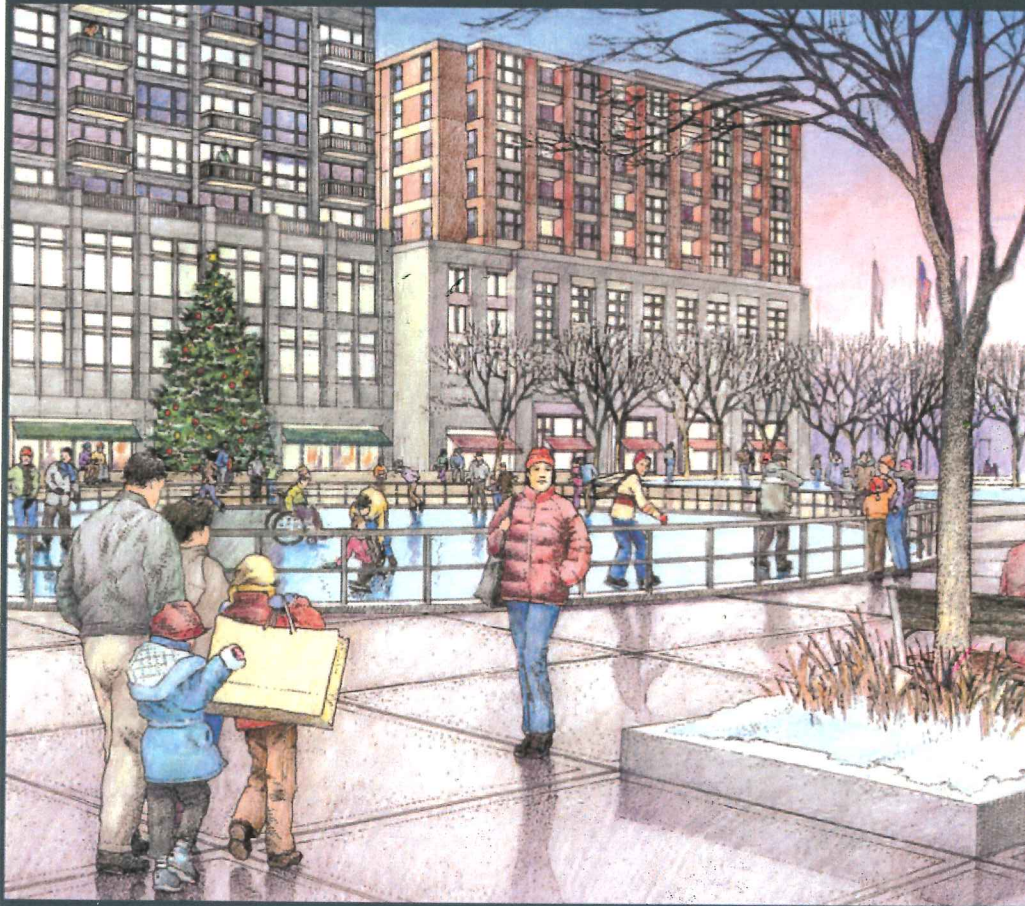
Typical "T" Intersection Plan

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.



PARTNERS

- State of Michigan
- Michigan Economic Dev
- Macomb County
- City of Warren
- General Motors
- Supportive Warren Busi

