



REIMAGINE WASHTENAW DESIGN GUIDELINES

Draft
June 2014



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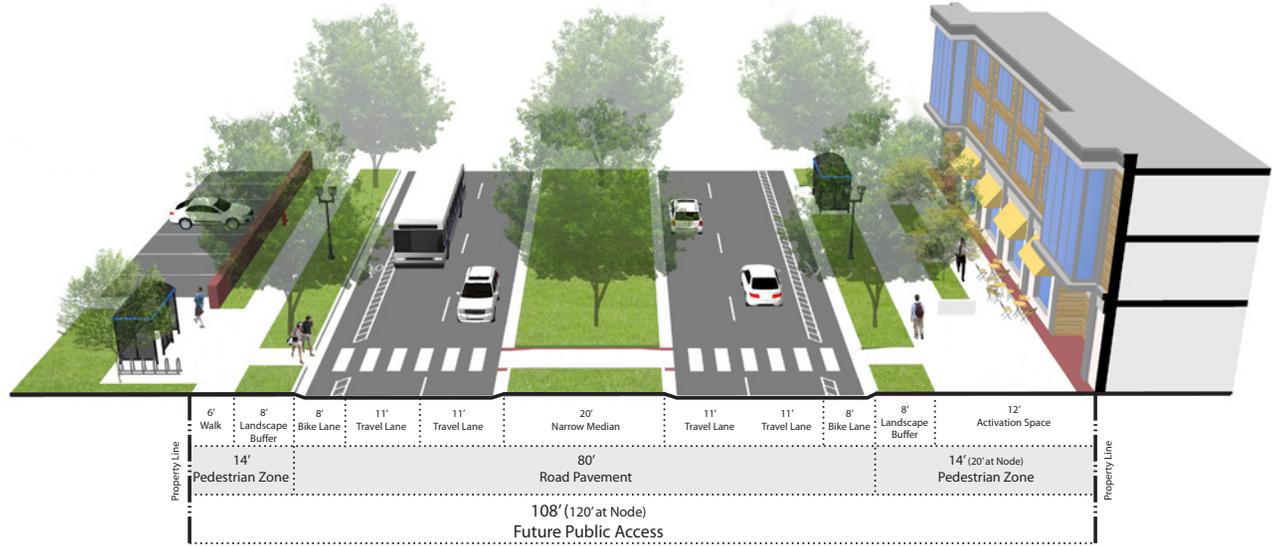
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CORRIDOR CONTEXT

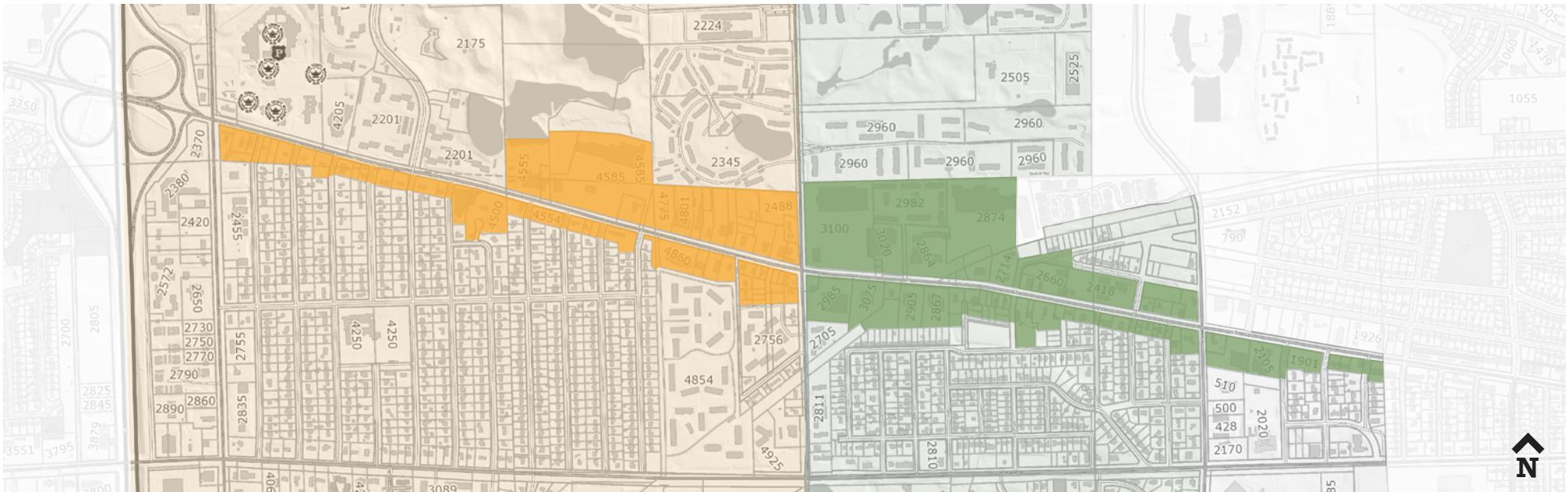
The Design Guidelines were developed as part of a larger corridor assessment and ongoing planning process, which includes existing municipal planning documents and concurrent Washtenaw Avenue studies. This document is intended to complement rather than replace these other documents, and provide specific design standards for new development and corridor improvements. The following documents and studies establish an essential context for the creation of the Design Guidelines:

- Right-of-Way study
- ReImagine Washtenaw
- TheRide Transit Master Plan
- Pittsfield Township Master Plan
- Ypsilanti Township Master Plan
- Washtenaw County Access Management Plan



▶ Design Guidelines ◀

▶ Design Guidelines ◀



ENCOURAGING QUALITY AND CREATIVITY IN DESIGN

Pittsfield Township and Ypsilanti Township recognize the importance of Washtenaw Avenue to their economic base. Washtenaw Avenue is under Michigan Department of Transportation (MDOT) jurisdiction and its official name is M-17. The following guidelines are designed to facilitate the phased development of a livable, walkable, and workable Washtenaw Avenue corridor between Pittsfield and Ypsilanti Township. These standards are a paradigm shift - from customary single use zoning and automobile oriented development patterns to development decisions focused on building form, integrated use, universal access, and pedestrian amenities - in order to transform the Washtenaw Avenue corridor.

The fundamental element of the Design Guidelines is the relationship of the building to the street which includes building mass, site access, parking arrangement, and treatment of the pedestrian realm. The pedestrian realm is the zone between the edge of the road (back of curb) to the building face (streetwall).

The Design Guidelines are intended to guide new development of individual properties and consolidated parcels along the corridor, and promote a cohesive and inviting pedestrian realm through abundant landscaping and public amenities, integrated transit infrastructure, and smart access management. By encouraging visionary thinking and collaborative action, following proven design principles, and prioritizing deliberate site improvements, these Design Guidelines provide strong foundations for design innovation and complete corridor revitalization. The guidelines promote enhancements and improvements that respect and relate to the existing development, and provide a comfortable, distinctive, and stimulating investment environment.

The standards shall not limit imagination, innovation, or diversity, but function rather as a necessary framework for integrated, context-sensitive, and sustainable project designs; projects that provide attractive residential, commercial, and mixed spaces, as well as non-motorized and transit connections to other corridor developments. These Design Guidelines encourage property owners, tenants, and Township officials to effectively work together as new construction and redevelopment occurs to ensure design consistency.

The Design Guidelines provides both broad and specific requirements, which will result in targeted investment, high quality design, and streamlined development reviews. While the style preferences may vary, there are basic fundamentals of design that contribute to the creation of good architecture and a sense of place. The design standards are not intended to achieve minimal design solutions, but to aid designers and developers in understanding the Townships' urban design expectations. The goal is to foster the development of high quality and innovative designs.

RE-IMAGINE WASHTENAW



TRANSPORTATION CHOICES

To create a sense of place, greater pedestrian activity, and higher density of use, the Townships will need to move away from auto-centric development and focus future investment on the creation of transit “nodes.” Washtenaw Avenue has one of the highest rates of bus ridership in the TheRide system but it is also plagued by frequent traffic congestion. Providing bike lanes, integrating bus stops with new development, and improving transit service will create choice for residents and commuters. Establishing dedicated transit lanes is a long term goal for the corridor.

PRINCIPLE DESIGN CONCEPTS: TheRide Super Stops, Parking, Access



COMPLETE STREETS

Complete streets encourages street design that is safe and accessible to all users regardless of their age, ability, or transportation choices. Providing targeted right-of-way (ROW) improvements will help ensure greater connectivity and easier navigation for motorists, transit users, bicyclists, and pedestrians. The Design Guidelines recommend public-private partnerships be established to provide a consistent, universally designed public realm including safe pedestrian crossings between development sites.

PRINCIPLE DESIGN CONCEPTS: Access and Circulation, Streetscape



PEDESTRIAN REALM

The pedestrian realm is the area between the back of curb and streetwall. It should be a social space where people gather and congregate. A well designed pedestrian realm includes properly designed sidewalks and crosswalks of the appropriate width, street trees, street furniture, and a defined semi-public edge. The Design Guidelines support architecture, landscaping, and site amenities that are human scaled and designed to be experienced at human speed.

PRINCIPLE DESIGN CONCEPTS: Streetscape, Building Form



PUBLIC SPACES + PUBLIC ART

Reimagining Washtenaw is about defining the character of Washtenaw Avenue and promoting the communities within the corridor. Incorporating art and culture into the design of public space is integral to promoting commercial investment, creating attractive sites for private and community events, fostering a sense of ownership within the public realm, and enhancing the overall quality of life for residents and visitors.

PRINCIPLE DESIGN CONCEPTS: Streetscape



MIX OF USES

In order for the corridor to transition from the current single-use, auto-centric development patterns to pedestrian and transit oriented development, the emphasis will need to be on higher density, mixed-use “nodes.” By identifying unique “character zones” the Design Guidelines encourages the development of mixed-use sites and mixed-use neighborhoods that meet the needs for commercial, residential, and office space while maintaining existing neighborhood fabric and providing appropriate edge transitions.

PRINCIPLE DESIGN CONCEPTS: Streetwall, Edge + Transitions, Building Form



HOUSING CHOICES

Housing needs and preferences are changing. There is a growing interest in shared amenities, reduced yard maintenance, better transit connections, walkable blocks, and convenient access to shopping, dining, entertainment, and open space. The Design Guidelines encourages the construction of different residential models including townhomes, courtyard apartments, and mixed use lofts, to accompany existing single family and garden apartment housing options.

PRINCIPLE DESIGN CONCEPTS: Edge + Transitions, Future Residential

PRINCIPLE DESIGN CONCEPTS



ACCESS

Access and circulation will be improved by creating shared access points/connections, properly spacing driveways, and creating clean delineations between pedestrian and automobile zones.

TheRide SUPER STOPS

Super stops are larger and more accessible transit stops designed to improve the amenities for potential riders. Super stops can be integrated into buildings.

STREET WALL

A “street wall” is formed when buildings front onto a street with consistent setbacks. The placement, scale and design quality of the building’s street wall determine the character of the streetscape and reinforce pedestrian objectives.

PARKING

Parking shall be conveniently provided but located behind buildings and screened with necessary landscape and design elements.

BUILDING FORM

Building form and design shall result in integrated, contextually sensitive, innovative, and high quality structures. A well-balanced variety of building massing will add to the richness of the corridor’s built environment.

EDGE CONDITION

Development edges shall provide enclosure and transition appropriately to adjacent parcels. While providing a legible boundary, edges should maintain some degree of permeability.

STREETScape

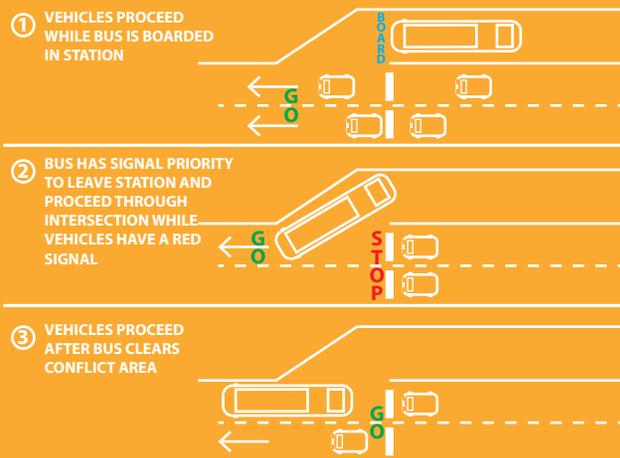
Properly designed sidewalks and crosswalks include appropriate width, street trees, street furniture, and a defined semi-public edge. The pedestrian realm should be a social place where people gather and congregate.

PRINCIPLE DESIGN CONCEPTS



SUPER STOPS

Super Stops will be located along Washtenaw Avenue to serve areas of higher density and ridership. TheRide bus operations could include potential “queue jumps”, where the bus is provided a green signal before vehicles may proceed.



FUTURE RESIDENTIAL ACCESS

As housing demand increases due to commercial redevelopment, peripheral sites to the corridor could be transformed and new mixed-use sites could be developed to provide higher-density housing options.

ACCESS

Access management to reduce the number of driveways supports installation of a median and also eases crossings for pedestrians. Mid-block crossings can be used at select locations where pedestrian volumes are higher and where pedestrian paths directly access transit.

BUILDING FEATURES

Rooftops can be designed to provide amenities for tenants and assist in managing stormwater runoff and heat-island effects. Plazas and parks could be integrated into the design to provide outdoor spaces for residents and visitors.

PRINCIPLE DESIGN CONCEPTS

The corridor is comprised of many independently-owned parcels, some large but most small in size. This configuration of land ownership, paired with a mixture of vacant storefronts and viable businesses, is a hindrance to large-scale redevelopment. Preferably, multiple properties should be consolidated through incentives for common ownership. A more likely scenario is that the corridor will redevelop incrementally as developers invest in particular sites along Washtenaw Avenue. In this case, each project should be regarded as a phase in the overall redevelopment of the “node.” Building massing, site design, and architectural style should not only respond to existing conditions but also support the effective redevelopment of adjacent properties. Township officials and private developers should keep in mind the long term vision for the “node” in order to minimize the need for significant and costly modifications to landscaping, lighting, and infrastructure.

The illustrations below demonstrate how a series of adjacent parcels at the northeast corner of Golfside Drive and Washtenaw Avenue could redevelop over time. The phasing shows a gradual transition to the desired corridor character, retaining profitable businesses at first and building new mixed-use buildings in underutilized parking lots. Over time, the development pattern evolves into a pedestrian and transit oriented “node” as existing buildings are replaced and rapid transit is added.

PHASE 1

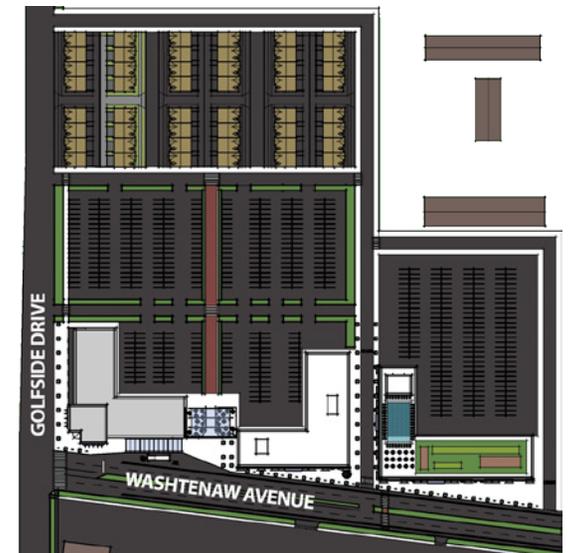
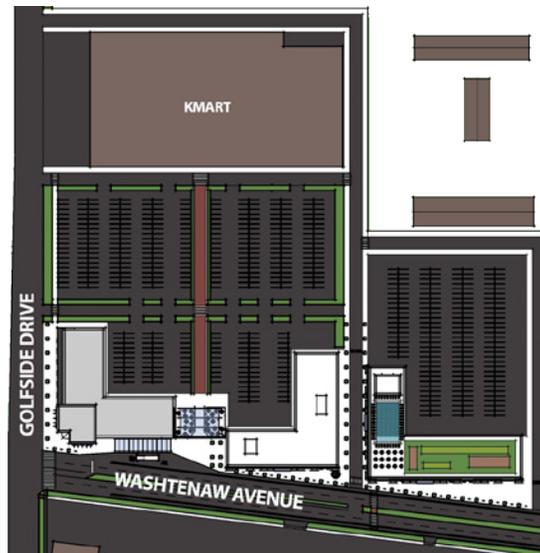
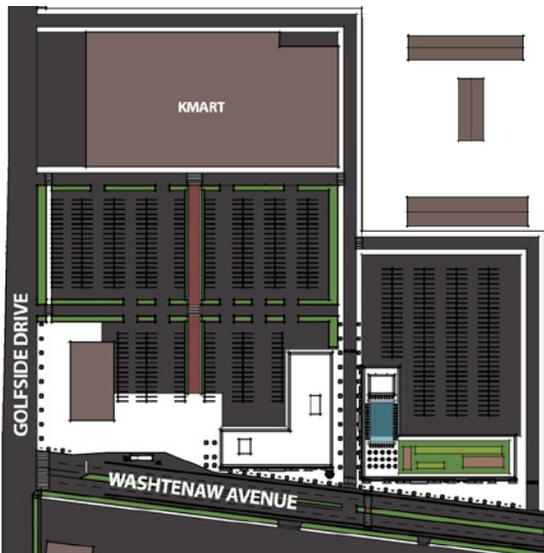
Two vacant and underutilized sites east of the intersection at Golfside and Washtenaw could be redeveloped to reflect the elements recommended in the design guidelines, fronting Washtenaw with improved streetscape creating a walkable, transit-friendly area to accommodate a super stop.

PHASE 2

The corner parcel at Washtenaw and Golfside could be redeveloped to coincide with the mixed-use, transit-oriented development that was implemented in Phase 1. This development would require more access and parking management strategies in order to ensure that the site can accommodate the increased activity. A new building at the corner would help anchor the intersection.

PHASE 3

The Kmart site could be a long-term redevelopment opportunity, which could occur in a number of different ways as the market dictates. The potential for the site to be redeveloped into smaller lot condominium homes or townhomes could be possible to support transit use and help meet the need for additional housing units.



PRINCIPLE DESIGN CONCEPTS



THE IMAGES ABOVE ILLUSTRATE THE COMPARISON BETWEEN THE EXISTING SITE AND POTENTIAL DEVELOPMENT USING THE DESIGN GUIDELINES

STORMWATER MANAGEMENT

Maintaining the existing detention pond on this site allows stormwater to be collected on site. Other redevelopment should look for ways for shared detention facilities, which can be used as well-landscaped "natural" features throughout the corridor.

BUS STOP DESIGN

Smaller redevelopment sites could be served by new "super" bus stops that will enhance the transit-rider's experience. These stops will be designed to provide more amenities than traditional stops such as shelters, signage, and service information for transit riders.

ACCESS MANAGEMENT

Driveways along Washtenaw can be eliminated and replaced by shared access and rear access connections. By reducing the number of driveways, navigation to each site becomes simpler while the avenue becomes safer with fewer curb cuts and a narrow median.

PARKING BUFFER

Parking should be located in the rear or side of any development fronting Washtenaw Avenue. Side parking should be screened from the pedestrian realm through fencing, retaining walls, and/or well-designed landscaping.

FRONT PARKING

If front "teaser" parking is needed, a slip road with some parallel spaces could be added.



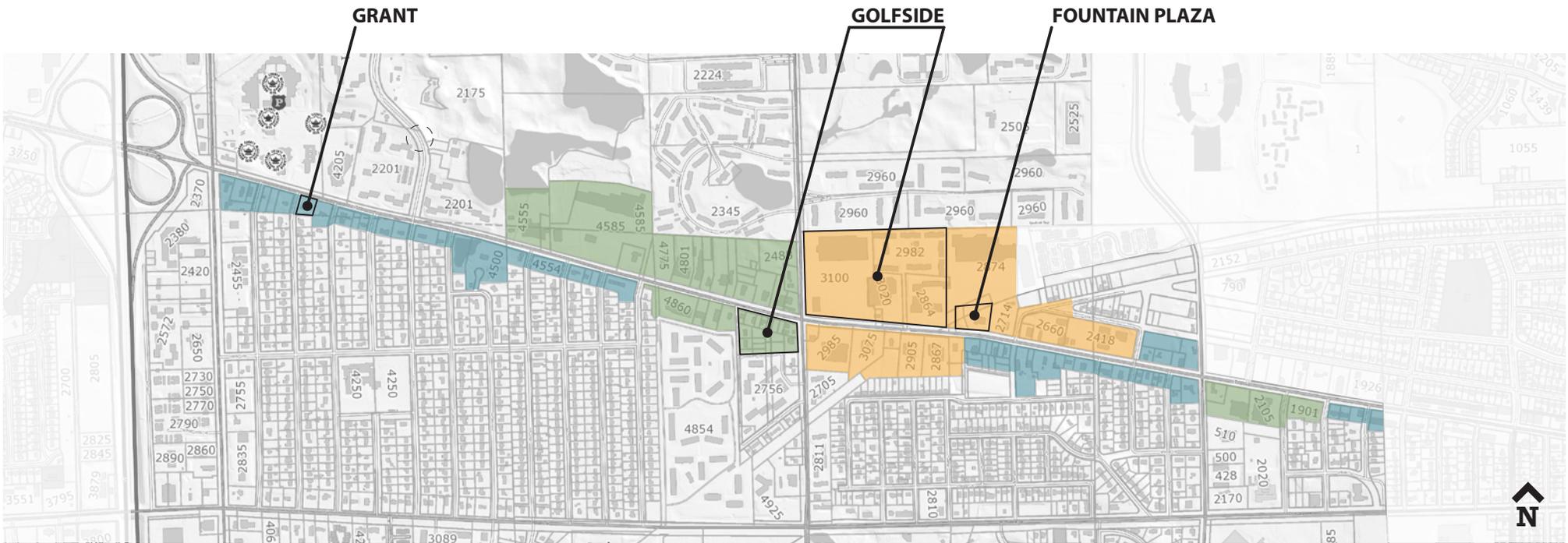
CHARACTER ZONES AND POTENTIAL REDEVELOPMENT SITES

Recognizing that not every property has the same redevelopment potential, the Design Guidelines provides several illustrative renderings and conceptual plans for the three distinct “character zones” along the corridor. These loosely defined zones show how the guidelines can be tailored to fit the specific site constraints and adjacent land uses of Small, Medium, and Large Lots.

SMALL LOTS are shallow and narrow, typically 130’ deep and 50-160’ wide. They are often set close to the road and contained within smaller blocks. A majority of the small lots are currently single-family residential, with some commercial uses near major intersections.

MEDIUM LOTS are deeper, typically 250-500’ deep and 100-200’ wide. Lot sizes are between 25,000 and 100,000 square feet and are currently commercial and multi-family residential.

LARGE LOTS have a wider frontage along Washtenaw Avenue. They are typically 80,000 to 150,000 square feet, and are well suited for phased redevelopment projects. These sites are zoned for commercial and office use.



ANN ARBOR

PITTSFIELD TOWNSHIP | YPSILANTI TOWNSHIP

YPSILANTI



SMALL LOT : COURTYARD



SMALL LOT : ROWHOME



MEDIUM LOT



LARGE LOT





BEFORE



AFTER



BEFORE



AFTER

1. STREET WALL

VISION

The streetwall refers to the building façade and its relationship to the street. In addition to façade treatments and building transparency, setbacks, building heights, street widths, and block lengths all contribute to the character of the streetwall. Buildings should be designed so that building placement and massing create and reinforce the streetwall, and provide a sense of enclosure within the public realm.

BUILDING SITING AND ORIENTATION

Primary Building

- 1** The setback and orientation of the building should be situated as to reinforce a consistent street lines with minor variations.
- 2** Breaks in streetwall should be limited to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, landscape features, and limited vehicular access driveways.
- 3** Architectural expression and facade treatments should wrap the corner onto the intersecting street.
- 4** Buildings should frame and enhance street corners through the use of architecturally prominent features at the corners or prominent three dimensional site improvements (fountains, towers, sculpture, art, etc).
- 5** Primary building entries, public areas, administration areas, and windows should be visible, oriented, and accessible from the primary street and parking facilities.



2. BUILDING FORM/DESIGN

VISION

Building form and design shall result in cohesive development patterns, context sensitive structures, and quality architecture. A well-balanced variety of building massing will enhance the built environment and enrich the corridor's sense of place.

BUILDING MASS AND SCALE

- 1 Building height, mass, and arrangement should complement adjacent buildings. Variety in massing can occur through step-backs as a building ascends upward
- 2 Buildings should maintain a consistent streetwall with the longest edge of the buildings oriented parallel to the roadway.
- 3 Building height should transition from the maximum building height to a lower height when directly adjacent to single family residential zoned district.



ROOF FORM

- 4 The roof design for an addition should be compatible with the lines of the building, and respond appropriately to the height, slope, and material of the existing roof.
- 5 A variety of roof forms is encouraged including combinations of a few basic forms such as hip, gable, or flat.
- 6 Flat roofs shall be hidden from public view by a parapet of no less than three feet in height



BUILDING FORM/DESIGN

GROUND FLOOR TREATMENT

Entrances

- 1 Principal entrances should front Washtenaw and be given prominence on the building façade. This may be satisfied through the use of architectural features such as entrance way roofs; sidelight windows, transom window, or other adjacent windows; additional mouldings with expression lines; a bay of unique width. All primary entrances shall be covered with roof overhangs or awnings.
- 2 Doors should be consistent with the design of principal entrances and include glass and full operating hardware in the design of the door.

Transparency

- 3 Windows should have a repetitive rhythm which relates to the overall building façade.
- 4 Clear glass for wall openings should be used along street-level facades for maximum transparency, especially in conjunction with retail uses.
- 5 Ground story transparency is measured between two and eight feet above the sidewalk elevation.

Facade

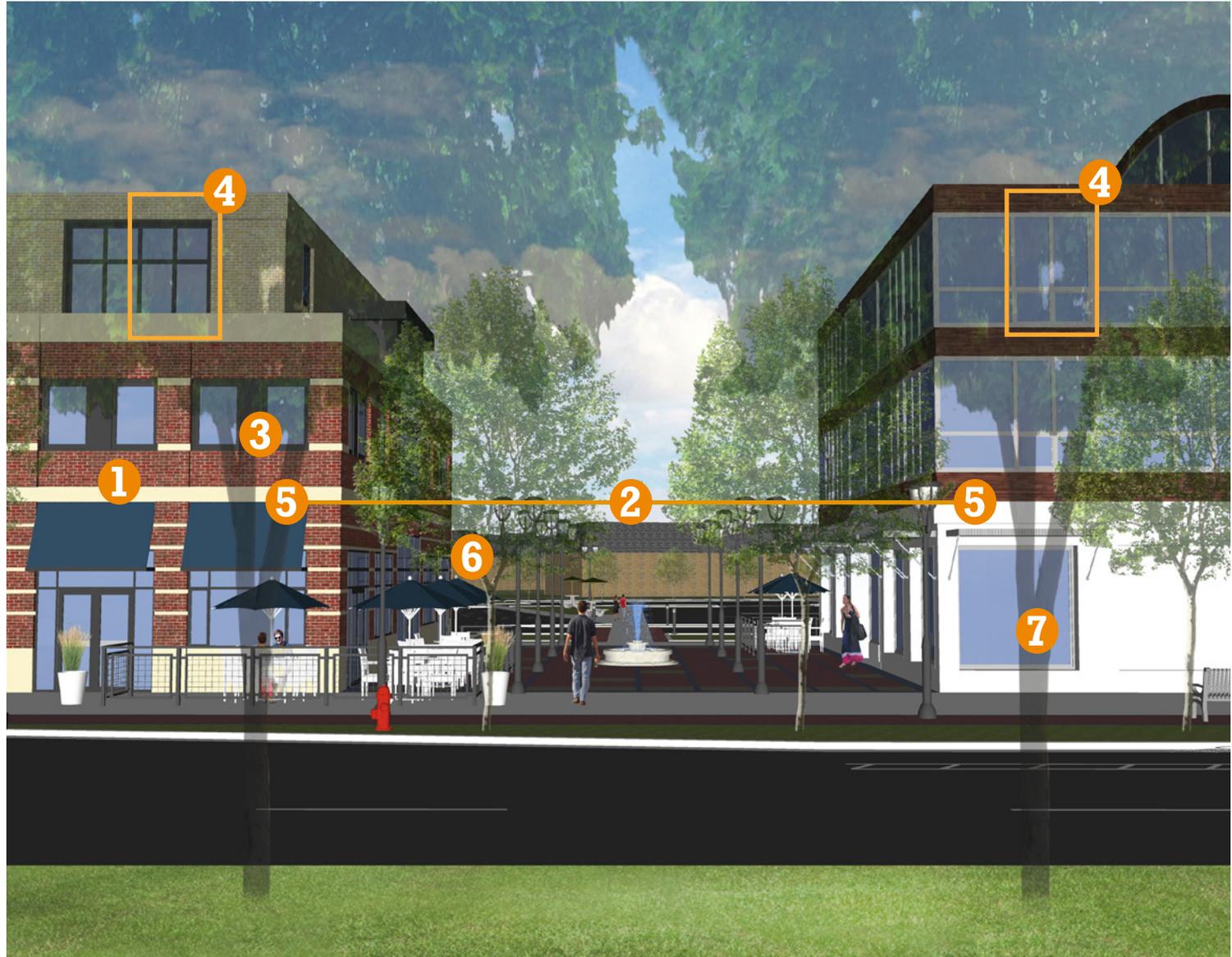
- 6 Ground floor should include a depth of at least 25 feet from the front façade and shall include an average of at least 14'-0" floor-to-ceiling height, or 12'-0" for residential.



BUILDING FORM/DESIGN

BUILDING DETAILS

- 1** Architectural style should not be restricted. Rather, evaluation of the appearance of a project should be based on compatibility and the quality of its design and relationship to surroundings.
- 2** Buildings within the same development should be designed to provide a unified and easily identifiable image. Methods to achieve this include using similar architectural styles and materials, complementary roof forms, signs, and colors.
- 3** Openings should appear in a regular pattern along building facades.
- 4** Design of building fenestration, structure, and architectural details should respond to the rhythm and pattern of adjacent facades.
- 5** Align at least one (1) horizontal building element with another horizontal building element on the same block face.
- 6** The design of the side or rear of the building should be consistent with the front façade (scale, massing, colors, materials, etc.).
- 7** All buildings should avoid being corporately “branded” so as to allow for their adaptation to future tenants.



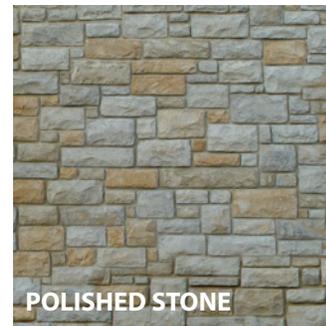
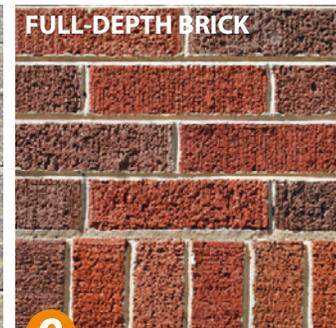
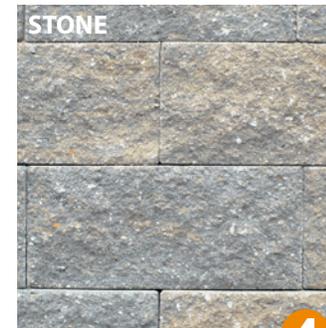
BUILDING FORM/DESIGN

HORIZONTAL AND VERTICAL VARIATION

- 1 Buildings over two stories shall have a defined base, middle, and top features.
- 2 Employ a different architectural treatment on the ground floor façade than on upper floors.
- 3 Facade Variation. Monotony of expansive exterior walls should be minimized by incorporating the following elements: staggering of vertical walls; recessing openings; providing upper-level roof overhangs; using deep score lines at construction joints; contrasting compatible building materials; use of variety and rhythm of window and door openings; use of horizontal and vertical architectural elements, use of horizontal bands of compatible colors; and providing changes in roof shape or roof-line.

MATERIALS

- 4 A minimum of 90% of each façade, exclusive of windows and doors, shall be constructed of primary materials. Permitted primary building materials shall be high quality, durable, natural materials such as stone, cultured stone, full depth brick, glass, wood or fiber cement siding. To provide visual depth and strong shadow lines, clapboard siding must have a minimum butt thickness of a quarter of an inch. Permitted secondary materials are limited to details and accents and include gypsum reinforced fiber concrete, split face block above two feet above grade, metal, and exterior architectural metal panels and cladding. Exterior insulated finishing system (EIFS) is not permitted.
- 5 The base shall be a durable material such as polished stone, granite, marble, or metal panels.
- 6 Other high quality synthetic materials may be approved by the required reviewing body with examples of successful, high quality installations in comparable climates.



PARKING

VISION

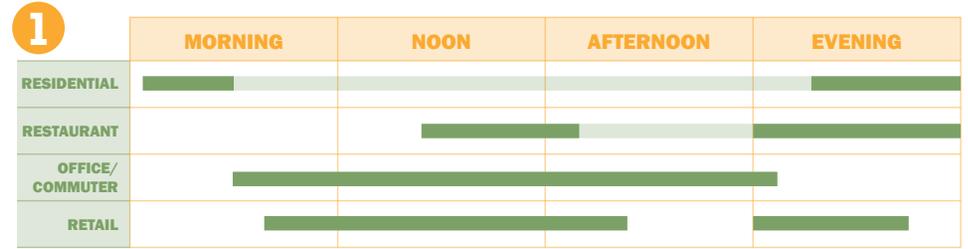
Management of parking is essential to creating a district that meets the needs of businesses but does not dominate the visual character of the Washtenaw Avenue Corridor. Instead, parking should be designed in consideration of all the other design principles, especially reducing conflicts to improve safety for pedestrians and bicyclists. Parking should be conveniently provided but preferably located behind buildings, with side parking where provision of all the parking in the rear is not practical. For certain uses, a small amount of front yard “teaser” parking may be required. Visual impact of parking should be improved with landscape and design elements.

LOCATION

- 1 Each use that is incorporated into a mixed-use development (e.g. office, retail, residential) contribute to parking usage at different peak times. Residential peak times are primarily during lunch hour and after work hours, office peak times are primarily during work hours, and retail peak times are primarily from 10am - 7pm. Parking reductions based on mixed use, shared parking, and location adjacent to transit is encouraged.
- 2 Surface parking lots should be placed in the rear and/or to one side of their corresponding buildings, should not be placed between building facades along Washtenaw Avenue, and should be screened from streets and sidewalks by landscaping and/or low architectural walls (see example images).
- 3 Surface parking lots should contain glare-free, lighting with downward projection.
- 4 Surface parking lots should be designed with special attention to pedestrian and bicycle safety.
- 5 Parking for hybrid, electric, natural gas, and zip cars should be given priority.
- 6 Bicycle parking should be provided near building entrances.

LANDSCAPING

- 7 Each parking lot shall be landscaped to provide visual and physical relief from the effect of vehicles and paved surfaces to provide safe, attractive and comfortable pedestrian access between parking and building entries.
- 8 Canopy trees, understory trees, and maintainable shrubs shall be used in islands and landscaped aisles to visually subdivide parking lots, to demarcate internal corridors which guide vehicles and pedestrians, to create a vertical dimension, to reduce the scale of the parking area, and to limit the heat island effect.



The chart above illustrates the daily peak parking times for each type of use that could potentially be part of a mixed-use development.



VEHICULAR ACCESS MANAGEMENT

VISION

Access management can reduce the number and severity of crashes, increase roadway capacity, and reduce the need for more costly improvements in the future. Most of the conflicts along Washtenaw Avenue are associated with left turns at intersections and into or out of driveways. Replacing the center turn lane with a narrow median will transform some of the existing access points into right turn in and out only (which are less disruptive on traffic flow) and will consolidate a large number of individual driveways with shared access. A narrow median typically requires direct left turns into sites at median breaks, so three way “intersections” may be preferable over four way operations. In some cases, especially where truck turnarounds may be needed, a “loon” may be required as shown.

The Washtenaw County Access Management Plan (WCAMP) created by MDOT and the four corridor communities in 2008 should be referenced for additional information on access management recommendations.

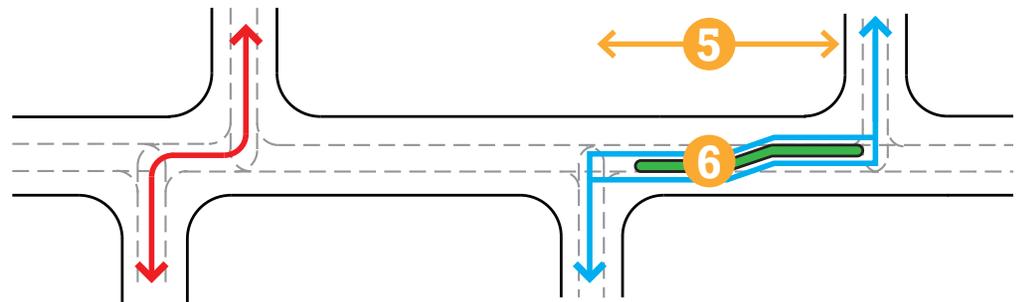
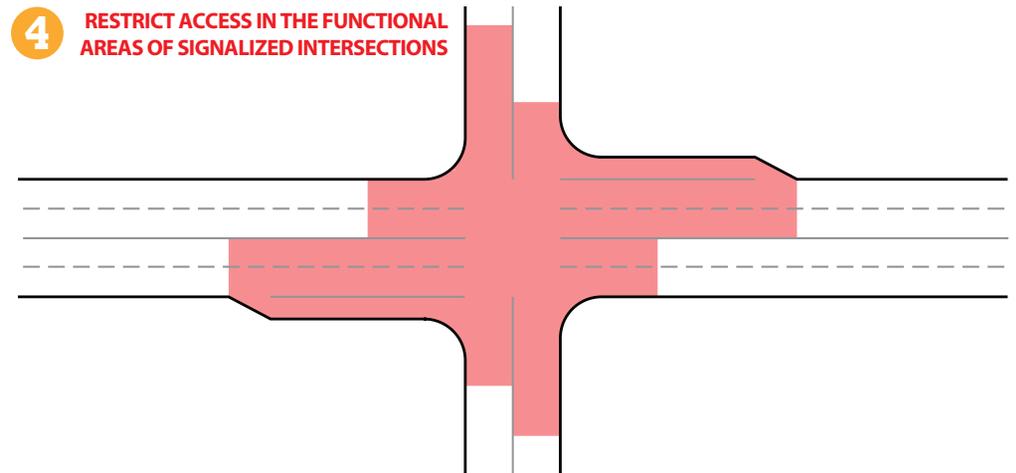
- 1 The goal is to gradually reduce the number of driveways along Washtenaw Avenue to improve traffic flow and safety. As sites are redeveloped or consolidated, individual driveways should be replaced with driveways that meet or come much closer to MDOT spacing standards shown in the table.
2. Require site cross-access and provide connections between parking lots to reduce the potential for crashes and make it more convenient for travel between sites without having to go back onto Washtenaw Avenue.
3. Design access points so they are not excessively wide to reduce the distance for pedestrians to cross and to help ensure speeds are appropriate.
- 4 Space driveways far enough from the operational area of intersections to minimize conflicts with traffic in the area where back-ups typically occur when the traffic signal is red.
- 5 Space driveways from access on the other side of the street to reduce turning movement conflicts.
- 6 Space driveways to accommodate direct access from vehicles utilizing median cross-overs on Washtenaw Avenue.
7. Driveways should be designed long enough to accommodate at least one vehicle between the back edge of the sidewalk and the adjoining parking lot.
- 8 Driveways and parking areas should be designed with traffic calming treatments.

1 RECOMMENDED DRIVEWAY SPACING	
Posted speed (mph)	Min. from other driveways
35	245 feet
40	300 feet
45	350 feet
50+	455 feet

Source: MDOT Access Management Guidebook, 2001



4 RESTRICT ACCESS IN THE FUNCTIONAL AREAS OF SIGNALIZED INTERSECTIONS



Short offsets lead to left-turn conflicts

Wider offsets help to avoid conflicts. Medians can reduce left-turn conflicts and provide a refuge for pedestrian crossings. Installation of a narrow median would require significant reduction in the number of driveways through redevelopment.

PEDESTRIAN CIRCULATION

1. Where the existing right of way is not sufficient to provide the desired pedestrian realm, it would be advantageous for the developer to donate the ROW or provide an easement for pedestrians. Zoning incentives may help recoup the space "lost" by provision of this additional area.
2. Provide pedestrian access through buildings and blocks to access parking in rear of building.
3. Install pedestrian signals and/or mid-block crossings where the distance between signals creates less safe crossing conditions; consider the impacts on traffic flow at access points as well.
4. Street crossings could be accentuated by curb bump-outs or other elements that help alert drivers to slow down and look for pedestrians.
5. Pedestrian and bicycle circulation should have clearly marked connections to building entrances.
6. Sidewalks should be designed to accommodate space for retail activities (e.g. outdoor dining, sidewalk sales).
7. Sidewalks and bike routes should incorporate wayfinding at a scale and frequency appropriate to the pedestrian and bicycling experience.
8. Sidewalks should incorporate and follow all ADA requirements in order to promote the safe and efficient movement of pedestrians of all capabilities.



SUPER STOPS

VISION

Super stops are larger and more accessible transit stops designed to improve the amenities for potential riders. If designed appropriately alongside improved transit, super stops can play a large role in changing the perception of public transportation and increasing transit ridership.

- 1 Shelter for 10-15 passengers with seating, lighting, wind screens and enhanced weather protection.
- 2 Can be integrated into private, transit-oriented development and located in high activity areas that already foster pedestrian mobility.
- 3 Should be designed to provide improved seating, landscape, sidewalks, and curb/gutter for increased pedestrian accessibility and boarding.
- 4 Could include the following amenities:
 - Real-time electronic and printed schedule information.
 - Maps for bus routes and surrounding areas.
 - Ticket vending for off-board payment.



COURTESY: SmithGroupJJR

SITE DETAILS

UTILITIES

1. Utilities should not be located along the ground floor street wall and should be screened from adjacent property and the public ROW by walls, fencing, or landscaping that are consistent with the character and materials of the development.
2. Waste receptacles should be placed adjacent to the rear wall of corresponding buildings and/or service areas and should be screened from adjacent property, parking areas, and the public ROW by walls, fencing or landscaping that are consistent with the character and materials of the development.
3. Service areas should be designated by markings and/or signage to delineate them from pedestrian access and limit conflicts between service/delivery vehicles and patrons (e.g. pedestrians, bicyclists and transit users).
4. Service areas should be shared and/or consolidated within multi-tenant developments.



SCREEN WALL

5. Wall or landscapign to screen parking along right-of-way.
6. Height: Not to exceed three feet.
7. Wall material: masonry or natural stone.



PEDESTRIAN REALM

VISION

Properly designed sidewalks and crosswalks include appropriate width, street trees, street furniture, and a defined semi-public edge. The pedestrian realm should be a social place where people gather and congregate.

ELEMENTS

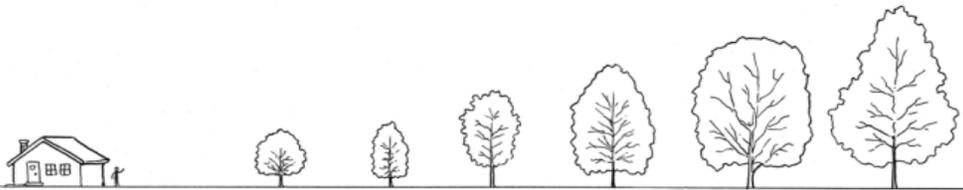
- 1 Street Trees
- 2 Landscaping
- 3 Signage / Lighting
- 4 Benches
- 5 Bike Racks
- 6 Outdoor Seating
- 7 Decorative Fencing
- 8 Screen Walls
- 9 Waste Receptacles
- 10 Banners and Wayfinding
- 11. Details



PEDESTRIAN REALM

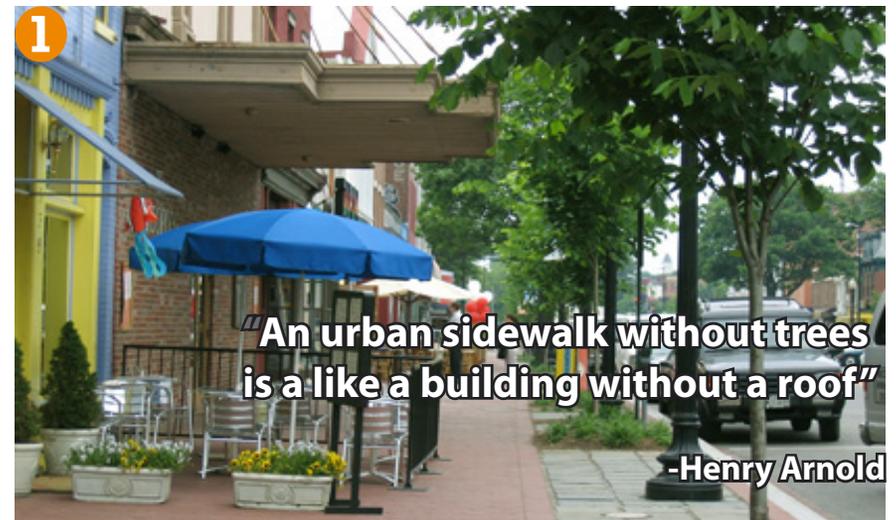
STREET TREES

- 1 Street trees are the most effective way to transform a street.
- 2 Street trees serve as a subdivision of the street and provide a sense of enclosure
- 3 Protect trees from human, automobile, infrastructure, and building impact by providing adequate space.
- 4 Select appropriate species for specific location. Provide diversity yet ensure synergy
 - 5. Manage stormwater. Many urban trees either receive too much stormwater or too little.



4 Tree Size	Shrubs & Small Trees (30' or shorter)	Medium Trees (30-70')	Large Trees (70' or taller)
Example Species <small>*native species</small>	Dogwood* Hornbeam* Redbud Witch Hazel*	Blackgum Bur Oak* Gingko Hackberry*	Dawn redwood Kentucky Coffee Tree Sweetgum Tulip Tree*
Space between trees	6-15'	30-40'	40-50'
Space from wall of 1-story building	5-10'	15'	20'
Space from corner of 1-story building	6-8'	12'	15'

These examples represent typical mature heights in urban conditions. Visit the USDA PLANTS Database at <http://plants.usda.gov> for expected mature height and crown spread of trees you are considering. COURTESY: City of Ann Arbor



"An urban sidewalk without trees is like a building without a roof"

-Henry Arnold

PEDESTRIAN REALM

LANDSCAPING

1. Use native or locally sustainable plant material that are urban- and salt-tolerant species.

2 Provide diverse landscaping plantings that consist of a combination of canopy trees, understory shrubs, and groundcover.

3 Landscaping should not create a visual enclosure from the public right-of-way and should not inhibit safe visual access for pedestrians and vehicles.

LOW-IMPACT DESIGN

4 Landscaping should incorporate low-impact design (LID) techniques in order to: reduce municipal/private utility costs, reduce stormwater runoff, improve air quality, protect community aesthetics, preserve adjacent environments, and provide additional stormwater capacity for nonconforming sites without modern detention facilities.

5 Bioretention (Rain Gardens) & Bioswales should be considered on-site, within the curb/lawn, and in areas where the road median is relocated or enlarged.

6 Porous pavement may be considered instead of previous applications (i.e. asphalt or concrete) in parking areas or the road gutter.



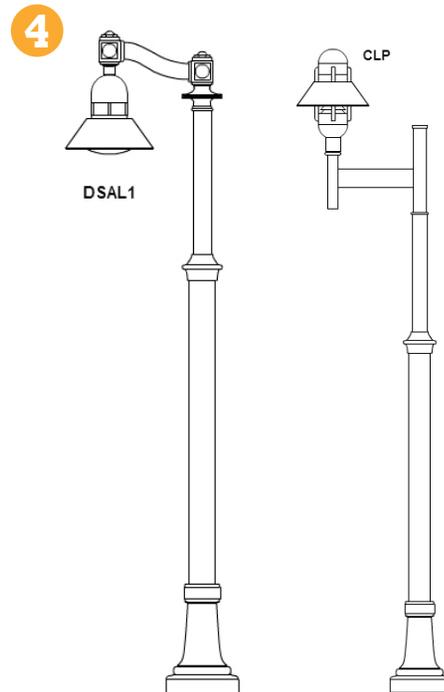
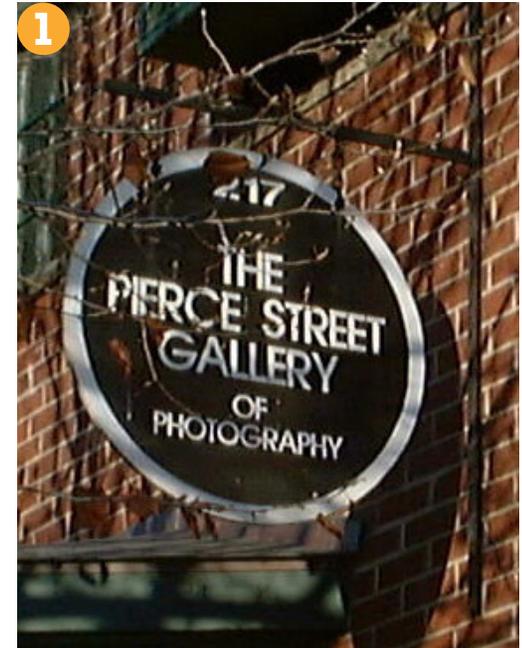
PEDESTRIAN REALM

SIGNAGE

- 1 Signs should be proportional and consistent in character with the material, color and detail of the building.
- 2 Pedestrian-oriented signs enhance the pedestrian experience and lower vehicle speeds.

LIGHTING

- 3. Lighting should be designed to provide atmosphere, safety, and security for pedestrians, bicyclists, and vehicles without unnecessary spillover or glare onto adjacent properties.
- 4 Lighting fixtures should be attractively designed to complement the architecture of the corridor, signify building entry locations, and improve visual identification of residences and businesses.
- 5. Wall mounted lights should be used to the greatest extent possible to minimize the total number of freestanding light fixtures.
- 6 Light posts and fixtures that are pedestrian friendly (shorter and more in scale with pedestrians and with less obtrusive and harsh light sources).



COURTESY: US ARCHITECTURAL LIGHTING

PEDESTRIAN LIGHTING			
MOUNT TYPE	POLE HEIGHT	FUNCTION	APPLICATION
Medium	8-15 ft.	Pedestrian	Sidewalks, Paths, Bikeways
Low	0-8 ft.	Pedestrian / Signage	Bollards, Small Outdoor Fixtures, Residential Lighting

Source: Lighting Design Lab, University of Washington

PEDESTRIAN REALM

The following pages include pictures to graphically represent desired furniture and other streetscape elements.

BENCHES



BIKE RACKS



PEDESTRIAN REALM

OUTDOOR SEATING



DECORATIVE FENCING



SIDEWALK PAVEMENT



PEDESTRIAN REALM

DRINKING FOUNTAIN



WASTE RECEPTACLES



BANNERS and WAYFINDING



Example of a wayfinding sign for the Township



Example of a signage system designed for the City of Decatur, Alabama

COURTESY: Pittsfield Township Master Plan

CORRIDOR FORM BASED BUILT PROJECTS

SOUTHEAST MICHIGAN BUILT PROJECTS:



Retail



Gas Station



Convenience Store



Restaurant