

Van Dyke Corridor

*Strategic Planning Guidelines
Beautification Concepts & Design Standards*

SHELBY TOWNSHIP

100 Best Places to Live in U.S.A. - Money Magazine

PROJECT TEAM

PREPARED FOR: SHELBY TOWNSHIP DEVELOPMENT AUTHORITY

Sara Lentz, Chair (Resident)
Barbara Kiel, Vice Chair (Business Owner, Nitsche's Market)
Paul Gramer, Secretary (Business Owner, Gramer Funeral Home)
Bill Hellebuyck (Business Owner, Hellebuyck's)
Rick Lemanski (Resident)
Ralph (Skip) Maccarone (Township Supervisor)
Lisa Manzella (Township Board, Business Owner and Resident)
Jeff Swartz (Business Owner, Swartz Distributing)
Doug Wozniak (Business Owner and Resident, Attorney)

WITH INPUT FROM:

DDA Design Committee
Sidewalk Committee

PLANNER/LANDSCAPE ARCHITECT:

LAND Design Studio

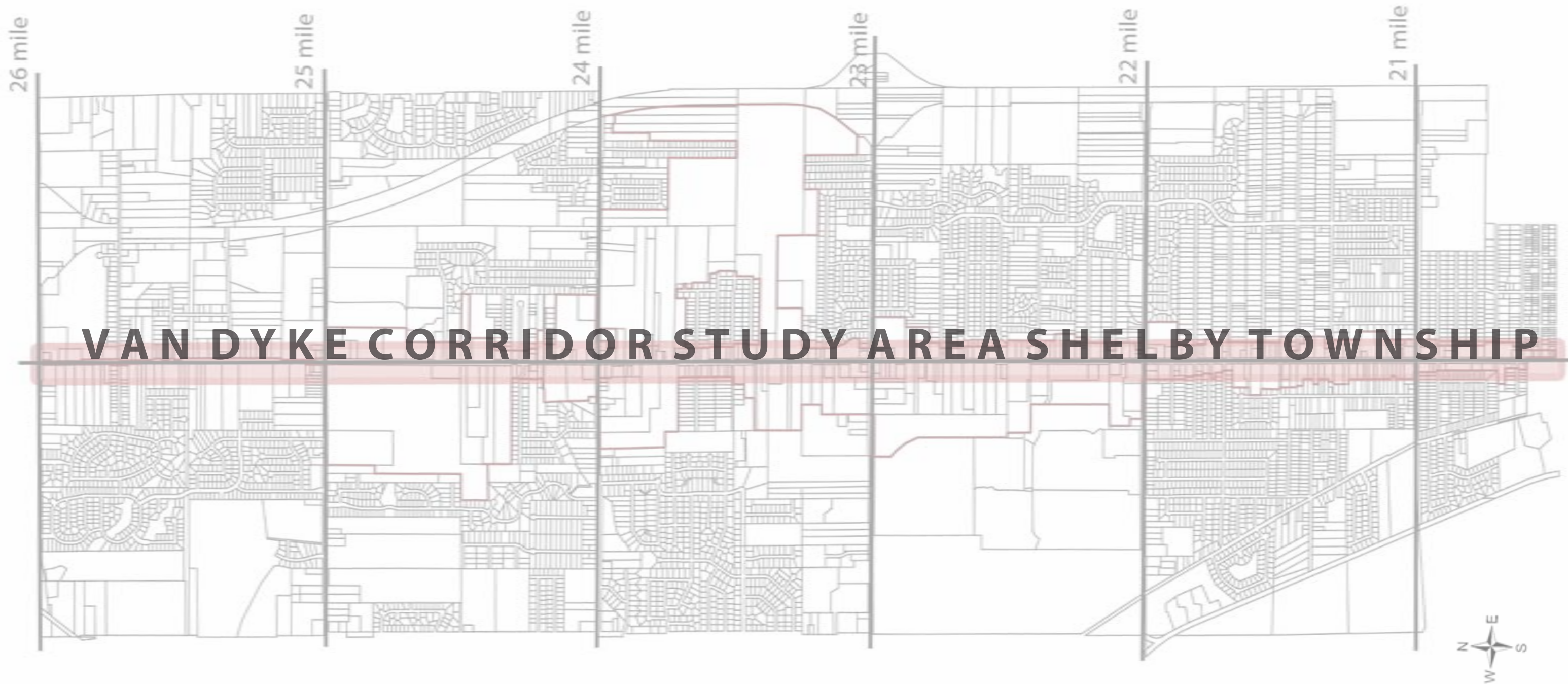
SHELBY DDA CONSULTING PLANNER:

Birchler Arroyo Associates, Inc.

TABLE OF CONTENTS



- INTRODUCTION**
Defining Place1-5
- EXISTING CONDITIONS**
Inventory, Analysis, Research6-7
- STUDY**
Study Areas, Opportunities, Solutions8-17
- PRODUCTS**
Furnishings, Plant Selections, Maintenance 18-24
- SUMMARY**
Summary of Study. 25



INTRODUCTION



“Create an Image” and Define “Place”

Functionality Improvements

Promote Pedestrian Safety

Beautification Enhancements

The following design standards serve as the template to ensure future improvements along the Van Dyke Road corridor will be implemented with a unified approach. A repetition of pedestrian scaled street lighting, simple landscape enhancements, improved parking lot buffering and site amenities such as benches and trash receptacles will aid in creating a cohesive image along this important arterial road that comprises the Shelby Township’s Downtown Development Authority (DDA) District. Improved pedestrian safety and landscape beautification initiatives will further enhance the identity of the area as a prominent commercial corridor within the community.



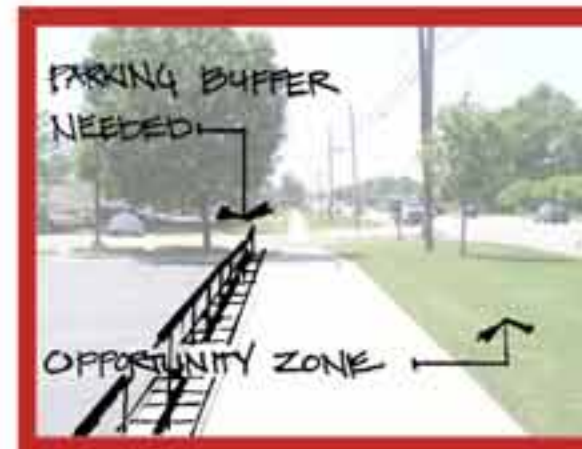
Purpose / Intent:

The Intent was to conduct a site inventory and analysis on the five mile study area of the Van Dyke Corridor to determine typical streetscape conditions. Gaining an understanding of these conditions allowed for the development of a series of typical design scenarios which shall act as guidelines or templates to be applied throughout the corridor.

Findings Summary:

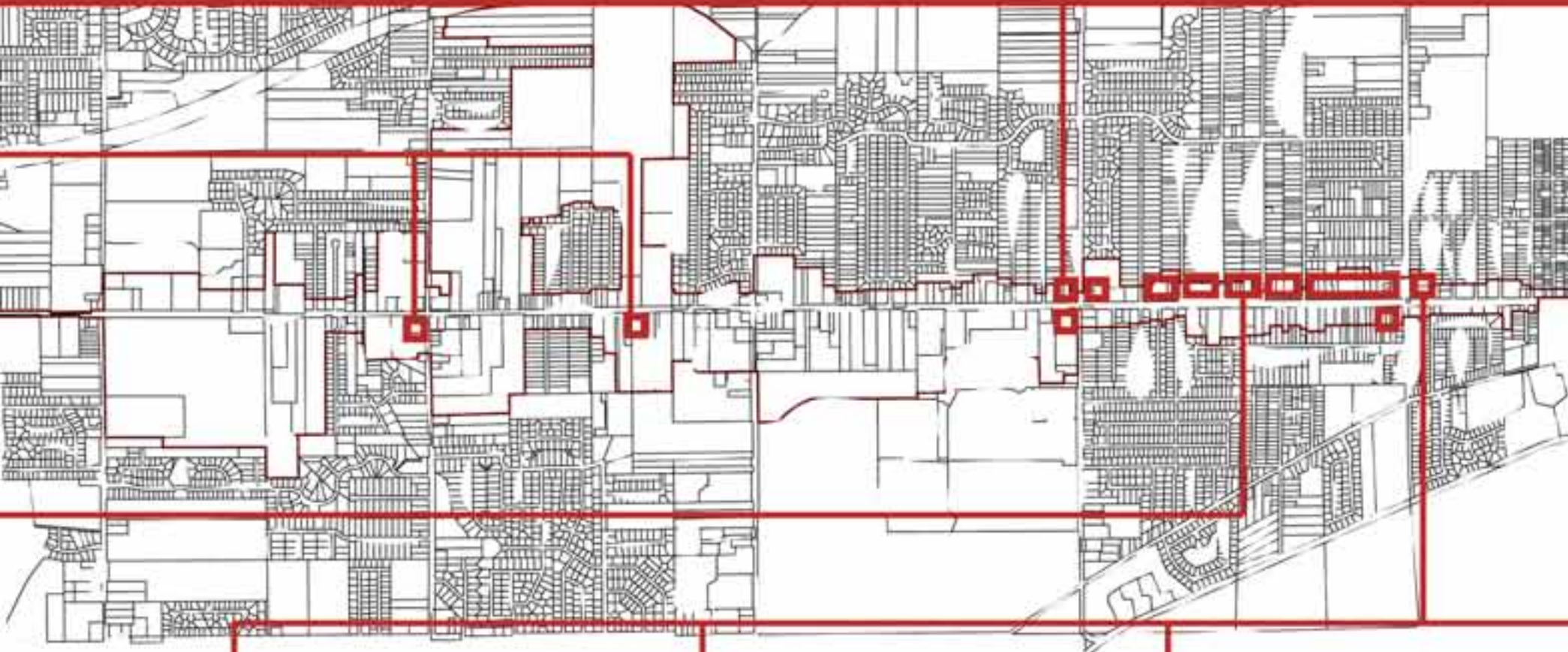
Upon completing the site inventory it was determined there are various enhancement opportunities relating to the pedestrian experience along the corridor. Opportunities included: Pedestrian Sidewalks, Crosswalks, R.O.W. Landscaping (which also includes buffer of parking areas). These challenges are a result from lack of ROW setback and poor maintenance. The majority of these opportunities can be addressed by three common scenarios or solutions which we have mapped out in the following pages.

Access management, business signage, parking areas, road design, contextual design issues, and vehicular speed control were also apparent though not as common. These opportunities are recommended to be addressed as part of the master plan or on an individual site design basis under the particular conditions.





EXISTING CONDITIONS



Enhancement Opportunities:

- Access Management
- Business Signage
- Lacking "Contextual Design Issues"
- Parking Areas
- Road Design - Speed Control
- R.O.W. Landscaping
- Pedestrian Sidewalks
- Pedestrian Crosswalks



PLANNING AREAS

Nodes (Special Features)

Neighborhood Connections

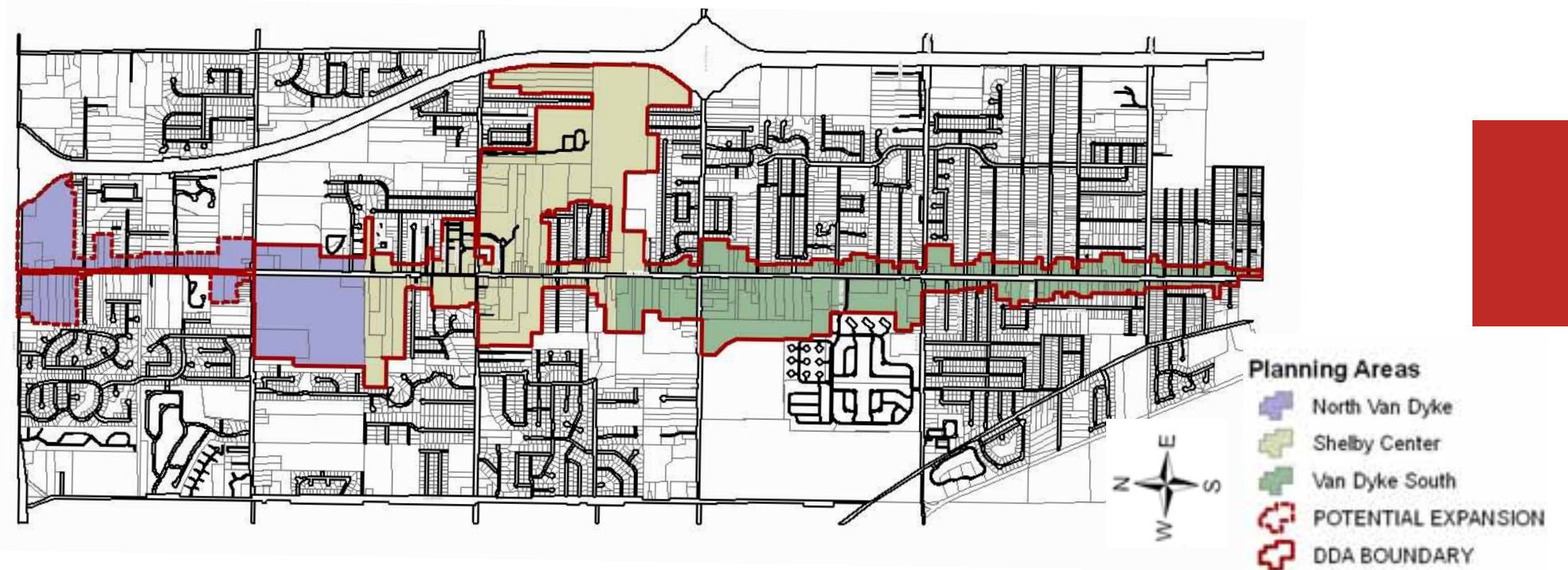
Bus Stops

Gateway Potential

Shelby Center Enhancements

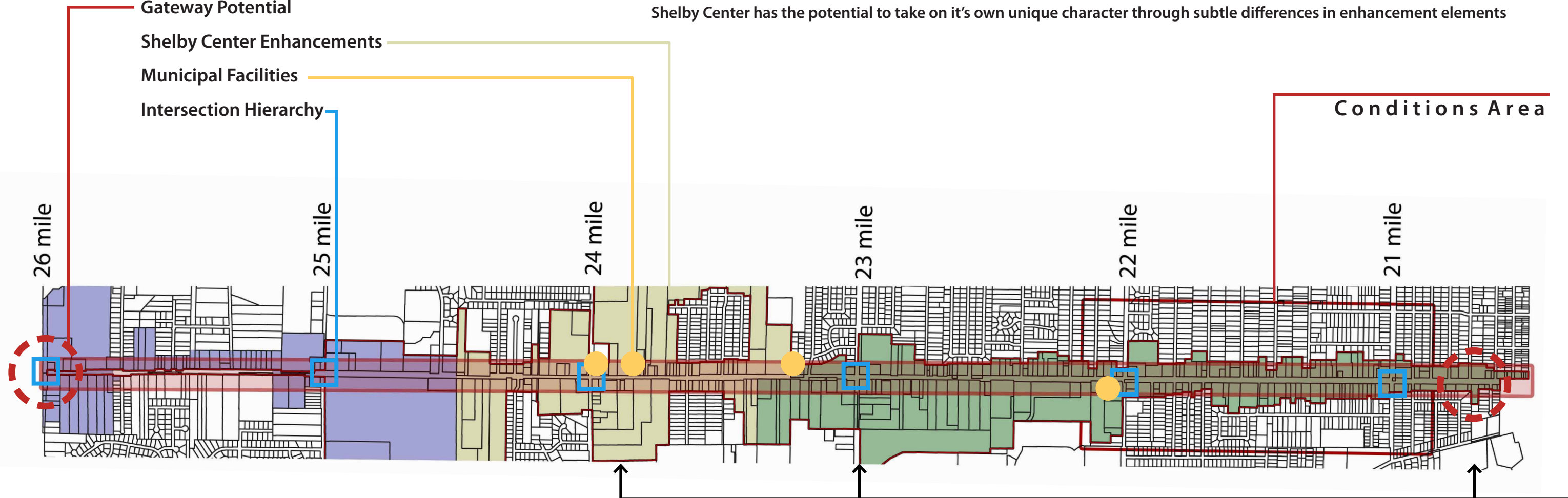
Municipal Facilities

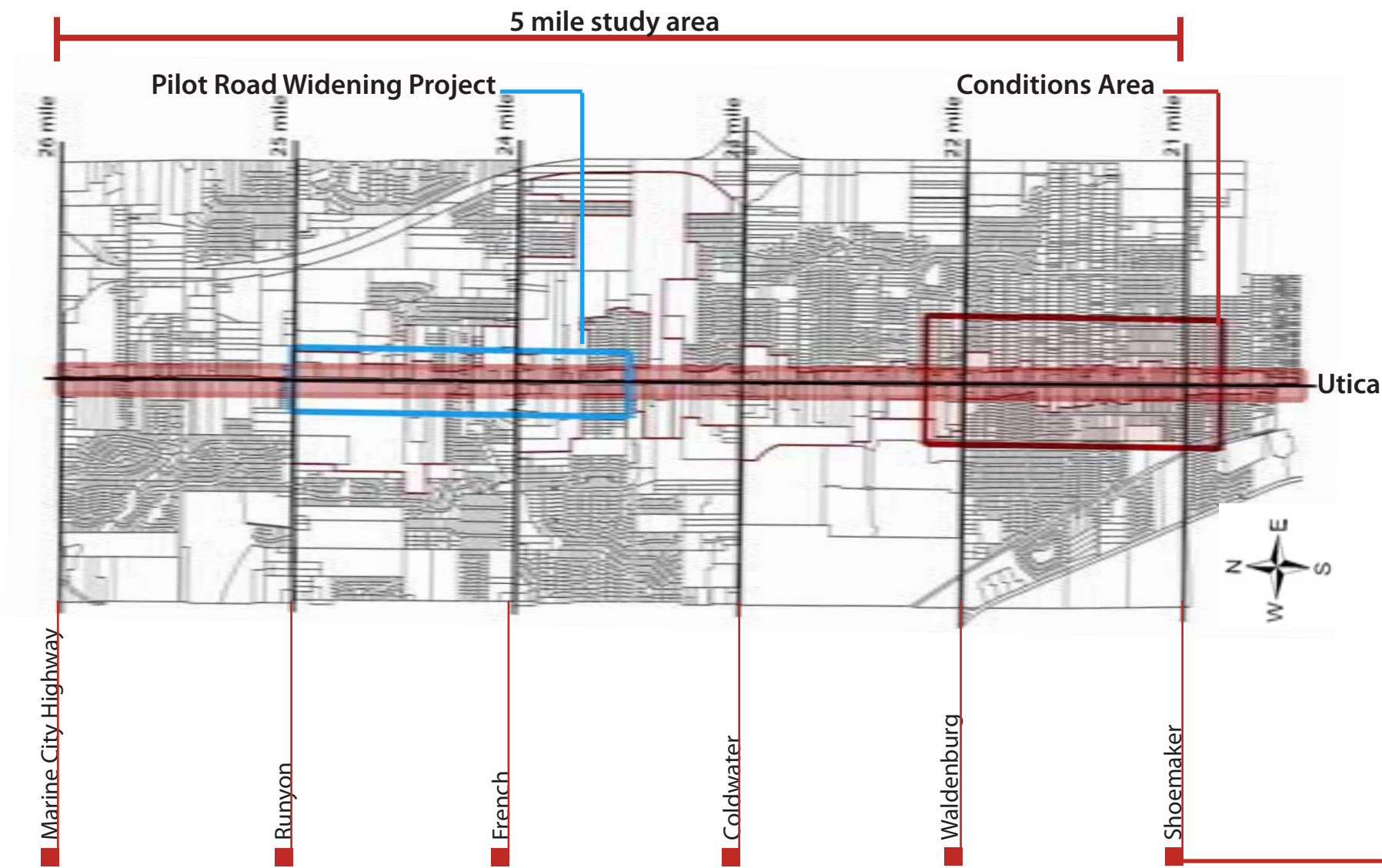
Intersection Hierarchy



North Van Dyke and Van Dyke South share similar character and enhancement elements

Shelby Center has the potential to take on it's own unique character through subtle differences in enhancement elements

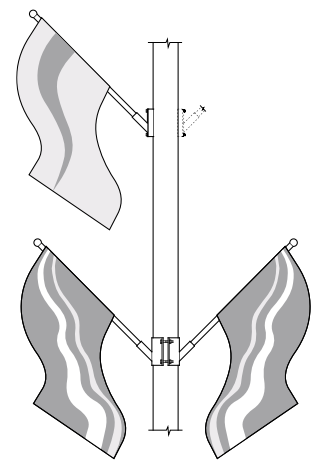




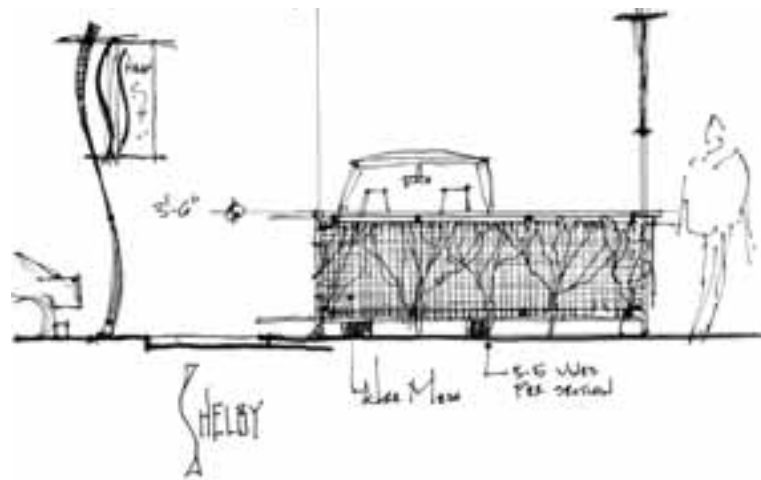
STUDY AREA

Historic Influences:

- Indian Trails
- Paved (Van Dyke) 1922
- Historic Road Names
(plaques or signs)
- Packard Proving Ground Lights



Shelby Center Unique Streetscape Enhancements



Gateway Precepts



Intersections: Crosswalks/Inlays

ENHANCEMENT OPPORTUNITIES



Existing Condition

This building facade presents an appropriate opportunity for green space. Landscaping enhances the buildings appearance and replaces unnecessary hardscape.

Enhancement Opportunity



Crosswalks provide safety for pedestrians and shall be located at entries and intersections. Although pavers and colored materials are preferred, thermal tape is a time saving and cost effective method.



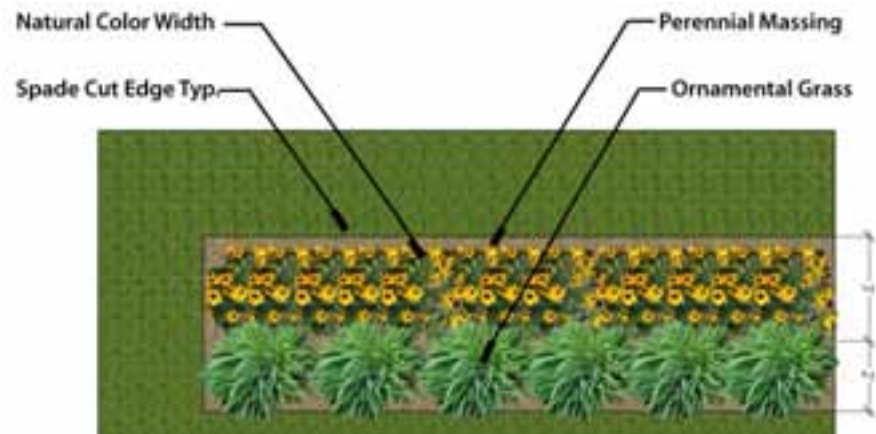
The space between parking areas is not maintained and neglected. Part of the beautification strategy is to utilize excess parking spaces and create amenities. This is an ideal area for a raingarden swale as well as a parking buffer.



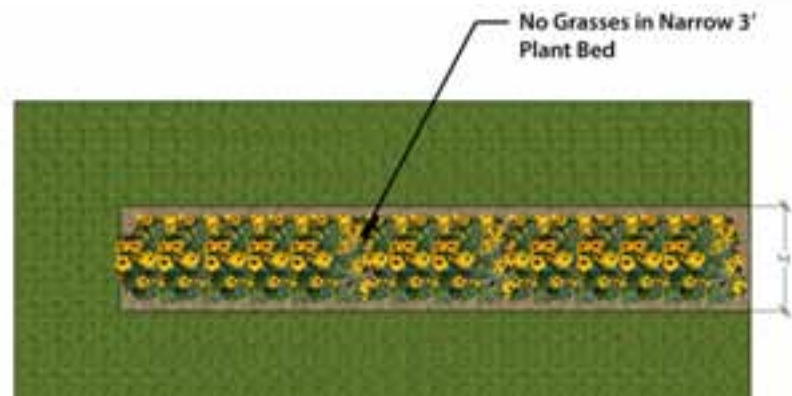
Parking areas should be separated from pedestrian circulation for safety reasons as well as buffered visually for aesthetic reasons. Landscape provides shade reduces water runoff and break up hard surfaces improving site aesthetics and the overall character of the corridor.



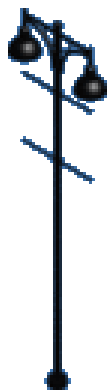
SHELBY CENTER ENHANCEMENT CONCEPTS



Shelby Center Unique Streetscape Enhancements
The 5' Shelby Center R.O.W. landscape bed allows for Ornamental Grass backdrop to Daylilly mass

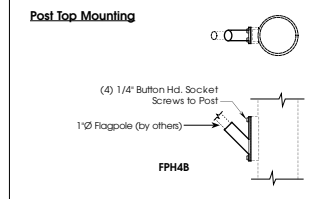


Typical Shelby Streetscape Enhancement
The typical 3' R.O.W. landscape bed is Daylilly masses, species may vary every mile. Landscape beds shall be a minimum length of 9'.

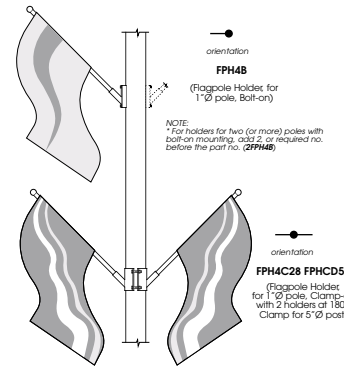


Flagpole Holders Cast Aluminum

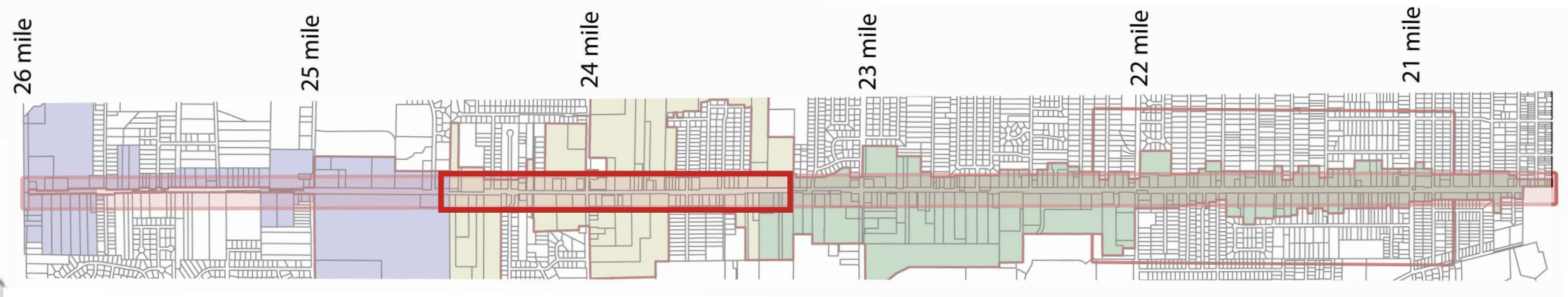
MOUNTING DETAILS



SUGGESTED FLAGPOLE USAGE

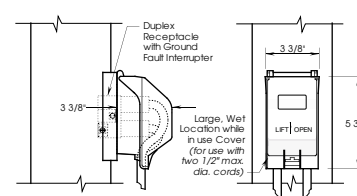


NOTE:
* For information on specifying orientation and mounting heights see **Orientation Guide** in the back of the Accessories section in the catalog.
* Flags not furnished by Antique Street Lamps, Inc.



Weatherproof Receptacles External, Post Shaft Location

External receptacles are typically installed above pedestrian level for special event uses and decorative seasonal lighting.



Receptacle with Large, In-Use Wet Location Cover

Catalog part # FGIUL-S

SPECIFICATIONS

A 20 amp, 125 volt, ground fault circuit interrupter duplex receptacle shall be mounted in the post. The receptacle shall be UL listed according to E-48380 and UL 943 Class A and UL 498. The receptacle shall have a cast aluminum, lockable, UL Listed cover that is suitable for wet locations while in use and complies with NEC Article 410-57(b). The cover shall accept most common cord sets up to 1/2" diameter (12/3). The receptacle and cover shall mount to an outlet opening, in the post shaft, with a gasket and stainless steel screws.

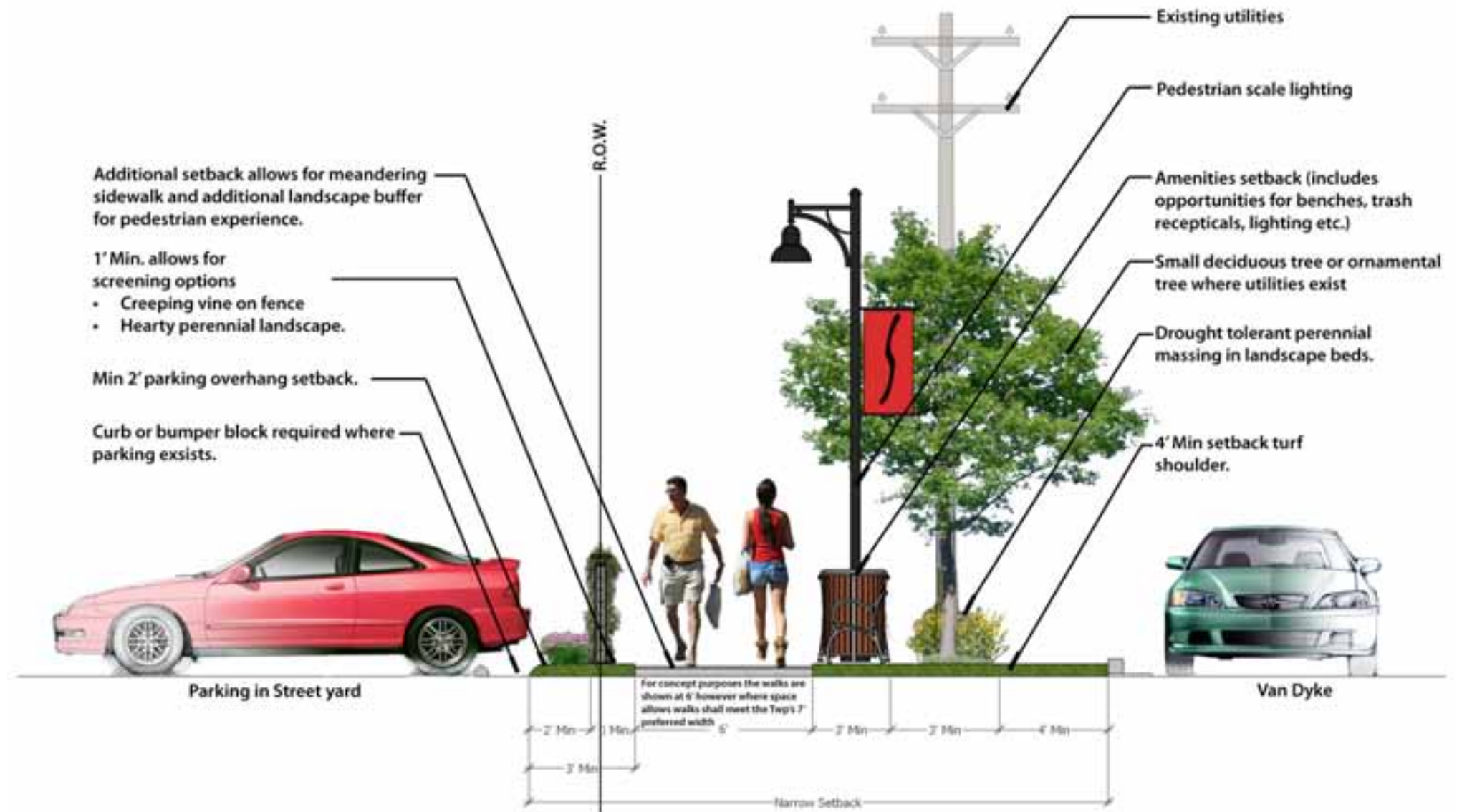
ANTIQUE Street Lamps
2014 W. Rundberg Ln • Austin, TX 78758 • (512) 977-8444 • fax (512) 977-9622

For information on specifying orientation and mounting heights see **Orientation Guide** in the back of the Accessories section in the catalog.



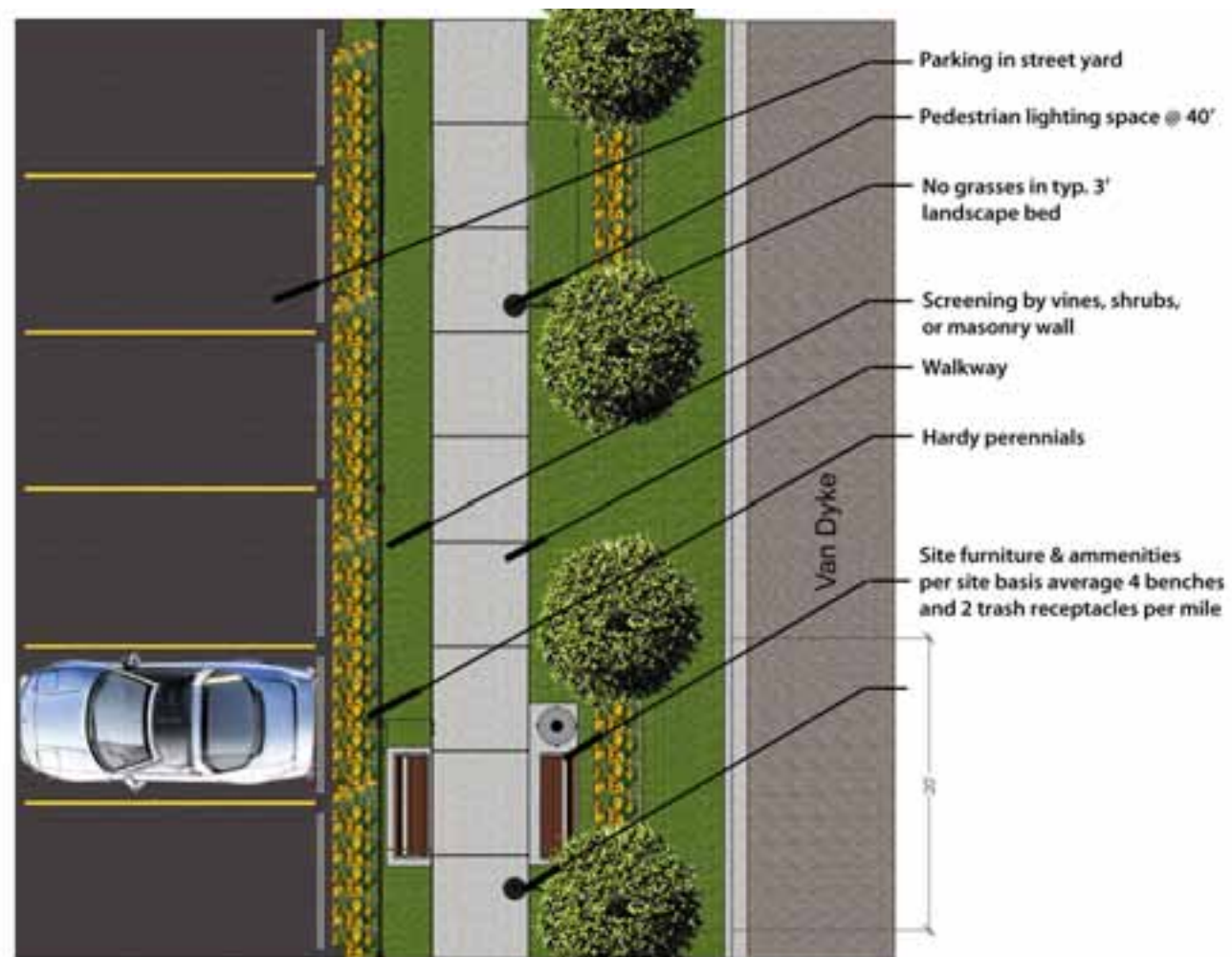
Scheme A

Throughout the Van Dyke Corridor there are repeated instances where there is little or no parking buffer to separate pedestrians from vehicular parking. We recognize the need for a buffer treatment even in these "Narrow Setback" conditions which led to the development of Scheme - A



SECTION-A

SITE SCHEME - A (NARROW SETBACK)



Even narrow setbacks can be improved to create spaces...

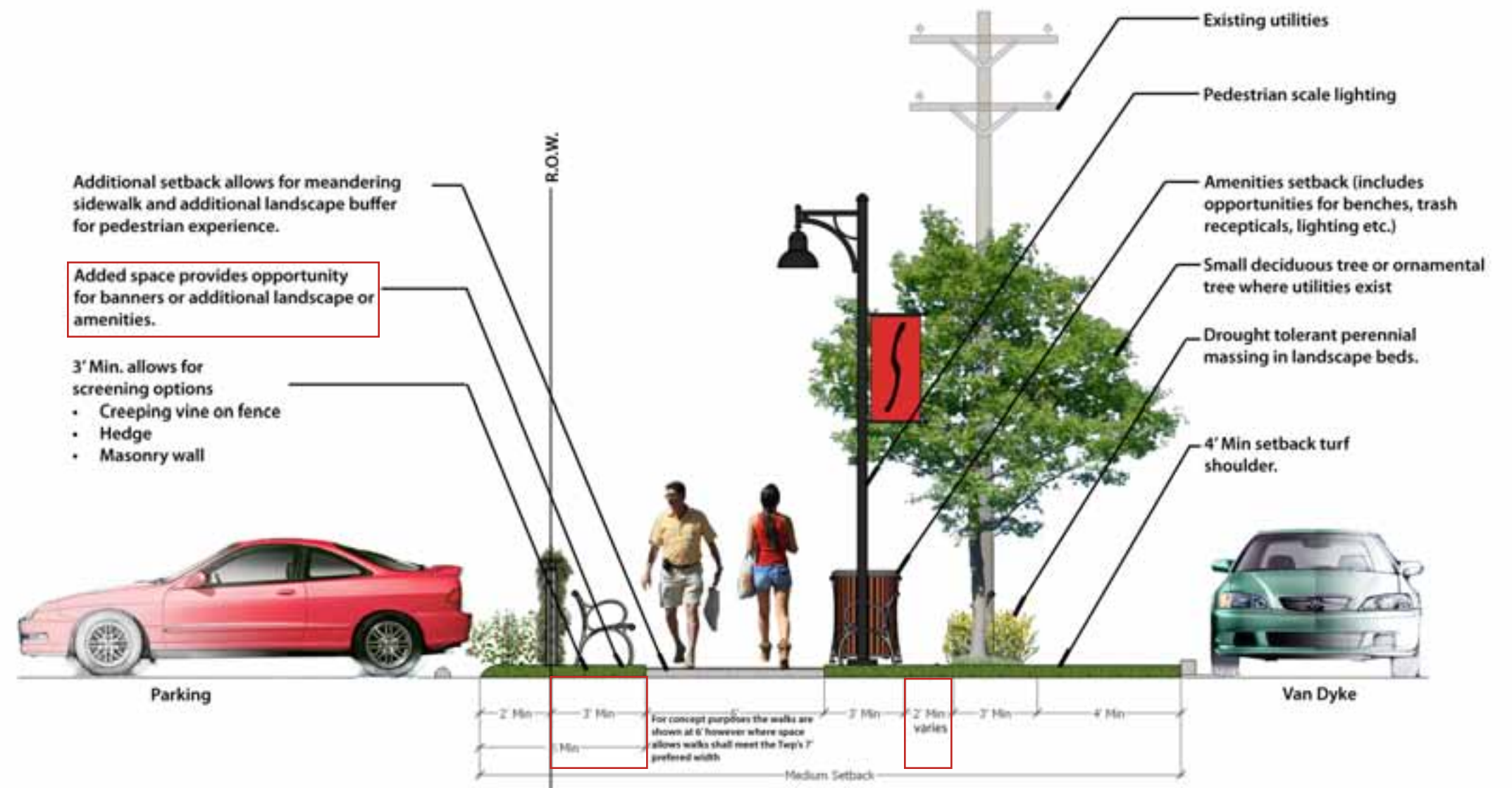
PLAN - A

ILLUSTRATION - A



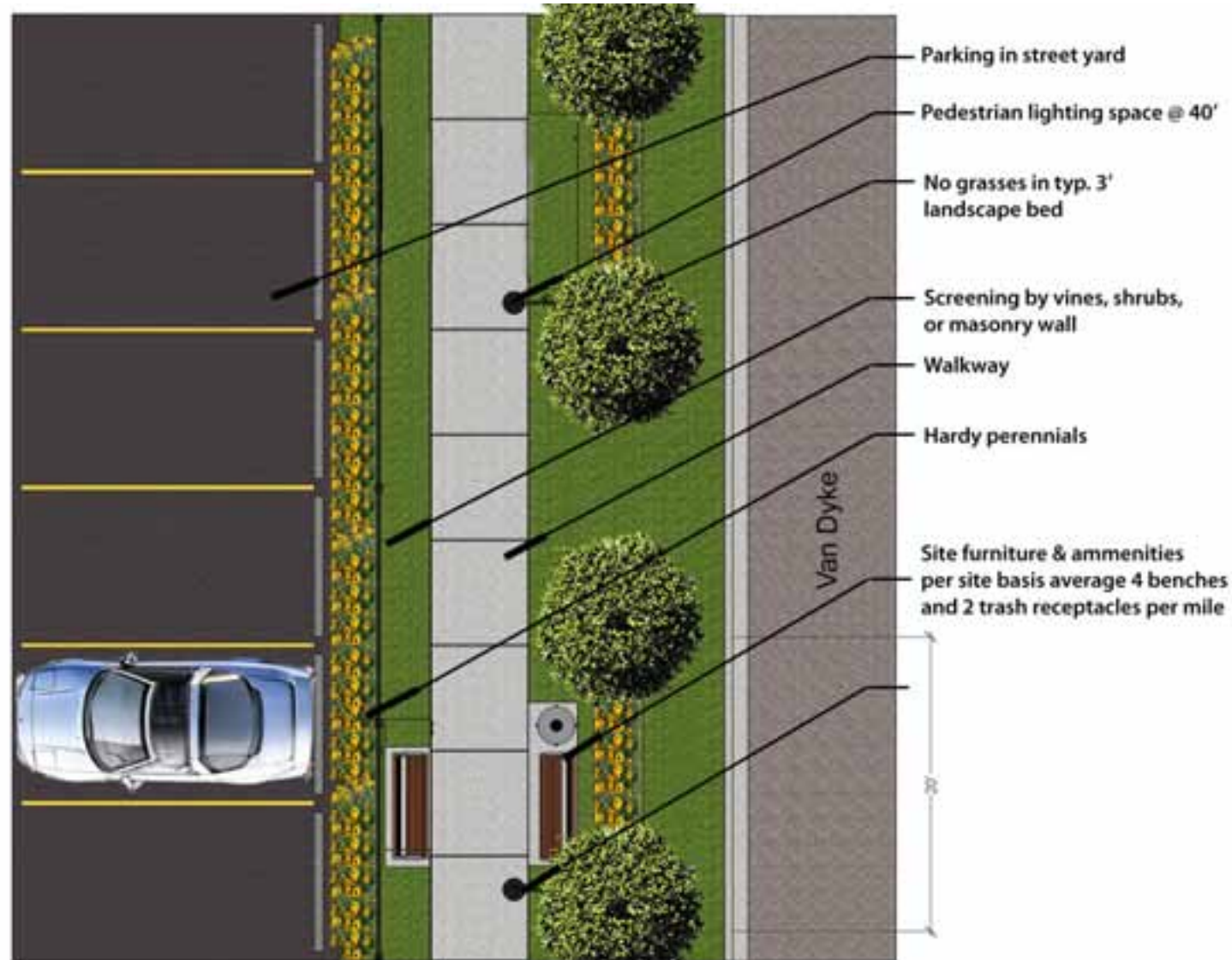
Scheme B

There are numerous instances throughout the Van Dyke Corridor where adequate space exists for a parking buffer and limited amenities, however the spaces are not utilized. There are much better options for a R.O.W. treatment with "Medium Setback" which led to the development of Scheme - B



SECTION - B

SITE SCHEME - B (MEDIUM SETBACK)



Creating opportunities for human interaction...

PLAN - B

ILLUSTRATION - B



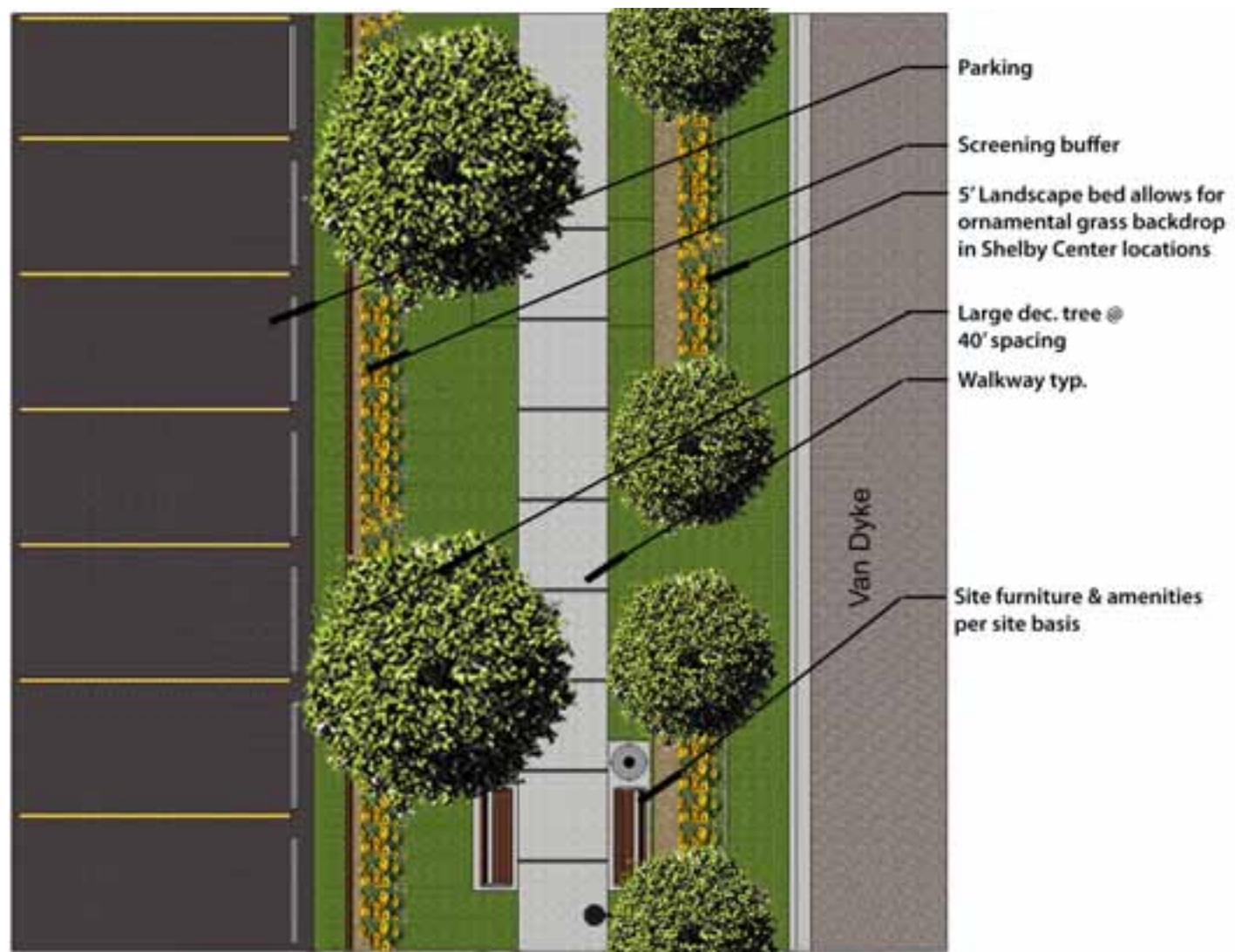
Scheme C

Throughout the Van Dyke Corridor areas with adequate space for a parking buffer as well as pedestrian amenities and landscape exist. These "Large Setback" spaces do not live up to their potential. Scheme - C was developed to display the potential for a park-like character in the Van Dyke Corridor.



SECTION - C

SITE SCHEME - C (LARGE SETBACK)



Creating a park-like atmosphere...

PLAN - C

ILLUSTRATION - C

SITE FURNISHINGS

Lighting & Banner Accessories

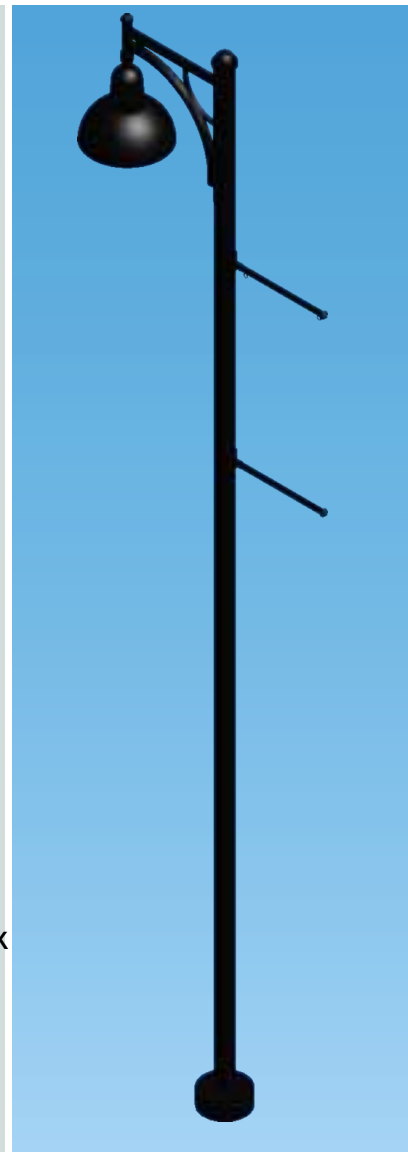
Hanover Series Small Luminaire

Features of Aluminum Posts

- Aluminum is cost effective with cheaper freight
- Aluminum is lighter weight for easier installation



- 16'-0" tall aluminum poles # EPAX 16 S4 ANBK
- EAE4 Aluminum Arm # EAE4/1 PE1 ANBK
- Hanover Series Small Luminaire # EH16ST 150M MED GCF SR5S TB2 ANBK
- 1 banner with Top/Bottom arm(s) # 2BAB 20 H 5 BBA BAEB ANBK
- Black, polyester powder coat # ANBK
- 18'-7.5" overall lighting post height



SPECIFICATIONS

POST

Eurotique Series Aluminum Pole, 4" diameter, 10.5" diameter Base

- 16'-0" post height
- #EPAX 16 S4 ANBK

ARM

EAE4 Aluminum Arm

- mounts to 3-3/8T11 post tenon
- #EAE4/1 PE1 ANBK

LUMINAIRE

Hanover Series Small Luminaire, 16" wide x 16" high with Clear Glass Flat Lens

- Star Nights: Full Cut-off
- #EH16ST 150M MED GCF SR5S TB2 ANBK

ACCESSORIES

Cast Aluminum Banner Arm (+): 1 banner with Top/Bottom arm(s), height 15'-0" Optional Lower arm/eyebolt at 11'-6", 42" below top arm. Banner arm oriented at 0 degrees.

- 20 inches long
- #2BAB 20 H 5 BBA BAEB ANBK

INSTALLATION

The top of the luminaire mounts to a Eurotique arm plumbmizer. A handhole with cover is provided in the lower shaft for wiring access. A two-piece aluminum cover conceals the pole anchor bolts. The arm slip-fits the post tenon with stainless steel socket set screws.

- 7"Ø bolt circle.
- 0.75" x 18" L-type, hot-dip galvanized anchor bolts. 36000 psi.

FINISH

All metal parts are finished with a Black polyester powder coat

- #ANBK

Dimensions

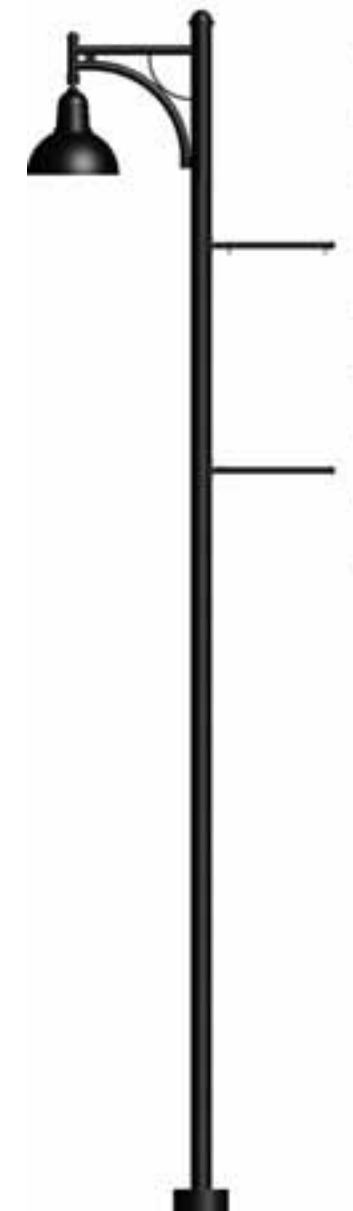
- Light Center Height: 16'-3.5"
- Overall Post Height: 18'-7.5"

Wind Loads

Windloading for this post and accessories has been checked for the 80 mph winds where the post will be installed and has passed.

EUROTIQUE®

Hanover Series
Small Luminaire
Eurotique Aluminum Pole
EAE4 Series Arm



Anchorage/Orientation Plan

Street Side



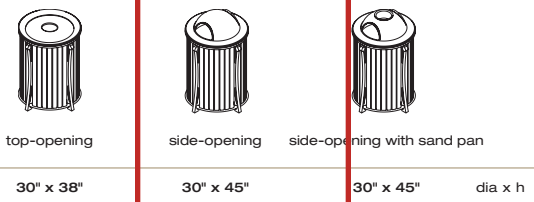
SITE FURNISHINGS

Benches & Trash Receptacles



Litter Receptacles

The Plainwell litter receptacle has a 35-gallon capacity, and includes a black polyethylene liner. Side panels are available in aluminum or a selection of woods. Metal parts finished with Pangard II® powdercoat available in standard colors; optional colors available for an upcharge. Frame and aluminum side panel may be specified in different colors. Rotomolded black polyethylene top is attached by cable to the receptacle. Lid available in top opening or side opening styles. Freestanding/surface mount support is standard. Optional sand pan available for side opening receptacles. Unit is emptied by lifting bag from top.



Finishes

All metal is finished with Landscape Forms' proprietary Pangard II® polyester powdercoat, a hard yet flexible finish that resists rusting, chipping, peeling, and fading. Call for standard color chart. Interior woods are finished with Landscape Forms' exclusive LF-80 wood finish, a clear catalyzed lacquer. Custom stain may be specified for maple and red oak for an upcharge.

To Specify

Bench: Select Plainwell bench, 72" or 96" length, wood type or aluminum seat and powdercoat color. Specify with or without center arm or intermediate arms for 96" bench. For Jarrah wood, indicate for interior or exterior use.

Litter Receptacle: Select Plainwell litter, wood type or aluminum side panels, powdercoat color. Specify top or side opening; if side opening is specified, select with or without sand pan.

Interior Wood Choices: Maple, Jarrah, Red Oak

Exterior Wood Choices: Jarrah, Ipe



landscapeforms®

800.521.2546 269.381.3455 fax
431 Lawndale Avenue, Kalamazoo, MI 49048
www.landscapeforms.com

Net Pricing and Ordering Information

model	description
SBTRO-72BA	Backed Trio™ bench, extruded Aluminum slats
SBTRO-72BW	Backed Trio™ bench, FSC-Certified Ipé wood slats
SBTRO-72NA	Backless Trio™ bench, extruded Aluminum slats
SBTRO-72NW	Backless Trio™ bench, FSC-Certified Ipé wood slats
Optional powdercoat color from Forms+Surfaces standard color chart	
Custom RAL powdercoat color	
To order specify: Quantity, model, powdercoat color for frame castings, anodized color for Aluminum slats. Pricing does not include freight.	

© 2008 Forms+Surfaces® All dimensions are nominal. Specifications and pricing subject to change without notice. For the most current version of this tech brief please refer to our web site at www.forms-surfaces.com.



Backed Trio™ Bench shown with frame in Black Texture powdercoat and Ipé wood slats.

Installation

Trio™ benches must be surface mounted. Anchors and Stainless Steel mounting screws are included.

Maintenance

Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid the use of abrasive cleaners. Ipé slats can be maintained by re-oiling as needed with Penofin® hardwood finish or similar products. Slats can also be left alone to weather to an attractive silver-gray patina.

Environmental Considerations

Trio™ metal components have a high recycled content and are fully recyclable. Powdercoat finishes are very low or no VOC. All wood is FSC Certified.



Member of the USGBC
LEED® Accredited Professional on Staff
FSC Certified Supplier
SCS-COC-001461

FORMS+SURFACES®

www.forms-surfaces.com

ADDITIONAL FURNISHINGS

Furnishings

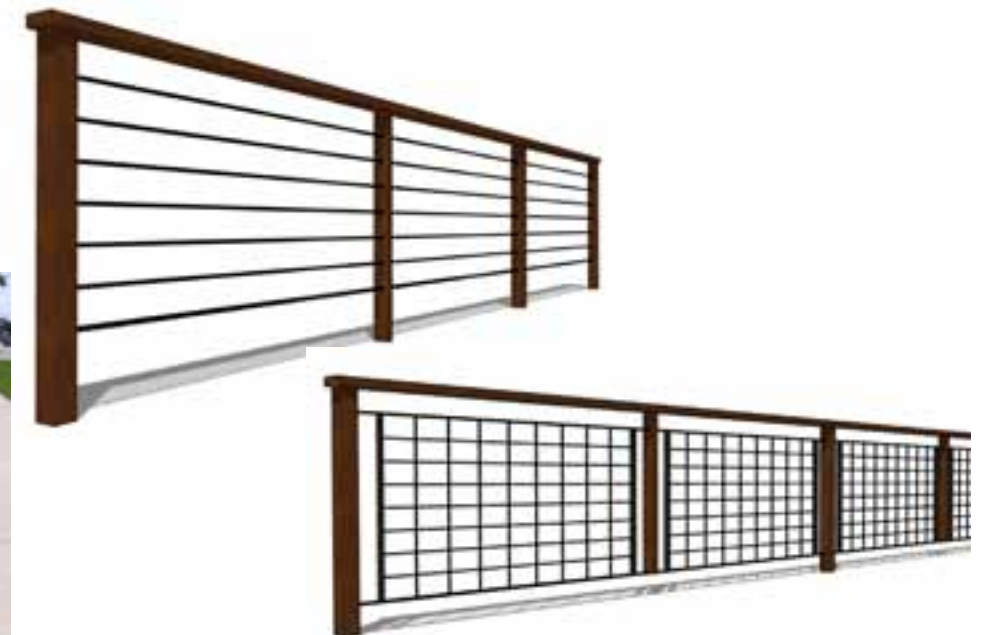
Sidewalks

Parking Buffers

Bike Racks



Picture frame border with brushed concrete finish



DESIGN DETAILS

Furnishings

Public Art

Drinking Fountains

Pedestrian Signage



PRELIMINARY PLANT SELECTIONS

Plant List

Deciduous Trees:

- Bradford Pear
- Red Maple
- Linden
- Red Oak
- Thornless Honey Locust

Ornamental Trees:

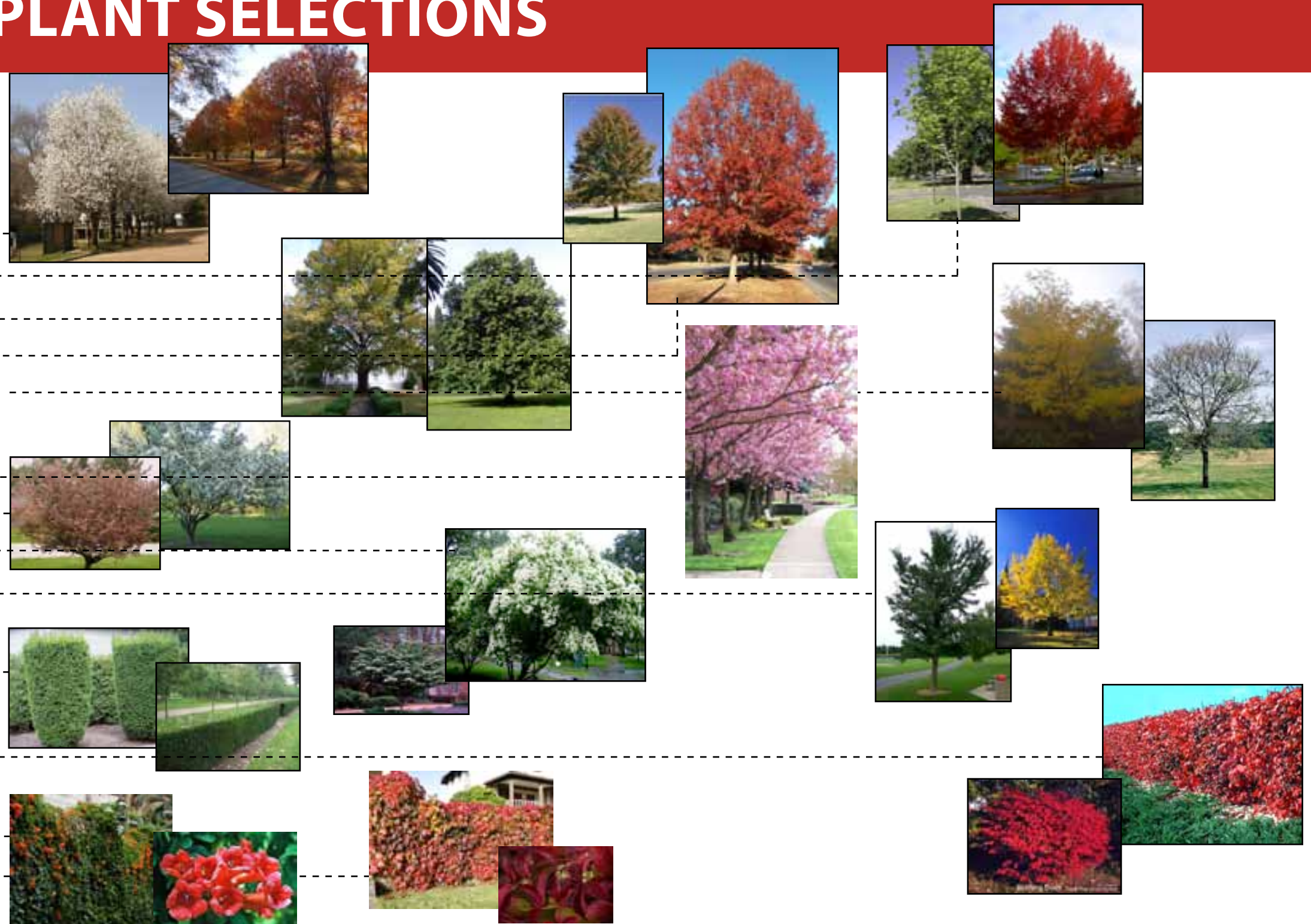
- Kwansan Cherry
- Crabapple
- Kousa Dogwood
- Ginkgo

Hedges:

- Yew/Hicksii
- Karl Foerster
- Burning Bush

Screening / Vines

- Trumpet Creeper
- Virginia Creeper



PRELIMINARY PLANT SELECTIONS



Plant List

Shrubs:

- Knock Out Rose
- Red Twig Dogwood (dwarf)
- Spiraea

Perennials:

- Black Eyed Susan
- Autumn Joy Sedum
- Daylily
- Fountain Grass
- Karl Foerster
- Hosta



MAINTENANCE / BEAUTIFICATION

Maintenance

High-quality maintenance of any streetscape is a vital element in protecting the investment expenditures for public improvements and is often overlooked. Budgets should be appropriated to incorporate a unified maintenance program making sure that time and money are not wasted. Additionally, well-maintained landscaping showcases pride and commitment to the investment. It also reinforces the community's value for creating a high quality place. The following list outlines some of the important maintenance requirements to be considered as part of the overall beautification strategy and maintenance program.

1. Sidewalks – All sidewalks should incorporate periodic sweeping and cleaning as well as a snow removal program.
2. Light Poles – All light poles should be checked monthly to ensure the light source is working properly.
3. Benches and Trash Receptacles – Benches and trash receptacles should be checked periodically for loose connections or damage. Painting should not be necessary if powder-coated items are chosen and wear and tear is at normal levels.
4. Irrigation System – An irrigation system is highly recommended if budget permits. Typical maintenance includes; yearly winterization, spring turn-on, and ongoing seasonal repairs. A monthly checklist should be incorporated into the maintenance plan requiring the system to be manually turned on and inspected once a month.
5. Street Trees – A mulching, fertilization, pest control and pruning program should be incorporated into the maintenance plan. This will help produce healthy street trees along with maintaining their health and vigor.
6. Plant Beds – Plant materials should be pruned as necessary. Planters should be weeded biweekly during spring and summer months. Applying a pre-emergent such as Preen, will help control weeds. Perennials should be cut back in early spring or late fall pending species. Shredded hardwood mulch should be applied in the early spring. This mulch breaks down and provides organic matter to the soil and is good for the plants unlike the red chip mulch or stone mulch which should be prohibited.
7. Lawn Areas – Lawn areas should have a seasonal maintenance program for fertilization, weed control and aeration. A unified mowing program for the turf areas in the public Right-of-Way should be considered.

IMPLEMENTATION STRATEGIES

Implementation of the streetscape beautification concept throughout the entire Downtown Development District is anticipated to be a long-range program. The physical improvement of this public and private realm for a distance of 5.5 miles will require a comprehensive strategy to guarantee success. A variety of actions will be combined in order to achieve the ultimate objective of a unified visual character for the entire district. The following is an examination of some of the individual implementation actions that may be required:

PROMOTE THE DESIGN SCHEMES TO PROPERTY OWNERS TO ENCOURAGE IMPLEMENTATION

- Develop a promotional brochure about the 3 design schemes presented in the study document
- Feature the beautification concept in print, email, and on website
- Consider the establishment of a Streetscape Design Assistance program of grants to assist business ready to commit to implementation on their site
- Work with the Shelby Township Beautification Committee to establish test plots and maintenance programs

CREATE STANDARDS FOR NEW DEVELOPMENT, ADDITIONS AND RENOVATIONS

- Work with the Planning Commission and Township Planning Director to incorporate the concepts into the Landscape and Site Plan Standards of the Zoning Ordinance
- Develop a permanent set of Presentation Boards to facilitate “impromptu” workshops and conversations

DEVELOP INSTALLATION PROGRAM

- Complete Access Management Plan for Van Dyke that will illustrate district-wide improvements to traffic and property access
- Work with a lighting consultant to lay out the locations and spacing for district-wide pedestrian light fixtures, based upon the recommendation of the Access Management Plan
- Coordinate sidewalk improvements with the Shelby Township Board and its Sidewalk Committee
- Estimate costs of streetscape program; Assess bonding capability of the DDA’s Tax Increment Financing Authority
- Identify installation methodology

SUMMARY

Summary

Revitalization of the Van Dyke Corridor will continue to take extensive planning and forethought. The area is large and incorporates a plethora of businesses and conditions which need improved upon.

The design alternatives offered in this study can establish a unified streetscape and will be one of many strategies to create a lasting identity along the corridor. Pedestrian safety and the visual quality of the Van Dyke Corridor are the two key objectives in all schemes. Both objectives are addressed and met with the addition of improved sidewalks, reduced pavement, landscape enhancements and site amenities such as benches, trash receptacles and pedestrian-scaled light poles. The design schemes also focus on the goal of improving the overall vitality of Van Dyke Road while emphasizing the commitment of the DDA and business owners by enhancing and improving the roadway landscape.

Beautification of an existing five mile road corridor is not easy. It takes planning, time, money and committed people. Van Dyke Road has the potential to become a prominent corridor in Shelby Township. In the coming years with small incremental improvements and beautification initiatives, the Van Dyke Corridor will appear as a unified whole with continuity. The opportunity is at hand to create a unique place for those who live, work and shop along the Van Dyke Corridor.