

DEARBORN LIVING STREET PLAN

CONCEPT PLAN
DEARBORN MI
MAY 2016



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PREPARED FOR THE CITY OF DEARBORN & THE MICHIGAN MUNICIPAL LEAGUE
BY HAMILTON ANDERSON ASSOCIATES

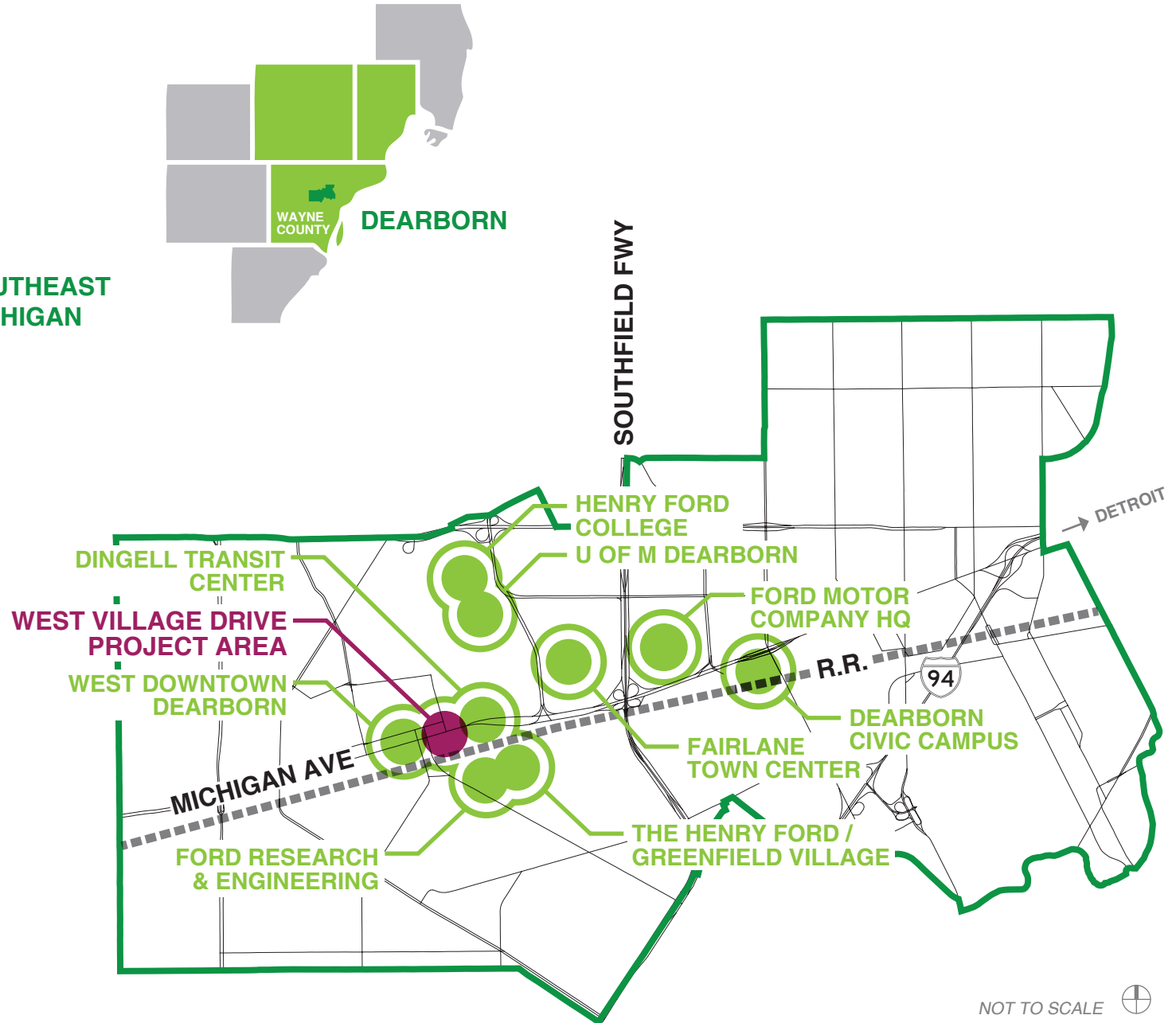
INTRODUCTION

Dearborn's West Downtown District is at a critical turning point. With the recent development of the new Dingell Transit Center in 2014, the City seeks to build on that momentum with its first transit-oriented development. The redevelopment of West Village Drive (currently Newman Street) from a service street to a vibrant, pedestrian-oriented connector will contribute to the overall goals for a denser, walkable, mixed-use district.

This plan builds on previous visioning work for the "West Village Connector" with a conceptual design and strategies to move the vision toward implementation. The plan carefully considers stakeholder needs and strategic phasing within the context of ongoing new development.

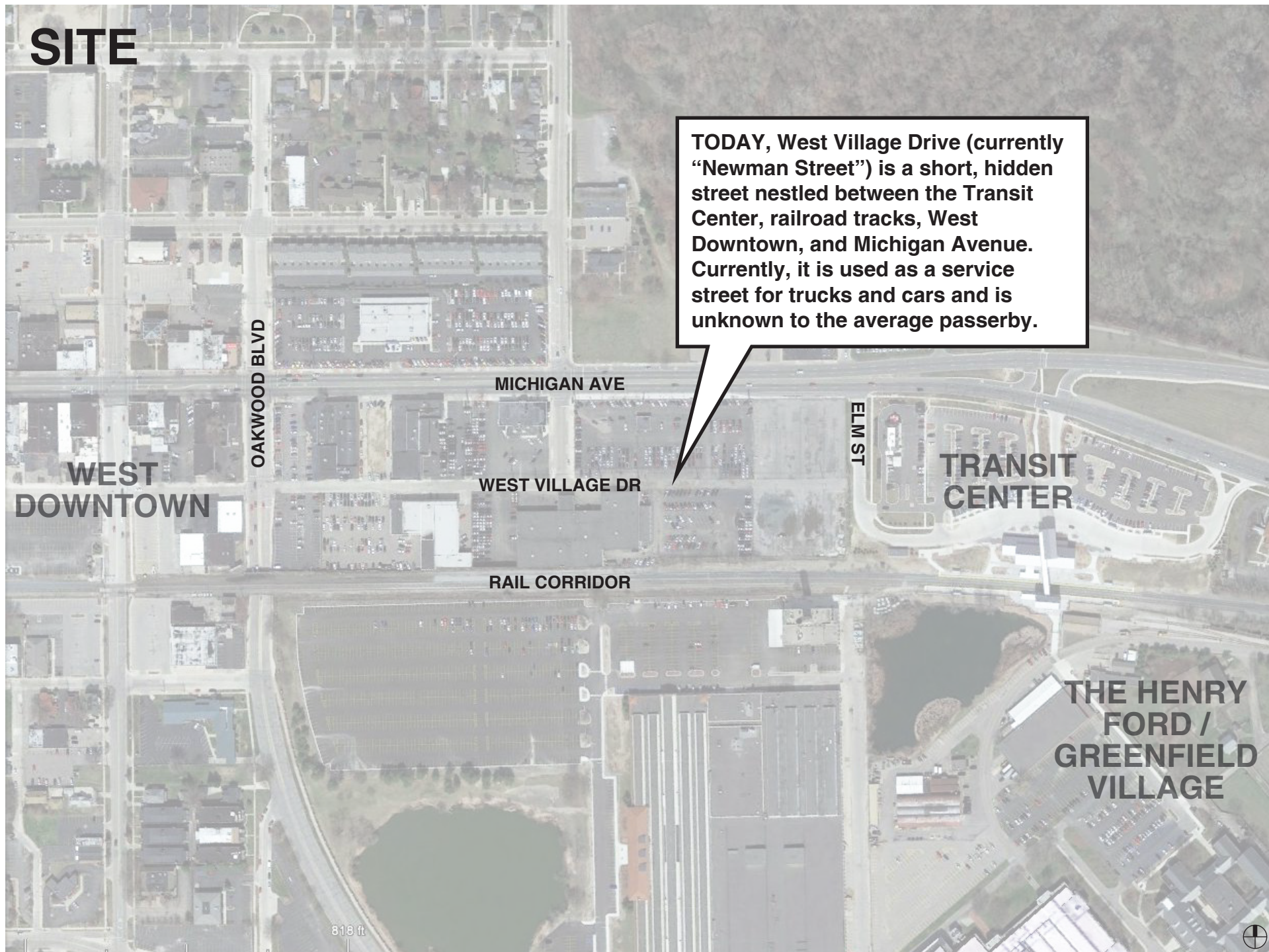


CONTEXT



West Village Drive is a crucial link between the Dearborn Transit Center and the West Downtown District as well as a number of nearby employment, educational, and cultural anchors.

SITE



TODAY, West Village Drive (currently “Newman Street”) is a short, hidden street nestled between the Transit Center, railroad tracks, West Downtown, and Michigan Avenue. Currently, it is used as a service street for trucks and cars and is unknown to the average passerby.

OAKWOOD BLVD

MICHIGAN AVE

ELM ST

TRANSIT CENTER

WEST VILLAGE DR

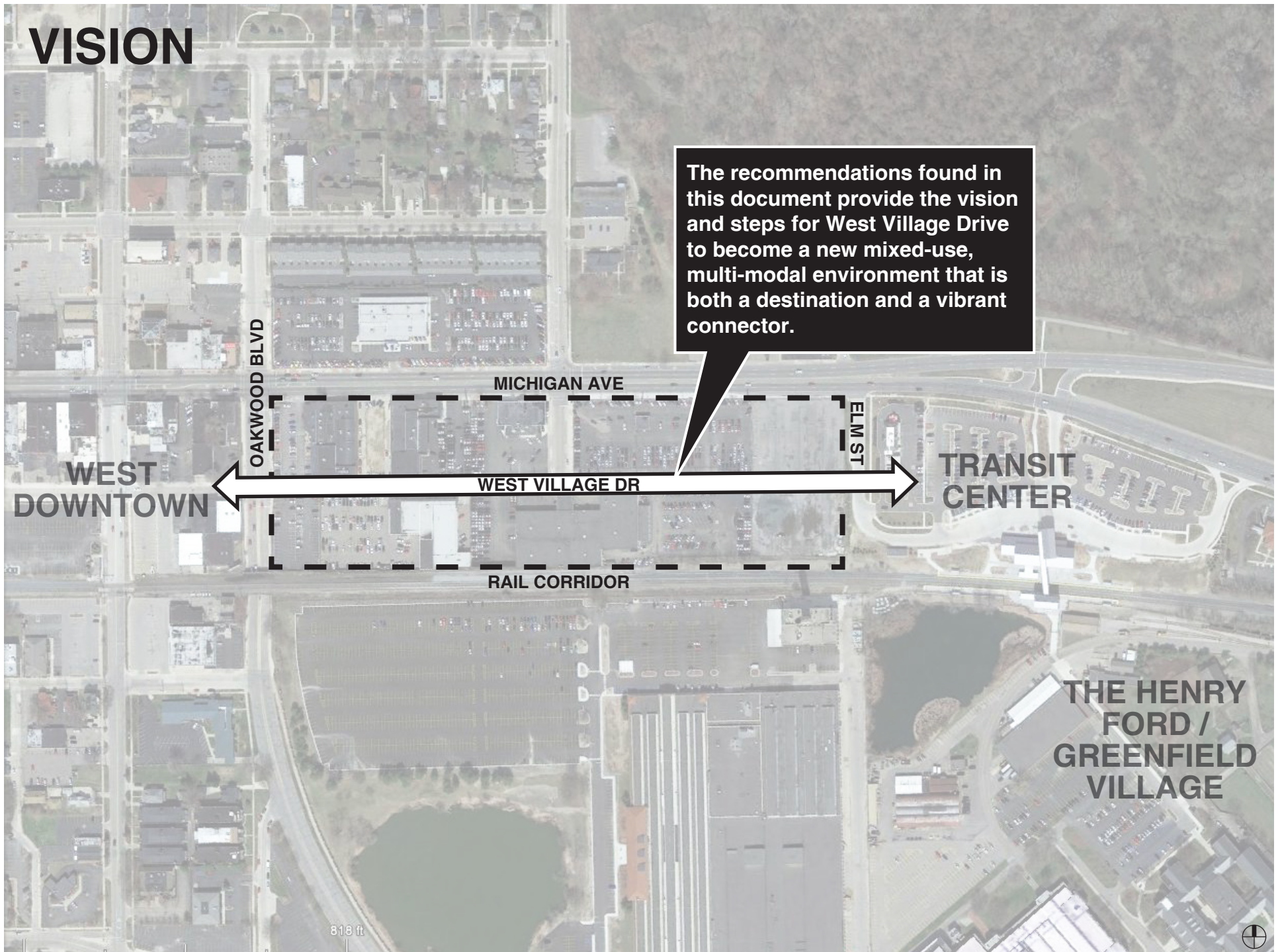
RAIL CORRIDOR

THE HENRY FORD / GREENFIELD VILLAGE

318 ft



VISION



CONCEPT APPROACH

Bury the
utilities

Recommendations focus
on improving conditions
for pedestrians by making
it more inviting and active
with both *small interventions*
that can be done today and
bigger changes in the future
alongside new development.

Activate
facades with
art murals

Create a parklet
for customers and
others who want a
place to sit

Enhance fencing
and other 'edge'
conditions

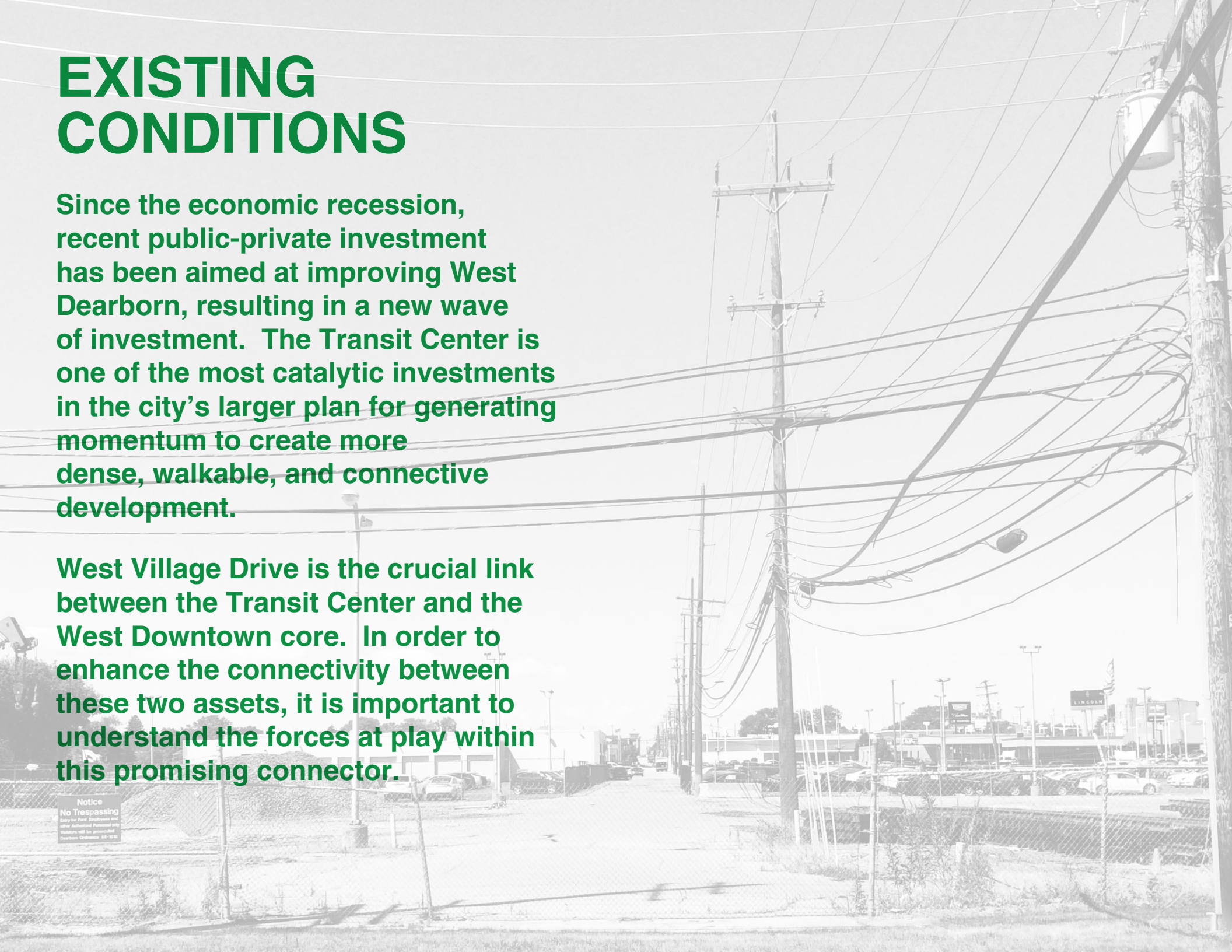
Improve the
landscape
with plants
and vegetation

EXISTING CONDITIONS

Since the economic recession, recent public-private investment has been aimed at improving West Dearborn, resulting in a new wave of investment. The Transit Center is one of the most catalytic investments in the city's larger plan for generating momentum to create more dense, walkable, and connective development.

West Village Drive is the crucial link between the Transit Center and the West Downtown core. In order to enhance the connectivity between these two assets, it is important to understand the forces at play within this promising connector.

Notice
No Trespassing
Entry by First Responders and
other Authorized Personnel only
Penalties will be prosecuted
Violation Ordinance 54-1211



EXISTING LAND USES, BUILDINGS, & USERS

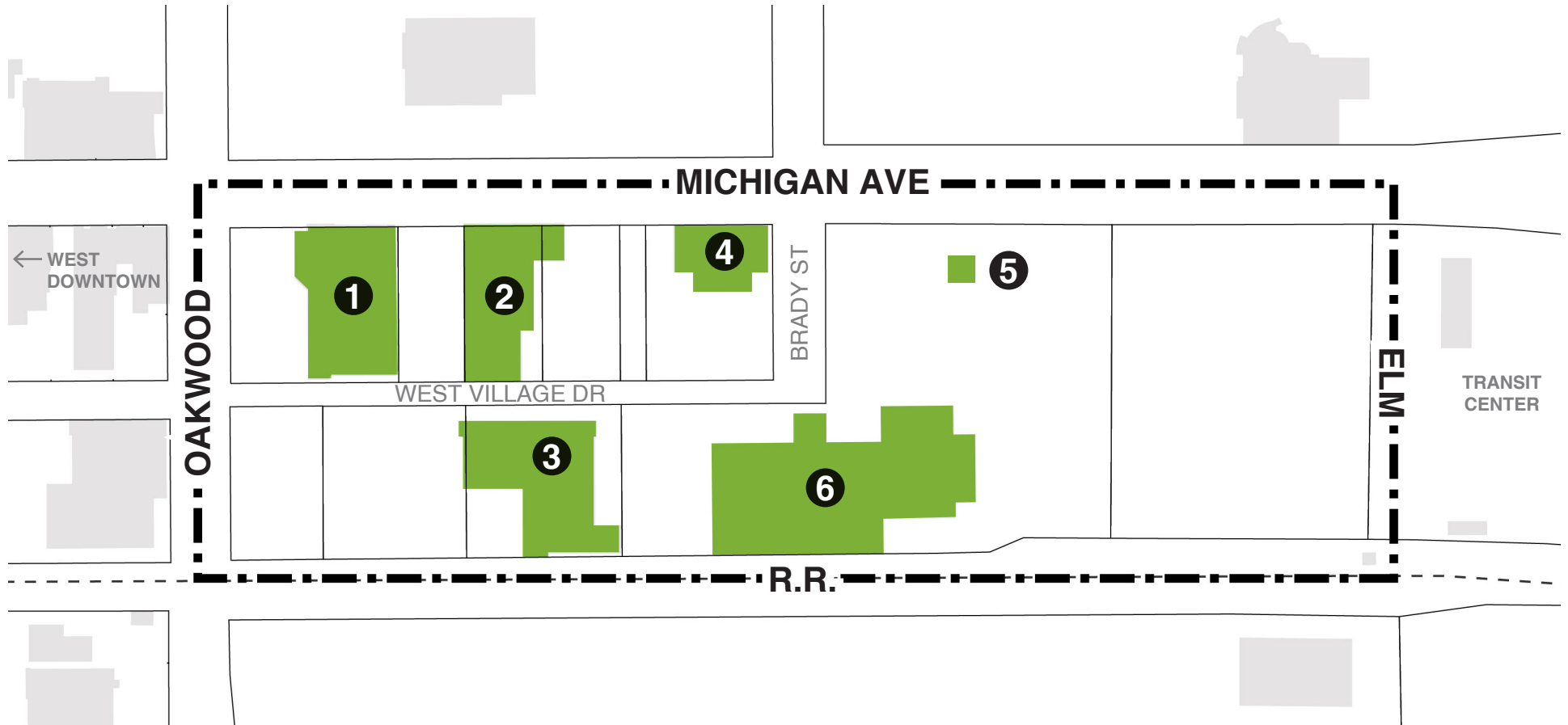
Current land uses in the project area are primarily auto dealerships and their related service buildings and parking lots. Westborn Market is a lively retail use anchoring the west end of West Village Drive; however, its current configuration and surrounding environment attracts a primarily auto-oriented customer base.

LEGEND: BUILDINGS

1. WESTBORN MARKET
2. LES STANFORD CADILLAC DEALERSHIP
3. LES STANFORD SERVICE CENTER
4. DEMMER LINCOLN
5. DEMMER LINCOLN USED CARS
6. DEMMER LINCOLN SERVICE CENTER

--- PROJECT BOUNDARY

NOT TO SCALE



MASTER PLAN & ZONING

LAND USE

- » **CURRENT LAND USE:** Commercial
- » **FUTURE LAND USE:** TOD

The City's future land use plan designates the project area "Transit Oriented Development" (TOD), calling for compact, mixed-use development that is pedestrian-oriented and incorporates public spaces.

ZONING

- » **ZONING DISTRICT:** BC - General Business District
- » **OVERLAY:** BD - Downtown Business District

The "BD" overlay standards include a more stringent list of allowable uses and lower parking minimums to encourage development that is more compact and urban.

While Dearborn's future land use plan and zoning standards intend to promote the kind of walkable, pedestrian-oriented development desired by the community, these standards and guidelines alone may not be rigorous enough to ensure development is of the proper urban form to create that environment.

It is important for the City to continue pursuing avenues that will regulate the intended physical form to ensure key investments — including recent transportation, infrastructure, and planning initiatives — are reinforced and leveraged by new development.

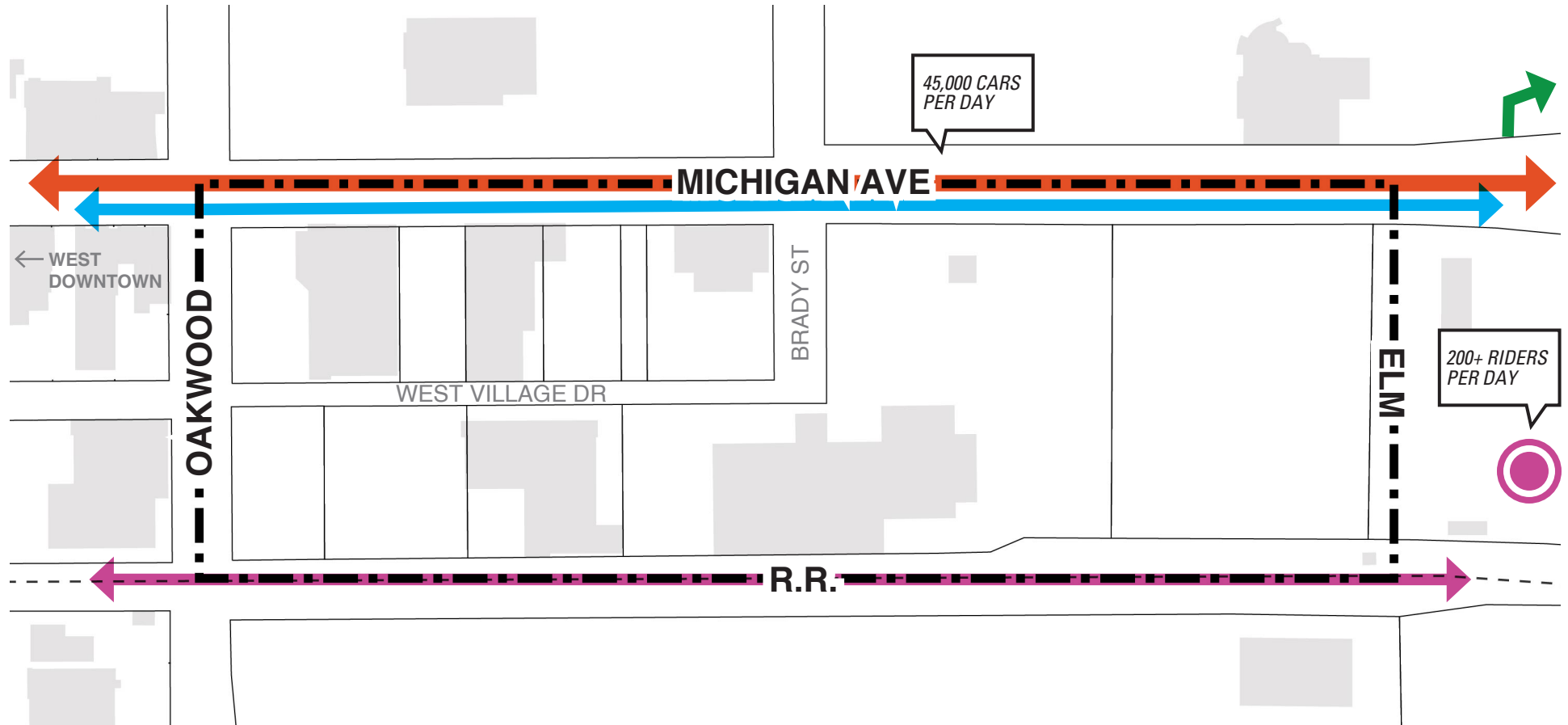
TRANSIT SYSTEMS

There are a number of transit options immediately serving the project area — Michigan Avenue BRT and the Detroit-Ann Arbor Commuter Rail being the most catalyzing opportunities for economic development and livability in West Dearborn. Michigan Avenue is an important arterial connecting Dearborn to Detroit but presents challenges to establishing a walkable urban environment in its current state due to the number of traffic lanes and high speeds.

LEGEND

- MICHIGAN AVENUE CORRIDOR
- MICHIGAN AVENUE BUS RAPID TRANSIT ROUTE (PROPOSED)
- ROUGE GREENWAY
- AMTRAK (CURRENT SERVICE), DETROIT-ANN ARBOR COMMUTER RAIL (PROPOSED)
- DINGELL TRANSIT CENTER
- PROJECT BOUNDARY

NOT TO SCALE



STREET CONDITIONS

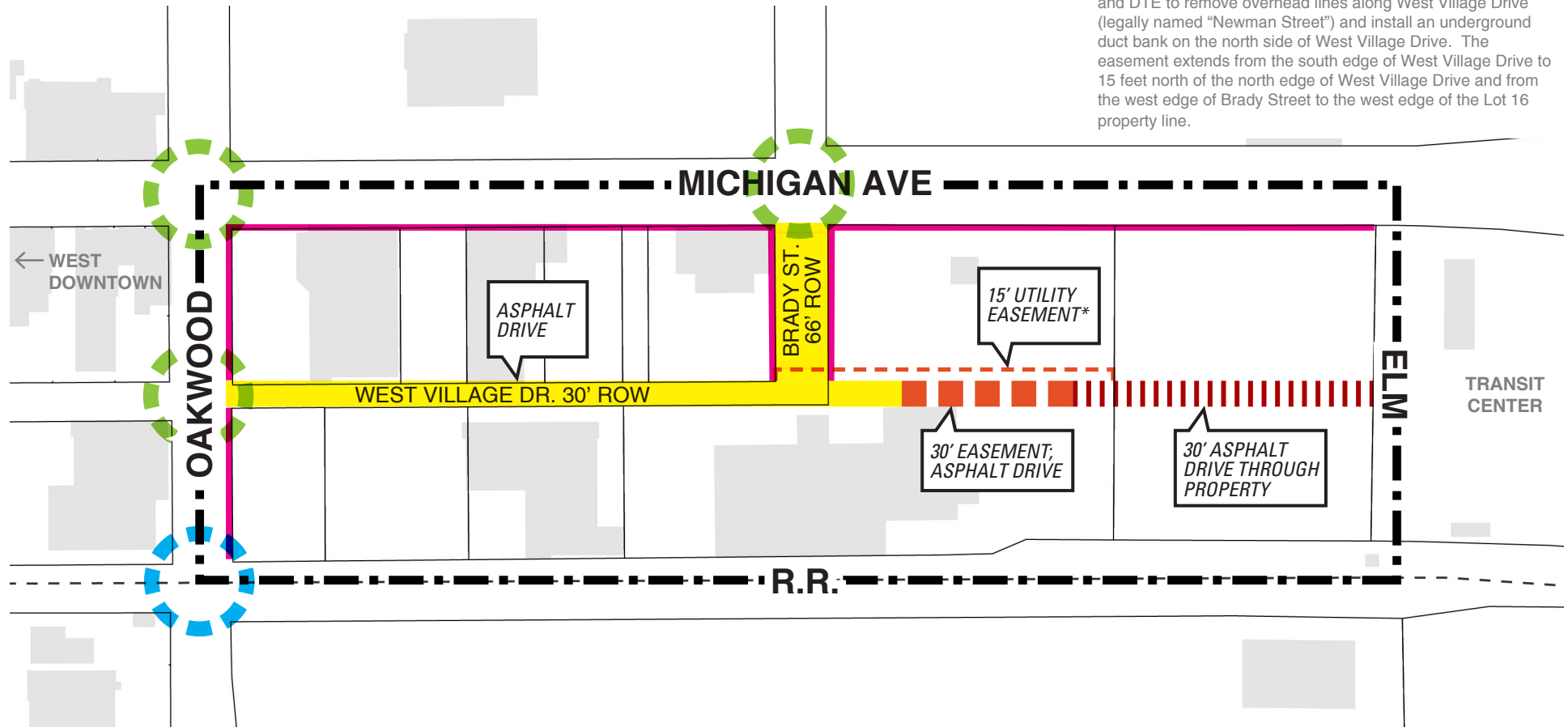
Current street conditions vary in terms of ownership, access, and utilities locations. The pedestrian infrastructure along West Village Drive and Brady Streets is limited or non-existent due to their auto-oriented nature. Crosswalk striping is consistently worn away, and sidewalk conditions are especially compromised in several locations within the project area.

LEGEND

- PUBLIC RIGHT-OF-WAY
- EASEMENT
- PAVED DRIVE (NO R.O.W. OR EASEMENT)
- SIDEWALKS
- SIGNALLED INTERSECTION
- VIADUCT
- PROJECT BOUNDARY

NOT TO SCALE 

***NOTE:** A 15-foot utility easement was secured by Ford Land and DTE to remove overhead lines along West Village Drive (legally named "Newman Street") and install an underground duct bank on the north side of West Village Drive. The easement extends from the south edge of West Village Drive to 15 feet north of the north edge of West Village Drive and from the west edge of Brady Street to the west edge of the Lot 16 property line.





WEST VILLAGE DR. AT OAKWOOD, VIEWING EAST:
WESTBORN MARKET (LEFT)



WEST VILLAGE DR. NEAR BRADY ST., VIEWING EAST:
DEMME SERVICE BUILDING (RIGHT)



WEST VILLAGE DR. EAST OF BRADY ST., VIEWING
EAST: PARKING LOT FOR DEMME SERVICE



WEST VILLAGE DR. EAST OF BRADY ST., VIEWING
NORTH: PARKING FOR DEMME SERVICE AND USED
CARS



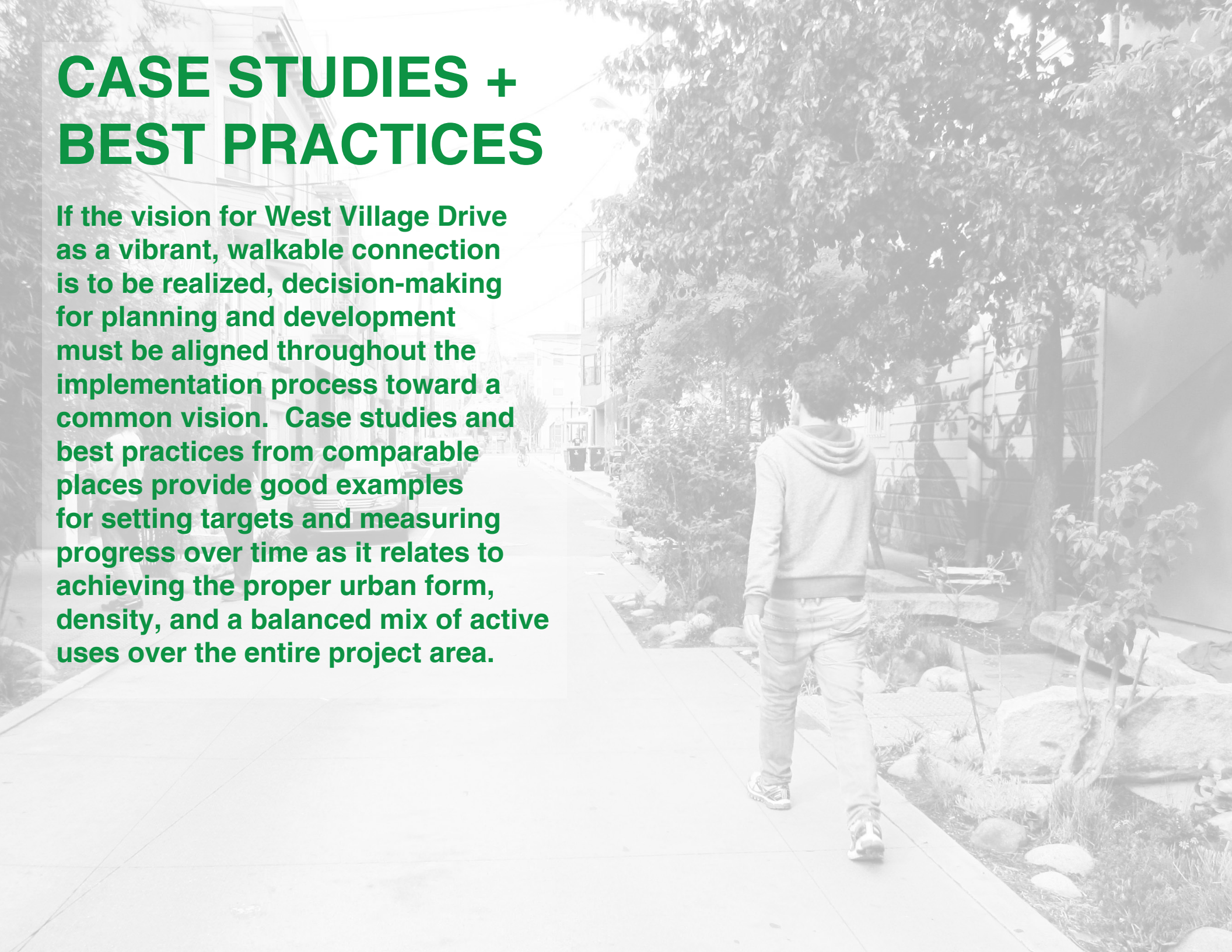
WEST VILLAGE DR. AT BRADY ST., VIEWING WEST:
DEMME PARKING (LEFT), LES STANFORD PARKING
(RIGHT)



ELM ST. NEAR LOT 16, VIEWING WEST DOWN NEWMAN
STREET

CASE STUDIES + BEST PRACTICES

If the vision for West Village Drive as a vibrant, walkable connection is to be realized, decision-making for planning and development must be aligned throughout the implementation process toward a common vision. Case studies and best practices from comparable places provide good examples for setting targets and measuring progress over time as it relates to achieving the proper urban form, density, and a balanced mix of active uses over the entire project area.



LINDEN ALLEY

San Francisco, CA

Linden Alley is a redeveloped portion of an existing street along a gritty block including an empty lot, an auto body shop, and the graffitied rear walls of buildings.

The shared, curbless street includes trees, benches, murals, and several small retailers — a vibrant environment generating significant foot traffic on a daily basis.

The city's Department of Public Works took the lead on implementation while the Neighborhood Parks Council helped coordinate funding. The streetscape project took five years.



LINDEN ALLEY

San Francisco, CA

- STREET WALL
- ACTIVE RETAIL
- MURAL
- PARKLET

KEY CONCEPTS:

- » Shared use traffic: pedestrians, bicycles, vehicles
- » 1 to 4 story building heights
- » On-street parking, including dedicated car-share
- » One-way vehicular traffic



ACTIVE RETAIL FRONTING THE STREET



TEMPORARY / POP-UP DEVELOPMENT



PARKLET WITH PEDESTRIAN AMENITIES

CADY'S ALLEY

Georgetown, DC

Cady's Alley, once a service alley, is now the front door to high-end design shops, restaurants, and residential uses.

The shared street is highly pedestrian-oriented while still performing its service function, allowing truck access for deliveries and trash removal.



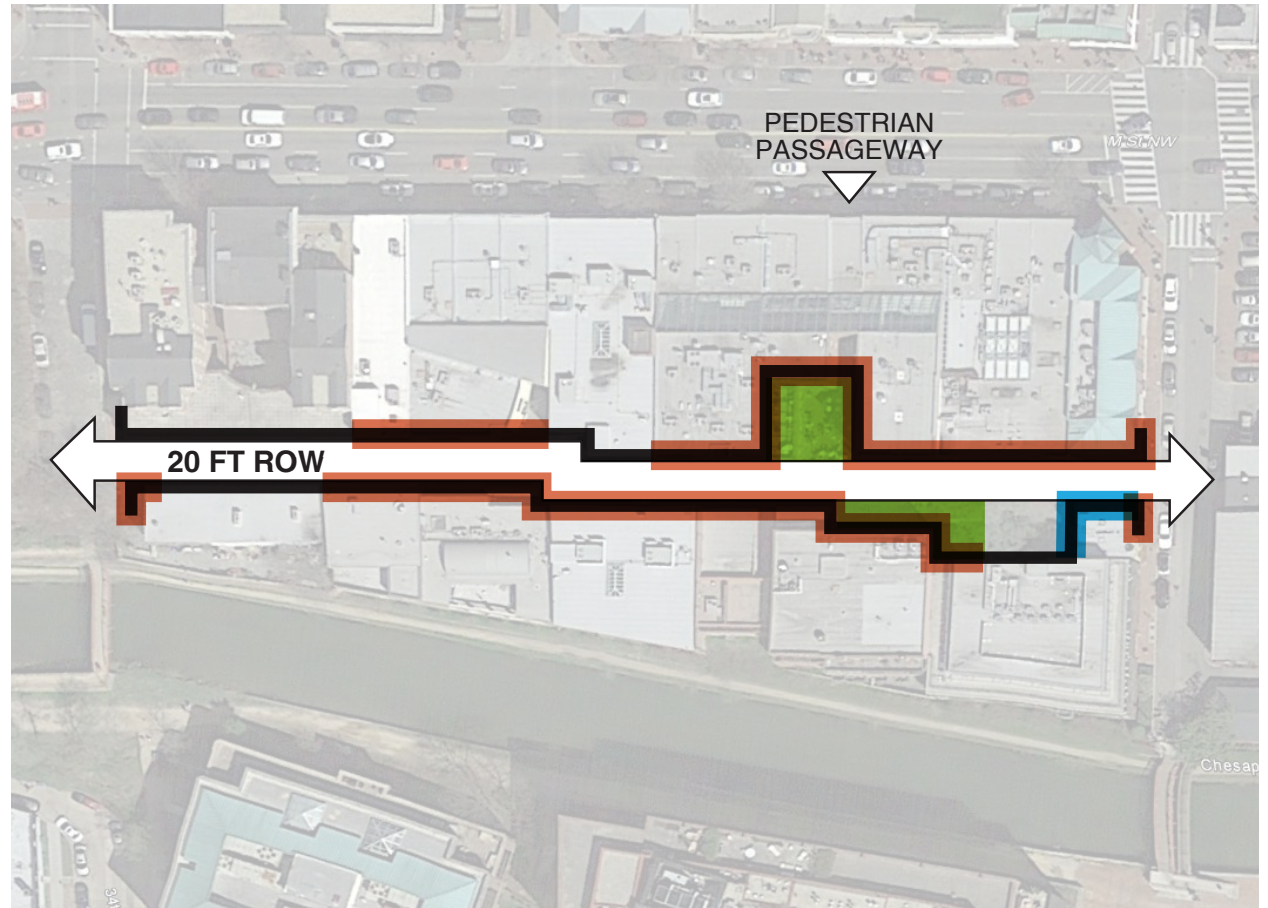
CADY'S ALLEY

Georgetown, DC

- STREET WALL
- ACTIVE RETAIL
- MURAL
- PARKLET / COURTYARD

KEY CONCEPTS:

- » Shared use traffic: pedestrians, bicycles, vehicles
- » 1 to 3 story building heights
- » Curbless
- » One-way vehicular traffic
- » Additional passageway off main street



OUTDOOR DINING ACTIVATES THE STREET



RETAIL STOREFRONT AND MOVABLE PLANTERS AS URBAN EDGES



MURAL ACTIVATES BLANK WALL

URBAN DESIGN PRINCIPLES

To create a quality shared street environment, the site design and placement of new buildings should be envisioned together. This approach leads to a coherent street with good quality buildings and open spaces and with a consistent character and distinctive identity. Basic principles include:

- » **Multi-modal**, shared right-of-way use
- » **Pedestrian-oriented** building facades
- » **Active street-level uses** (e.g., retail)
- » **Buildings placed at the lot line** except to accommodate associated retail (outdoor dining, display, bike parking) and facade relief
- » **Comfortable street wall** created by a combination of building facades and 'urban edges' in the absence of buildings
- » **Limited vehicular openings** (drive aisles, curb cuts)
- » **Multiple reasons to visit**



WALKABLE URBAN PLACES

According to a recent study, West Dearborn has been recognized as a walkable urban place that has seen noticeable development and investment within the last five years. While still perceived as being economically risky, recent development has demonstrated the potential for relatively high return on investment.

West Dearborn should continue building toward a critical mass of residents, amenities, and jobs in order to develop into a higher performing walkable urban place.

Continually measuring West Dearborn's metrics against successful peer communities will ensure development efforts are strategic and supportive of one another.

Source: The WalkUP Wake-Up Call: Michigan Metros (The George Washington University School of Business, 2015)

AVERAGE ANNUAL RENT PER SF

WEST DEARBORN

PEER COMMUNITIES

OFFICE

\$14+ WEST DEARBORN

\$19+ DWTN ROYAL OAK, DWTN NORTHVILLE, DWTN PLYMOUTH, DWTN GRAND RAPIDS

\$26+ DWTN BIRMINGHAM, MAIN STREET ANN ARBOR

RETAIL

\$13+ WEST DEARBORN

\$16+ DWTN ROYAL OAK, DWTN NORTHVILLE, DWTN PLYMOUTH, DWTN GRAND RAPIDS

\$27+ DWTN BIRMINGHAM, MAIN STREET ANN ARBOR

RESIDENTIAL

\$12+ WEST DEARBORN

\$17+ DWTN ROYAL OAK, DWTN NORTHVILLE, DWTN PLYMOUTH, DWTN GRAND RAPIDS

\$30+ DWTN BIRMINGHAM, MAIN STREET ANN ARBOR

PRODUCT MIX

In the same study of walkable urban places, West Dearborn falls into the category “Suburban Town Centers”, which have a walkable urban grid, historic buildings, and occasional government anchors. The study acknowledges that ‘walkable urbanism’ is both possible and common in the suburbs. The average product mix of “Suburban Town Centers” includes more retail and less office space than a central city (i.e., Downtown Detroit), playing a unique role in the metropolitan economy.

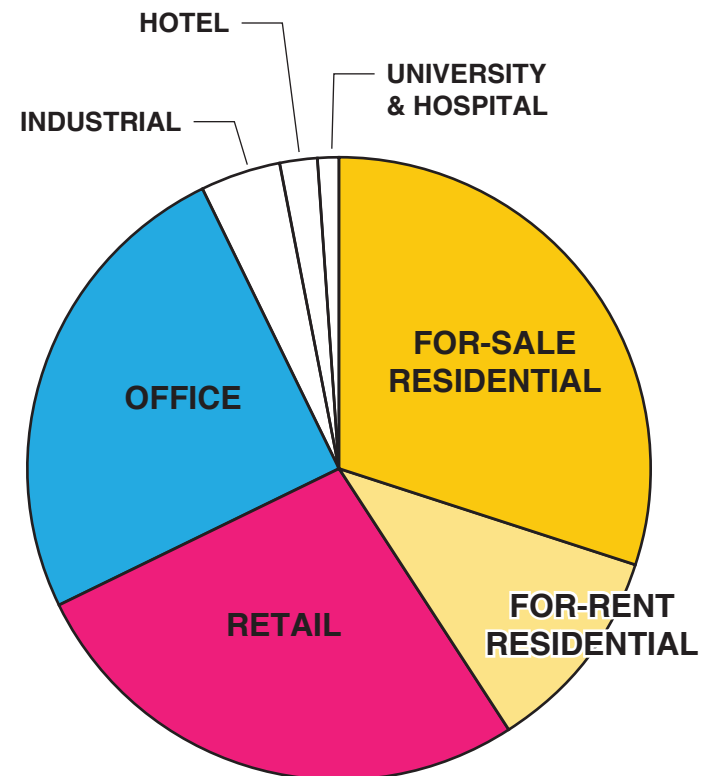
Ensuring West Downtown Dearborn evolves with a balanced product mix will ensure residents and businesses are supportive of one another and the area is populated at various times of the day and week.

As West Village Drive and the West Downtown area continue to develop, other benchmarks to consider tracking include:

- » Pedestrian and bicycle counts at key locations
- » Population and retail densities

APPROXIMATE TARGET PRODUCT MIX FOR “SUBURBAN TOWN CENTERS”

APPROXIMATE % OF TOTAL SQUARE FOOTAGE*



Source: *The WalkUP Wake-Up Call: Michigan Metros* (The George Washington University School of Business, 2015)

*Approximate target product mix is a benchmark for “Suburban Town Centers” in Metro Detroit in general; a more specific target mix for West Downtown Dearborn should be determined by a market analysis.

STRATEGIES FOR REDEVELOPMENT

This section presents the process, priorities, and approach to transforming West Village Drive.

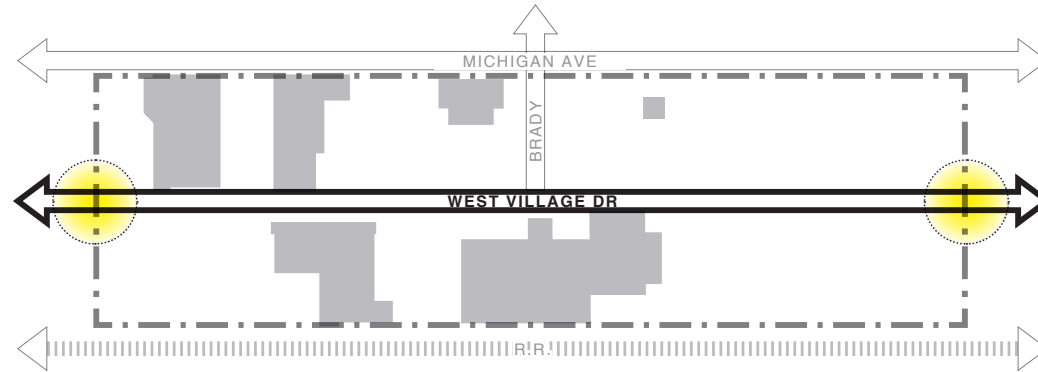
Phasing, cross sections, and precedent images provide decision-makers and stakeholders with a common vision and set of possible strategies they can use to encourage redevelopment that is aligned with this vision.



TODAY

RETHINK THE STREET

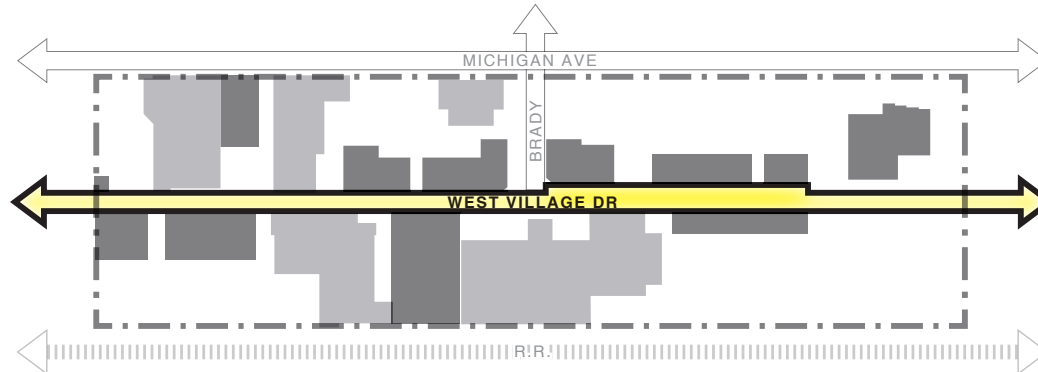
- » Enhance crosswalks
- » Create 'urban edges'
- » Activate blank walls
- » Provide wayfinding elements
- » Reorganize land uses
- » Dedicate the right-of-way on Lot 16



PHASE 1

TRANSFORM THE STREET

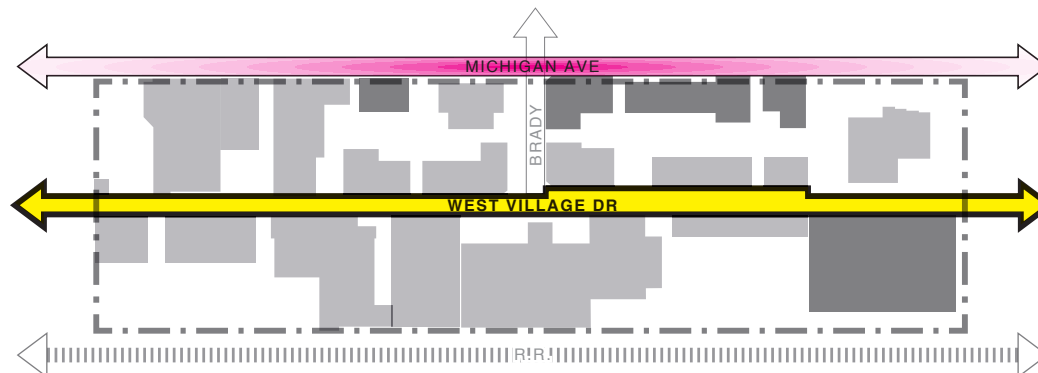
- » Bury utilities
- » Streetscape development
- » West Village Drive development (infill and adaptive re-use)
- » Coordinated shared parking strategy
- » Coordinated shared loading and refuse



PHASE 2

FULL BUILD CAPACITY

- » Michigan Avenue infill development
- » Coordinated shared parking strategy
- » Coordinated shared loading and refuse



TODAY:

RETHINK THE STREET

The first steps are about **high-impact, low cost, short-term actions that can be done today** to improve and enhance West Village Drive — without waiting on new development — that can change the way people perceive and experience the street. Getting existing property users on board with the overall vision and making small changes are key to repurposing the street. Additionally, tapping into local partners and ideas is a good way to widen the resource pool and develop creative, exciting solutions.




STRATEGIES

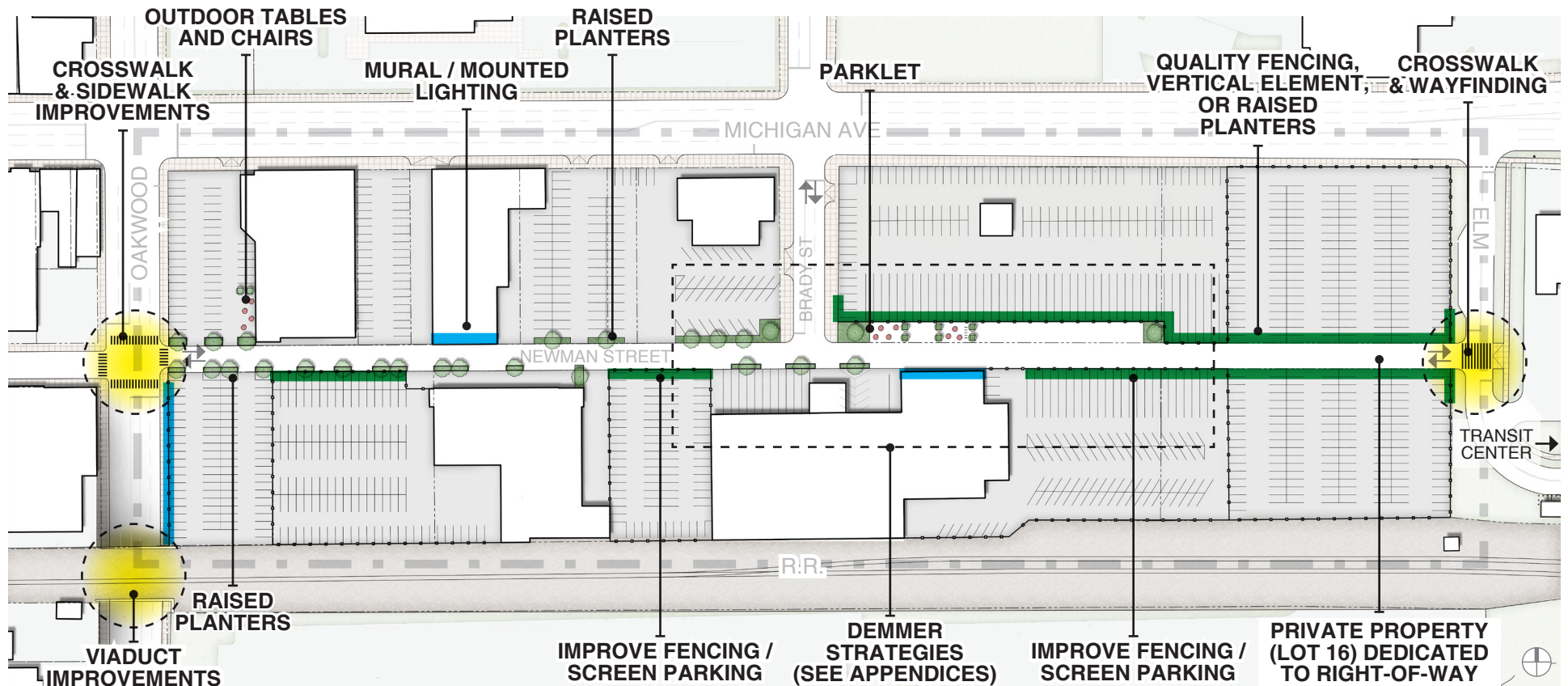
- » Enhance crosswalks
- » Create 'urban edges'
- » Activate blank walls
- » Work with current property owners to reorganize their land use and improve their 'edges' along West Village Drive: enhanced parking aesthetics, quality fencing, raised planters, wall murals, seating
- » Provide wayfinding elements to connect pedestrians to/from Transit Center, West Village Drive, and West Downtown

SITE SUMMARY

- » Total building footprint: +/- 121,500 SF
- » Total parking spaces: existing

LEGEND

-  Improved pedestrian node
-  Improved fencing
-  Activated blank walls (i.e., mural, lighting, green wall)



TODAY:

RETHINK THE STREET

PRECEDENT IMAGES:



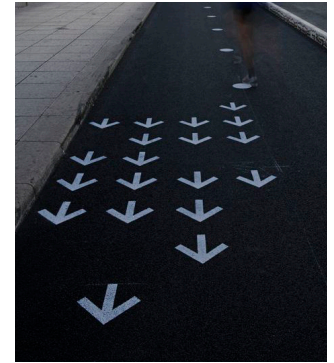
URBAN EDGES: SCREENING / VERTICAL ELEMENTS



URBAN EDGES: RAISED PLANTERS



MOVABLE TABLES AND CHAIRS



WAYFINDING



URBAN EDGES: QUALITY FENCING + LANDSCAPE



VIADUCT UPGRADES



PARKLET + PLANTINGS



WALL MURALS ACTIVATE BLANK WALLS



MOUNTED LIGHTING ACTIVATES FACADES, PROVIDES PEDESTRIAN-SCALE ELEMENTS



PAINTED PAVEMENT / CROSSWALKS

PHASE 1:

TRANSFORM THE STREET

Phase 2 is about **transforming West Village Drive** through quality infill development, adaptive re-use of existing buildings and land, and streetscape improvements. Development should be oriented to West Village Drive with active ground floor uses, entries, windows, balconies, and quality open spaces.

STRATEGIES

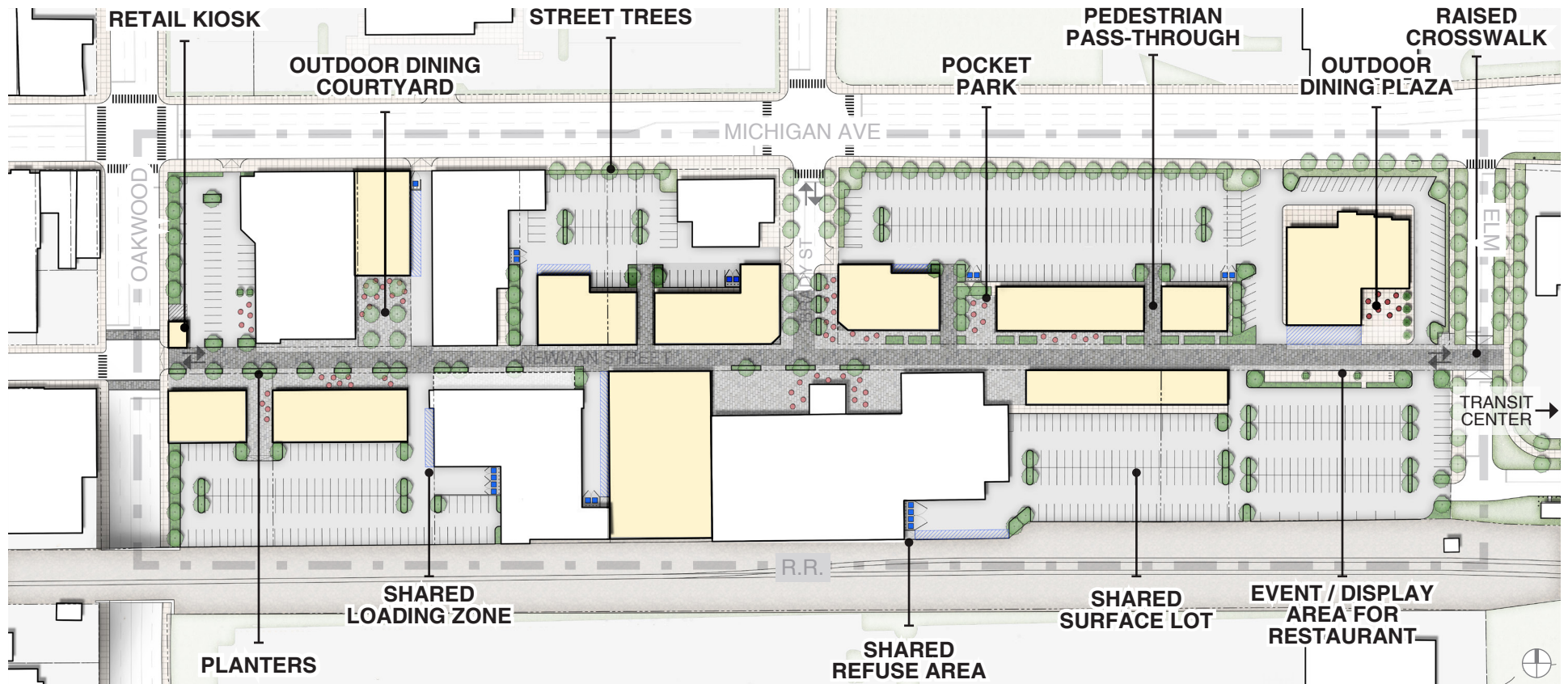
- » Bury utilities (*In Progress: Brady to Elm; Future: Brady to Oakwood*)
- » Streetscape redesign: trees, planters, seating, lighting, pavement, green infrastructure
- » West Village Drive redevelopment: infill, adaptive re-use
- » Coordinated shared parking strategy
- » Coordinated shared loading and refuse zones

SITE SUMMARY

- » Total building footprint: +/- 229,000 SF
(*Existing: +/- 121,500 SF; New: 107,500 SF*)
- » Total parking: +/- 600 surface spaces

LEGEND

- Shared loading zones
- Shared refuse areas
- Infill development



PHASE 1:

TRANSFORM THE STREET

PRECEDENT IMAGES:



ACTIVE GROUND FLOOR USES, OPEN AIR DINING



TEMPORARY STREET CLOSURE FOR EVENTS



ACTIVE GROUND FLOOR RETAIL, STOREFRONTS, SIGNAGE



PEDESTRIAN- AND BICYCLIST-ORIENTED STREETSCAPE AMENITIES



BOLLARDS



OUTDOOR DINING, COURTYARD, POCKET PARK



STREETSCAPE DESIGN: PAVING, LIGHTING, PLANTERS AND TREES, SIGNAGE

PHASE 2:

FULL BUILD CAPACITY

Phase 2 illustrates infill along Michigan Avenue, **only after West Village Drive has been fully developed.** This phase is not required for West Village Drive to be successful, but demonstrates potential growth capacity in the long term. This amount of development will require the introduction of one or more parking structures.

STRATEGIES

- » Michigan Ave infill
- » Coordinated shared parking strategy; introduce parking deck(s)
- » Coordinated shared loading and refuse zones

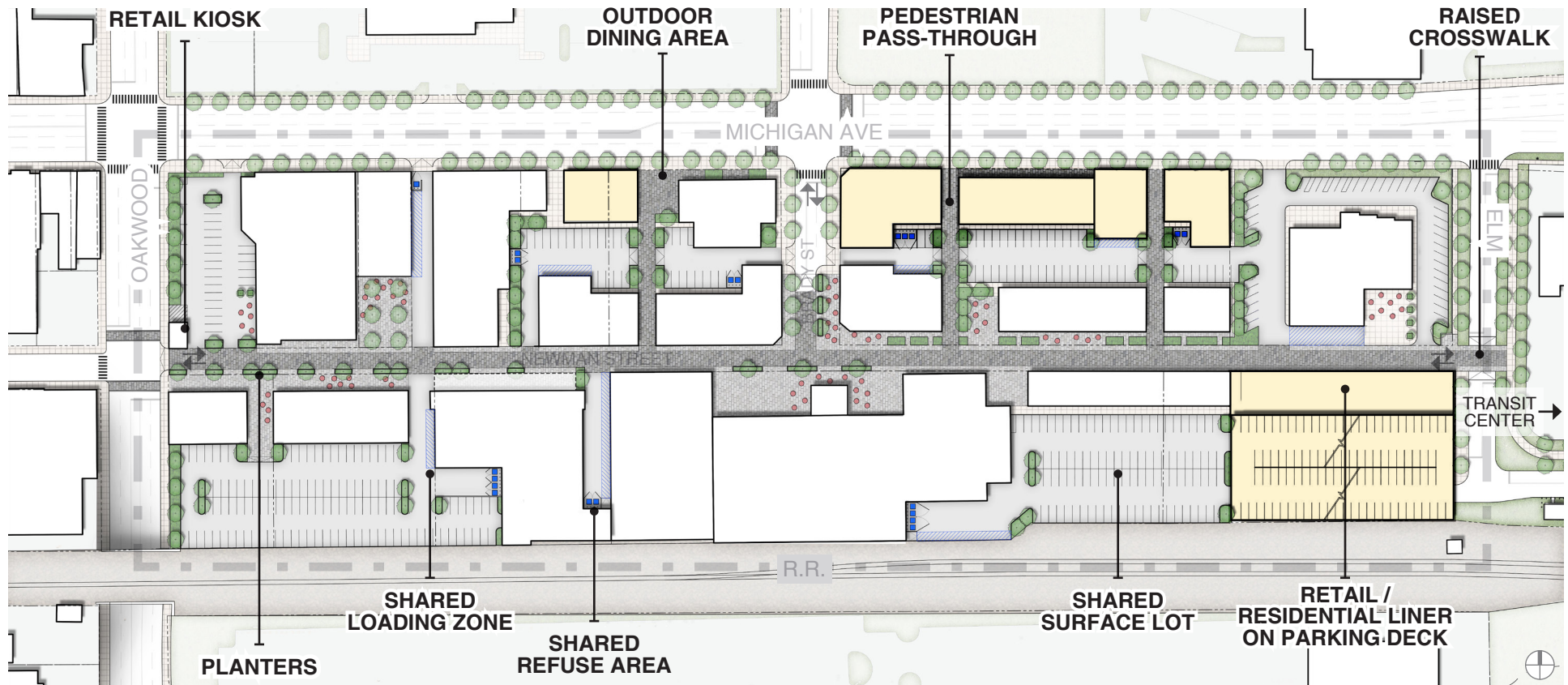
SITE SUMMARY

- » Total building footprint: +/- 274,500 SF*
(Existing: +/- 229,000 SF; Added: 45,500 SF)
- » Total parking: +/- 360 surface spaces
+/- 100 spaces per floor in parking deck

* SF total does not include parking deck to reflect only programmable SF

LEGEND

- Shared loading zone
- Shared refuse area
- Infill development



PHASE 2:

FULL BUILD CAPACITY

PRECEDENT IMAGES:



MIXED-USE: RETAIL AT GROUND FLOOR WITH RESIDENTIAL ABOVE



SIGNAGE / PASSAGE TO ALLEY FROM MAIN STREET



RESIDENTIAL WALK-UPS / RESIDENTIAL LINER TO PARKING DECK



PEDESTRIAN PASSAGES, WALKWAYS



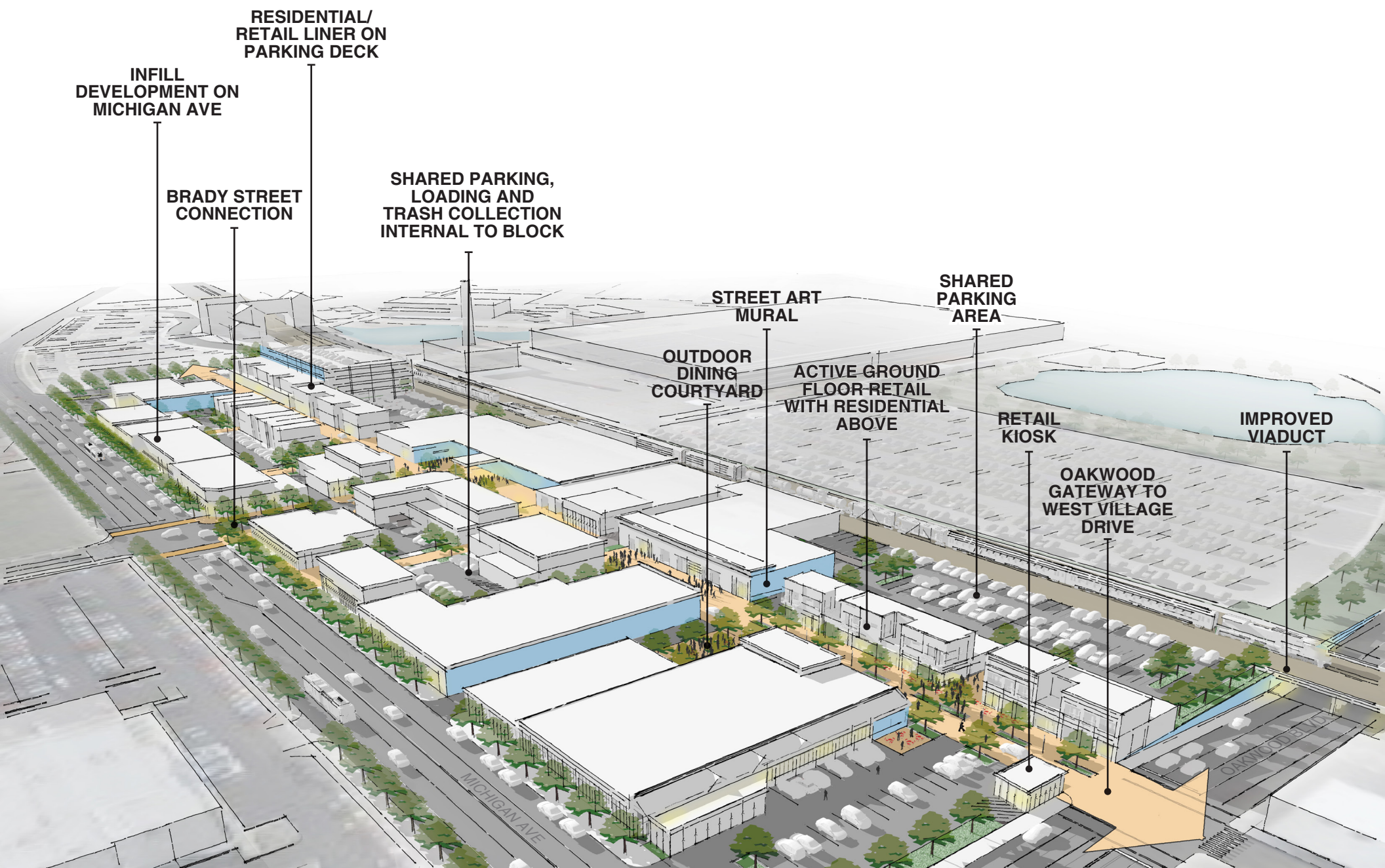
PARKING STRUCTURE WITH RESIDENTIAL LINER FRONTING THE STREET



WAYFINDING, COORDINATED SHARED PARKING SYSTEM



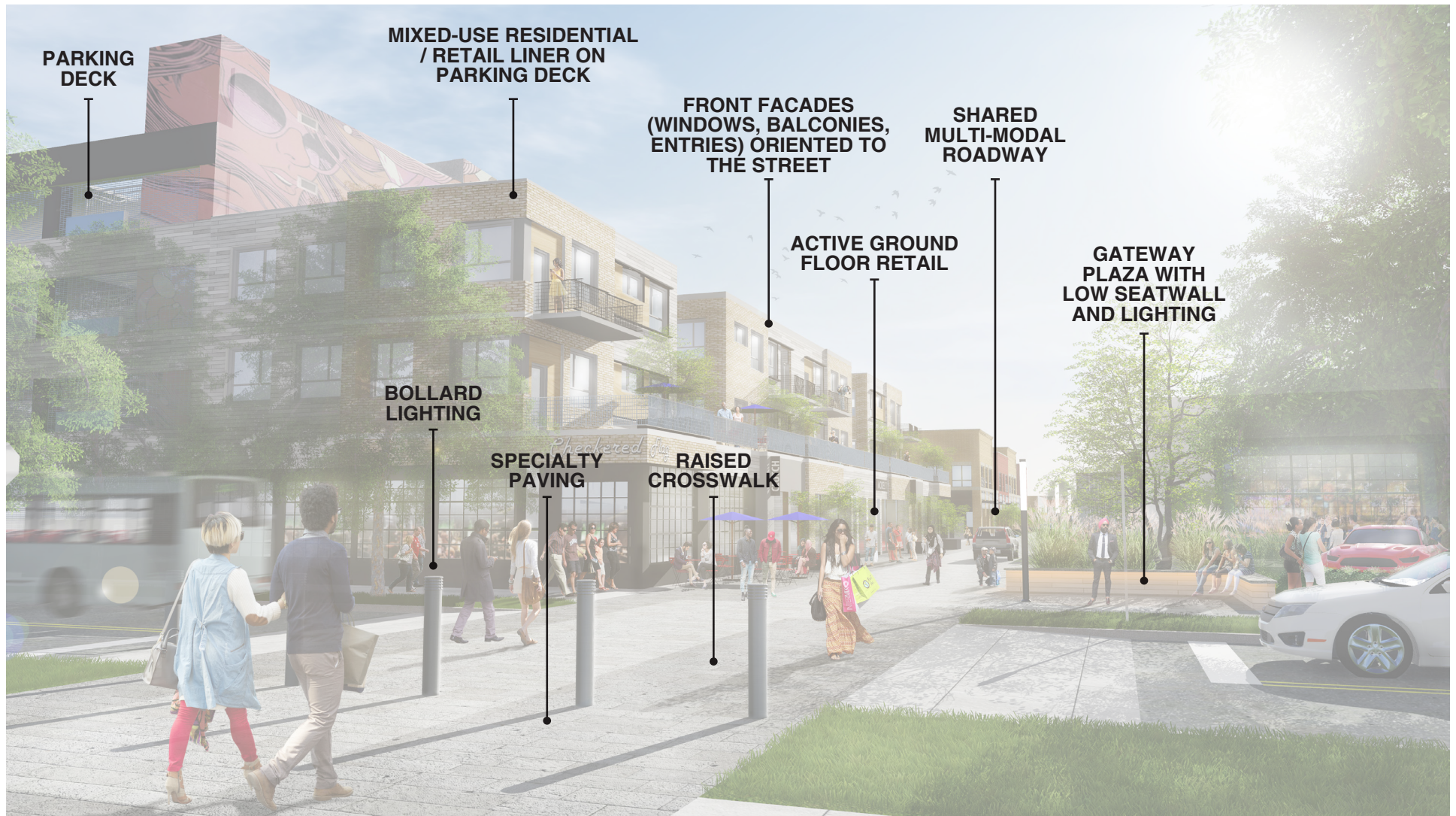
GREEN INFRASTRUCTURE



BIRD'S EYE VIEW, FUTURE FULL BUILD SCENARIO (PHASE 2): VIEWING SOUTHEAST TOWARD TRANSIT CENTER



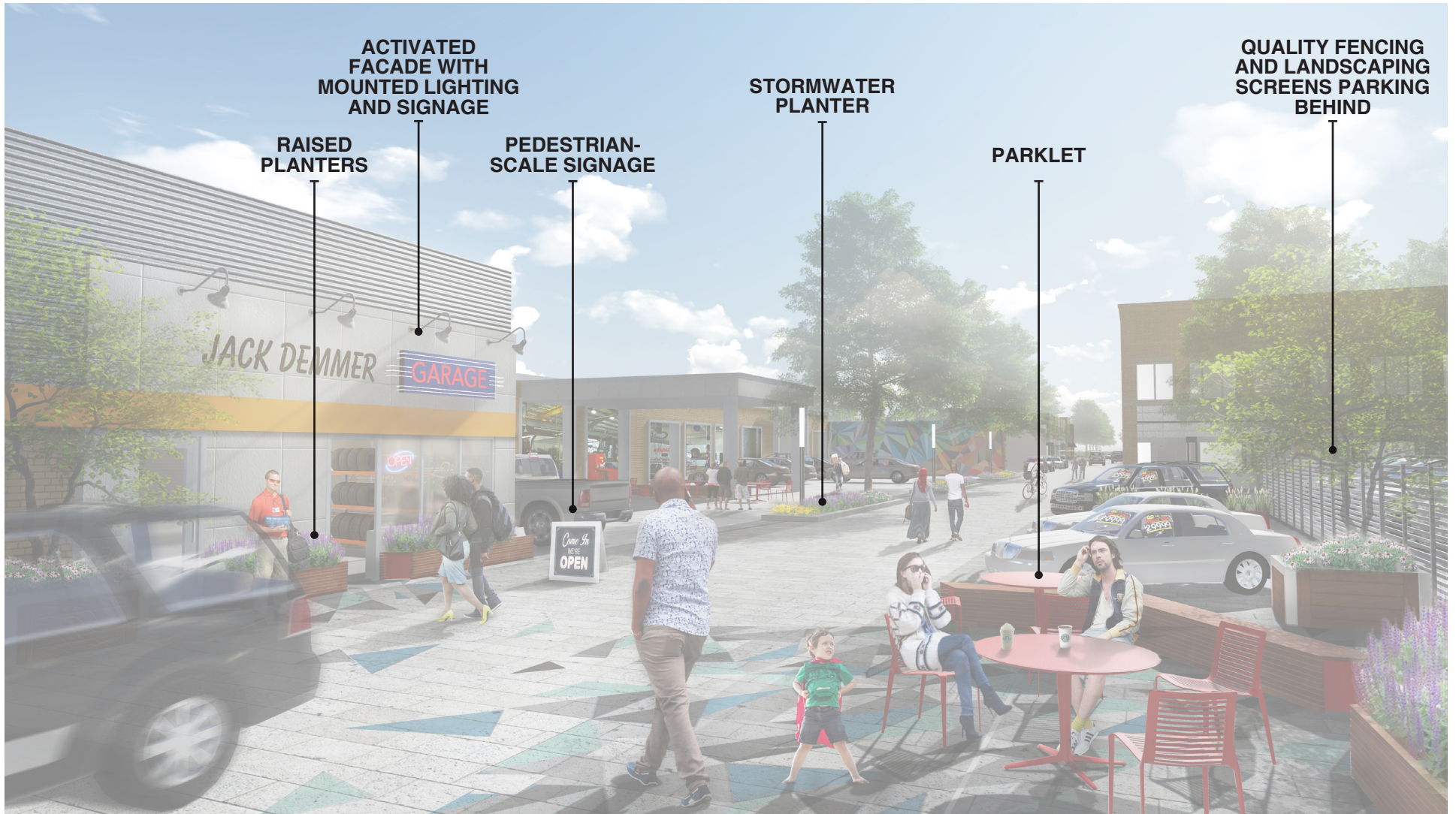
STREET PERSPECTIVE: VIEWING WEST DOWN WEST VILLAGE DRIVE FROM ELM STREET NEAR THE TRANSIT CENTER



STREET PERSPECTIVE: VIEWING WEST DOWN WEST VILLAGE DRIVE FROM ELM STREET NEAR THE TRANSIT CENTER



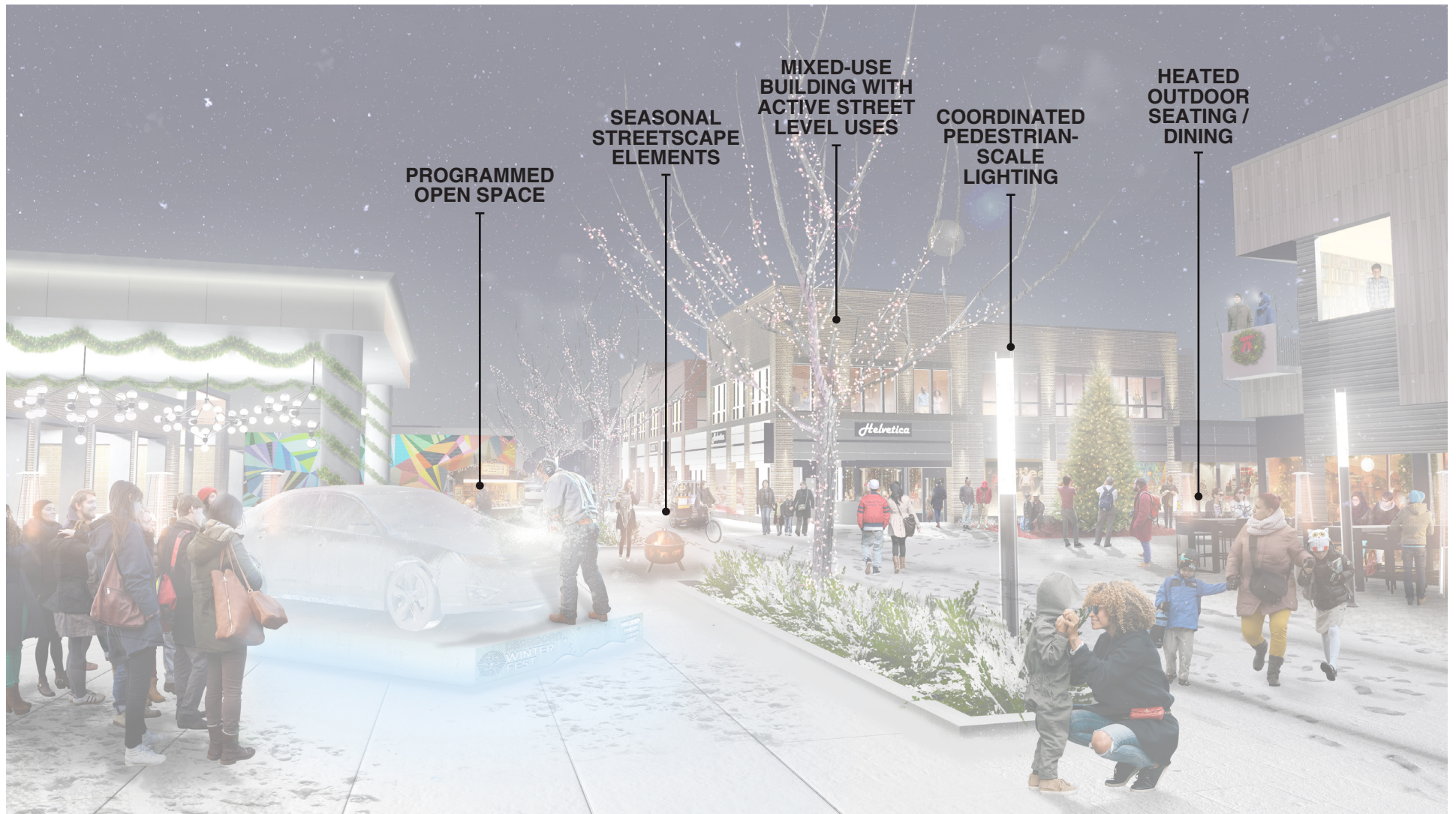
STREET PERSPECTIVE: VIEWING SOUTHWEST DOWN WEST VILLAGE DRIVE NEAR BRADY STREET



STREET PERSPECTIVE: VIEWING SOUTHWEST DOWN WEST VILLAGE DRIVE NEAR BRADY STREET



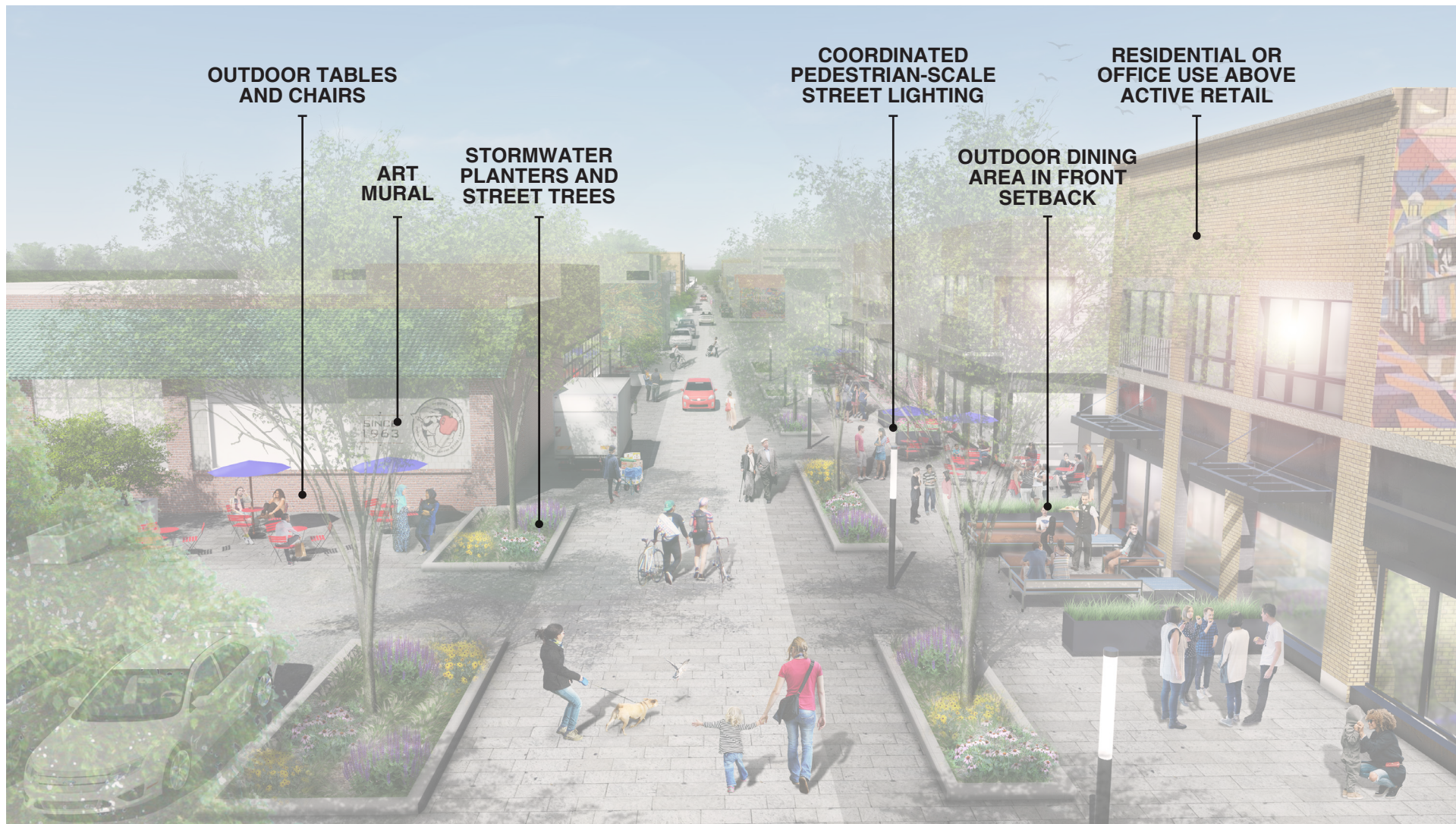
STREET PERSPECTIVE: VIEWING WEST DOWN WEST VILLAGE DRIVE NEAR BRADY STREET



STREET PERSPECTIVE: VIEWING WEST DOWN WEST VILLAGE DRIVE NEAR BRADY STREET



BIRD'S EYE VIEW: VIEWING EAST DOWN WEST VILLAGE DRIVE FROM OAKWOOD



BIRD'S EYE VIEW: VIEWING EAST DOWN WEST VILLAGE DRIVE FROM OAKWOOD

CROSS SECTION A:

ADJACENT BUILDINGS WITH NO FRONT SETBACK



AMENITY ZONE:
street furniture including bollards, benches, planters, street trees, and bicycle parking



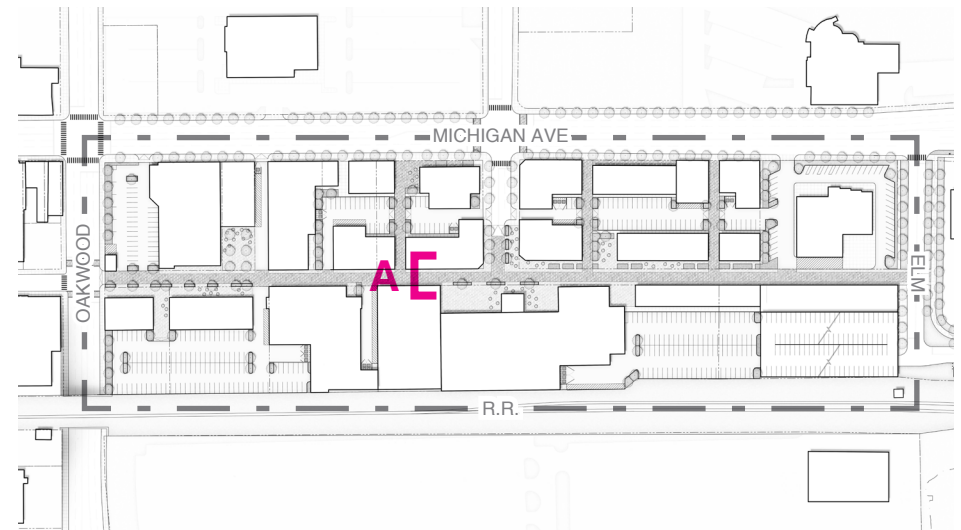
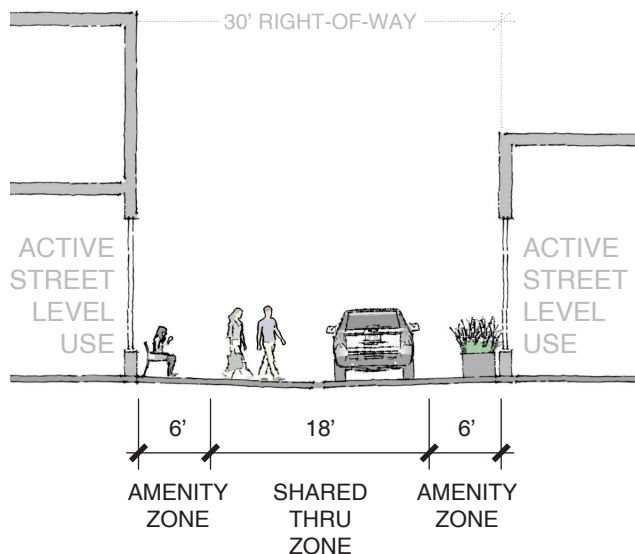
SHARED THRU ZONE:
accommodates pedestrians, bicyclists, and vehicles in a low-speed, shared two-way roadway



ACTIVE STREET LEVEL USE:
storefronts, windows, entries, and outdoor dining; oriented to pedestrians



SPECIALTY PAVEMENT (POTENTIAL):
textured or pervious pavement reinforces the pedestrian-priority nature of the street, potential environmental benefits, flush curb maximizes accessibility, tactile strips at entrances to shared roadway



CROSS SECTION B:

ADJACENT BUILDINGS WITH SMALL SETBACK ZONE



SMALL SETBACK AMENITY ZONE

(10-15 FEET):

street furniture, associated retail dining and/or display, and bike parking



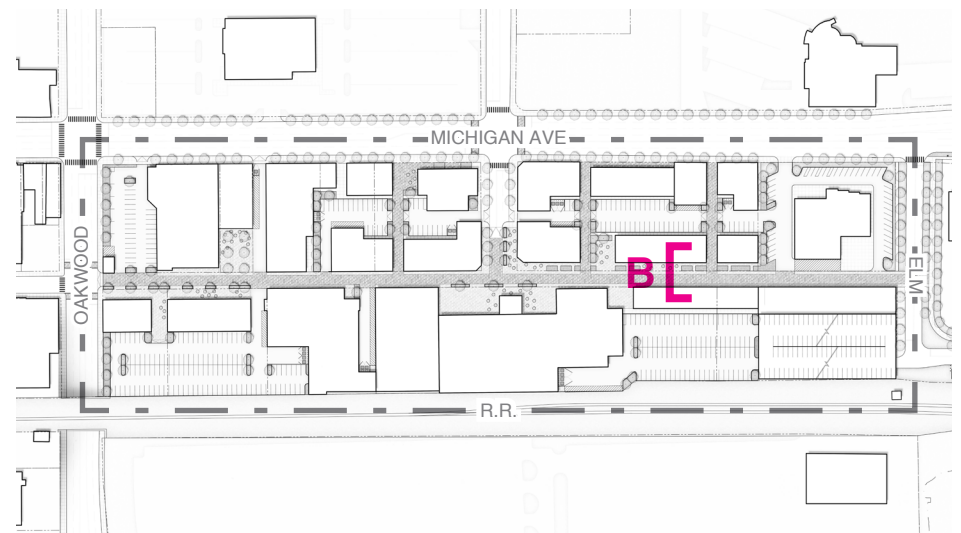
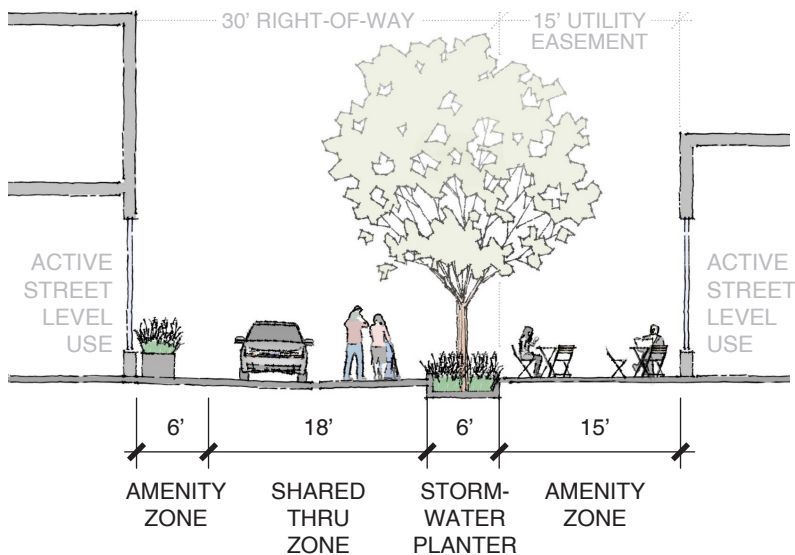
SHARED THRU ZONE:
accommodates pedestrians, bicyclists, and vehicles in a low-speed, shared two-way roadway



STORMWATER PLANTER:
defines through-zone and provides productive landscape features



ACTIVE STREET LEVEL USE:
storefronts, windows, entries, and outdoor dining; oriented to pedestrians



CROSS SECTION C:

ADJACENT BUILDINGS WITH LARGE SETBACK ZONE



LARGE SETBACK AMENITY ZONE
(+/- 50 FEET):
large outdoor dining area,
programmed open space, pocket
park, street furniture



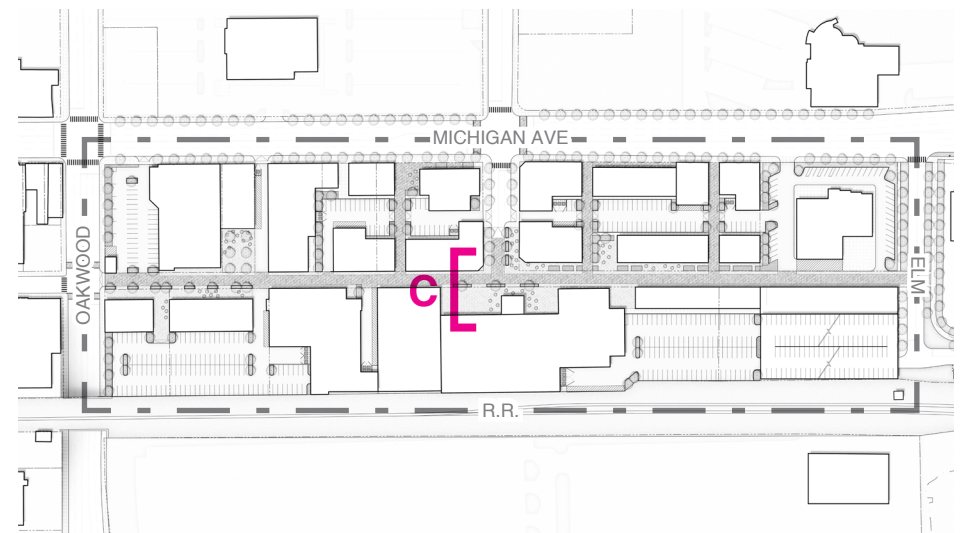
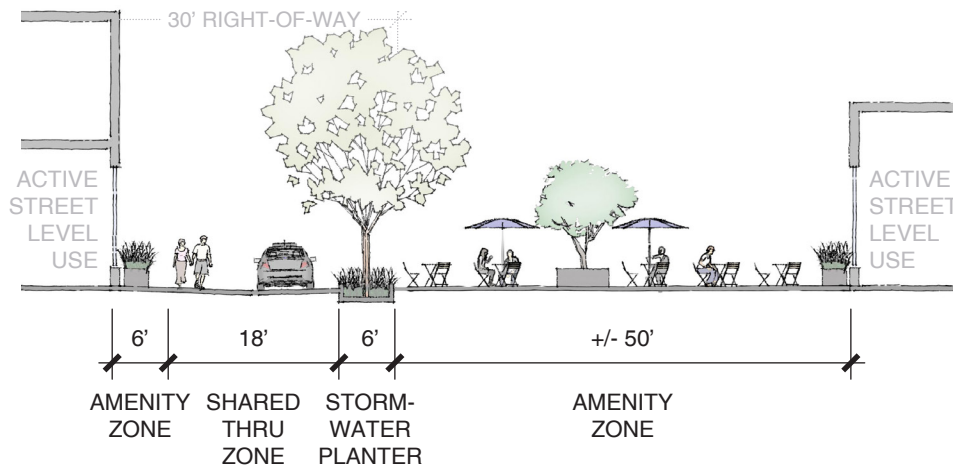
PROGRAMMABLE OPEN SPACE:
flexible open space that may
be programmed seasonally or
for events



URBAN EDGES:
bollards, raised planters, etc.
provide buffer between travel
zones and amenity zone



AMENITY ZONES:
smaller amenity zones
incorporate street furniture
and meet the needs of
adjacent uses



NEXT STEPS

This document provides design tools and examples to give stakeholders a range of options and inspiration for transforming West Village Drive into a vibrant, walkable connector. Some of the recommended actions can be taken today, but to reach the long-term vision, a number of constraints and challenges must be addressed:

- » **Work with current property owners/users towards creating more urban solutions for current land uses and the future adaptive re-use of buildings and infill development.**
- » **Ensure zoning code allows for the desired mix of retail, residential, office, and open space uses.**
- » **Ensure the zoning code includes provisions for shared parking.**
- » **Ensure the zoning code includes provisions for shared loading zones.**
- » **Consider form-based design guidelines to ensure new development is of a form to facilitate a walkable, pedestrian-friendly street.**
- » **Coordinate future development with the West Downtown district using forthcoming market study data.**
- » **Ensure street and public spaces are actively programmed and maintained.**
- » **Adopt signage for shared streets similar to European standards that designate traffic rules and pedestrian priority without “over-signing” the street.**
- » **Consider incentives or minimal requirements to encourage ‘green’ landscape, construction, and infrastructure design as well as public art as part of new development.**
- » **Work with MDOT to create a more pedestrian-friendly environment on Michigan Avenue.**

