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FRENCHMAN'S COVE DESIGN GUIDEBOOK

CITY OF ECORSE, MICHIGAN

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FRENCHMAN'S COVE DESIGN GUIDEBOOK

CITY OF ECORSE, MICHIGAN

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This Guidebook is the result of step-by-step collaboration between Ayres, Lewis, Norris & May, Inc., and the Frenchman's Cove Technical Team. Valuable input and review was provided by Ecorse officials and by numerous individuals who provided their special competencies freely and generously when needed. Thanks are due to all of these people and the agencies and organizations of which they are a part. Funds were provided by the U.S. Department of Commerce Office of Coastal Zone Management through Michigan Department of Natural Resources and from local sources.

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INTRODUCTION

INTRODUCTION

The City of Ecorse and the Downriver Community Conference have devoted considerable effort to planning the redevelopment of Frenchman's Cove Long range planning of the Cove culminated in the preparation of the Frenchman's Cove Redevelopment Plan The Plan envisioned redevelopment of the Cove in a mixture of land uses capitalizing on a unique waterfront location and proximity to major transportation arteries and facilities

CURRENT PLANNING

Since fall of 1981, attention has been directed to the refinement and implementation of the concepts put forth in the Redevelopment Plan. Hence, the current project was initiated in January of 1982 to prepare Design Determinants and Land Use Controls for Frenchman's Cove. The Frenchman's Cove Technical Team and their consulting planners involved in the Design Determinants and Land Use Controls project have followed a study process involving four major components. The project was initiated with the formulation of broad goals and specific objectives which led to the preparation of design determinants and development regulations.

The result of current planning efforts is the creation of special development regulations for Frenchman's Cove incorporated in the City of Ecorse Zoning Ordinance. The Frenchman's Cove Special Districts are intended to encourage the redevelopment of Frenchman's Cove in a compatible mixture of housing, recreation, entertainment, commercial, office, cultural, public, hotel and light industrial land uses through the flexible application of land regulatory standards. Such uses may be located in various combinations of mixed use and single use developments. It is also the intent of this District to encourage a high quality of private development with reasonable public amenities to improve the overall living, working, shopping, and recreational environment of Frenchman's Cove. Special emphasis is to be placed upon new development which provides visual and physical access to the Cove's greatest asset, extensive water frontage on the Detroit River.

Simply stated, the objective of the Design Determinants and Land Use Controls project is to encourage the redevelopment of Frenchman's Cove in a mixture of land uses, maintain a high degree of design quality and provide visual and physical access to the waterfront. The principle means of achieving the project objective was determined to be the preparation of innovative land development regulations sufficiently flexible to encourage development while maintaining design standards which protect public values. The regulations put into action the specific goals and objectives developed by the Technical Committee.

PURPOSE AND ORGANIZATION OF THE GUIDEBOOK

The Frenchman's Cove Design Guidebook presents a narrative and graphic description of design concepts and standards for Frenchman's Cove. Many of the design concepts and standards presented in the Guidebook are required provisions in the Frenchman's Cove Special Districts. References should be made to the Ecorse Zoning Ordinance to determine specific requirements. Other concepts and standards will not be required but are presented to encourage quality features in new development. The Guidebook has been prepared for the use of developers, public officials, and citizens in the planning, design, and review of prospective developments in the Cove.

Following the Introduction, the Design Guidebook consists of additional sections:

I Development Goals and Land Use Concepts

II Design Guidelines: Circulation and Riverfront Access

III Design Guidelines: Unifying Elements

IV Design Guidelines: Architecture

I DEVELOPMENT GOALS AND LAND USE CONCEPTS

I. DEVELOPMENT GOALS AND LAND USE CONCEPTS

The Frenchman's Cove Technical Team continued planning efforts initiated with the Frenchman's Cove Redevelopment Plan with the formulation of detailed goals and objectives and the preparation of a first-phase Master Plan for the Cove. This section of the Design Guidebook presents a discussion of the development goals, first-phase Master Plan, and site development concepts desired for Frenchman's Cove.

DEVELOPMENT GOALS

Development goals represent broad statements of the desired end for redevelopment of Frenchman's Cove. The goals which have been adopted by the Technical Committee are categorized into three issue areas: Land Use and Circulation; Design Considerations; and Regulation and Management.

LAND USE AND CIRCULATION

Overall Land Use Concept

Goal: The overall redevelopment of Frenchman's Cove will consist of a compatible mixture of housing, recreation, entertainment, commercial, office, cultural, public, light industrial, and hotel land uses arranged in various combinations of mixed use, multiple use, and single use developments.

Circulation and Parking

Goal: A circulation system will be developed which provides for the safe and efficient movement of both motorized and non-motorized traffic within, through, and to the Cove.

Commercial

Goal: Two levels of commercial activity will be promoted. One level will meet the needs of local residents for convenience shopping. The other level will serve as an attractive draw to the regional trade area with comparison and specialty shopping, hotel accommodations, entertainment, and office space.

Housing

Goal: A range of housing choice and opportunity will be provided to encourage the development of a balanced population, reflecting a range of incomes, ages, and family characteristics.

DESIGN CONSIDERATIONS

Recreation

Goal: Park and recreation facilities developed publicly or privately will recognize and enhance the unique waterfront location and amenities of the Cove, fulfill the recreational needs of residents, provide a regional attraction, and serve as an integral component of the redevelopment efforts and design objectives of Frenchman's Cove.

Industrial

Goal: Industrial uses will be limited to those whose external physical effect are confined to the district in which they are located and do not effect in a detrimental manner any of the surrounding districts.

Unifying Elements

Goal: Unification of the redevelopment area will be provided through landscaping, signage, lighting, street furniture, pedestrian corridors, and a common logo.

Riverfront Orientation and Views

Goal: All new construction will be designed and located in a manner which capitalizes upon the unique environment of Frenchman's Cove by providing a high degree of visual and physical access to the waterfront.

Building and Construction Requirements

Goal: The location, design, visual appearance and construction of individual buildings and structures will be consistent with the overall design objectives and redevelopment efforts.

Energy Conservation

Goal: Every effort shall be made to capitalize upon energy conservation opportunities in the design and location of new structures.

REGULATION AND MANAGEMENT

Land Use and Design Regulations

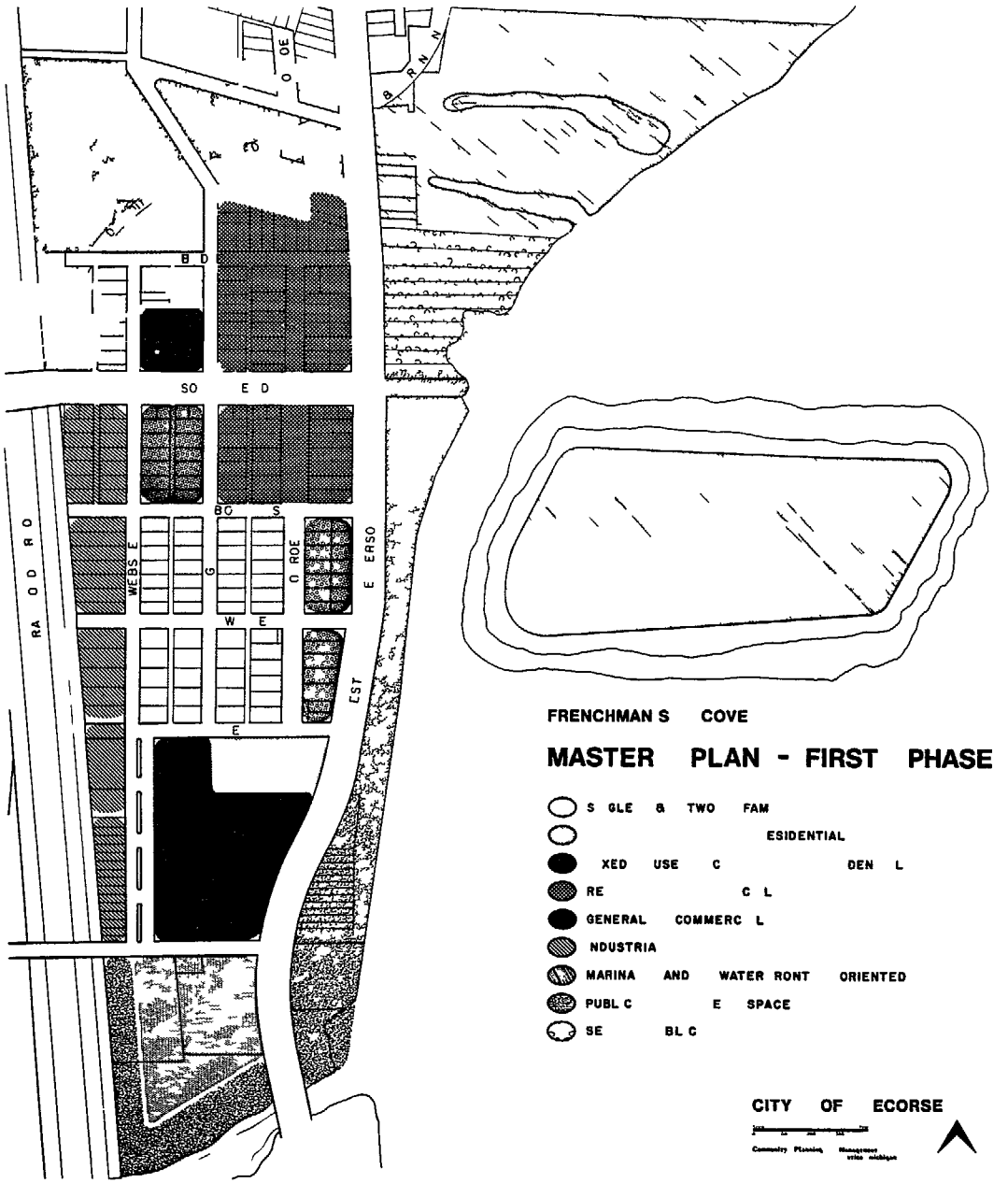
Goal: Land regulatory mechanisms for Frenchman's Cove must be sufficiently flexible to encourage development while maintaining design standards which will protect public values.

Redevelopment Management

Goal: A permanent mechanism will be established to foster, monitor, and manage redevelopment efforts specifically within Frenchman's Cove.

FIRST-PHASE MASTER PLAN

Utilizing the Frenchman's Cove Redevelopment Plan as a base, the Technical Team prepared a first-phase Master Plan for the Cove to be incorporated in the City of Ecorse Master Plan The first-phase Master Plan for Frenchman's Cove represents the assumption of the Technical Committee regarding redevelopment prospects in the near-term (next 5-10 years)



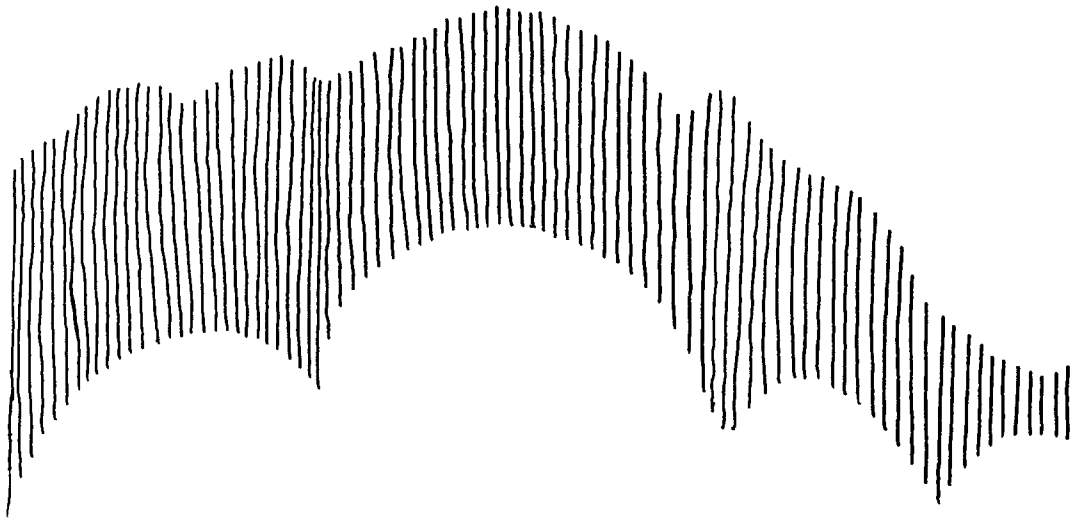
The first phase Master Plan promotes the mixed land use concept throughout the Cove. A key feature is the preservation of the great expanse of waterfront as public open and recreation space while allowing the northern portion of the waterfront to be developed as a commercial marina. The most significant location for commercial activity is at the intersection of Southfield and Jefferson Roads which is to be promoted as a regional commercial center. This area is intended to serve as a focal point for redevelopment activities with the attraction of retail, office, service, entertainment, and hotel activities serving a regional market.

Provisions are made in the first-phase Master Plan for the development of general commercial uses serving the convenience needs of area residents.

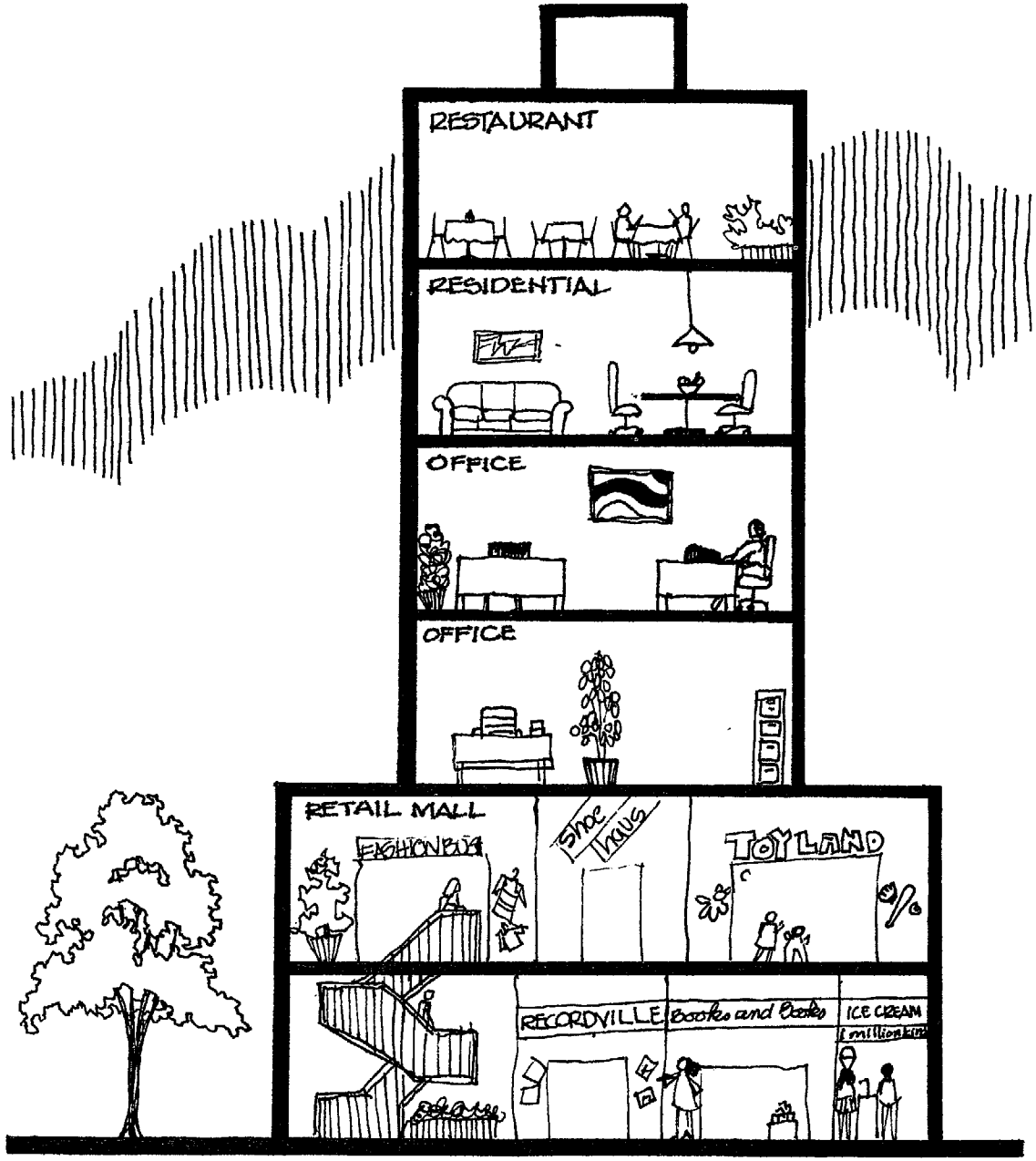
The Plan also provides an attractive environment for single, two-family, and multiple family residential dwellings.

SITE DEVELOPMENT CONCEPTS

Two types of site development concepts are encouraged for the Frenchman's Cove area The first is the conventional single use arrangement This would include residential, commercial, industrial, and recreation uses which are limited to one use per structure The second type of land use configuration is mixed use Mixed use developments represent a significant departure from discrete, single purpose developments Mixed use developments are characterized by the integration of two or more mutually supportive uses located in a single development complex



Mixed use developments may be of different scales and degrees of intensity For the Frenchman's Cove area, mixed use developments may range from a simple two-story structure with commercial establishments on the lower floor and residential uses on the upper floor



A more complex mixed use structure would include multiple stories and multiple uses. For example, residential, office and commercial uses could be located within the same building but on different levels. The uses are mutually supportive and a high degree of physical integration between the uses is encouraged.

Regardless of scale and whether the mixed use project is a two-story or ten-story structure, the development must be sensitively planned. Mixed use occupants must be compatible and mutually supportive. Uses which are disruptive to adjoining uses should not be permitted. Industrial uses should be excluded. Mixed use developments should be planned to minimize impacts to adjacent land uses. Increased traffic flow, demands for on-street parking and building heights could disrupt existing neighborhoods if improperly planned.

II DESIGN GUIDELINES

CIRCULATION AND RIVERFRONT ACCESS

II. DESIGN GUIDELINES: CIRCULATION AND RIVERFRONT ACCESS

The waterfront of the Detroit River shall be maintained as a primary resource within Frenchman's Cove. Whenever possible, views of the waterfront and physical access to the river must be promoted and maintained. Circulation patterns should be designed to maximize the benefits of the waterfront, provide for safe and convenient vehicular circulation, and promote a pedestrian-oriented environment for Frenchman's Cove.

VEHICULAR CIRCULATION

Four basic guidelines pertain to the treatment of roads and streets in Frenchman's Cove:

1) safe movement of traffic
2) visual improvement of streets and roads
3) visual access to river from streets and roads
4) safe pedestrian circulation

Jefferson Avenue will remain the major arterial through Frenchman's Cove. In order to eliminate potential traffic conflicts additional vehicular access and street parking on Jefferson Avenue should be limited in the future. Turning and deceleration lanes should be considered where appropriate.

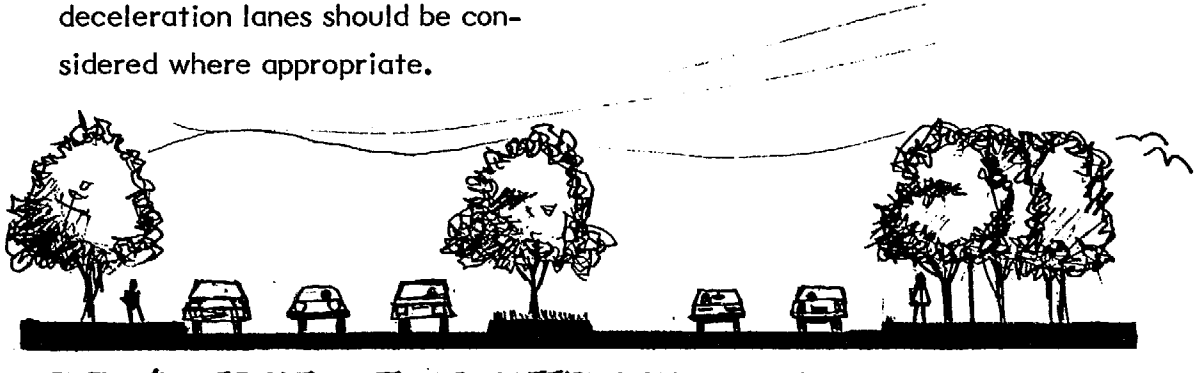
VISUAL IMPROVEMENT OF STREETS AND ROADS

Road width determines the basic character of a road. Jefferson Avenue is a wide, expansive road which tends to dominate the landscape; non-pedestrian in scale. Sometimes this leads to negative visual effects, with monotonous stretches of pavement and cars bordered by strip commercial development.

In the establishment of new development on Jefferson Avenue, commercial strips should be discouraged, as should large expanses of parking lots visible from the road. Excessive signage should also be avoided.

A number of "treatments" are appropriate to improve the visual assets of Jefferson Avenue. The most significant modification would be for Jefferson Avenue to be a parkway-boulevard through Frenchman's Cove. Extensive street tree planting on either side and down a central median would soften the pavement edge, break up the monotony and promote a park-like atmosphere adjacent to the river.

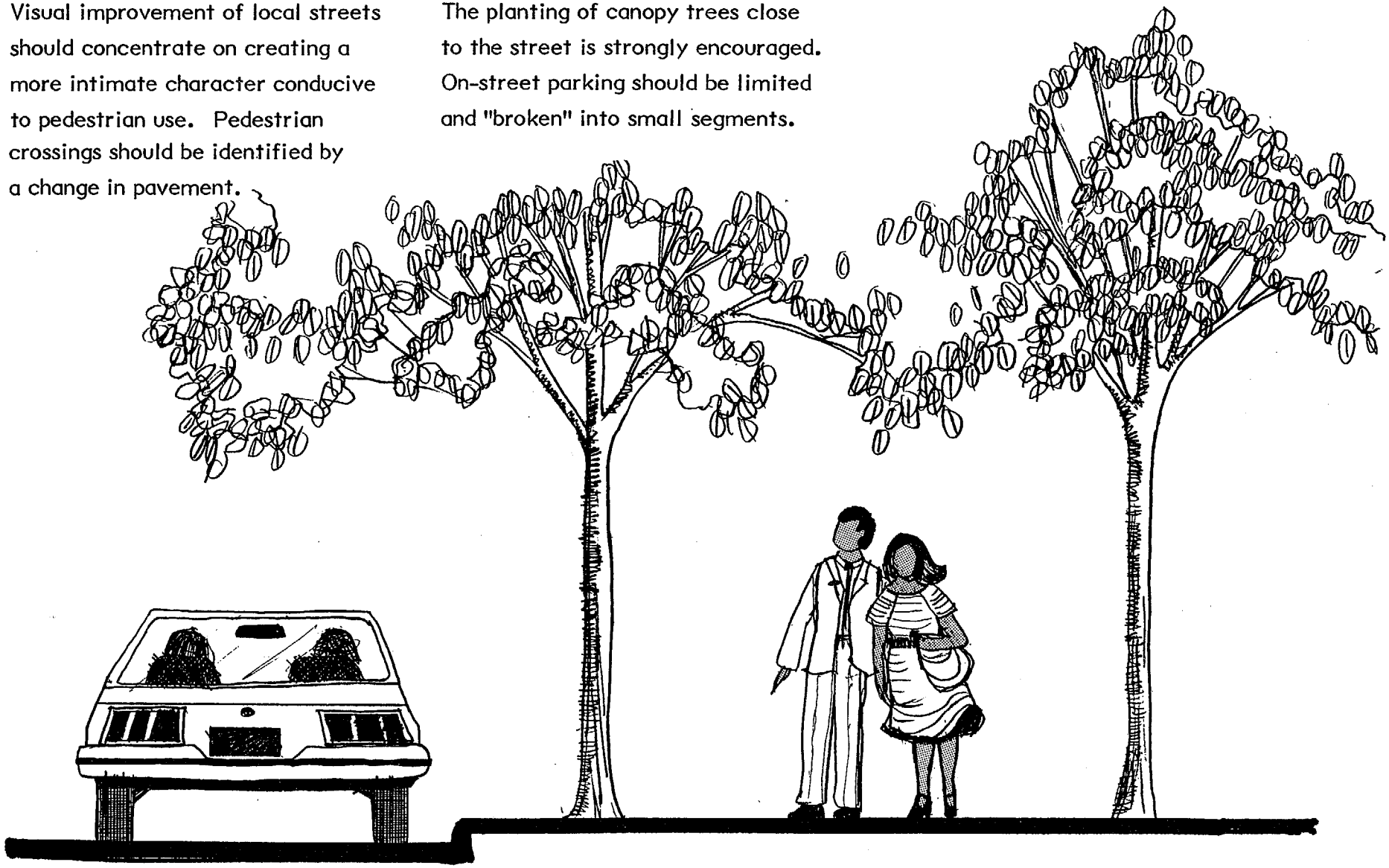
Limitation of on-street parking, on the river side, would open up views beyond the pavements edge to the river. Breaks in on-street parking should be provided on a regular basis when total removal of parking is not feasible.



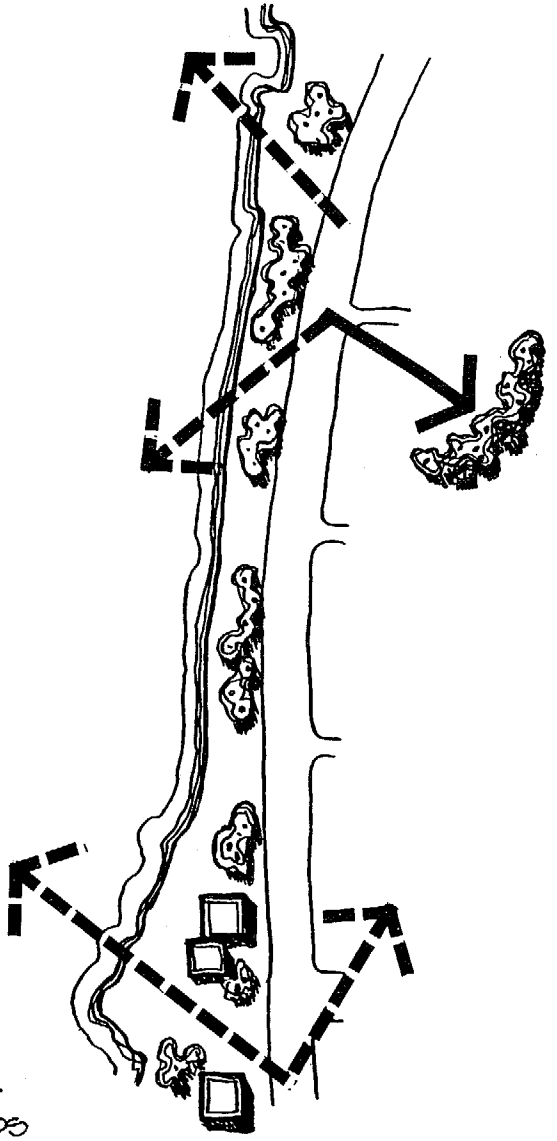
PARKWAY TREATMENT OF JEFFERSON AVENUE

Visual improvement of local streets should concentrate on creating a more intimate character conducive to pedestrian use. Pedestrian crossings should be identified by a change in pavement.

The planting of canopy trees close to the street is strongly encouraged. On-street parking should be limited and "broken" into small segments.



TREES IMPROVE THE VISUAL QUALITY OF STREETS FOR BOTH VEHICLES AND PEDESTRIANS.



ENHANCE SCENIC VIEWS FROM ROADS

ROADWAY VIEWS

The majority of waterfront views within Frenchman's Cove will be from the Jefferson Avenue corridor. Because of this, it is important that this corridor be maintained in an attractive manner.

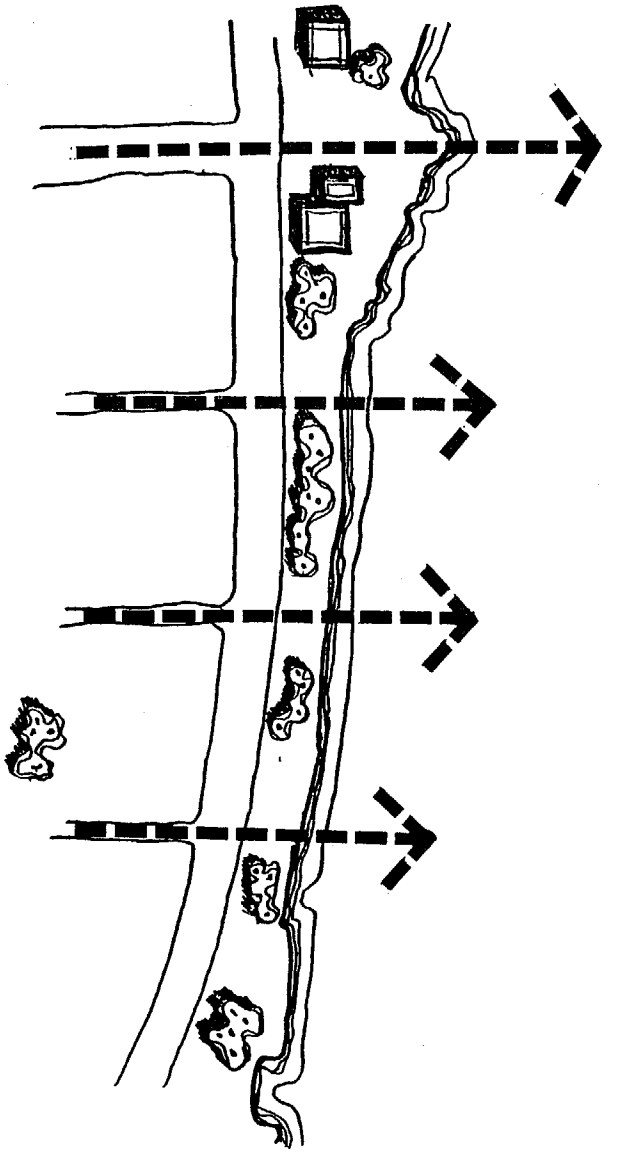
Favorable views shall be identified and accentuated through landscaping, building placement, and other means. Once identified, they must also be "maintained" and protected from blockage.

Objectionable views along the corridor must also be identified and screened whenever possible. It may be necessary to make physical improvements or to mitigate an objectional view by diverting attention away from it.

SIGHT LINES

Ground level sight lines from inland areas to the river shall be established and maintained. Sight lines will facilitate a greater connection between inland and waterfront areas in the future development of Frenchman's Cove.

Sight lines should be established along major vehicular corridors running perpendicular to the river (i.e., Southfield) and along pedestrian corridors. Building shall be located in a manner which maintains sight lines through setbacks from public rights-of-way. Boulevards or pedestrian malls with long views to the water can also be developed.

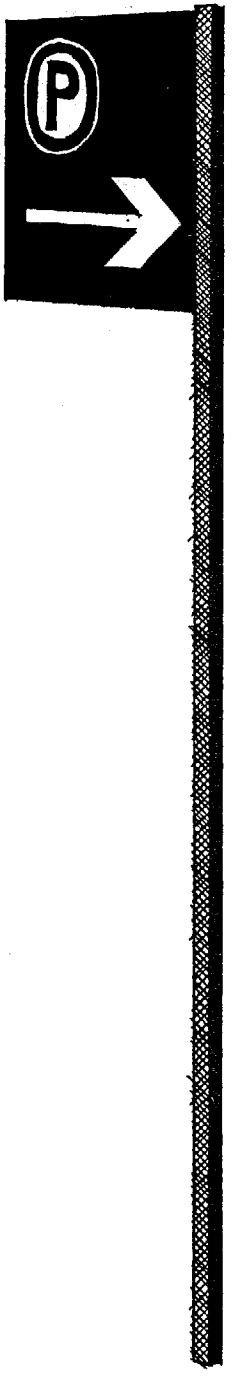


MAINTAIN SIGHT LINES TO THE RIVER FROM INLAND AREAS

PARKING FACILITIES

Parking facilities act as a link between vehicular and pedestrian circulation and must be located at key points. Appropriate location of parking facilities will encourage pedestrian circulation and the use of major and minor features within Frenchman's Cove.

Easy identification of parking facilities by the motorist is most important to easy access. Entry zones of parking facilities must be highlighted through consistent use of signage, special planting and other methods.



SAFETY

Care should be taken to insure the safety and security of the parking patron in both lots and structures. Parking attendants and the use of close circuit TV in structures may be necessary. Parking lots and structures should be well-lighted as should adjoining walkways.

PARKING STRUCTURES

Where suitable demand exists, a parking structure may be an appropriate solution to a parking problem. Parking structures may exist as a single-purpose building or may be incoprorated as part of another building such as the lower floors of an office complex. The size of parking structures should relate to adjacent buildings. The architecture should articulate the function of the building.

PARKING LOTS

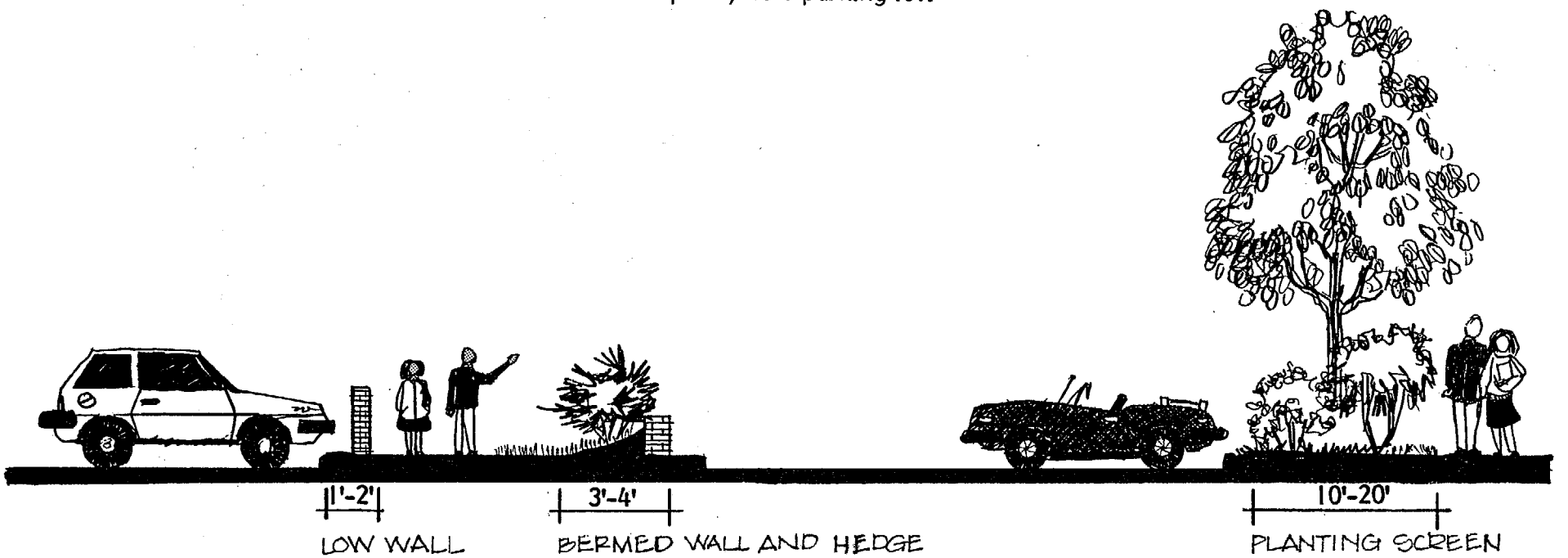
Parking lots should be visually setback. When possible, many small lots integrated behind or around buildings are preferable to large expanses in front. The bulk of the parking lot should be screened with vegetation, walls and/or fences.

Landscaping is also desirable within parking lots. Planting end islands, parking row dividers and perimeter planting will greatly improve the visual quality of a parking lot.

PARKING FACILITIES FOR RIVER FRONT ACCESS

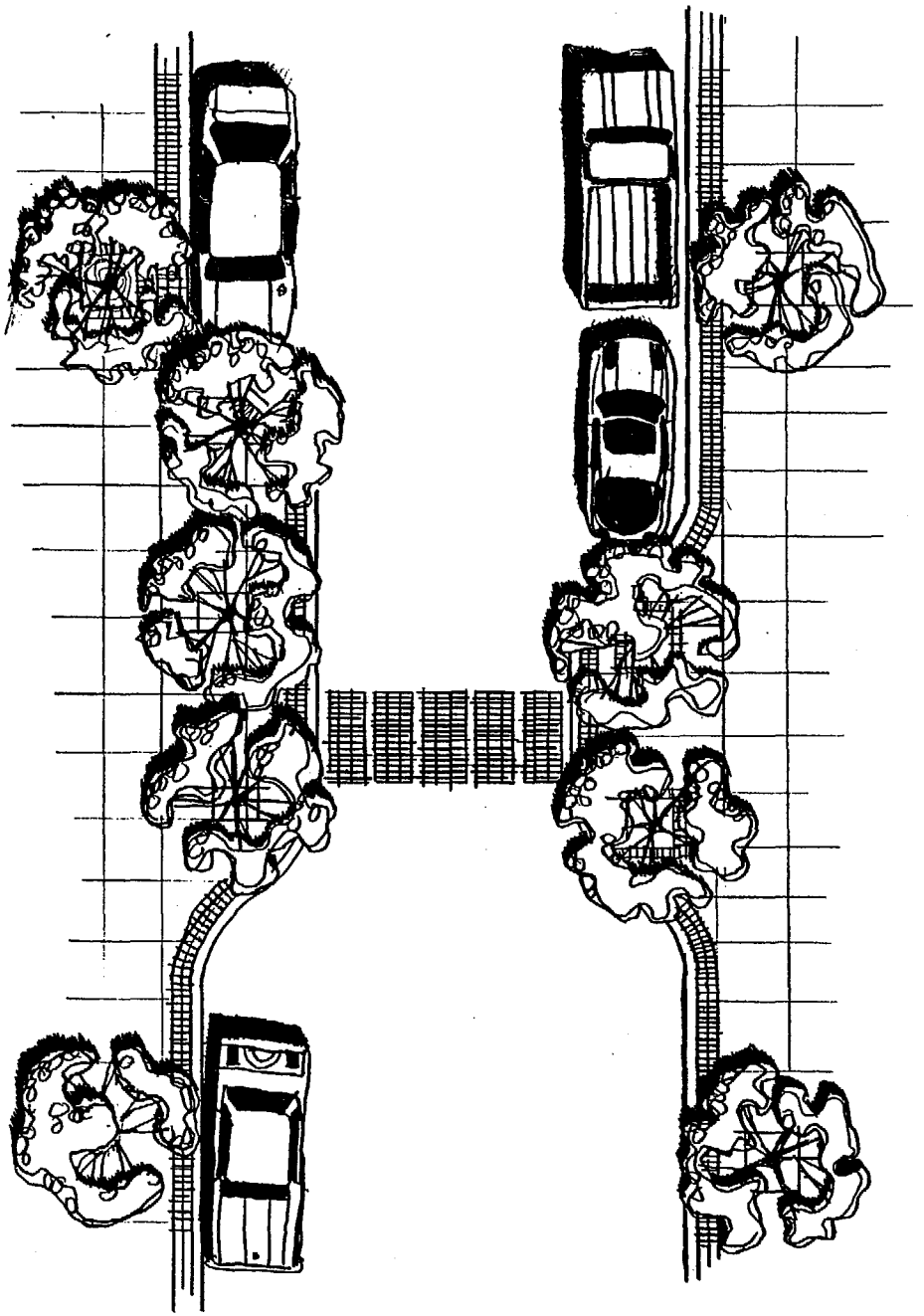
Public parking for visitors to the waterfront area of Frenchman's Cove shall be provided.

While parking directly on the waterfront should be discouraged, parking areas should be located in convenient proximity to the river; especially waterfront activity areas. They should be connected to the waterfront by pedestrian corridors.



ON-STREET PARKING

On-street parking should be limited, especially on major streets and its use aimed primarily toward short-term use. Parking stalls should be wide enough to insure safety when people are exiting on the traffic side of their cars. On-street parking should consist of short "segments" of parked cars with gaps in between, rather than a continuous ribbon. In some cases, the curb may extend out between cars for pedestrian crosswalks or tree planting. On local streets, parking should be limited to the mid-block area.



CURB EXTENSION PROVIDES SPACE FOR TREE PLANTING AND BREAKS UP LONG LINES OF PARKED CARS INTO SHORT SEGMENTS

PEDESTRIAN CIRCULATION

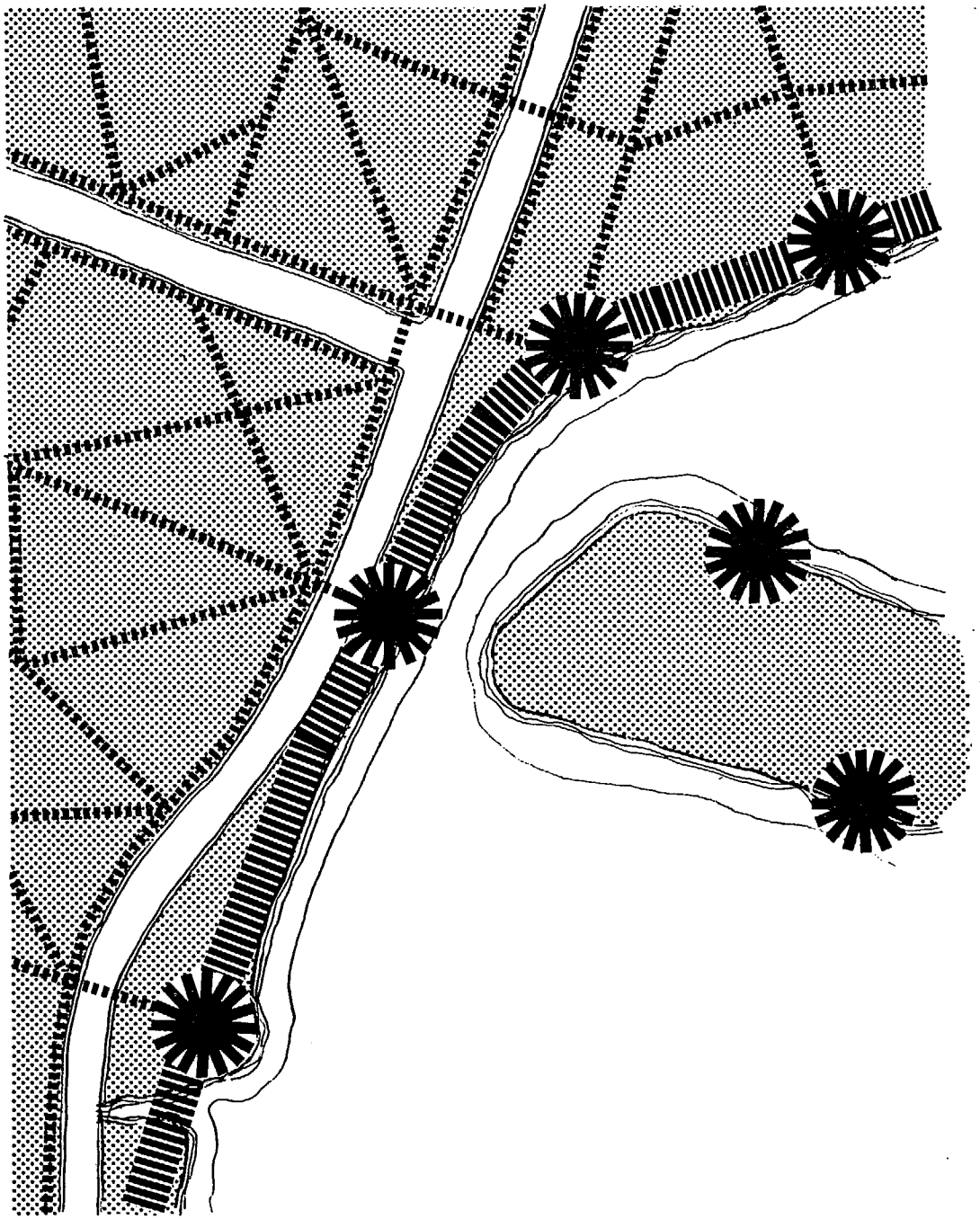
Pedestrian circulation should represent a primary mode of travel within Frenchman's Cove. Use of a pedestrian circulation system should be strongly encouraged.

Traditional pedestrian circulation systems follow the existing vehicular road system. A pedestrian circulation system for Frenchman's Cove should be more finely laced and, whenever possible, be separated from vehicular traffic. It should provide for safe, easy and inviting pedestrian travel to and from areas of interest.

LINEAR RIVERFRONT PARK

A linear riverfront park will act as the spine for the pedestrian corridor system. A strip of land immediately adjacent to the Detroit River shall be maintained as a park for public use. The land shall accommodate pedestrian traffic, be landscaped with appropriate ornamental plantings and contain park benches facing the river.

Design elements (plant material, benches, paving) within the linear park shall be consistent throughout its length and maintain design standards established for Frenchman's Cove. It will act as a unifying feature of Frenchman's Cove and will utilize the scenic quality and attraction of the riverfront.



PEDESTRIAN CORRIDOR SYSTEM

A system of pedestrian corridors shall connect the waterfront park with inland areas of Frenchman's Cove. Plazas, sidewalk cafes, and small parks should be integrated into the corridor system. The corridor system, in turn, shall be integrated into new and existing development of Frenchman's Cove.

RIVERFRONT ACTIVITY AREAS

Specific activity areas shall be located adjacent to the river's edge connected by the linear park. The activity areas can include facilities such as fishing docks, marinas, restaurants, shops, and plazas for public events.

These facilities will encourage public use of the riverfront and provide residents and visitors of Frenchman's Cove with a range of recreational activities associated with the river.

INTERSECTIONS

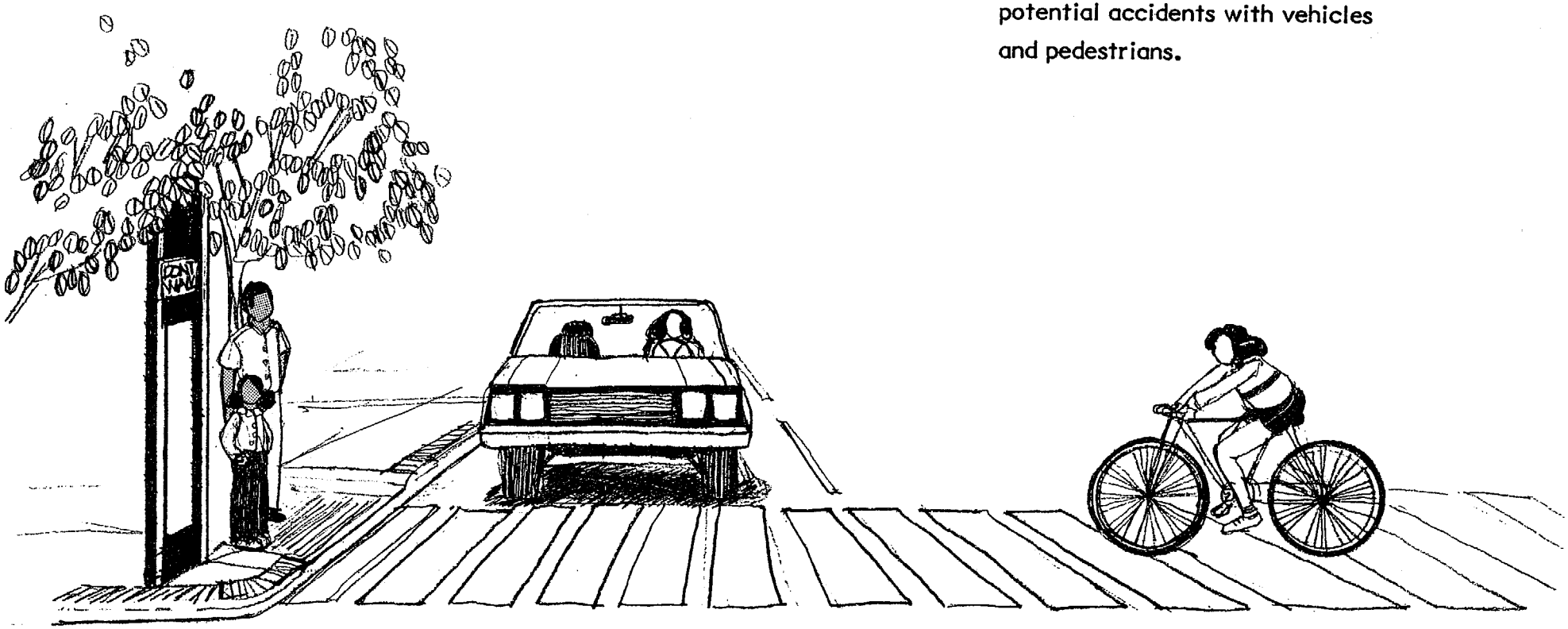
Pedestrian safety at intersections shall be assured. Crosswalks shall be clearly marked with striping or through a change in paving material. At major crossings, such as Jefferson Avenue, elevated pedestrian walkways should be considered.

HANDICAPPED ACCESS

Provisions for wheel chair access should be made throughout the system such as at curbed intersections. Excessive use of stairs should be avoided and alternative ramps provided.

BICYCLE TRAVEL

Bicycle travel should also be encouraged in Frenchman's Cove in conjunction with both vehicular and pedestrian corridor systems. Special signage should identify designated routes. Whenever possible, separate bicycle lanes and trails should be provided to prevent potential accidents with vehicles and pedestrians.



CORRIDOR TREATMENTS

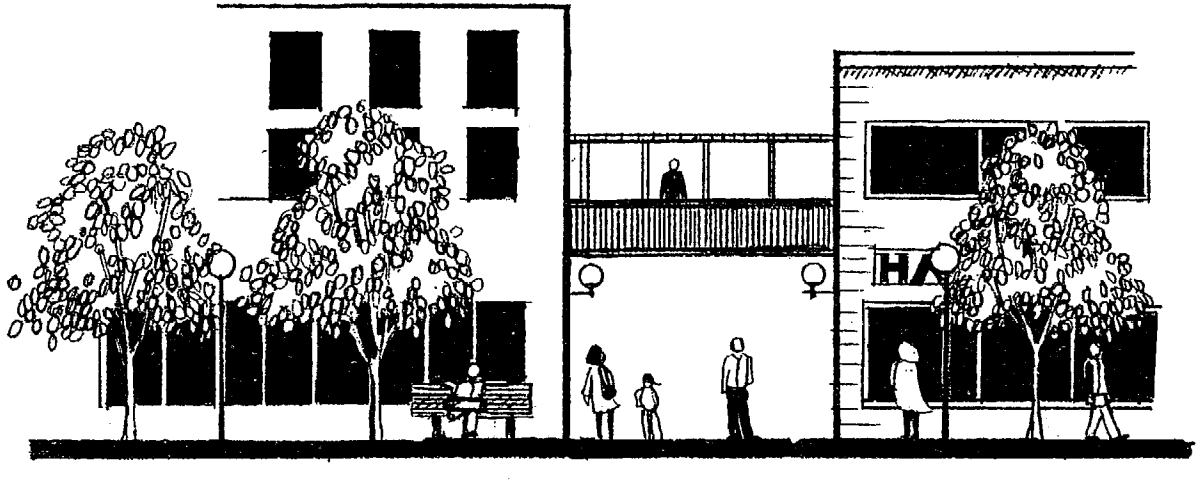
Pedestrian corridors shall be designated through signage, landscaping, and furnishings to encourage use. Materials will be consistent with the overall design standards established for the area.

A corridor may range in size and character from pedestrian malls to small "alleys" and may also move from exterior through interior spaces. Pedestrian bridges at upper levels should be encouraged.

Special lighting should be provided along pedestrian corridors for nighttime use and care should be taken to provide for ample sightlines when landscaping to promote a sense of security.

Landscaping along pedestrian corridors can be more detailed and provide more variety than other areas. Seasonal flowers for color are appropriate, especially adjacent to seating areas. Benches should be provided along the corridor system.

Paving may also be more detailed in color and texture. It should be relatively consistent in pattern and material throughout the corridor system. It should not change radically over a short distance or mix several paving types in small areas.



PEDESTRIAN CORRIDORS - ALONG STREETS, IN BETWEEN BUILDINGS, THROUGH BUILDINGS AND CONNECTING BUILDINGS WITH ELEVATED WALKWAYS AND BRIDGES.

III. DESIGN GUIDELINES

UNIFYING ELEMENTS

III DESIGN GUIDELINES

UNIFYING ELEMENTS

A unified image for Frenchman's Cove will be achieved, in part, through the application of design standards for physical elements such as signage, paving, lighting, plant material, and street furniture These unifying elements will establish a common design theme throughout the district and encourage the development of a special character unique to the area

IMAGE IDENTIFICATION

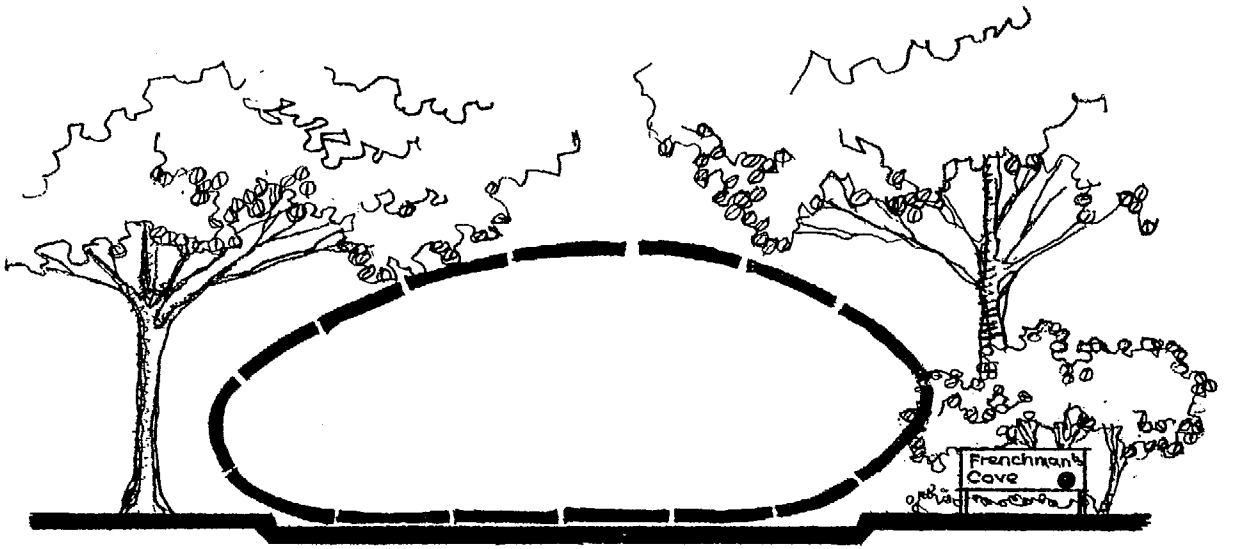
A positive public image must be developed and maintained for Frenchman's Cove. Unique features, landmarks and views should be maximized to promote a positive image and to set the Frenchman's Cove district apart from surrounding environs. The Detroit River, with Mud Island, is the most significant natural feature of Frenchman's Cove. Enhancement, through a riverwalk park and parkway treatment of Jefferson Avenue adjacent to the river, will help in creating an identifiable image for the area.

ENTRY IDENTIFICATION

Special treatment of major vehicular entries into Frenchman's Cove are important because they function as an announcement of a special district. Entrance signage, planting, changes in pavement, and traffic speed reduction are simple methods to this end. A special feature or view which can be highlighted as a focal point can present an even better opportunity for entry identification.

IMAGE COMPONENTS

Within Frenchman's Cove, other unifying elements such as signage and graphics, street furniture, lighting, paving, landscaping and architecture, act as components to the overall image. Signage and graphics provide immediate effect at low cost.



ENTRY ZONE

SIGNAGE AND GRAPHICS

LOGO

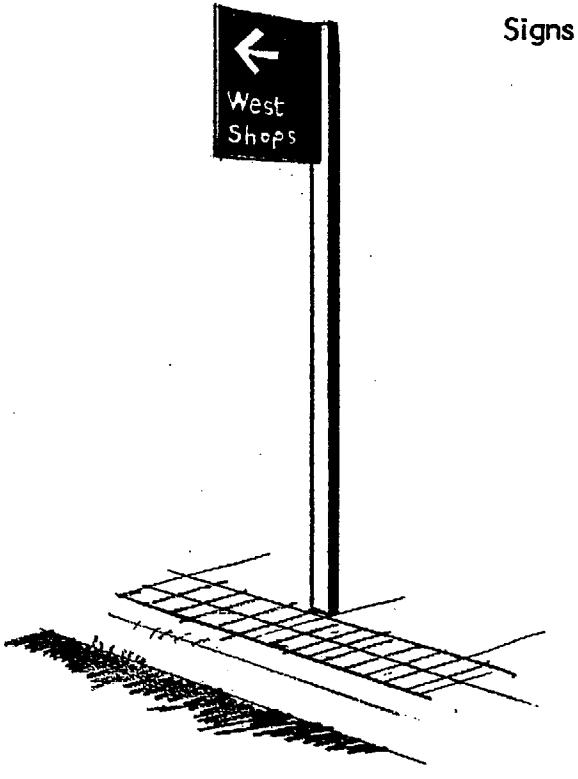
A special symbol or logo representing Frenchman's Cove is recommended to enhance positive identification of the area. The Frenchman's Cove logo should be used consistently throughout the area, especially in conjunction with the directional and informational signage system.

PUBLIC SIGNAGE

The proliferation of signage can be both confusing and visually distracting. Public signage for traffic control and public information can be developed to effectively communicate necessary information to the public, as well as act as a positive unifying element within Frenchman's Cove.

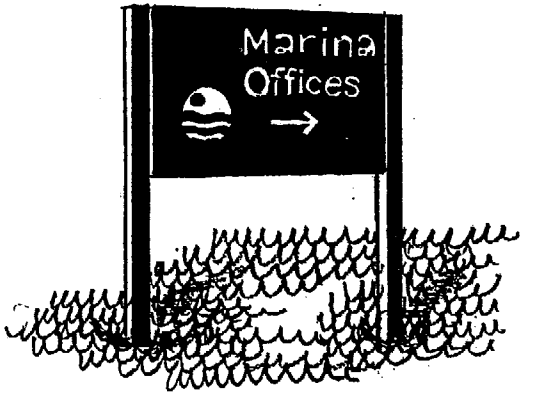
A uniform public signage system in a modular format utilizing simple, clear graphics, should be adopted. Color-coding signs of different types such as directional and identification information, promotes easy communication to the motorist or pedestrian. The use of international symbols is also appropriate.

Since signage is meant to draw attention, signs should be clustered in a manner which minimizes negative visual effects to the area. Unnecessary signage should be eliminated whenever possible and be properly maintained. Poorly maintained signs quickly become public eyesores.



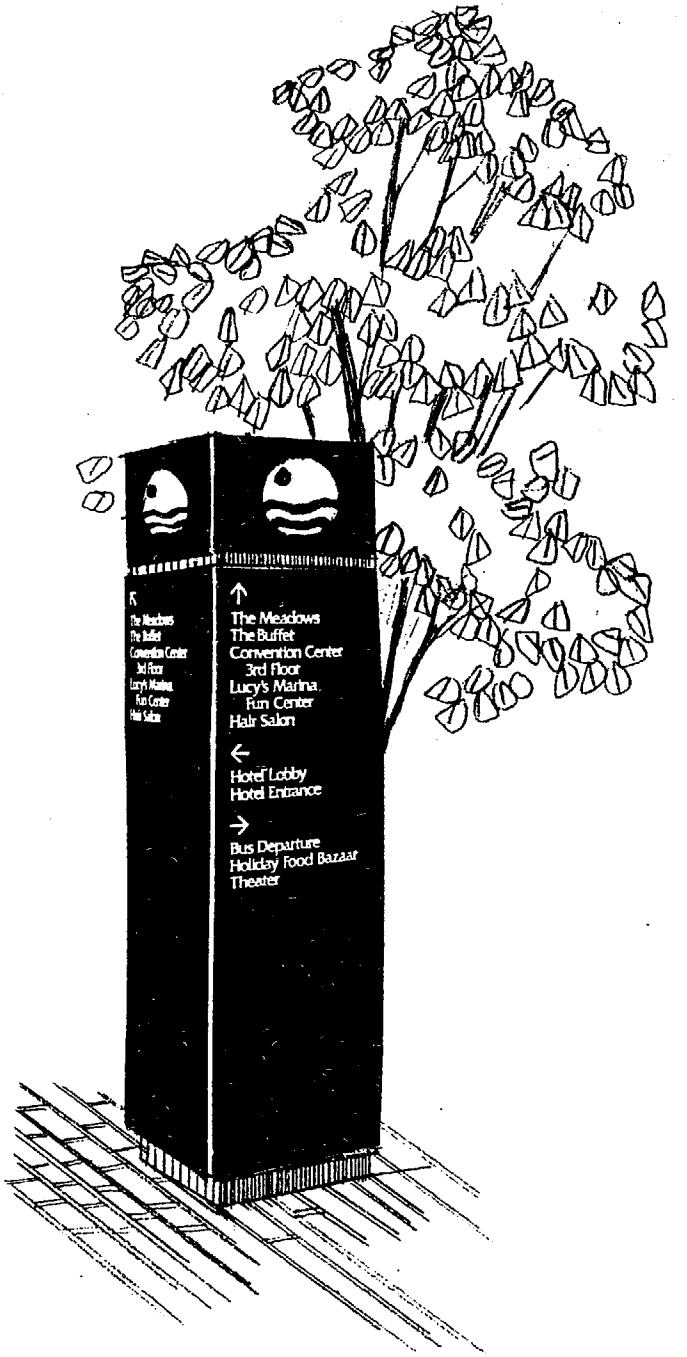
DIRECTIONAL SIGNAGE

For directional signage, a post and panel system is recommended. Depending on application, signs may require either one or two posts. Those with single posts should be mounted to the right side of the panel. Support posts and sign panel backgrounds should be finished in dark bronze. Lettering should be white in a Helvetica Medium style and signs should feature the Frenchman's Cove logo whenever possible. Signs may be single or double-faced.



PEDESTRIAN CORRIDOR SIGNAGE

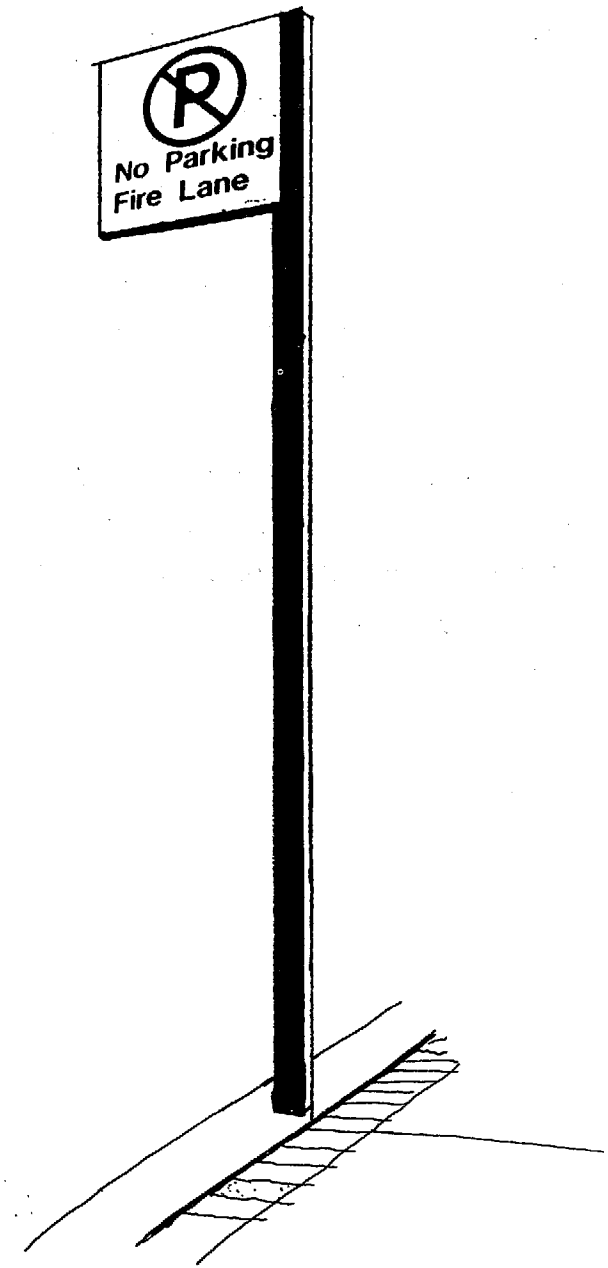
Pedestrian corridors may also require directional signage. These signs should feature the Frenchman's Cove logo and provide pertinent information. In some cases, signs may be supported by light poles along the corridor, otherwise the same post and panel system should be applied. Where more extensive directional information is required a pylon directory may be considered, again featuring the Frenchman's Cove logo on a dark bronze background finish.

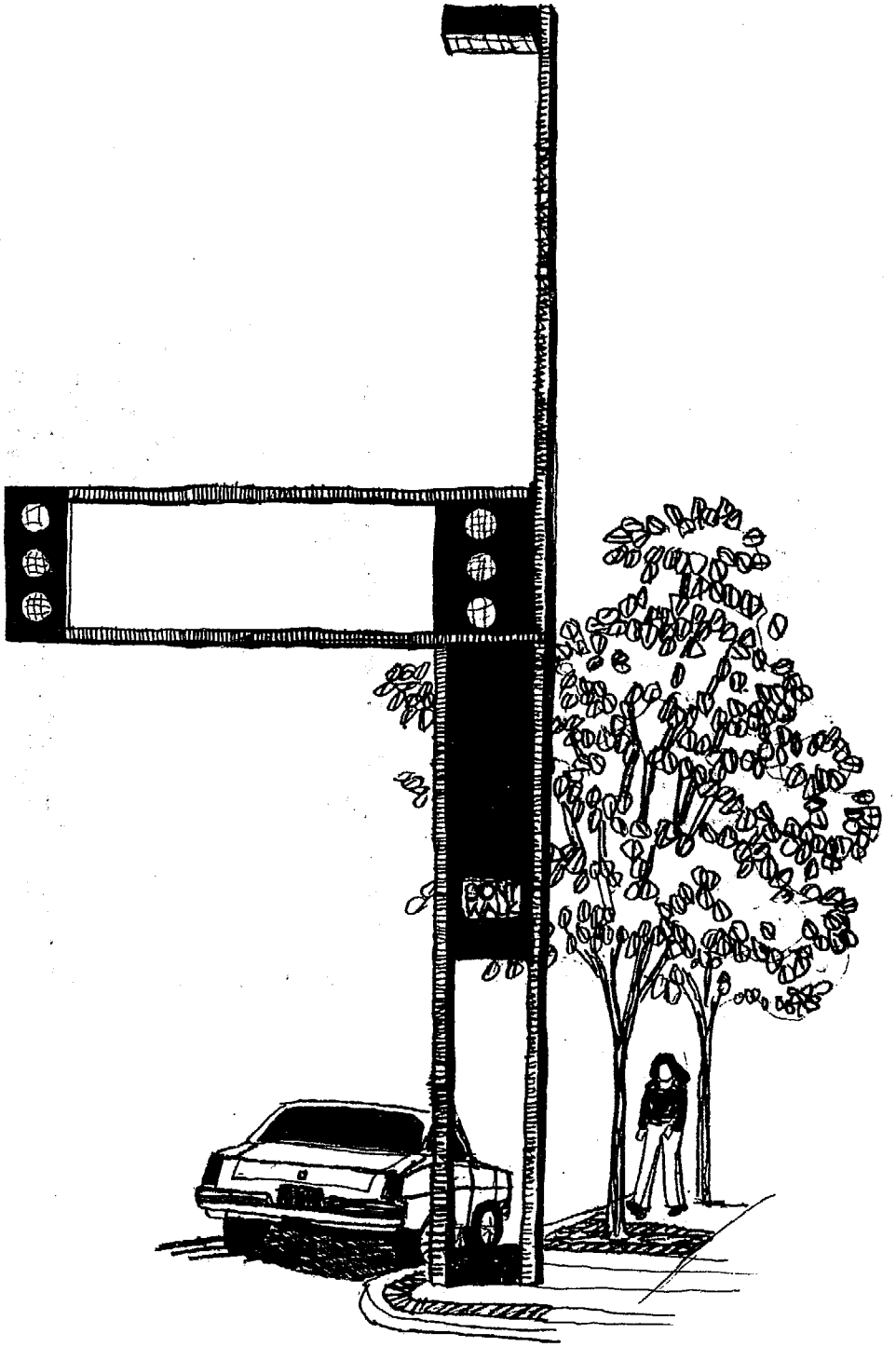


PYLON DIRECTORY FOR PEDESTRIAN CORRIDORS

REGULATORY SIGNAGE

These signs must meet highway standards for regulatory signage but may be handled in a modified post and panel system as part of the overall system for Frenchman's Cove. Posts should be finished in dark bronze and mounted to the right of the sign face whenever possible. Backgrounds should be white or otherwise conform to standards.





STOP LIGHTS

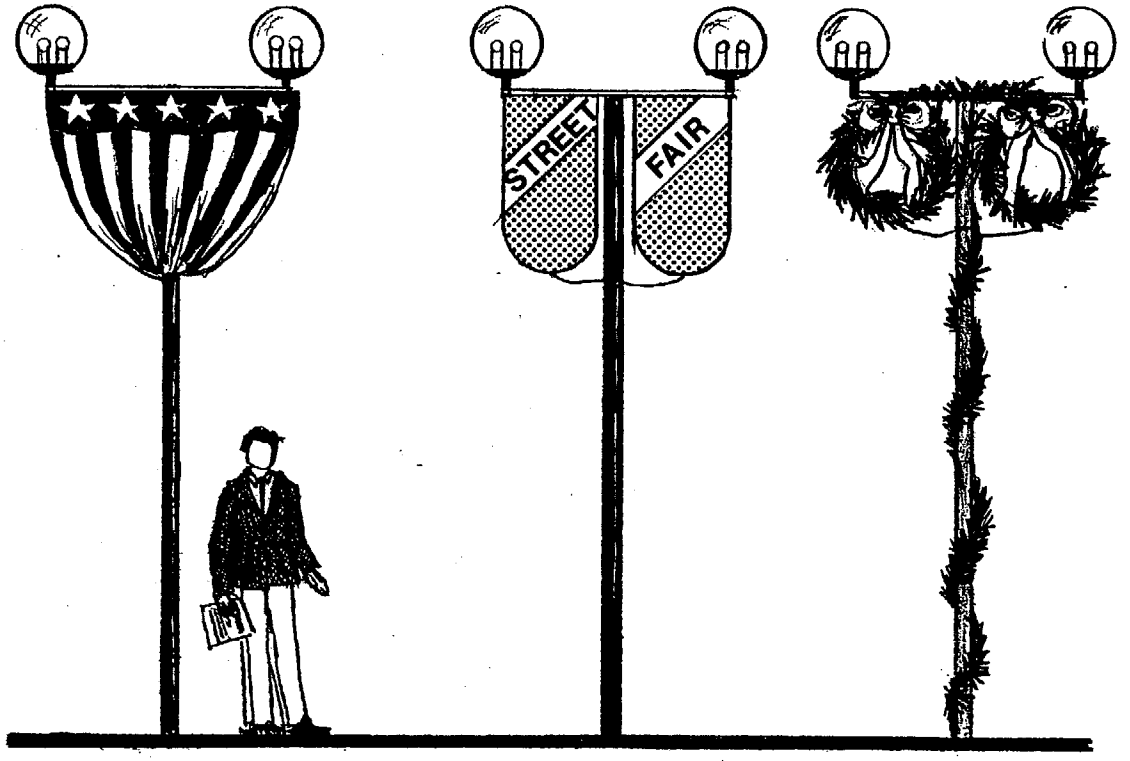
As part of the regulatory signage system, the installation of a modular stop light system is highly desirable, particularly on narrower streets. Stoplights, traffic-control signage, pedestrian signals and street names are all incorporated into one unit. The unit, finished in dark bronze, is a positive addition to the urban street.

DECORATIONS

Banners and other decorations marking seasonal or special public events promote a festive atmosphere. They add color and a change of scene to the landscape.

Decorations may be attached to brackets on light poles. They should be used in high activity areas to produce an attractive yet unified appearance. Banners may be constructed from vinyl-coated polyester or nylon with brass grommets. All decorations should be firmly secured top and bottom to withstand wind.

Other seasonal decorations include white miniature lights for deciduous street trees and evergreen roping for street lights

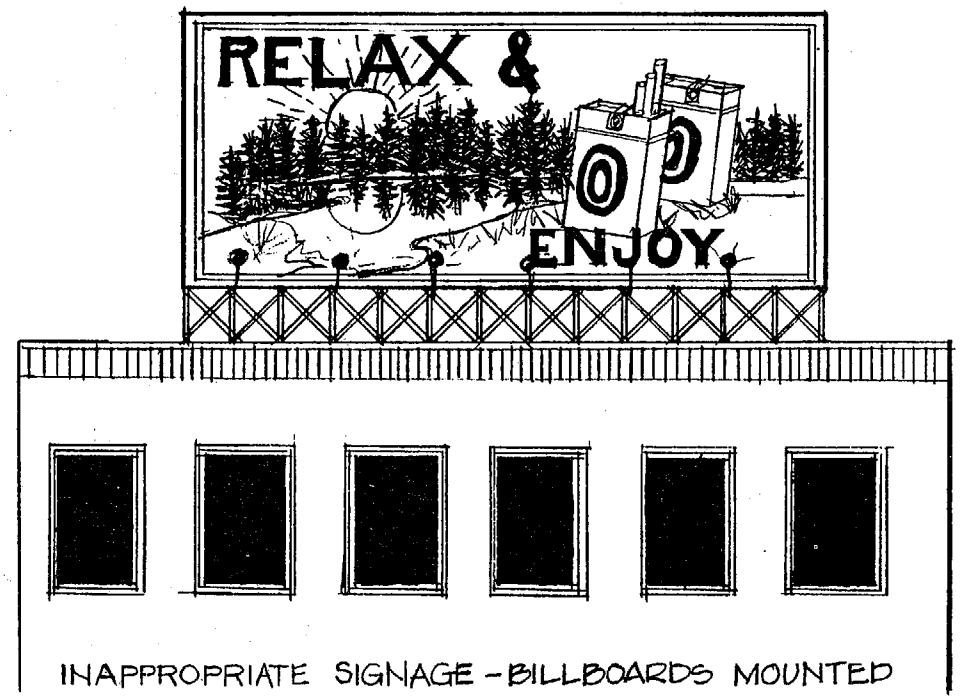


COMMERCIAL SIGNAGE

Commercial signage is a necessary visual element of urban areas. It should be designed in an attractive manner which does not distract from the positive quality of the area. In maintaining the character of Frenchman's Cove, commercial signage should be oriented primarily toward the pedestrian.

Commercial signage should communicate the name of the owner or place of business and/or the business or activity conducted, and no additional information. Symbolic or traditional signs such as barbershop poles are encouraged. Design and materials for signage should relate to the architecture and character of Frenchman's Cove. Billboards, flashing or moving signs, and those with excessive illumination are incongruous forms of commercial signage.

Obsolete signage is both unnecessary and detrimental to visual quality and must be removed. Unpainted signs and those in disrepair must either be repaired or removed. Existing signage which is non-conforming should be replaced over a given period of time.

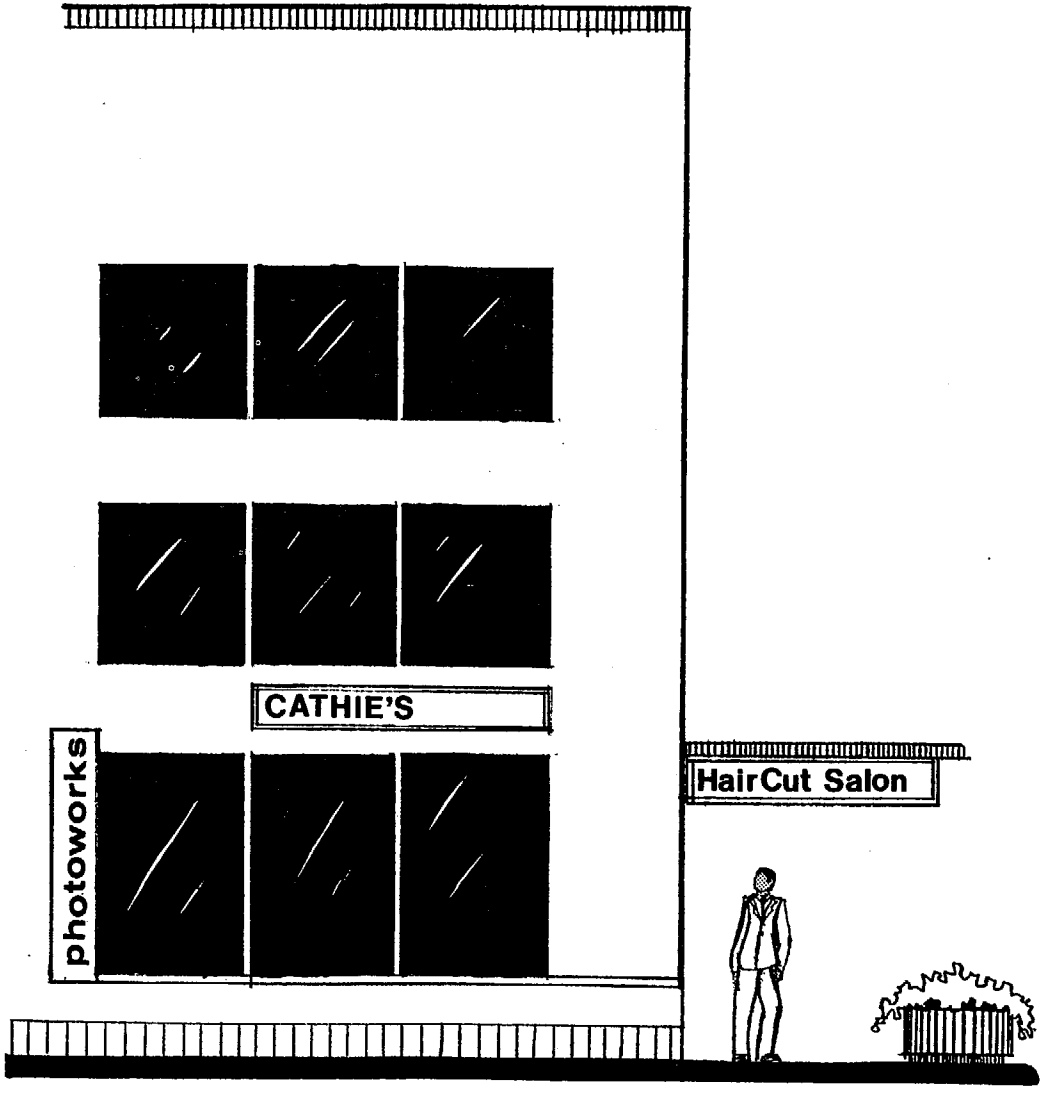


INAPPROPRIATE SIGNAGE - BILLBOARDS MOUNTED ON TOP OF BUILDING.

FACADE SIGNS

Commercial signage should be located, in most cases, on building facades and not rise above the level of the roof tops. Whenever possible, signage should be located below the second story. Signs on upper stories should be discouraged. Signs may also extend out from buildings. In some cases they may be placed on or hang from canopies over walkways.

Facade signs should be limited in size and be in proportion to the size of the building. Projecting signs should be limited in height and distance from the building. The number of signs should be limited to one per facade fronting a public street or pedestrian corridor for each business. When more than one business shares a building, the size, design, and location of their signs should compliment each other.



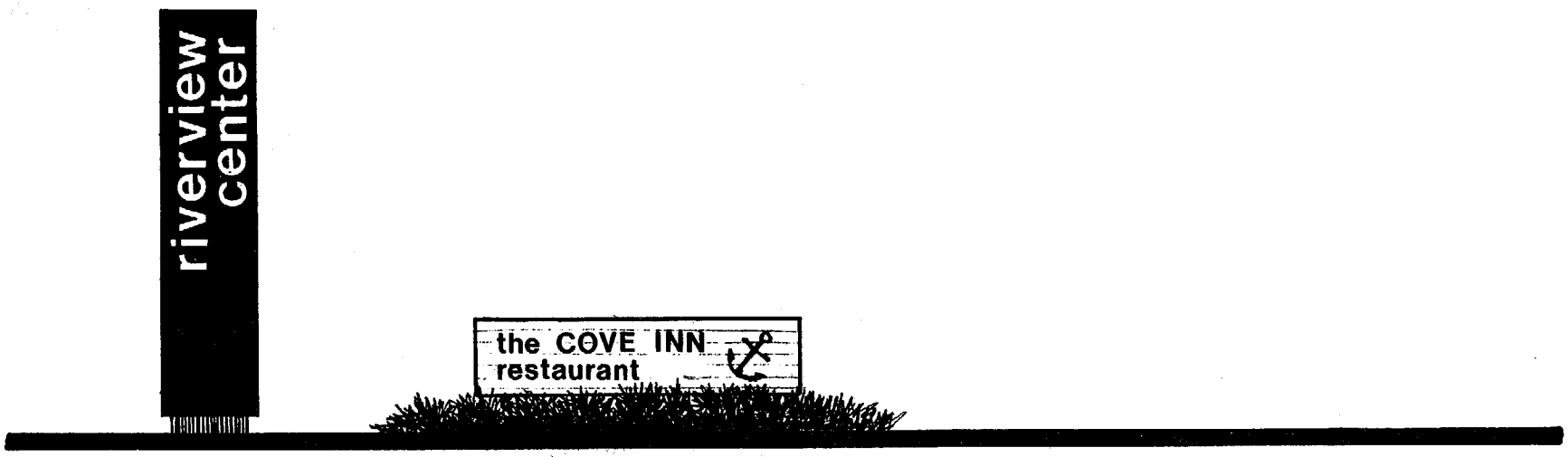
FACADE SIGNS REPRESENTING VARIOUS BUSINESSES WITHIN THE SAME BUILDING SHOULD COMPLIMENT EACH OTHER.

FREESTANDING SIGNS

In situations which call for freestanding signs, creative design is encouraged which makes a positive contribution to the visual quality of Frenchman's Cove. Two types of freestanding signs are recommended for use in the district. The first type is horizontally oriented to the ground plane and should be no more than 4 feet in height. Horizontal signs may be mounted on posts, or may extend directly from the foundation without posts.

Where a vertical orientation is desired, monolith type signs should be used. Monoliths may be up to 15 feet tall and 3 feet wide on a single face. A monolith sign always extends up directly from its foundation, without posts.

Freestanding signs should be located so as not to impede visual access to the riverfront or other positive views to the riverfront. They should only be placed adjacent to structures which abut major public streets or roads. Use on minor streets is discouraged. They should not be placed on pedestrian corridors separate from streets. Freestanding signs should be sited in an attractive manner. Landscaping or special lighting may be appropriate.



MONOLITH SIGN HORIZONTAL SIGN WITH BASE PLANTING

STREET FURNITURE

As previously mentioned, street furniture elements are important as a unifying component of Frenchman's Cove. Street furniture can provide positive amenities to the outdoor environment. Through improper selection and placement, however, street furniture can contribute to visual clutter, impede pedestrian circulation, be unused and neglected.

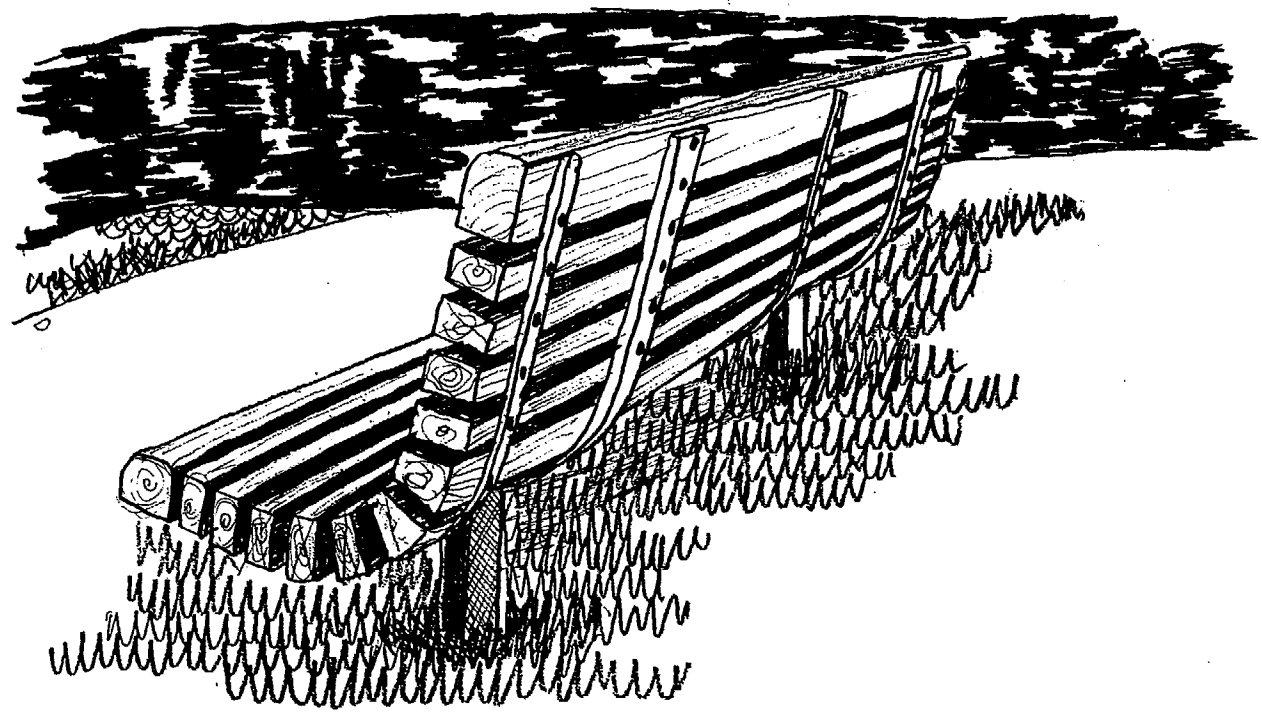
Street furniture should be located carefully to insure its positive use and visual attractiveness. It should be placed in a manner which will direct pedestrian circulation rather than hamper it.

Street furniture should not be lined up indiscriminately; it should be grouped in an attractive and functional manner. It should be placed logically where it will be used and appreciated.

SEATING

Seating should be concentrated in areas of high pedestrian activity such as commercial and office districts, public parks and plazas. Long rows of benches should usually be avoided. Seating should occur in small groupings, at corners and edges. It should occur at points of interest, such as attractive views or at "people watching" spots, and at likely resting and waiting points.

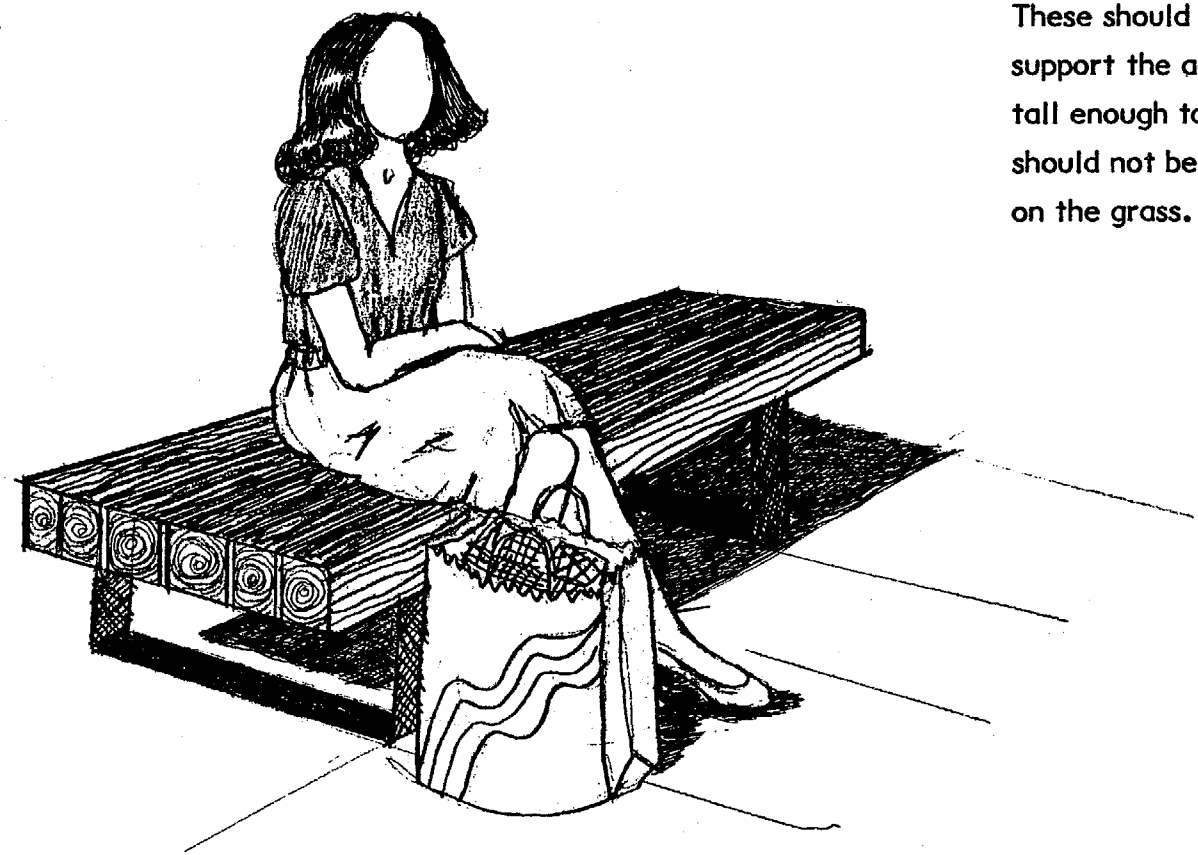
Seating is to be provided throughout Frenchman's Cove in conjunction with the pedestrian corridor system. Several seating options are recommended for Frenchman's Cove. Benches will represent the primary source of seating.



BENCHES

Two types of benches are recommended for Frenchman's Cove. The first type is a contoured wood bench with a back. It should be used in areas where people are encouraged to sit for a while and relax such as along the riverfront, walkways, and plazas.

The second type is a flat wood bench with no back. It is suitable for relatively short-term seating and provides the option of sitting on either side of the bench. Both benches should have the same finish and lumber.



OTHER SEATING OPTIONS

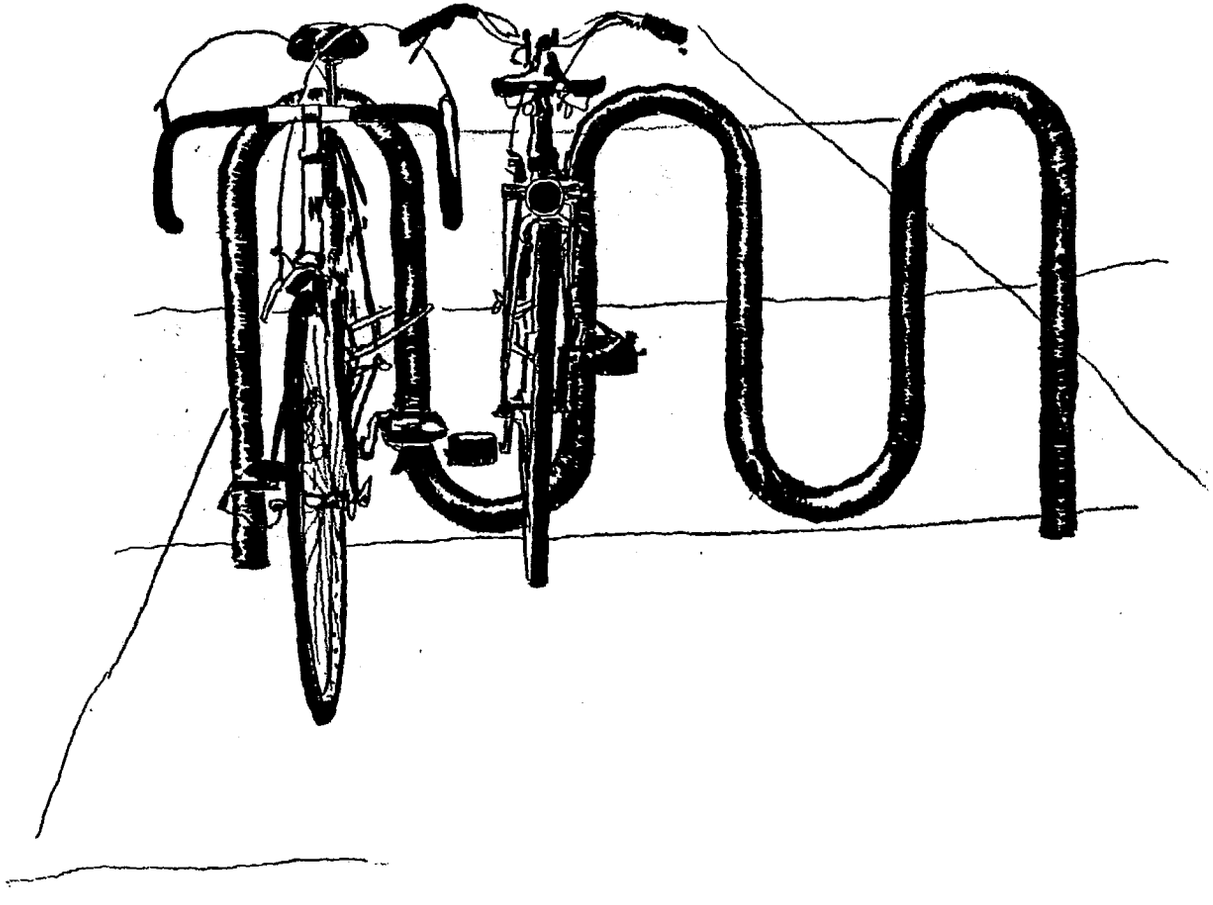
Planter walls offer a pleasant place to sit by vegetation and should be designed to encourage this use with the appropriate dimensions.

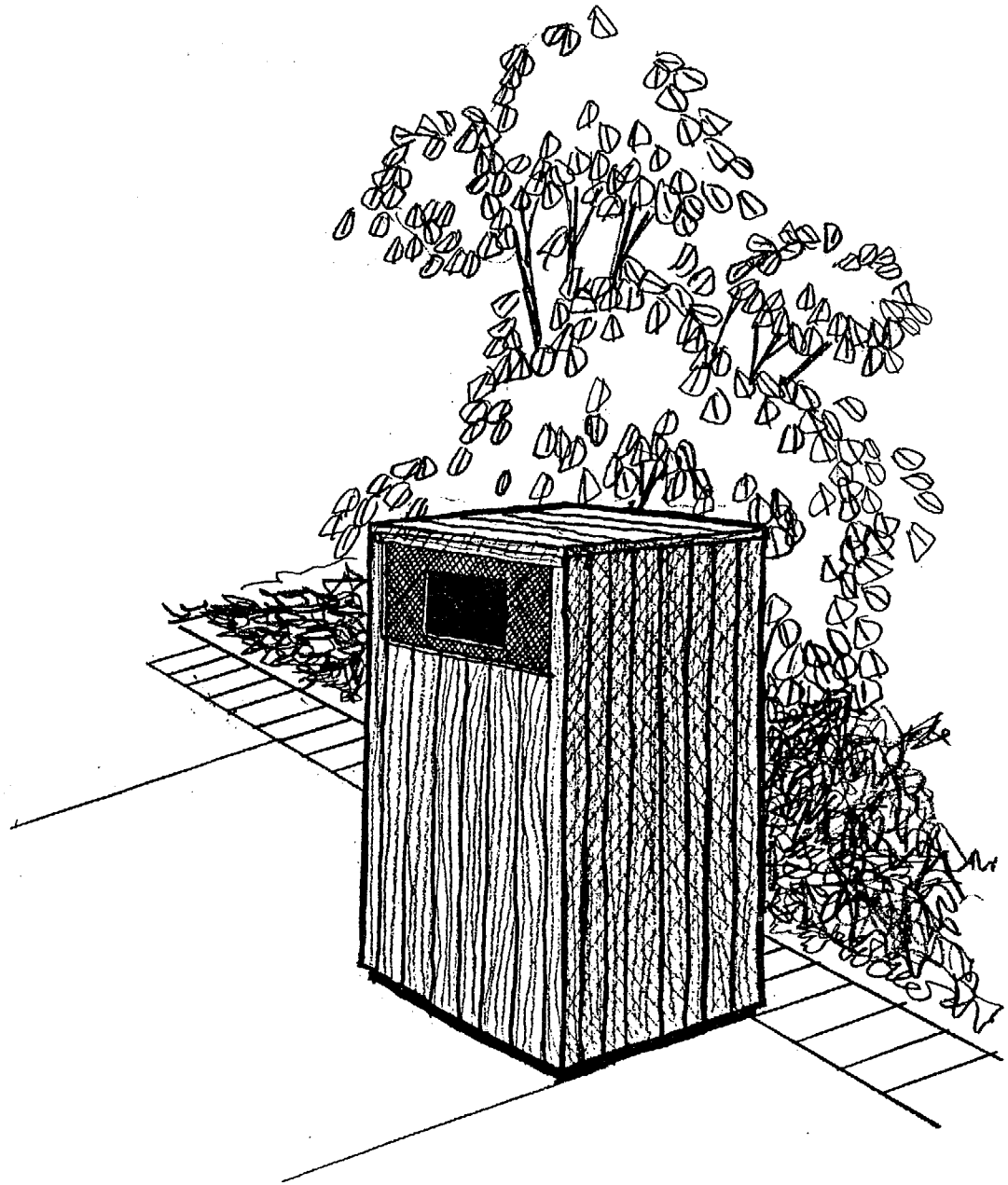
People will also sit on steps, on other walls and perch on railings. These should be strong enough to support the additional weight or tall enough to avoid it. People should not be dissuaded from sitting on the grass.

BICYCLE RACKS

Providing safe and convenient places to ride and park bicycles is an important factor in promoting bicycle circulation. Bicycle racks require relatively little space and should be located at logical points throughout Frenchman's Cove. Isolated locations are not advisable. Bicycle racks should also not be placed so that parked bikes impede pedestrian circulation.

The recommended bicycle rack is constructed from cylindrical, steel. It should be finished in an anodized dark bronze color.





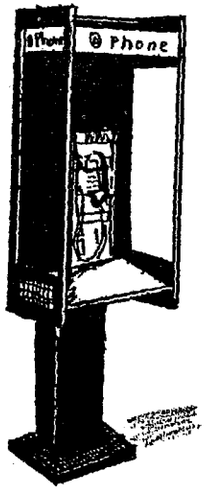
TRASH RECEPTACLES

The occurrence of litter would be extremely detrimental to the visual quality of Frenchman's Cove. In order to discourage this practice, trash receptacles must be located conveniently and on a regular basis throughout the area. They should be visually unobtrusive and one type should be used in all areas.

The recommended trash receptacle is rectangular in shape and consists of a wood shell with a fiberglass liner. Trash is deposited to the side.

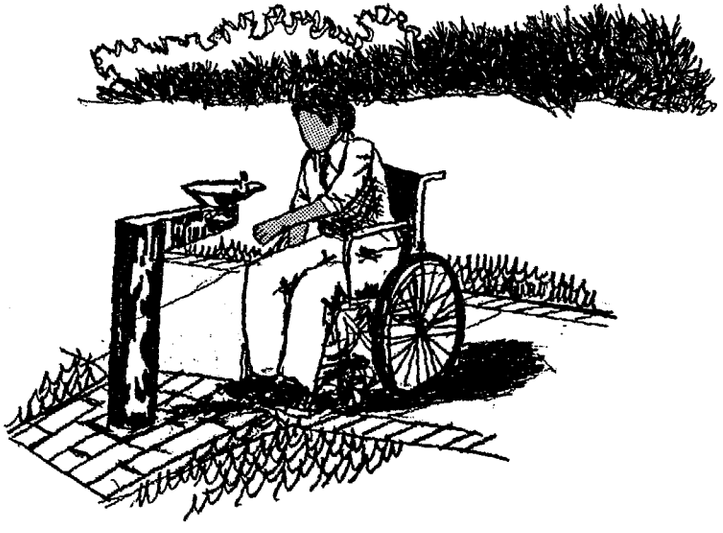
TELEPHONE BOOTHS

Outdoor telephone booths are a convenience and provide a necessary safety factor. They should be located in areas of high pedestrian activity and vehicular circulation routes, but away from excessive noise and traffic when possible. Phone booths should have an anodized dark bronze finish and be accessible to the handicapped.



DRINKING FOUNTAINS

Drinking fountains, while not a necessity, are an amenity which make an urban environment a more attractive place to be. Drinking fountains should be designed to provide wheelchair access and be located in areas of high pedestrian use. They should also be finished in dark bronze.



WALKWAY SURFACES

Frenchman's Cove should have an attractive and uniform paving system. General guidelines have been outlined in previous section on PEDESTRIAN CORRIDORS.

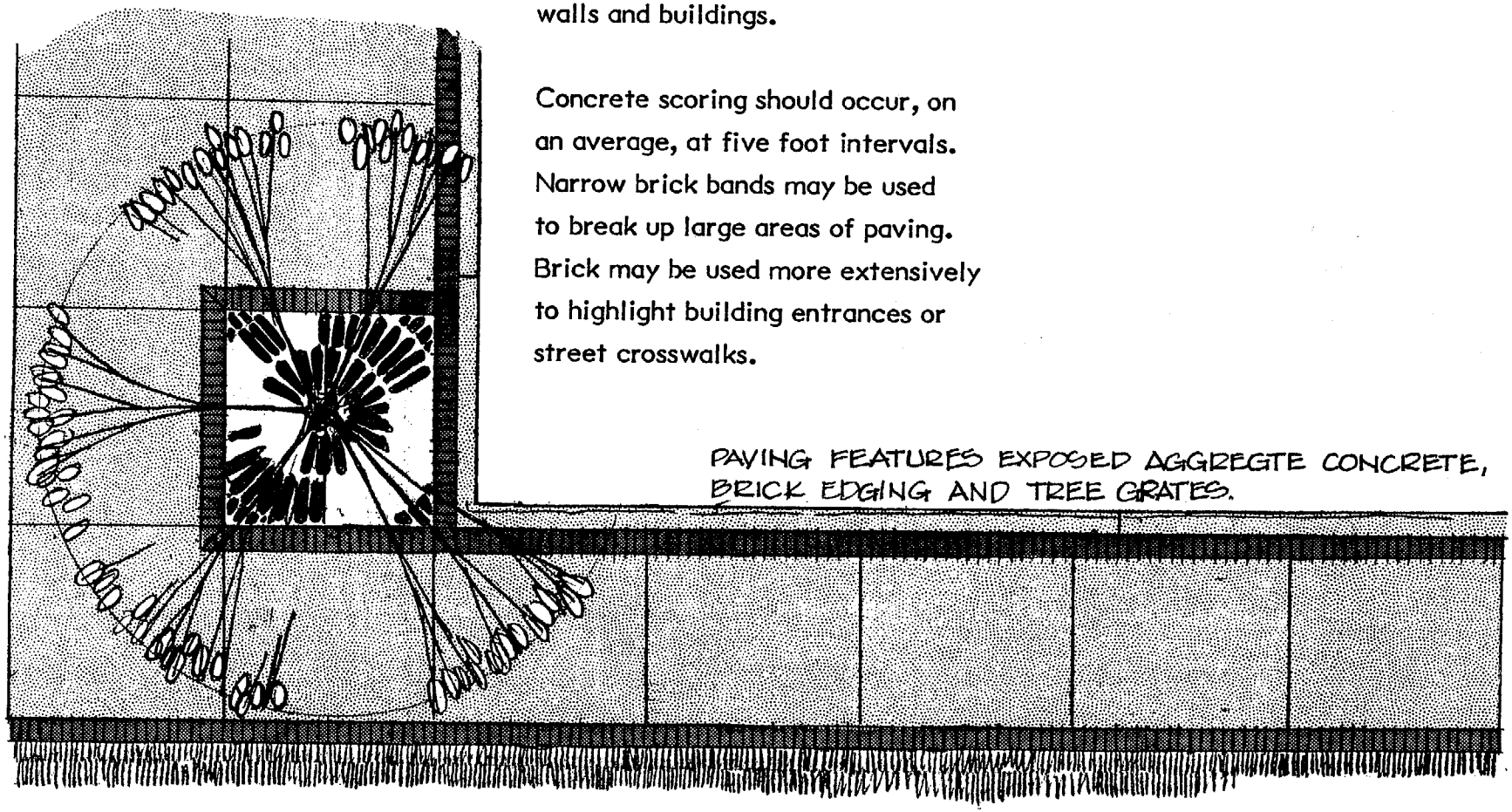
HIGH VOLUME WALKS

The recommended paving for high volume/visibility areas, such as urban districts and major pedestrian corridors, should consist of an exposed aggregate concrete bounded by a band of red brick at its edges which include curbs, tree grates, walls and buildings.

Concrete scoring should occur, on an average, at five foot intervals. Narrow brick bands may be used to break up large areas of paving. Brick may be used more extensively to highlight building entrances or street crosswalks.

LOW VOLUME WALKS

Low volume/visability walks may be paved in either exposed aggregate or broom-finished concrete; exposed aggregate representing the preferred material. The pavements should be scored in five foot modules.



PAVING FEATURES EXPOSED AGGREGTE CONCRETE, BRICK EDGING AND TREE GRATES.

LIGHTING

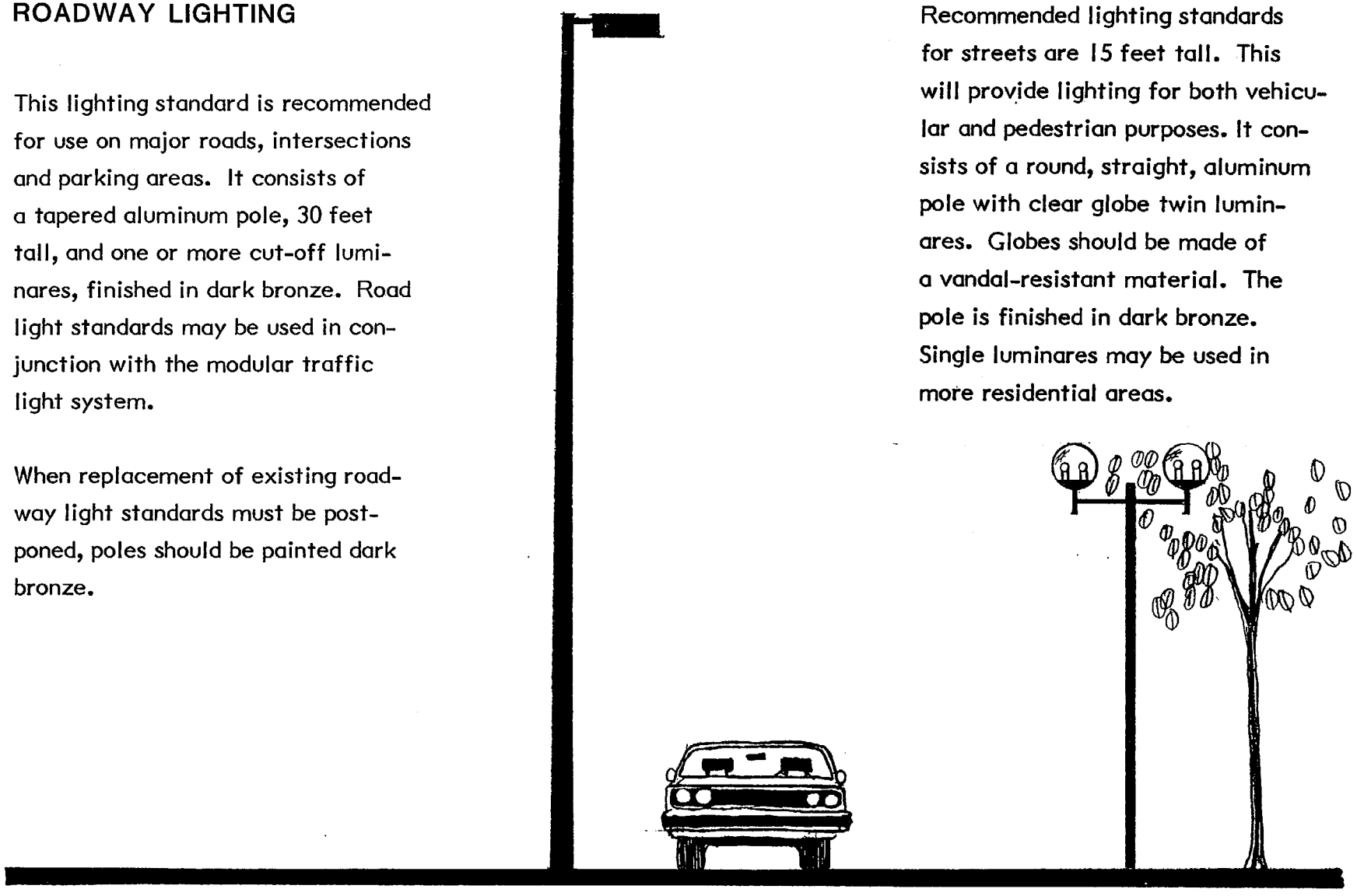
ROADWAY LIGHTING

This lighting standard is recommended for use on major roads, intersections and parking areas. It consists of a tapered aluminum pole, 30 feet tall, and one or more cut-off luminares, finished in dark bronze. Road light standards may be used in conjunction with the modular traffic light system.

When replacement of existing roadway light standards must be postponed, poles should be painted dark bronze.

STREET LIGHTING

Recommended lighting standards for streets are 15 feet tall. This will provide lighting for both vehicular and pedestrian purposes. It consists of a round, straight, aluminum pole with clear globe twin luminares. Globes should be made of a vandal-resistant material. The pole is finished in dark bronze. Single luminares may be used in more residential areas.

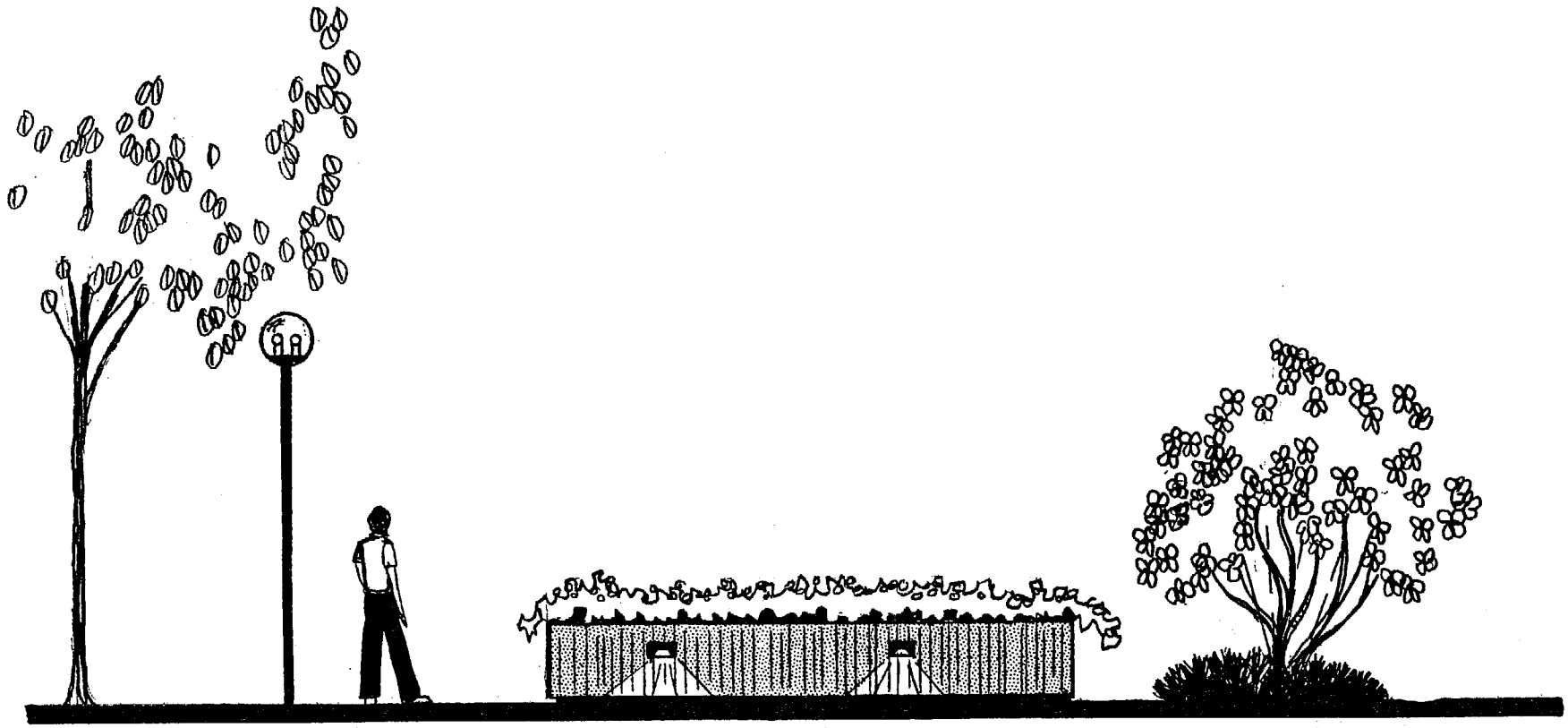


ROADWAY AND PARKING LOT LIGHTING. STREET LIGHTING

PEDESTRIAN LIGHTING

Pedestrian corridors, away from vehicular circulation, should feature a twelve foot version of the street light with either a single or twin luminare, depending on intensity of use.

Other types of pedestrian lighting are also recommended. Wall lighting illuminates the paving surface without poles and may be called for in certain situations. In-ground up-lighting may be used to accent specimen plant material.



WALKWAY LIGHTING WALL-MOUNTED LIGHTING ACCENT LIGHTING OF PLANTS

FENCES

Three fence types are recommended for Frenchman's Cove. The first utilizes the same brick column as the wall and tubular steel inserts as spans. Column height is 7 feet; span height, 6 feet. A shorter version has 4-1/2 foot columns and 3-1/2 foot high spans.

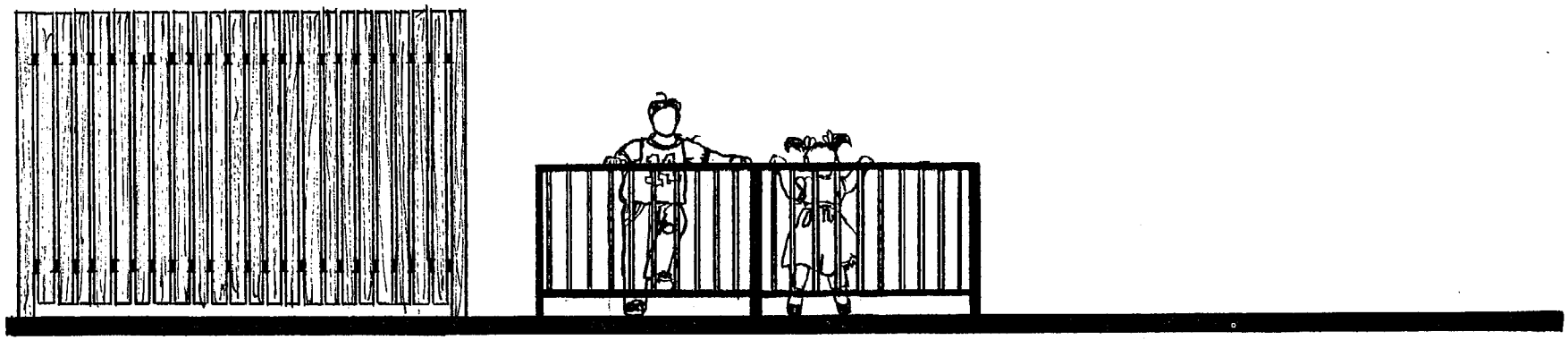
The second fence is constructed of 4-inch tubular steel framing members and 2-inch cross members. Posts should be placed 10 feet on center and the fence should be either 4-1/2 or 7 feet tall. Steel for both fences should have a dark bronze finish.

6-FOOT BRICK & STEEL FENCE 3 1/2-FOOT BRICK & STEEL FENCE 7-FOOT TUBULAR STEEL FENCE

RAILINGS

The third type of fence is a wood screen and should also be either 7 feet or 4-1/2 feet in height. Depending on application, wood screens may allow for visual access through them or be opaque. Wood used for construction of screens should be treated with preservative and should not be painted.

Railings should also be constructed of 4-inch and 2-inch tubular steel finished in dark bronze. The railing should be 3-1/2 feet tall and have a cylindrical cap. Railings for steps and ramps should be 2 feet 10 inches tall.

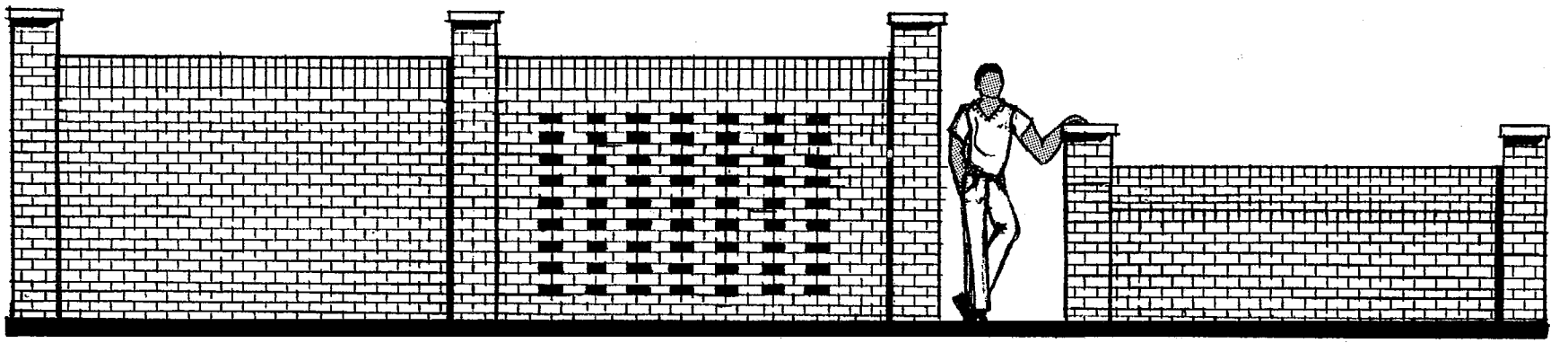


7-FOOT WOOD FENCE

3 1/2-FOOT TUBULAR STEEL RAILING

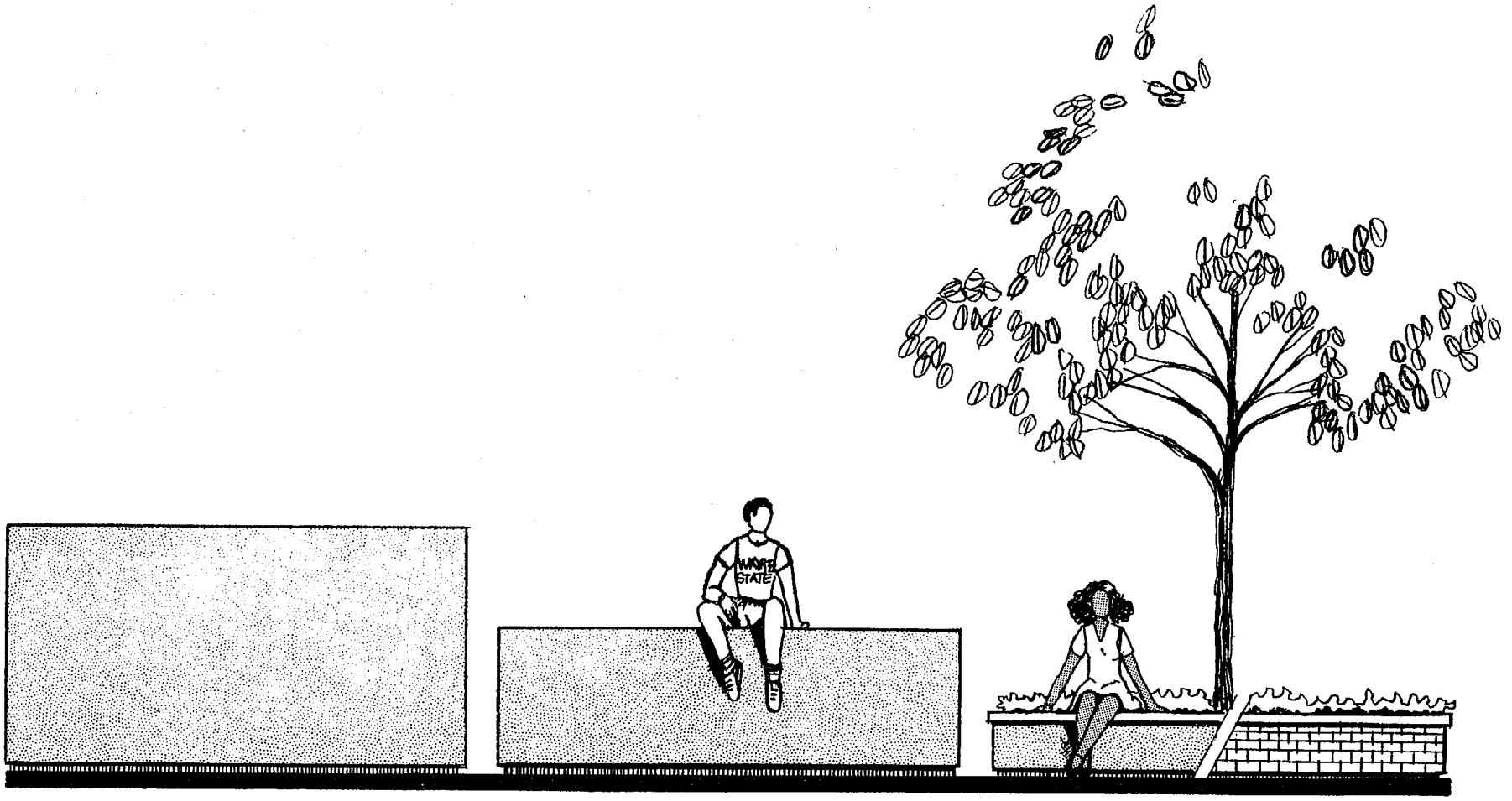
WALLS

Walls should be constructed of brick or textured concrete. Brick walls may either be solid or screened. Column height for brick walls should either be 7 or 4-1/2 feet tall with spans, respectively, of 6 or 3-1/2 feet heights. Columns should be placed 10 foot on center.



6-FOOT BRICK WALL 6-FOOT BRICK SCREEN 3-1/2-FOOT BRICK WALL

Freestanding textured concrete walls should be either 6 or 3-1/2 feet tall with no columns. Concrete retaining walls should also be textured or have a brick face.



STREET TREES

Street trees are an important visual element of the urban landscape and every effort should be taken initially to plant and maintain sufficient numbers to insure future environmental quality of Frenchman's Cove.

The width and character of a street will determine what type of street trees are planted. Generally, large trees are planted on wide streets; small trees on smaller streets, but these are not hard and fast rules. Sometimes large trees are planted on small streets in order to create a canopy.

The streetscape is not the optimum environment for tree growth. Pavement, road speed, salt spray and overhead wires are all factors in species selection and planting location. Large trees should not be planted under utility wires. Water permeable surface should be ample. Salt tolerant species should be selected for major roads.

To minimize loss from disease, single species' planting should be limited to one block segments for small streets. Mixed groupings of single species should be planted on large streets.

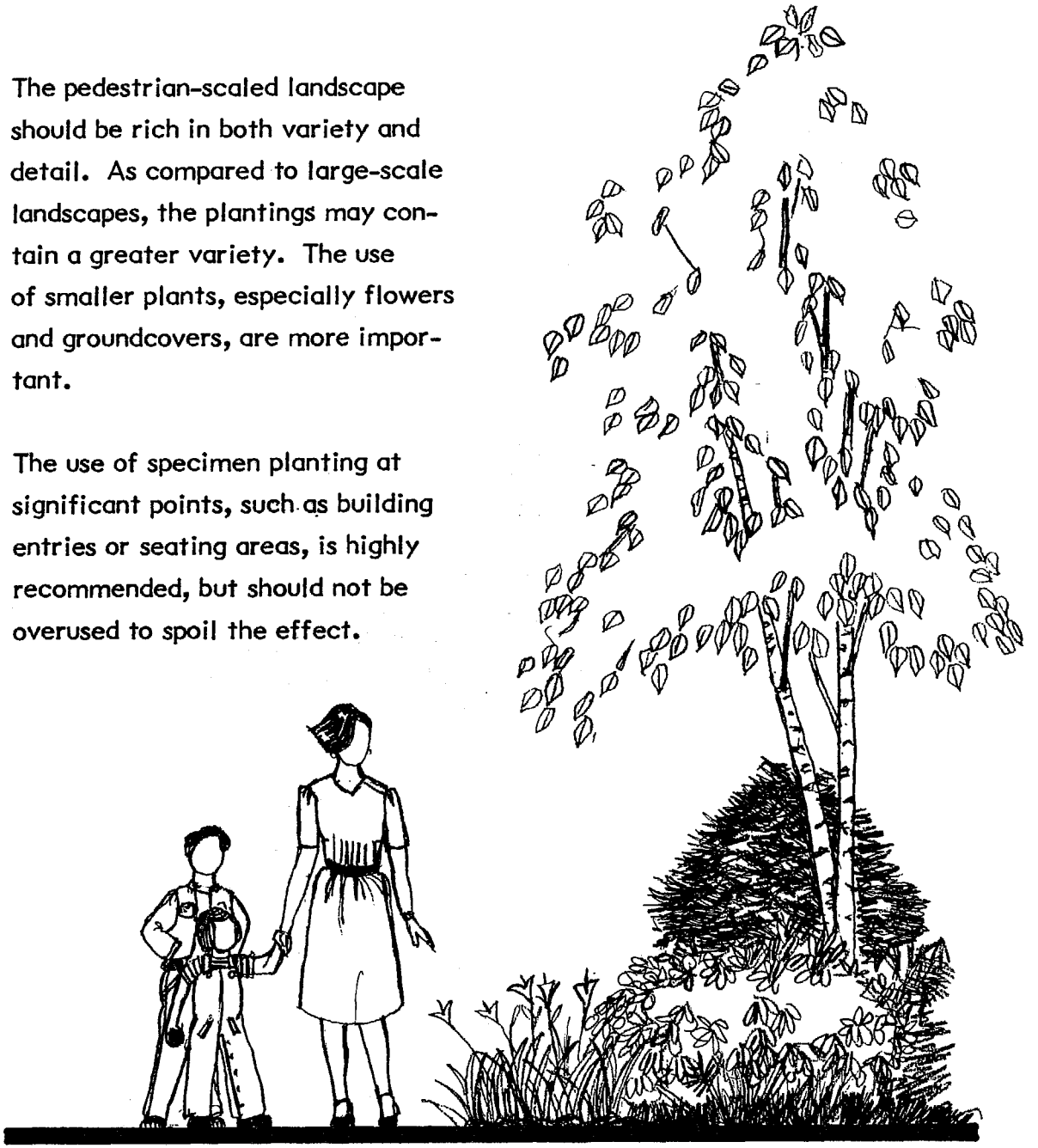
PEDESTRIAN AREAS

Pedestrian corridors will move through urban plazas, into parks, down streets and between and inside buildings. Landscape guidelines for those areas will apply to the pedestrian corridor which moves through them. These guidelines, in addition to those given in the PEDESTRIAN CORRIDOR section, apply to all pedestrian areas.

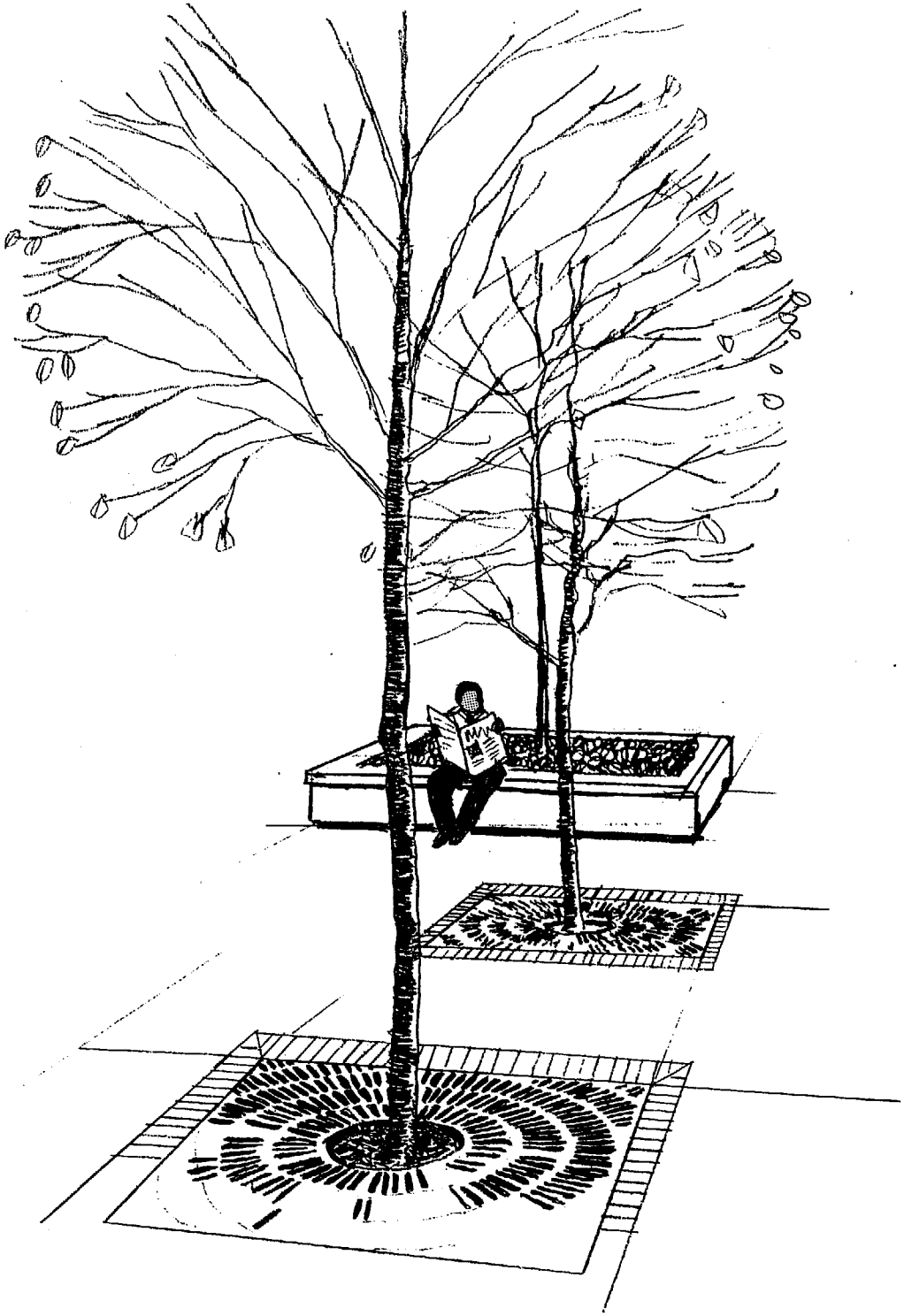
Walkways should move through a sequence of spaces. Trees, shrubs and planters can be used to direct pedestrian circulation. Canopies and openings should be created for contrast. Shade should be provided at stopping points. Trees with low hanging branches should not be planted by walks.

The pedestrian-scaled landscape should be rich in both variety and detail. As compared to large-scale landscapes, the plantings may contain a greater variety. The use of smaller plants, especially flowers and groundcovers, are more important.

The use of specimen planting at significant points, such as building entries or seating areas, is highly recommended, but should not be overused to spoil the effect.



FLOWERS AND DETAILED PLANTINGS ARE IMPORTANT ALONG WALKS



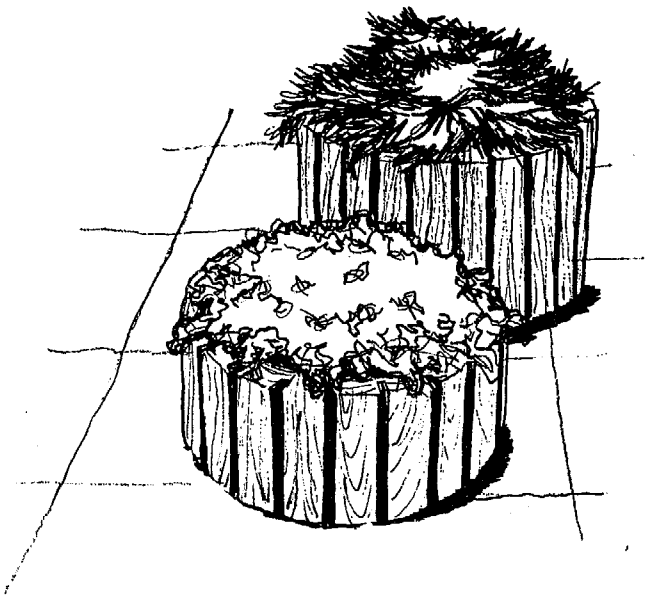
PAVED AREAS

Plant material can soften and humanize paved spaces. In places where pavement and trees are desirable, the use of tree grates will permit both. Trees in grates can be used as street trees or grouped to create a canopy.

Where more space is available, planters are recommended. Free standing planters should be constructed from brick or concrete and dimensioned as seatwalls. Canopy trees, flowers and groundcover are appropriate plant materials.

Plant material should be selected which is tolerant of stressful conditions resulting from paving. Material should produce minimal debris which must be removed from the pavement.

Movable planters help to "break-up" the pavement surface and provide color. They should be planted with low horizontal shrubs, flowers and ground cover and placed at points of pedestrian activity.



ADJACENT TO BUILDINGS

Plant material should be used to highlight the architecture of Frenchman's Cove. Special facades and entries should be accentuated with planting, rather than screened. Raised planter beds at different levels in the design of buildings is encouraged.

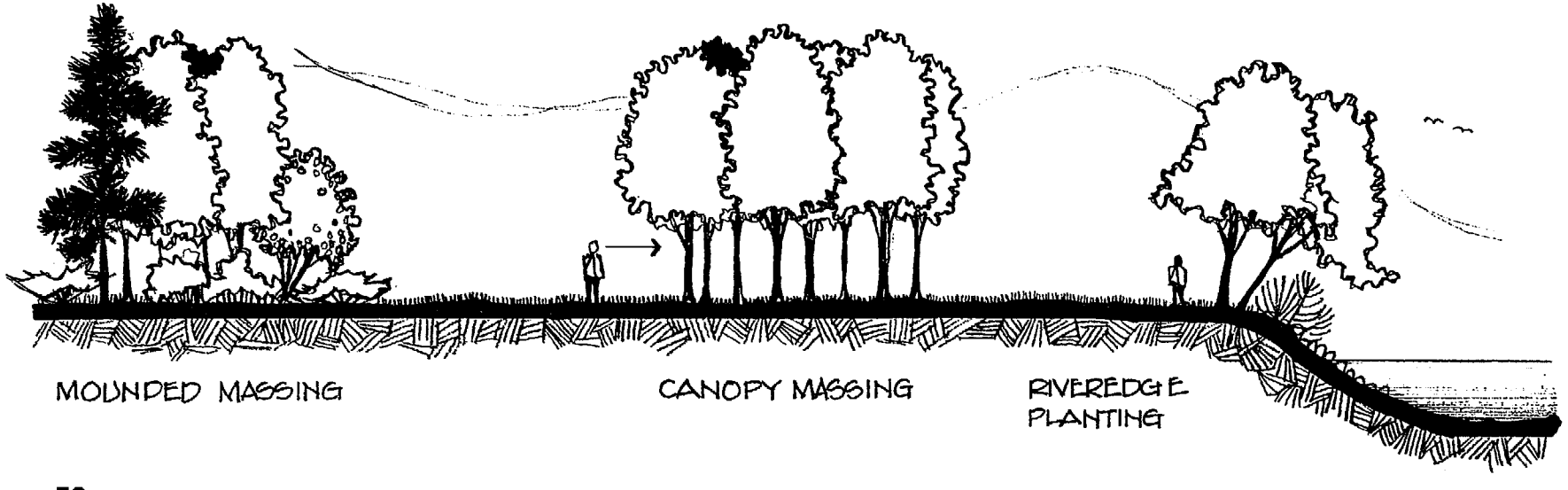
Planters attached to buildings should be constructed using material which is visually compatible with the building surface, and may be planted with material of various heights. Groundcovers and shrubs of a lower height are typically planted toward the edge of planters.

OPEN LAWNS AND PARKS

The scale of landscape planting in open lawns and park areas should relate to the size of the space. Vegetative massing may be used to create "outdoor rooms" or spaces. Two types of massing are recommended. Mounded forms utilize a hierarchy of sizes, while large trees form canopies and open up views underneath. Ornamental flowering trees add color at edges.

RIVEREDGE

To accentuate the presence of the river visually, trees should be planted along the river's edge. Poor quality volunteer vegetation should be removed from the bank and replaced with erosion control planting. In some locations, cobble riprap or railed seawalls may be required. This treatment will present a uniform and attractive riveredge from both on-shore and off-shore view points.



VEGETATIVE SCREENING

Where adequate space exists, plant material should be used to screen objectionable views. Views may require complete screening or need only a partial screening or separation. Vegetative screening should not obstruct visibility of street vehicular traffic. Vegetative screens cannot usually be planted for complete, immediate effect. Time must be allowed for screens to mature and fill in.

A major vegetative screen should be composed of a mixture of plant material types, including evergreens, canopy trees, ornamental trees, and shrubs. This mixture will screen above and below eye level. The public edge should have a natural undulating appearance. Straight rows of evergreen trees are not recommended for major screening.

Vegetative screening within more limited space can be accomplished utilizing smaller plant material in conjunction with walls or fences. (See also "Parking Lots")

MAJOR VEGETATIVE SCREEN

PLANT MATERIALS

The following plant materials are recommended for landscape plantings of public outdoor spaces in Frenchman's Cove. Use of these plant materials is also suggested as an aid in planting private outdoor spaces within the district. While by no means all inclusive, a variety of plant materials is provided and should represent the majority of species planted in Frenchman's Cove.

Certain plant materials which require special care (rhododendrons, azaleas, etc.) or would be appropriate for a single specimen planting, are not included in the plant materials list. While their use is encouraged, selection is best left to the discretion of the landscape architect or designer.

Plant material should be of sufficient size to produce an immediate effect at planting. Minimum sizes for trees are as follows:

Large Deciduous - 2 inch caliper
Small Ornamental - 6 feet height
Evergreen - 5 feet height

RECOMMENDED PLANT LIST

Large Deciduous Trees / Appropriate Uses	adjacent to walkways	adjacent to buildings	lawns, parks	paved areas, plazas	planters	street tree	shade tree	specimen planting	river edge	screening
Acer rubrum - Red Maple	●	●	●			●	●		●	
A. platonoides - Norway Maple	●	●	●	●	●	●	●			
A. saccharum - Sugar Maple	●	●	●			●	●		●	
Cercidiphyllum japonicum - Katsura Tree		●	●				●	●		
Fagus sylvatica - European Beech		●	●				●	●		●
Fraxinus pennsylvanica lanceolata 'Marshalls Seedless' Ash	●	●	●	●		●	●		●	
Ginkgo biloba - Maidenhair Tree		●	●			●		●		
Gleditsia triacanthos inermis - var. Thornless Honeylocust	●	●		●	●	●				
Quercus palustris - Pin Oak		●	●		●				●	
X Salix niobe - Weeping Willow			●						●	
Sophora japonica - Pagoda Tree		●	●				●			
Tilia cordata 'Greenspire' Little Leaf Linden	●	●	●	●	●	●				
Zelkova serrata - Japanese Zelkova	●	●	●			●	●			
Small Ornamental Trees										
Cornus florida - Flowering Dogwood	●	●						●		
C. kousa chinensis - Japanese Dogwood	●	●						●		●
C. mas - Cornelian Cherry		●	●							●
Crataegus oxyacantha var. English Hawthorn	●	●	●					●		●
C. phaenopyrum - Washington Hawthorn	●	●	●					●		●
Magnolia stellata - Star magnolia	●	●						●		●
Prunus serrulata var. Flowering Cherry	●	●	●					●		

RECOMMENDED PLANT LIST

Appropriate Uses	adjacent to walkways	adjacent to buildings	lawns, parks	paved areas, plazas	planters	street tree	shade tree	specimen planting	river edge	screening
Evergreen Trees										
Pinus nigra - Austrian Pine		●	●					●		●
P. strobus - Eastern White Pine		●	●					●		●
Shrubs										
Acer ginnala - Amur Maple	●	●	●					●		●
Cornus sericea - Red-twig Dogwood			●						●	●
C. "Flaviramea" - Yellow-twig Dogwood			●						●	●
Euonymus alatus "Compactus" - Dwarf Burning Bush	●	●								●
Juniperus var. Juniper	●	●			●					
Ligustrum obtusifolium regelianum Regal Privet	●	●								●
Mahonia aquifolium - Oregon Grape Holly	●	●						●		
Pieris japonica - Japanese Andromeda	●	●			●			●		
Pinus mugu mugo - Mugo Pine	●	●			●			●		
Pyracantha coccinea "Lalandei" Scarlet Firethorn	●	●			●			●		
Syringa prestoniae - Preston Lilac	●	●	●					●		●
S. vulgaris - French Hydrids Lilac	●	●	●					●		●
Taxus - var. Yew	●	●						●		●
Viburnum x carlcephalum - Fragrant Snowball	●	●	●							
V. opulus nanum - Dwarf European Cranberry	●	●								
V. plicatum mariessii - Marie's Doublefile Viburnum	●	●	●					●		

RECOMMENDED PLANT LIST

Groundcovers	Appropriate Uses	adjacent to walkways	adjacent to buildings	lawns, parks	paved areas, plazas	planters	street tree	shade tree	specimen planting	river edge	screening
Cotoneaster apiculata - Cranberry Cotoneaster		●	●	●		●					
C. horizontalis - Rock spray		●		●		●					
Euonymus fortunei vegetus - Wintercreeper		●	●			●					
Hedera Helix 'Baltica' - Baltic Ivy		●	●			●					
Juniperus horizontalis var. Creeping Juniper		●	●			●					
Lonicera henryi - Henry Honeysuckle		●	●			●					
Pachysandra terminalis - Japanese Spurge		●	●			●					
Paxistima cambyi - Camby Paxistima		●	●								

IV DESIGN GUIDELINES

ARCHITECTURE

IV. DESIGN GUIDELINES: ARCHITECTURE

Innovative, creative architectural design is strongly encouraged for new development within Frenchman's Cove. Architectural Design Guidelines are offered as a framework to insure continuity over the district while allowing a range in which diversity and originality can occur.

ARCHITECTURAL DESIGN

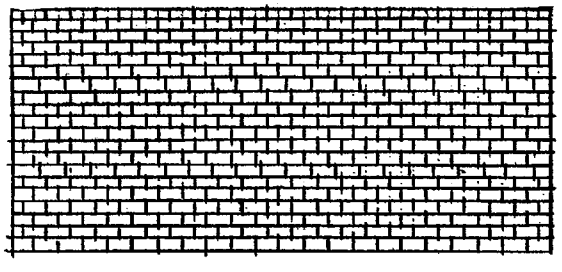
Design for new development should not attempt to recreate historical architectural styles, but should reflect the present time period. In addition, architectural design in Frenchman's Cove should relate to its location in the region, on the Detroit River, and to the individual site. The design should reflect the building's function.

EXTERIOR BUILDING MATERIALS

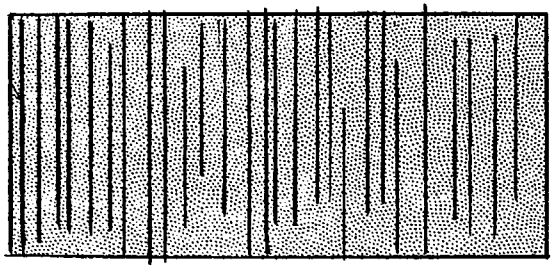
Exterior building materials are one of the most important unifying design elements in Frenchman's Cove. In order to maintain consistency throughout the district, the number and type of exterior building materials should be limited. Materials should be selected which blend harmoniously with the exterior design elements established for Frenchman's Cove as well as adjacent new developments.

The colors for building material in Frenchman's Cove should primarily be in dark or subdued tones, utilizing the natural colors of the material whenever appropriate. Where applied colors are necessary, large surface areas should be in subdued colors. A small area such as a door or window frame might have a brighter, primary color for accent.

RECOMMENDED REGIONALLY-PRODUCED BUILDING MATERIAL



BRICK



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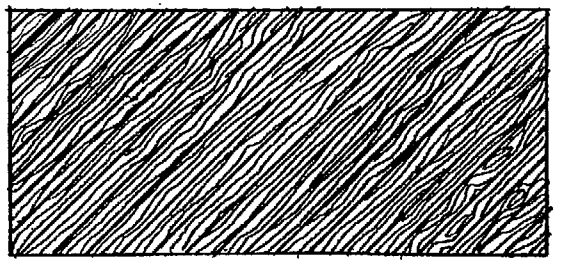


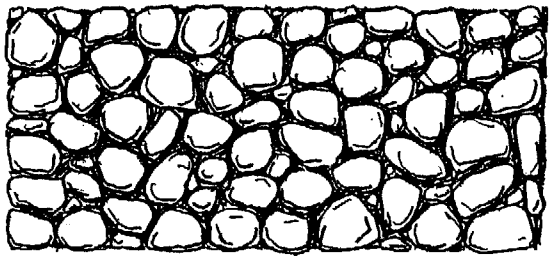
WOOD

In the selection of exterior building material, the use of regionally produced building materials is recommended over "imported" material. The following list should represent the primary building materials for Frenchman's Cove:

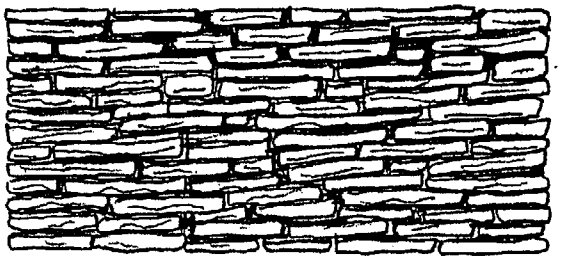
- Red brick masonry
- Textured Concrete
- Wood sidings and trim - natural color
- Stone masonry - glacial fieldstone, limestone
- Metal facing panels

Use of the following materials should be discouraged:

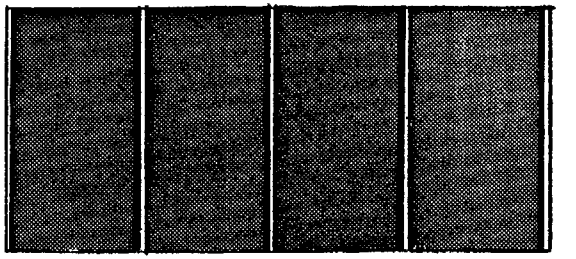
- Aluminum siding
- Painted wood surfaces
- Plastic facing panels



GLACIAL FIELDSTONE



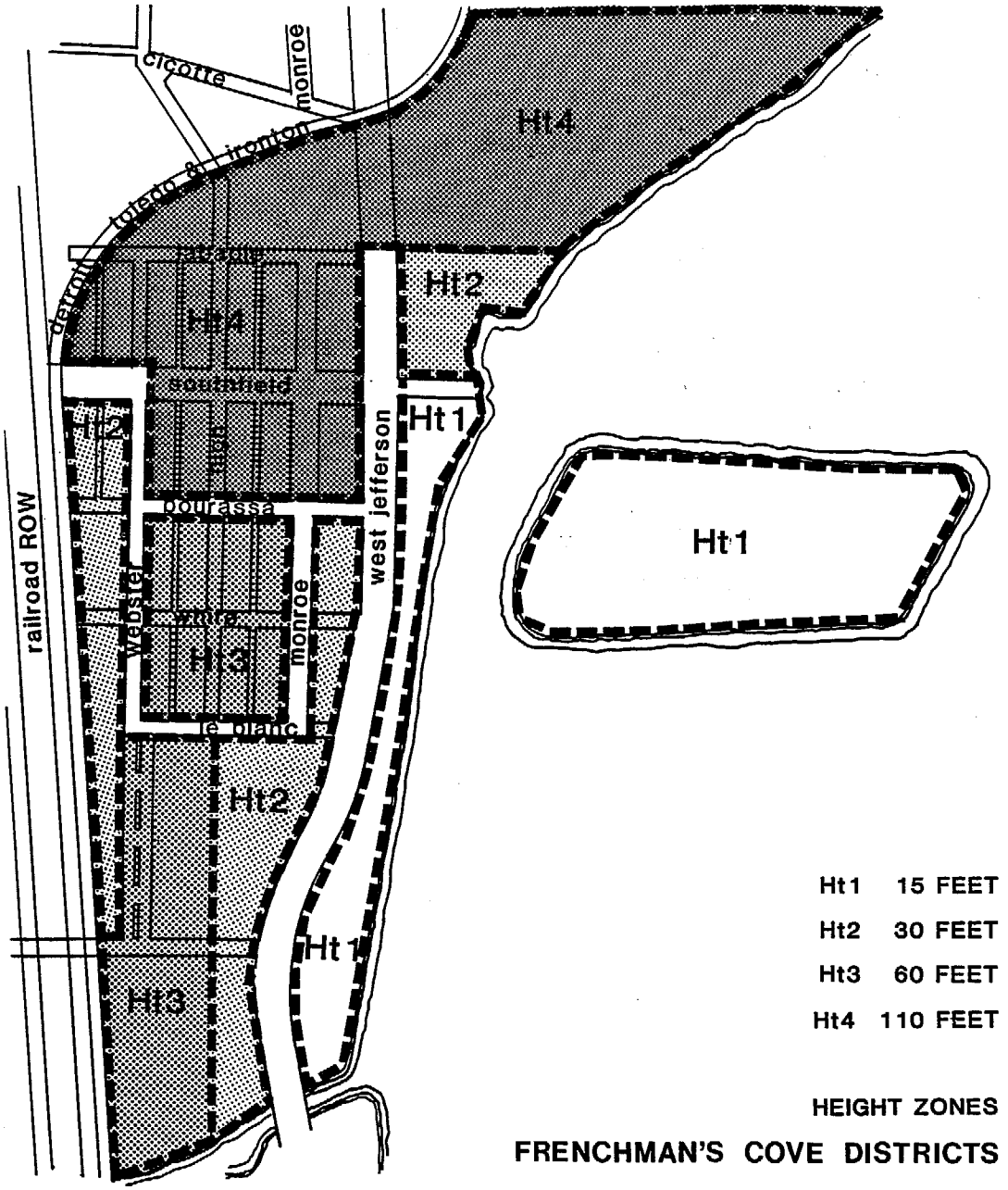
LIMESTONE



METAL FACING PANELS

BUILDING HEIGHT

A map designating height zones is included in the land use plan for Frenchman's Cove. Within various height zones buildings should be stepped to maximize views to the river. Building height closest to the river should generally be low, gradually increasing further inland.



HEIGHT ZONES
FRENCHMAN'S COVE DISTRICTS

BUILDING SIZE AND SCALE

The scale and size of buildings should directly relate to the building height zones designated for Frenchman's Cove. Tall building height zones should be accompanied by large building scales, horizontally and vertically. In lower height zones, smaller scale buildings should prevail. Massive, sprawling buildings should be discouraged in lower height zones.

CIRCULATION AND PUBLIC SPACE

Architectural design should reflect the importance of pedestrian circulation within Frenchman's Cove, especially in larger, mixed-use developments. Public, semi-public and private circulation and spaces should be clearly delineated in building design.

Public circulation is encouraged within large buildings and should tie-in to the pedestrian corridor system. Integration of these linkages over, under, and through buildings is encouraged where the linkages are appropriate. Public spaces and amenities, both interior and exterior, should be incorporated into building design. New development should be planned to minimize the creation of barriers between public open spaces.

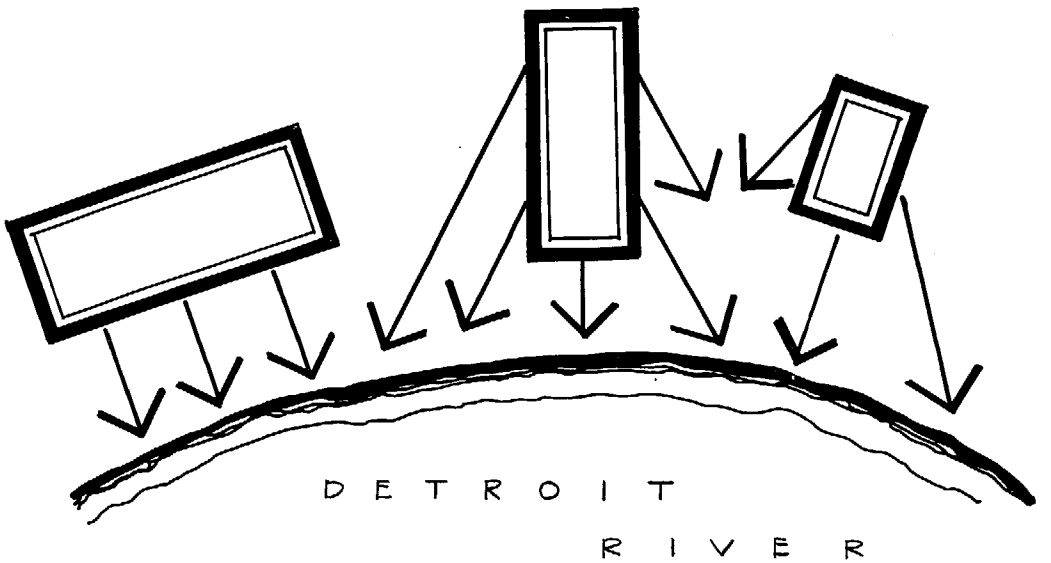
ORIENTATION

Building orientation in the riverfront zone should function primarily to promote visual access to the water, and should be demonstrated in the architectural design of the building. Building massing oriented parallel to the river axis allows for full visual access from one side of the building, while perpendicular building massing allows angled views from two sides. Other architectural configurations, such as staggered buildings, should be considered.

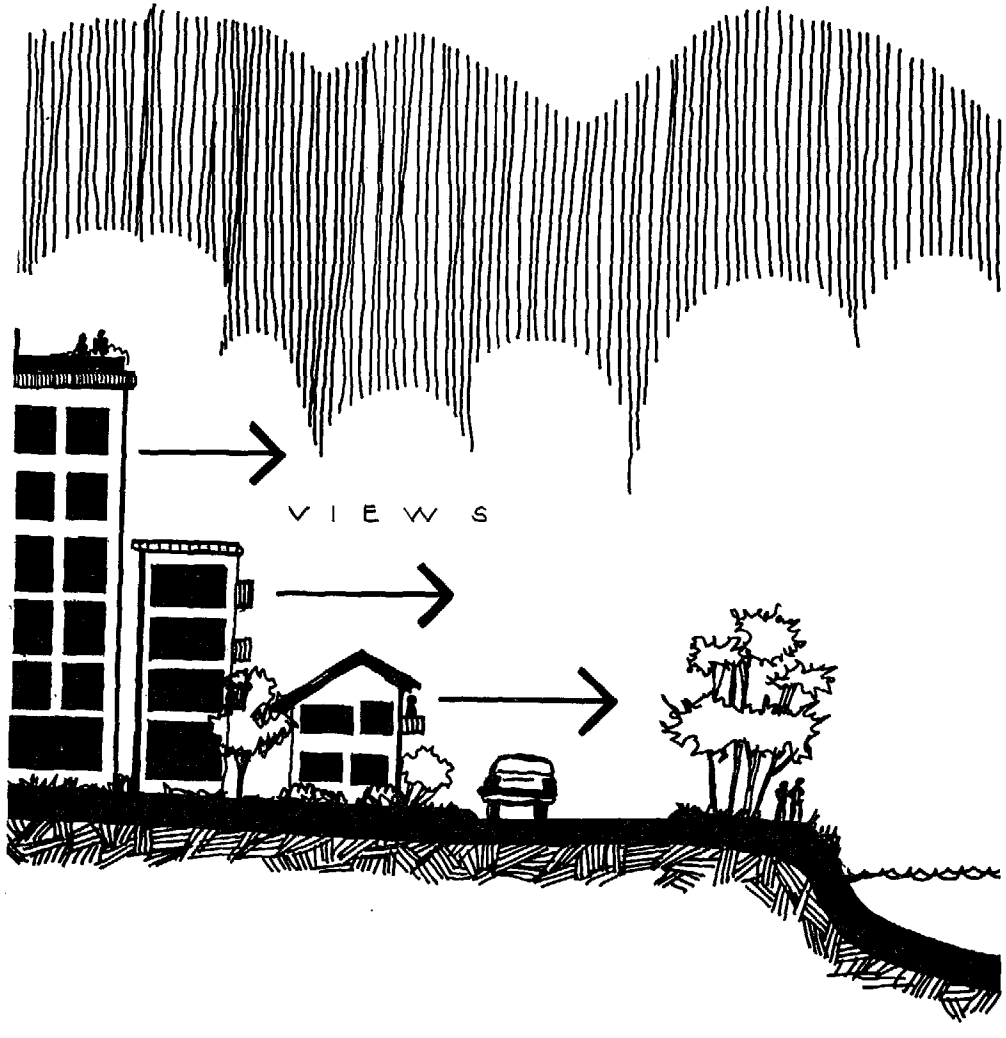
SITING OF BUILDINGS

Building siting within Frenchman's Cove should promote visual and physical access to the river, pedestrian circulation within the district, and take advantage of energy-saving building orientations when possible. Visual and physical access to the river represents the primary design theme for Frenchman's Cove.

In some areas of Frenchman's Cove visual access to the river is not possible. In these situations, buildings should be sited so that they are longer in the east-west direction than in the north-south direction. This will provide the greatest solar benefit. Massive buildings, which would not benefit from one orientation or another, need not have solar orientation as a design criterion.



VISUAL ACCESS FROM BUILDINGS TO THE RIVER



ENERGY CONSERVATION

In all new development, energy conservation should be an important factor in building design. Material selection, construction techniques, orientation to the sun, and prevailing winds all can be determined during initial design of the building which affect its level of energy consumption. Solar energy utilization is encouraged, particularly when passive solar design elements are incorporated into new development. Passive solar design should be con-sidered in conjunction with maintaining views of the river to accommodate mutually supportive goals. Where large glazed areas are planned, movable insulation should be incorporated to minimize night-time winter heat loss. For the summer months, building design may incorporate devices such as awnings, canopies, shutters, and ventilation systems, both passive and active. In an effort to conserve energy, district heating and cooling is encouraged.