Parks & Trails Framework

INTRODUCTION
EXISTING PARKS SYSTEM
FUTURE PARKS & TRAILS CONCEPT

Parks

A well-planned parks and trails system enriches people's lives and helps to attract new residents and businesses by positively impacting community character, real estate values and land development patterns.

INTRODUCTION

Parks and trails are key to Warrenton's character and quality-of-life. These elements provide economic benefits by enhancing the value of individual properties, developments, and the community as a whole. A well-planned parks and trails system enriches people's lives and helps to attract new residents and businesses by positively impacting community character, real estate values and land development patterns.

The City of Warrenton is located within the Cuivre and the Lower Missouri Watershed and includes riparian areas, floodplains, and streams. As population growth and development continues, protecting Warrenton's natural open space could serve as the "connective tissue" between developed areas of the City and County. By the implementation of sustainable practices, the open space that is protected in individual residential neighborhoods can be linked to a larger system through greenway corridors and trails, thus providing seamless recreational experiences for residents while preserving the ecological health of the City.

In the future, there is an opportunity to tie all the pieces together in a comprehensive parks and trails system that compliments the existing parks system, and also protects and manages stormwater, vegetation, and natural resources. The Parks and Trails Framework recommends a "Concept" to continue to build a parks system that will incorporate the best of Warrenton for future generations. The Framework has been developed through an understanding of the planning context, existing conditions, and community input.

Binkley Woods Park

EXISTING PARK SYSTEM

National Standards and Guidelines for Parks

The National Recreation and Parks Association (NRPA) classification system of 1996 serves as a recreational guideline for parkland relative to population. The system describes several categories of parks, recreational areas and open spaces, which in combination make up a unified municipal park network in Warrenton.

Natural Resource Areas

Natural Resource Areas serve lower intensity uses. Lands are set aside to preserve unique natural resources and remnant landscapes and may include open or green spaces and areas of visual/aesthetic buffering serving the entire community.

District Facilities/Parks

District Facilities supplement neighborhood and community parks, serving broader based recreation needs. These parks are generally 75-200 acres in size and serve up to a 5-mile radius. The larger size permits development of both passive and active facilities.

Community Facilities/Parks

Community facilities serve groups of neighborhoods within a one to three-mile radius of the site. The minimum desirable size is 20-25 acres; although smaller sites may be appropriate. Development typically includes picnic shelters, playgrounds, tennis courts, soccer and/or baseball fields, bike or pedestrian trails, restrooms, and auto parking. Park services at the community level are provided in a variety of ways.

Neighborhood Parks

Neighborhood Parks are intended to serve residential areas within walking distance of one-half (1/2) to one (1) mile radius. Access is mostly by pedestrians or bicyclists, and park sites are located so that residents do not have to cross a major street to get to the site. The sites are generally 5-15 acres in size.

Mini-parks

Mini-parks address limited, isolated or unique recreational needs, serving an area of one-forth (1/4) mile radius.

Greenways

Greenways serve to form interconnected park systems, tying park system components together with green corridors. Greenways range in size from 25-to-200 feet or more in width.

Sports Complex

Sports Complex serves to consolidate a single purpose use, often including concentrations of programmed athletic fields to larger and fewer sites which service entire communities.

Example Stream Buffer.

Example Greenway Trail.

Example Neighborhood Park.

Dyer Park

Existing Parks

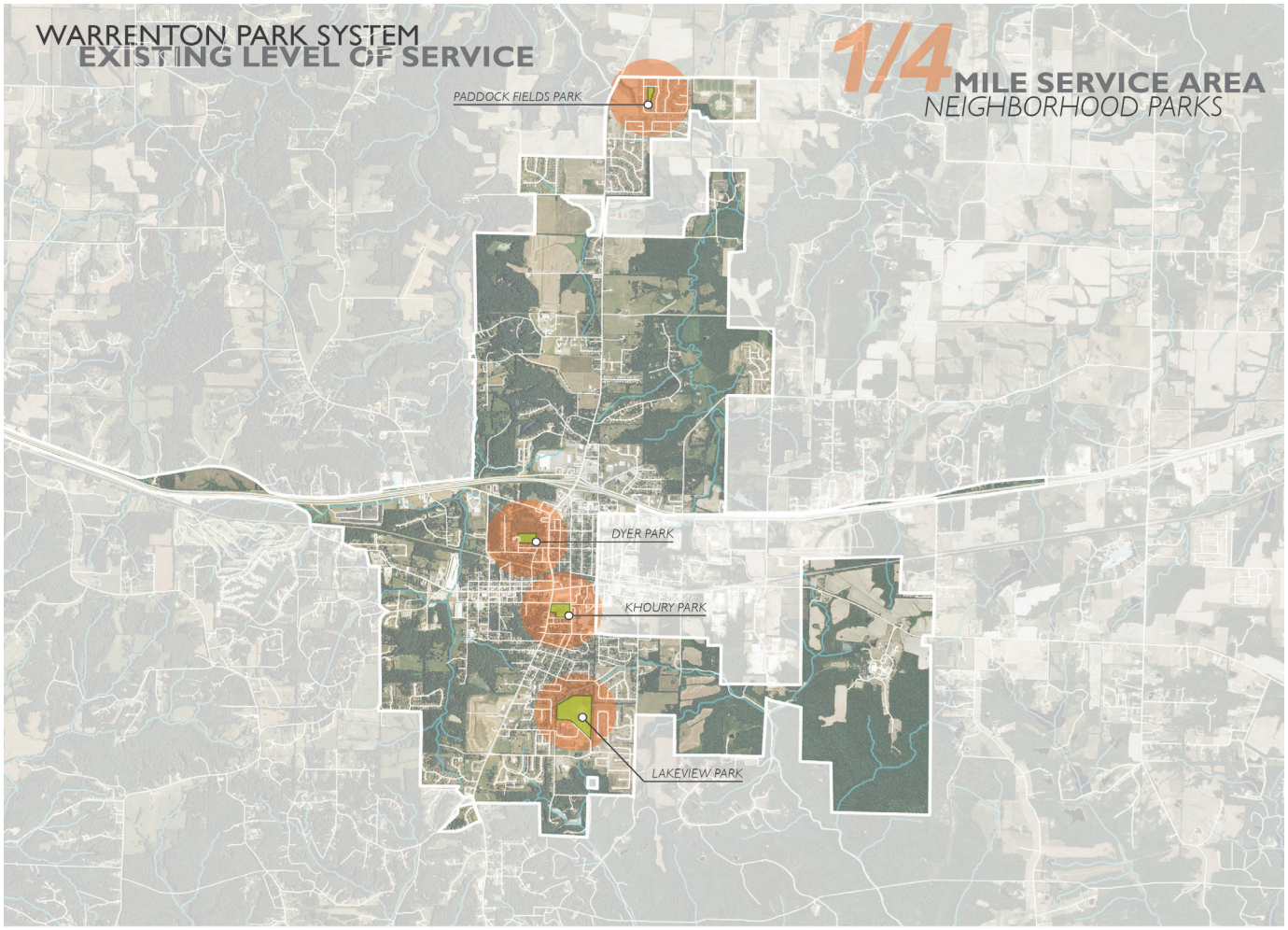
The City of Warrenton maintains 6 parks, a newly acquire park site, and a sports complex, comprised of 155-acres of land available to the public. The parks range in size from the 3-to-35 acres. The Warrenton Athletic Complex includes over 55-acres.

Neighborhood Parks:

Neighborhood Parks are intended to serve residential areas. Access is mostly by walking or bicyclist.

- **Paddock Fields Park** is comprised of 3-acres and features a playground and open green space.
- **Dyer Park** is a 6-acre park and includes a playground area, stage, tennis courts, basketball court, horseshoe pits, pavilions with picnic tables, and restroom facility.
- **Khoury Park** is comprised of 5-acres and features a playground, pavilions with picnic tables, ball fields, basketball hoops, and restroom facility.
- **Lakeview Park** is a 5-acre park featuring ball fields, soccer field, and open green space, pavilion with picnic tables, and restroom facility.

Existing Level of Service - Neighborhood Parks (1/4 mile service area) (2015)



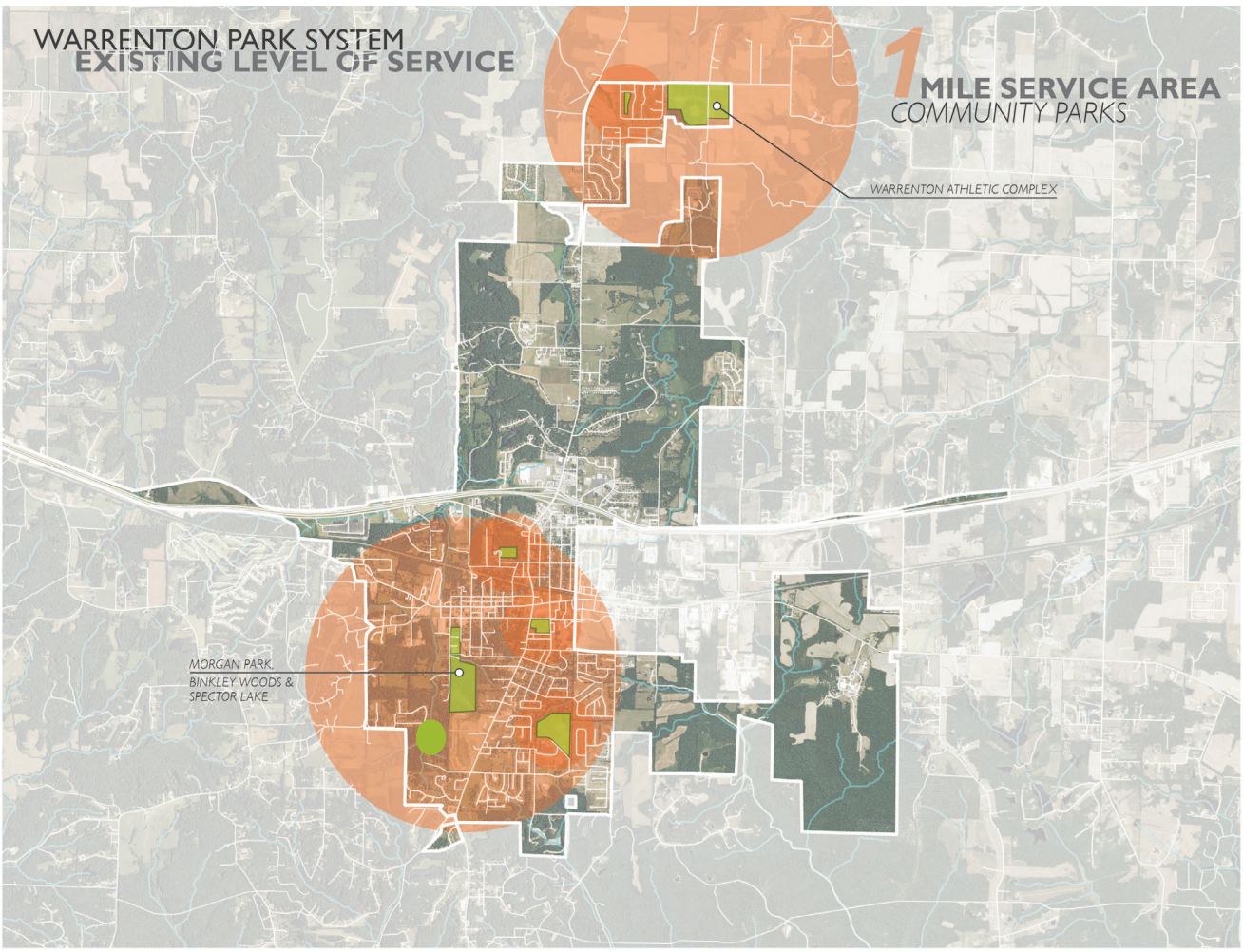
Community Parks:

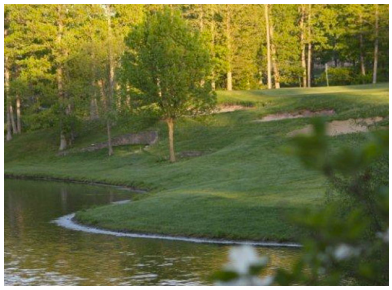
Community facilities serve groups of neighborhoods. Development typically includes picnic shelters, playgrounds, ball fields, trails, and restrooms.

- **Binkley Woods Park** and **Spector Lake** offers the tranquility of a natural setting. The 35-acre park features a pavilion with tables, playground equipment, a lake for fishing, paved walking trails, and restroom facilities.
- **Morgan Park** is a 7-acre park linked by a pathway to Binkley Woods and Spector Lake. The Municipal Pool features a spray ground area, slides, kiddie pool, locker rooms, and restrooms. Morgan Park features tennis courts, sand volleyball court, playground area, and pavilion with picnic tables.
- **The Warrenton Athletic Complex** is a 55-acre park, which includes soccer fields, baseball/softball fields, and open green space. Restrooms, a concessions stand, playground area, and a pavilion are also available. The Athletic Complex is host to youth and adult baseball, tee ball, softball, and soccer leagues, tournaments, American Legion baseball games, and other events. Sports Programs are managed by Tournament Sports Management (TSM).
- Newly acquired 39-acre site along South Highway 47.

City Pool

Existing Level of Service - Community Parks (1 mile service area) (2015)





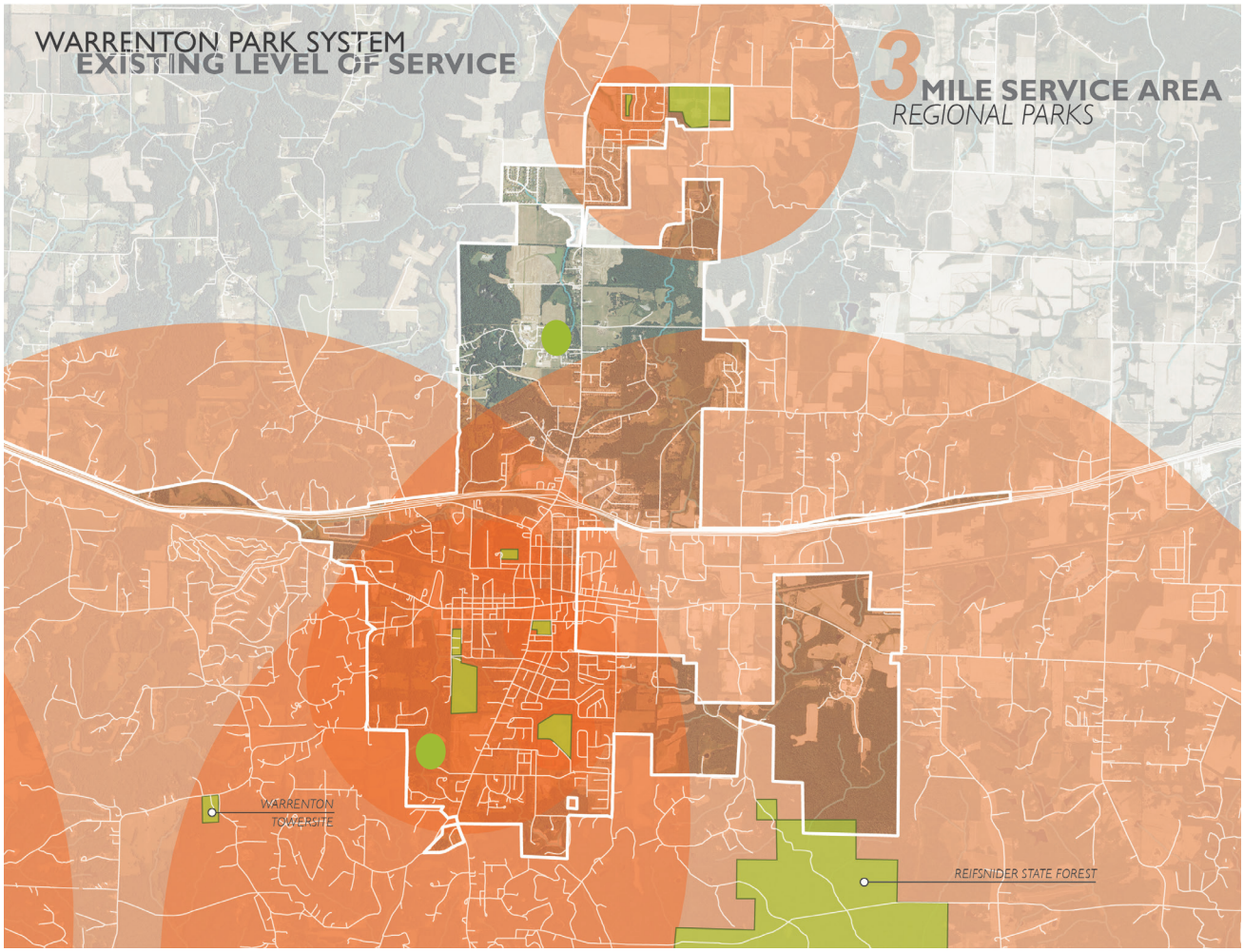
Country Lake Golf Club

District Parks:

District Facilities supplement neighborhood and community parks, serving broader based recreation needs within a region. The following sites are not owned by the City of Warrenton.

- **Reifsnider State Forest** provides the largest block of natural open space near Warrenton. It encompasses 1,465 acres, located two miles southeast of Warrenton. Facilities include picnic area, hiking trail, firearms range, 22-acres of mature white oak forest, and intermittent stream (North Fork of Charrette Creek).
- **Warrenton Tower** site is a 10-acre forest area located three miles southwest of Warrenton and includes a Conservation Department office.
- **County Fair Grounds** includes 38-acres zoned and is zoned OPR Parks. Activities include the County Fair with livestock and exhibits, Mud Run,Truck Pull, Tractor Pull and other events.
- **Golf Courses:** Two private courses are located outside the City limits. The Warrenton Golf Course and The Country Lake Golf Club.

Existing Level of Service - Regional Parks (3 mile service area) (2015)



Trails and Sidewalks:

The City of Warrenton has developed a 3-mile paved walking trail at Binkley Woods Park.

In addition to trails, central Warrenton has a complete sidewalk system (with sidewalks on both sides of streets) in downtown and nearby older residential neighborhoods. Outside of the central business district, newer developments have sidewalks, but in many other locations, sidewalks are limited.

Most of the existing sidewalk facilities are adjacent to streets. Many of the sidewalks are disjointed, and do not consist of continuous segments. Connectivity between the north and south sides of I-70 is limited for pedestrians and bicyclists. The current bridge over I-70 does not provide safe accommodations for walkers and bikers.

Recent sidewalk and ADA upgrades have been completed along Market Street to provide connectivity between the downtown business district and shopping centers near Old 40. Sidewalks and ADA upgrades have also been completed along Route 47 between Old 40 and Walton Street, along Walton Street between Route 47 and Market Street, and along Old 40 between Market Street and Route 47

Binkley Woods Park and Trail

Walking Trails (2015)

Spector Lake

Current Supply of City Parks

Level-of-service (LOS) analysis is one way that communities measure parkland needs and supply. There are generally three park classifications in the national standards that pertain to Warrenton today.

The following table shows the NRPA's guidelines for the recommended acreages of the park types per 1,000 population of the community. Based on the 2010 City population of 7,780, the current LOS is approximately 67 people per acre of parkland.

Amenities within the parks generally include: shelters, picnic areas, ponds, playgrounds, athletic fields and tennis courts, parking lots, and trails. There is a large gap in service with regards to the amount of parkland, open space, greenways, and trails between the north and south side of the City. There is a notable lack of parkland on the northern side of the City, although Warrenton's Recreation Complex is located on the north side.

- The central core of the City seems to be well served by parks, but the northern areas appear to have more limited access to pubic parks and greenways.
- Opportunities should be explored toward developing an interconnected network of trails to connect existing and future parks. If available, greenways can be used to form interconnected park systems, tying park system components together with green corridors.
- Connectivity between neighborhoods is generally lacking city-wide. Some newer residential subdivisions have sidewalks that assist in making the neighborhoods more walkable.

Existing Level of Service - 2015

EXISTING Level of Service - 2015				
Park Type	NRPA Service Radius	NRPA Rec"d Acreages	Existing Parks Acreages	Park Needs 2015
Regional • 5–10 ac/1000 people • 75-200 ac. In size • Serves several communities • (Not city owned) • (Does not include golf courses)	3 - 5-mile	40 – 80 acres	1,475	**0 acres**
Community • 5–8 ac/1000 people • 10-50 ac. In size • Services several neighborhoods • Includes new 39 ac acquisition	1 – 3 mile	40– 64 acres	136	**0 acres**
Neighborhood • 1-2 ac/1000 people • 1-10 ac. In size • Serves adjacent neighborhoods	¼ mile radius	8-16 acres	19	**0 acres**
Source: National Recreation and Park Association Guidelines				

Future Park Needs

Projecting the future size and makeup of Warrenton's population helps provide a foundation for park system planning. Warrenton's population increased by more than 47% in the decade from 2000 to 2010. Over the past five years, growth has averaged 0.8% per year compared to an average of 4.7% over the previous decade.

Despite Warrenton's modest population growth estimates, growth is inevitable. The projected population growth for Warrenton is based upon a preferred growth direction resulting in a projected population of 12,333 by 2035. The following table shows NRPA guidelines for future population growth for regional, community and neighborhood parks, estimating a need for 6-acres of park land.

Future Level of Service - 2035

FUTURE Level of Service - 2035				
Park Type	NRPA Service Radius	NRPA Rec"d Acreages	Existing Parks Acreages	Park Needs 2035
Regional • 5–10 ac/1000 people • 75-200 ac. In size • Serves several communities • (Not city owned) • (Does not include golf courses)	3 - 5-mile	40 – 80 acres	1,475	**0 acres**
Community • 5–8 ac/1000 people • 10-50 ac. In size • Services several neighborhoods • Includes new 39 ac acquisition	1 – 3 mile	40– 64 acres	136	**0 acres**
Neighborhood • 1-2 ac/1000 people • 1-10 ac. In size • Serves adjacent neighborhoods	¼ mile radius	8-16 acres	19	**6 acres**
Source: National Recreation and Park Association Guidelines				

FUTURE PARKS AND TRAILS CONCEPT

Warrenton Community Top Priority
Linear Greenway & Trail System

The creation of a community-wide parks and trails system is a "Concept" for future development. The Concept is intended to increase pedestrian travel, encourage active lifestyles and expand year-round park and recreation options for all ages. The implementation of a parks and trails system is an effective way to provide multi-generational open space and recreational opportunities. Equally important is its ability to integrate the City's natural areas with its urban areas and key traffic generators.

The "Concept"

Warrenton's "Concept" is a long-range, visionary idea and should be the basis for future detailed park planning, through which Warrenton's parks and trails system would be continually improved. A critical issue, which cannot be anticipated in advance of development, is the exact relationship between the facilities proposed by the "Concept" Map and the eventual development that will be introduced into the surrounding area. Therefore, it is anticipated that this Concept will retain a level of flexibility, allowing it to be "fine tuned" at the appropriate time. Successful implementation requires the ongoing cooperation of the City, Warrenton's development community, park user groups, neighborhoods, and many others. Allowing the Concept Map to adjust to specific issues and the positive input of these groups is necessary to secure the Concept's success.

Every three years, the Concept should be re-examined and amended as necessary. Additionally, unique opportunities, not anticipated in the Concept, may become available. Such opportunities are to be immediately reviewed and, if appropriate, added.

Warrenton Community Top Priority
Neighborhood Parks

Concept Development

The Concept Map is the result of a "layered analysis", beginning with the mapping of high priority conservation areas and stream buffers, as illustrated in the Developable Land map in section B, then adding future land use and population concentrations based on the Future Land Use map. Distribution of new neighborhood and community parks was based in part, on the quantity and distribution of future residential land use.

As with land use, the pattern is a balance of managing development and preservation of natural features and areas. Trail locations and sidewalk improvements should ideally link to the City's roads, downtown, schools, churches, businesses, recreational facilities, and neighborhoods. Analyzing all of these features together makes the best use of the community's resources.

Elements

The Concept Map brings the needs assessment, land use plan, and public input together into a unified, connected system. An interconnected system provides linkages for people to safely walk or bicycle from their own neighborhood to other neighborhoods, community services, and parks.

Warrenton Community Top Priority
Large Scale Natural

The Map shows the integration of three key elements - parks, trail types and green street corridors. These elements, while capable of functioning separately, together provide an enhanced system that truly interconnects neighborhoods and resources throughout the community.

Elements depicted on the Concept Map include:

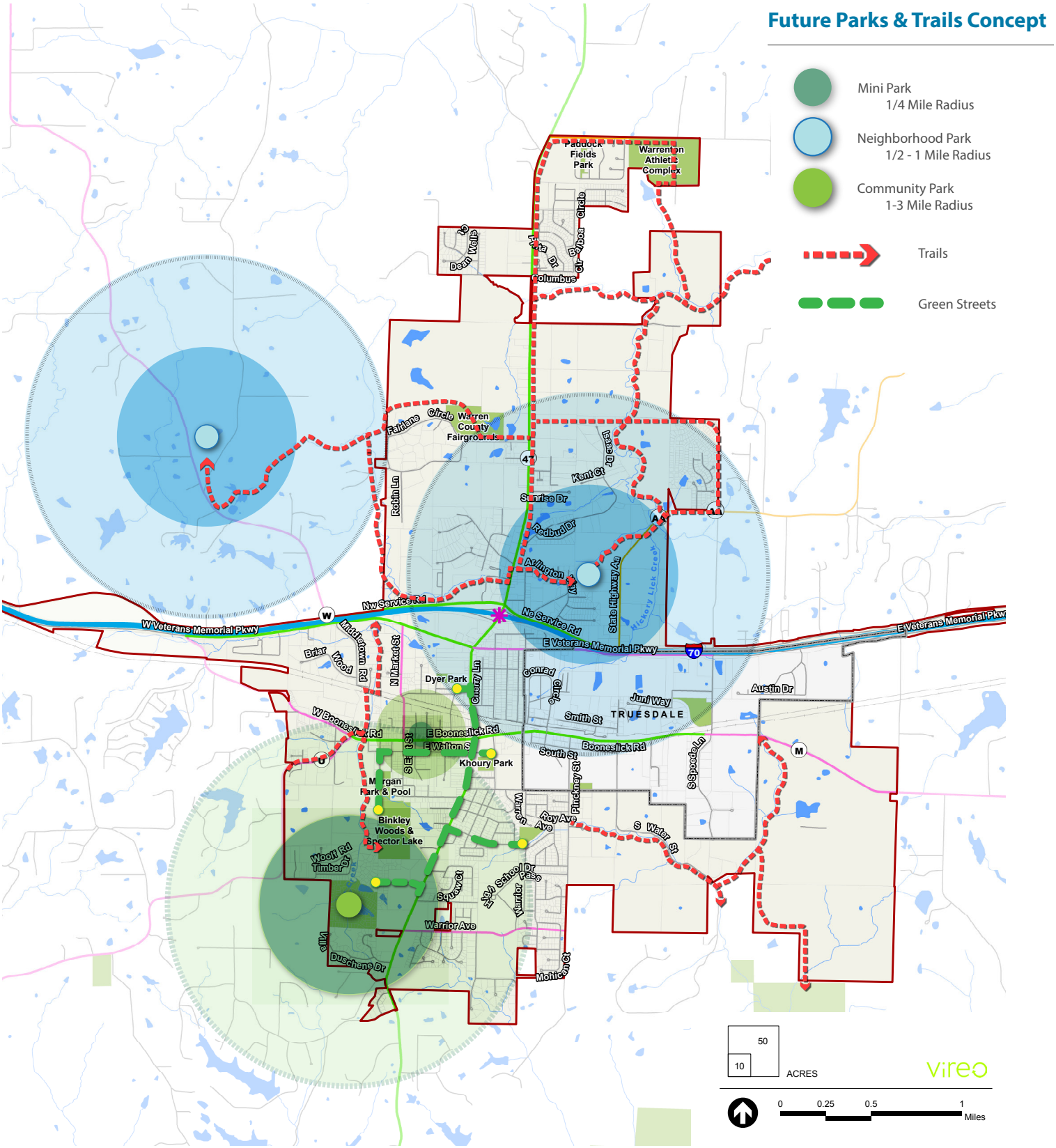
- Parks
- Trail Types (trails/sidewalks/bike lanes)
- Green Street Corridors

Discussion of each element type follows, including definitions and strategies related to each.

Implementation of the Concept map relies on combining resources and land preservation mechanisms. The strategies explored for the City of Warrenton include those most desirable for park development. The Concept recommends a set of strategies for each element. It is important to recognize that combining the available strategies gives the most flexible program and thereby the highest potential for success.

Parks & Trails System "Concept" Map (2016)

Figure: 15



Downtown Parks

"Whether designing new mixed use areas or retrofitting an existing town center, creating comfortable public spaces can provide economic as well as aesthetic benefits."

"Even quite modest downtown areas can become much more special places, as the conversion of a leftover triangle of asphalt at a wide intersection is downtown Auburn, CA demonstrates."
Rural by Design by Randall Arendt

Mini-Parks

This is the smallest open space classification, usually 1-acre or less in size, serving a radius of ¼-mile. Mini-Parks are used to service small, specific groups or supplement areas with substantial non park-like recreation facilities (i.e., schools) on a walk-to basis. Many school and church playgrounds often serve as de facto mini-parks. These parks are generally situated in neighborhoods, townhouse developments, senior housing complexes, or downtowns. Mini-Parks provide a focal point and green space that functions as a gathering place for residents within a single neighborhood. These greens should be fronted by at least one, preferably two streets with adjacent residences facing or siding, not backing to the property. Typical amenities include picnic tables, playground, support facilities (benches, bicycle racks, trash receptacles, drinking fountains, etc) and landscaping. NRPA standards recommend a minimum and maximum standard of ¼-½ acre of mini-parks per 1,000 residents, respectively.

Location

The "Parks & Trails Concept" map shows a location for one mini-park within Downtown, as well as throughout the City as opportunities present themselves. Older subdivisions generally do not require parklands as part of the development as is required today, the Mini-Park serves as an added opportunity for the addition of greenspace throughout the community. The final location of any Mini-Park will likely rest on land availability and price.

Strategies

- Mini-Parks will be part of the open space system in the community but may, or may not, be part of the publicly owned and operated park system.
- When feasible, provide Mini-Parks in each neighborhood within Traditional Neighborhood Design (TND).

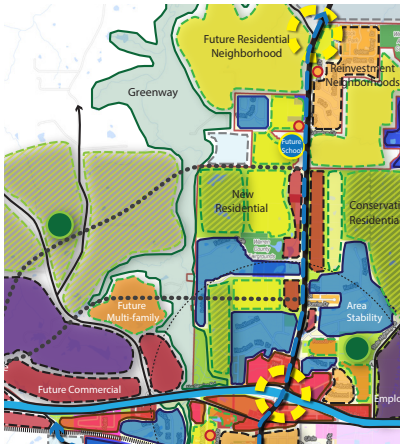
Implementation

- Subdivision Requirements - require planning and dedication of Mini-Park's through the City's Subdivision process.
- Neighborhood Associations - require Mini-Parks be maintained by private neighborhood associations. The City should review neighborhood covenants and restrictions to ensure proper provisions exist for long-term maintenance, management, and operation of the space.

Example Downtown Mini-Park.

Neighborhood Parks

Neighborhood Parks are the foundation of the public park system and serve as the center of recreational activities serving multiple neighborhoods, usually 2-4. These parks range in size from 1-to-15 acres with an optimum size of 5-acres and serve a radius of ½-to-1 mile maximum. Park development goals are to achieve a balance between active/passive uses and developed/natural amenities. Surrounding areas should be predominantly single family or multi-family residential. Playgrounds and trails are high priorities. As a general rule about half of the park acreage should be dedicated to passive uses. Active recreational areas are best when informal and unstructured. Neighborhood Parks should be fronted by a minimum of two streets and surrounding residences should face, not back to the park. Typical amenities include playgrounds, ball fields, trails, shelters, support facilities, passive recreational open space, and landscaping.



Example Neighborhood Park locations.

Neighborhood Park Acreage

Looking toward the future, population projections for Warrenton support the need for one new neighborhood parks of 6-acres in size.

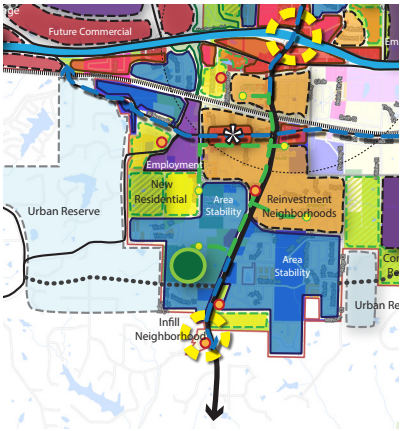
Location

The "Concept" Map shows a location for one new neighborhood park, north of I-70. The parks should be located along the trail system and should provide a variety of land features allowing for both active and passive recreational uses. The final location of each park will likely rest on land availability and price.

Strategies

- Give high priority to the establishment of neighborhood parks. Neighborhood Parks may be assembled through parkland dedication as development occurs.
- When necessary, the City should program to purchase neighborhood parkland if development is unlikely. This may be appropriate where developer requirements do not result in a park of sufficient size.
- Give special attention to new and existing school sites to accommodate neighborhood recreation needs including evening and weekend recreational opportunities through shared resources, acquisition, site design, and enhancement.

Example Neighborhood Park.



Community Park location.

Community Parks

Community Parks are larger in size and serve several neighborhoods or the community as a whole. They range from 25-to-75 acres with a recommended minimum of 10-acres and serve a radius of 1-to-3 miles. Community parks offer the opportunity to provide diverse passive and active recreational opportunities. These parks should be fronted by collector streets rather than neighborhood streets and have access to a major thoroughfare within ¼-mile or less. Typical amenities include playgrounds, ball fields, multi-use courts, trails, shelters, support facilities, passive open space and landscaping. They may include highly used recreational facilities such as amphitheaters, sports complexes, swimming pools and recreation centers. They may also contain large passive open spaces or preserve unique natural features.

Community Park Acreage:

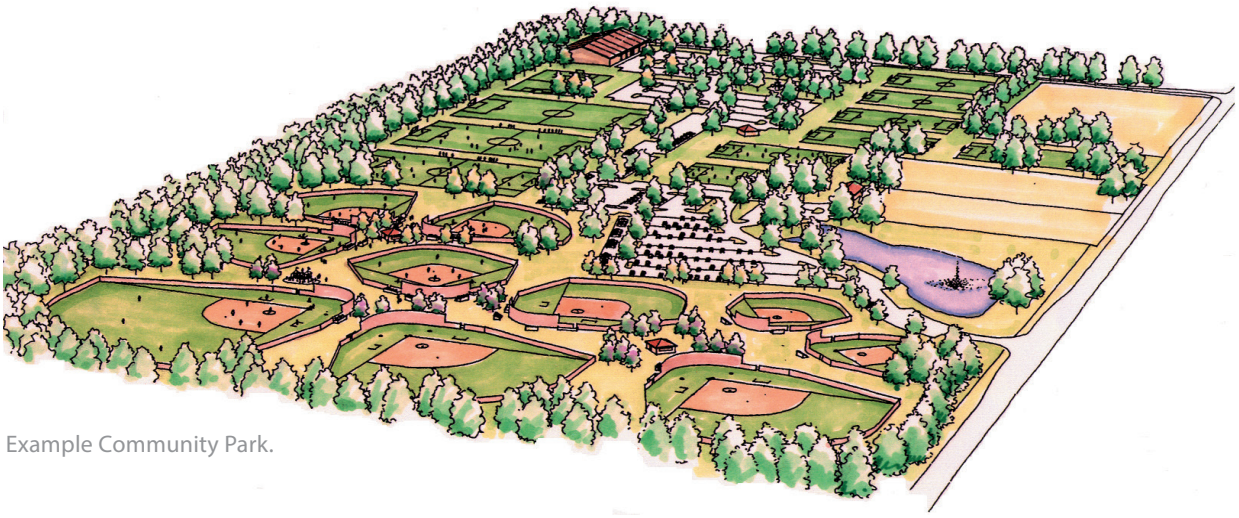
A new Community Park of 39-acres, south of I-70, was recently acquired by the City. Although future population projections for Warrenton do not support the need for more community parks, the limited access to parks by residents north of I-70 may necessitate the need for one in the future.

Location:

The "Concept" Map shows the location for the newly acquired site for a Community Park, located along South 47 Highway, and one "opportunity" park north of I-70. The final location of the park will likely rest on land availability and price.

Strategies:

- Complete development of the 39-acre site, along South 47 Highway, for development of a new pool, other park-related amenities, such as walking trials, Frisbee golf, fishing lake, dog park, pavilions and playground. A recreation center could also be built on the property should future support be received.
- Investigate opportunities for cooperative purchase of property north of I-70 with the school district as they pursue sites for additional elementary schools, as another community park site.
- Give special attention to acquisition of community park sites well in advance of development pressure.
- It is expected that community parks will need to be purchased rather than dedicated given the planned size of each facility. However, opportunities for dedication in part or as a whole should not be precluded or discouraged.


Example Community Park.

Trail Types

Warrenton's parks and trails "Concept" includes a system of trail types that are approximately 13-miles in length. Design of the future trails system "Concept" included the identification of community destination points such as church facilities, grocery stores, parks, banks, convenience stores, schools, health facilities, government offices, post office, library, and senior housing.

As the community expands, the future system should continue to create trail and active transportation connections to destination points, as well as follow major streams, riparian areas, and railway/utility corridors, and connect to the City's parks and beyond.

Three principal trail types would be sufficient to establish connectivity. These trail types include:

- Greenway Corridor (paved and unpaved)
- On-Street Corridor (bike lane and shared)
- Multi-use Corridor (sidewalk)

Trail segments, as shown on the "Concept" Map, may be acquired through parkland dedication, acquisition, and/or adoption of a stream setback ordinance with pedestrian/ joint use and access agreements in corridors as defined on the Map. The final location of each trail will likely rest on land availability and price.

Objectives include:

» Encourage the implementation of loop system trails of varying sizes for more convenient use and enjoyment.

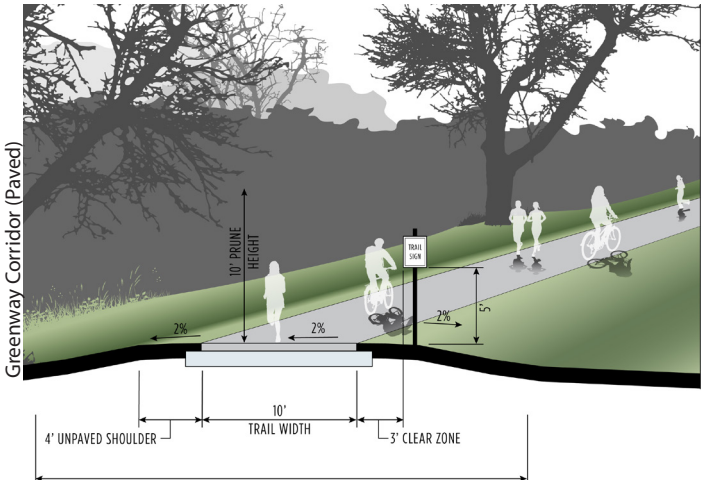
» Connect major educational, employment, commercial and natural destinations throughout the community.

» Use natural resources as an asset to the trail network.

Greenway Corridor

An unpaved greenway corridor is characterized by a soft-surfaced trail located along the river, greenway and/or stream. These trails are open to all users except equestrian and motorized vehicles.

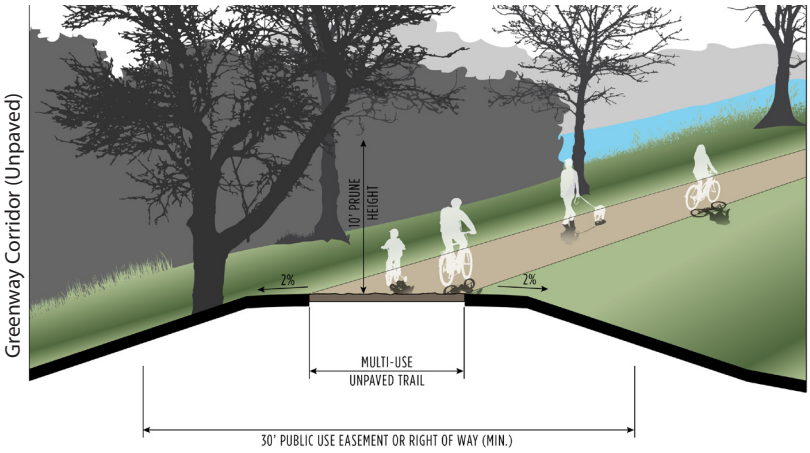
A paved greenway corridor is characterized by a hard-surfaced 10-foot wide trail located along a river, greenway, and/or stream. These trails are open to all users except motorized vehicles. It is common for experienced cyclists to use this type of trail if the greenway creates a shorter route to destinations.



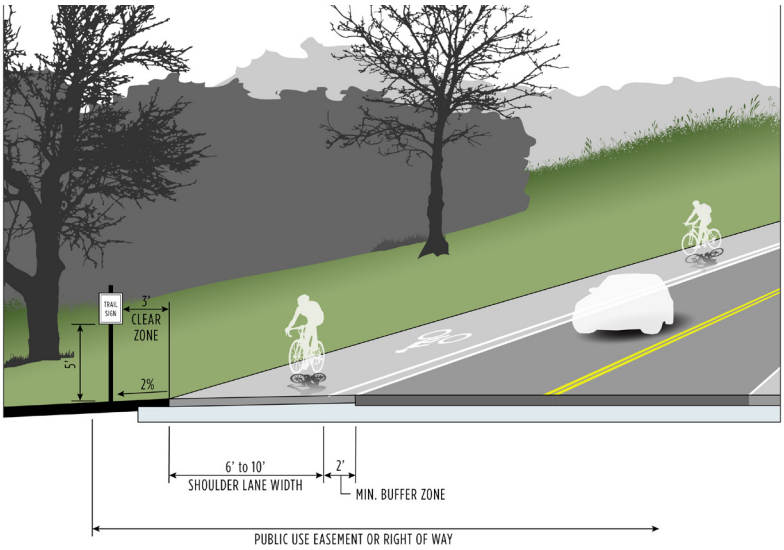
On-street corridor

On-street facilities such as bike lanes could occur on paved shoulders (in rural areas) or within existing travel way as road width allows. Bike lanes are designated with striping and are indicated by pavement stencils and signage alerting vehicles to expect bicycle traffic along roadway.

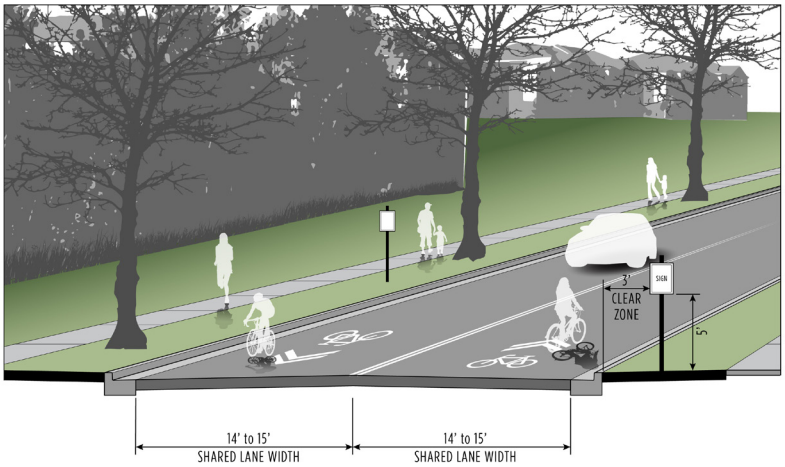
On-street facilities such as shared lanes (or sharrows) can be utilized where right-of-way width is limited and traffic speeds do not exceed 35 mph. Shared lanes are identified with high-visibility pavement markings that alert motorists that bicycle traffic may be present.



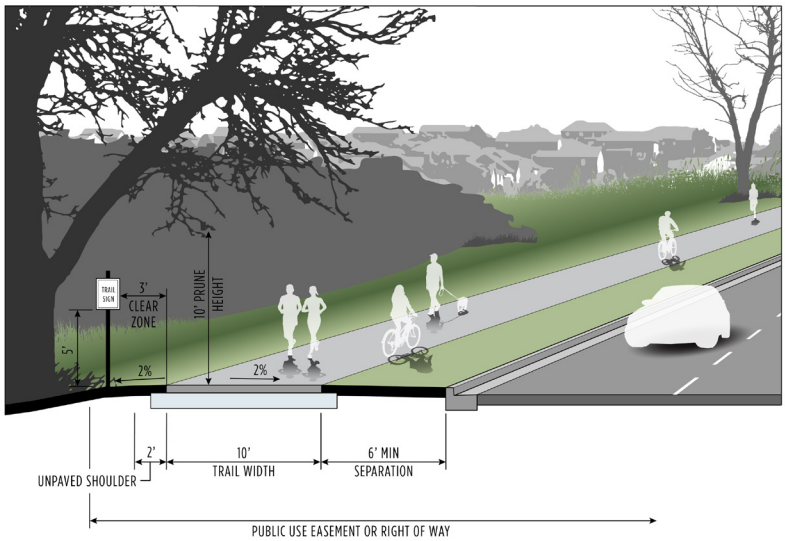
On-Street Corridor (Bike Lane)



On-Street Corridor(Shared Lane)



Multi-Use Corridor



Strategies

To establish a city-wide system, considerations include:

- Provide good connectivity within the system by ending trail segments at a street, sidewalk or other logical end point. Include the necessary curb cuts and ADA detectable warning strips, if warranted.
- Manage stream buffer areas with tall grasses and woody vegetation to support erosion control.
- Consider on-street bike facilities when constructing new roadways.
- Establish a City engineering standard trail section for new construction. Require private developers to construct sections of trail within the City that meet City engineering standards.
- Place trail identification and wayfinding signs at logical points along the trail system, such as the beginning point, street crossings and end points to sections of trail.
- Implementation of the trails system will rely upon efficiently identifying and evaluating priority projects. It is recommended the following criteria be considered:
  - Those projects with potential for partnership with other agencies and developments and/or secured funding for construction are all candidates for implementation.
  - Trails that connect two existing trails or extend an existing trail are high priorities. These kinds of connections serve the system as a whole by creating higher access to the trail system and increase trail use.
  - Trail segments are a means to create access to and protect all types of natural and cultural resources from over-development. Segments that include educational opportunities, habitat preservation, stormwater solutions and improved water quality are a high priority.
  - Priority should also be given where trail improvements would address difficult impediments such as interstates/highways, and railroad crossings early in the planning process. These kinds of improvements greatly increase trail use, increasing demand for trail development.

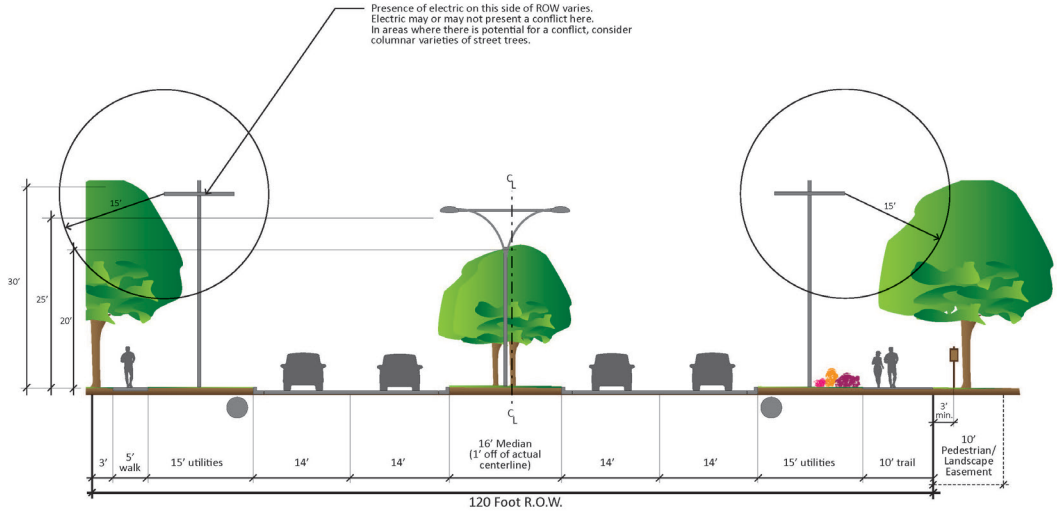
Multi-use Corridor

A multi-use corridor is characterized by a hard-surfaced 10-foot wide trail (sidewalk) located adjacent to streets. These trails are open to all users except motor vehicles. These corridors are good for inexperienced cyclists and runners but are problematic when many commercial drives are present. This creates conflicts between motorists and trail users and should be addressed in site specific planning and design.

Green Streets

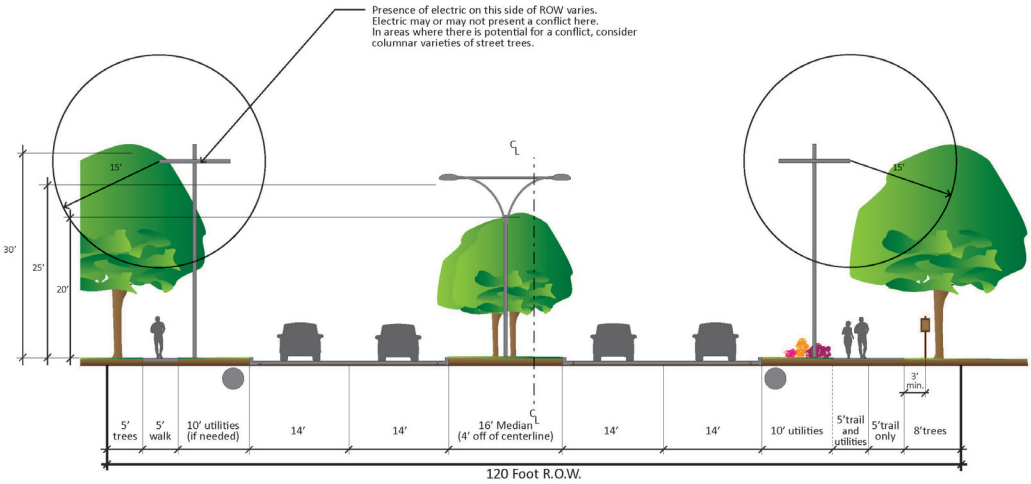
Green streets are aesthetic improvements to street rights-of-ways through the use of landscaping, street furniture and other amenities. These improvements provide the traveler with a more pleasant and scenic passage through a community and give the image of the city as a park, connecting the various public facilities by beautiful streets. Over time, the route can assist in creating a "greener" image of Warrenton.

The design of routes people use to get to parks be as important as the design of the destination itself. Wide streets without trees or other aesthetically pleasing landscaping are uninviting and tend to promote increased vehicular speeds. Green Streets with trees and other vegetation tends to slow traffic, increases property values in the corridor, and creates a positive image for the community. Although it may be desirable to "green" every street in Warrenton, the **Green Street** system is designed to prioritize improvements to routes connecting existing parks. Recommended Green Streets illustrated on the Map include: E. Walton Street, S. Morgan Street, Warrior Avenue, S. Lakeview Street, and Banner Street.



Potential Trail Placement within Street Right-of-Way

Option A



Potential Trail Placement within Street Right-of-Way

Option B

Green Streets

Green Streets give the image of the city as a park, connecting the various public facilities by beautiful streets.

Relationship to Image Streets

Image Streets set the tone of an area by establishing visual and aesthetic standards, which may include more hardscape elements.

Also see Form & Development Framework.

Strategies

- Create a "city in a park" by emphasizing the quality and aesthetics of vehicular connections between park and recreation facilities.
- Establish a system of green streetscape corridors as depicted on the "Concept" map.
- Coordinate green streetscape standards with the City's existing street design standards to improve aesthetics along identified corridors.
- Plan street enhancements to correspond to street improvement projects through the public works department.
- As appropriate, establish bikeways, either on-road or off-road, within enhanced street corridors.
- Landscaping can be as minimal as turf grass interspersed with low growing grasses, wildflowers and ground covers. Borders between turf grass and the wildflower plantings should be well defined to prevent invasion of one or the other and to give the area a more manicured appearance.
- When possible, trees should be considered as they provide significant shade for bicyclists and help to reduce the overall heat island effect common to urban areas. Where sidewalks are present, trees and shrubs should be pruned to maintain visibility for businesses and safe site distances for vehicles, pedestrians and bicyclists.
- In some cases it may be advantageous to provide drainage swales rather than curb and gutter. This presents unique planting and stormwater management opportunities in the median and along the road edge. Plant species selection is dependent upon site drainage characteristics. Some sites may be wetter than others.