

City West Design Guide

A Design Guide to accompany sections 3.33 and 3.34 of the City of Novi Zoning Ordinance

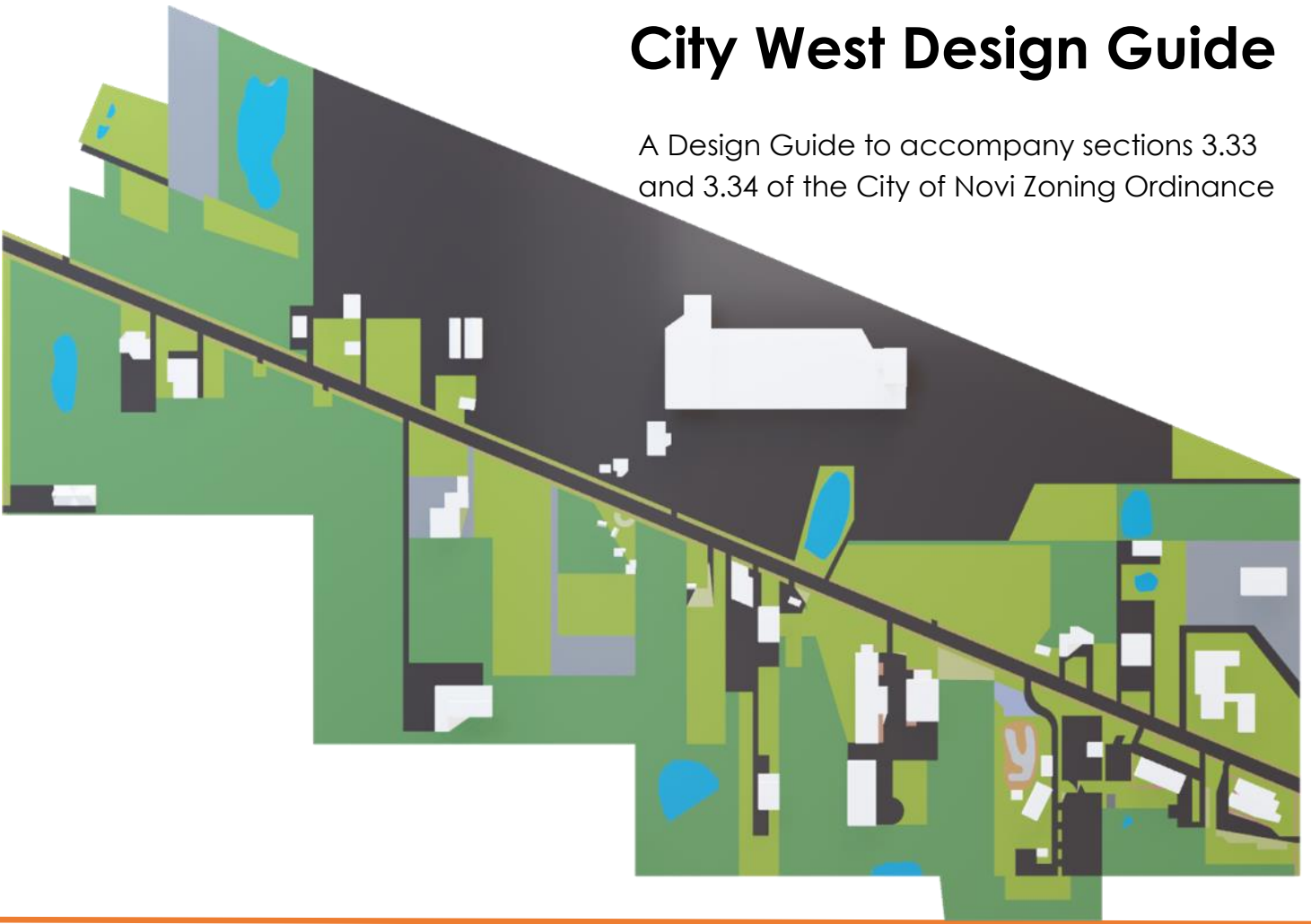


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A. Executive Summary

The City West Design Guide is meant to provide guidance and visual representation of the development standards for the City West District in addition to providing design features and concepts recommended to be included in development projects. The goal of the City West Design Guide is to facilitate development that includes high-quality project design and building materials and works to create a vibrant, people-oriented district in the City of Novi.

“This area offers the potential for the creation of a prominent new district combining entertainment, convention, commercial, office and residential uses in a cohesive, high-density, walkable pattern.”

- 2016 Master Plan



Figure A1: mixed-use development and streetscape in Fishers, Indiana

Figure A2 (below): Fishers, Indiana mixed-use development; images of Indiana communities courtesy of Rowan Brady of Beckett and Raeder, Inc.

The guide includes images of developments from Novi and other communities, maps representing the current conditions of the City West area, and 3D models to illustrate standards of this district. Images and renderings are meant to serve as examples, while the Zoning Ordinance contains the actual development regulations, standards and procedures. Inspiration for the vision and guiding principles is based on the recommendations in the 2016 Master Plan and Grand River Corridor Study.



B. Background & Existing Conditions

B.1 — Land Use

⇒ **Description of the District**

⇒ **Natural Features**

B.2 — Public Facilities

⇒ **Nonmotorized Infrastructure**

⇒ **Transit**

B.3 — Zoning

B.4 — Utilities

B. Background & Existing Conditions



Figure B2 (above): aerial of the western portion of the City West North area , outlined in blue

Figure B1 (below): aerial of both City West areas



Figure B3 (above): aerial of the City West South area, outlined in green

B. Background & Existing Conditions

B.1 — Land Use: Description of the District

The City West district is situated southeast of the intersection of Interstate 96 and Beck Road, bounded by I-96 to the north, Taft Road on the east, residential communities to the south, and Beck Road on the west. The historic Grand River Avenue corridor, running from downtown Detroit all the way to Lake Michigan on the west side of the state, bisects the City West area. In this area of the city, Grand River is an auto-centric five-lane major arterial with a speed limit of 50 miles per hour. A mix of older office, industrial and manufacturing buildings, and vacant properties are present on either side. These characteristics make the streetscape inhospitable for pedestrians and cyclists.

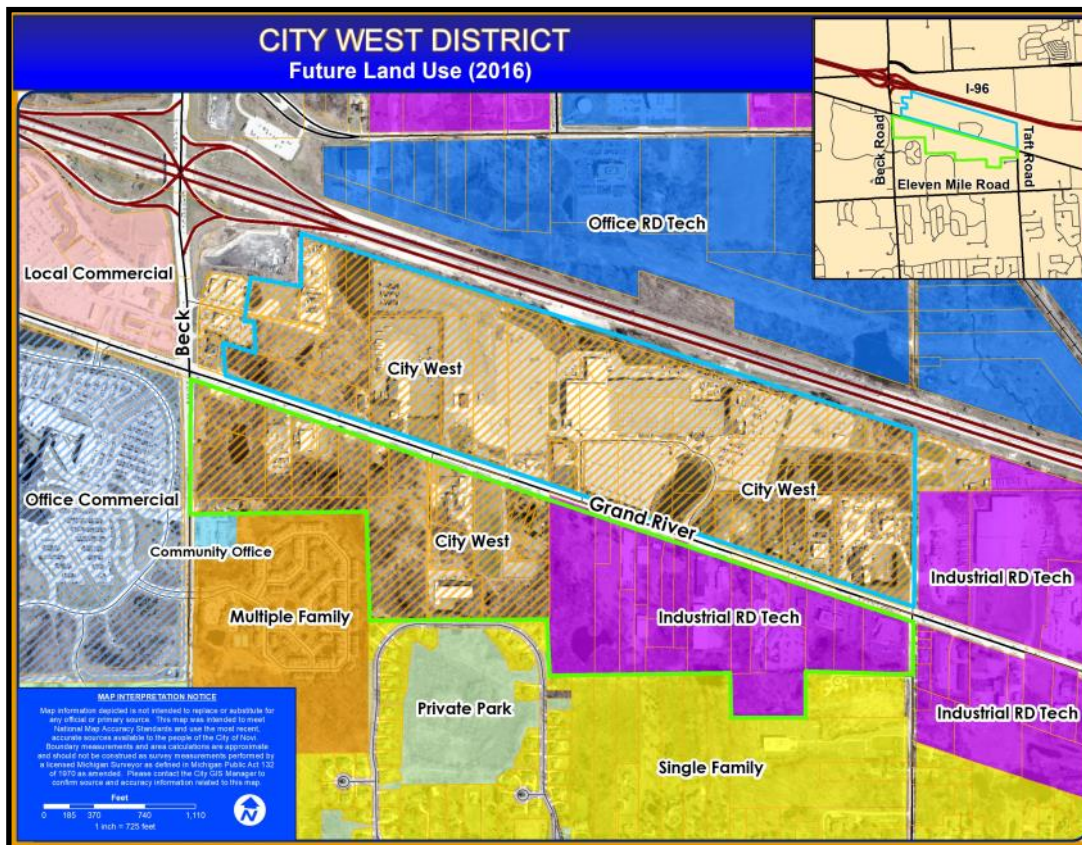


Figure B4: City West Future Land Use Map (2016)

Overall, the total land area included in the City West District is approximately 200 acres. Approximately 68.6 acres are vacant or a non-conforming residential use. Parcels developed with industrial uses that are not consistent with the desired future use for City West make up a total of about 55 acres. Destinations nearby in the corridor include Providence Park Hospital System and Suburban Collection Showplace, which are significant economic drivers in Novi, providing jobs and bringing in visitors.



Figure B5: Providence Park Hospital;
Image source: Novi Chamber of Commerce

B. Background & Existing Conditions

B.1 — Land Use: Natural Features

A map of the natural features shows the presence of both woodlands and wetlands in the area. A significant amount of woodlands and wetlands are present in the City West South area, while there are just wetlands located in the City West North area.

The City West text allows for **up to 50 percent** of the required open space to consist of regulated woodlands and/or wetlands if they are permanently protected by conservation easements (3.33.H).

“Wherever natural open spaces shall be created or preserved, they shall be physically connected, when possible, to adjacent natural open space areas.”

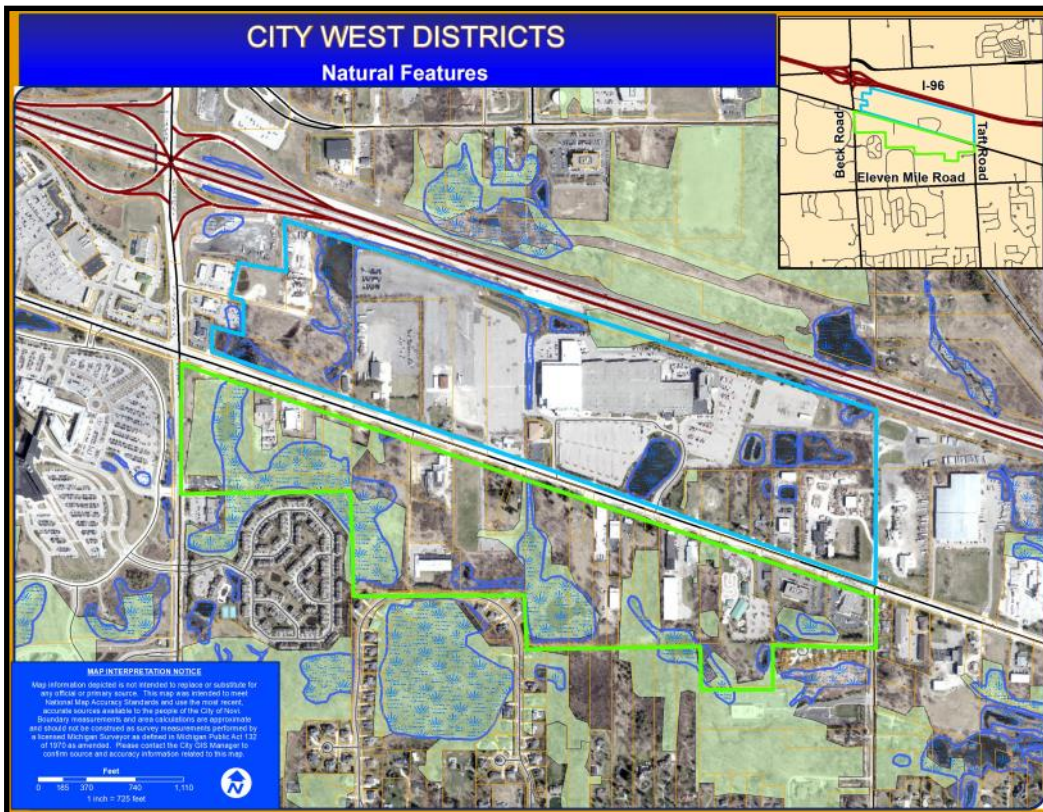


Figure B6: City West Natural Features Map, woodlands are denoted in light green while wetlands are colored in blue.



Figure B7: aerial of City West facing east

The aerial to the left shows City West facing east down Grand River. Two large ponds (circled in yellow) are present on either side of Grand River, and the difference in woodland concentration between north and south is evident. Buffers and setbacks from natural features help preserve, protect, and maintain quality of woodlands, wetlands, and streams within the district.

B. Background & Existing Conditions

B.2 — Public Facilities: Nonmotorized Infrastructure

Public Facilities shown in Figure B8 to the right include the sidewalk inventory of the district — 8-foot sidewalks line both sides of Grand River from Taft to Beck Road. Other facilities of note include traffic signals and street lights, which both can be found at important intersections. Road crossing difficulty, established in the Non-Motorized Transportation Plan, portrays Grand River as category E, the most difficult road category to cross.

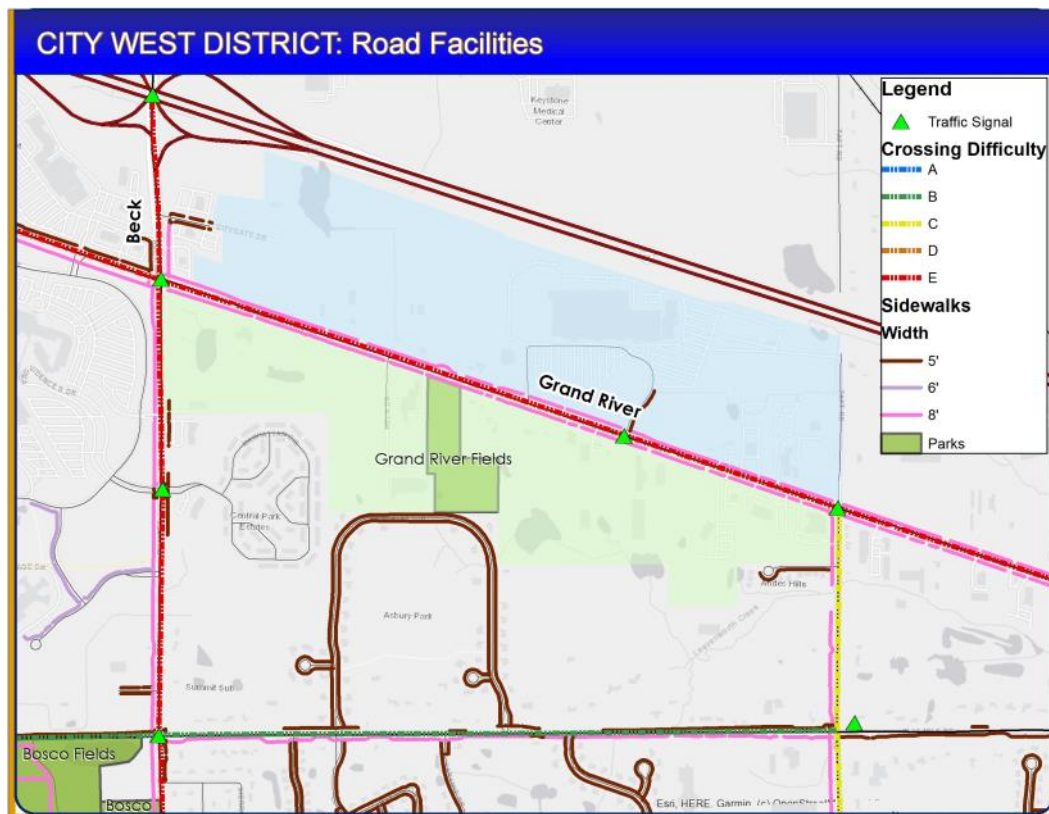


Figure B8: Roads and Sidewalk Facilities map

Beck Road runs north and south, connects with Grand River, and has been identified as a major non-motorized corridor in the City of Novi Non-Motorized Plan. The ITC Trail, depicted below, has been proposed as a regional trail connection crossing Grand River at Beck Road. The Providence Park hospital campus has recently expanded their trail network, and connects with the ITC Trail.



Figure B9: the ITC Trail is a prime example of non-motorized infrastructure in the City of Novi

B. Background & Existing Conditions

B.2 — Public Facilities : Transit

Another form of public facility that is new to the City of Novi is transit. SMART has extended its service into Novi and Wixom to the west, with one route (route 305) running directly through City West and another running nearby (route 740). Figure B10 below shows the stops along Grand River of route 305 within or just outside of City West

City West District SMART Stops

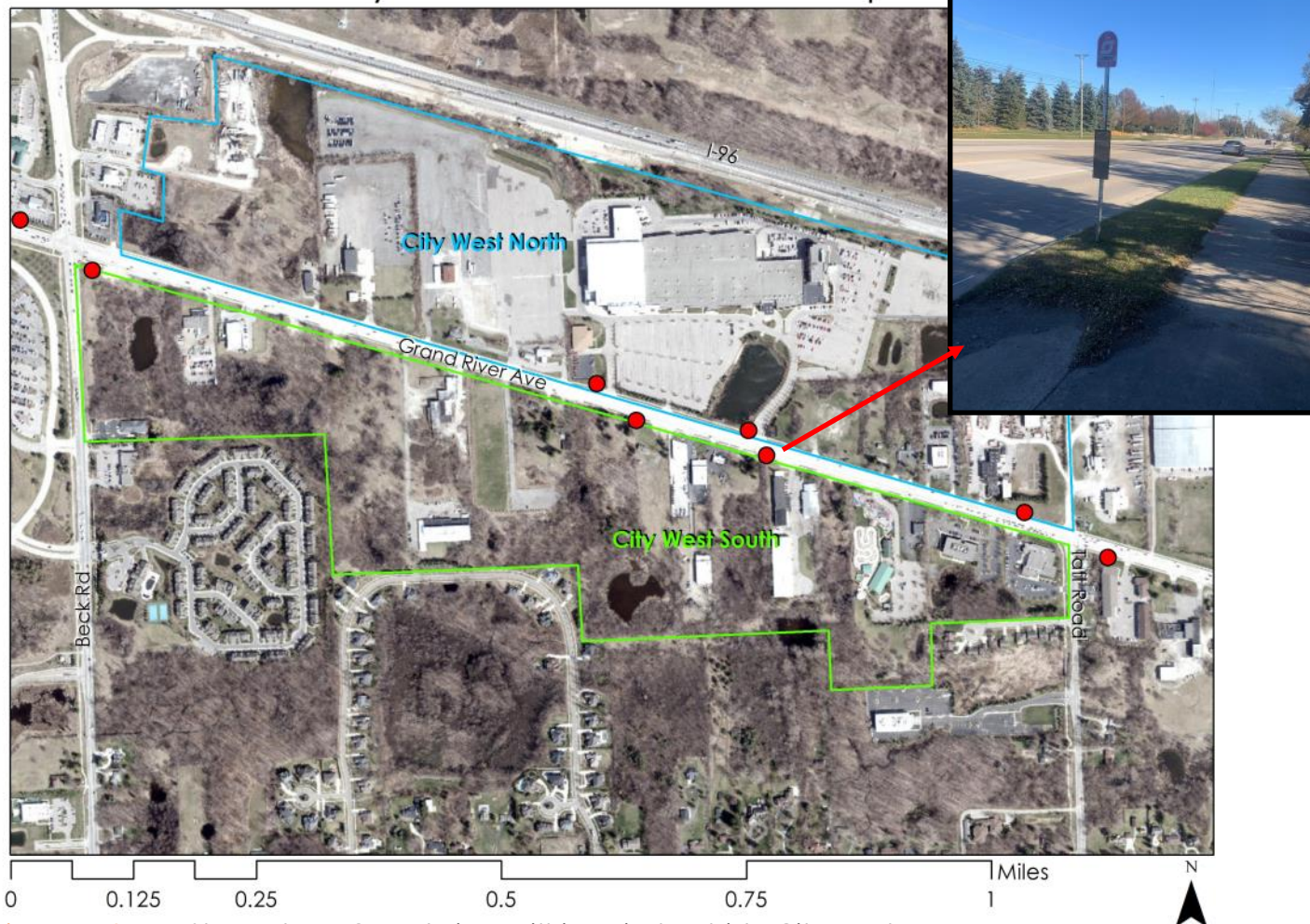
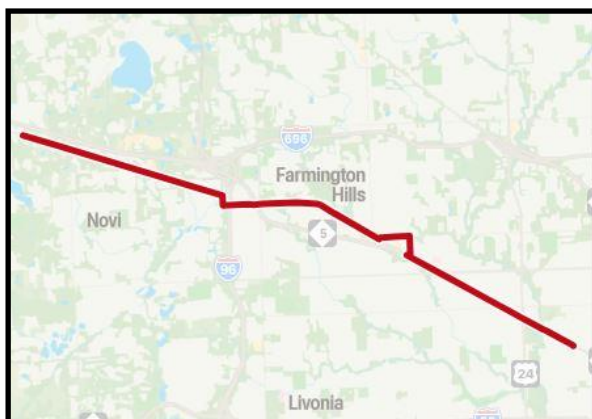


Figure B10: Bus Stops along Grand River within or just outside City West



Transit-Oriented Development (TOD): the inclusion of bus traffic presents an opportunity to encourage development along the bus route through City West, where residents or visitors can easily reach other destinations within Novi or outside of the City without a car. Route 305, as seen to the left, runs from the Meijer in Wixom to the Meijer in Old Redford, with stops along Grand River roughly every half mile including Novi Town Center, downtown Farmington, and other grocery, dining, and shopping opportunities.

Figure B11: SMART Route 305, courtesy of Apple Maps

B. Background & Existing Conditions

B.3 — Zoning

The current zoning of the City West area includes six different classifications. Approximately 140 acres are north of Grand River Avenue with 17 parcels included. The majority of the area, 124.96 acres, is currently zoned OST - Office Service Technology. The EXO Exposition Overlay District applies to a 55-acre portion of the Suburban Collection Showplace property. Approximately 10.05 acres are zoned I-1 Light Industrial. To the south of Grand River Avenue, the City West area includes 34 parcels totaling 113.48 acres. The current zoning of the majority of the area is I-1 Light Industrial.

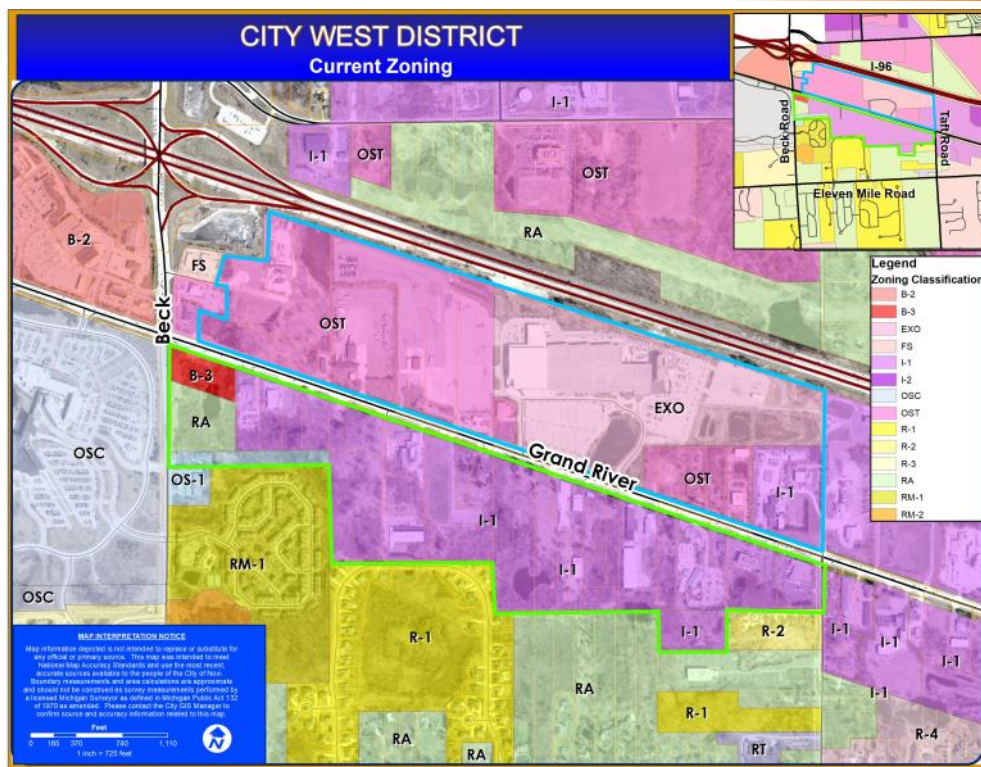


Figure B12: Current Zoning Map of the City West area

One area located at the southeast corner of the intersection of Beck Road and Grand River Avenue is zoned B-3. Fronting on Beck Road, one 6.4 acre area is zoned RA Residential Acreage, and a 3.4 acre parcel is zoned OS-1 Office Service.

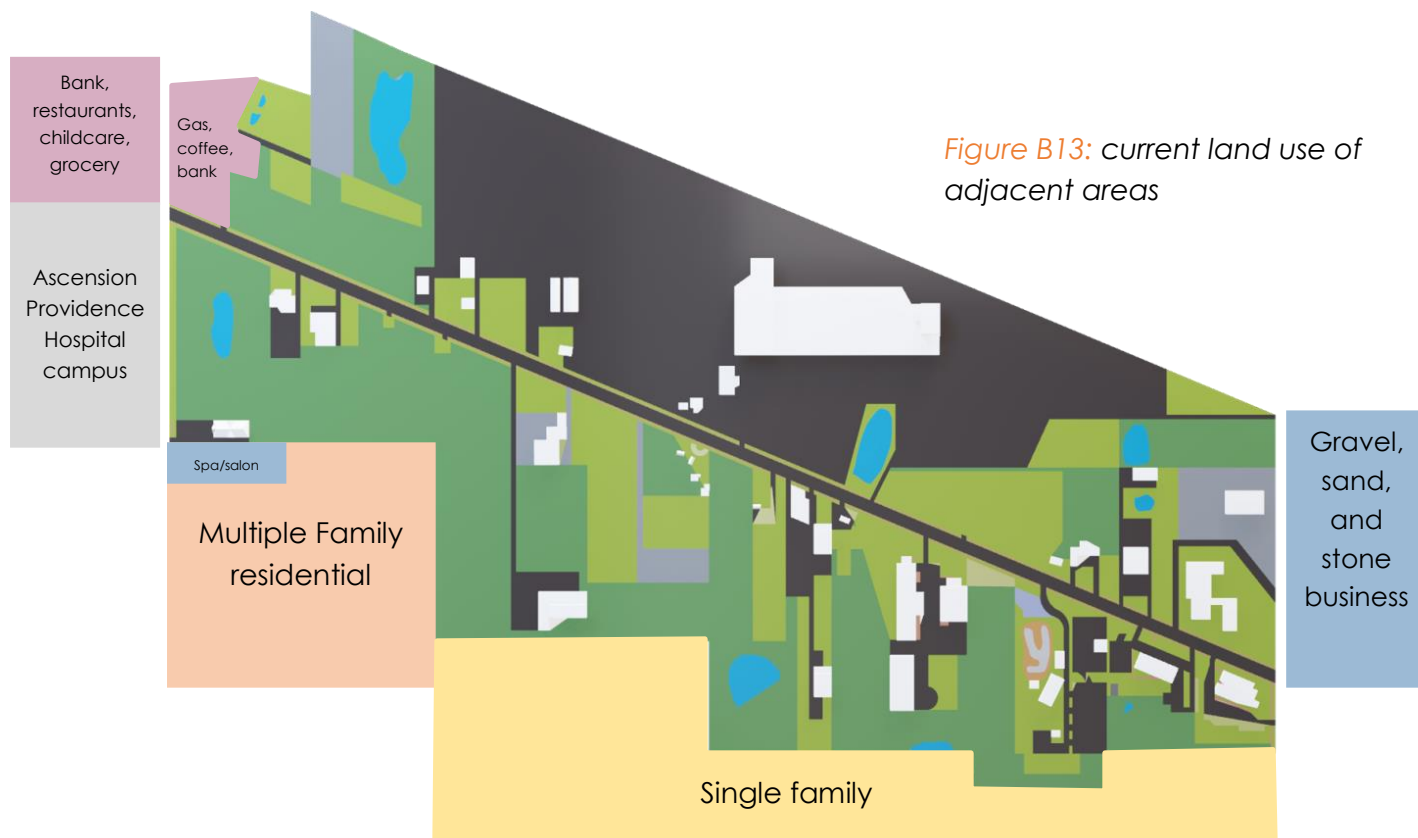


Figure B13: current land use of adjacent areas

B. Background & Existing Conditions

B.4 — Utilities

Development in the City West area will depend on both existing and future utility infrastructure to serve the needs of residents and businesses. Some sanitary sewer improvements will need to be made before all of the area is developed. **Figure B14** below shows the sanitary districts and the locations of the current sanitary gravity mains.

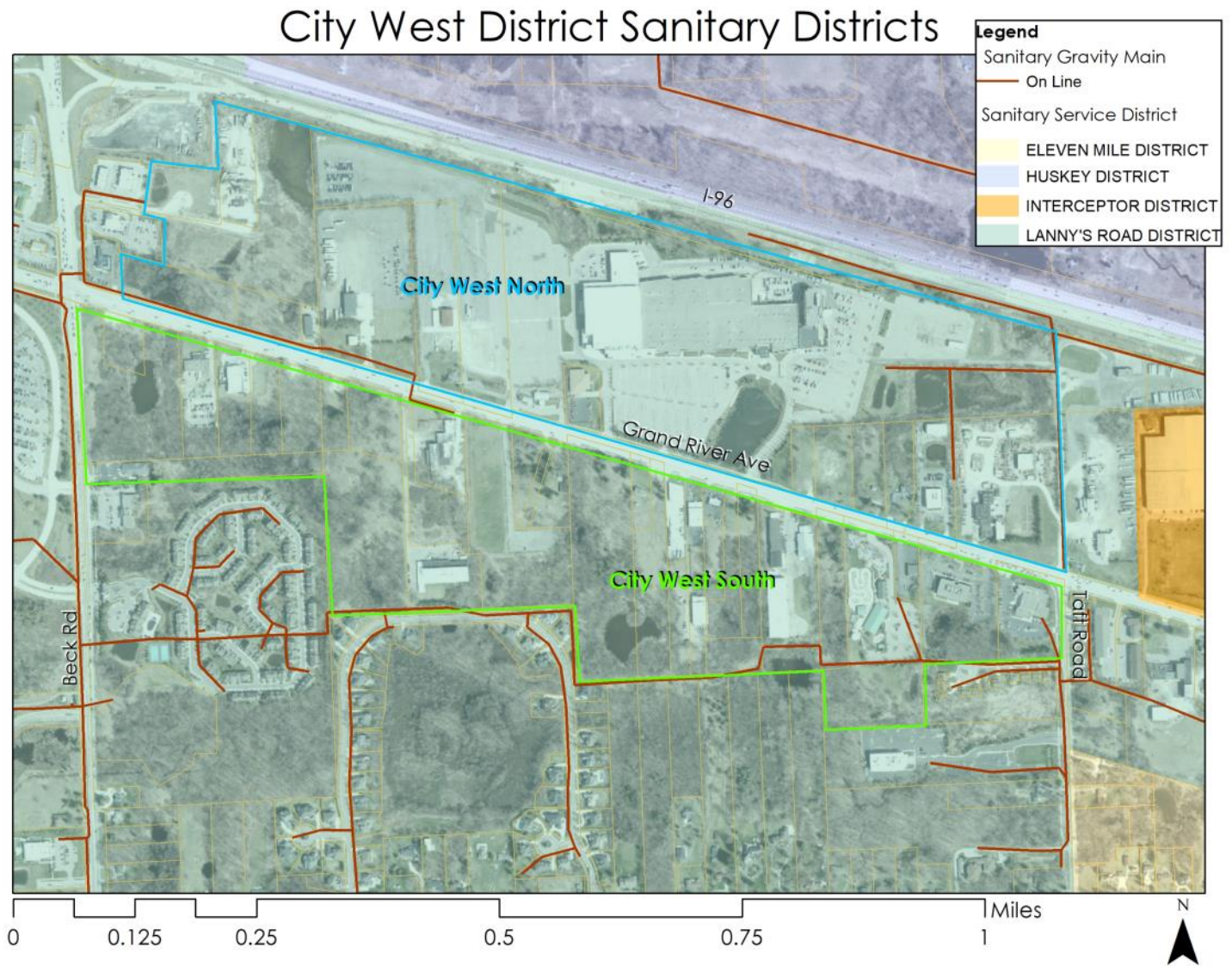


Figure B14: sanitary service districts and sanitary gravity main locations in City West

B. Background & Existing Conditions

B.4 — Utilities

Regional or shared detention basins between developments, in addition to underground detention basins, are encouraged to help consolidate properties and facilitate denser development. **Figure B15** below shows the drainage districts in City West and their respective status. Properties in City West are all located within one of four regional detention districts — the North Novi District and Bosco District, which are proposed but not built, and the Taft Road District and Grand River District, which both have built regional detention.

City West District Stormwater Drainage

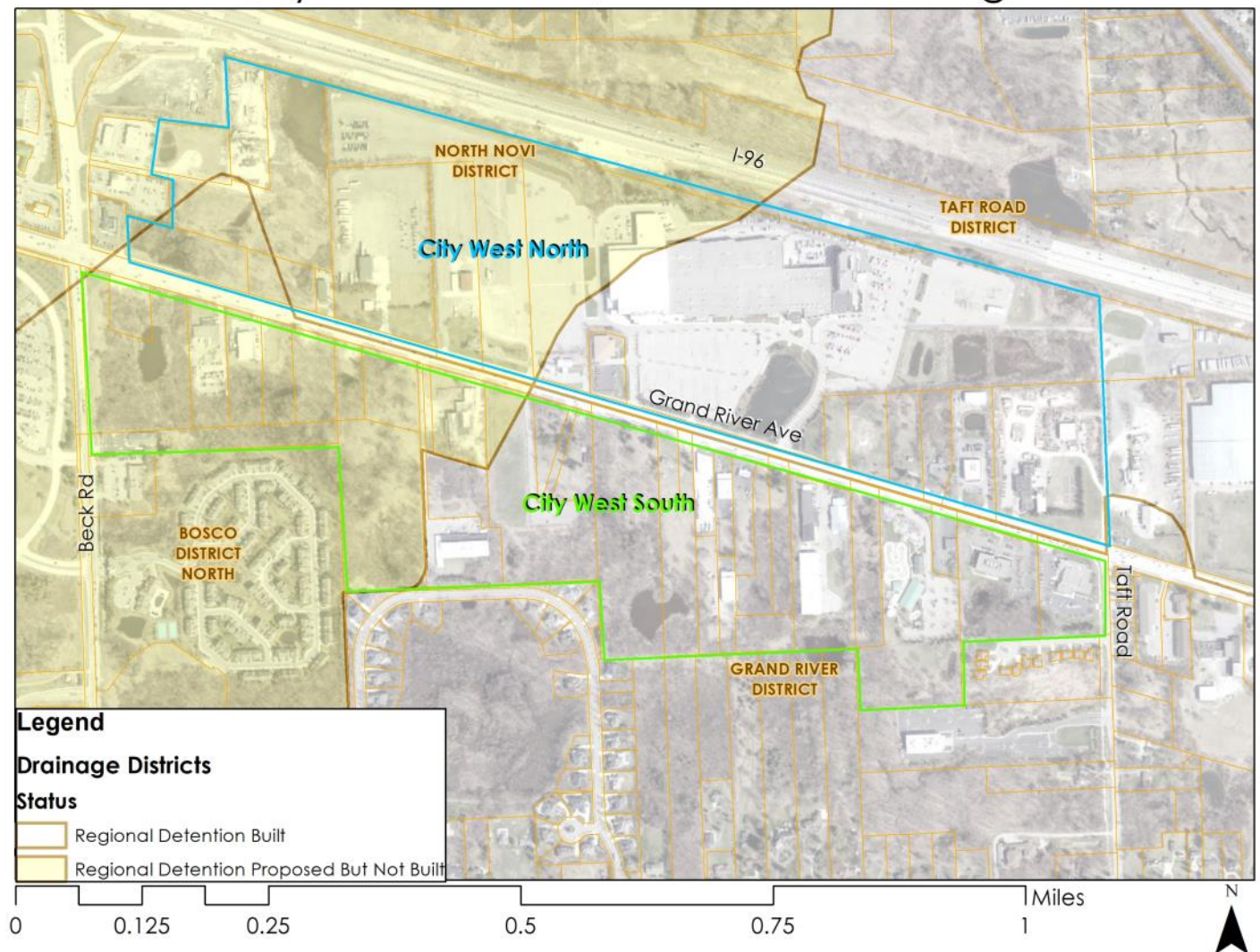


Figure B15: drainage districts and their status in City West

B. Background & Existing Conditions

B.4 — Utilities

Figure B16 below shows current infrastructure for water service in the City West area. All of City West is located within the intermediate water pressure district. There is water provided on both the north and south sides of Grand River.

City West District Water Service

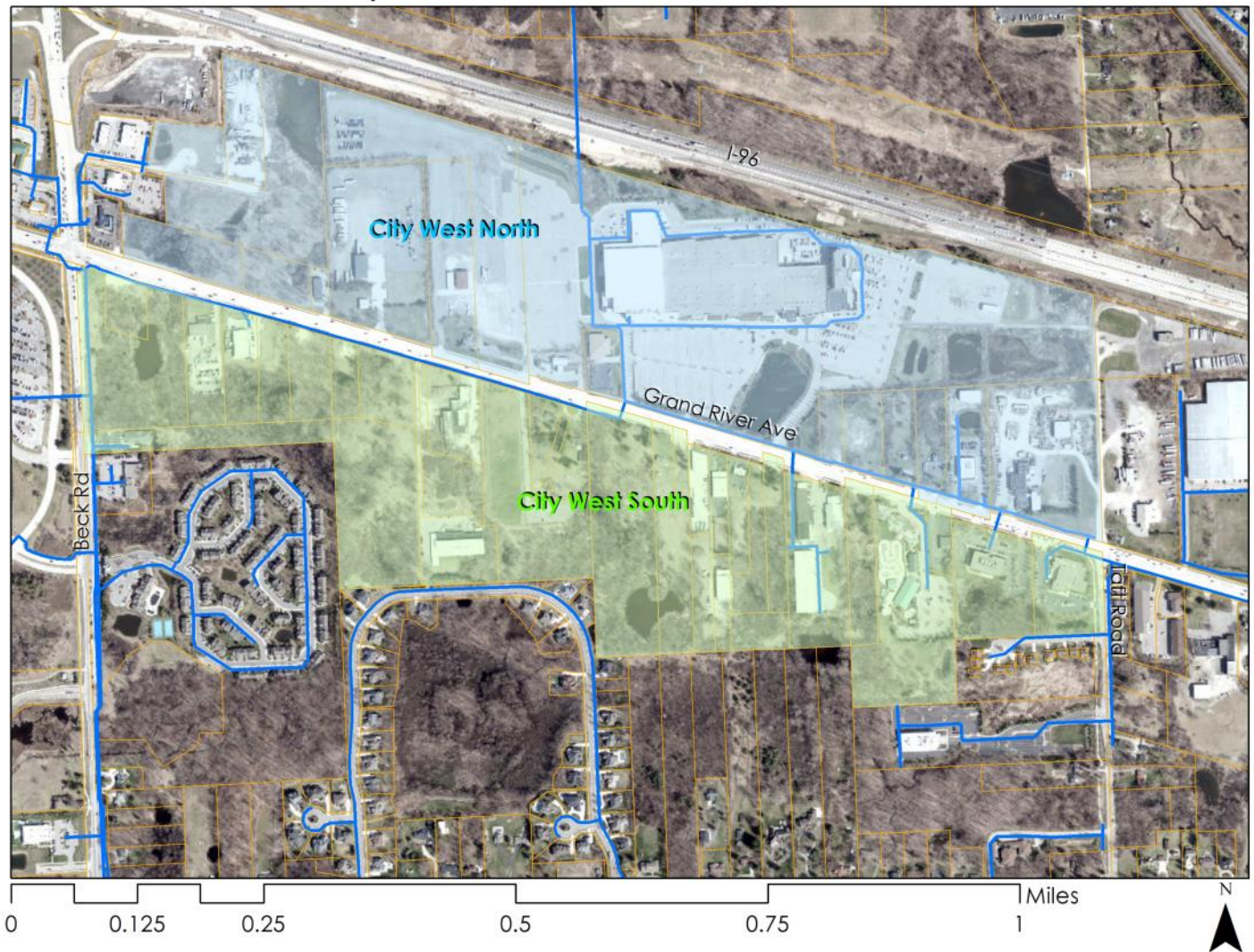


Figure B16: water main locations in City West

C. Vision and Guiding Principles

C.1 General Vision

C.2 Horizontal Mixed Use

C.3 Pedestrian Focus — Street Design



C. Vision and Guiding Principles

C.1 — General Vision

Figures C1 and C2 below illustrate the vision for City West in terms of building form north and south of Grand River — taller buildings in the City West North area, especially closer to I-96, and scaled down heights in the City West South area. Shared access and parking, public gathering spaces, pedestrian and vehicle connectivity, and preservation of important natural features are also depicted.

Parking lots are located in the side and back of buildings with the intent of framing both Grand River and the collector streets with buildings.

Models within the Design Guide are purely conceptual and do not assume any changes to existing standards



Figures C1 (above) and C2 (left): aerial views of a part of City West with 3D model example developments overlaid. Additional development anticipated on other parcels.

It is strongly encouraged that internal access drive networks shall be established and utilized as local streets which are to be privately owned and maintained.

Buildings are to be oriented towards the primary pedestrian street

C. Vision and Guiding Principles

C.1 — General Vision

Excerpt from the 2016 Master Plan Update describing City West:

The district is envisioned as a distinct neighborhood as well as a complement to major nearby uses such as the Suburban Collection Showplace and the hospital....Creating a vibrant restaurant and entertainment scene that spills into outdoor patios and open spaces is a major goal of this redevelopment strategy.



Figure C4 (above): rendering (by Gensler) of an outdoor gathering space at San Pedro Plaza, Los Angeles.



City West District developments are expected to be designed with pedestrians in mind. Walkable connections between businesses, residences, and entertainment options should provide people with the ability to interact with one another in public areas such as the photos shown to the left and below. The images included on this page provide examples of the kind of public gathering spaces and density that is meant to take place in the City West District.

Figure C3 (below): outdoor dining in front of a vertical mixed-use development. Photo courtesy of Bethesda Magazine



Figure C5 (left): lighting and pedestrian activity at night at The BLVD in Lancaster County, California. Photo courtesy of the Congress for New Urbanism

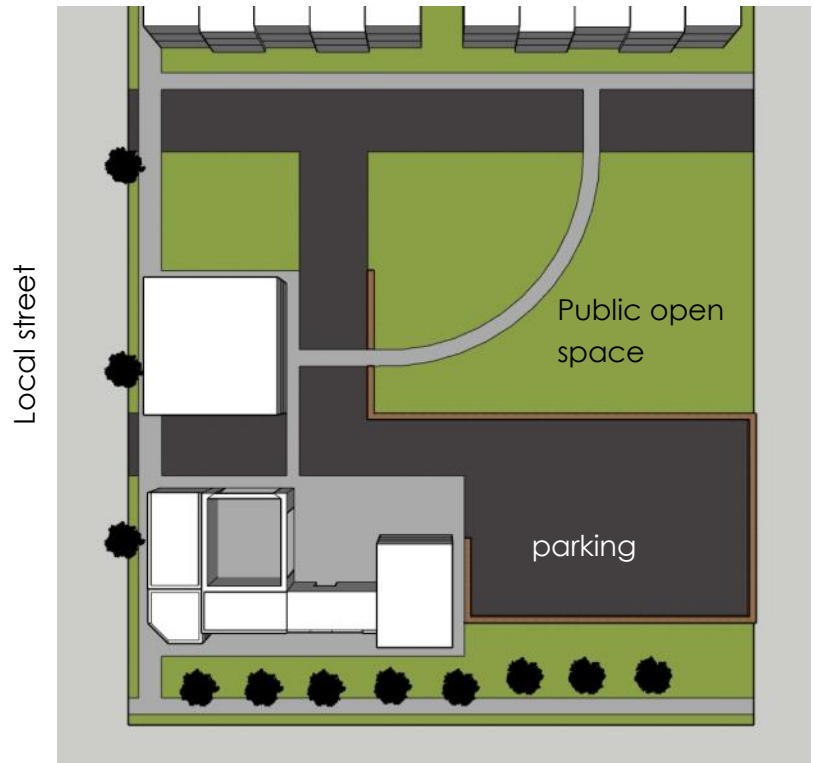
C. Vision and Guiding Principles

C.2 — Horizontal Mixed Use

Horizontal mixed-use refers to developments where the site contains separate residential and non-residential buildings, as opposed to vertical mixed-use, where multiple uses are integrated into a single building. Both types of mixed-use developments are encouraged and permitted in the City West District.

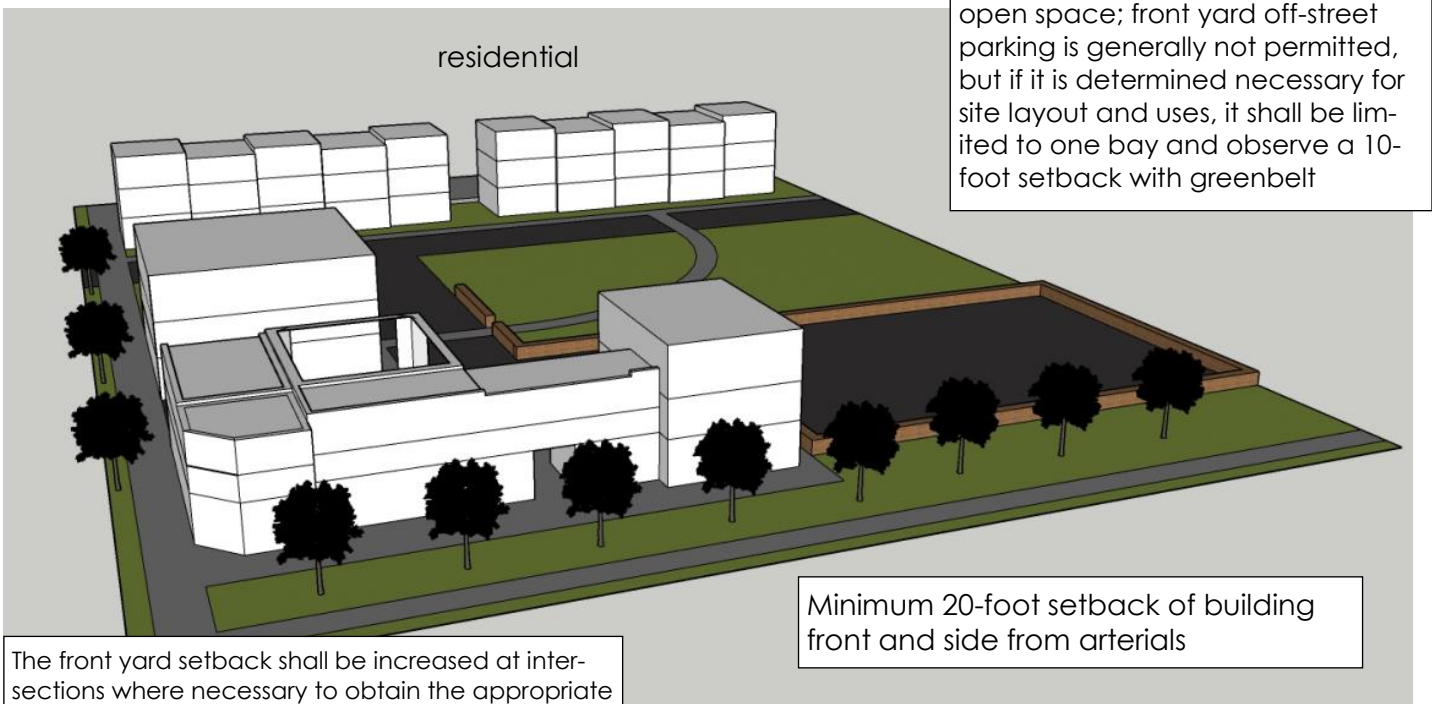
For the Mixed-Use Development Option (MDO), the development must have at least 300 feet in public road frontage

Maximum building setbacks of 20 feet from nonresidential collectors and local streets are meant to create a building presence along the street connected by sidewalks. **Setbacks are measured from the future Right of Way.**



Major arterial (Grand River, Beck, or Taft)

Figures C6 (top) and C7 (bottom): plan views of example horizontal mixed-use model



At least 15% of the development is open space; front yard off-street parking is generally not permitted, but if it is determined necessary for site layout and uses, it shall be limited to one bay and observe a 10-foot setback with greenbelt

Minimum 20-foot setback of building front and side from arterials

The front yard setback shall be increased at intersections where necessary to obtain the appropriate clear vision area for vehicular traffic.

C. Vision and Guiding Principles

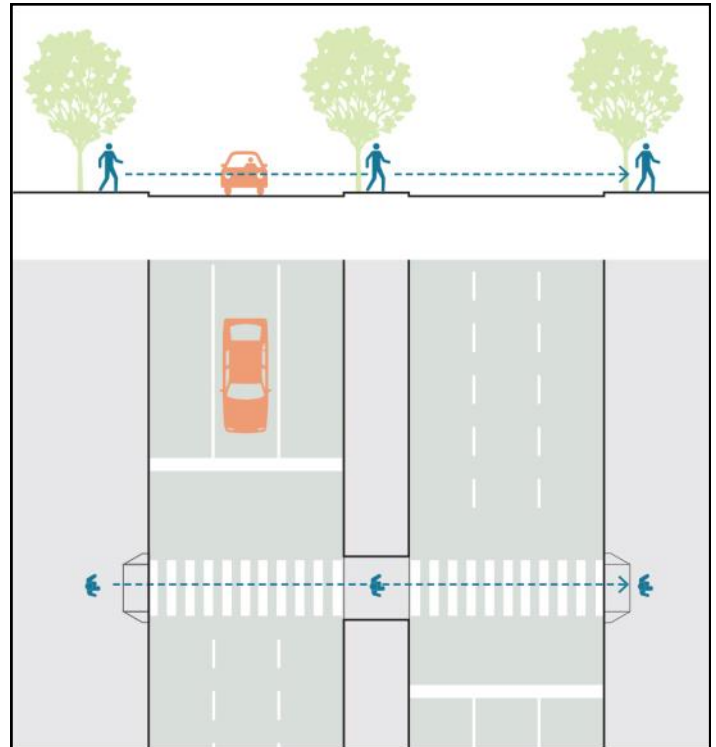
C.3 — Pedestrian Focus - Street Design

The City of Novi is committed to take part in capital projects that result in traffic-calming and a more pedestrian-oriented streetscape. Nonmotorized transportation infrastructure remains an important part in the City's goals. As it currently stands, Grand River Avenue consists of high volumes of fast-moving traffic that is not conducive to people on foot or on bike.

The diagram on the right portrays a midblock crossing and pedestrian refuge that allows for the crossing of a road like Grand River. These kinds of measures increase the ease and safety of crossing busy thoroughfares.

Sidewalks with a minimum of 6 feet are required abutting any street or internal road. Along major thoroughfares sidewalks shall be 8 to 10 feet.

Figure C8: diagram of a midblock crossing; image courtesy of the Global Designing Cities Initiative



It is intended the internal street network and local roads created would be designed to focus the activity **off** Grand River. However, it will be necessary to provide additional connections between the north and south sides of the district. The conceptual design of Grand River shown below in Figure C9 shows available options for pedestrian-oriented changes on Grand River.



Figure C9: new design of a section of Grand River Avenue in the City of Detroit

C. Vision and Guiding Principles

C.3 — Pedestrian Focus - Street Design

Changes to and along Grand River are expected to align with the development of this denser, pedestrian-focused corridor. To connect the north and south sides of Grand River, there will be options of implementing an at-grade crosswalk with a traffic light or potentially the construction of a pedestrian bridge as seen in Figure C10 below. Further research into feasibility will be required, in addition to looking into possible grants for funding these alternative transportation infrastructure projects.



Figure C10: Pedestrian bridge with accessible switchback ramps in Columbia Heights, Minnesota. Photo courtesy of C.S. McCrossan

Another change to Grand River Avenue is the addition of bus traffic, with two SMART routes extending into Novi, one of which runs directly through the City West district along Grand River. See [page 7](#) for bus stop locations and route details.

The City will have to work with SMART on determining where improved bus stop infrastructure should be implemented. Bus shelters like the one seen on the right are an opportunity to incorporate details unique to Novi and City West.



Figure C11: bus shelter in Houston, courtesy of ricedesignalliance.org

D. Form Based Design/Inspiration Images

D.1 Townhouses, Apartment Dwelling Development and Multifamily Housing

D.2 Building Density and Intensity

D.3 Density Transition from Residential Districts

D.4 Lighting

D.5 Inspiration Images

D. Form Based Design/Inspiration Images

D.1 — Townhouses, Apartment Dwelling Development and Multifamily Housing

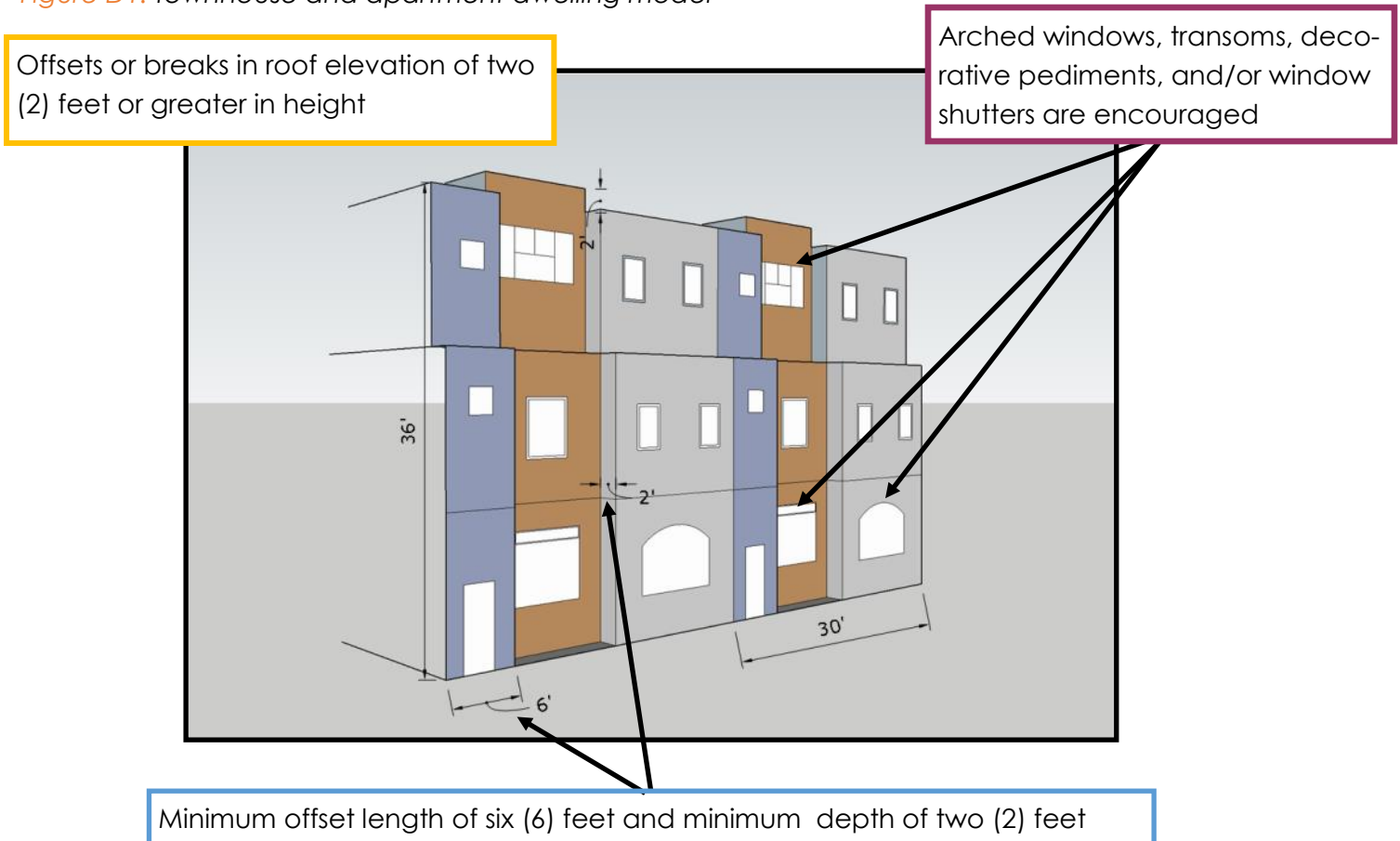
The following text and accompanying images provide guidelines to the development of townhouses, apartment dwellings, and multifamily housing in the MDO.

Wall offsets: A wall offset is defined as a projection or recess of a façade wall of at least two (2) feet in depth. Wall offsets should be incorporated onto those building facades having a length of 40 feet or greater. Wall offsets should be a minimum of six (6) feet in length

Varying roof lines and forms: Offsets or breaks in roof elevations of two (2) feet or greater in height. Incorporate roof pitch and materials of adjacent buildings into carport or garage roofs.

Windows: Decorative window features, such as arched windows, transoms, decorative pediments, and/or window shutters that are sized appropriately and proportionally to the window are encouraged on those facades fronting on streets. The use of recessed windows, moldings, decorative trim and wood frames to add three-dimensional quality and shadow lines to the façade.

Figure D1: townhouse and apartment dwelling model



D. Form Based Design/Inspiration Images

D.1 — Townhouses, Apartment Dwelling Development and Multifamily Housing



Images on this page are apartments in Exton, PA, a suburb of Philadelphia. Nearby uses include retail and commercial.

Standalone residential uses can be built under the MDO so long as nonresidential uses are nearby (within 300 feet), and connections to those uses are made.

Figure D2: Apartments in Exton, PA; courtesy of Ashbridge Apartments Facebook page



Figure D3: Amenities at Exton, PA apartments; courtesy of Ashbridge Apartments Facebook page

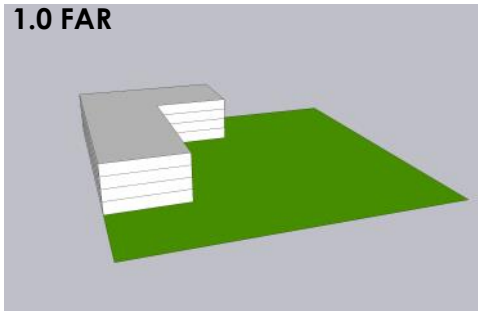
D. Form Based Design/Inspiration Images

D.2 — Building Density and Intensity

One of the key incentives for utilizing the MDO in the City West District is to permit greater density/intensity. Consult table 3.34.5.D in the City West District text for greater detail. Without the MDO, the maximum Floor Area Ratio in City West is **0.275**. Under the MDO, the density of the net site area for single-use buildings is a maximum FAR of 2.0 in the City West North area and 1.0 in the City West South area. For mixed-use buildings, the maximum FAR is 2.5 for the north area and 1.5 for the south.

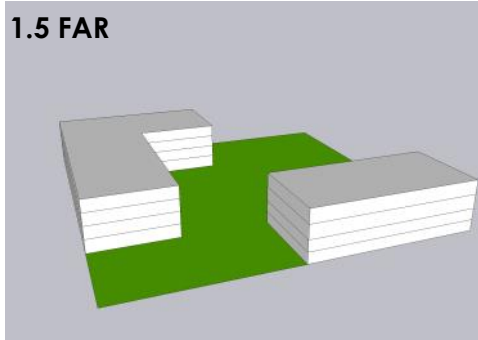
Figure D4: FAR Models depicting potential density available

Single-use buildings in City West South Area →



Four-story building covering a quarter of an acre

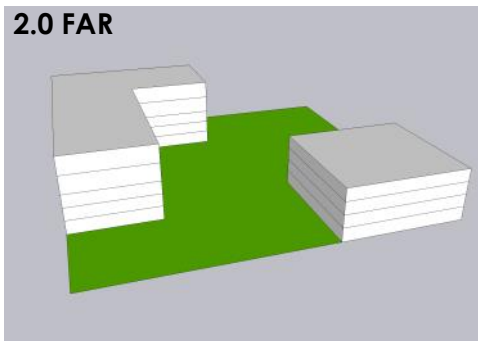
Mixed-use buildings in City West South Area →



Two four-story buildings, one covering a quarter of an acre and the other covering an eighth of an acre

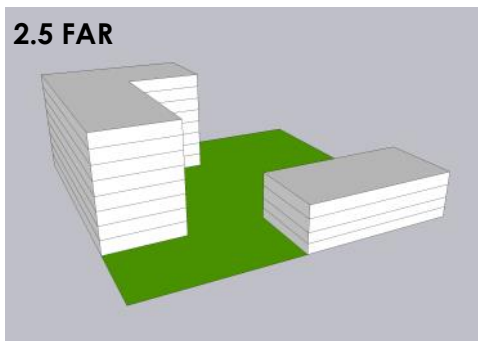
Note that other conditions such as height, parking and open space preservation must be met and may not be accurately portrayed by these models

Single-use buildings in City West North Area →



One six-story building covering a quarter of an acre and one four-story building covering an eighth of an acre

Mixed-use buildings in City West North Area →



One eight-story building covering a quarter of an acre and a four-story building covering an eighth of an acre

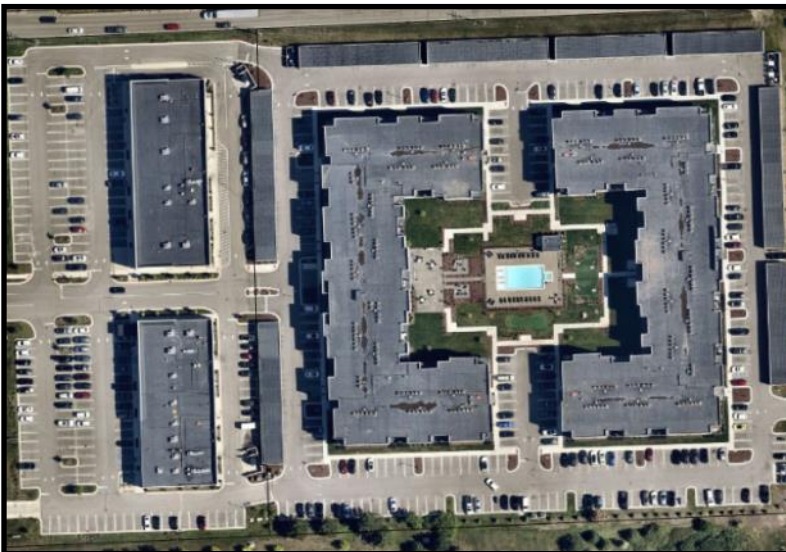
D. Form Based Design/Inspiration Images

D.2 — Building Density and Intensity

The following table is from the City West Mixed Development Option text and refers to the density of development in the district in terms of dwelling units per acre.

3.34.5.D Development Density/Intensity – Based on Net Site Area			
	Residential Only	Mixed-Use Developments	Mixed-Use Developments
Maximum Density ¹		Single Use Building	Multi-Use Building
City West North area	20 du/ac	25 du/ac	30 du/ac
City West South area	10 du/ac	15 du/ac	20 du/ac

¹For all development, density/intensity shall be calculated for the net site area of the development



Haggerty Center/The Liv in Livonia is an example of horizontal mixed-use that includes retail/restaurant and single-use residential buildings on the site. The site has a density of 27.4 du/ac

Figure D5: aerial of Haggerty Center/The Liv



Main Street Village in Novi is an example of a site with a density of 15.26 du/ac. Developments with this density—if incorporated with a nonresidential use on the site—would be permitted in the City West South area

Figure D6: Main Street Village in Novi

D. Form Based Design/Inspiration Images

D.2 — Building Density and Intensity

The following images show other real-world examples portraying what certain density can look like. Refer to table 3.34.5.D to see the required conditions for differing levels of density.

Figure D7 (right): rendering of The Griffin Novi, by Singh Development

The two renderings shown here are approved developments in Novi—the Griffin Novi (top) and the Bond (bottom). The Griffin will have a density of 23.6 du/ac while the Bond will have a density of 32.5 du/ac.



A residential-only site in the City West North area or a mixed-use site with multi-use buildings in the City West South area permits a maximum 20 du/ac, slightly less than that of The Griffin.

A mixed-use site with multi-use buildings in City West North permits a maximum of 30 du/ac, which would allow for a project such as The Bond.



Figure D8 (above): rendering of The Bond, Humphreys & Partners Architects

Figure D9 (right): aerial of Huntley Manor Apartments in Novi. Huntley Manor has an overall density of 7.6 du/ac, which would be permitted in the City West South area in a residential-only site.



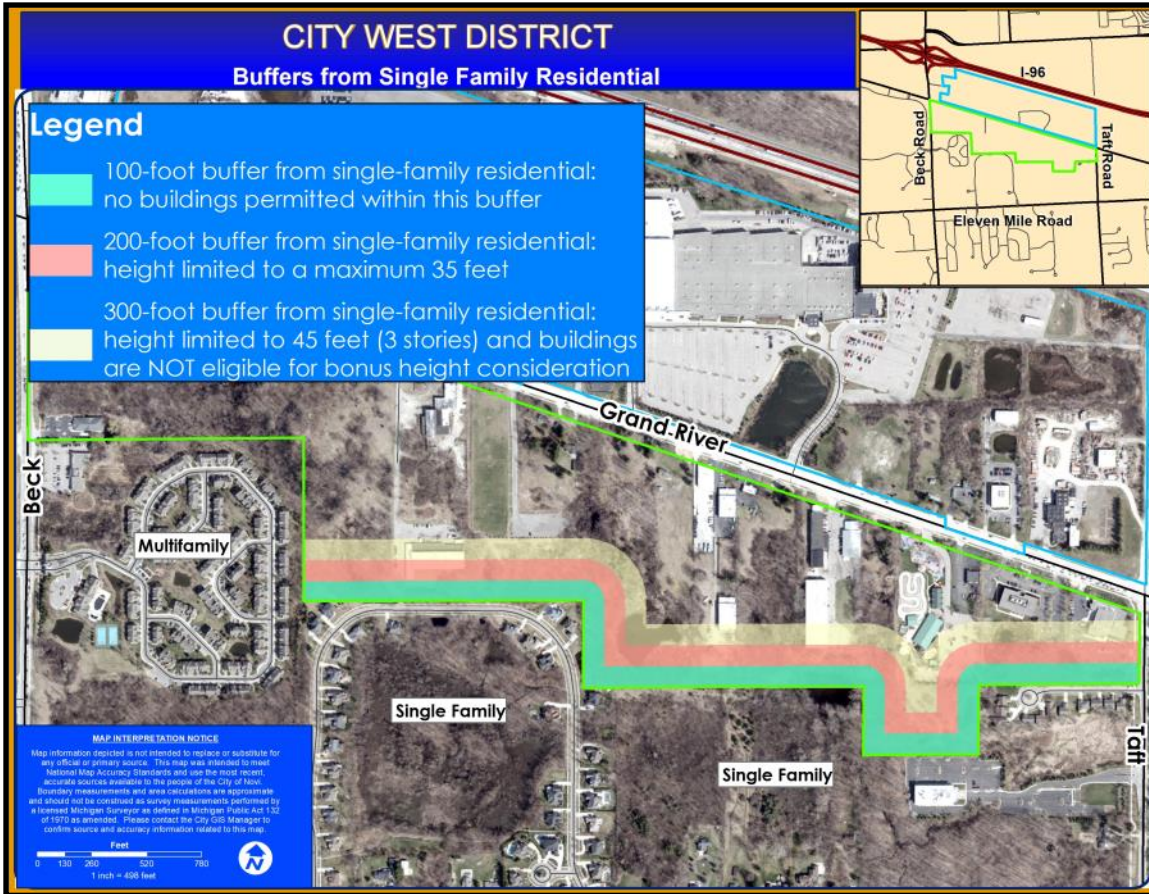
NOTE: the minimum acreage for an MDO project is 5 acres, unless otherwise approved by City Council

D. Form Based Design/Inspiration Images

D.3 — Density Transition from Residential Districts

The City West District, while intended to be one of the most high-density districts in the City, shall provide a more moderate transition where it abuts Single-Family Residential Districts in City West South as portrayed in [Figure D10](#) below.

[Figure D10](#): map of buffers from residential districts and associated conditions in City West



[Figure D11](#): Main Street Village, pictured to the right, is an example of low-rise multi-family that could be built between 100 and 200 feet away from single family residential



D. Form Based Design/Inspiration Images

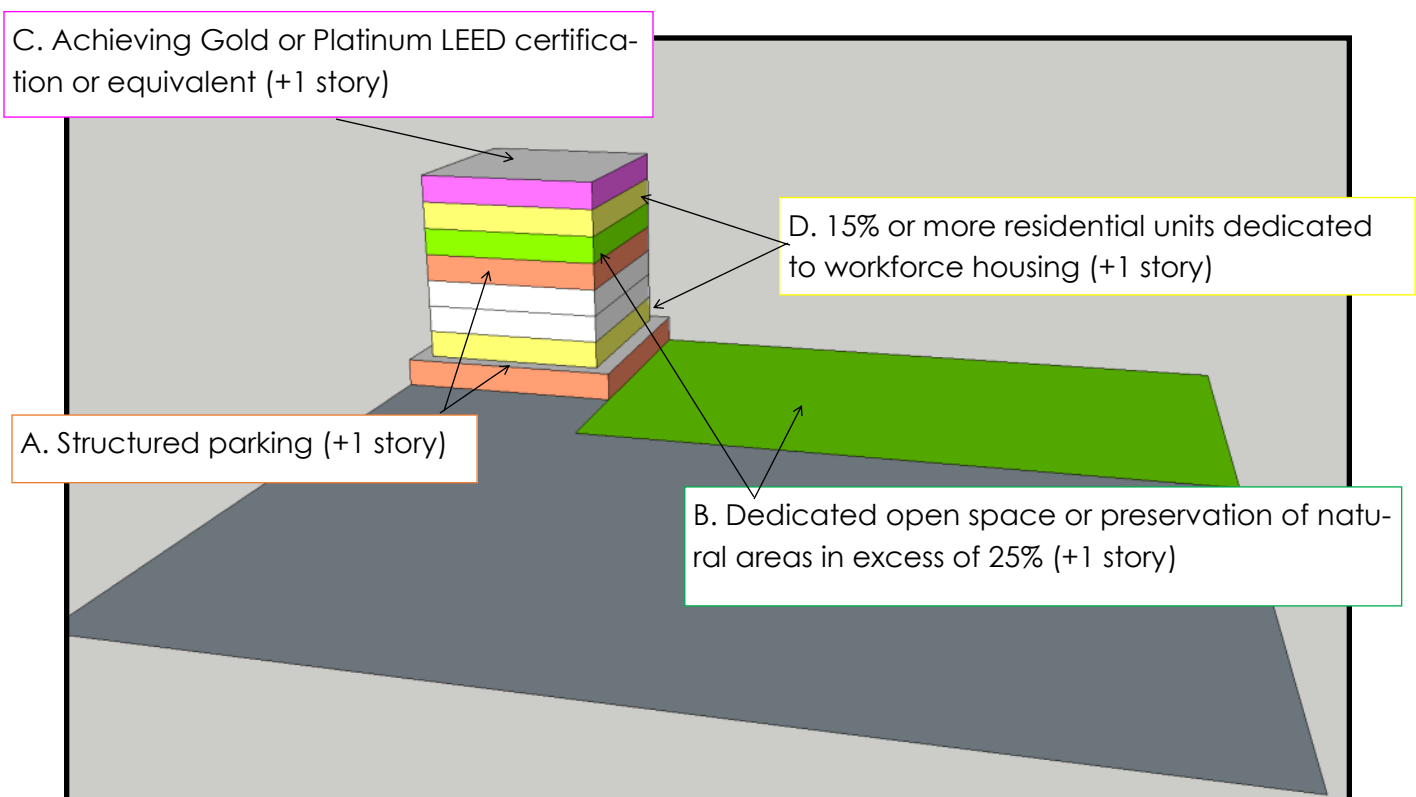
D.4 — Bonus Height

Within the City West District the minimum building height is 2 stories and the maximum building height is 3 stories. With the Mixed Use Development Option, the maximum height for the City West North area is 5 stories and the maximum height for the City West South area is 4 stories, but that **may be exceeded if bonus height conditions are met.**

Maximum building height in the north area may not exceed one-hundred fifteen (115) feet or 8 stories, whichever is less, and in the south area no building shall exceed 55 feet or 4 stories, whichever is less.

The following model in [Figure D12](#) shows examples of how to achieve greater building height through qualifying for the bonus height conditions as described in 3.34.5.B.

Figure D12: bonus height model



- A. Underground **or** structured parking (up to 2 additional floors—1 story per 125 spaces)
- B. Providing 25% of the total site area as open space; the image above shows the open space consolidated in one location but this does not have to be the case
- C. Applicants shall provide a narrative explaining how sustainability elements have been incorporated and quantify the impacts of those strategies
- D. As described in section 3.34.5.B; the illustration above shows a floor dedicated to workforce housing in yellow and then an additional floor in yellow depicting the bonus story granted for satisfying this condition

D. Form Based Design/Inspiration Images

D.4 — Bonus Height

Figure D13 below shows minimum and maximum heights allowed in City West.

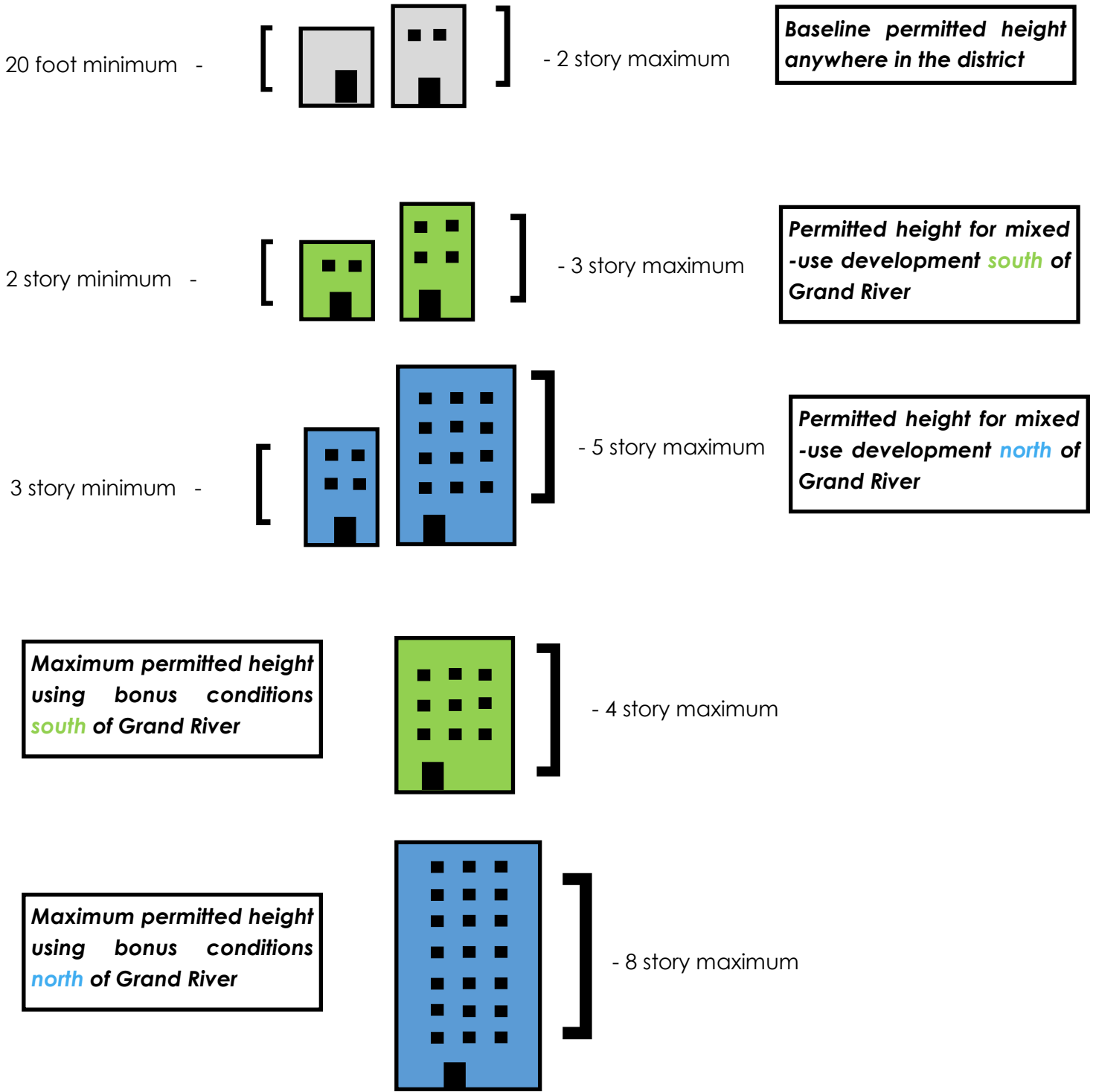
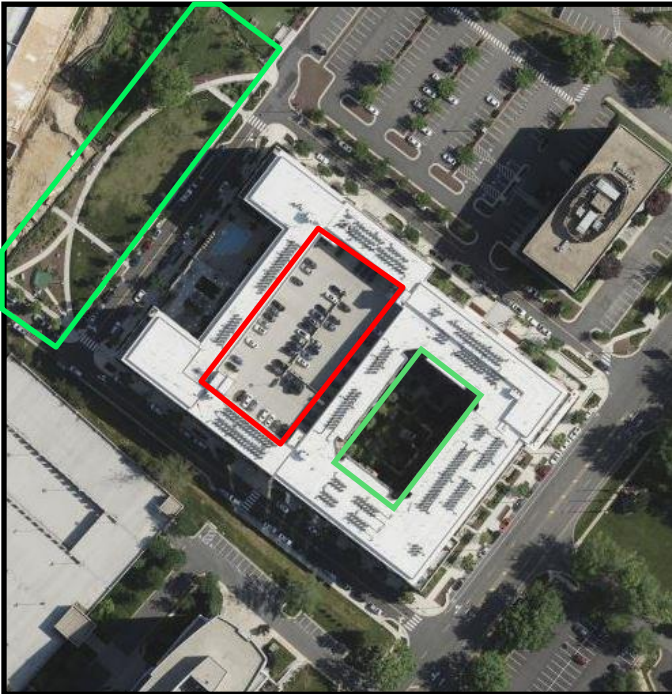


Figure D12: guide to allowable heights in City West

D. Form Based Design/Inspiration Images

D.4 — Bonus Height

Below are images of Highgate apartments, a residential building in Tysons, Virginia, a suburb of Washington, D.C. Structured parking is provided for residents with the entrance located on the ground floor. This is an example of a way for additional height to be granted through the bonus conditions as described in the City West Ordinance. **Figure D14** shows an aerial of the apartment complex and the parking structure surrounded by the building. **Figure D15** shows the street entrance to the garage and highlights the additional story granted from the inclusion of structured parking. Another way to earn bonus height is open space or preservation of natural areas in excess of 25%.

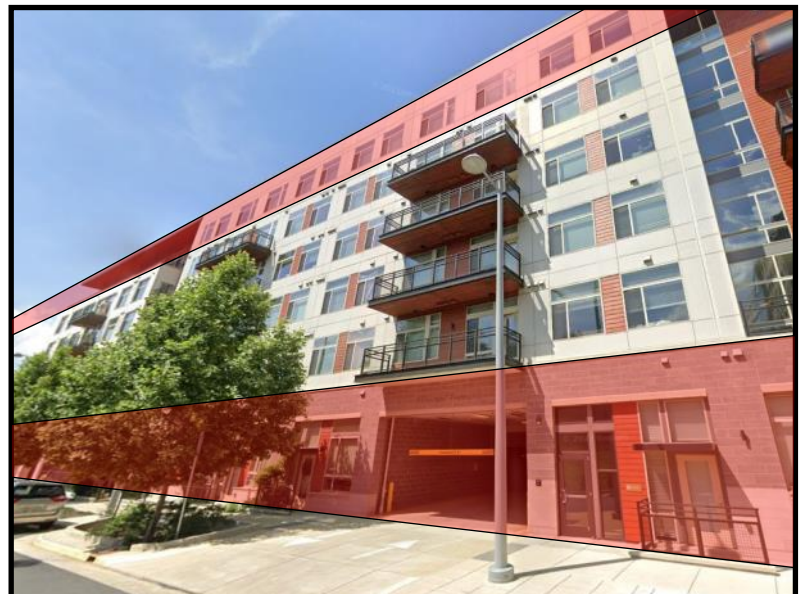


Allowing taller buildings can reduce the footprint and permit greater preservation of natural features

Figure D14: aerial of Highgate Apartments in Tysons, VA with parking and open space highlighted.

The structured parking on the ground floor and the additional height granted via bonus height are highlighted in the image to the right

Figure D15: street view of Highgate Apartments with structured parking entrance highlighted.



D. Form Based Design/Inspiration Images

D.4 — Bonus Height

Achieving gold or platinum LEED Certification or the equivalent can be done in many ways. The provision and use of energy and water efficient design, water conservation, reuse and preservation of resources, and sustainable lifestyle solutions are encouraged to be put into practice through this bonus height consideration. Visit the LEED Certification Levels web page to learn more.



Figure D16: green infrastructure included in the streetscape; source: deeproot.com



Figure D17: electric vehicle charging stations at the Novi Public Library; see subsection 5.2.15 for details on EV charging stations



Figure D18: solar arrays built in parking lots on Michigan State University's campus

The images on this page are examples of sustainable components that can be constructed on a site. These components are integrated into a site in parking lots or landscaping areas.

D. Form Based Design/Inspiration Images

D.5 — Inspiration Images

The following images are from peer communities or within the City of Novi itself. They contain certain details that could be included in City West developments.



Figure D19 (above) Orenco Station neighborhood in Hillsboro, Oregon



D20 (left): multi-family development in Carmel, Indiana

The landscaping and seating in the image to the right is an example of a public space being made available for nearby residents and visitors to meet. Civita Park also provides fountains and play structures for children, sport courts, picnic areas and native plantings.



Figure D21: public seating and shade structure in San Diego, CA

D. Form Based Design/Inspiration Images

D.5 — Inspiration Images

Figures D21 and D22 show images of a development in Wayzata, Minnesota, composed of senior residential and associated services in the northern half with retail and service businesses located on the ground floors throughout the development.



Figure D22: aerial of The Promenade in Wayzata, Minnesota



Figure D23: public seating and amenity a part of Folkestone, a senior residential community in Wayzata; source: preshomes.org



Figure D24: 618 South Main Apartments in Ann Arbor provide structured parking within the building, high quality building materials, offsets in the architecture, and balconies for its residents

Folkestone and The Promenade work well together in the fact that the businesses that operate on the ground floors in and around Folkestone are often catered towards the older population.

It is the intent of the City West District to encourage developments that are complementary to one another.

E. Recommended Design Guidelines

E.1 General Standards

E.2 Pedestrian Circulation

E.3 Screening

E.4 Lighting

E.5 Site Furnishings

E.6 Bicycle Amenities

E.7 Public Gathering space/plazas/p

E.8 Building Design

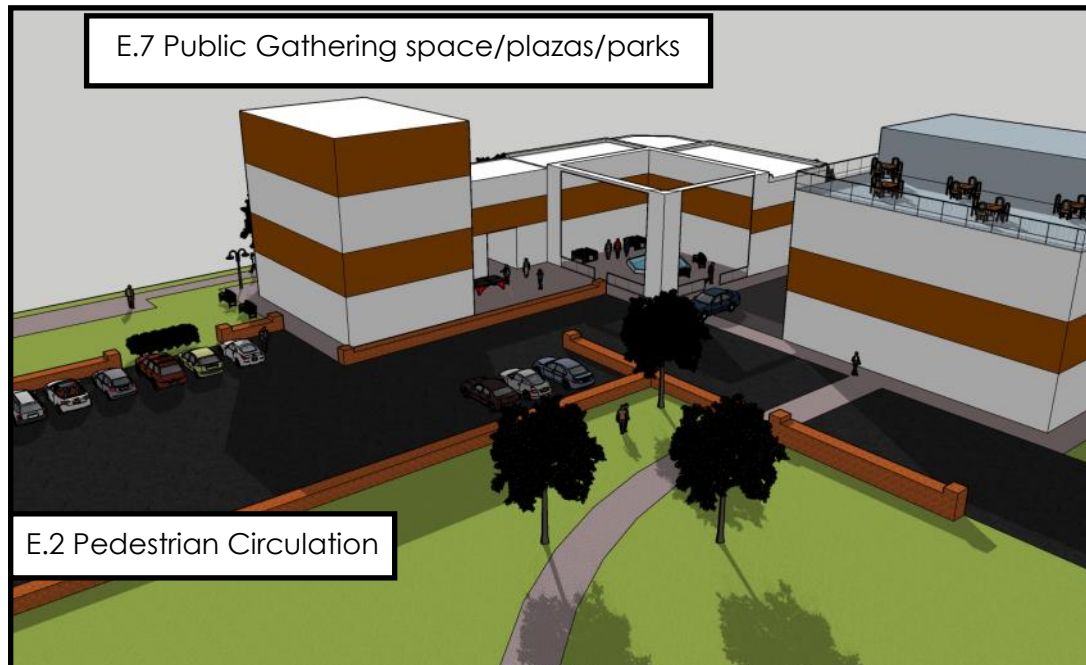
E.9 Parking Structures

E.10 Landscaping

E.11 Greenway Buffers

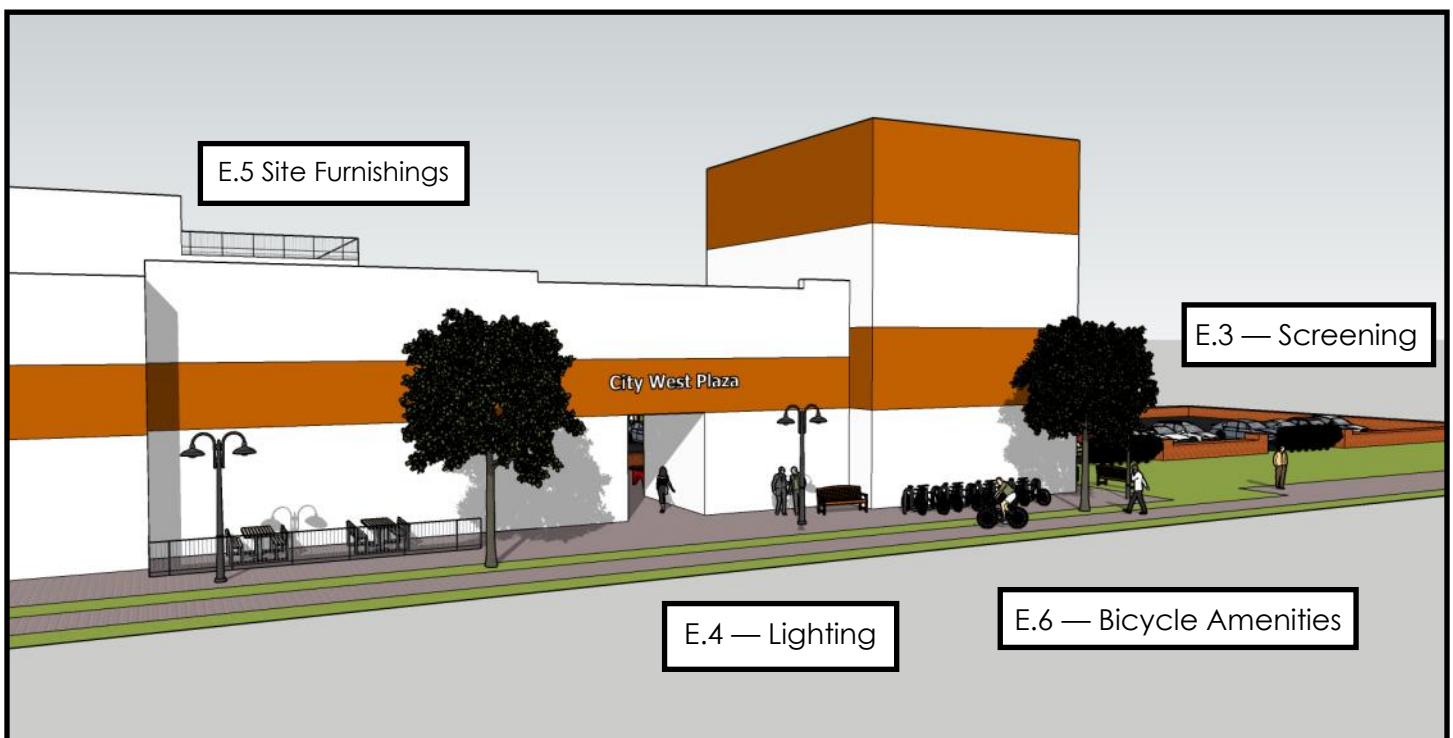
E. Recommended Design Guidelines

Figure E1: model of development with public gathering spaces



Section E — The Recommended Design Guidelines draws language from the Zoning Ordinance to explain design standards that are encouraged to be incorporated into developments in City West. Figures E1 and E2 are models containing certain aspects anticipated to be included in City West sites such as amenities for pedestrians, public meeting areas, signage, lighting, and other details as laid out in this section. The section will break each subsection into **Design Intent**, **Configuration and Scale**, and **Colors and Materials**, where possible.

Figure E2: model with recommended design guidelines



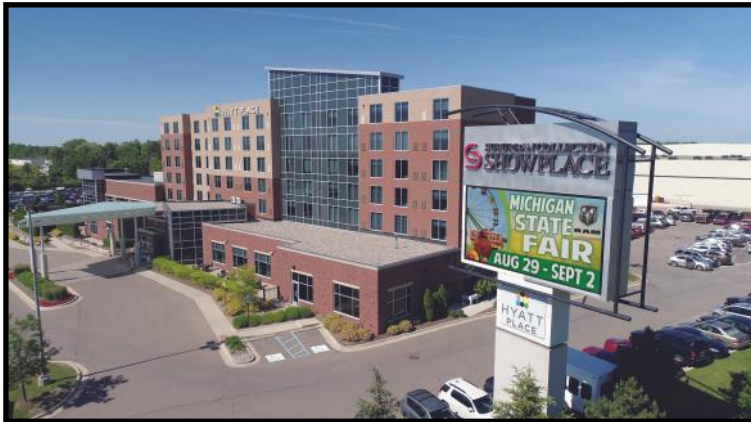
E. Recommended Design Guidelines

E.1 — General Standards

Design Intent

The proposed uses will **complement and support the intent** of the City West district, the convention center and other established uses within this area of the City.

Proposed projects will demonstrate that **design coordination and connection with adjacent property**, developed or not, has been accomplished.



The Suburban Collection Showplace brings numerous visitors to Novi every year. The uses in the City West District are meant to supplement the visitors and guests of the city with entertainment and restaurant options, and other complementary uses, within a walkable distance.

Figure E3 (left): The Hyatt Hotel at the Suburban Collection Showplace in Novi

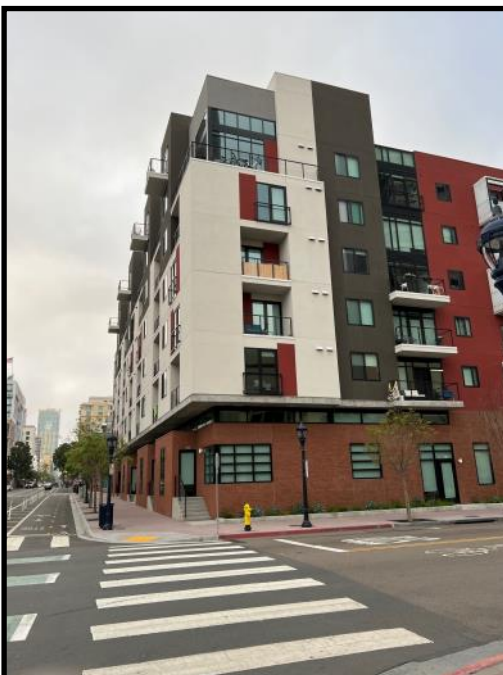
Configuration and Scale

An **attractive street-level environment** has been achieved that focuses on the **pedestrian experience** and provides public space amenities

Vehicular safety provisions and controls have been applied particularly with regard to access to the surrounding street network



Figure E4: splash pads in Carmel, IN



Colors and Materials

Aesthetic quality is improved in terms of design, exterior materials and landscaping, including internal compatibility within the development as well as its relationship to surrounding properties to accommodate future development

Figure E5: apartment building in San Diego, CA with high-quality aesthetic design and exterior materials

E. Recommended Design Guidelines

E.2 — Pedestrian Circulation

Design Intent

Development will be pedestrian-oriented, with a high degree of transparency on the ground level and functional, attractive outdoor amenities such as plazas, seating and lighting. Parking is placed to the side or rear of main buildings, driveways are consolidated on the major thoroughfare, and on-street parking is permitted on secondary streets.

Scale and Configuration

All buildings shall be oriented parallel to the primary pedestrian street with direct entrances and windows facing the street.

Color and Materials

Entrance doors are encouraged to include architectural details such as contrasting paint or material colors and decorative trim.

On-street parking permitted on secondary streets



Windows and direct entrances oriented parallel to the primary pedestrian street



Figure E6: townhomes in Carmel, Indiana

Attractive outdoor amenities such as plazas, seating and lighting

Figure E7: pedestrian amenities in Carmel, Indiana

NOTE: MDO Projects with a single use may be considered for density reserved for mixed-use projects if there is a clear relationship between complementary uses, **including if direct pedestrian connections and buildings entrances are located within 300 feet measured along the pedestrian route (3.34.2.B)**



Signage and clear delineation of pedestrian-routes

Figure E8: crosswalk at a residential development in Novi

E. Recommended Design Guidelines

E.2 — Pedestrian Circulation

Design intent

Site amenities shall create tidy and well-landscaped plazas and pedestrian walkways with decorative paving, pedestrian-scale lighting, seating, trash receptacles, landscape treatments, and attractive architectural features at entranceways and focal points of the development (e.g. arch, gateway, bell tower, fountain, public art). All such amenities shall be privately owned and maintained and shall be included in an open space maintenance agreement.

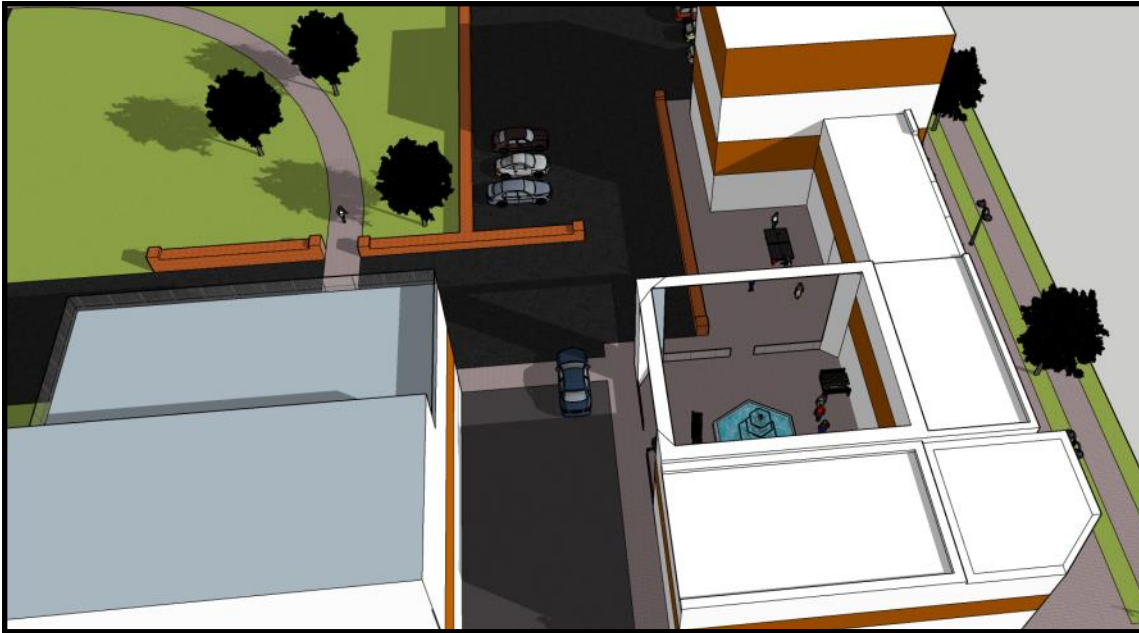


Figure E9: model with fountain, pedestrian walkways, and seating

Scale and Configuration

Buildings shall be oriented on the property to emphasize a continuous street presence and provide greater pedestrian access and circulation to the site. The main entry to each building shall be from the primary public streetscape, with one entry for every 75 feet of façade along the front lot line. Alongside lot lines, functional entries are required every 100 feet, or fraction thereof, where sidewalks are present.



Figure E10: model showing one entry every 75 feet

Street trees should be planted to define the pedestrian corridor and buffer traffic lanes. It will be necessary to understand mature tree height when trees are located within utility easements.

The design of pedestrian walkways and non-motorized paths shall be reviewed with the goal of achieving **connectivity and safety**, and also considering the objectives and intent of this district.

E. Recommended Design Guidelines

E.3 — Screening

Design Intent

Developments which abut off-site single family residential zoned property, shall incorporate noise reduction and visual screening provisions such as earthen and/or landscape berms and/or decorative walls, which shall be approved as to design and location. There is a perimeter setback and screening for the purpose of **buffering the development** in relation to major highways or adjacent residential developments. Developments should include proper setback, landscaping, and massing to address privacy and compatibility with adjacent developments or land.



Figure E11: Huntley Manor Apartments in Novi has screening that separates Grand River, a major arterial, from residential units. Both decorative walls and landscaping in the form of trees were used to screen the homes from the street.

Scale and Configuration

Surface parking lots shall be screened from all major thoroughfares by either (1) a two and one-half (2.5) foot ornamental brick or stone wall with intermittent landscaped breaks, or (2) a semi-transparent screening such as brick pilaster with metal decorative fence in order to maintain attractive streetscapes as approved by the City's Landscape Architect.

The figures below show the various screening treatments. *Figure E12* shows a 2.5-foot brick or stone wall with a landscape break. *Figure E13* shows a brick and metal decorative fence.

Figure E12: brick wall with landscape break

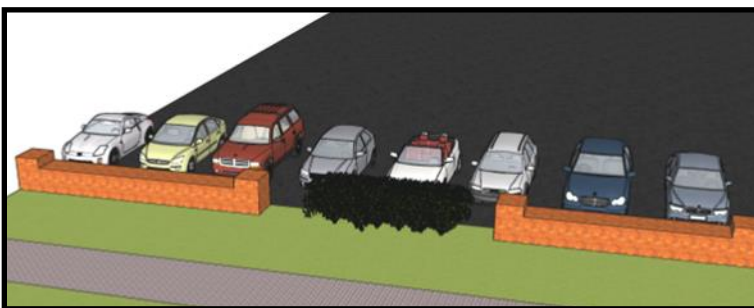
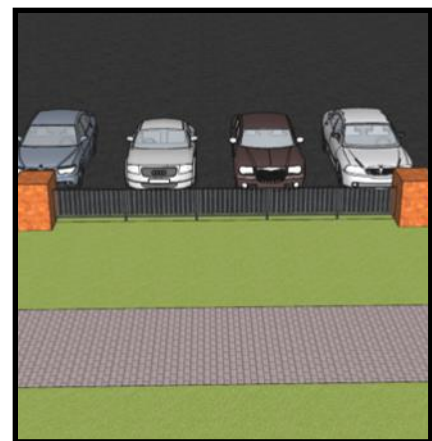


Figure E13: brick with metal fence



E. Recommended Design Guidelines

E.4 — Lighting

Design Intent

Signage, lighting, streetscape, landscaping, building materials for the exterior of all structures, and other features of the project, shall be designed and completed with the objective of achieving an **integrated and controlled development**, consistent with the character of the community, surrounding development or developments, and natural features of the area.



LED Roadway Series; source: DTE Outdoor Lighting Catalog



LED Teardrop Series; source: DTE's Outdoor Lighting Catalog

Configuration and Scale

Height of light fixtures will depend on location in the district. The examples on the left include the LED Roadway Series, meant for local roadways and walkways, and the LED Teardrop Series, meant for downtown districts, plazas, and commercial developments.

Colors and Materials

Light fixtures shall take recommendation from DTE's latest Outdoor Lighting Catalog to determine both light fixture and light pole.

Lighting and landscaping provided along pathway to create a controlled environment. Lighting along pedestrian pathways is essential in maintaining a friendly, safe environment at all times of day.



Figure E14 (below): street view of the Promenade in Wayzata, Minnesota



Figure E15 (above): Monon Greenway in Carmel, Indiana.

The development to the left provides ample lighting in addition to porticoes to shelter pedestrians from inclement weather when they walk from place to place

E. Recommended Design Guidelines

E.5 — Site furnishings

Design Intent

Site amenities shall create tidy and well-landscaped plazas and pedestrian walkways with decorative paving, pedestrian-scale lighting, seating, trash receptacles, landscape treatments, and attractive architectural features at entranceways and focal points of the development (e.g., arch, gateway, bell tower, fountain, public art). All such amenities shall be privately owned and maintained.



Figure E16: the receptacle shown to the left is encouraged to be used as a site furnishing (DuMor receptacle 107— black)



Figure E17: the bench shown above is used in parks and along sidewalks within Novi

E.6 — Bicycle amenities

Design Intent

Bicycle parking shall meet or exceed the standards set forth in Section 5.16 Bicycle parking facility requirements. [Figure E18](#), shown below on the left, exceeds the standards by providing bicycle fix-it stations in addition to the standard bicycle parking.



Figure E18: bicycle parking and fix-it station along the Monon Trail in Carmel, Indiana



Figure E19: bicycle parking outside of the Civic Center in Novi

E. Recommended Design Guidelines

E.7 — Public gathering space/plazas/parks

Design Intent

Open Space. A minimum of fifteen (15) percent of the gross site area of a commercial or mixed-use development shall be devoted to publicly accessible, permanently landscaped usable open spaces and pedestrian plaza areas (such as internal walkways, linear or pocket parks, plazas, or other space for public gatherings accessible to non-residential occupants and invitees). Common open space and amenities that **enrich the lives** of the residents should be incorporated.

Configuration and Scale

Small strips of landscaped area, landscaped end islands, and similar areas that are less than twenty (20) feet wide shall not be counted toward the required open space on the site. Up to 50% of the required open space may consist of areas that are regulated by City of Novi woodland and/or wetland ordinances **if they are permanently protected by conservation easements**. Wherever natural open spaces shall be created or preserved, they shall be **physically connected**, when possible, to adjacent natural open space areas.



Figure E20: Huntley Manor Apartments in Novi



Figure E21: Gateway Townhomes in Novi

Figure E22: Farmer's Market in Northville; source: Northville Chamber of Commerce



E. Recommended Design Guidelines

E.8 — Building design

- A. All developments with two or more buildings shall be designed with **variation between building setbacks** and/or placement to avoid the creation of monotonous streetscapes. Site plans shall be designed with variation in both the patterns and the siting of structures so the appearance of the streetscape is not repetitive. The following design guidelines shall be considered:
- B. Varying roof lines and forms: provide offsets or breaks in roof elevations of two (2) feet or greater in height. Incorporate roof pitch and materials of adjacent buildings into carport or garage roofs.
- C. Building façade colors and materials: **At least two variations in color and materials** should be used in the treatment of the building façade. Decorative patterns on exterior materials may include scales/shingles, wainscoting, ornamentation, and similar features that incorporate texture and interest.
- D. **Bays, porches and balconies:** Incorporate smaller-scale forms such as bays, recessed or projecting balconies or porches and dormers into the design to visually reduce the height and scale of the building and to emphasize the definition of individual units.
- E. Wall offsets: A wall offset is defined as a projection or recess of a façade wall of at least two (2) feet in depth. Wall offsets should be incorporated onto those building facades having a length of 40 feet or greater. Wall offsets should be a minimum of six (6) feet in length.
- F. Windows: **Decorative window features**, such as arched windows, transoms, decorative pediments, and/or window shutters that are sized appropriately and proportionally to the window are encouraged on those facades fronting on streets. The use of recessed windows, moldings, decorative trim and wood frames to add three-dimensional quality and shadow lines to the façade.
 - On retail buildings, windows within areas of the premises to which the public is invited shall be mostly transparent.

Additional conditions for Townhomes:

- No more than 8 attached units per buildings
- Minimum distance between buildings of 20 feet



Figure E23: townhomes by Caliber Homes of Ontario

E. Recommended Design Guidelines

E.8 — Building design

Design Intent

Townhouse and apartment dwellings are **designed to be compatible** with surrounding neighborhoods and land use

Configuration and Scale

Structural placement, building orientation, and landscaping treatment along the streetscape and open space areas comply with design guidelines. Site design guidelines orient and cluster buildings and design parking, landscaping and open space in ways that **connect to surrounding neighborhoods and complement view-sheds** and surrounding natural features.

Figure E24: (right) Townhomes as residential infill in Traverse City, Michigan

Compatibility and connectivity are recommended to take high priority in site design. *Figure E24* to the right shows a clustering of residential buildings that frames the street. The plaza in *Figure E25* below sits in front of an office building and can serve as a meeting place for those who live and work in the area.

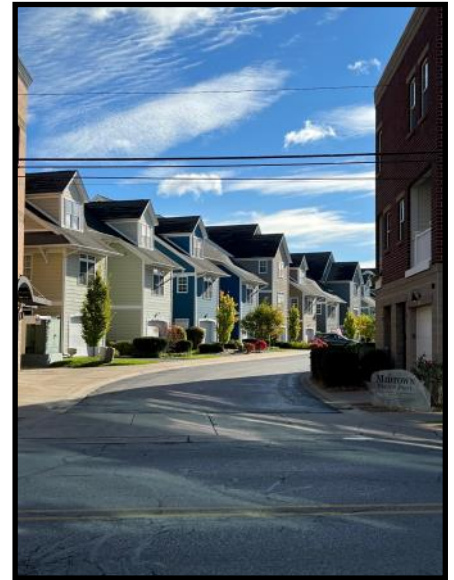


Figure E25 (below): rendering of a plaza in Virginia Square in Arlington, Virginia; source: arlnow.com



E. Recommended Design Guidelines

E.9 — Parking Structures

Design Intent

Buildings are encouraged to have parking on the ground level or in structured garages. Structured parking within or under the building shall be aesthetically and effectively screened through architectural design, landscaping, or other means, from adjacent drives, walkways, and buildings, and particularly from the street level view.

Color and Materials

An architectural treatment, such as a finished fascia, shall be provided to shield any unfinished structural elements (including electrical elements, exposed metal beams, and fireproofing material) or mechanical appurtenances from a viewing position at grade from the opposite side of the street.

Scale and Configuration

The perimeter of each parking structure floor above street level shall have an opaque screen or other screening mechanism to shield automobiles from public view. The screen shall be at least 3½ feet high measured from the finished floor elevation.



Figure E26: Parking structure with screening and high quality material in Ann Arbor



Figure E27: Parking structure in Traverse City

The top floor of parking structures that are open to the sky are subject to landscaping requirements for parking areas as described in subsection 5.5.3.C.

35% of parking structure frontage shall have foundation landscaping (living walls could meet that requirement)

E. Recommended Design Guidelines

E.10 — Landscaping

Design Intent

The intent of the landscaping in City West is to promote walkability, create welcoming environments, and establish public areas where people may gather. Many aspects of the landscaping should be uniform across developments to promote the identity of a single district. City West is meant to be more urban in character, thus the landscape standards are less stringent compared to other areas of the City. Standards differ between commercial/mixed use buildings and strictly multifamily residential. See table 3.34.6.E in the ordinance text for mixed-use and commercial building requirements.

Configuration and Scale

In areas where the surface is made up primarily of concrete, box planters and other urban style planters can be used in front of each building, with occasional larger beds to provide visual interest. Planters should be placed to frame seating areas and in front of buildings. The quantity of trees planted shall be based on building frontage, but will be more flexible in order to prioritize healthy tree growth. For example, if steps are taken to ensure the longevity and health of planted trees, then the required quantity may be lessened. An example of this includes the use of silva cells with permeable pavers (seen below in [Figure E28](#)), or an approved equal alternative that encourages trees' survival with minimal open area.

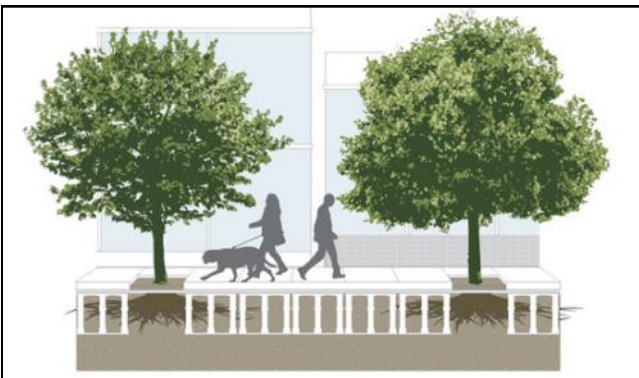


Figure E28: illustration of silva cells underneath urban trees; source: landscapeperformance.org



Colors and Materials

There should be a mix of evergreen and flowering plants used in planting to provide year-round interest. In order to protect trees from bike locks and other potential hazards, tree guards (seen below in [Figure E29](#)) are encouraged to be used.

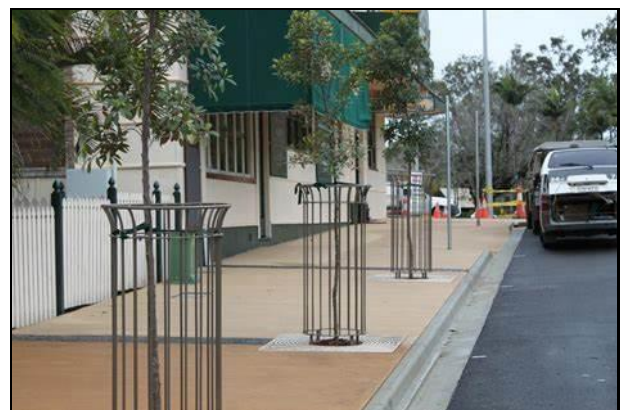


Figure E29 (above): image of tree guards in New Zealand; source: urbaneffects.co.nz

Figure E30 (left): image of a linear pocket park in between townhomes near Richmond, VA

E. Recommended Design Guidelines

E.10 — Landscaping

Flexibility

To allow for the necessary flexibility of urban landscape design, new landscaping standards have been established for both the residential, nonresidential, and mixed-use developments in City West. The new standards generally lessen the amount of landscaping required, including fewer canopy trees per dwelling unit, smaller greenbelts, and flexibility for paved open areas to include features such as movable planters to satisfy landscaping requirements.

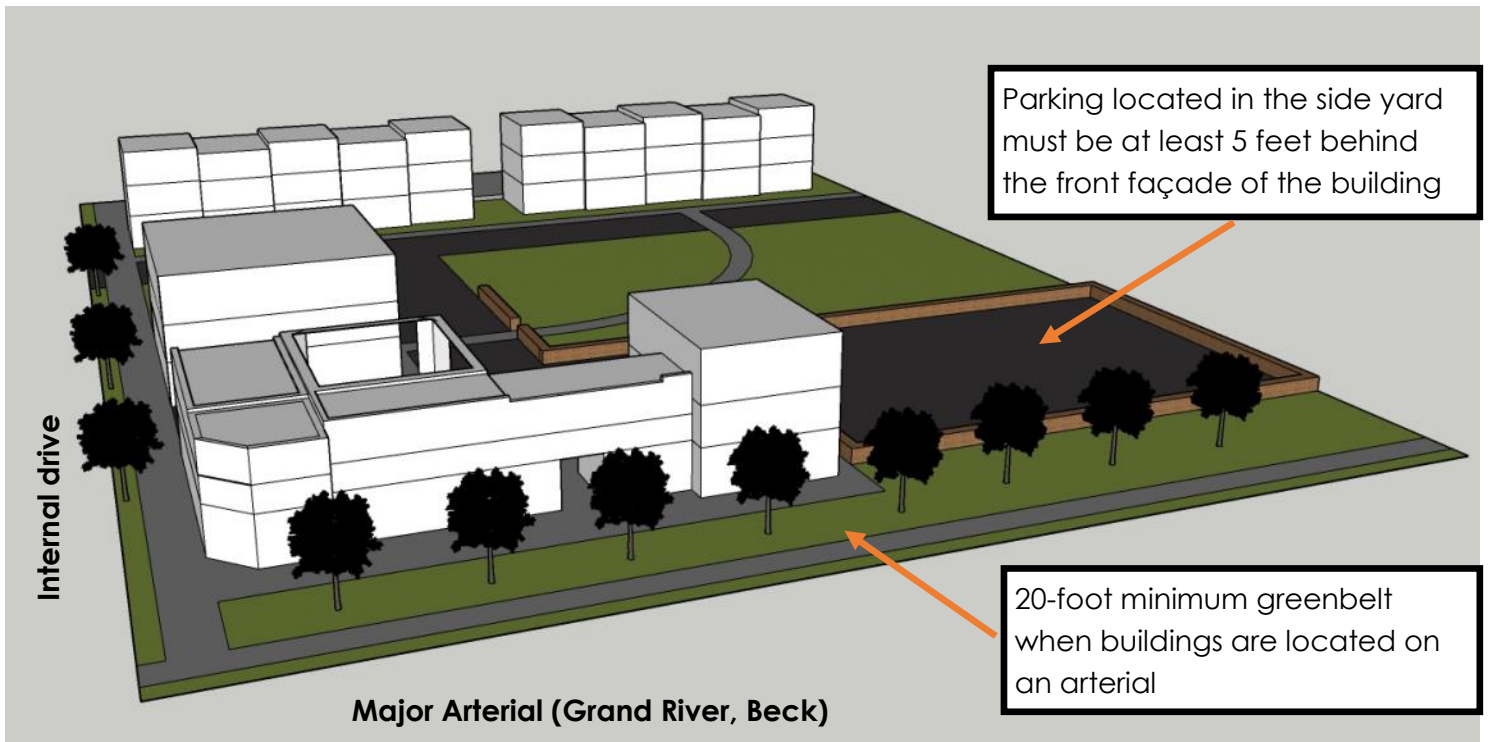


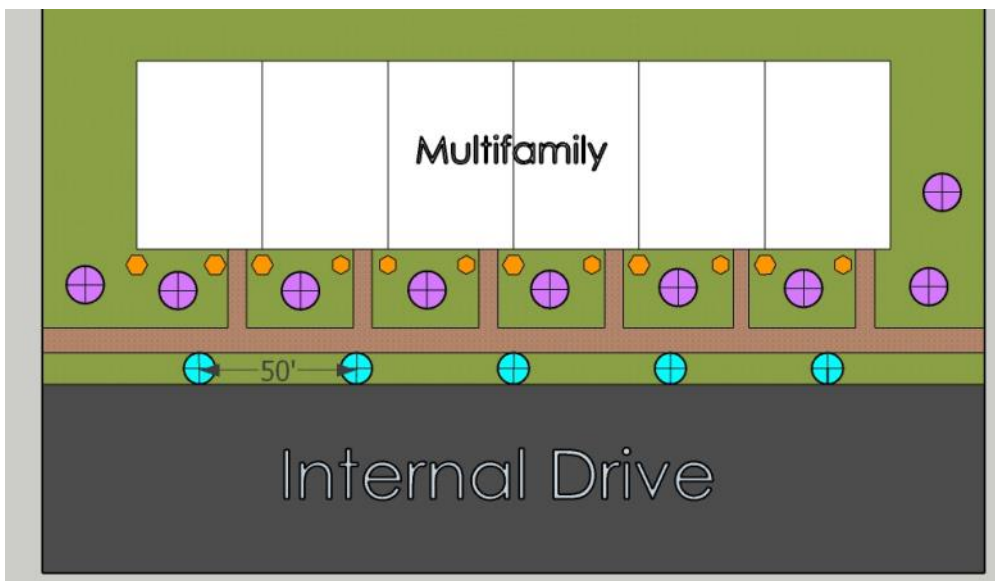
Figure E31: model showing some new landscaping standards for City West

Greenbelt on an arterial (Grand River, Beck)

The greenbelt must meet a minimum 10 foot requirement if adjacent to parking and a 20 foot requirement if not adjacent to parking. See Figure E31 above. Even spacing of canopy and subcanopy trees is required. See Table 3.34.6.E Landscaping Requirements for Mixed Use/Commercial Buildings in the ordinance text for more detail.

E. Recommended Design Guidelines

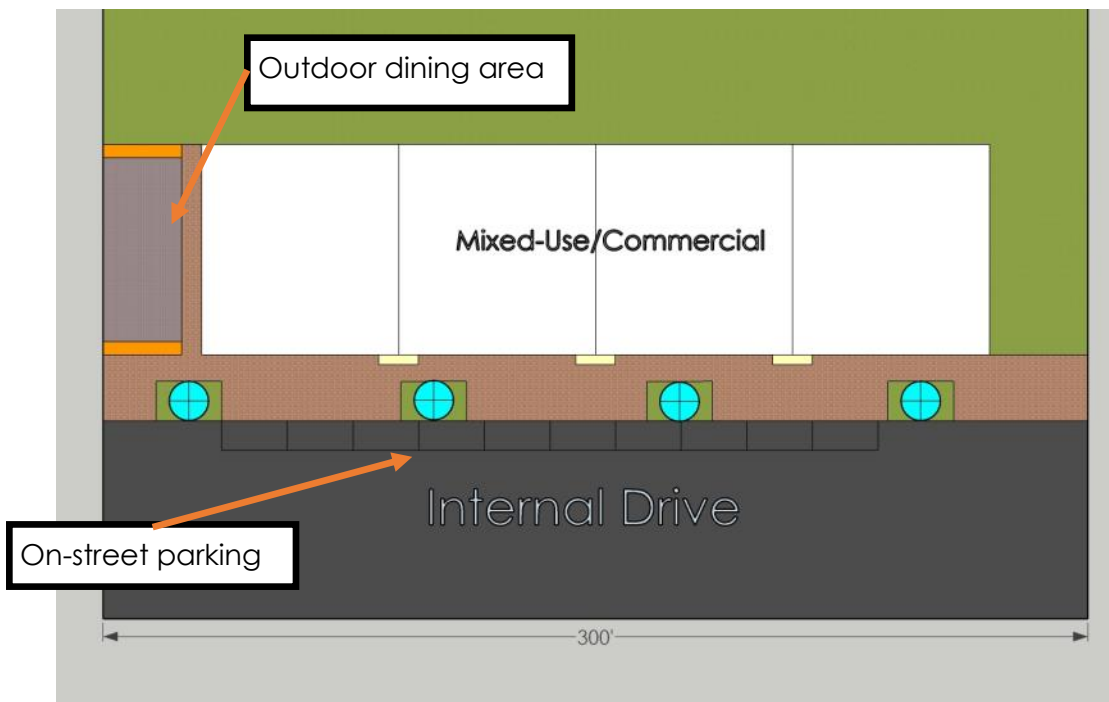
E.10 — Landscaping



For buildings that are standalone multifamily uses, the tree count will be based on the number of first livable floor units at **1.5 trees per unit**, in addition to **2 shrubs per first floor unit**. Interior street trees shall be placed **one per 50 linear feet**.

- 6 units x 1.5 trees/unit = 9 trees
- 6 units x 2 shrubs/unit = 12 shrubs
- Canopy trees every 50 linear feet, evenly spaced

Figure E32: landscaping standards model for multifamily



Commercial standalone buildings or mixed-use buildings with commercial on the first floor in City West have more urban landscaping standards than other similar uses throughout the City. For internal drives, there shall be **1 canopy tree per 75 linear feet**, spaced not closer than 25 feet apart from each other and planted in silva cells or equivalent substitutes to ensure tree health.

Figure E33: landscaping standards model for mixed-use/commercial

- Canopy trees every 75 linear feet, spaced not closer than 25 feet
- 60% of periphery landscaped for outdoor dining area (permanent beds or movable planters)
- If sidewalk 12 ft or wider, 15% of building frontage shall have foundation landscaping 2-3 feet deep