

# Northland

## Design Guidelines

ISSUE DATE: 05/22/17

# ACKNOWLEDGEMENTS

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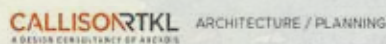
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**INTRODUCTION**

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## ABOUT THE PROJECT

### EXECUTIVE SUMMARY

The following guidelines are intended to be used as a design aid for developers and as an evaluation tool by the City staff and the Planning Commission and City Council in their review processes. Specific restrictions are meant to regulate architectural form and massing, materiality, and any other regulatory issues pertaining to the built form. This document is intended to supplement the specified requirements outlined in the approved Northland Overlay Development District (O.D.D.).

The goal of these standards are to promote a pedestrian-friendly, mixed-use development pattern. The design intent and any other subjective design issues explicitly stated throughout the document should serve as criteria from which proposed development shall be assessed. These guidelines may be used for guidance when applying for Site Plan or Special Use approvals.

Local building codes, life safety codes, and all applicable Federal and State regulations take precedence where any standard appears to require or recommend actions that are in conflict with such codes and regulations. Plans should meet the requirements of the Americans with Disabilities Act and should be designed with a goal to provide accessibility for all.



Figure 1.1 Overlay Development District Boundary Map

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Figure 1.2 Master Planning Area Enlargement

## PLAN DISTRICTS

The Northland site is divided into six main districts: Central Park District, Shopping District, Lifestyle District, Innovation District, Greenspace District, and Boundary District. While each district refers to a differing range of uses, building types, densities, etc., the goal of the following design standards are to create a framework in which each district is unified by character, massing, and approach to the public realm.

- **Central Park District** – A high-density activity district that wraps the central park space. The district is intended to integrate vertically, providing a mix of active uses on the ground floor and office or residential above. Buildings in this district should orient to, and provide backdrop for the central park space.
- **Shopping District** – A district focused primarily on retail and restaurant uses. Buildings may front major perimeter roadways for visibility, but should also provide suitable pedestrian frontage and proximity to smaller interior streets and open spaces. Single story buildings may be designed to give the appearance of 2 story heights.
- **Lifestyle District** – The main shopping and entertainment district, with the appearance of “Main Street”, utilizing a complete mix of retail, restaurant, offices, and residences. The buildings in this district should be oriented to the street to create development pods and be designed at a pedestrian scale.
- **Innovation District** – A commerce-focused district focused around a mix of modern corporate offices and entrepreneurial incubator spaces. A mix of residential, will provide living close to work, corporate apartments, and hotel options. While buildings will be primarily 3 – 4 stories, smaller neighborhood scale (2 story) office uses are also permitted.
- **Greenspace District** - A district completely focused on creating a connected network of greenspace throughout the development. The green space elements within this Plan are based on the “Hub and Wheel” concept. The central park serves as the hub of activity, while the streets and linear parks connect to an outer green loop and activity path.
- **Boundary District** - A district intended to encompass adjacent property to the Northland Plan. The Boundary District extends to Nine Mile Rd. to the north, Greenfield Rd. to the east, Eight Mile Rd. to the south, and Northwestern Highway to the west.

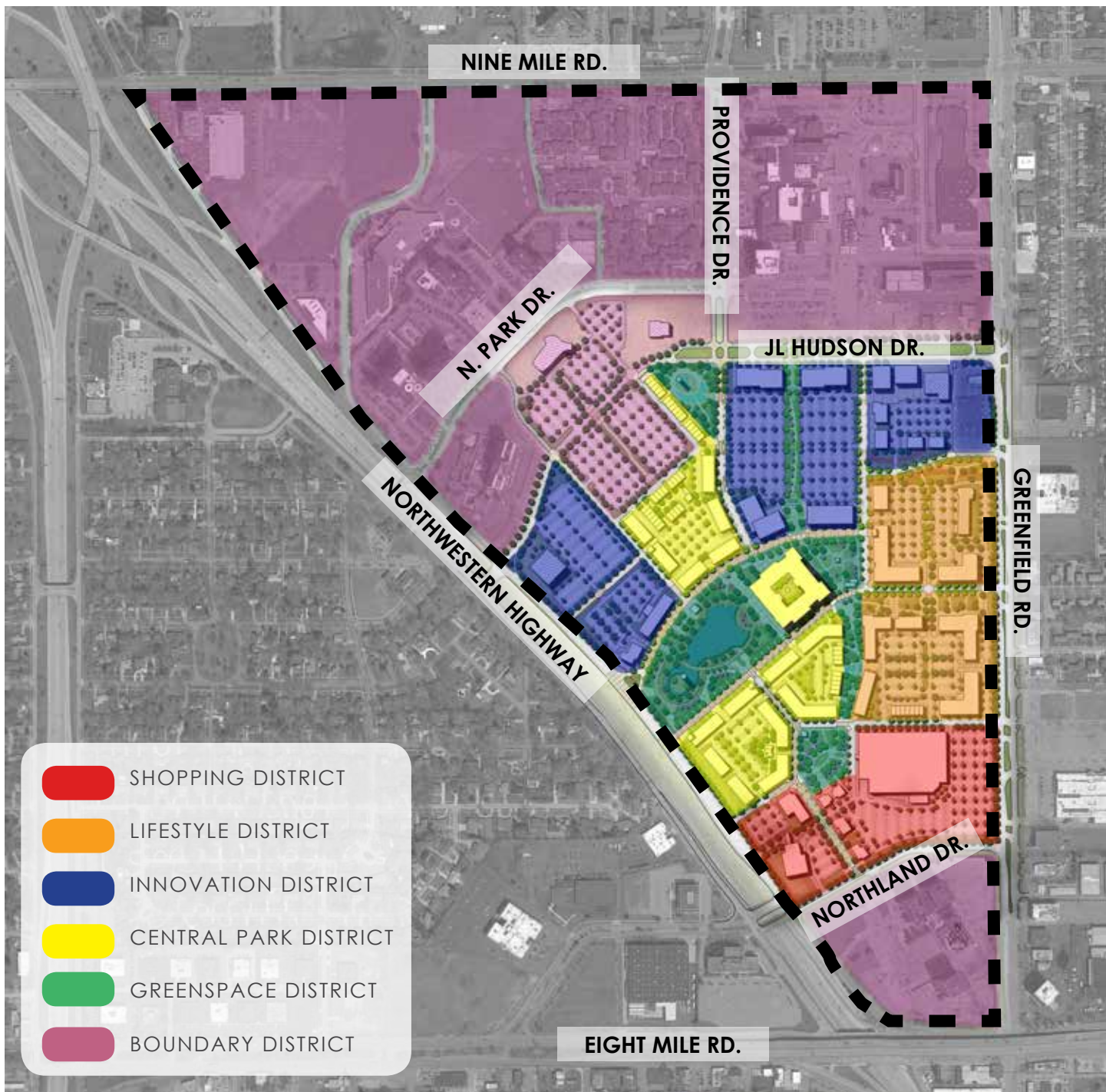


Figure 1.3 District Plan

## URBAN DESIGN PRINCIPLES

### OVERVIEW

The foundation of the Redevelopment Plan is a set of urban design principles. Informed by the key findings from the Northland Concept Vision Redevelopment Plan (adopted 9/26/16), the development principles should serve as a set of policy guides to test and align the design and development decisions in the development area. As development occurs, it must be tested against the principles in this section, to verify it meets the overall intent of the plan.



#### **1. A strong pedestrian and vehicular network that integrates into the fabric of the district.**

Pedestrian and vehicular mobility are essential to the success of the development. Thus, external and internal connections should be integrated into the development and should complement the overall image and brand of the district and integrate public spaces and wayfinding signage.



#### **2. Dynamic public spaces that unify the entire development.**

Public spaces should be considered a high priority as a way to connect and unify the districts. Public spaces provide an opportunity to create a dynamic environment that encourages pedestrian interaction and embraces economic and community development.



#### **3. A street system which helps define development districts with the flexibility to adapt to market conditions.**

Street defined districts create larger development blocks that provide the flexibility to adapt to market conditions, helping to ensure the success of the development.



#### **4. A development that complements existing land use patterns.**

By providing complementary land uses, the development is enhancing and supporting the surrounding community.



#### **5. Integration of innovative and sustainable solutions.**

Sustainability and green infrastructure techniques provide social, environmental, and economic benefits to Southfield.



#### **6. A plan that capitalizes on the unique characteristic of the development.**

The Northland Center was a significant and unique landmark in Southfield. Through adaptive reuse of existing architecture and site features, the community is preserving a piece of its cultural identity and creating a centerpiece for the community.



#### **7. Consideration and integration of adaptive reuse opportunities.**

The former Hudson's building and power plant offer opportunities for adaptive reuse and renewal of existing structures, capitalizing on their unique style and character.



BIRD'S EYE VIEW LOOKING NORTH EAST



BIRD'S EYE VIEW LOOKING SOUTH



**BIRD'S EYE VIEW OF THE CENTRAL PARK, OF THE GREENSPACE DISTRICT,  
LOOKING NORTH EAST**

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# 200 DEVELOPMENT DESIGN GUIDELINES

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## INTENT STATEMENT

The four classifications of roadways will organize the streetscape type. This includes spatial character, building orientation, and rights-of-way widths throughout the development.

# 210 ROADWAYS

## ROADWAY HIERARCHY

The Northland Plan is defined by four overall street types, which then may have alternative designs depending on final program. The streets form a hierarchy that provides a scaled transition from larger open areas of the site, to smaller development areas within the site. Roads throughout the development are classified into the four categories below:



### PRIMARY ROADWAY



### SECONDARY ROADWAY



### PERIMETER ROADWAY

Greenfield Road, J L Hudson Drive, Northwestern Highway, and Northland Drive.



### INTRADEVELOPMENT ROADWAY

The following section will outline characteristics of each of the roadways, including specific design standards, character images, and street section examples.

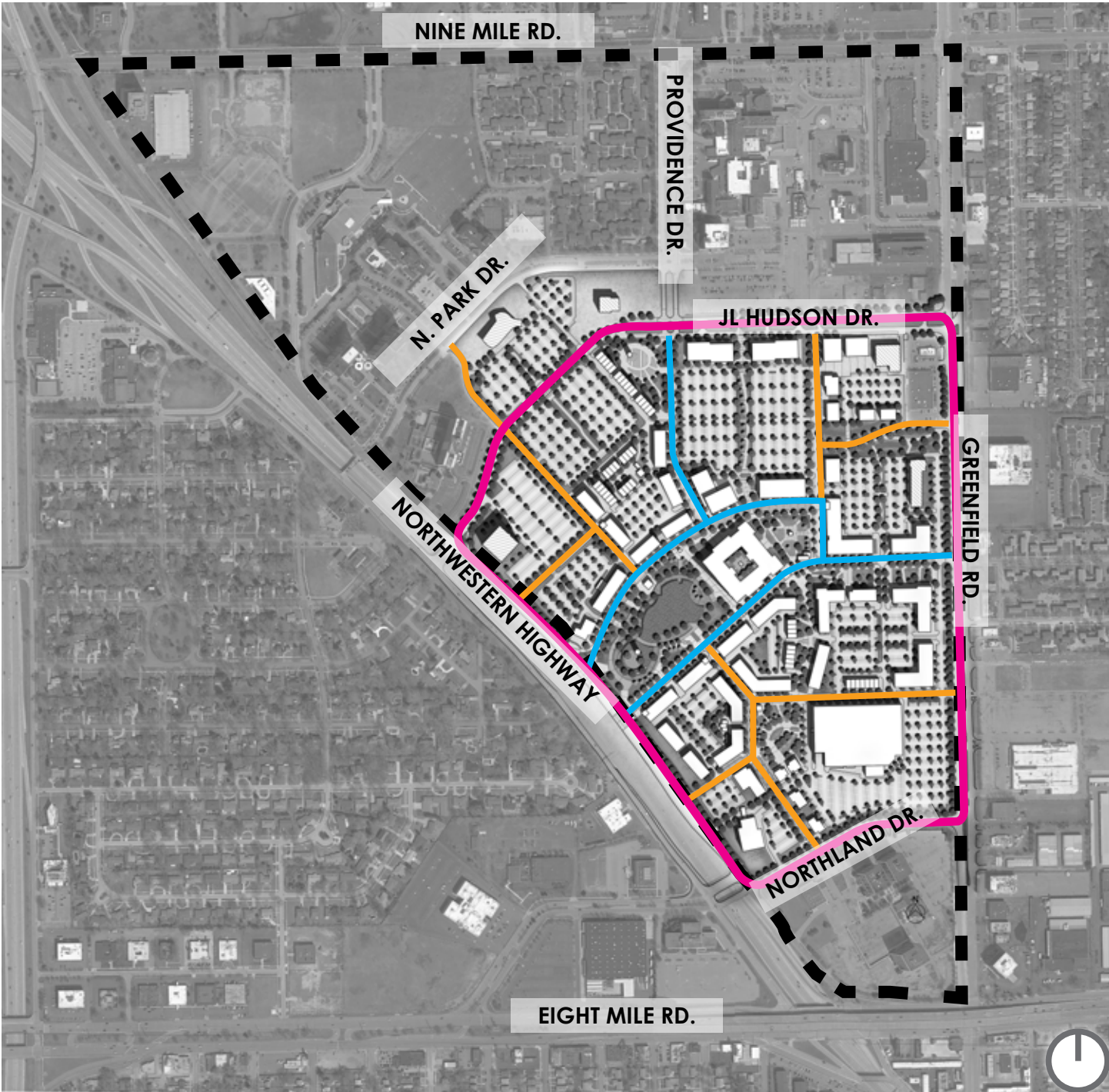


Figure 2.1 Hierarchy Map

## 211 PRIMARY ROADWAYS

### INTENT STATEMENT

The Primary Roadway network forms the heart of the development, and is the central organizing element creating a vibrant, pedestrian-oriented public space that complements and supports a mix of uses in the districts.

### PRIMARY CHARACTERISTICS

- See conceptual Primary Roadway sections 1A, 1B, and 1C for reference.
- Primary Roadways are the main vehicular and pedestrian movement through the development.
- Primary Roadways should have high quality materials, streetscape furnishings, and landscape treatments.
- Primary Roadways should include parallel parking on both sides.
- Primary Roadways must include a building activity zone for public and private uses. These uses may include outdoor dining, temporary (daily) outdoor retail display and sales, A-frame style temporary signage, landscape areas or planters, and tenant-provided furnishings such as benches, cafe tables, and chairs. Building activity zones should be approximately 5 feet in width.
- Primary Roadways must include a streetscape zone adjacent to the roadway for uses that include street trees, tree grates, bike racks, benches, planters, light poles, and bioretention. Streetscape zones should be approximately 5 feet in width. At a minimum, the streetscape zone should be provided as a tree lawn.
- In areas of high pedestrian traffic, the streetscape zone may be paved, especially when fronting commercial ground floor uses.
- Public transit stops should be accommodated along Primary Roadways. Adjacent development, layout, and design should be coordinated with transit stops.



*Bioretention can be used as a buffer from pedestrians and roadways while providing environmental benefits.*



*High-quality materials in all parts of the public right-of-way can create a more inviting streetscape.*



*Public transit stops and designs should complement the existing development and be given high priority.*



*Building activity zones are important for providing a sense of energy and liveliness on the roadway.*



1A

Primary Roadway: Building to Greenspace

\*\* Streetscape Zone may be either landscaped as tree lawn, planting, or bioretention, or may be paved and include tree grates in high-pedestrian activity areas.



Street furnishings will complement the design intention and allow for pedestrian friendly streets. The DDA utilizes a standard bench and trash receptacle.



1B

Primary Roadway: Building to Central Park

\*\* Streetscape Zone may be either landscaped as tree lawn, planting, or bioretention, or may be paved and include tree grates in high-pedestrian activity areas.



Bioretention can be used as a buffer from pedestrians and roadways while providing environmental benefits.



1C

Primary Roadway with Median

\*\* Streetscape Zone may be either landscaped as tree lawn, planting, or bioretention, or may be paved and include tree grates in high-pedestrian activity areas.



Bioswales collect stormwater from adjacent streets and sidewalks, and allow it to percolate into the soil.

## 212 SECONDARY ROADWAYS

### INTENT STATEMENT

Secondary Roadways provide interior movement throughout the development. These roadways have less emphasis on the pedestrian environment than the Primary Roadway network, but the roadway should still integrate and promote the public realm and pedestrian amenities.

### PRIMARY CHARACTERISTICS

- See conceptual Primary Roadway sections 2A and 2B for reference.
- Secondary Roadways are intended to allow movement between Primary Roadways, Perimeter Roadways, and development pods.
- Secondary Roadways should include parallel parking on both sides.
- Secondary Roadways must include a building activity zone for public and private uses. These uses may include outdoor dining, temporary (daily) outdoor retail display and sales, A-frame style temporary signage, landscape areas or planters, and tenant-provided furnishings such as benches, cafe tables, and chairs. Building activity zones should be approximately 5 feet in width.
- Secondary Roadways must include a streetscape zone adjacent to the roadway for uses that include street trees, tree grates, bike racks, benches, planters, light poles, and bioretention. Streetscape zones should be approximately 5 feet in width. At a minimum, the streetscape zone should be provided as a tree lawn.
- In areas of high pedestrian traffic, the streetscape zone may be paved, especially when angled parking is provided or when fronting commercial ground floor uses.



*Bioretention can be used as a buffer from pedestrians and roadways while providing environmental benefits.*



*Strong Secondary Roadways will serve as important connections throughout the development.*



*On-street parking is important for providing a buffer between pedestrians and automobile traffic.*



*Buildings with minimum setbacks are important for defining and framing the secondary roadway.*



**2A** Secondary Roadway with Tree Lawn in Streetscape Zone

\*\* Streetscape Zone may be either landscaped as tree lawn, planting, or bioretention, or may be paved and include tree grates in high-pedestrian activity areas.



**2B** Secondary Roadway with Paved Streetscape Zone

\*\* Streetscape Zone may be either landscaped as tree lawn, planting, or bioretention, or may be paved and include tree grates in high-pedestrian activity areas.



Street furnishings will complement the design intention and allow for pedestrian friendly streets. The DDA utilizes a standard bench and trash receptacle.



Bioswales collect stormwater from adjacent streets and sidewalks, and allow it to percolate into the soil.



Bioretention can be used as a buffer from pedestrians and roadways while providing environmental benefits.

## 213 PERIMETER ROADWAYS

### INTENT STATEMENT

Perimeter Roadways represent the front door of the development. Consistent streetscape treatments, landscape buffers, and development orientation for properties fronting Perimeter Roadways should create a cohesive character that complements and promotes the image and brand of the development.

### PRIMARY CHARACTERISTICS

- The Perimeter Roadway treatment is intended to provide buffering between the existing roadway network and new development within the site.
- A 10 foot minimum multi-use path should be provided along Perimeter Roadways.
- Public transit stops should be accommodated along Perimeter Roadways. Adjacent development, layout, and design should be coordinated with the city, developer, and transit authority.
- Developments with frontage on a Perimeter Roadway should provide the prescribed perimeter landscape treatment (see Figure 2.2). Where buildings front a Perimeter Roadways within 10 feet of the right-of-way, the perimeter landscape treatment is not required.



*Strong landscaping with high-quality materials can help communicate the development's brand to outsiders.*



*Public transit stops on Perimeter Roadways ensure access across the region to the development.*



*Typical transit stop by the regional transit authority.*



*Perimeter Roadways should have wide multi-use paths to ensure connectivity with adjacent development.*



*Buildings that front the Perimeter Roadways help communicate the brand of the development.*



*Public transit stops on Perimeter Roadways ensure access across the region to the development.*



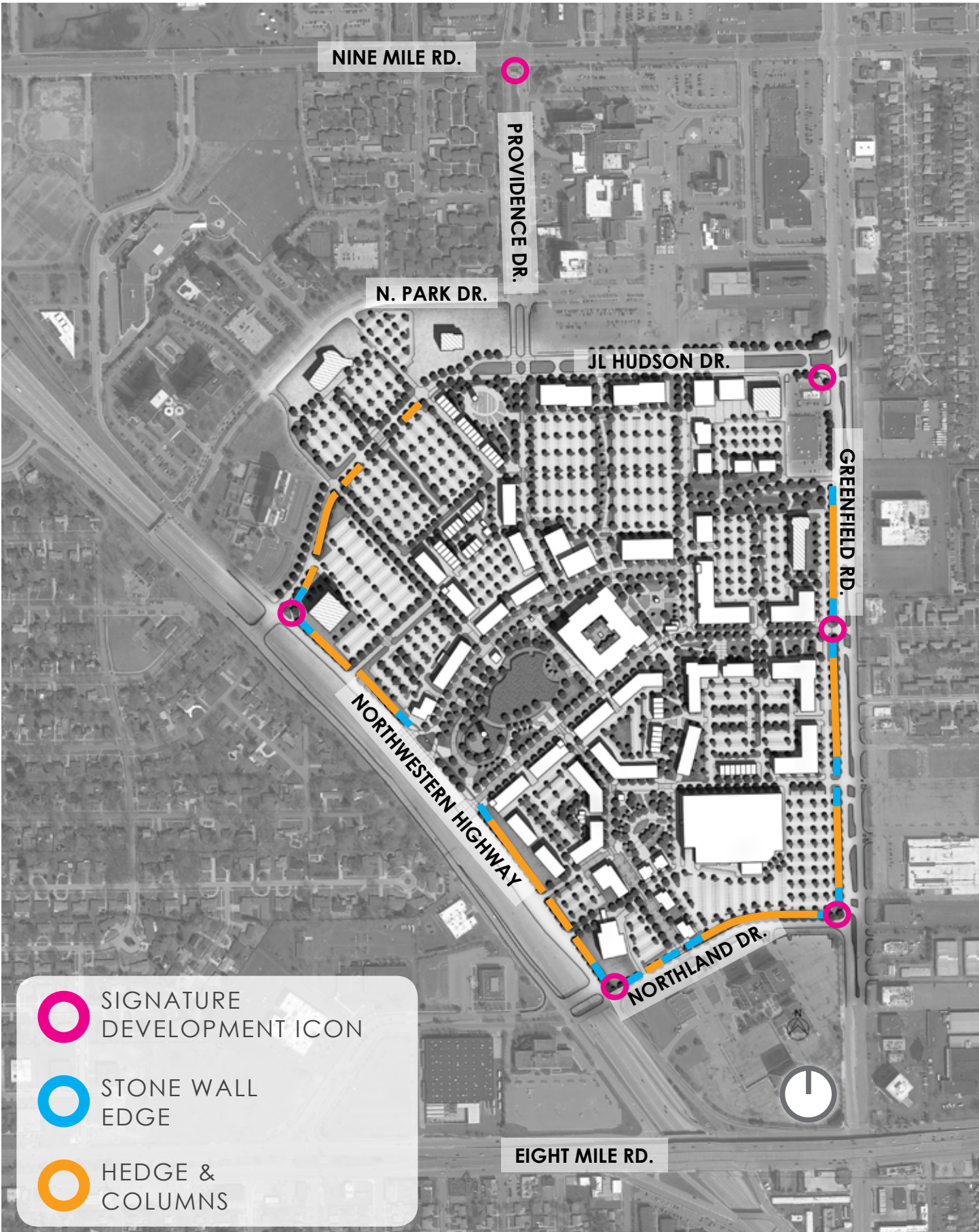
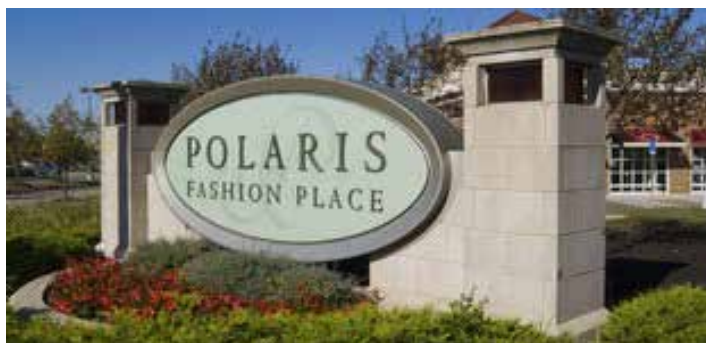


Figure 2.2 Perimeter Treatment Map

## PERIMETER LANDSCAPE TREATMENT

- A landscape treatment is prescribed for Perimeter Roadways in order to create a consistent brand and appearance. The landscaping should be provided in locations as illustrated in Figure 2.2. The design should combine the use of traditional materials in a contemporary appearance consistent with the architectural vision of the site.
  - **Signature Development Icon:** At key locations, a Signature Development Icon may be provided for development identity, branding and signage. The design of the icon should incorporate and transition from the Primary Perimeter Landscape.
  - **Primary Perimeter Landscape:** Placed along the right-of-way and within 50 feet of a primary or secondary street curb-cut, the treatment shall transition to a 36 inch tall stone wall and 6 ft. tall stone columns at 25 feet spacing. The stone should be thin courses with a rough texture, and a 2" thick flat precast cap.
  - **Secondary Perimeter Landscape:** Placed along the right-of-way 4 ft. tall stone columns at 50 feet spacing with 4 ft. tall black aluminum decorative fencing, evergreen hedge behind, and perennials in front.



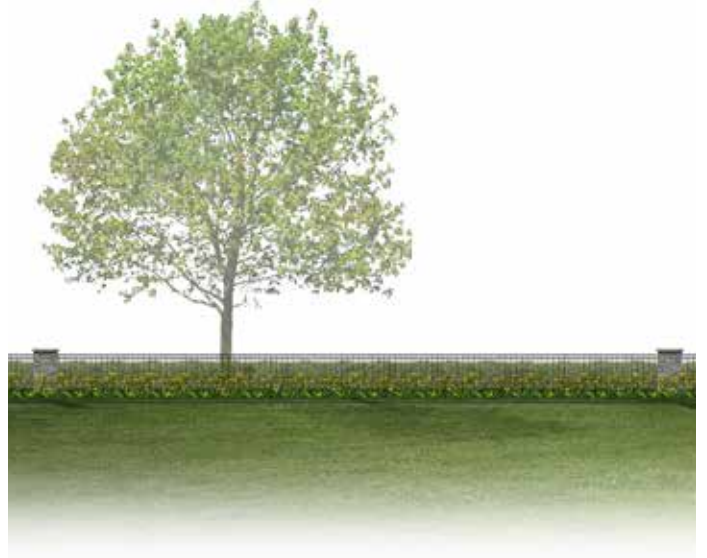
*Signature Development Icon should serve as a key landmark and branding element for the overall development. The icon design should coordinate with the perimeter edge treatment, sharing materials and design elements, and should evoke the overarching architectural theme of the development. An icon may serve only as a development identifier, or may be designed to incorporate signage of major tenants.*

### SIGNATURE DEVELOPMENT ICON: EXAMPLES

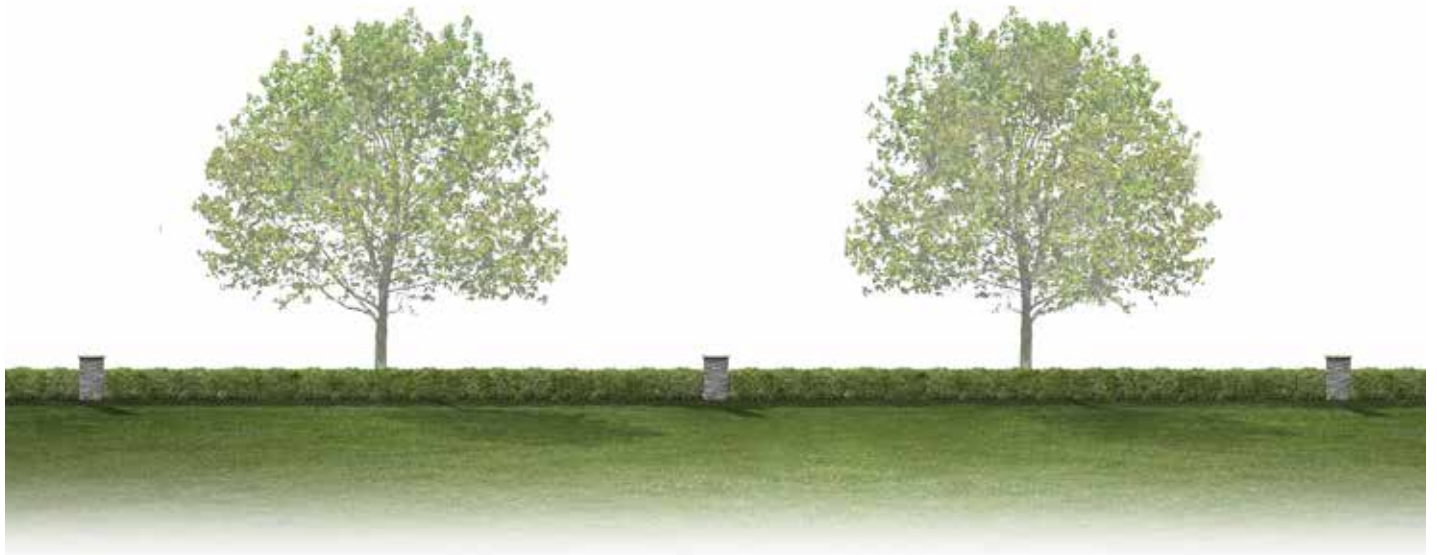
- **Tertiary Perimeter Landscape:** Placed along the right-of-way 30" evergreen screen hedge punctuated by 4 ft. stone columns at 50 feet spacing.



PRIMARY PERIMETER LANDSCAPE



SECONDARY PERIMETER LANDSCAPE



TERTIARY PERIMETER LANDSCAPE

- Perimeter Landscape treatments are encouraged to be designed in coordination with green infrastructure techniques, such as bioretention areas and rain gardens. Green infrastructure should be placed behind the perimeter landscape, when viewed from the exterior streets.



## INTENT STATEMENT

Parking should be safe and accessible for residents, shoppers, and employees, while blending in seamlessly to the overall urban design of the development.



*A streetscape with limited curb cuts increases pedestrian safety and vitality throughout the development.*



*Creative bicycle racks can add a new element of design to the streetscape.*



*If parking has to be located to the side of a building, the screening should match adjacent architecture.*

## 220 GENERAL STANDARDS

### PARKING STANDARDS

#### *General Parking Standards*

1. A maximum of 50% of on-street parking may be counted toward private development parking requirements for a user provided that the spaces are on the same side of the street and the parking space lies between the lot lines of the parcel.
2. On street parking spaces should not be signed or otherwise restricted, and credit shall apply to the entire parcel rather than a specific use.
3. Curb cuts into private development areas should be minimized in quantity and combined with adjacent development pods as much as possible. Curb cuts should be limited to 2 per block, defined as the property between streets and open spaces.
4. Shared parking areas that serve land uses with different parking uses at different times of day, such as business and residential, is encouraged. A shared parking plan, demonstrating peak-hour parking modeling using Urban Land Institute's (ULI) Shared Parking Methodology should be submitted with any request for reduced parking.
5. Structured parking is encouraged for higher-density projects in all districts.
6. Bicycle parking shall be incorporated into development projects. Bicycle parking may be incorporated through the use of individual bike racks, bike storage rooms enclosed within a primary or secondary building, or bike lockers. Bicycle parking should be targeted toward heavily-trafficked areas, along with multi-family, office, and mixed-use development.

### Surface Parking

1. Parking should not be permitted between the building and the street.
2. Parking should not be placed closer to the street than the face of the building.
3. Low Impact Design (LID) and Best Management Practices (BMP) should be utilized to manage stormwater runoff in parking lots consistent with SEMCOG Low Impact Design Guidelines. See Section 240 for further details.



Surface parking lots should have strong pedestrian connections.

### Structured Parking

1. Parking structures should not front Perimeter or Primary Roadways, or greenspaces, but should instead be placed at the rear of development, or internal to development pods, accessed by Secondary Roadways or alleyways.
2. Size and massing of parking structures should be guided by the same principles that apply to other buildings, with the added consideration that they are secondary uses.



Mixed-use buildings can share parking spaces, and reduce overall parking areas.



A parking lot utilizing Low Impact Design (LID) strategies, including permeable paving, a stone infiltration strip, and a bioswale.



Strong landscaping and design can mitigate the visual impact of a parking lot in a pedestrian environment.



When parking abuts a street, it should not be closer to the street than the face of the building.



*Structured parking lots can be screened with high quality materials.*



*Other uses, such as the townhomes shown here, retail, or office, can be used to screen parking structures.*



*Parking garages that incorporate first floor retail increase capacity and efficiency.*



*Parking garage stairwells should be designed to fit seamlessly with the rest of the parking garage's exterior.*

3. Parking structures are encouraged to include subsurface parking levels to increase capacity and minimize negative visual impact.
4. Exterior design of parking structures should minimize the monotony of the underlying structure through such means as building articulation, window openings, variations in color, material and/or texture. Structures should not include blank walls adjacent to streets or residential uses.
5. Integrating retail, office, and residential uses along the streetscape elevation of structured parking is encouraged as a method of screening.
6. Parking structures with blank walls or lacking ornamentation along public streets or parks are prohibited.
7. Landscaping and setbacks should be used to buffer parking structures from adjacent residential uses that are not part of the development.
8. Parking structures should, whenever possible, incorporate technologies that increase capacity and efficiency.
9. Parking structures should be visually integrated with adjacent contributing buildings, through the use of compatible design, materials, and color.
10. Stairs and elevators should be designed to fit within the boundaries of the garage, rather than on the exterior as an attached stairway or elevator tower.

### LIGHTING STANDARDS

1. Lighting should be used to activate the streetscape, prolong street life after business hours, and address pedestrian safety.
2. Light fixtures, poles, and bases should be designed to complement and enhance architectural features.
3. LED or other high efficiency lighting should be used whenever possible.
4. Lighting fixtures should be of commercial quality, with high-quality materials.
5. All exterior light sources and lamps should be concealed or

shielded with an Illuminations Engineering Society of North America (IESNA) full cut-off style fixture with an angle not exceeding 90 degrees to minimize the potential for glare and unnecessary diffusion on adjacent property.

6. All conduit and electric lines shall be placed underground or entirely within the light fixture or assembly structure. Conduit shall not be attached to an exterior surface.
7. Indiscriminate, non-directional area lighting is prohibited, such as wall packs and high-intensity floods.
8. Pedestrian lighting should incorporate signature architectural decor, whenever possible. Pedestrian lighting fixtures should have a maximum height of 14 feet.
9. Vehicle use area lighting fixtures should have a maximum height of 25 feet. Street fixtures shall be architectural in style consistent with the pedestrian fixtures.
10. All exterior lighting shall be designed to avoid the creation of “hot spots” or irregular lighting levels. Lighting uniformity across a horizontal surface shall have an average range from one footcandle to three footcandles or not exceeding 4:1 average to minimum light levels.
11. Special feature lighting is permitted in unique designs as decorative or sculptural lighting fixtures in limited locations and may be permitted to be IESNA non-cutoff with City approval.
12. Wall-mounted or landscape accent lighting should not exceed 900 lumens.

## INTENT STATEMENT

Lighting should reflect the design character of the development, while strengthening a feeling of safety and comfort for pedestrians and drivers.



*Selecting consistent lighting structures helps reinforce a brand or identity throughout the development.*



*Lighting in key pedestrian areas helps improve a feeling of safety and comfort after hours, strengthening business ties and performance.*



*Wall-mounted lighting should blend in with the building frontage.*

## INTENT STATEMENT

Provide landscaping that defines urban spaces, softens architectural edges, adds visual interest and screens undesirable views.



*Planters and landscaping by building owners can strengthen the visual appeal of the streetscape.*



*A diversity of materials used in public places helps to break up the space while providing an element of visual interest.*

## LANDSCAPE STANDARDS

### *General Landscape Standards*

1. Landscape materials and design should be considered as an important element of development projects in order to enhance structures, create shade, and provide environmental benefits.
2. Public, semi-public, and private spaces should be demarcated clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers.
3. Landscaping should be used to support stormwater management goals for filtration, percolation and erosion control, including rain gardens, consistent with the requirements and approvals of the reviewing agencies.
4. Plant species used in landscaping should be adapted to local, urban conditions. Invasive species should be avoided. The use of native species is encouraged.
5. Buildings, when applicable, should incorporate landscape as a design element that complements the architecture of the building and defines and enhances both the street and pedestrian spaces.
6. Large expanses of pavement used in public spaces, such as patios and plazas, should incorporate variations of scoring patterns or textures to provide an element of visual interest (pervious paving materials are encouraged).
7. Fronts of buildings should incorporate the use of free standing unit planters or in ground planters in the building activity zone along the streetscape. Unit planters should be consistent in style with the building architecture.
8. Street furniture should not hinder pedestrian movement or block traffic.

### *Parking Lot Landscaping*

1. Refer to the City of Southfield Zoning Ordinance Section 5.31 Off Street Parking Space Layout, Standards, Construction, and Maintenance and Section 5.38 Landscape Requirements and Plant Materials; Buffer Strip, Parking Lot, and Right-of-Way Planting for more information.



2. Large expanses of parking areas should be broken up with tree islands, bioretention areas, or landscape areas.
3. Where applicable, landscaped areas in parking lots should incorporate stormwater management techniques, such as rain gardens or bioswales. (See Section 240 for further detail).
4. Pervious paving is encouraged in parking areas wherever possible.
5. Parking screening, consisting of a 30 inch tall evergreen hedge, ornamental fence, masonry wall, or combination thereof with adequate pedestrian access should be installed between parking spaces and public or private streets.
6. Refer to Perimeter Road Landscape Treatment in this document, for landscape requirements along Perimeter Roadways.

### *Landscape Screening*

1. Service and loading zones should be screened from the public right-of-way.
2. Trash and recycling containers, dumpsters, and service areas should be centralized and screened in a manner that allows ease of access and is complementary to the building in material and color. Views from neighboring buildings and properties should be minimized or screened to their full height.
3. Mechanical systems (HVAC, etc.) should be placed on the roof or behind buildings and screened as necessary in a manner that is complementary to the building in material and color.
4. Small cell communication antenna/devices should be sited in a manner that minimizes their visual impact and does not damage or cover distinctive architectural features. Rooftop placement of these specific devices, in conjunction with chimneys or other structures, is preferred. Screening of these devices is also encouraged. Mechanical equipment and devices associated with wireless facilities should be placed in underground vaults or unobtrusive structures.
5. Chain link fencing should not be used for screening any of the previously mentioned systems or devices.



*Parking lots built with permeable pavers reduces the runoff that enters the stormwater system.*



*Rain gardens within parking areas provide landscaping while also absorbing and filtering stormwater runoff.*



*HVAC and other mechanical systems screened by a combination of landscaping or brick walls strengthens the visual appeal of the pedestrian environment.*



*All service, equipment, and trash enclosures shall be screened on all sides, including an appropriately styled gate.*

## INTENT STATEMENT

Outdoor dining spaces play an important role in the energy and vibrancy of the street, and should complement the architectural character of the development.



*Outdoor dining space placed in the “building activity zone” of the right-of-way. The patio can be larger by incorporating a setback for a portion of the building, allowing portions of the patio to sit underneath the building.*



*Planters help create comfortable and inviting outdoor dining spaces.*

## OUTDOOR DINING

1. Outdoor spaces should complement indoor dining, drinking and entertainment uses, serving as a seasonal extension to indoor dining spaces.
2. Outdoor spaces should not create visual or physical obstacles or hazards to adjacent buildings, streetscape elements, pedestrian travel, or thoroughfares. A 5 feet wide clear width sidewalk must be maintained. Elevated decks are not appropriate.
3. Railing and fences used in conjunction with outdoor dining and alcohol sales must comply with state and local laws.
4. Patio design and border delineation materials should be compatible with the primary structure in terms of architectural character, materials, and color. Landscaping timbers, railroad ties, carpets, pressure treated wood or similar material should not be used to demarcate patios and outdoor dining areas. Masonry walls or other permanent structures proposed to delineate outdoor spaces in public rights-of-way are not appropriate along major mixed use corridors.
5. Plants used in association with outdoor spaces, such as in planter boxes, should be well-maintained, healthy, and replaced as needed.
6. Outdoor spaces should be designed in a manner to minimize negative impacts of light and noise.



*Outdoor dining spaces are important for creating a sense of energy in public spaces, especially during warmer months. Dining spaces should fit in with the rest of the street fabric.*

7. Banners and other graphics should not be attached to railings, fences, or other materials used to delineate the space. Televisions, LED displays, and amplified sound are not appropriate.

## 230 NON-MOTORIZED NETWORKS

### INTENT STATEMENT

Non-motorized activity and mobility should be an essential element within the development. Non-motorized elements should be integrated within the overall development districts (both the public and private realm) and connect the development to adjoining neighborhoods and the City.

### GENERAL GUIDELINES

#### *Multiuse Path*

- An asphalt multi-use path should be provided around the perimeter of the site as indicated on the master plan.
- Multi-use paths should be a minimum 10 feet in width.

#### *Sidewalks*

- Sidewalks should be included within the streetscape. Sidewalks not on a Primary or Secondary Roadway should be a minimum of 5 feet in clear width.
- Sidewalks in higher density, high activity areas should be 5 feet to 10 feet in clear width.
- Sidewalks should be concrete, but may also include brick or stone paver edges. Pavers should be placed on a concrete base.

#### *Bicycle Facilities*

- Bike parking shall be provided in the form of fixtures that support the frame of the bike and allow for locking the bicycle frame and one wheel simultaneously. Fixtures that only lock one wheel and do not support the frame should be prohibited.
- Bike parking should be provided near main entries into buildings, and at consistent intervals along the street.
- Bike parking may also be grouped in areas where higher bike traffic is anticipated. Group bike parking areas should be landscaped around perimeter, and should have sufficient lighting.



*Multi-use paths around the development should be wide enough to accommodate bikers and pedestrians.*



*Bike Parking grouped in a centralized area where high use is anticipated.*



*Bicycle racks that allow riders to lock their wheel and frame should also use material that complements the design of the overall development.*



*Wherever possible, sidewalks should be shaded and edged with quality landscaping to ensure pedestrian comfort.*



*A 5 foot clear path, at minimum, is important for ensuring safety and accessibility for all users.*

## 240 GREEN INFRASTRUCTURE

### INTENT STATEMENT

Sustainability and green infrastructure techniques provide social, environmental, and economic benefits. The techniques used in Northland should include a variety of elements, including stormwater management, reduced or alternative energy use, eco-friendly landscaping, and the development of high-efficiency buildings.

### OVERVIEW

Walkable, mixed-use neighborhoods such as the Northland development are inherently sustainable, encouraging shoppers, residents, and employees to walk more and drive less. The implementation of green infrastructure throughout the Northland development can provide additional sustainability benefits, including: improved air and water quality, reduced capital and operating expenses, and elevated quality of life benefits.

### GENERAL GUIDELINES

- Refer to the Green Infrastructure Vision for Southeast Michigan and SEMCOG for additional information.

### PRIORITY AREAS FOR GREEN INFRASTRUCTURE

- Roadways
- Parking Lots
- Greenspace
- Green Roofs
- Greywater
- Alternative Energy
  - Solar
  - Wind
  - Geothermal



*Green roofs reduce stormwater runoff, energy use, and the heat island effect.*

*Street-side rain gardens collect stormwater runoff from streets and sidewalks, allowing more of it to percolate into the soil instead of being discharged into storm sewer system.*

## GREEN INFRASTRUCTURE IMPLEMENTATION TECHNIQUES

The following techniques should be considered to improve sustainability around the Northland development.

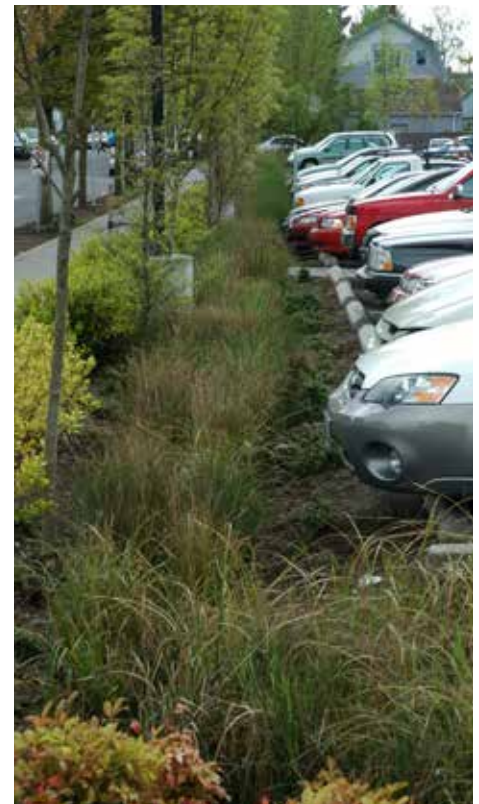
- Bioretention, like bioswales and rain gardens, can be implemented within the roadway network and parking areas. Green infrastructure can be used in the design of pedestrian bump outs, or as a buffer between pedestrians and automobiles, to improve pedestrian safety while providing environmental benefits.
- Bioretention can be implemented in surface parking lots to reduce the quantity of stormwater runoff from impervious surfaces.
- Permeable pavers on sidewalks and outdoor patios help filter stormwater into the ground, as opposed to the stormwater system, while providing an element of visual interest to public spaces.
- Green roofs help reduce temperatures and lower air-conditioning expenses in the summer, provide insulation in winter, and can redirect stormwater from entering the stormwater system.
- Trees and street trees: Areas of tree canopy improve the pedestrian experience by providing shade in the summertime.
- Trails, parks, and green infrastructure have been shown to increase property values and improve the aesthetic of public spaces.
- Alternative energy is encouraged. Alternative energy equipment should be screened, or creatively incorporated into the building architecture, with City approval.



*Alternative energy equipment is encouraged to be utilized. Installations should be screened, or incorporated into the architecture.*



*Rain gardens and bioswales should be designed per current best practices. These basins are typically designed for water to percolate into the soil over a 24-48 hour period, thereby limiting long periods of standing water and attraction to mosquitoes.*



*Green infrastructure should be encouraged in parking lots because of their large quantity of stormwater runoff.*

## INTENT STATEMENT

Public art creates a stimulating environment that reflects and enhances the heritage, diversity, and character of the Northland Plan. Public art should be integrated into the public and private realm and throughout the development's architecture.

## 250 PUBLIC ART

### GENERAL GUIDELINES

- Refer to the City of Southfield Zoning Ordinance Section 5.22-5 Public Art Requirements for more information.

### PUBLIC ART SELECTION

Public art selected for commission throughout the development should satisfy four criterion:

- Relevance of the piece to the building or the City of Southfield, its values, culture, and people;
- Suitability of the work for outdoor display, including its maintenance and conservation requirements;
- Relationship of the work to the site and the Northland Plan, specifically in how it serves to activate or enhance public space;
- Appropriateness of the scale of the artwork.

### PUBLIC ART PLACEMENT

Placement of public art throughout the Northland Plan should satisfy the following five criterion:

- Art should not block building entrances, nor obstruct normal pedestrian circulation in and out of a building.
- Art should not be placed in a given site if the landscaping and maintenance requirements of that site cannot be met.
- Art should be placed in a site where it is not overwhelmed by, nor competing with, the scale of the site, adjacent architecture, large retail signage, billboards, etc.
- Art should be placed in a site where it will enhance its surroundings, or at least not detract from it (i.e. creating a “blind” spot where illegal activity can take place).
- Art should be located in a site where it will effectively enhance and activate the pedestrian and streetscape experience.





## INTENT STATEMENT

A commerce focused district centered around modern corporate offices and entrepreneurial incubator spaces, while providing a mix of residential and hospitality uses that offer an option to live close to work.



## 260 INNOVATION DISTRICT

### DISTRICT CHARACTERISTICS

- Modern, commerce-oriented appearance.
- Vertically integrated mix of office and residential, with some service-oriented retail and restaurant.

### SITE PLANNING

#### *Building Setbacks*

- Buildings fronting exterior or primary streets shall be placed within a 0 foot - 15 foot build-to zone.
- Consideration of larger setbacks should be based on the incorporation of public spaces, placement of adjacent buildings, and/or unique site geometry.
- Off-street parking and maneuvering areas should be located at the rear of the principal building.
- Plazas, courtyards, seating and other pedestrian amenities are encouraged, particularly where larger building setbacks are in place.

#### *Building Orientation*

- Buildings should be oriented to the street on which they front.
- Primary entrances should be oriented to the primary roadways with at least one operable door on the primary roadway.
- Buildings on corner lots should be oriented to the corner, addressing both streets. Primary entrances of such buildings may be placed at the corner.
- Smaller (2-story) neighborhood-scale office buildings may be centrally located within the district, while taller buildings should be located at the edges fronting perimeter and primary roadways.
- Building and site layout should be coordinated with the Greenspace district pedestrian greenway that connects the former Hudson's Building to JL Hudson Drive.

### USES

- Buildings should be primarily office uses, but may include mixed

uses, retail and residential. Office space is intended to include approximately 200,000 square feet or more. Offices may consist of corporate office, spec office, start-ups, or entrepreneurial incubator space.

### *Secondary Uses*

- Ground floor uses may include retail, restaurants, personal services, cultural facilities, and similar uses appropriate for serving the primary office uses. These uses should be concentrated near street corners and boundaries adjacent to neighboring districts.
- Retail should consist of multiple storefronts to create interest and diversity in tenants.
- Outdoor dining is encouraged as an element that activates the street and enhances restaurant, dining and entertainment businesses.
- Drive-through pickup shall be prohibited except for pharmacies, when placed on the side or rear of the building.
- Mixed uses can occur vertically in a building (i.e., first- floor retail, second-floor office, third and higher floors residential) or horizontally in a development among various buildings (in these cases, the uses should be integrated and not segregated).
- A variety of high density housing unit types and sizes may be provided in upper floors.
- Hospitality may be included as a single use building or integrated with an office building. Hospitality may be in the form of a standard daily hotel, extended stay hotel, or corporate apartments. This district is intended to include approximately 125-150 hospitality rooms.

### *Rooftop Uses*

- Appropriate commercial rooftop uses include common or private patio spaces, green roofs, and roof gardens.
- Rooftop uses are supported for residential and hospitality projects to provide outdoor usable space for residents and guests, such as patios, decks, and pools.
- A rooftop restaurant, bar, or similar uses are permitted.



*An office with ground floor retail provides pedestrian activity along the street, while complementing office users.*



*An office with ground floor retail provides pedestrian activity along the street, while complementing office users.*



*Mixed use buildings oriented toward the street.*



*Rooftop patios provide private space for residents and hospitality guests to gather and socialize.*

## INTENT STATEMENT

A highly activated district that wraps the central park and integrates a mix of uses including retail, office, and residential.



## 261 CENTRAL PARK DISTRICT

### DISTRICT CHARACTERISTICS

- High density, mixed use neighborhood.
- Vertically integrated mix of retail, office and residential, with some service-oriented retail and restaurant; emphasis on residential community.
- Community should have a residential feel, with walkable streets and a variety of residential options.
- Immediate access to and organization around the central park and adjacent greenspaces, plazas, and pocket parks.
- Adaptive reuse of former “Hudson’s” Building.

### SITE PLANNING

#### *Building Setbacks*

- Buildings fronting Primary or Perimeter Roadways should be placed within a 0 foot - 15 foot build-to zone.
- Consideration of larger setbacks should be based on the incorporation of public spaces, placement of adjacent buildings, and/or unique site geometry.
- Off-street parking and maneuvering areas should be located at the rear of the principal building.
- Plazas, courtyards, seating, and other pedestrian amenities are encouraged, particularly where larger building setbacks are in place.

#### *Building Orientation*

- Buildings should be oriented to the street on which they front.
- Main building entrances should be oriented to the primary street with at least one operable door on the primary street.
- Buildings on corner lots should be oriented to the corner, addressing both streets. Primary entrances of such buildings may be placed at the corner.

## USES

- Buildings within the district should be mixed-use. Uses should be mixed horizontally and vertically within buildings.
- Residential can be provided as a single use building when multi-story town homes are incorporated.
- Ground floor uses should primarily be commercial uses, including a mix of retail, restaurants, personal services, and cultural facilities.
- Second floor uses and above should primarily be office or residential uses.
- Residential should be provided through a variety of unit types and sizes: unit types may include flats or multi-story town homes.
- The finished floor elevation of all residential facing streets should be located 24 to 36 inches above the finished sidewalk grade.
- Residential garages should not front on a street.
- Retail uses should be concentrated along the Primary and Secondary Roadways.
- Retail should consist of multiple storefronts to create interest and diversity in tenants.
- Outdoor dining is encouraged as an element that activates the street and enhances restaurant, dining and entertainment businesses.
- Drive-through pickup windows are not appropriate in this district. However, pedestrian walk-up service windows are encouraged.
- Buildings with residential uses may include accessory use structures, such as a mail center or pool house.

### *Rooftop Uses*

- Appropriate commercial rooftop uses include common or private patio spaces, green roofs, and roof gardens.
- Rooftop uses are supported for residential projects that provide outdoor usable space for residents and guests, such as patios, decks, and pools.
- A rooftop restaurant, bar, or similar uses are permitted, but proposals must limit visual, light, and sound impacts, and ensure safety and building code considerations are fully met.



*Plazas and courtyards provide a smaller, quieter gathering place within the development.*



*Commercial streets retain a walkable, community feel.*



*Townhomes fronting the street will help the Central Park District retain a walkable, community feel.*



*Walk-up service windows enhance the pedestrian environment.*

## INTENT STATEMENT

A retail shopping district providing a large format anchor and neighborhood scale retail.



## 262 SHOPPING DISTRICT

### DISTRICT CHARACTERISTICS

- Focus on retail. Provisions allow for a mixture of large format and neighborhood style retail.
- 2 story minimum building heights. Minimum height of facade should be 20-25 feet.
- Allow for high demand auto-oriented access, parking, and visibility.
- Incorporate smaller retail users into a neighborhood streetscape to transition into adjacent districts.

### SITE PLANNING

#### *Building Setbacks*

- Large format retail buildings over 50,000 sq.ft. may be setback from the street. Parking may be permitted between the building and the street.
- Buildings fronting Secondary Roadway should be placed within a 0 foot - 15 foot build-to zone.
- Buildings fronting a Perimeter Roadway should be setback a minimum of 30 ft. from the right of way.
- Buildings fronting Secondary Roadways and adjacent open spaces or pocket parks should include front-elevation quality design into the fronting facades.
- Plazas, courtyards, seating, and other pedestrian amenities are encouraged, particularly where larger building setbacks are in place.

#### *Building Orientation*

- Buildings should be oriented to the street on which they front.
- For buildings fronting secondary streets, parking should be located to the rear or side of the primary buildings.

- Main building entrances should be oriented to the perimeter or secondary street with at least one operable door on the perimeter or secondary street.
- Outparcel uses should be placed close to secondary streets, and arranged to support the streetscape.

## USES

- Buildings should be primarily retail uses. Retail space is intended to include approximately 200,000 square feet or more. Retail may include such uses as large format retail, medium format retail, boutique retail, outparcels, and restaurants.
- Outparcels should be designed to function as neighborhood oriented retail, set close to the secondary street when possible, and provide frontage toward the street and adjacent open space/pocket parks, etc.
- Retail should consist of multiple storefronts to create interest and diversity in tenants.
- Outdoor dining is encouraged as an element that activates the street and enhances restaurant, dining and entertainment businesses. Outdoor dining should be located along secondary streets.
- Drive-through pickup windows and coverings may be conditionally permitted when used as a retail end cap with a minimum of 3 storefronts and may not be located on an elevation that faces the street.
- Pedestrian walk-up service windows are encouraged and can be located on any elevation.



*Neighborhood retail establishments should be 2 stories and complement adjacent architecture.*



*Big-box retail should have a high-quality finish and be pedestrian friendly.*



*Whenever possible, retail should incorporate adjacent plazas to allow customers a place to meet and gather.*



*Large format retail should use quality materials, detailing, and fenestration.*



*Incorporate smaller retail users into a neighborhood streetscape.*

## INTENT STATEMENT

A diverse district centered around destination and entertainment spaces by providing a mix of retail, residential, and office uses.



## 263 LIFESTYLE DISTRICT

### DISTRICT CHARACTERISTICS

- Entertainment hub of the development.
- High density, mixed use neighborhood.
- Vertically integrated mix of retail, office and residential, with entertainment oriented retail and restaurant; emphasis on entertainment uses.
- Eclectic design.
- Adjacent greenspaces integrated as part of the urban frontage.

### SITE PLANNING

#### *Building Setbacks*

- Buildings fronting primary or secondary roadways should be placed within a 0 foot - 10 foot build-to zone.
- Off street parking and maneuvering areas should have a 5 foot minimum setback and may not be located nearer to the street than the building facade.
- Consideration of larger setbacks should be based on the incorporation of public spaces, placement of adjacent buildings, and/or unique site geometry.
- Plazas, courtyards, seating, and other pedestrian amenities are encouraged, particularly where larger building setbacks are in place.

#### *Building Orientation*

- Buildings should be oriented to the street on which they front.
- Buildings adjacent to open space should front the open space, providing pedestrian entrances, and appropriate detailing.
- Parking should be located to the rear or side of the primary buildings and shall not be permitted between the building and the street.



- Buildings on corner lots should be oriented to the corner, addressing both streets. Primary entrances of such buildings may be placed at the corner.

## USES

- Buildings within the district should be mixed-use. Uses should be mixed horizontally and vertically within buildings.
- Ground floor uses should primarily be destination/entertainment uses, including a mix of restaurants, retail, personal services, and cultural facilities.
- Ground floor uses should consist of number of storefronts to create interest and diversity in tenants.
- Second floor uses and above should primarily be office or residential uses.
- Residential can be provided as a single use building when multi-story town homes are incorporated.
- Residential should be provided through a variety of unit types and sizes: unit types may include flats or multi-story town homes.
- Outdoor dining is encouraged as an element that activates the street and enhances restaurant, dining and entertainment businesses.
- Drive-through pickup windows are not appropriate in this district. However, pedestrian walk-up service windows are encouraged.

### *Rooftop Uses*

- Appropriate commercial rooftop uses include common or private patio spaces, green roofs, and roof gardens.
- Rooftop uses are supported for residential projects that provide outdoor usable space for residents and guests, such as patios, decks, and pools.
- A rooftop restaurant, bar, or similar uses are permitted, but proposals must limit visual, light, and sound impacts, and ensure safety and building code considerations are fully met.



*A mix of entertainment, office, and residential provides activity throughout all hours of the day.*



*The design and construction of the district should have high-quality materials.*



*Retail options should complement other users of the District.*



*Rooftop patios and restaurants can provide a unique place for social gatherings.*

## INTENT STATEMENT

A district focused on creating a connected network of greenspace throughout the development.



Retail or food vendor kiosks may be included in high-activity areas within the greenspaces.



The central greenspace with a water feature will be the prominent public gathering space for the site.

# 264 GREENSPACE DISTRICT

## DISTRICT CHARACTERISTICS

- Accessible spaces used for destination, gathering, and connection purposes.

### *Central Greenspace*

- Heavily programmed, uses include festivals, markets, entertainment, concerts, and outdoor movies.
- Small retail kiosks, food vendors, and food trucks are permitted.
- Edges defined by building faces of the former Hudson’s Building and new structures.
- Includes large water feature, active and passive activities, various seating in sun and shade, and layered with decorative, space-defining landscape and hardscape.
- Maintain J.L. Hudson Drive as a landscape greenway between Providence Drive and Greenfield Road

### *Neighborhood Park*

- Passively programmed, uses include small gathering spaces and a range of seating areas.
- Edges should be defined by building faces as much as possible.

### *Greenspace Connector*

- Potential opportunity to transform into a “woonerf”: a shared street designed to allow vehicles, bicycles, and pedestrians to share the same space.
- Serves as a pedestrian connector between site features and other



A secondary greenspace will be in close proximity to office and retail uses.



A shared street, that allows vehicles, bikes, pedestrians, and activities, promotes an active but safe experience.



Figure 2.3 Greenspace

## INTENT STATEMENT

A district focused on the peripheral of the site to allow for additional property integration.

## 265 BOUNDARY DISTRICT

### DISTRICT CHARACTERISTICS

- Allow for integration of additional properties surrounding the site.
- Vertically integrated mix of office and residential, with some service-oriented retail and restaurant.

### SITE PLANNING

#### *Building Setbacks*

- Setbacks by the underlying zoning district.
- Consideration of larger setbacks should be based on the incorporation of public spaces, placement of adjacent buildings, and/or unique site geometry.
- Off-street parking and maneuvering areas should be limited to 2 rows of parking and a drive aisle between the building and the right of way but should primarily be located at the rear of the principal building.
- Plazas, courtyards, seating and other pedestrian amenities are encouraged, particularly where larger building setbacks are in place.

#### *Building Orientation*

- Buildings should be oriented to the street on which they front.
- Primary entrances should be oriented to the primary street with at least one operable door on the primary street.
- Buildings on corner lots should be oriented to the corner, addressing both streets. Primary entrances of such buildings may be placed at the corner.

### USES

- Ground floor uses may include retail, restaurants, personal services, cultural facilities, and similar uses appropriate for serving the primary office uses. These uses should be concentrated near

street corners and boundaries adjacent to neighboring districts.

- Retail should consist of multiple storefronts to create interest and diversity in tenants.
- Outdoor dining is encouraged as an element that activates the street and enhances restaurant, dining and entertainment businesses.
- Drive-through pickup windows and coverings may be conditionally permitted, but may only be located to the rear and sides of the principal building.
- Buildings within the district may be single-use but are encouraged to be mixed-use.
- Second floor uses and above should primarily be office or residential uses.
- Residential can be provided as a single use building when multi-story town homes are incorporated.
- Residential should be provided through a variety of unit types and sizes: unit types may include flats or multi-story town homes.
- Hospitality may be included as a single use building or integrated with an office building. Hospitality may be in the form of a standard daily hotel, extended stay hotel, or corporate apartments.

### *Rooftop Uses*

- Appropriate commercial rooftop uses include common or private patio spaces, green roofs, and roof gardens.
- Rooftop uses are supported for residential projects that provide outdoor usable space for residents and guests, such as patios, decks, and pools.
- A rooftop restaurant, bar, or similar uses are permitted, but proposals must limit visual, light, and sound impacts, and ensure safety and building code considerations are fully met.



*Single use building oriented toward the street.*



*Providing different residential unit types offers a variety of options and densities.*



*The Boundary District creates an opportunity to connect to surrounding uses.*



*An office with ground floor retail provides pedestrian activity along the street, while complementing office users.*

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**300** ARCHITECTURAL  
DESIGN  
STANDARDS

Issue Date: 05/22/17

## 301 ARCHITECTURAL DESIGN STANDARDS

### USE LIMITATIONS

- In order to maintain maximum flexibility; office, retail, entertainment, restaurant, civic, and hospitality uses are allowed in any sub-district. It is encouraged that a single development or building be mixed use, defined as incorporating any or all of these uses in either a horizontal or vertical manner.
- Single-use retail buildings over 30,000 square feet are only allowed within the Shopping District.

### BUILDING MASSING AND FORM

#### *Maximum Building Height (subject to yard requirements)*

- Maximum building height for each district.
 

Central Park District:	84 feet / 6 stories
Shopping District:	35 feet / 2 story
Lifestyle District:	42 feet / 3 stories
Innovation District:	56 feet / 4 stories
Boundary District	Per Underlying Zoning District

#### *Parking Garage Massing*

Parking garages are excluded from minimum height restrictions, but should not be taller than the building they serve, and are encouraged to be enclosed by the development they serve. Any parking garage facades that are visible from public rights-of-way will be required to meet material and color requirement standards listed in this section.

#### *Building Corner Treatments*

Buildings will reinforce a strong corner condition at street intersections. Angled corner clips, (or other building conditions which do not form a protruding corner) are not allowable at street intersections, but may occur within the block (between street intersections). Buildings will be designed to accommodate City of Southfield required visibility triangles without compromising the corner design.



*Strong building corner treatment helps frame the street.*



### ***Maximum Building Length***

Buildings will not be longer than 400 feet. Single-use retail buildings over 30,000 square feet are excluded from this requirement.

### ***Setback Encroachment***

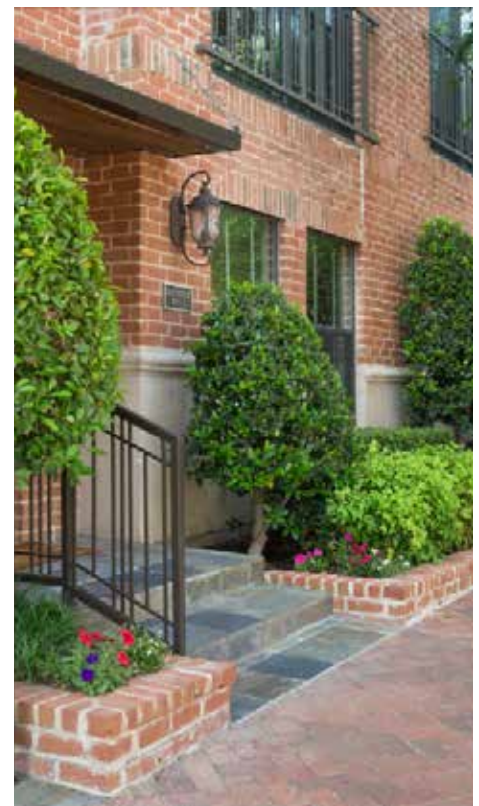
Any building feature, defined as architectural attachments to the primary building facade, may encroach up to 5 feet from the building face into the setback area or to back of sidewalk, provided that an 8 foot pedestrian clear zone is maintained for Primary Roadways and 5 feet for Secondary Roadways. These features may include, (but are not limited to):

- Stoops
- Planters
- Chimneys
- Bay windows
- Awnings
- Mounted signs
- Porches
- Balconies
- Canopies
- Pilasters
- Eaves
- Tower elements

## **EXTERIOR APPEARANCE OF BUILDINGS**

### ***Facades & Exterior Walls***

- Facades greater than 100 feet in length should incorporate plane recesses having a minimum depth of at least 3 percent of the length of the facade and extending at least 20 percent of the length of the facade. No uninterrupted length of a facade should exceed 100 feet in length.
- Ground floor facades that face public streets should have



*Building setback encroachments provide variation and visual interest to the street.*



*An example of a suitable ratio of solid to void.*

storefronts, arcades, display windows, entry areas, awnings, or other features along no less than 50 percent of their horizontal length.

### ***Fenestration***

- Above the first floor, punched-type windows, inset from the face of the building to provide shadow lines and visual relief are appropriate.
- To control glare and reinforce the traditional image of bearing wall architecture, punch-type windows are encouraged and continuous horizontal ribbon windows are prohibited.
- Clear glass is required in all retail storefronts; smoked, reflective, mirror, spandrel glazing, or black glass is prohibited.

### ***Ratio of Solid to Void***

- Smaller stores occupying less than 20,000 square feet should be transparent between the height of 3 feet and 8 feet above the sidewalk grade for no less than 40% of the horizontal length of the building façade.
- The ratio of glass to wall of the building façade should not be more than 60%.

### ***Building Articulation***

Building facades should have massing changes and articulation to provide visual interest and texture along the street corridor. There will be no more than 45 linear feet of unarticulated, blank wall facing any street or public improvement.

### ***Roofs***

Roofs should have at least one of the following features:

- Parapets concealing flat roofs and rooftop equipment from public view. The average height should not exceed 15% of the height of the supporting wall unless rooftop equipment cannot be sufficiently screened. Parapets should feature three dimensional cornice treatment. Parapets need to look complete from all sides if visible at any distance from the ground.
- Overhanging eaves, extending no less than 3 feet past the supporting wall are permitted.



*Building articulation, fenestrations, and massing changes provides an element of visual interest on the street.*

### *Expression of Base, Middle, and Top*

All buildings over 20,000 square feet or over 25 feet tall (including towers) should express a base, middle, and top.

### *Materials & Colors*

The material and color requirements described herein are intended to provide a uniform character and complementary material relationship between buildings, promote the perception of strength and permanence of each building, while maintaining appropriate variety for design flexibility. Primary cladding is defined as the principal base material on the exterior building facade. It does not refer to the cladding of fenestration. Secondary cladding materials are defined as those which face architectural accent features such as window sills, lintels, rustication, pilasters, eaves, etc.

### *Primary Cladding Materials*

Primary cladding materials on exterior facades visible from the public rights-of-way (excluding private courtyards) include:

- Fired brick
- Natural stone
- Cast stone
- Architectural concrete block or burnished block
- Cast in place concrete or pre-cast concrete
- Architectural metal panels

### *Secondary Cladding Materials*

The following materials may be permitted as secondary cladding limited to side and rear elevations and making up no more than 30% of the elevation area, and with Planning Commission approval:

- Architectural foam detailing
- EIFS (allowed 3rd story and above)
- Natural or simulated wood siding
- Exposed aluminum siding
- Plastic and vinyl siding
- Wood roof shingle



*An expression of a base, middle, and top on a building.*



*Exterior materials' guidelines are meant to ensure high-quality development standards.*



*Building corners can use distinct materials to help frame the street.*

**Dominant Primary Cladding Material** — No one primary cladding material may comprise more than 80% of a building's facade. Stucco may not comprise more than 50% of a building's facade that faces a park, open space, or plaza.

**Primary Cladding Material Combination** — No more than 2 primary cladding materials (excluding glass windows) may be used as primary cladding, with one material being dominant. A third material is allowable if used on a special architectural feature such as a tower, corner element, primary entrance articulation, etc., and is limited to one application per building facade.

**Total Allowable Exterior Material Combination** — No more than 3 exterior building materials (excluding roof material, and glazing) may be used on any building.

**Material Transition around corners** — The dominant primary cladding material will continue a minimum of 20 feet around building corners.



*EIFS should only be used on the 3rd story and above of any building within the development.*

**Accent Features** — The following accent features add detail and are encouraged:

- Overhang eaves
- Pilasters
- Cornices
- String courses
- Window sills
- Lintels
- Rustication



*Overhanging eaves*



*Pilasters*



*Cornices*



*String courses*



*Window sills and lintels*



*Rustication*



*Buildings should have one accent color to complement the dominant building facade.*

### ***Prohibited Building Colors***

Garish, fluorescent, and stark white colors will not be used. Black will not be used as primary building color, but may be used as accent color.

### ***Accent Colors***

Accent colors will be selected to complement the dominant building color, and may be applied to window mullions, cornices, and other architectural elements.

Façade colors should be low reflectance, subtle, neutral or earth tone colors. The use of metallic, black, or fluorescent colors is prohibited.

Predominant exterior building materials may feature brighter colors, but neon tubing should not be an acceptable feature for building trim or accent areas.



*Residential balconies add articulation to the building and provide livable outdoor spaces for units.*

### ***Canopies, Arcades, & Overhangs***

- The material of awnings and canopies should be architectural materials that complement the building.
- Awnings should not be internally illuminated.
- Canopies should not exceed 70 feet without a break.
- Awnings should not extend more than 5 feet over the sidewalk.
- Canopies should respect the placement of street trees and lighting.
- All large canopies that require structural columns for support should have a minimum 7 foot finish measured from the finished grade. Materials used on columns and canopies should be complementary to the building they serve.
- All business signage/logos are allowable. See Section 400 for detail relating to signage.



*Store awnings provide comfortable spaces for outdoor dining, or protection from the elements.*

### ***Back & Side Facades***

All building facades which are visible from adjoining properties and/or public streets should utilize similar materials, colors, and details as the front façade.

## GROUND FLOOR BUILDING LEVEL

The requirements for ground floor building level are intended to encourage pedestrian interaction at a street level, while ensuring visibility of retail and privacy of residential areas.

### *Ground Floor Level – Residential Use*

For ground floor residential uses facing/fronting the street, the finished floor elevation will not be lower than the finished sidewalk grade. It is encouraged that the finished floor elevation of all residential facing streets be located between twenty four (24”) and thirty six (36”) inches above the finished sidewalk grade.

### *Ground Floor Level – Non-Residential Uses*

For non-residential uses at the ground floor, other than basement mechanical storage and parking levels, the finished floor elevation may not be lower than the finished sidewalk grade.

### *Ground Floor Level – Flex Space*

For ground floor home/office or flex space, the finished floor elevation may not be lower than the finished sidewalk grade. (Flex space is defined as the ground level of a residential building that is designed to accommodate change in demands of the market and flexibility of uses which include office, retail, or residential).

### *Building Programming*

The following building programming requirements have been designed to create buildings that are pedestrian-oriented, take advantage of mixed-use opportunities, and engage their streetscape environment.

### *Sidewalk Entries*

Sidewalk entries to the building facing parks, plazas, and open space will occur at a maximum of every 3 units or seventy five feet (75’). Entries to individual ground level residential units, home office units or non-residential ground level space meet this requirement. ADA requirements will be met by internal ramping. All buildings fronting open spaces, parks, or plazas should provide entrances along the street.



*Elevated residential units provide an element of privacy between residents and the streets.*



*Carriage way entries provide access to public and private courtyards and plazas.*



*Illumination can make streets, courtyards, and plazas safe and comfortable at all hours.*

### ***Sidewalk Entry Hierarchy***

Entrances into residential buildings are encouraged to follow a hierarchy of sizes and functions:

- **Carriage way** — A centrally located 12 foot wide entrance at sidewalk level for visual and direct access to private courtyard.
- **Secondary entry** — A 6 foot wide entrance with ornamental entrance gate and defined by stoop with low cheek walls and planters at the sidewalk. Mailboxes, bike racks, and trash receptacles should be grouped around these secondary entries
- **Other entries** — Home office, retail storefront entries which are either at grade or stooped. These will be sized to accommodate specific requirements of the individual space.

### ***Balconies***

Balconies may be used in residential developments. Painted architectural metal or painted wood are preferred materials. Balconies on elevations facing public streets shall be limited to a protruding depth of 1 foot; balconies facing the interior of development pods shall not exceed 6 feet in depth.

### ***Non-Residential Program***

All community-serving uses within residential projects are encouraged to be oriented to the street and/or open spaces in storefront conditions. These may include the fitness center, leasing and management, community halls, service retail, etc.

### ***Exterior Illumination***

Exterior illumination discourages “dead spaces” within an urban environment. Because the Northland Redevelopment will be pedestrian-oriented, illumination of buildings is encouraged to promote the safety and visual experience of all pedestrians while providing a unique architectural opportunity to highlight the district as inherently unique. Accent illumination is encouraged across all exterior building walls which face parks, open spaces, plazas, primary streets, or walkways.

- All exterior illumination should take care to avoid excess glare that impedes vehicular and pedestrian traffic.



- All exterior illumination should comply with International Dark-Sky Association (IDA) standards.

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# 400 SIGNAGE GUIDELINES

Issue Date: 05/22/17

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# 411 GROUND SIGNS

## OVERVIEW

- Ground signs should be straightforward in design with a clean, uncluttered appearance.
- Internally illuminated ground signs are permitted with a solid background (only letters may be lit).
- Each building frontage may only have 1 ground sign.
- The base of ground signs should be consistent across the development, with an 18” stone base.
- Ground signs may have a maximum height of 6 feet above grade, and a maximum area of 50 square feet.

## PERIMETER ROADWAY GROUND SIGNS

- Ground signs on a Perimeter Roadway, and within the Innovation, Shopping, Central Park, and Lifestyle Districts, should be designed with the Northland sign development icon, and may have a maximum height of 25 feet.

## BOUNDARY DISTRICT GROUND SIGNS

- Ground signs in the Boundary District should be single-use signs.

## INTENT STATEMENT

Ground signs on Perimeter Roadways should be easily viewed from the roadway, complement the primary building architecture, and help promote and elevate the overall image and brand of the development.



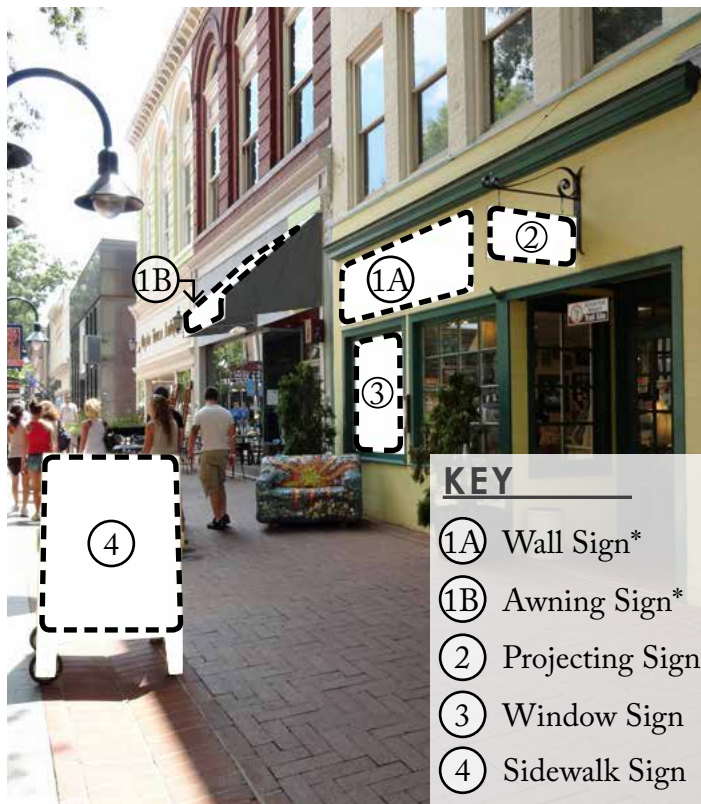
## BUILDING SIGNAGE

### INTENT STATEMENT

Creatively designed signage helps to create an interesting streetscape and a welcoming pedestrian environment.

### OVERVIEW

- Building signage should be integrated with the architectural treatment of the facade.
- Creative signage supports individual tenant brands while also adding a layer of detail and interest to the pedestrian streetscape.
- Signage should be professionally and creatively designed and be built with high quality materials.
- The scale of signage should be appropriate to the scale of the tenant's storefront and to the scale of the pedestrian space



#### KEY

- ①A Wall Sign\*
- ①B Awning Sign\*
- ② Projecting Sign
- ③ Window Sign
- ④ Sidewalk Sign

\* An Awning may be permitted in lieu of a Wall Sign

# 412 PROJECTING SIGNS

## OVERVIEW

- Projecting signs should be straightforward in design, with a clean, uncluttered appearance.
- Projecting signs must allow at least 8 feet in clearance above the sidewalk.
- Projecting signs should be wall mounted or hanging.
- Projecting signs may extend no more than 4 feet from building face, with a maximum area of 20 square feet.
- Each tenant is allowed 1 projecting sign per building frontage.
- Neon lighting is permitted in projecting signs when creatively integrated into the design.

## INTENT STATEMENT

Projecting signs should be used primarily by neighborhood retail stores, and are designed to give business owners flexibility and creativity in marketing their businesses. The scale and orientation of projecting signs should be oriented toward the pedestrian realm.



## 413 WALL SIGNS

### INTENT STATEMENT

Wall signs should clearly promote the business to automobile drivers and pedestrians throughout the day and night.

### OVERVIEW

- Internal illumination in wall signs is prohibited.
- Wall signs may have back-lighting or be externally illuminated.
- Primary wall signs should have an maximum allowable area of 1 square foot per linear foot of building frontage, with a maximum area of 50 square feet. Each street frontage of the building is allowed 1 wall sign.
- Secondary wall signs (if a primary sign already exists) may have an allowable area of 12 square feet.
- Box signs are prohibited in wall signs.
- Neon lighting is permitted in wall signs when creatively integrated into the design.





# 414 AWNING SIGNS

## OVERVIEW

- Internal illumination in awning signs is prohibited.
- Vinyl awning signs are prohibited.
- Awning signs must be printed directly onto the awning material.
- Awning signs should only be printed in black, white, and 3 additional colors.
- A singular awning that stretches across multiple storefronts should have 1 solid background color.
- Awning signs may have a maximum area of 12 square feet, with 1 sign permitted per 24 linear feet of building frontage.
- Copy text on awning signs should be no more than 8 inches in height, with logos not exceeding 3 feet in height.
- A business is not allowed to have a wall sign and an awning sign.

## INTENT STATEMENT

Awning signs should be consistent throughout the development, and clearly communicate the business or company brand and image for pedestrians and automobiles.



## INTENT STATEMENT

Window signs should convey information specifically related to the business, while maintaining clear visibility through windows from the street into the business establishment.

## 415 WINDOW SIGNS

### OVERVIEW

- Window signs should be located on the internal surface of the business window or printed on the window glass.
- Window signs printed on window glass should not interfere with the visibility into the business.
- Window signs can advertise services, products, or sales within the establishment, or can announce the opening of said establishment.
- The total area of window signs per tenant may not exceed 25 percent of the tenant's window area.



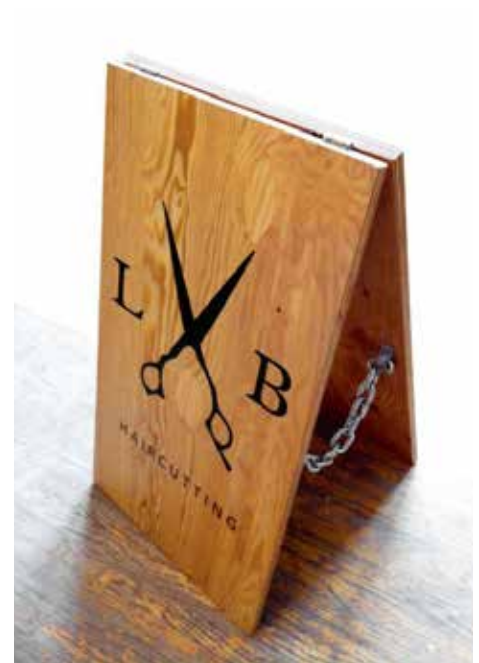
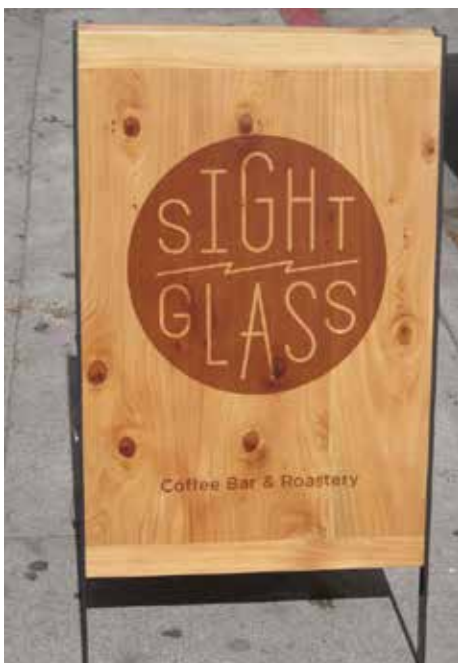
# 416 SIDEWALK SIGNS

## OVERVIEW

- One sidewalk sign (i.e. A-frame sign) per tenant is permitted within the 5 foot Building Activity Zone along Primary and Secondary Roadways.
- Signs should not interfere with building accessibility.
- Sidewalk signs may have a maximum area of 6 square feet.
- Sidewalk signs must be removed from the public way on a nightly basis.
- Chalk writing and drawings are permitted on sidewalk signs.
- Plastic signs and dry-erase markers are prohibited on sidewalk signs.
- Sidewalk signs should be professionally or artfully constructed and designed to tolerate all weather conditions.

## INTENT STATEMENT

Businesses should be able to place one high quality sidewalk sign in front of their business, ensuring flexibility to market sales, daily or weekly specials, or other items that will help promote their business.



## INTENT STATEMENT

Directional signage should be located in heavily trafficked areas, orienting visitors, residents, and employees to key landmarks and places of interest throughout the development.

## 420 DIRECTIONAL SIGNS

### OVERVIEW

- Directional signs should be straightforward in design, with a clean, uncluttered appearance.
- Directional signs must be consistent throughout the development.
- Separate directional signs should be developed for vehicular and pedestrian traffic.
- Directional signs should orient visitors to major features within the development, such as parks, greenways, parking, signature users, and ingress and egress.
- Wall signs and projecting signs developed as directional signage should comply with their respective regulations.
- Directional signs less than 6 square feet should be permitted.



# 430 PROHIBITED SIGNS

## PLAN DISTRICTS

- Internally illuminated signs without a solid background color are prohibited.
- Mono-pole signs are prohibited.
- Box signs are prohibited.
- Temporary banners are permitted only for store grand openings or civic functions (e.g. a festival), and can be displayed for up to 30 days. This does not include city or district coordinated banners mounted to street lights for the purpose of district-wide branding. All other temporary banners are prohibited.
- Exposed-bulb LED lighting is permitted when creatively integrated into the design.
- Any sign that moves, blinks, waves, etc., is prohibited.
- Changeable copy signs are prohibited.

## INTENT STATEMENT

Sign forms and quality should reflect the high quality and character of the development. Signs temporary in nature or signs constructed with low quality materials don't reflect the quality or character of the Northland development.



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# 500 APPENDIX

Issue Date: 05/22/17

# DISTRICTS: REPRESENTATIVE CHARACTER

## INNOVATION DISTRICT



Northland Design Guidelines



CENTRAL PARK DISTRICT



# DISTRICTS: REPRESENTATIVE CHARACTER

## SHOPPING DISTRICT



Northland Design Guidelines

LIFE STYLE DISTRICT



# DISTRICTS: REPRESENTATIVE CHARACTER

## GREENSPACE DISTRICT



**BOUNDARY DISTRICT**



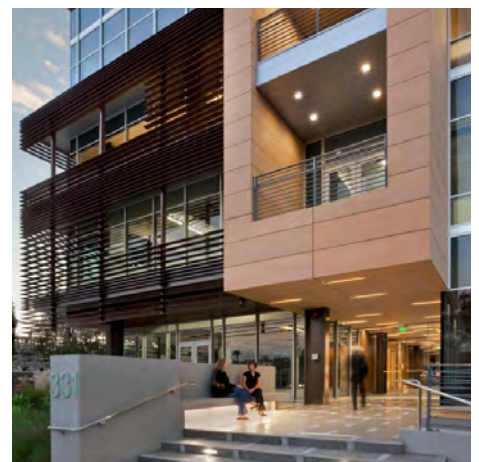
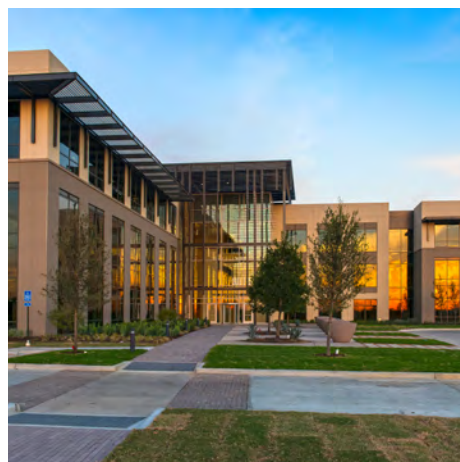
# ARCHITECTURAL CHARACTER IMAGES

## FUNDAMENTAL STYLE ELEMENTS

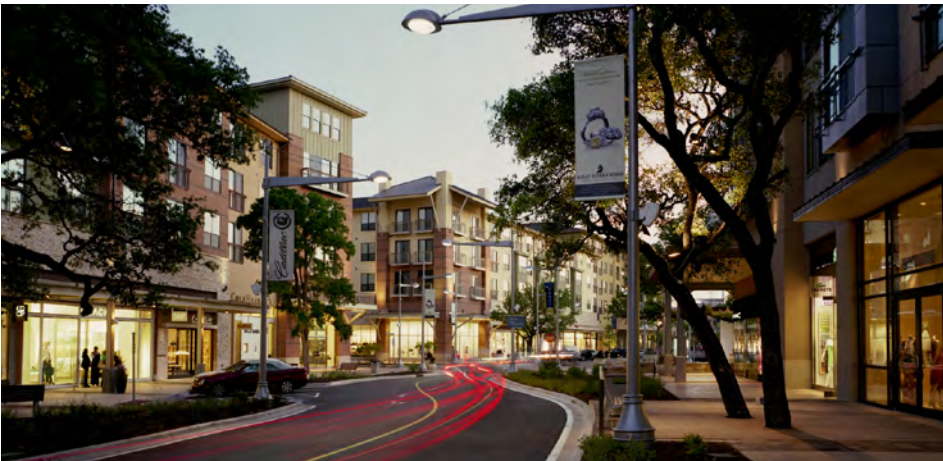
### RETAIL



### OFFICE



## MIXED-USE



## RESIDENTIAL/HOTEL



# ARCHITECTURAL CHARACTER IMAGES

## FACADE COMPOSITION/BUILDING ARTICULATION

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### RETAIL



### OFFICE





## MIXED-USE



## RESIDENTIAL

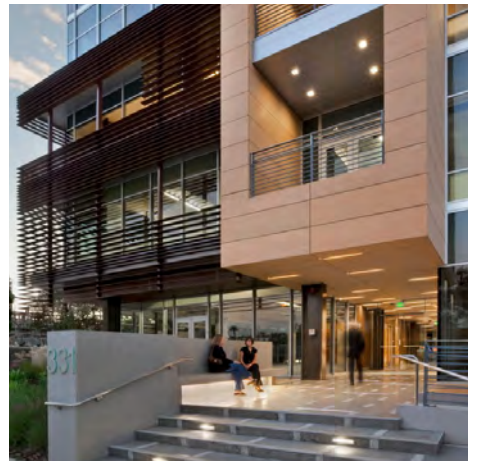


# ARCHITECTURAL CHARACTER IMAGES

## GROUND LEVEL DETAILS

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# ARCHITECTURAL CHARACTER IMAGES

## BUILDING ENTRY

### STOREFRONT



### OFFICE





RESIDENTIAL



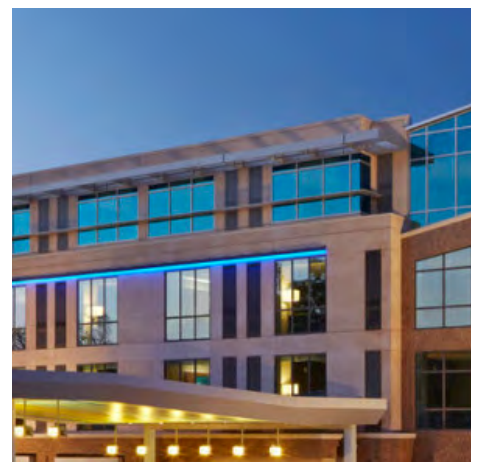
# ARCHITECTURAL CHARACTER IMAGES

## WINDOWS & TRANSPARENCY

### ARTICULATED



### CONTINUOUS





# ARCHITECTURAL CHARACTER IMAGES

## AWNINGS & CANOPIES

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### STRUCTURED



### CANVAS







# ARCHITECTURAL CHARACTER IMAGES

## ROOF CONDITIONS

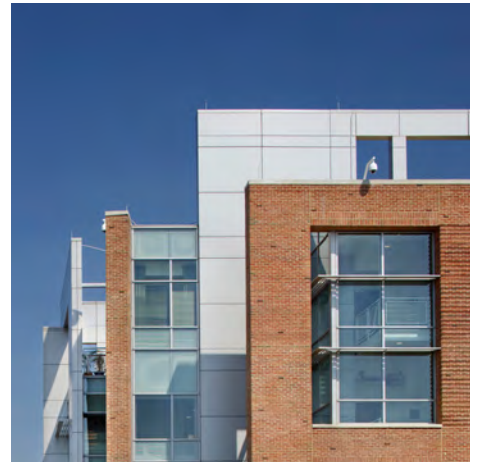
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### FLAT



### GABLED





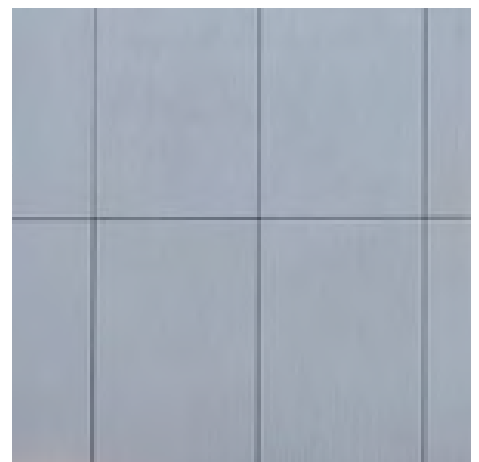
# ARCHITECTURAL CHARACTER IMAGES

## MATERIALS

### BRICK



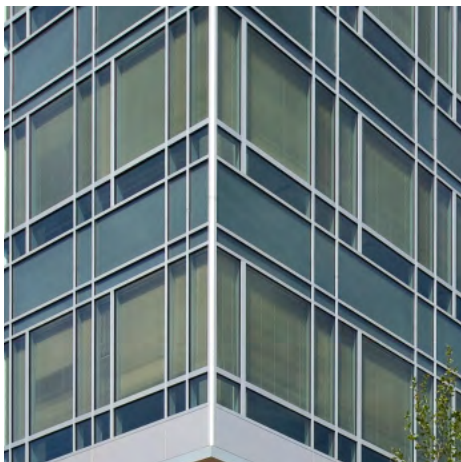
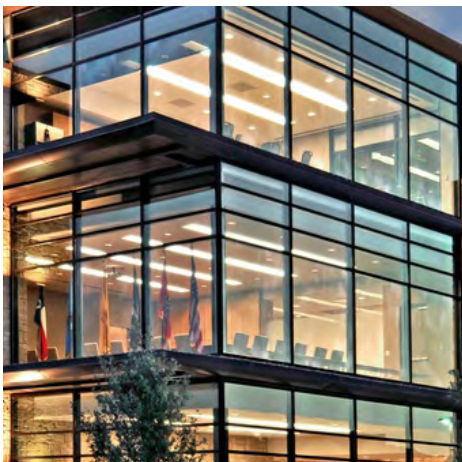
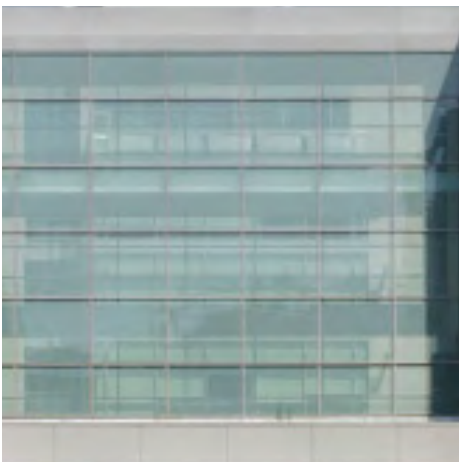
### EXPOSED METAL



**CAST STONE**



**GLASS**



# ARCHITECTURAL CHARACTER IMAGES

## OPEN SPACE

### OUTDOOR DINING

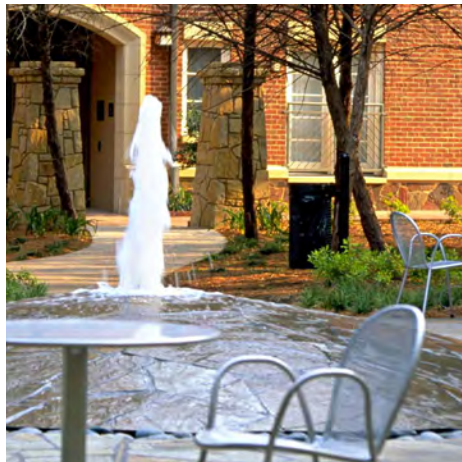


### URBAN PLAZA





**POCKET PARK**



# STANDARD BUS STOP DESIGN

## Design and Construction Standards for Bus Stop Pads and Walkways.

The location of pads and adjacent walkways shall be established by the Suburban Mobility Authority for Regional Transportation and in accordance with county or MDOT requirements. Pad sizes will be uniform based on the attached plans. However the adjacent walkways connecting the pad to the curb or existing sidewalk will vary.

### 1. GENERAL DESIGN AND CONSTRUCTION STANDARDS FOR SIDEWALKS.

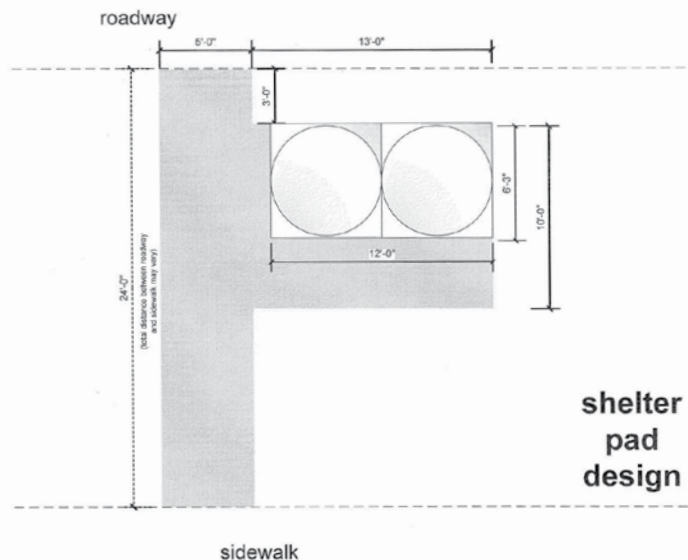
- The concrete pavement shall have a compressed strength of not less than four thousand (4000) pounds per square inch within twenty-eight (28) days of paving.
- Sidewalk joints shall be perpendicular to edges of the sidewalk at intervals not greater than the sidewalk width (foot/inch ratio)
- Walk grades shall generally follow the existing topography with a maximum longitudinal grade of five percent (5%). Traverse grades shall be provided to accommodate adequate surface drainage, typically 1/4 inch per foot fall toward the street.

### 2. CONSTRUCTION STANDARDS - Materials, Equipment and Construction Methods

- All construction shall be in accordance with the Michigan Department of Transportation (MDOT) standard specifications and as hereinafter stated.
  - **Preparation of Sub-grade** The sub-grade shall be prepared by excavating or filling to the required elevation of the bottom of the concrete. The sub-grade shall be well drained and cleaned of all sod and organic material. All excavated materials shall be from the job site. All fills shall be thoroughly compacted to the required grade. The width of all cuts and fills shall be such that they conform with the final grading requirements as hereinafter stated.
  - **Slope** The surface shall have a slope of one-fourth (1/4) to one-half (1/2) of an inch per foot toward the street.
  - **Forms** The forms shall be of such design of steel or wood as to insure the accurate maintenance of lines and grades. Flexible strips may be used where necessary on curves.
- **Joints**
  - **Expansion Joints** Expansion joint material shall be pre-molded strip of bitumen filled fiber, and shall be placed at right angles to the centerline of the sidewalk and perpendicular to the top surface, and it shall extend from the surface of the concrete to the sub-grade.



- **Contraction Joints** Contraction joints shall be placed at every five (5) linear feet of sidewalk. They may be formed by the use of divider strips three-sixteenths (3/16) inches in thickness or by cutting after floating a depth of not less than one-quarter (1/4) inch to (1/4) of the thickness of the sidewalk. They shall be straight, perpendicular, and at right angles to the centerline of the sidewalk.
- **Depth of Slab** All concrete shall be at least four (4) inches thick for walkways; landing, trash receptacle and bike rack pads; and six(6) inches for shelter and bench pads placed over adequate sub-grade. Replacement existing concrete will consist of removal and disposal of existing concrete and placement of new concrete four (4) inches or six (6) inches thick as needed.
- **Placing and Finishing** The sub-grade shall be properly prepared and the concrete shall be deposited to the proper depth. The concrete along the edges of the forms and joints shall be spade and the concrete shall be struck off until all voids are removed and the surface has the required grade and cross section. The surface shall be floated and troweled just enough to produce a smooth dense surface, free from irregularities. All joints and edges shall be rounded to a radius of one-quarter (1/4) inch with an approved finishing tool.
- **Curing and Protection** The concrete shall be protected as needed from the elements and travel. The contractor shall be responsible for the strength and quality of the concrete laid during cold weather and concrete damaged by frost action shall be removed and replaced at the contractor's expense.
- **Final Grading and Cleanup** After the concrete has set sufficiently, but not more than three (3) days, the forms shall be removed and spaces shall be backfilled with topsoil. The area around the newly poured concrete shall be left free of all rocks, concrete, roots or other debris.
- **Permits** The contractor shall obtain necessary permits from the county public works or road commission or the Michigan Department of Transportation to work within the road right-of-way. A copy of the applicable permit(s) shall be submitted by the contractor to SMART. SMART reimbursement for said permits will be made upon completion of the work.



# DEFINITIONS

The following definitions are intended for their use in this document and may vary from standard usage. For any term not defined herein, the definitions of The City of Southfield Code of Ordinances shall apply.

- **Adaptive reuse:** The process of retrofitting an existing building for a purpose other than which it was originally designed for.
- **Arcade:** A series of arches supported by columns or other vertical elements.
- **Awning:** A hood or cover that projects from the wall of a building intended only for shelter or ornamentation.
- **Balcony:** A platform that projects from the wall of a building, and which is enclosed on its outer three sides by a balustrade, railing, or parapet.
- **Bay Window:** A window or series of windows forming a bay in a room and projecting outward from the wall.
- **Bioretention:** A system used to slow and treat stormwater runoff, consisting of a landscaped depression or basin that is designed to percolate into the soil.
- **Block:** The portion of a street between two connecting streets.
- **Build-to zone:** The area designated on the approved plat within which a building facade must be placed, except as otherwise provided in the ordinance.
- **Building activity zone:** The space at the outside edge of a streetscape and adjacent to the building wall, which serves as an interface between the building and street activities.
- **Building articulation:** horizontal and vertical architectural design element that create interest on a side of a building.
- **Canopy:** An awning, which is additionally supported by one (1) or more columns.
- **Cladding:** a covering or coating on a building.
- **Cornice:** Any prominent, continuous, horizontally projecting feature surmounting a wall or other construction, or dividing it horizontally for compositional purposes.
- **Development pod:** An area of land designed for a particular individual or mix of land uses, typically a series of buildings, associated off-street parking, and greenspace.
- **Eaves:** The edges of the roof which overhang the face of a wall and, normally, project beyond the side of a building.

- **Facade:** An exterior side of a building.
  - “Front facade” the principal front that looks onto a street or open space and contains the main entrance.
  - “Side facade” a building’s side exterior walls.
  - “Back facade” a building’s rear exterior wall.
- **Fenestration:** The arrangement of windows in a wall. From the Latin word “fenestra,” meaning window.
- **Frontage:** The front of a building or lot adjacent to a street. Corner lots have frontage on more than one side.
- **Green infrastructure:** an approach to stormwater management that protects, restores, or mimics the natural water cycle, which includes natural undisturbed environments (wetlands, trees, prairies, lakes, rivers, and streams) and constructed or built infrastructure (rain gardens, bioswales, community gardens, and agriculture lands).
- **Ground floor:** The lowest building story that is directly accessed from outside, typically at the same elevation.
- **Lintel:** A horizontal architectural member supporting the weight above an opening, as a window or a door.
- **Low-impact development (LID):** Systems and practices that use natural processes that result in the infiltration, or use of stormwater in order to protect water quality and associated habitat.
- **Massing:** The perception of the general shape, form, and size of a building.
- **Mounted Sign:** Signage hung from or affixed to the wall or roof of a building.
- **Off-street parking:** Parking spaces located on private property.
- **On-street parking:** Parking located within the R.O.W. of a public or private street.
- **Overhang:** A protruding structure which may provide protection for lower levels.
- **Parapet:** An extension of an exterior wall at the edge of a roof, terrace, balcony, walkway or other structure.
- **Perimeter roadway:** Existing thoroughfares generally located around the edges of the planning area, providing off-site connectivity.

- **Pilaster:** An architectural element used to give the appearance of a supporting column and to articulate an extent of wall, with only an ornamental function.
- **Porch:** A covered shelter projecting in front of the entrance of a building.
- **Primary entrances:** The main pedestrian access into a building.
- **Primary roadway:** The main vehicular and pedestrian movement through the development.
- **Principal building:** A building or combination of buildings of chief importance or function on a lot. In general, the principal use is carried out in a principal building.
- **Roadway:** The portion of a R.O.W. that is improved for motor vehicle travel. Roadway does not include area devoted to curbs, parking strips, or sidewalks.
- **Roofs:** The structure forming the upper covering of a building.
- **Secondary roadway:** Streets that allow movement between primary roadways, perimeter roadways, and development pods.
- **Setback:** The distance between a lot line or R.O.W. line and a building, structure, defined outdoor area serving as the primary activity, parking lot, or vehicular circulation area.
- **Shared Parking:** Parking provided for two or more land uses, taking advantage of reductions possible due to opposing peak-use periods during the day.
- **Signature development icon:** An architectural element serving as a landmark, branding mechanism, identifying the Northland Development, and may include signage.
- **Stoop:** A small staircase ending in a platform and leading to the entrance of a building.
- **Story:** The portion of a building included between the upper surface of any floor and the upper surface of the floor next above.
- **Streetscape zone:** The space within the R.O.W. that separates the street (face of curb) from the clear pedestrian way. The typical elements include sidewalks, street trees, street lights, benches, trash receptacles, and planters.
- **String Course:** A thin continuous projecting course that runs horizontally around a building, typically to emphasize ceiling height and thus the junction between floors.
- **Structured parking:** Parking in buildings providing multi-story, or parking underneath the building.
- **Surface parking:** Parking lots on private property.
- **Woonerf:** A shared street designed to allow vehicles, bicycles, and pedestrians to share the same space.



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*the center of it all™*

**OHM**  
*Advancing Communities®*

