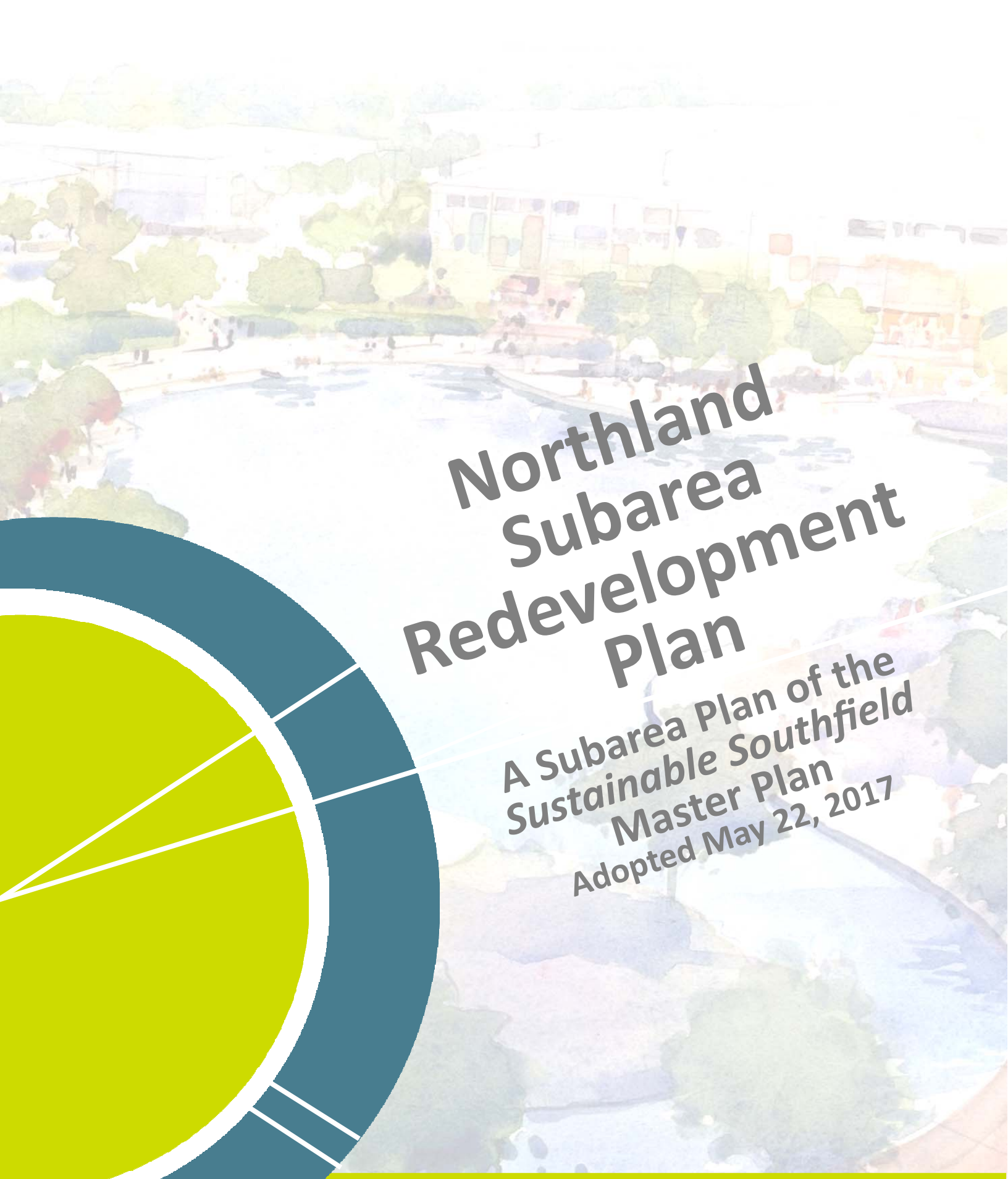

Northland Subarea Redevelopment Plan

A Subarea Plan of the *Sustainable Southfield* Master Plan

Adopted May 22, 2017

Northland Sub-Area Redevelopment Plan
A Subarea Plan of the *Sustainable Southfield* Master Plan
Adopted May 22, 2017

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CITY OF SOUTHFIELD
RESOLUTION OF SUPPORT

A RESOLUTION TO AMEND *SUSTAINABLE SOUTHFIELD MASTER* PLAN OF THE CITY OF SOUTHFIELD TO INCLUDE THE *NORTHLAND SUBAREA REDEVELOPMENT PLAN:*

WHEREAS: The existing *Sustainable Southfield* Master Plan (*Plan*) for the City of Southfield was adopted on June 20, 2016 by the City Council; and,

WHEREAS: The preparation of an addition, revision or amendment to the *Plan* is governed by the Michigan Planning Enabling Act (Act 33 of 2008, as amended); and,

WHEREAS: The City of Southfield acquired the former Northland Mall site in December 2015: and,

WHEREAS: In March 2016, the City of Southfield initiated a process to create a redevelopment vision plan for the former Northland Mall site; and,

WHEREAS: On September 26, 2016, the City of Southfield adopted the *Northland Concept Vision & Redevelopment Plan*; and,

WHEREAS: On February 6, 2017 the *Northland Design Guidelines* were presented to Council; and,

WHEREAS: on February 13, 2017, the City Council authorized the City Planner, on behalf of the Planning Commission, to send the required Notice of Intent to amend the Plan in accordance with the Michigan Planning Enabling Act (Act 33 of 2008, as amended); to release the draft *Northland Sub-Area Redevelopment Plan,* (which includes the *Northland Concept Vision & Redevelopment Plan*, the *Northland Design Guidelines* and the *Northland Hudson's Building (and Power Plant) Mixed- Use Feasibility Study*), for the required 42 day public review period and to initiate the Master Plan procedure to amend the Plan in accordance with Sect. 5.59 of the City Zoning Ordinance; and,

WHEREAS: On February 27, 2017, Council approved incorporating *the Northland Hudson's Building and former Powerhouse Mixed Use Feasibility Study* into the *Northland Concept Vision Redevelopment Plan*; and,

WHEREAS: On March 24, 2017 the draft *Northland Sub-Area Redevelopment Plan* was presented to the Southfield Downtown Development Authority; and,

WHEREAS: On March 21, 2017, the Oakland County Coordinating Zoning Committee (CZC) held a meeting and by a 2-0 vote, endorsed the County staff's review finding that the City's Master Plan amendment was not inconsistent with the plan of any of the surrounding communities; and,

WHEREAS: on May 3, 2017, pursuant to the requirements of Article 4, Section 5.59, Comprehensive Master Plan Procedure, Chapter 45, Zoning, of Title V, Zoning and Planning of the Code of the City of Southfield, and the Michigan Planning Enabling Act, Public Act 33 of 2008, as amended, the Southfield Planning Commission held a public hearing on the proposed draft *Northland Sub-Area Redevelopment Plan* and forwarded a favorable recommendation to City Council by unanimous vote; and,

WHEREAS: on May 22, 2017, pursuant to the requirements of Article 4, Section 5.59, Comprehensive Master Plan Procedure, Chapter 45, Zoning, of Title V, Zoning and Planning of the Code of the City of Southfield, and the Michigan Planning Enabling Act, Public Act 33 of 2008, as amended, the Southfield City Council held a public hearing on the proposed *Northland Sub-Area Redevelopment Plan.*

NOW THEREFORE, BE IT HEREBY RESOLVED:
That the *Northland Sub-Area Redevelopment Plan,* (which includes the *Northland Concept Vision & Redevelopment Plan*, the *Northland Design Guidelines* and the *Northland Hudson's Building (and Power Plant) Mixed- Use Feasibility Study*) be adopted and incorporated as a sub-area plan of *Sustainable Southfield*, in accordance with Article 4, Section 5.59, Comprehensive Master Plan Procedure, Chapter 45, Zoning, of Title V, Zoning and Planning of the Code of the City of Southfield, and the Michigan Planning Enabling Act, Public Act 33 of 2008; and be approved for the reasons set forth in the City Planner's recommendation; i.e.:

1. The *Northland Sub-Area Redevelopment Plan*, as prepared by OHM, the City of Southfield Planning Department, the City of Southfield Planning Commission and residents, has been thoroughly studied by the Planning Commission at their Planning Commission Study Meetings and Regular Meetings.

2. The *Northland Sub-Area Redevelopment Plan* will serve to guide and coordinate City decisions on new development and redevelopment of the former Northland Mall site and adjacent parcels; will assist in the review of development proposals to confirm they meet the goals and strategies of the Plan; and provide a basis for amendments to the Zoning Ordinance and Zoning Map, including establishing the Northland Subarea Redevelopment Plan Overlay Development District.

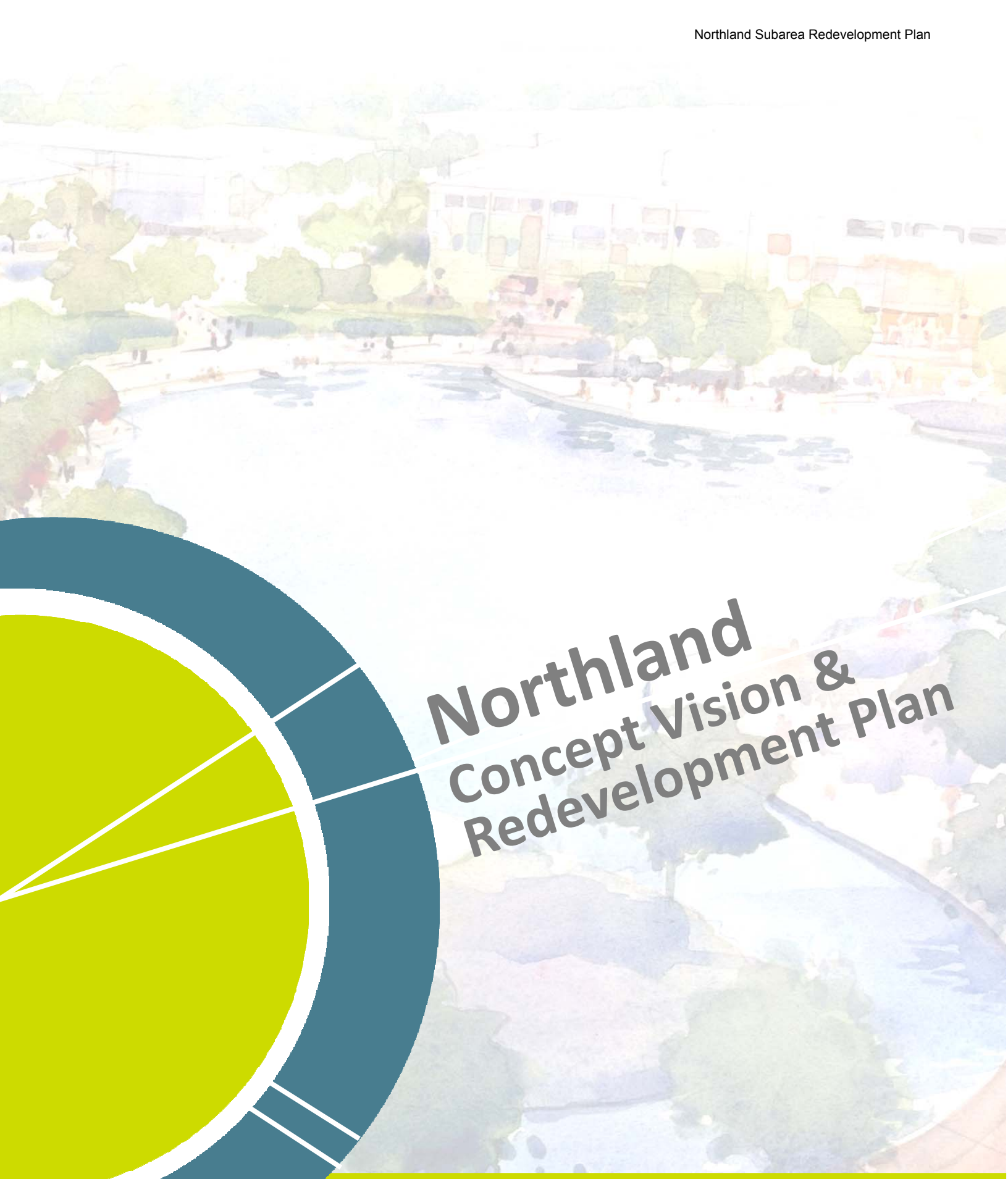
3. Sustainable communities are places that balance their economic assets, natural resources, and social priorities so that residents' diverse needs can be met now and in the future. These communities prosper by attracting and retaining businesses and people and offering individuals of all incomes, races, and ethnicities access to the opportunities, services, and amenities they need to thrive.

BE IT FURTHER RESOLVED: That Resolution No. MP-06 is hereby adopted.

I, Nancy L. M. Banks, the duly elected and qualified City Clerk of the City of Southfield, County of Oakland, State of Michigan, do hereby certify that the foregoing resolution was adopted by the Southfield City Council at their Regular Council Meeting held on Monday, May 22, 2017, in the Council Chambers of the Municipal Building, 26000 Evergreen Road, Southfield, Michigan.

Dated: May 26, 2017

Nancy L. M. Banks, City Clerk



Northland
Concept Vision & Redevelopment Plan

ACKNOWLEDGEMENTS

PREPARED BY:

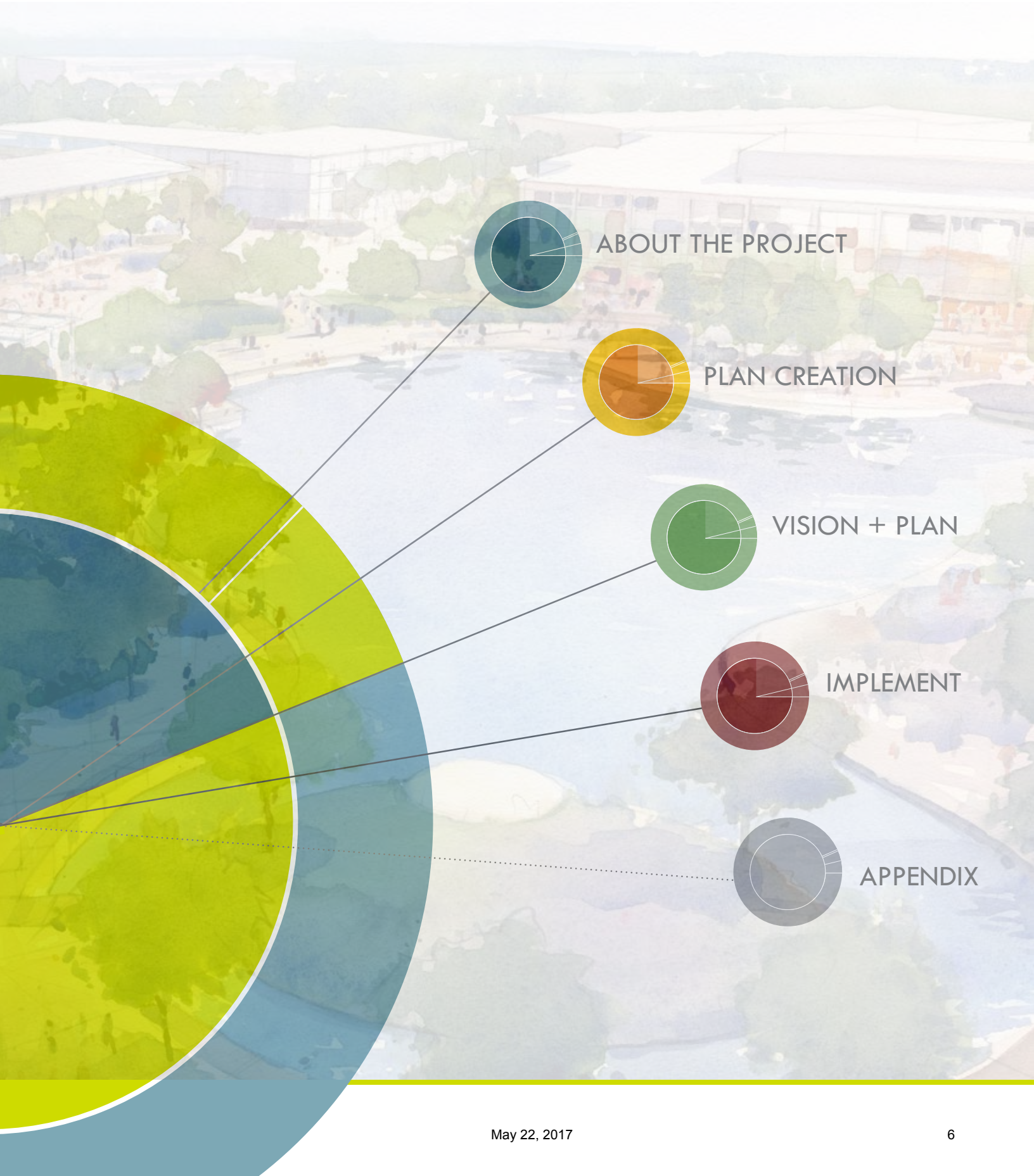
OHM Advancing Communities

Southfield City Council

- Mayor—Kenson J. Siver
- Council President—Myron Frasier
- Council Member—Lloyd C. Crews
- Council Member—Daniel Brightwell
- Council Member—Donald F. Fracassi
- Council Member—Michael A. Mandelbaum
- Council Member—Tawnya Morris
- Council Member—Joan Seymour
- City Clerk—Nancy L.M. Banks
- City Treasurer—Irv M. Lowenberg

Northland Steering Committee

- Kenson J. Siver—Mayor, City of Southfield
- Myron Frasier (Chair) - President, Southfield City Council
- Lloyd C. Crews (Vice Chair) - Southfield City council
- Donald F. Fracassi—Southfield City Council
- James Ralph—Chairman, SDDA Board of Directors
- David Farbman—SDDA Board of Directors
- Michael Wiemann—SDDA Board of Directors
- Al Aceves—Executive Director, SDDA
- Frederick E. Zorn Jr. —City Administrator
- Sue Ward-Witkowski—City Attorney
- Terry Croad, AICP—City Planning Director
- Rochelle Freeman—Economic Development Director
- Nikki Lumpkin—City Purchasing Department
- Anita Preston (Secretary/Nonvoting) - SDDA


ABOUT THE PROJECT
PLAN CREATION
VISION + PLAN
IMPLEMENT
APPENDIX

About The Project

OVERVIEW

Northland Center opened in Southfield, Michigan, in 1954. The Mall was designed by famed architect Victor Gruen. This was one of the first shopping "Malls" in the United States and at the time of construction, one of the largest in the world. Time, limited updates, and a rapidly changing retail shopping environment caused the mall to close in early 2015. In December 2015, the City of Southfield in cooperation with the SDDA (Southfield Downtown Development Corporation) acquired the 125-acre Northland Center with the goal of facilitating the coordinated development of the site.

In March of 2016, the City of Southfield initiated a process to create a redevelopment plan for the 125-acre Northland Center site (see figure 2). This process was a partnership between the City and the SDDA. The Redevelopment Plan and strategy is technically informed by a thorough analysis of the existing conditions of the property and market conditions, and intuitively informed by community insight. The technical analysis includes analyzing the existing conditions of the site, examining the building/structure, a review of environmental factors on the site, and an assessment of the market conditions and development potential in the effective market area. Local stakeholders and

"YOU NEVER CHANGE THINGS BY FIGHTING THE EXISTING REALITY. TO CHANGE SOMETHING, BUILD A NEW MODEL THAT MAKES THE EXISTING MODEL OBSOLETE."

- BUCKMINSTER FULLER

FIGURE 1: REGIONAL CONTEXT MAP

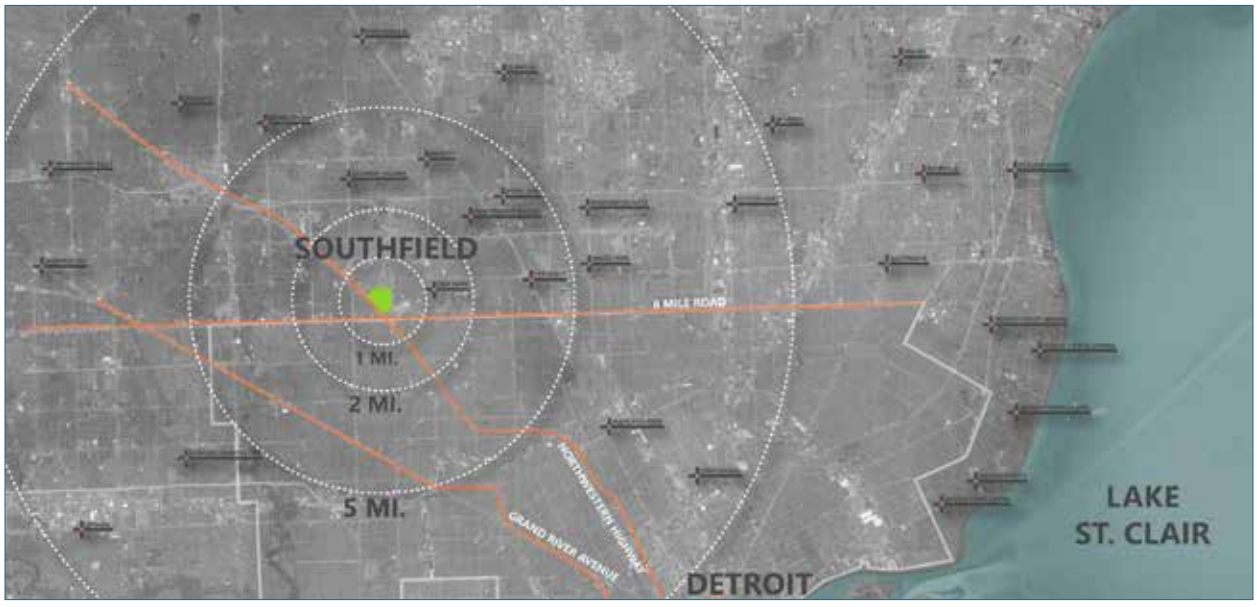


FIGURE 2: PROJECT STUDY AREA

the general public were engaged throughout the process to share their ideas and aspirations for the redevelopment of this important community landmark.

WHAT IS THE PROJECT GOAL?

The overall goal of the project was to create a redevelopment plan to guide the coordinated development of the site, attract new investment, and create a signature development to serve the Southfield community. Specific goals of the project included:

- Create a new signature development in Southfield that grows the local economy
- Create a new destination for businesses and residents
- Create a shovel ready site by removing obsolete structures and addressing environmental factors on the site
- Reposition the property to its highest and best use in the market place
- Integrate new public space to serve existing and future community programming
- Create physical and social connections to adjoining businesses, neighborhoods, and local 'centers'
- Promote a new image and brand for the site within the community, and externally to future investors
- Build the excitement

WHY IS THIS IMPORTANT?

Creating a vision and plan for the mall site is the first step in guiding the redevelopment of the area. Without a vision/roadmap, it is difficult to identify what is desired, what can be supported by the marketplace, and what can be supported on the site by existing or improved infrastructure. This plan will specifically achieve the following:

- Create a blueprint for the future of the site
- Ensure development happens in a coordinated manner and outline and regulate the character and form of future development
- Guide important planning and policy decisions at the local level
- Serve as a marketing tool to communicate the development opportunity to the private sector by identifying the development potential and illustrating the community's vision

In summary, the vision, redevelopment plan and accompanying strategy is an important tool to ensure that this site becomes a successful and integral part of what makes the City of Southfield a great place to live, work, and play

WHO WAS INVOLVED?

The SDDA in cooperation with the City provided oversight in the creation of the redevelopment plan, and are tasked with facilitating the development of the property.

A national team of planners, designers, engineers, market analysts`, and developers were engaged to assist in the development of the Redevelopment Plan. The diversity of the planning team worked to ensure every aspect of the redevelopment of the site, and plan herein, was comprehensive and reflected best practices and innovation in mixed-use planning and economic development.

PLAN ELEMENTS

There are five core elements of this planning document. The following is a brief description of the Plan elements and the contents therein.

About the Project

This section outlines the purpose and need of the project, as well as the process followed to create the Plan. The project Study Area is introduced and a regional context is provided for clarity.

Plan Creation

The Plan Creation section includes summaries of the main 'inputs' that informed the development of the Plan. This includes a summary of the public input, market assessment, and technical

site analysis. Collectively these inputs formed the foundation of the Redevelopment Plan.

Vision + Plan

This section of the Plan is the primary blueprint for redeveloping the project study area. It contains a set of development principles, a redevelopment plan, district plans and descriptions, as well renderings which define the desired character and quality for future redevelopment. This should be the most referenced section of the Plan and should inform and guide policy, program, and project decisions decision making.

Implement

The implement section of the Plan includes a series of 'next steps' that should be followed to move the Plan from concept to a built project. This includes a list of action items, a phasing plan, and development perspectives.

FIGURE 3: THE ORIGINAL HUDSON'S BUILDING IS AN ICONIC STRUCTURE THAT WAS A FOCAL POINT OF THE MALL

Plan Creation

COMMUNITY INPUT

Engagement of the public is key to any successful plan as it generates ideas from unique perspectives and creates community buy-in. This, in turn, expedites the implementation of suggested policies as community members are more likely to champion and support a plan in which they had a part in creating.

As a crucial portion of this planning process, public participation followed a multi-pronged approach, soliciting ideas and opinions from a diverse community group of residents, stakeholders, and leadership. Each group is detailed below, along with the strategy used to engage the participants.

"DIVERSITY AND INDEPENDENCE ARE IMPORTANT BECAUSE THE BEST COLLECTIVE DECISIONS ARE THE PRODUCT OF DISAGREEMENT AND CONTEST, NOT CONSENSUS OR COMPROMISE"

- JAMES SUROWIECKI, THE WISDOM OF CROWDS

There were numerous levels of public involvement, hundreds of contributers, and thousands of ideas generated and considered as part of the Redevelopment Plan. This included the following:

- 7 Stakeholders Meetings (Property Owners, Developers, Neighbors)
- 5 Steering Committee Meetings
- 2 Public Meetings
- 2 City Council Meetings
- 1 Developer Round-table
- 1 Design Charrette
- Online Engagement

These various platforms for reaching the public revealed intuitive knowledge about the community and informed the overall Redevelopment Plan.

The following is a description of each public involvement step and the outcomes:

Steering Committee

A group of staff, leadership, and DDA representatives were gathered and formed the redevelopment plan steering committee. The committee was tasked with guiding the Plan at regular intervals throughout the process and representing the Plan publicly at stakeholder meetings, public meetings, and council presentations. The various members of the committee were selected for their unique perspectives, aptitude for representing different demographics of the community, and willingness to volunteer their time for this civic project.

During this five-month planning process, the

steering committee met a total of five times, not including any public or council meetings in which they may also have been in attendance. Steering committee members were presented with the existing conditions, solicited for community input, and discussed at length the potential benefits of various elements of the Redevelopment Plan.

Stakeholder Interviews

A group of more than 30 stakeholders was assembled through nominations by the steering committee, DDA, and city staff. The purpose of the stakeholder interviews was to gain strategic insight related to the redevelopment plan for key members of the community that may be significantly impacted by the Plan or have the ability to implement the Plan in the future.

Stakeholders included residents, business owners, brokers and developers, leadership from Providence Hospital and Oakland Community College, as well as area institutions. These stakeholders were interviewed in small group settings with the various groups focused on specific elements of the redevelopment plan and/or opportunity areas related to the plan outcomes. The following ideas were generated by the stakeholders during this process and are in response to the primary question, "What should be considered as part of the redevelopment plan":

- Sense of Place and Community
- Walkable
- Safe and Clean
- Mixed-Generation
- Respect for the History of the Site
- Mixed-Use Work/ Life Experience
- Retail (at least one anchor)
- Housing (Owner occupied and Rental)
- Office
- Restaurants/ Eateries/ Craft beverages
- Fitness Facility
- Public Gathering Space
- Band Shell – Live Music
- Ice Skating
- People Watching
- Bike Path and Connections
- Programming in Green Space

Public Meeting #1

The first public meeting was held June 22, 2016 at the Southfield Library. The meeting was held in conjunction with the Southfield Family Fun and Safety Night for the purpose of meeting residents at an existing community event attracting hundreds of visitors in a fun and engaging format.

FIGURE 4: KEY OUTCOMES OF PUBLIC MEETING 1

At the meeting community members were engaged with the planning team in activities to gain their perspective on the redevelopment plan. This included asking the question "What do you imagine?" as part of the Redevelopment Plan, and a public space visual preference survey. The outcomes of the meeting informed the creation of the Redevelopment Plan, specifically the type and arrangement of public spaces.

Design Charrette

A design charrette was held as part of the planning process. The purpose of the charrette was to engage the steering committee, staff, and local leadership in a two-day design workshop to create the framework of the Redevelopment Plan The outcome of the charrette was a draft framework of the redevelopment plan.

City Council Meeting 1

City Council was presented with a draft Redevelopment Plan on August 8, 2016. The purpose of the presentation was to update Council on the plan progress, and solicit feedback on the direction of the plan. Following the presentation, the Plan was updated to reflect the feedback and questions raised.

Developer Round Table

A developer round table was conducted on August 23, 2016 to share the draft redevelopment plan with the developer/broker community. The purpose of the meeting was to gain insight from participants regarding the overall Plan with a focus on the market potential for the various elements/uses contained within the Plan. The meeting also served as a way to raise awareness of the Redevelopment Plan in the marketplace.

Public Meeting 2

A second public meeting was held with the general public on August 23, 2016. At this meeting, a presentation was made to attendees which outlined the planning process, key findings from the public engagement and existing conditions analysis, and an overview of the final draft plan. The presentation was followed by was an open house. During the open house, participants reviewed the plan elements and provided comments on the final draft plan. Two questions were posed to participants "what do you like best" and "what would you change". The following are highlights of the feedback:

What do you like best...?

- The water feature
- Mixed-use and multipurpose design
- Greenspaces
- Pedestrian orientation and walking/biking opportunities
- Downtown spirit

What would you change...?

- Add a recreation center
- More places to eat
- Add an entertainment theater/complex
- More police presence/station
- Secure areas
- Creative adaptive reuse of water tower
- Active adult and age in place housing

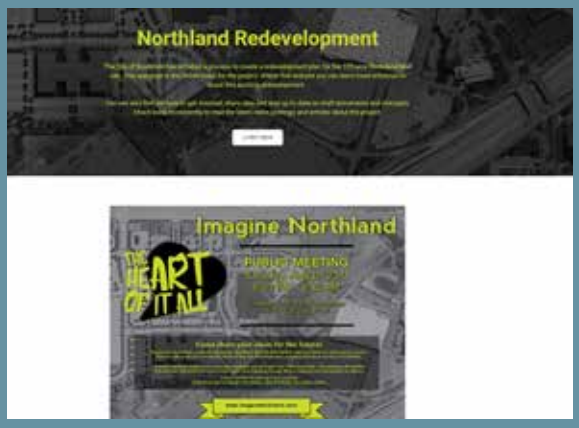
FIGURE 5: PARTICIPANTS IMAGINING NORTHLAND AT PUBLIC MEETING 1 (IMAGE SOURCE CANDGNEWS.COM)

ONLINE ENGAGEMENT

- Online engagement was conducted throughout the planning project. A project website, imaginenorthland.com served as the 'homebase for the project. On the website, community members and stakeholders could learn about the project, review draft documents and news articles, and provide input in an online public engagement format.

ONLINE FACTS

- 2,000+ Unique Visitors
- More than 4,277 page views



PUBLIC INPUT KEY FINDINGS

- Quality public space with a variety of activities
- Unique and varied opportunities for entertainment/dining
- A safe and clean environment
- Something for everyone: age, ability, interest
- Timeless architecture reflecting the local history (mid-century modern)
- A place that complements and promotes the stability and quality of adjoining neighborhoods and districts

MARKET ASSESSMENT

Overview

The market study evaluated the level of market support and redevelopment potential of the existing, but closed, Northland Center Mall located in Southfield, Michigan. The market study represents a compilation of data gathered from various sources, including the properties surveyed, local records, and interviews with local officials, real estate professionals, and major employers, as well as secondary demographic material. Although we judge these sources to be reliable, it is impossible to authenticate all data. The analyst does not guarantee the data and assumes no liability for any errors in fact, analysis, or judgment.

Based on the characteristics of the Site Effective Market Area (EMA), a field survey of existing neighborhood retail development, an analysis of the appropriateness of the site for the proposed development, and an analysis of the Site EMA, support levels were established for additional retail, housing (market-rate, condominiums, student, and senior), lodging, and office development on the subject property.

Conclusions and recommendations are predicated on the development of a mixed use property containing, at the least, residential, office and sufficient retail to establish the mixed use "branding" of the property. Such mixed use creates a synergy that maximizes the marketability and rents that can be achieved.

Recommendations

Retail - It is anticipated that the retail component would require 100,000 to 125,000 square feet, including restaurant and entertainment categories. It is important to have sufficient retail space to give the development the credibility of being a mixed-use development.

Market-Rate Apartments - A market exists for multiple development alternatives within the integrated-use development. Residential development is critical to the success of a mixed-use development. It is equally attractive to both employees and employers. There are multiple types of rental housing recommended for the subject site and each add to the concept of mixed-use. The number of units presented below represents the total units recommended. The recommended size of the units can be found in the appendix and is intended to be a guideline.

Rental housing recommendations include the following (see also Tables 1 - 8):

- Three- and four-story elevator building over storefronts – this component is critical to "branding" the mixed-use concept. It is not necessarily immersed into the core of the development and may be mixed with adjacent retail/commercial space.
- Free-standing three-plus story buildings adjacent to retail/commercial
- Townhouse streetscapes walkable to retail/commercial. These may be in a freestanding neighborhood or used to "clad" parking structures.
- A gated luxury development with large units and expanded personal amenities may also be included.

TABLE 1: RESIDENTIAL OVER RETAIL/COMMERCIAL

UNIT DESCRIPTION	NUMBER	SQUARE FEET	OPENING RENTS*
STUDIO	16	425	$850
ONE-BEDROOM/1.0 BATH GARDEN	40	725	$1,250
ONE-BEDROOM/1.0 BATH GARDEN	36	825	$1,375
TWO-BEDROOM/2.0 BATH GARDEN	36	1,000	$1,600
TWO-BEDROOM/2.0 BATH GARDEN	36	1,100	$1,750
THREE-BEDROOM/2.0 BATH GARDEN	16	1,200	$2,000
TOTAL	180		

TABLE 2: FREESTANDING MARKET-RATE APARTMENTS (SINGLE-STORY UNITS IN A MULTIFLOOR BUILDING)

UNIT DESCRIPTION	NUMBER	SQUARE FEET	OPENING RENTS*
STUDIO	24	425	$775
ONE-BEDROOM/1.0 BATH GARDEN	44	750	$1,125
ONE-BEDROOM/1.0 BATH GARDEN	32	860	$1,300
TWO-BEDROOM/2.0 BATH GARDEN	48	1,000	$1,450
TWO-BEDROOM/2.0 BATH GARDEN	40	1,150	$1,550
TWO-BEDROOM/2.0 BATH GARDEN	20	1,250	$1,600
THREE-BEDROOM/2.5 BATH GARDEN	24	1,400	$1,850
TOTAL	232		

TABLE 3: TOWN HOME APARTMENTS

UNIT DESCRIPTION	NUMBER	SQUARE FEET	OPENING RENTS*
TWO-BEDROOM/2.5 BATH/ONE-CAR GARAGE	60	1,200	$1,800
TWO-BEDROOM/2.5 BATH/TWO-CAR GARAGE	24	1,280	$1,950
THREE-BEDROOM/2.5 BATH/ONE-CAR GARAGE	16	1,350	$2,250
THREE-BEDROOM/2.5 BATH/TWO-CAR GARAGE	12	1,450	$2,400
TOTAL	102		

TABLE 4: LUXURY APARTMENTS IN A GATED COMMUNITY

UNIT DESCRIPTION	NUMBER	SQUARE FEET	OPENING RENTS*
ONE-BEDROOM/1.0 BATH GARDEN	16	850	$1,400
TWO-BEDROOM/2.0 BATH GARDEN	24	1,200	$2,000
TWO-BEDROOM/2.0 BATH GARDEN	24	1,300	$2,200
THREE-BEDROOM/2.5 BATH GARDEN	8	1,500	$2,800
TOTAL	72		

TABLE 5 RESIDENTIAL SUMMARY

UNIT DESCRIPTION	UNITS	MODELS	RENT RANGE
APARTMENTS OVER COMMERCIAL	180	STUDIO, ONE-, TWO-, & THREE-BEDROOM	$850 - $2,000
STAND ALONE MIDRISE	232	STUDIO, ONE-, TWO-, & THREE-BEDROOM	$775 - $1,850
TOWNHOUSE	102	TWO- & THREE-BEDROOM	$1,800 - $2,400
GATED LUXURY	72	ONE-, TWO-, & THREE-BEDROOM	$1,400 - $2,800
TOTAL	586		

**Indicates 2018 opening rents*

Student - The potential exists to construct a 100-unit (304 beds) student housing development in Southfield, Michigan (Oakland County). This recommendation is based on a spring/summer opening prior to the start of fall 2018 classes. It also assumes that the redeveloped Northland Center site would also be at least partially open. Based on our analysis of the Southfield Site Effective Market Area, interviews with area realtors and school representatives, analysis of school enrollment trends, and current market conditions, it is our opinion that a market exists for a student housing development which can include 174 beds, combined with the 304 beds recommended for the subject site, which increases the total purpose-built beds in the EMA to 478. This represents 6.4% of the potential resident base, recognized as an excellent penetration rate (see Table 6).

Senior - Based on the results of the demand analysis, there appears to be a deficit or unmet demand for a total of up to 734 assisted-living units and 438 memory care units in the Southfield EMA submarket (see Table 7).

Lodging - Three market segments (commercial, leisure, and meeting and group) provide support for lodging facilities in the area. The following is our estimate of support for the proposed hotel by market segment for the first 5 years of operation:

There is the potential for two hotel concepts to be developed at the subject site:

- A Midscale (such as a Sleep Inn or Wingate) lodging facility with at least 100 rooms and 20,000 to 25,000 square feet of conference and meeting space. Room rates would be in the $125 to $150 range. This facility should be integrated into the residential/office components of the development.
- The second facility would be an Upper Midscale facility (such as a Wyndham Garden Inn or Hyatt House). We would anticipate up to 108 rooms with an average rate of $150 to $160.

Office – As detailed within the market study section of the appendix, a market exists for up to 200,000 square feet of office space at the subject site assuming the project is developed as detailed in the report in the appendix. The market study suggests that Class B space integrated into the retail area of the redevelopment and is summarized as follows (see also Table 8):

- This would be second-and third-floor space. As with residential, office tenants are responding to the integrated-use developments as a vibrant work environment.
- Class B space adjacent to the retail center.
- Class B space remote from the retail area but in a campus environment.
- While remote, there is the potential that a Class A "signature" building could also locate in this area.

TABLE 6: PURPOSE-BUILT STUDENT HOUSING

UNIT TYPE	UNITS	# OF BEDS	SQUARE FEET	RENT PER BED	RENT PER BED
ONE-BEDROOM, 1.0 BATH GARDEN	16	16	650	$1,200	$1,200
TWO-BEDROOM, 2.0 BATH GARDEN	24	48	925	$825	$1,650
FOUR-BEDROOM, 4.0 BATH GARDEN	60	240	1,400	$700	$2,800
TOTAL	100	304			

TABLE 7: SENIOR HOUSING SUMMARY

SPACE CATEGORY	SITE EMA		DISTRIBUTION OF UNITS	SITE EMA
FACILITIES	3		SLEEPING ROOMS	38
UNITS	325		STUDIO	207
BEDS	345		ONE-BEDROOM	30
BEDS OVER $3,500 (BASE)	104		TWO-BEDROOM	20
DEFICIT	734		TOTAL	325

TABLE 8 OFFICE SUMMARY

SPACE CATEGORY	SQUARE FEET	LEASE RATE FULL SERVICE
INTEGRATED W/ RETAIL	40,000	$22.00
ADJACENT TO RETAIL	90,000	$20.00
OFFICE CAMPUS	70,000	$18.00
TOTAL	200,000	$21.62

TECHNICAL ANALYSIS

Northland Center has been in existence for more than 60 years. The historical and current conditions of the Mall and adjacent area provide important context which will help provide a foundation for the future redevelopment of this property. Extensive research and analysis was performed in order to create a redevelopment plan. The technical analysis for the Northland Redevelopment Plan includes several key components: a physical conditions site analysis, an adjacent property ownership review, a preliminary environmental assessment, a preliminary structural analysis of the mall structure (specifically the Hudson's/ Macy's), a view and access analysis as well as an initial review of the site for adaptive reuse opportunities (see Figure 6).

Context

The City of Southfield, MI is located approximately 14 Miles northwest of Detroit, MI. Based on 2012 census data, the population is slightly over 72,000 people and growing. Southfield initially developed as a relatively close residential and commercial community for the Detroit workforce. As growth around Detroit continued, other communities farther north and west became more appealing for population and job expansion. In recent years, Detroit has experienced a renaissance and the changing workforce location has again made the City of Southfield an attractive and proximate location for families and employers.

The City of Southfield is home to eight colleges including Lawrence Technological University, Everest Institute, and Oakland Community College. In addition, Southfield includes more than 100 Fortune 500 companies. As a key location for both higher education and successful businesses, Southfield is uniquely positioned to capitalize on the changing demographic and lifestyle preferences.

View Analysis

The existing Northland Center site is an expansive property with visual and physical adjacencies to Providence Hospital, several high-rise residential towers, commercial property along Greenfield Road, and several single-family neighborhoods to the east and west. Although the property is situated very close to M10 (Northwestern Highway), due to the lowered design of the highway, the site is relatively high above the cavernous freeway with limited visual or auditory exposure. Although the freeway vertical separation could be perceived as a detriment for commercial development, as identified within the Market Analysis report, this does present opportunities for a unique mixed-use (residential, retail, office, and open space) development. There are several access points to Northwestern Highway in both the north and south directions.

Access

Northland Center is wedged between, and bounded on all sides by significant roadways. As discussed above, the site can be accessed from Northwestern Highway, at the 8 Mile Road exit. Greenfield Road provides primary North/ South access. To the south, 8 Mile Road, provides a historically significant connection to the Detroit area. 9 Mile Road, to the North is another important tie to the broader community. Although the site is not directly adjacent to 9 Mile Road, Providence Drive provides a recently reconstructed, attractive, and significant vehicular and pedestrian connection to the North and 9 Mile. In addition, J.L. Hudson Drive and Northland Drive offer existing signalized access for the Northland property. James Street and Miller Street to the east offer alignment and access opportunities which at least one of which should be utilized.

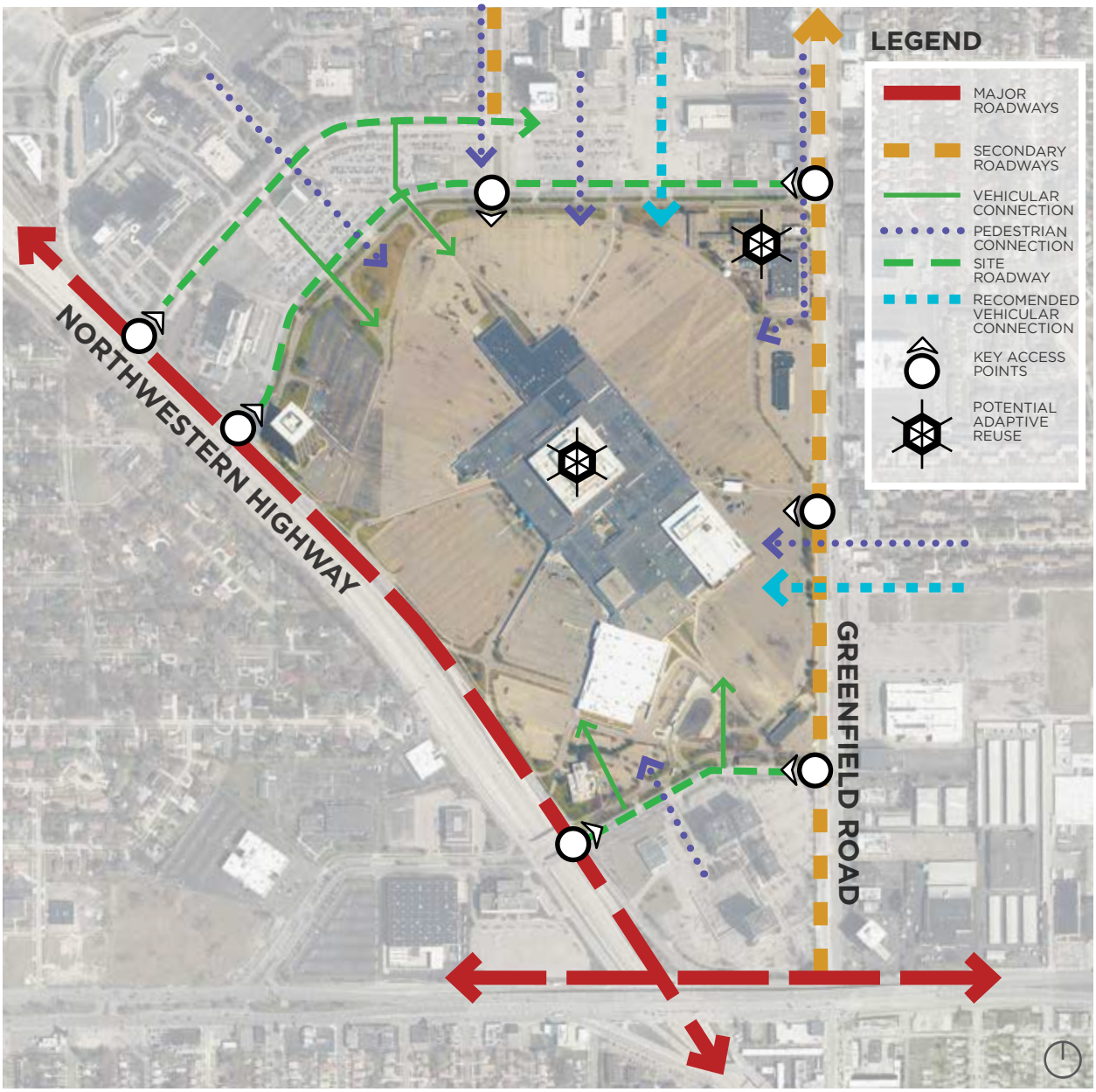
Pedestrian and non-motorized connections exist along Greenfield Road and to lesser extents, 8 and 9 Mile Roads to the north and south. While the site can be accessed by foot or bike, neither are currently well integrated into the Mall site.

Architecture

Architecture is a significant part of the history of the City of Southfield. Southfield contains a wealth of unique Mid-Century Modern architectural gems. The original Hudson's building, within Northland Center, is a direct reflection of the tie to Mid-Century modern architecture in the Midwest. The importance of conserving and reflecting on

this rich architectural traditional was reiterated throughout the public engagement process. Although a direct preservation of a complete structure is unlikely due to a dramatic change in generational lifestyle preferences, both the existing Hudson's structure and the main portion of the power plant and maintenance buildings are primary considerations for adaptive reuse on the site.

FIGURE 6: COMPREHENSIVE SITE ANALYSIS DIAGRAM



ENVIRONMENTAL

Phase I ESA Findings

Former Northland Mall and Firestone Building

AKT Peerless completed a Phase I ESA of the former Northland Mall and Firestone Building on December 3, 2015 on behalf of the City of Southfield in conformance with the scope and limitations of American Society for Testing and Materials (ASTM) Standard Practice E 1527-13. Please refer to Figure 2 for building references and properties evaluated for the Phase I ESA. The following recognized environmental conditions (RECs) were identified during AKT Peerless' December 2015 Phase I ESA:

- The results of previous subsurface investigations conducted on the subject property by various consultants between 1991 and 2005 have identified several volatile organic compounds (VOCs) (including tetrachloroethylene (PCE) and trichloroethylene (TCE)), polynuclear aromatic hydrocarbons (PNAs), and lead within on-site soil and groundwater samples collected from Parcels A and D (near and within Subject Buildings 2 and 3) exceeding the current Michigan Department of Environmental Quality (MDEQ) Part 201 Residential Cleanup Criteria (RCC). Based on these laboratory analytical results, the subject property meets the definition of a facility, as defined in Part 201 of the NREPA, Michigan Public Act (PA) 451, 1994, as amended.

- Subject Building 3 formerly operated as a filling/service station beginning in 1955 until the mid-1970s, and utilized at least two 10,000-gallon underground storage tanks (USTs), which were reportedly closed in place and remain at the site. This property also utilized fuel oil as a heating source prior to the connection to natural gas. Additionally, assessing records identified the possible presence of two 4,000-gallon USTs. It is unknown if the fuel oil was stored in above ground or below ground storage tanks.

- During AKT Peerless' site reconnaissance, significant oil staining was identified on the floor of the motor oil and used oil storage area of Subject Building 3. Based on a review of the historical reports provided to AKT Peerless, no sampling activities have been conducted within this area of Subject Building 3. The possibility exists that petroleum based oils/fluids, paints, and solvents have impacted subsurface conditions of the subject property.

- Parcel A historically utilized four 25,000 gallon-fuel oil USTs and two 2,000 gallon-gasoline USTs, which were removed from the subject property in 1989 and 1990. The two 2,000 gallon-gasoline USTs were replaced with one 4,000-gallon UST which currently remains at the subject property, near Subject Building 2. Additionally, Subject Building 2 formerly utilized an in-ground hydraulic hoist which has since been removed. Previous subsurface investigations were conducted near these USTs and hoist location, and identified both soil and groundwater contamination. AKT Peerless was not provided with full copies of these investigations which would identify all of the sample locations, sample depths, and analytical data reports. Additionally, an MDEQ inspection report noted that the dispensers located near Subject Building 2 do not contain dispenser sumps.

- The former J.C. Penny Auto Center is located on the eastern portion of Parcel A, on a separate parcel not included as part of this Phase I ESA. This parcel has been utilized for automotive repair operations since at least 1980, and formerly utilized at least four USTs as identified on the MDEQ Storage Tank Information Database. No information regarding UST installation and removal dates, business practices, or other environmental data was identified for three of the four USTs. The fourth UST was reported to have been removed from the ground.

This assessment also identified the following controlled recognized environmental condition (CREC):

CREC 1 - A Notice of Approved Environmental Remediation (NAER) was filed with the Oakland County Register of Deeds on June 26, 2001. This

NAER states that a legally described portion of 21125 Greenfield Road (Parcel D), currently occupied by Firestone, is restricted to the commercial land-use category (non-residential) as defined in Part 201, based on the presence of documented soil and groundwater contamination exceeding residential and/or non-residential cleanup criteria.

Based on this information, AKT Peerless concluded that the subject property would require further investigation and/or assessment to determine the nature, extent, magnitude, and materiality of these identified conditions.

Former Target

AKT Peerless conducted a Phase I Environmental Site Assessment (ESA) for Target in accordance with United States Environmental Protection Agency (USEPA) Standards and Practices for All Appropriate Inquires [(AAI), 40 CFR Part 312] and ASTM Standard Practice E 1527-13 (ASTM Practice E 1527). This Phase I ESA was performed for the City of Southfield (Client) in connection with an anticipated acquisition of the subject property.

The Phase I ESA revealed no evidence of known Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) or Historical Recognized Environmental Conditions (HRECs) in connection with the subject property. No additional environmental site assessment was recommended.

Phase II ESA Results for the former Northland Mall and Firestone Building

To further evaluate the RECs identified in AKT Peerless' December 2015 Phase I ESA, AKT Peerless conducted a subsurface investigation of the Northland Mall and Firestone Building on behalf of the City of Southfield in accordance with ASTM Designation E 1903-97 "Standard Guide for Environmental Site Assessments: Phase II Environmental Site Assessment Process."

AKT Peerless' January 2016 Phase II ESA included: 1) a targeted ground penetrating radar survey, (2) the advancement of 12 soil borings, and (3) the collection of 12 soil samples, one groundwater sample, and two soil gas samples. The following samples were submitted for laboratory analyses:

- 12 soil samples for leaded gasoline parameters1, light distillate oils (LDO), MTBE, VOCs, PNAs, Michigan metals, and/or PCBs.
- One groundwater sample for Michigan metals, LDO, leaded gasoline parameters, and MTBE.
- Two soil gas samples for VOCs.

Based upon on a review of AKT Peerless' soil and groundwater sample laboratory analytical results in conjunction with MDEQ, Public Act 451, Part 201 Cleanup Criteria and Screening Levels guidance document, AKT Peerless concludes that the soil and groundwater in the investigated areas at the subject property contains hazardous substances at concentrations that exceed the MDEQ Part 201 RCC for soil. Therefore, the subject property is a facility, as defined in Part 201 of the NREPA, Michigan Public Act (PA) 451, 1994, as amended. Refer to Figures 3A/B and 4A/B for site maps depicting the sample locations and contaminants that exceed MDEQ RCC.

Based on the analytical results obtained during AKT Peerless' January 2016 Phase II ESA, and during previous subsurface investigations of the subject property, AKT Peerless and others have identified the presence of select metals, PNAs, and VOCs in soil generally located west and north of Subject Building 2 (Powerhouse), on the eastern side of the former JC Penny Auto Center Building and within and surrounding Subject Building 3 (Firestone) at depths ranging from generally beneath the building slab to an approximate depth of seven feet bgs. In addition, lead and select PNAs and VOCs were also identified in groundwater from monitoring wells located within Subject Building 3 (Firestone), and within and near Subject Building 2 (Powerhouse). See Figures 3A/3B/3C, 4A/4B and Figure 5 for a Site Map with Laboratory Analytical Results Exceeding MDEQ RCC.

Current Due Care Recommendations and Completed Activities

Underground Storage Tank Removal

One 4,000-gallon gasoline underground storage tank (UST) designated "UST-8", two dispenser islands, and associated product piping were formerly located on the western exterior of the Powerhouse.

Northland Mall Maintenance Building.

In May 2016, the City of Southfield retained AKT Peerless to conduct UST removal and oversight activities related to UST-8 and the associated UST system consisting of product piping and two dispensers. On June 23, 2016, under the supervision of AKT Peerless, HM Environmental removed UST-8 from the ground. AKT Peerless did not observe evidence of a release at that time and collected samples in accordance with Part 211, which applies if no release has occurred. The analytical results indicated concentrations of benzene, ethylbenzene, toluene, and xylenes (BTEX) above MDEQ Part 213 Risk Based Screening Levels (RBSLs) for drinking water and groundwater surface water interface RBSLs. Although the criteria exceeded is not applicable to the site, contamination detected above laboratory method detection limits triggers Part 213, meaning that a release must be reported within 24 hours. Based on the results and previous data collected, it is not anticipated any remedial action will be necessary.

The UST removal area has been backfilled. On August 30, 2016 a final survey of the UST removal was completed and a UST Closure report will be submitted to the MDEQ by September 23, 2016.

Firestone Building Sample Results and Hoist Removal

The results of previous subsurface investigations conducted on the Firestone property (21125 Greenfield Road) by various consultants between 1991 and 2005 have identified several volatile organic compounds (VOCs) (including tetrachloroethylene (PCE) and trichloroethylene (TCE)), polynuclear aromatic hydrocarbons (PNAs), and lead within on-site soil and groundwater samples exceeding the current Michigan Department of Environmental Quality (MDEQ) Part 201 Residential Cleanup Criteria (RCC). Based on these laboratory analytical results, the subject property meets the definition of a facility, as defined in Part 201 of the NREPA, Michigan Public Act (PA) 451, 1994, as amended.

Additionally, during the Phase I ESA, AKT identified several hoists still existing at the Firestone Building. Several of the hoists contained hydraulic tanks/reservoirs. These could pose a future environmental concern associated with the property.

AKT Peerless conducted sub-slab soil gas sampling (AKT-SG1 and AKT-SG2) to address the soil vapor to indoor air inhalation exposure pathway. Based on the sub-slab soil gas laboratory analytical results, concentrations of tetrachloroethylene were identified at concentrations above the May 2013 Guidance Residential Vapor Intrusion Shallow Soil Gas (Sub-Slab) Screening Level within the Firestone building.

Currently, this property (21125 Greenfield Road) is zoned for commercial purposes and has a commercial land use restriction recorded with the Oakland County register of deeds, which requires that the property only be utilized for non-residential operations. Additionally, the site is vacant and not in use. Based on the current zoning as Non-Residential and no occupants reside in the building, the contaminants detected do not pose an unacceptable risk. However, the tetrachloroethylene concentration within AKT-SG1 was more than 10x the respective soil gas screening level. The MDEQ guidance document referenced above, recommends that for sites where a known source of vapors remains (which is currently present beneath the Firestone building) and the intent is to show that there is no risk of those vapors causing a VI condition, a total of four sampling events that include full quality assurance/quality control (QA/QC) would be needed to adequately address the seasonal and temporal variability. Additionally, the MDEQ criteria for vapor intrusion is anticipated to change in 2017. AKT Peerless recommends addressing the VI condition in more detail when a

developer has an interest to purchase the site.

The previous owner requested to remove the existing hoists and all hydraulic fluid at the Firestone Building. On August 11, 2016, AKT Peerless observed the removal of hydraulic tanks/reservoirs from each of the two-post hoists that had removable tanks and from the four-post hoist. All remaining hydraulic lines were drained of hydraulic fluid. Any fluids that were drained were removed from the site with the hoist components and will be re-used when the hoists are re-installed or will be recycled. AKT did not witness the removal of any of the hoists themselves, after all hydraulic components were removed, the hoists were unbolted from the concrete slab and prepped for removal. AKT was not present for the removal of the hoists themselves as there was no potential environmental concerns with this portion of the removal.

Redevelopment Environmental and Incentive Recommendations and Activities

The following are recommended next steps prior to redevelopment that are necessary to evaluate redevelopment costs, identify potential incentives and market the site to developers. The following items are not necessarily current due care obligations required by MDEQ for the City of Southfield at the subject property.

UST Removal Area, Firestone and Former JC Penny Auto Center

Currently the City of Southfield has no additional due care obligations associated with the UST removal area, Firestone or JC Penny Auto Center, based on the laboratory results and report summaries identified above. However, it should be noted that future owners and redevelopment of these areas may require additional due care obligations based on the ownership structure, proposed new use and site plan design.

Asbestos and Hazardous Material Survey and Specification Preparation

As part of the due diligence activities completed at the subject property, AKT Peerless was provided with an Asbestos Survey Report prepared for the subject property by Innovate Environmental Solutions, Inc. on behalf of Earth Tech, Inc. in August 2000. A review of this report identified that numerous asbestos samples were collected at the subject property; however, maps identifying sample locations were not provided with the report.

Because the facility is potentially slated for demolition, it is subject to Environmental Protection Agency (EPA) National Emission Standards for Hazardous Air Pollutants (NESHAP) standards. According to the NESHAP, a 'thorough' survey must be performed and suspect materials must be delineated and sampled.

Additionally, during Phase I ESA activities, AKT Peerless noted several polychlorinated biphenyl (PCB)-containing transformers within the Powerhouse. Prior to any demolition or renovation activities, a hazardous material (HM) survey should be completed at the subject property to identify hazardous building components and materials including universal hazardous wastes that are required or recommended to be removed from Type II general refuse and Type III demolition debris waste streams for recycling or special disposal procedures. These materials include universal hazardous wastes and regulated materials/wastes such as PCB-containing light ballasts, PCB-containing transformers, batteries, chlorofluorocarbon-containing equipment, smoke detectors, exit signs, and mercury light tubes and switches.

AKT Peerless began the ACM and HM survey for the Target Building in June of 2016. No bulk samples tested positive for asbestos content in the subject building. Tagged fire doors were assumed asbestos-containing. The HM survey was conducted to identify universal hazardous wastes or regulated materials/wastes. No intrusive examination or contact with manufacturers, sample collection, or testing of this equipment was performed. Since the electrical power was on during the inspection, all light ballasts were assumed to contain PCBs. No sampling of any hazardous component materials was performed. AKT Peerless completed an inventory of hazardous/universal waste materials and containers at the Target Building. AKT Peerless will provide the ACM and HM report to the City of

Southfield under separate cover.

Concurrent with the Target Building ACM and Hazardous Material Survey, AKT Peerless began the ACM and HM survey for the Northland Mall interior (including Macys), the Northland tunnels/basement and the Powerhouse. An extreme variety and complexity of building materials required many more samples than originally anticipated. This was due in large part to the Northland interior Mall portion based on the variety of store fronts and different materials used since its original construction in the mid-1950s. AKT Peerless will provide the results of the ACM and HM survey to the City of Southfield under separate cover.

Brownfield Plan and Act 381 Work Plan

An approved Brownfield Plan authorizes the use of tax increment revenue ("TIR") to reimburse the costs of certain eligible activities (e.g., environmental investigations, due care activities, lead and asbestos survey and abatement, demolition, site preparation and public infrastructure). AKT Peerless recommends preparing a Brownfield Plan to include eligible activities already completed for the subject property (e.g. BEA activities and due care compliance activities) and activities anticipated to be completed by the City in the near future in preparation of the redevelopment of the site. This may include additional investigations, environmental due care or response activities, asbestos survey and abatement, demolition and other eligible activities. Further, preparing a Brownfield Plan in the short term will set the initial taxable value at $0, thus all taxes produced on the property from redevelopment will be considered incremental and available for capture. If necessary, the Brownfield Plan can be amended at a later date to include other eligible activities once redevelopment plans are completed.

In addition, the Michigan Strategic Fund (MSF) and the Michigan Department of Environmental Quality (MDEQ) must approve an Act 381 Work Plan in order to utilize TIR from school taxes for reimbursement of certain environmental and non-environmental eligible activities. It is recommended that an Act 381 Work Plan be developed for the respective agencies once developers have been identified for the subject property. The Act 381 Work Plan can be amended at a later date to include other eligible activities once additional developers have been identified.

AKT Peerless has been working with the City of Southfield, the Southfield Downtown Development Authority (SDDA), the City of Southfield Brownfield Redevelopment Authority (SBRA) and OHM to identify eligible activities based on the redevelopment plans and proposed investment at the site. The Brownfield Plan can be completed once these items are identified. Additionally, it is anticipated that an Interlocal Agreement will be developed to share TIR from the DDA with the SBRA to reimburse eligible activities.

AKT Peerless has developed some preliminary TIR projections for the Brownfield Project which are described below. Please note, these are preliminary projections based on a set of assumptions. The final Brownfield Plan will more accurately reflect eligible activity costs, build-out schedule, estimated payback and TIR sharing between the SDDA and SBRA, which will be provided to the City of Southfield under separate cover.

Assumptions:

- Post-Development taxable value of $50 million
- TIR projections assume full build-out
- TY2015 City of Southfield tax millage rates
- Act 381 Work Plans are approved by the MDEQ and MSF authorizing state school tax capture
- 75% of the local taxes captured by the DDA are shared with the SBRA
- Brownfield Eligible Activities costs are estimated at approximately $21 million and includes the following:
  - » Environmental Assessments
  - » Health & Safety Plans
  - » Soil Excavation, Transportation and Disposal (if needed)
  - » Section 7a Compliance Analysis (Due Care

Plan), Due Care Activities and Additional Response Activities

- Brownfield Plan and Act 381 Work Plan Preparation
- Asbestos, Lead, and Hazardous Materials Survey / Abatement (if needed)
- Pre-Demolition Surveys
- Site Demolition (Utility, Site Improvements, Pavement Demolition and Removal/Disposal)
- Above Grade Building Demolition and Removal/Disposal (interior, part or whole)
- Subsurface Building Demolition and Removal/Removal (Non-Contaminated Construction Debris)
- Demolition: Project Management, Field Oversight, Documentation, Expenses and Fees
- Site Preparation Activities (Staking related to Eligible Activities, Geotechnical Engineering, Clearing and Grubbing, Temporary Construction Access and/or Roads, Temporary Facility, Temporary Traffic Control, Temporary Erosion Control, Temporary Site Control, Excavation for Unstable Material, Foundation Work to Address Special Soil Concerns, Fill, Dewatering Related to Eligible Activities, Land Balancing, Grading, Relocation of Active Utilities Compaction & Sub-base Preparation related to Eligible Activities, Cut & Fill Operations, Retaining Walls in Downtowns, Temporary Sheeting/Shoring, Soft Costs related to Eligible Activities, etc.)
- Infrastructure Improvements (Curbs and Gutters in Public Right-of-Ways (ROWs), Landscaping in Public ROWs, Lighting in Public ROWs, Roads in Public ROWs, Utilities in Public ROWs, Sidewalks in Public ROWs, Signage in Public ROWs, Vertical Parking Decks-Integrated and Underground, Urban Storm Water Management Systems, etc.)

Considering the above assumptions, at full build-out, it is anticipated that $21 million of eligible activities will be repaid in approximately 12 years. As mentioned above, these are assumptions and these may change in the final Brownfield Plan.

The Brownfield Plan is anticipated to be completed in October and presented to the SDDA, SBRA and the Southfield City Council in the month of October and November.

Note: All figures refer to the Final AKT Peerless Environmental Report.

SITE CIVIL CONSIDERATIONS

Existing Condition

The existing Northland Mall site comprises an area of approximately 140 acres. This area is subdivided into two drainage sub areas. The northern sub area includes parking lots north of the Mall building. Drainage is conveyed via overland flow to catch basins within J.L. Hudson Drive. These catch basins eventually connect with the 72-inch diameter Northwestern Drain which is under jurisdiction of the Oakland County Water Resources Commissioner's (WRC) office. This drain passes under the Lodge Freeway via a siphon and connects with the 8 Mile Drain (WRC jurisdiction) with ultimate discharge to the Rouge River west of the site.

The southern sub area includes the Mall building and areas southeast to Northland Drive. This includes the depressed parking area fronting Northwestern Highway. This depressed area is drained through use of a pump station which discharges to a trunk sewer just north of Northland Drive which conveys flow eastward. The eastern portion of the mall property discharges to a series of catch basins along Greenfield Road which are carried south via a storm sewer which combines with the Northland Drive trunk sewer before discharging to the 8 Mile Drain.

The site, in its current condition, is almost entirely paved with an estimated impervious factor of 0.86.

Proposed Condition

Design Parameters

The proposed redevelopment will be required to conform to stormwater requirements detailed within the City of Southfield Engineering Standards. Based on these standards, the development will be required to provide 100-year detention for the site as well as pre-treatment in accordance with the Oakland County Water Resources Commissioner's (OCWRC) office. Where possible, the Engineering Department also encourages the use of low impact design elements. These elements, when quantified, can lessen or eliminate pre-treatment and detention volume requirements.

Stormwater Management

The proposed stormwater management concept for the site will include a combination of measures that includes traditional detention as well as decentralized low impact design elements to ensure water quality. While the impervious factor will be reduced from 0.86 to 0.75, the project will still work to reduce runoff downstream by reducing the overall runoff rate to 0.2 cubic feet per second per acre. This will be accomplished through careful sizing of the detention basin to be located adjacent to the former Hudson's Building. This basin will also serve as a public feature within a park setting, so landscape and hydraulic design shall be carefully coordinated to ensure a functional and aesthetically pleasing improvement.

Site Conveyance

In general, properly installed reinforced concrete stormwater infrastructure can last upwards of 100 years. Based on the age of this development, it is recommended that existing infrastructure is retained where possible. The Plan recommends portions of trunk sewers on the north, south, and east limits of the site are maintained. The overall decrease in impervious rate and flow rate reductions employed within the site design will help assure that these existing assets can be utilized in the redevelopment without alteration or upsizing. Beyond these trunk sewers, it is recommended that new sewer be constructed within roadways that are sized to convey discharge from each of the sites within the development.

These will also serve for road drainage which will allow for the site to be property drained preceding development.

Stormwater Treatment

The City Engineering standards for stormwater quality reference the OCWRC rules which require that the first 1" of rain events is treated. To meet this requirement, it is envisioned that on site green infrastructure is utilized within individual developments and within designated areas of the plan. In addition, roadway runoff will be treated through use of offline rain gardens, swales or planter boxes. Due to the presence of stiff clay soils in these areas, underdrain systems will be required.

Pond Feature and Existing Pump Station

The existing topography of the site generally conveys drainage from the mall buildings to the right of way. As a result, the site design will need to carefully consider capturing and routing upland portions of the site to the detention pond to ensure that adequate runoff is provided to balance the water budget of the pond. It is also recommended that the pond include a permanent pool to ensure that vegetation can stabilize. Based on a review of elevations of receiving trunk sewers, the existing pump station will be removed and replaced with a gravity outlet. Due to existing invert elevations of sewers, a deeper pond can be attained by shifting portions of the site to the northern drainage sub area. Alterations to these areas will require considerations to ensure that runoff rates do not exceed current conditions including weirs or restricted outlets.

Water Main

The existing site is served by a combination of public and private water mains. Under the proposed plan, all private water main and associated meter pits would be removed. New public water main with hydrants and valves is proposed to follow internal roadways to allow for proper fire coverage and provide ready to serve sites. Sites will be responsible for taps and service lines.

Sanitary Sewer

The Northland property as well as areas south of Northland Drive are currently served by a 24-inch gravity sanitary sewer west of Greenfield Road within the Northland site that is tributary to the George W. Kuhn drainage district. The current and prior peak uses of the site equated to an estimated 380 residential equivalency units. The proposed development represents a significant increase to nearly 1300 REU.

Northland Mall and the Vibe Credit union(located at Northland Drive & Northwestern Highway) are currently served by an existing sanitary sewer lift station within the Mall building. As part of the development, the lift station would be replaced with a new lift station to be located adjacent to the existing 24-inch sewer along Greenfield Road. The lift station would be set at a depth to capture all portions of the site. Property south of Northland Drive (Northland Towers) could also be served by this pump station by providing additional depth provided at the lift station. This would allow for the abandonment of an existing private pump station and force main that pass through the Northland site.

While the proposed plan results in a significant increase to the sewer use, the existing infrastructure immediately downstream of the site appears capable of conveying the additional flows. Therefore, sewer work will be limited to collectors within the site which will parallel public roadways. As with water main, individual sites will be responsible for taps and internal site piping.

Road Infrastructure

The project includes several internal roadways to serve the proposed uses within the site. The roadway cross sections will generally be 12' lanes with public angle parking provided in many areas to serve the various uses and public spaces. Roads will be constructed in accordance with the City's engineering standards based on intended traffic volumes and types. The roadways will also include sidewalk along with ADA compliant crossings to encourage pedestrian mobility. Street lighting should also be considered along the corridors.

Structure

Upon visual inspection of the tunnel, the following observations were made:

The tunnel is framed with concrete columns and beams with cast-in-place pan slab construction. The main slab over the tunnel appears to be in good condition with little abuse, and little visible spalling or water damage. Some corrosion of structural steel headers in the storage rooms show signs of delamination under the fireproofing. Since the current master plan assumes most of the existing mall and tunnel will be removed, these issues are not of concern.

The structure of the former Macy's building, which is envisioned as remaining in the current master plan, appear to be cast concrete columns with concrete frames and pan slabs. While the structure appears to be in good condition, a more thorough analysis should be undertaken in conjunction with future design studies for the reuse of the building.

FIGURE 7: CORRODED STEEL UNDER FIRST FLOOR

FIGURE 8: WATER DAMAGE IN SOUTH TUNNEL

The Vision + Plan

OVERVIEW

The foundation of the Redevelopment Plan is a set of development principles. Informed by the key findings from the Plan Creation section, the development principles should serve as a set of policy guides to test and align future design and development decisions in the study area. As development occurs, it must be tested against the principles in this section, to verify it meets the overall intent of the Redevelopment Plan.

"IF YOU ARE WORKING ON SOMETHING EXCITING THAT YOU REALLY CARE ABOUT, YOU DON'T HAVE TO BE PUSHED. THE VISION PULLS YOU."

- STEVE JOBS

A STRONG PEDESTRIAN AND VEHICULAR NETWORK WHICH INTEGRATES INTO THE FABRIC OF THE DISTRICT

DYNAMIC PUBLIC SPACES WHICH UNIFY THE ENTIRE DEVELOPMENT

A STREET SYSTEM WHICH HELPS DEFINE DEVELOPMENT DISTRICTS WITH THE FLEXIBILITY TO ADAPT TO MARKET CONDITIONS

A DEVELOPMENT THAT COMPLEMENTS EXISTING LAND USE PATTERNS

INTEGRATION OF INNOVATIVE AND SUSTAINABLE SOLUTIONS

A PLAN THAT CAPITALIZES ON THE UNIQUE CHARACTERISTICS (TOPOGRAPHY, REMAINING TUNNELS)

CONSIDERATION AND INTEGRATION OF ADAPTIVE REUSE OPPORTUNITIES

PLAN VISION

The vision for the redevelopment of Northland Center is a unique opportunity for the citizens and leadership of the City of Southfield to guide development which responds to the needs of current and future generations. The Plan was created through a skillful process of stakeholder interviews, public engagement, market analysis, physical analysis, and direct development experience. The vision and associated Redevelopment Plan for Northland Center is based on the realities of the market analysis and the flexibility of logical development districts. The development within these districts can be implemented in methodical phases to ensure the highest probability of success. This vision is for a dynamic mixed-use destination with a variety of activities focused around a series of unique public spaces linked through a greenspace network.

Through this process, the planning team listened, learned, and incorporated the desires and needs of the residents and visitors of The City of Southfield for a unique space to live, work, and play. The Plan incorporates a mix of uses that encourages more consistent activity throughout the day which can enhance the sense of a safe environment. The Plan identifies development space which is appealing to both local and regional entrepreneurs. The Plan also identifies opportunities for adaptive reuse of selective site structures.

In addition to the elements identified within this vision, development standards should be created to facilitate the thoughtful and unified appearance of this long term redevelopment effort. These development standards and guidelines would work in conjunction with the established Southfield O.D.D. (Overlay Development District) requirements.

FIGURE 9: CONCEPT DEVELOPMENT OPTIONS

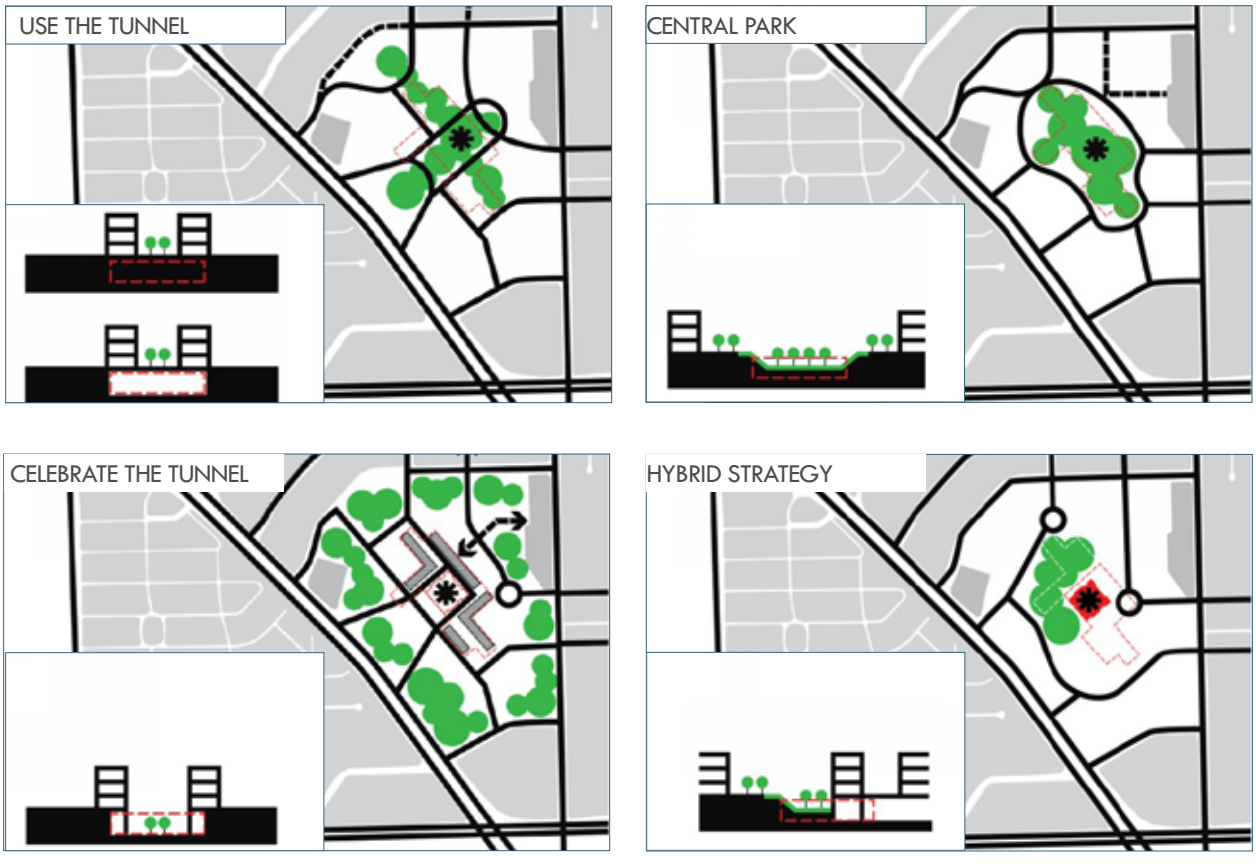


FIGURE 10: OPEN NETWORK DIAGRAM

FIGURE 11: ROAD NETWORK DIAGRAM

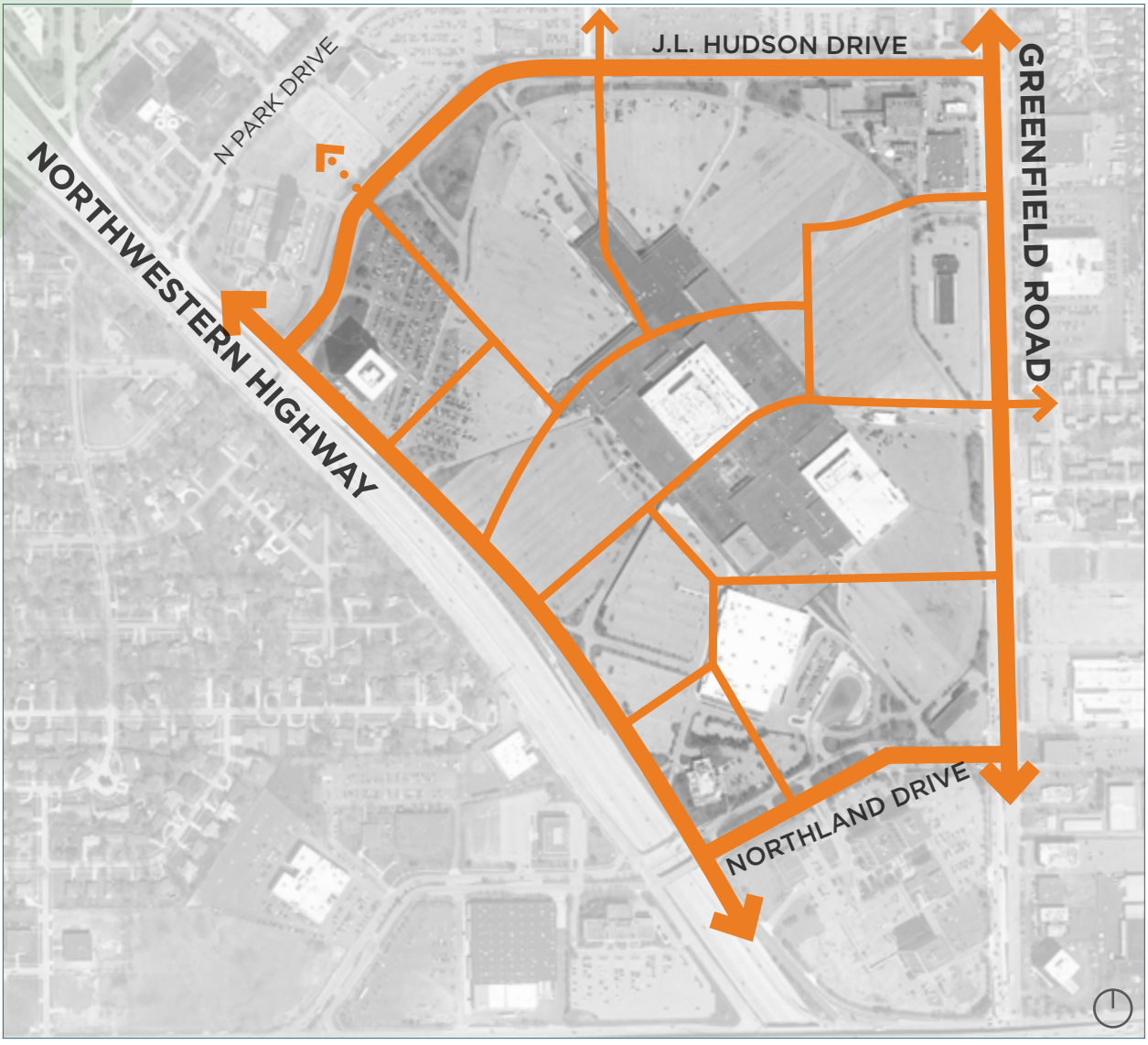


FIGURE 12: PRELIMINARY REDEVELOPMENT PLAN

PLAN DISTRICTS

The Redevelopment Plan is defined by a series of districts. Each district is established as an individual program and mix of uses, that collectively complements and creates the overall plan. Through the planning process, adaptability to changing market conditions was identified as an important feature. The redevelopment districts and associated infrastructure framework created as part of this Plan establish a variety of flexible development "blocks". These blocks can be parceled to an individual, or multiple, land developers. While the Redevelopment Plan also identifies building forms and overall development densities (based on market data), the specific mix of uses can be integrated to the overall plan on a project-by- project basis as the market dictates. The redevelopment districts are connected through a greenspace network. The greenspace 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.

The Redevelopment Plan includes a total of four districts. Table 9 below describes each district in general terms. The following pages provides a more detailed description of each district, including the overall development yield for each district which aligns with the market assessment projects described in the previous *Plan Creation* section.

"THE WHOLE IS GREATER THAN THE SUM OF ITS PARTS. . . WHEN INDIVIDUAL PARTS ARE CONNECTED TOGETHER TO FORM ONE ENTITY, THEY ARE WORTH MORE THAN IF THE PARTS WERE IN SILOS"
- ARISTOTLE

TABLE 9: MASTER PLAN DISTRICTS

Land Use Type *	Description	Total Acres
Central Park District	The Central Park District sits at the center of development and includes a variety of uses and public spaces. This area is defined by three key elements: the adaptive reuse of an iconic structure (the Hudson's Building), a 'central park' including a variety of public spaces, and variety of residential dwelling types.	34 (+ 6 AC. dedicated parking)
Shopping District	The shopping district serves as an area for larger format and convenience/service based commercial activities. This area is planned for retail uses that are traditionally auto-centric and demand high visibility and access.	21
Lifestyle District	This area is planned as the main shopping and entertainment hub of the development. It is intended to include a mix of uses including retail, office, and residential. The core buildings and streets that comprise this district are intended to look like a self-contained "Main Street".	24
Innovation District	This area is defined as the innovation hub of the development. This district should include uses that merge the innovation and employment potential of research-oriented institutions, high-growth companies, and tech start-ups in well-designed, amenity-rich residential and commercial environments.	40

* "Greenspace District" and "Boundary District" were later identified and added within the Design Guidelines.

FIGURE 13: DISTRICT PLAN

CENTRAL PARK DISTRICT

DESCRIPTION

The Central Park District sits at the center of development and includes a variety of uses and public spaces. This area is defined by three key elements, the adaptive reuse of an iconic structure (the Hudson's Building), a 'central park' including a variety of public spaces, and variety of residential dwelling types. Collectively these elements create the 'heart' of the development and create opportunities for a 24/7 district. The Hudson's Building is identified as a key adaptive reuse opportunity for office, residential, and entertainment uses. This district also includes a significant residential component, adding to the vitality of the overall development. At the center of the district sits a large central park incorporating a variety of uses including a large water feature doubling as a green stormwater element adding to the innovation and sustainable nature of the development.

KEY FEATURES

- Walkable neighborhoods with complete streets
- Accessible public spaces with a variety of activities and areas for programing
- A variety of dwelling options serving a broad cross section in the market place
- Quality green space that complement the overall development pattern and soften the built environment

DEVELOPMENT YIELD

Land Use	Total Yield
Mixed-Use	300,000 s.f.
Residential	540 units
Hospitality	NA
Public Space	8-10 Acre

DEVELOPMENT CHARACTER

SHOPPING DISTRICT

DESCRIPTION

The shopping district serves as an area for larger format and convenience/service based commercial activities. This area is planned for retail uses that are traditionally auto-centric and demand high visibility and access. While this area incorporates a more traditional retail format, it should also include high-quality landscaping, pedestrian elements, green infrastructure, and architecture to complement the overall development pattern and character. Signage and branding elements should also be incorporated along Greenfield Road.

KEY FEATURES

- Large format and local (in-line) retail & commercial space
- Easy access from Greenfield Road and Northwestern Highway
- 1-2 story building heights
- Quality landscaping
- Green infrastructure
- Streetscape treatments that promote the overall image and brand of the development
- Quality architecture incorporating traditional and timeless materials

DEVELOPMENT YIELD

Land Use	Total Yield
Retail	200,000 s.f.
Office	-
Residential	-
Hospitality	-
Public Space	-

DEVELOPMENT CHARACTER

LIFESTYLE DISTRICT

DESCRIPTION

This area is planned as the main shopping and entertainment hub of the development. It is intended to include a mix of uses including retail, office, and residential. The core buildings and streets that comprise this district are intended to look like a self-contained "Main Street". The district should include a variety of stores, restaurants, and service-oriented businesses occupying structures of varying sizes, some of which are contiguous, having shared walls. The streets should follow complete street principles including on-street parking, larger sidewalks, street trees and a variety of public spaces integrated into the built environment. Outdoor dining and activities should be encouraged to activate the street and provide a sense of vitality to the district. Creative architecture and signage should be encourage to create a unique feel to the district and serve to define it as a 'place' within the overall development and regional market place.

KEY FEATURES

- A mix of uses integrate both vertically and horizontally
- A Main Street character to the development
- Complete streets with on-street parking, and pedestrian amenities
- High attention to detail and public amenities
- Purposeful and eclectic architecture

DEVELOPMENT CHARACTER

Land Use	Total Yield
Mixed-Use	150,000 s.f.
Retail	-
Office	-
Residential	200 units
Hospitality	NA
Public Space	Integrated

INNOVATION DISTRICT

DESCRIPTION

This area is defined as the innovation hub of the development. This district should include uses that merge the innovation and employment potential of research-oriented institutions, high-growth companies, and tech start-ups in well-designed, amenity-rich residential and commercial environments. The district should promote the creation and commercialization of new ideas and support adjoining land uses, and the local and regional economy by growing jobs. This district builds on the intrinsic qualities of the local market place and qualities of Providence Hospital, the automotive industry, and Oakland Community College. The area should be planned to be compact, both auto and pedestrian oriented, transit-accessible, and technically-wired, offering a dynamic mix of office, research and development, and residential uses.

KEY FEATURES

- Economic, physical, and networking assets
- Access to public spaces that are locales of energy and activity
- Empower entrepreneurs as a key vehicle for economic growth and job creation
- A variety of building types and sizes creating a variety of opportunities for small and large businesses

DEVELOPMENT YIELD

Land Use	Total Yield
Retail	NA
Office	193,100 s.f.
Residential	110 units
Hospitality	125 rooms
Public Space	Integrated

DEVELOPMENT CHARACTER

Proposed Master Plan

OVERVIEW

The proposed Master Plan is based on a series of development blocks/districts that collectively create a safe vibrant mixed-use destination for southeast Michigan residents, businesses, and visitors. The Plan is intended to be highly flexible to adapt to market conditions. While adaptable, the development of the area should stay true to the vision of vibrancy, safety, inclusion, innovation, health and wellness, sustainability, and community. High quality architecture and public spaces are essential to the long-term success of the project. Attention to detail and brand elements should continue to be a key focus of the redevelopment of the area with the goal of creating more than just another new development, Northland will be a place to call home.

FIGURE 14: RENDERING OF PROPOSED URBAN PLAZA

FIGURE 15: PROPOSED MASTER PLAN

FIGURE 16: RENDERING OF PROPOSED CENTRAL PARK

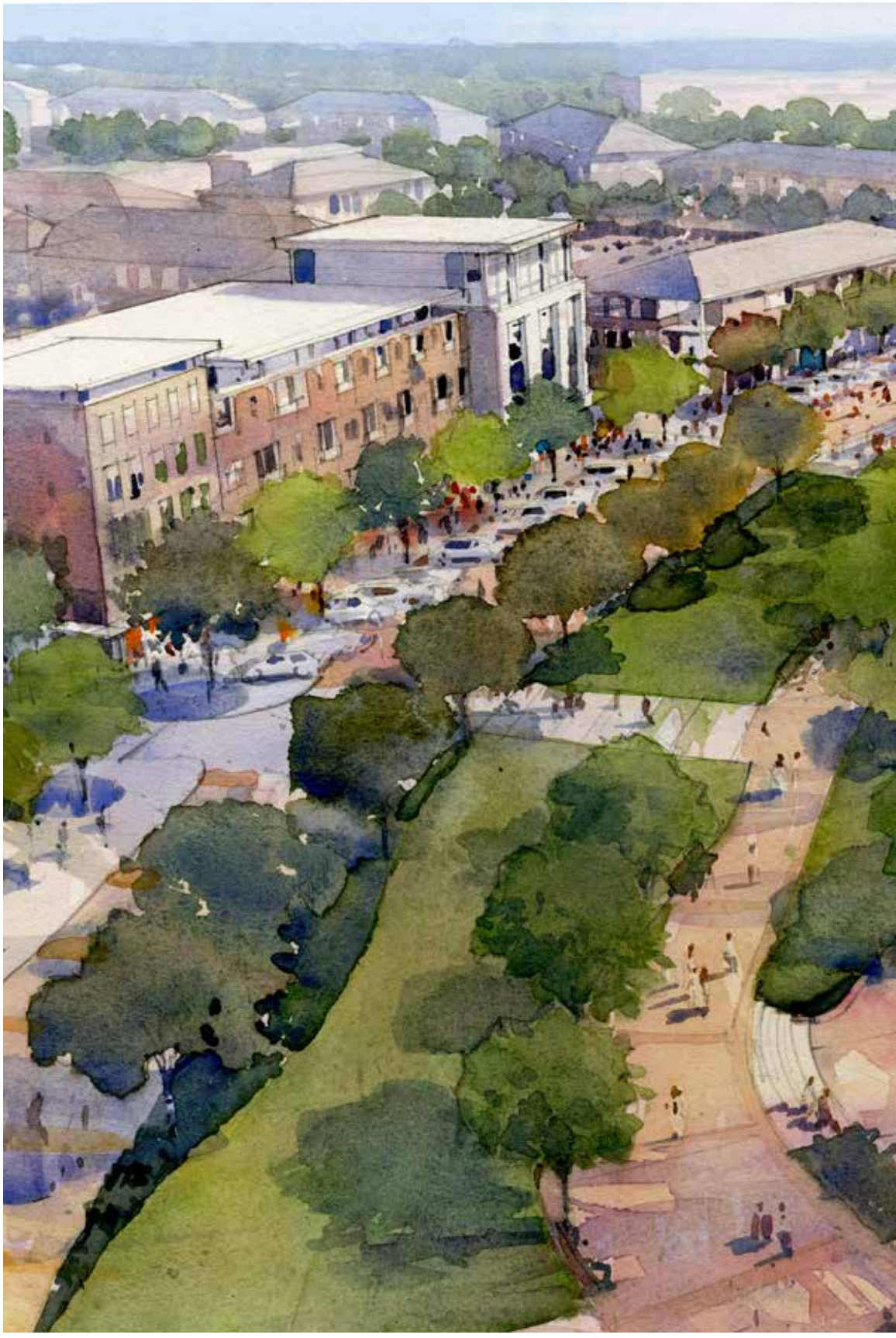


FIGURE 17: RENDERING OF PROPOSED PROMENADE

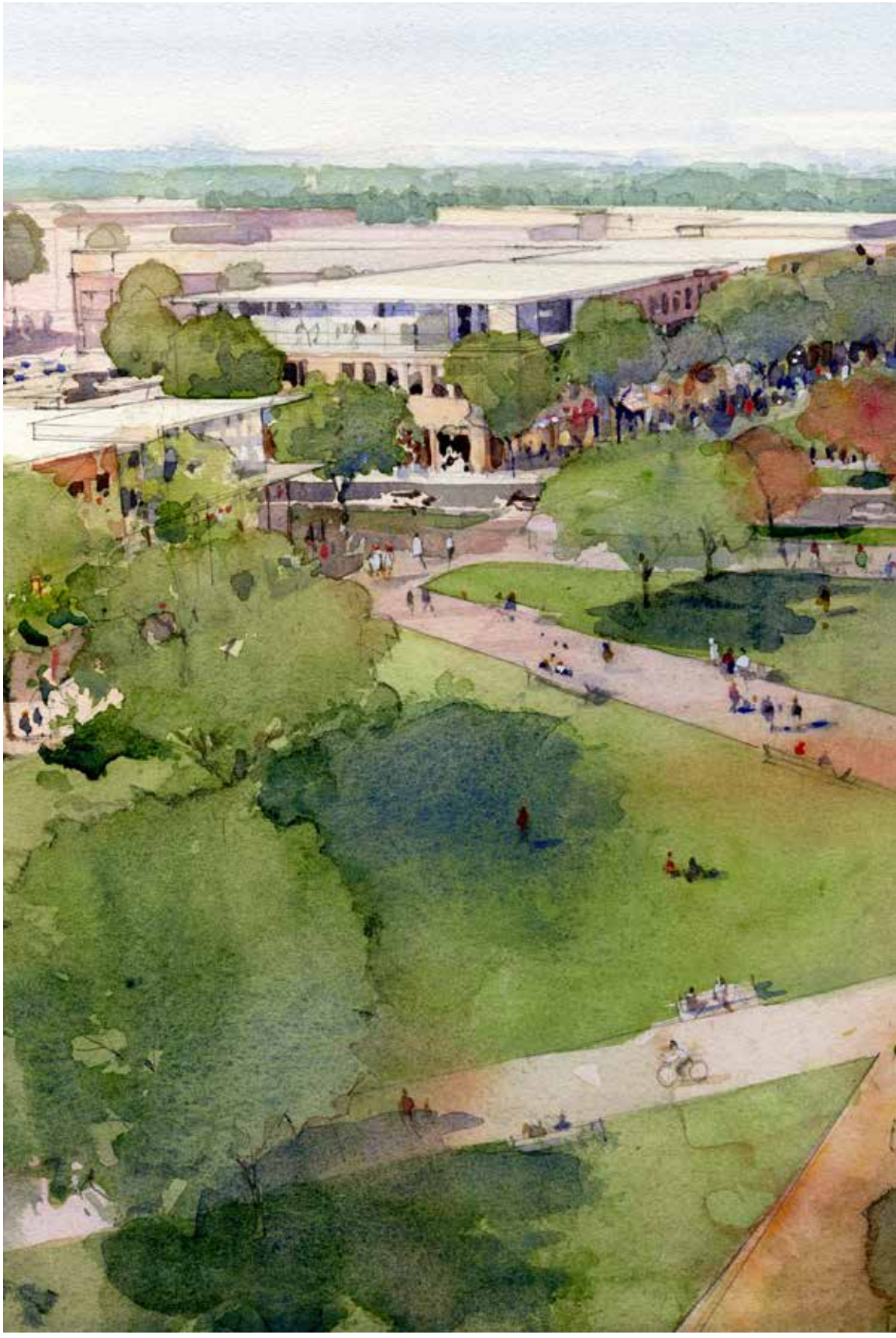
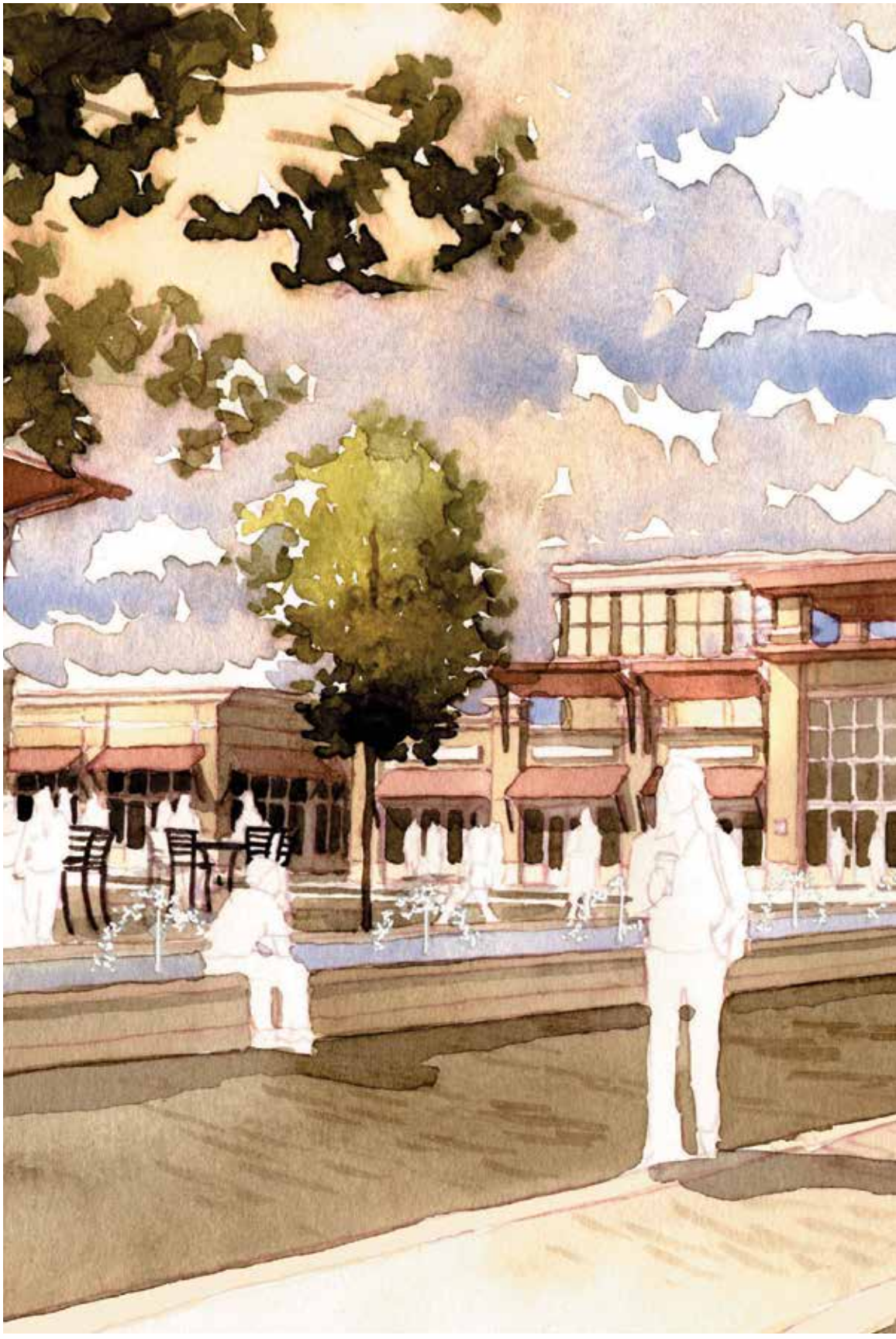


FIGURE 18: RENDERING OF NIGHT PERSPECTIVE IN CENTRAL PARK DISTRICT

FIGURE 19: RENDERING OF LIFESTYLE DISTRICT STREETSCAPE



Implement

OVERVIEW

The redevelopment of Northland Center is a significant task. This is not a simple or straightforward process. A project of this scale can take ten to twenty years to reach maturity. Given the turbulence of the economy over the past decade alone, a redevelopment of this size is likely to take place through several economic cycles. Development economics dictate a phased and flexible approach. A phased approach to redevelopment will maximize public investment while limiting the disruption to the adjacent residents and businesses.

The Redevelopment Plan for Northland Center has been designed in such a manner to establish a framework of infrastructure. The Northland site is almost completely surrounded by existing infrastructure, much of which is new or in the process of renovation. Based on the phasing plan, development is encouraged to start from the edges, along existing thoroughfares, then lead into the center of the property. This managed approach will permit the construction of new infrastructure to coincide with adjacent development activities.

"TO UNDERSTAND THE BEST IS TO WORK ON ITS IMPLEMENTATION"

- JEAN-MARIE GUYAU

PHASING

The phasing plans illustrated to the right represents both the recommended progression from a broader "macro" level as well as a more granular and detailed plan. "Phasing" allows for change while preserving the integrity of the overall Master Plan objectives. Ultimately, the phased approach from the edges will facilitate development which responds to the economy while working towards a dynamic activity hub for the community. The proposed phasing is predicated on the prevailing thought that adaptive reuse of the existing "Hudson's" structure may take additional resources that will take time to identify. If a significant end user for the Hudson's building structure is identified quickly, the phasing plan must be reconsidered.

The City can and will play an integral role in the redevelopment of Northland Center. The City's main role will be as the primary reviewing and approving agency for all development opportunities. The City can also expedite redevelopment through providing and securing financial commitments. This can be in the form of the construction of the Central Park elements and stormwater quality and control facilities. Figures 20 and 21 illustrate the proposed phasing plan. As illustrated, the phases as proposed should be implemented in alphabetical order.

FIGURE 20: PRIMARY PHASING PLAN

FIGURE 21: DETAILED PHASING PLAN

ADDITIONAL IMPLEMENTATION CONSIDERATIONS

There are two primary considerations which the City of Southfield must decide as part of the implementation of the Redevelopment Plan for Northland Center: 1.) The role and control the City will have over the project (developer or facilitator/observer); and 2.) The amount of risk the City is willing to accept. Based on prevailing thought, the City is best served by soliciting a Master Broker to coordinate and facilitate the sale and development of individual parcels of property.

Considering the "Master Broker" approach, listed below are several important steps in the redevelopment process which must be considered. These include but are not limited to:

- Identify and secure a Master Broker
- Complete the documents for demolition which align with the Redevelopment Plan
- Secure consultants and complete the documents as necessary to prepare construction/permit documents for infrastructure work
- Identify additional funding opportunities
- Prepare branding and marketing deliverables and implement a continuous marketing strategy
- Assemble comparable data to support valuation of all parcels for sale
- Prepare a preliminary schedule for property sale and development
- Prepare budget and pro-forma for development and sale of property
- Negotiate letters of intent and contracts for sale as approved by City
- Manage the bidding process for selection of contractors for demolition and infrastructure work
- Manage construction work on demolition and infrastructure work

DEVELOPMENT PERSPECTIVE

Land development is a challenging and competitive environment. While land values continue to stabilize, the values for specific uses may vary widely based on location and proximity to desirable employment, housing, and amenities. For the reasons above, it is important to develop a logical strategy for phasing of the infrastructure and road network to manage development costs. In addition, the Redevelopment Plan should allow for flexibility while preserving the integrity of the overall Master Plan objectives.

BRANDING CAMPAIGN

Vision

High above the space, the Northland Center water tower shows the last remaining piece of the Northland name. By painting over the water tower, the City can officially close that chapter of the past and start anew. The re-purposed water tower will be a beacon; a northern light that beckons people to come closer and get curious about the space. To pay homage to the history and bring excitement to the redevelopment of Northland, the idea of reflection allows people to reflect on the past, examine the now, and look into the future to "imagine the possibilities." Likewise, artistic expression communicates a feeling of culture, lifestyle and open-minded creation.

By starting a conversation that invites citizens to reflect on the past and look into the future and starting community events that get people to experience the space in a positive way, the reputation of Northland can effectively transform into something new and incredible. "The Heart of It All" represents a modern evolution, a center for living, a place with energy and pulse that echoes throughout Southfield.

Identity

The City of Southfield has initiated a process to create a Redevelopment Plan for the 125-acre Northland Mall site. This process is a partnership between the City and the Southfield DDA (SDDA). The development plan and strategy will be technically and intuitively informed by community insight. The technical analysis includes analyzing the existing conditions of the site, examining the building/structure, a review of environmental factors on the site, and an assessment of the market conditions and development potential in the effective market area. Local stakeholders and the general public will be engaged throughout the process to share their ideas and aspirations for the redevelopment of this important community landmark as we imagine the possibilities, together.

Execution

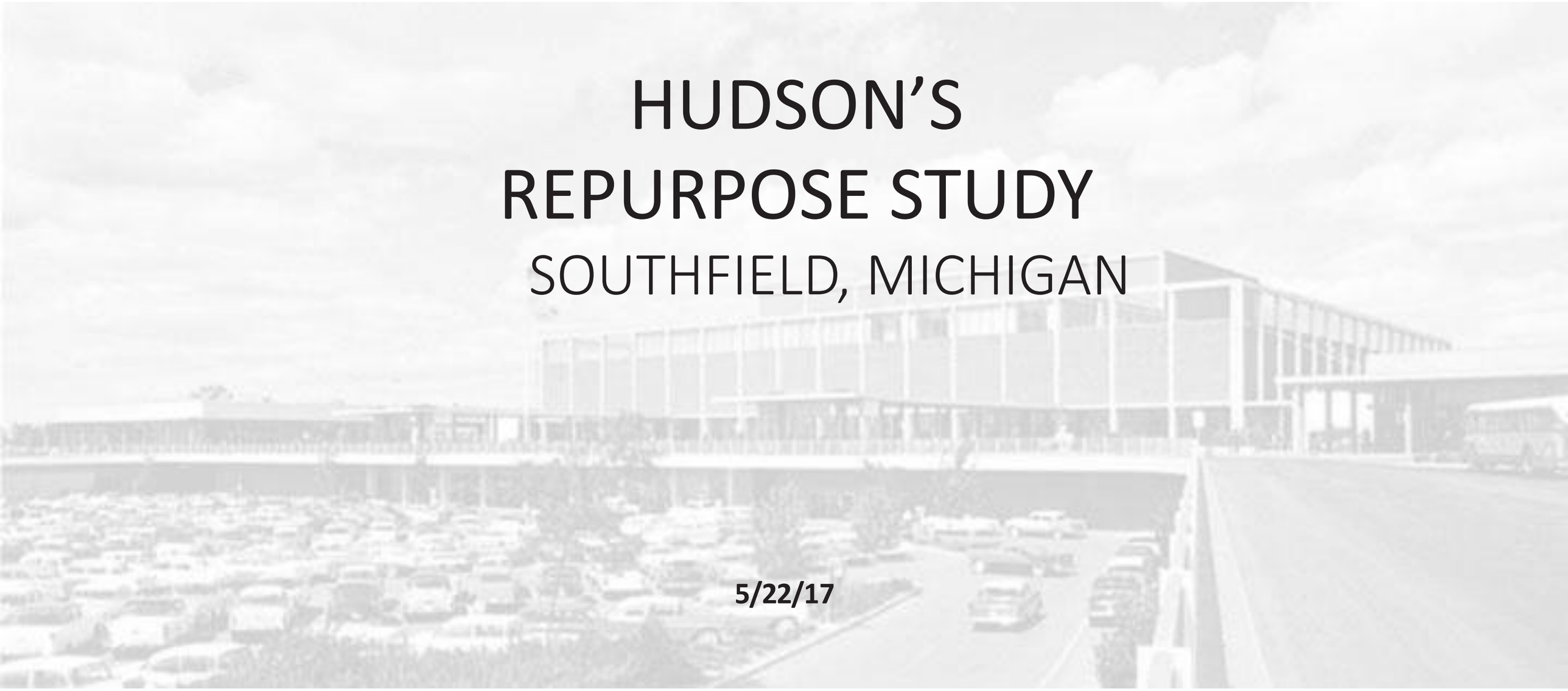
The execution and awareness process for the Northland Mall Redevelopment "Heart of It All campaign" is going to be ongoing and an exciting challenge! It is important to establish a system for ongoing awareness in support of the campaign and the City of Southfield's ongoing traditional PR initiatives. The goal being to consistently present what is coming, details on what is happening and deliver an ongoing exciting image of the future of the Northland Mall redevelopment. The most effective way to do this is to execute the concepts presented, and continue the process of Integrated Digital Marketing. For the "Heart of It All" campaign to be successful, we recommend the execution/ completion of the aforementioned concepts which will come in the form of Branding Support and ongoing Integrated Digital Marketing.

PREPARED BY:

CALLISONRTKL A DESIGN CONSULTANCY OF ARCADIS — ARCHITECTURE / PLANNING	EDNA BELL — PUBLIC RELATIONS LAURA RODWAN – MEDIA RELATIONS
ARCADIS — STRUCTURAL ENGINEERING	IceMiller LEGAL COUNSEL — ECONOMIC DEVELOPMENT INCENTIVES MUNICIPAL FINANCE
DANTER COMPANY — MARKET ASSESSMENT	AKTPEERLESS — ENVIRONMENTAL ENGINEERING
TOM CARTER — MIXED-USE DEVELOPMENT ADVISOR	Moncur — BRANDING

Southfield
the center of it all™

OHM
Advancing Communities®



HUDSON'S REPURPOSE STUDY

SOUTHFIELD, MICHIGAN

5/22/17

CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS

OHM

VISION

MASTERPLAN

Hudsons is the central node of the mixed-use redevelopment of Northfield Mall.

Along with with central green space, Hudson's connects the mixed-use, retail, office, hotel, and residential developments.

The Hudson's re-purpose project will catalyze development for the former mall site and needs to capture the city of Southefields's vision for the overall masterplan.

IMAGINE NORTHLAND

"NORTHLAND SHOULD BE OR HAVE...."

A walkable and bikeable mixed-use town center providing a sense of place and community.

Harness the power of the creative class and provide work / life opportunities.

Respect the history of the site and LOCAL community

Provide public gathering programs and spaces (eg band shell, restaurants, eateries, people watching opportunities).

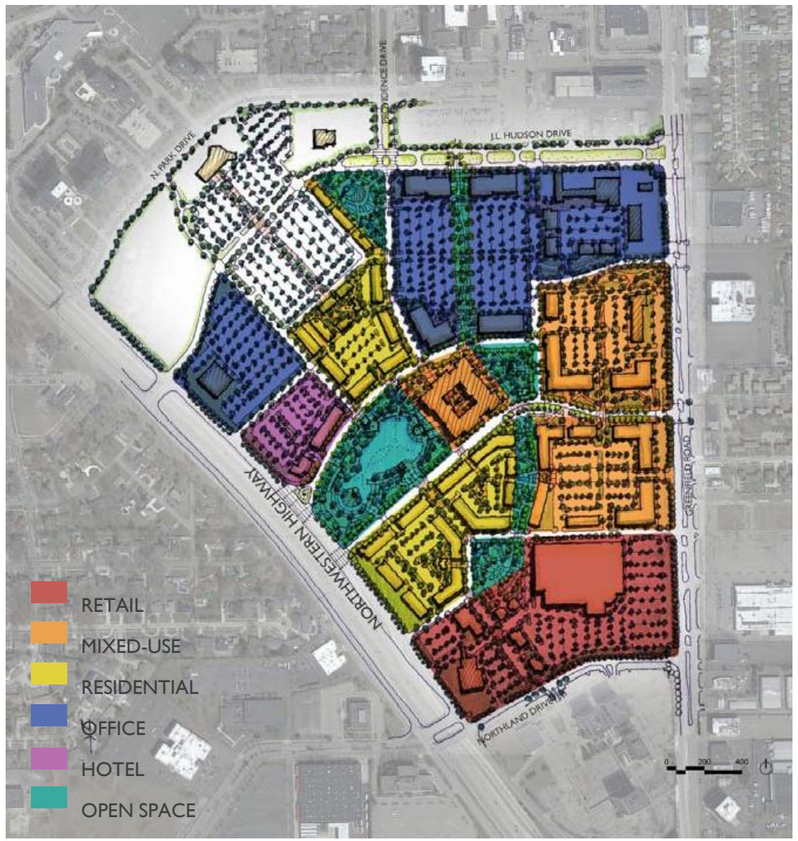
MARKET STUDY

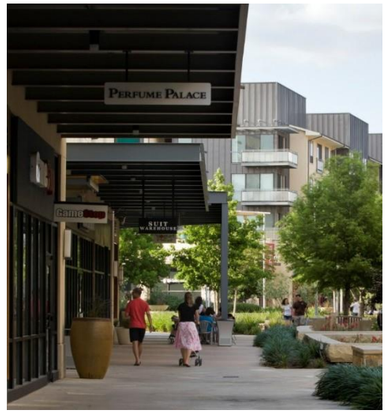
Creative class office.

Strong opportunity for apartment development.

Otherwise, 120k SF of office, and 100-120k SF retail, targeted towards medical, wellness and fitness uses.

Aside from big box there is limited opportunity for small retail.

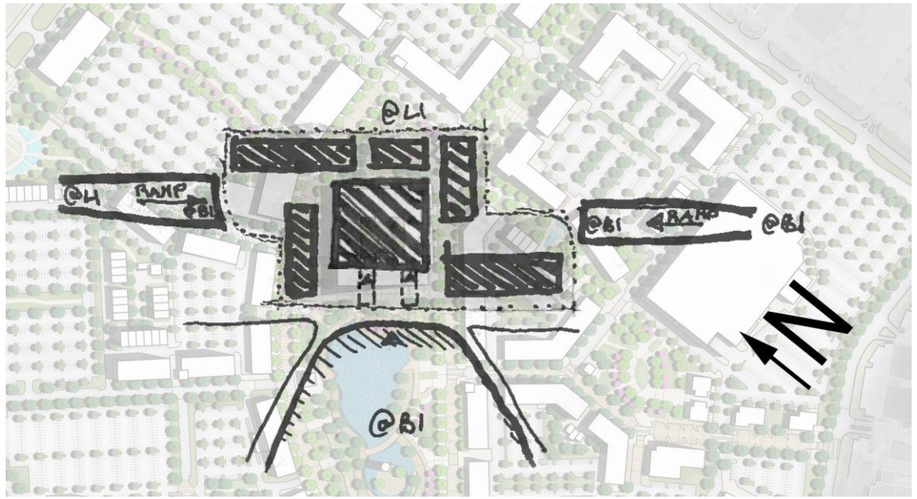




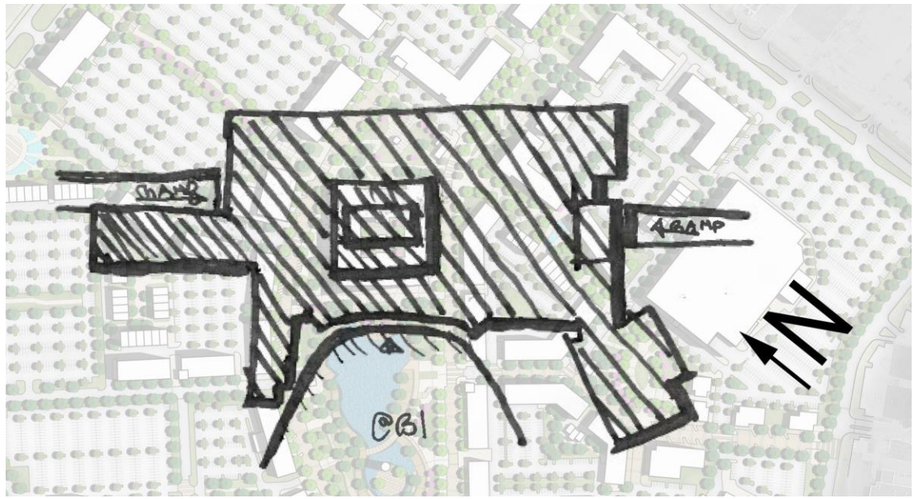
HUDSON'S REPURPOSE
SOUTHFIELD, MI

SITE CONDITIONS

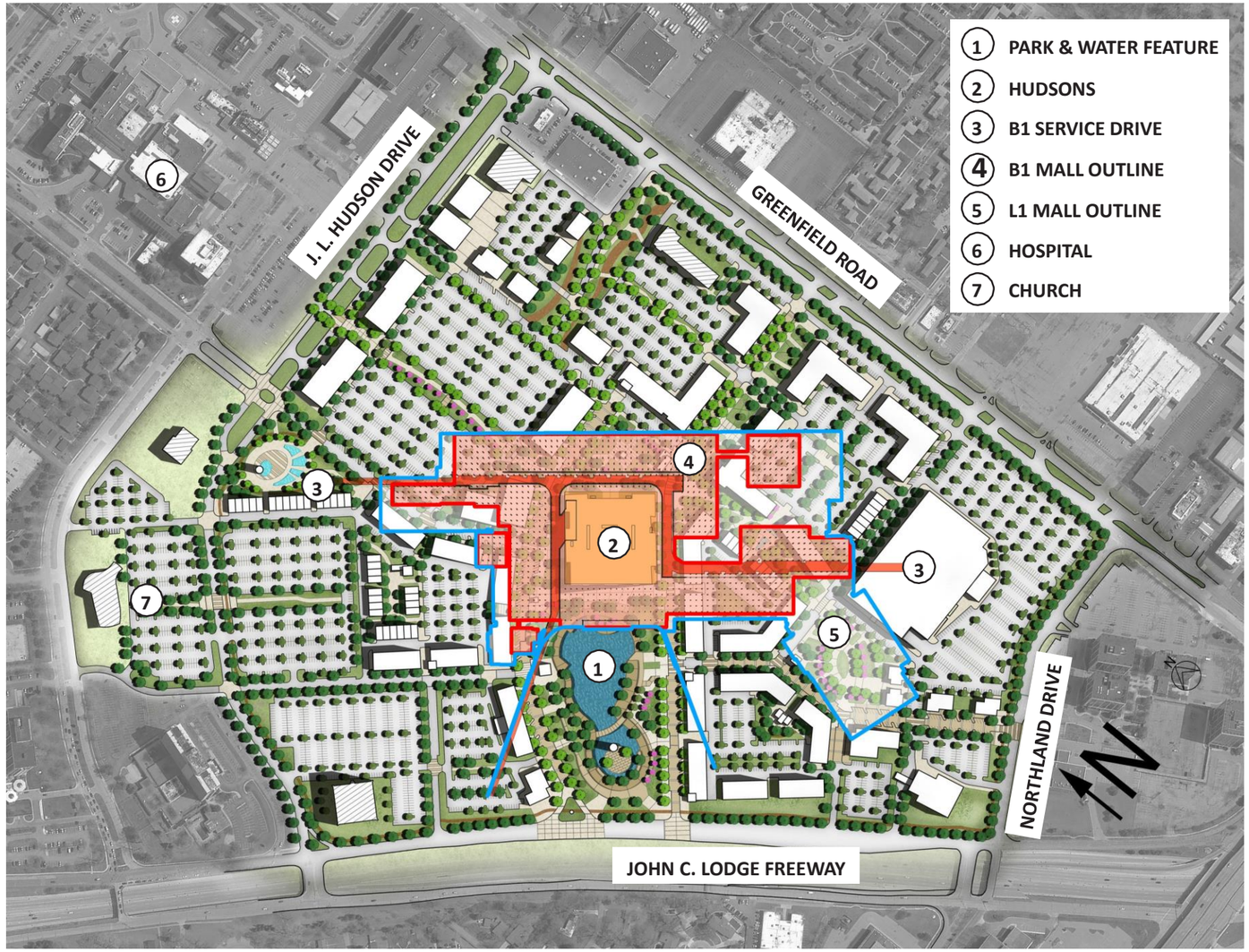
CHALLENGES & OPPORTUNITIES



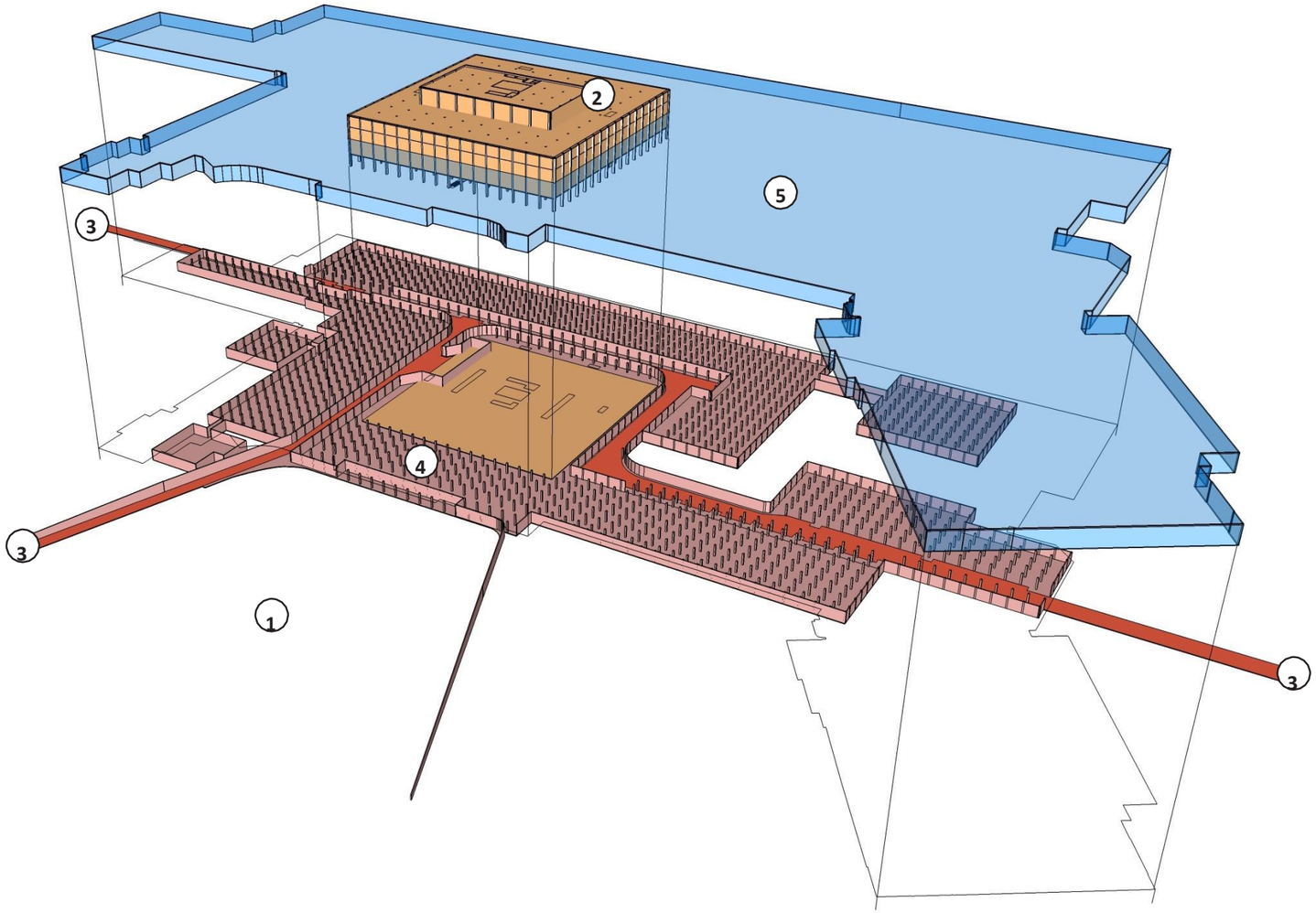
1950'S OUTDOOR MALL



EXISTING ENCLOSED MALL



PROPOSED NEW MASTERPLAN SITE PLAN



1. WATER FEATURE (EXTG B1 PARKING)
2. HUDSONS
3. B1 SERVICE DRIVE
4. B1 MALL
5. L1 MALL (TO BE DEMOLISHED)

HUDSON'S REPURPOSE
SOUTHFIELD, MI

Existing Building Diagram

SITE STRATEGY

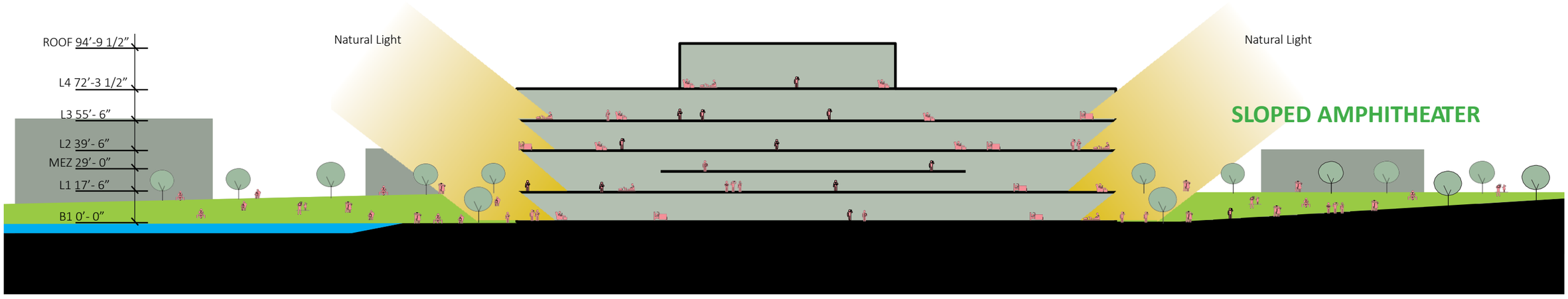
TOPOGRAPHY & CONSTRUCTABILITY

1. PARK & WATER FEATURE
2. HUDSONS
3. PHASE 1B/EXISTING
4. ENHANCED LANDSCAPE/STREETSCAPE FOR PRIMARY ENTRY ROAD
5. SUN PATH

OPTION 1: GREEN BOWL CONCEPT

- **Minimized cut and fill efforts, waterproofing, and foundation work.**
- **B1 gains access to light and air.**
- **Lake can come right up against building**
- **Special topography creates unique environment and provides opportunities for interesting features like an amphiitheater**

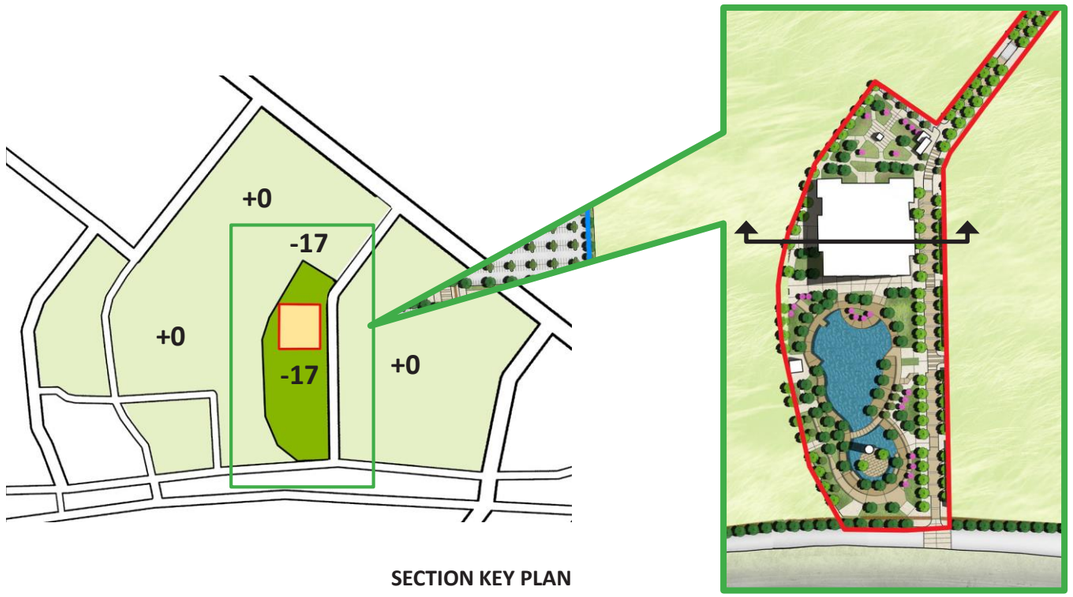
SECTION KEY PLAN



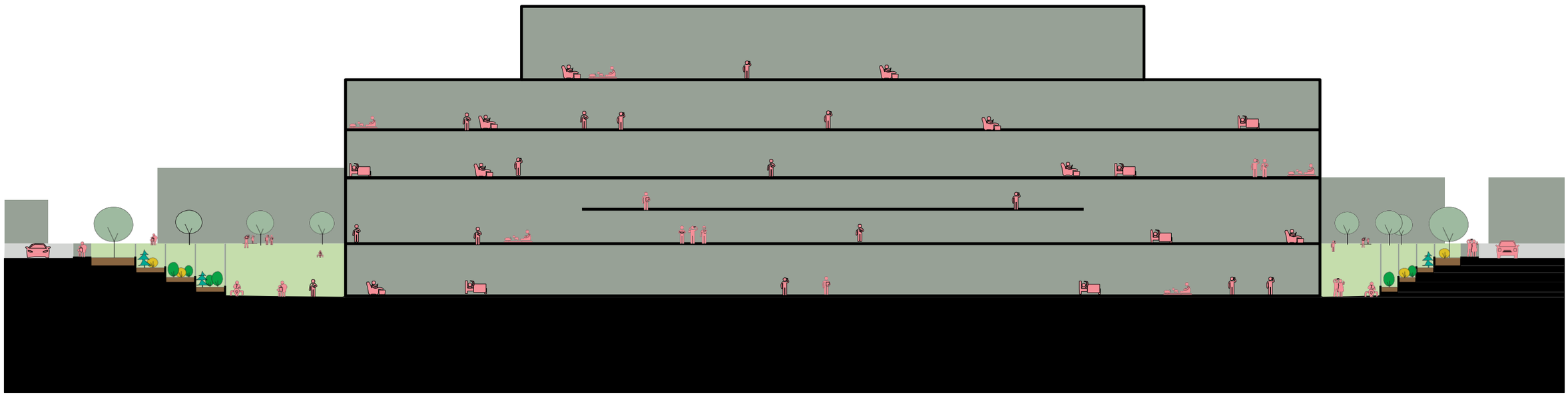
HUDSON'S REPURPOSE
SOUTHFIELD, MI

SITE GRADING OPTION 1

OPTION 1: GREEN BOWL CONCEPT



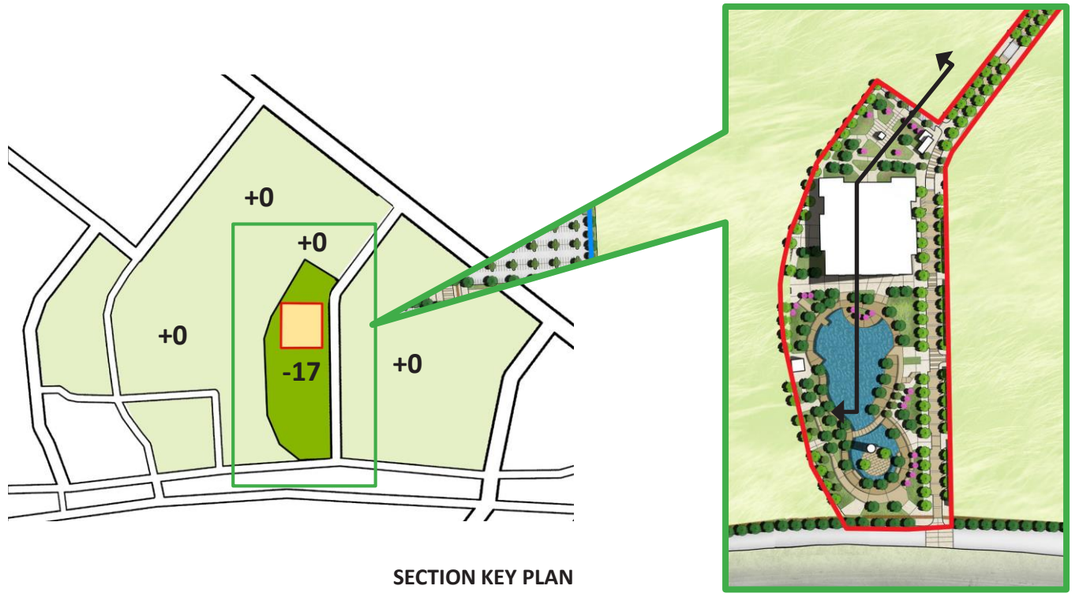
SECTION KEY PLAN



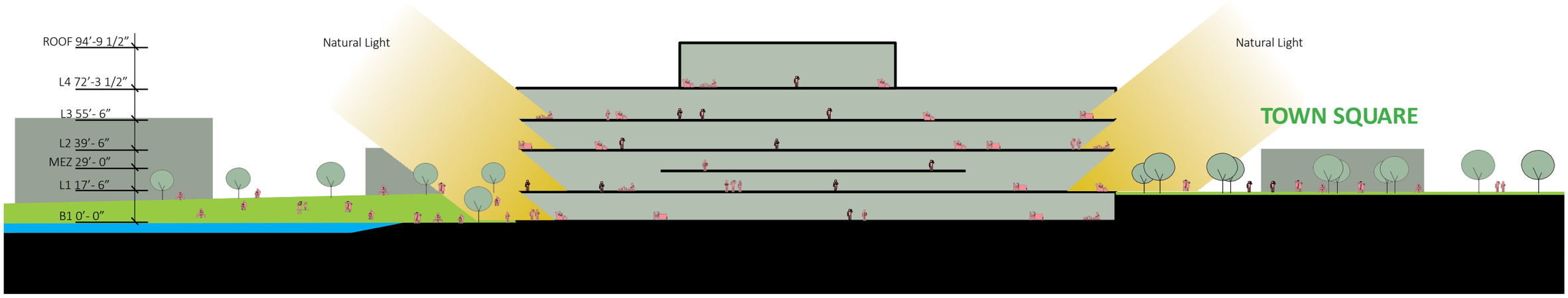
HUDSON'S REPURPOSE
SOUTHFIELD, MI

SITE GRADING OPTION 1

OPTION 2: BURIED B1 CONCEPT



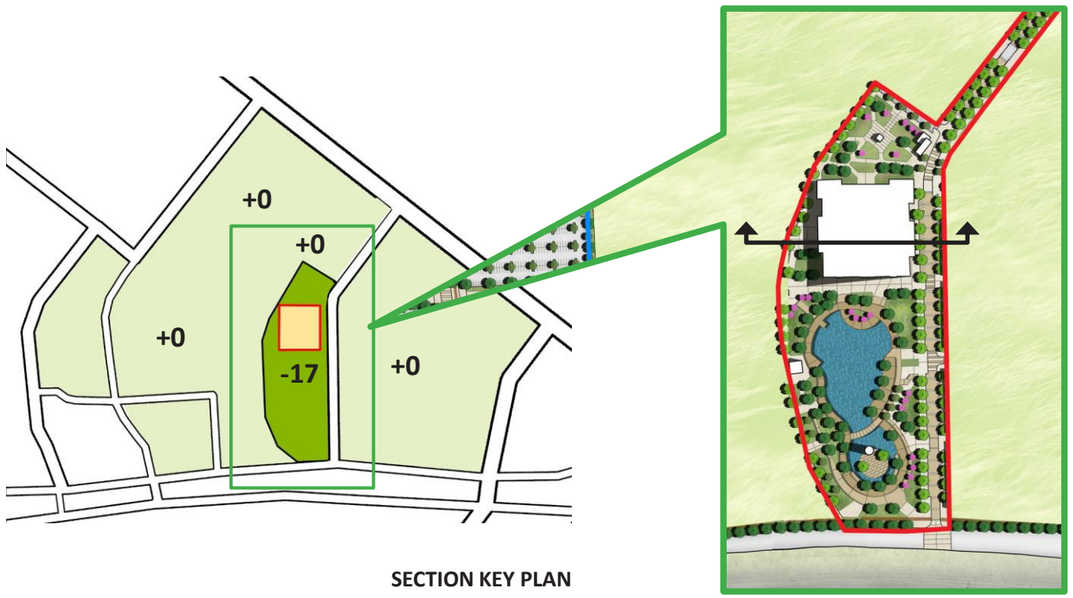
SECTION KEY PLAN



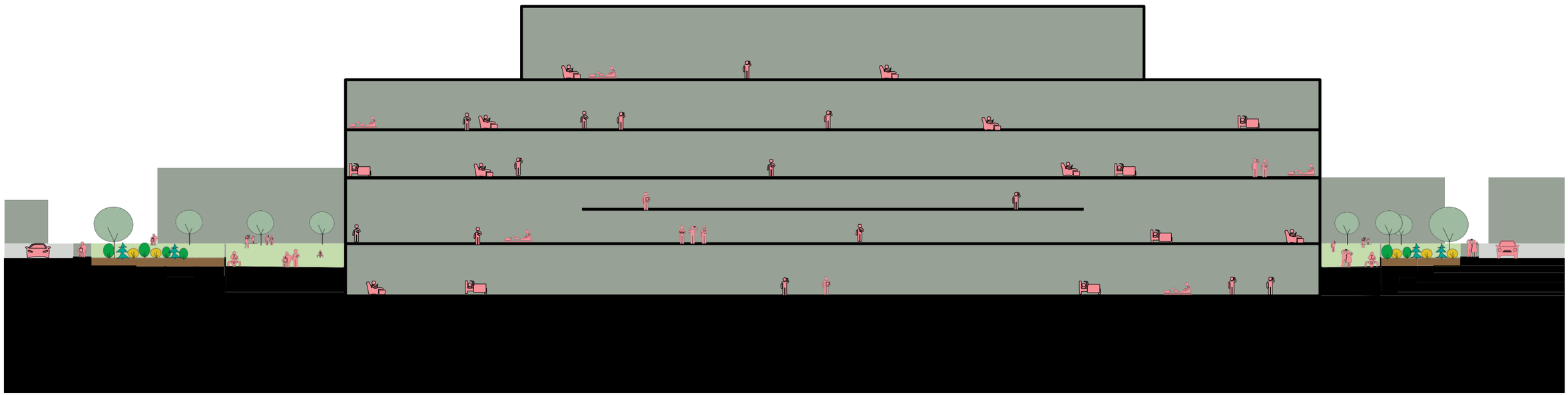
HUDSON'S REPURPOSE
SOUTHFIELD, MI

SITE GRADING OPTION 2

OPTION 2: BURIED B1 CONCEPT



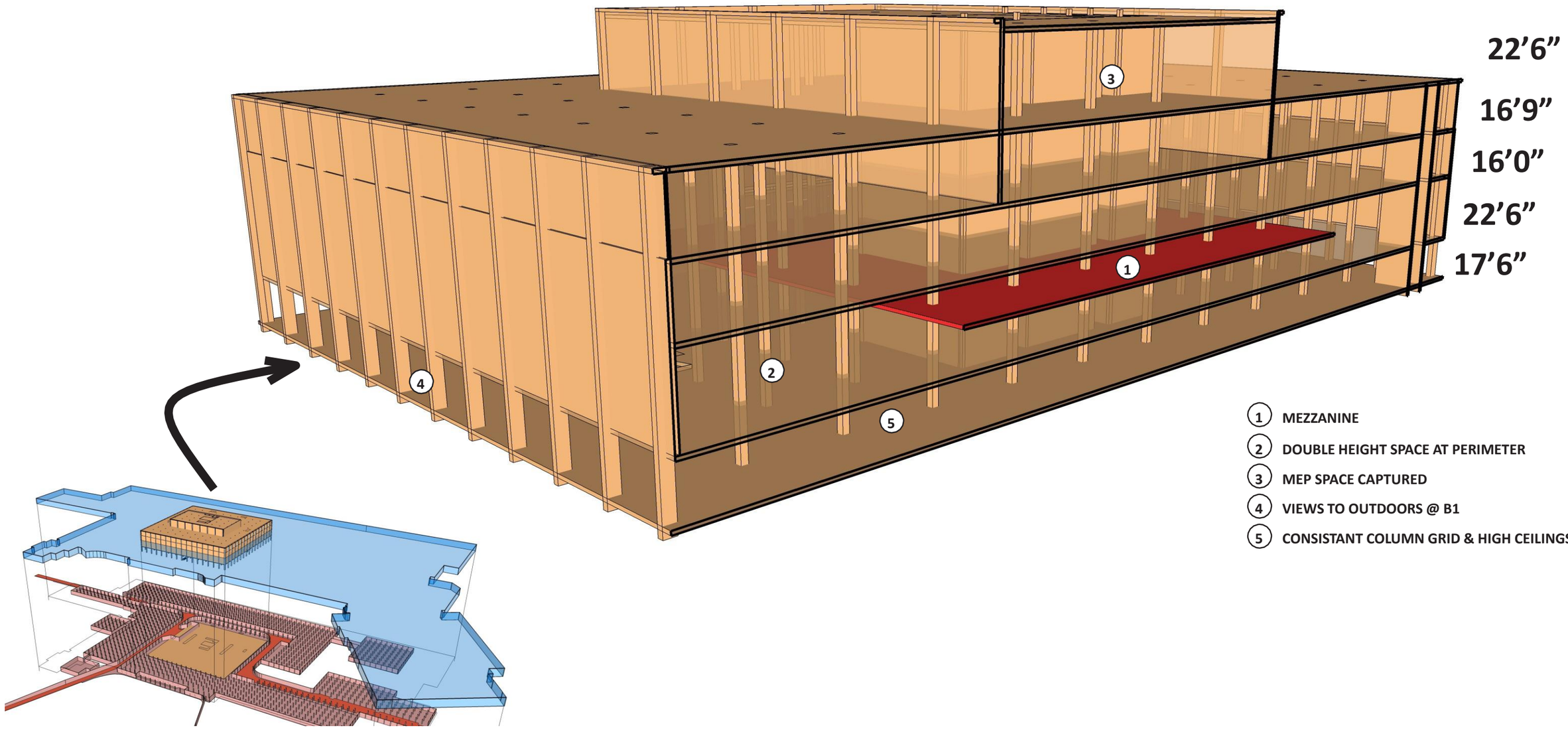
SECTION KEY PLAN



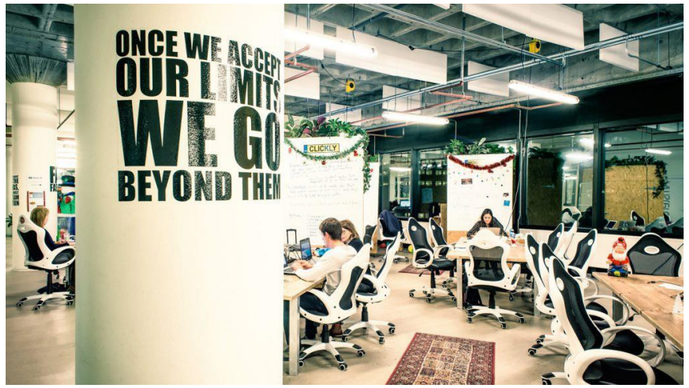
HUDSON'S REPURPOSE
SOUTHFIELD, MI

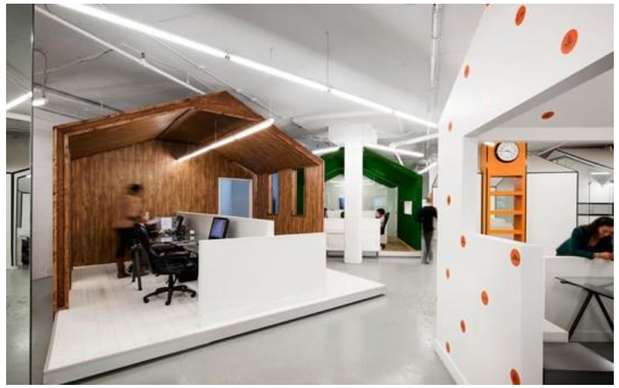
SITE GRADING OPTION 1

EXISTING BUILDING OPPORTUNITIES



CREATIVE CLASS OFFICE



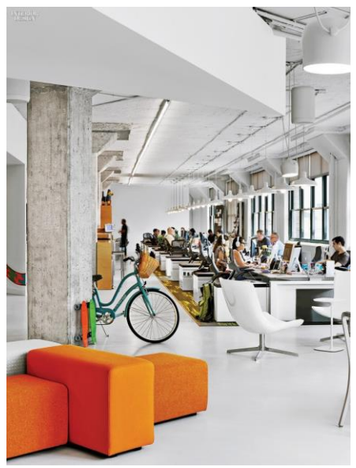


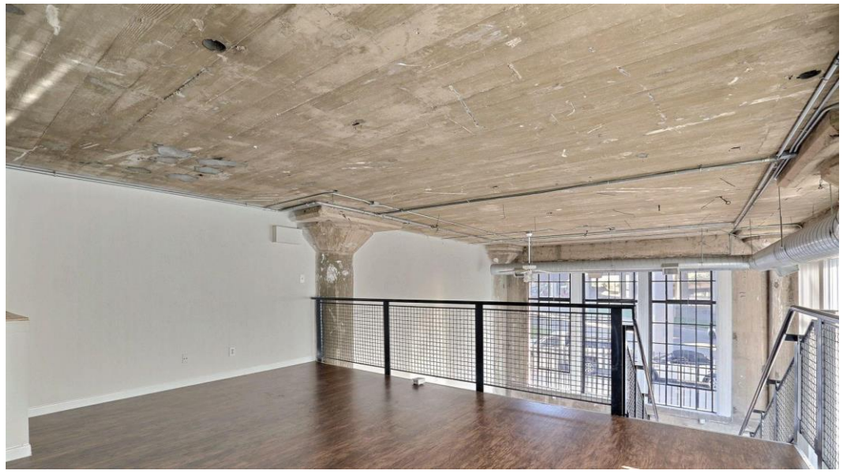
Fun, creative, energetic

Efficient use of resources

Simple, honest

Imaginative use of double height spaces





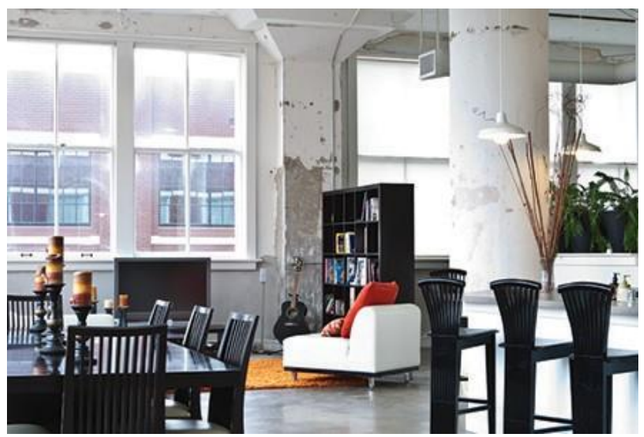
LOFT APARTMENTS

Raw, generous space

Bright, clean finishes

Insert lofts into existing double height space

Celebrate mid century modern



HUDSON'S REPURPOSE
SOUTHFIELD, MI

AMENITIES

Shared amenity areas that blur work with living

Lively and energetic outdoor amenities

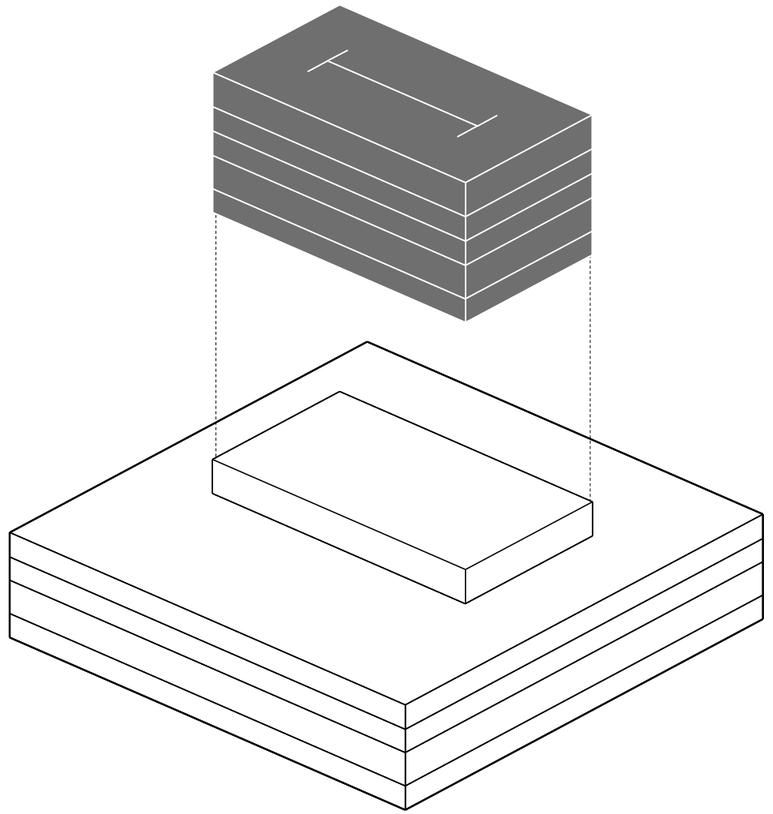
Outdoor cinema

Rooftop lounge

Community Gardens

OPTION 1: LUXURY OF SPACE

MAXIMUM BUILDING USE



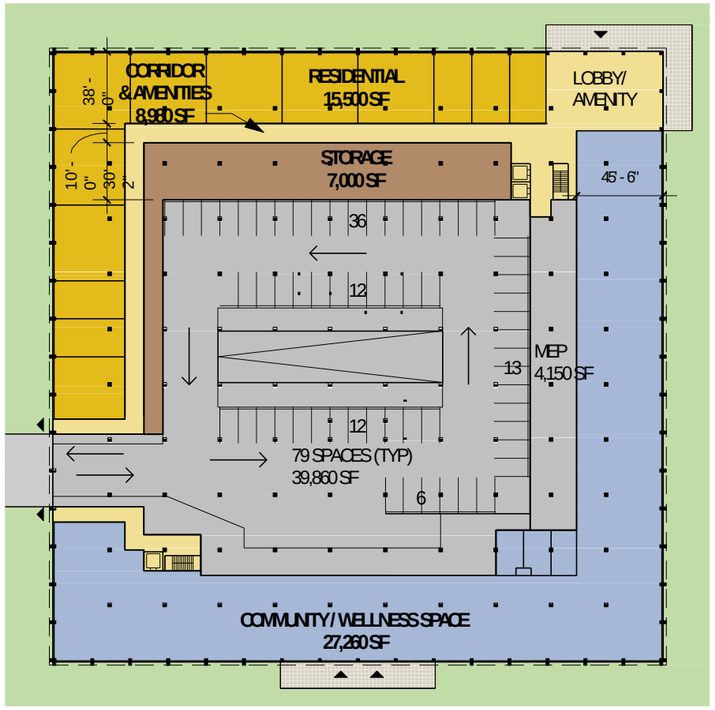
1. **ROOFTOP AMENITY (running path, community garden, play lawn, lounge)**
2. **COMMUNITY SPACE ADJACENT TO WATER**
3. **MEP SPACE CAPTURED (loft units)**
4. **DOUBLE HEIGHT CREATIVE CLASS OFFICE & RESI UNITS**

PROS

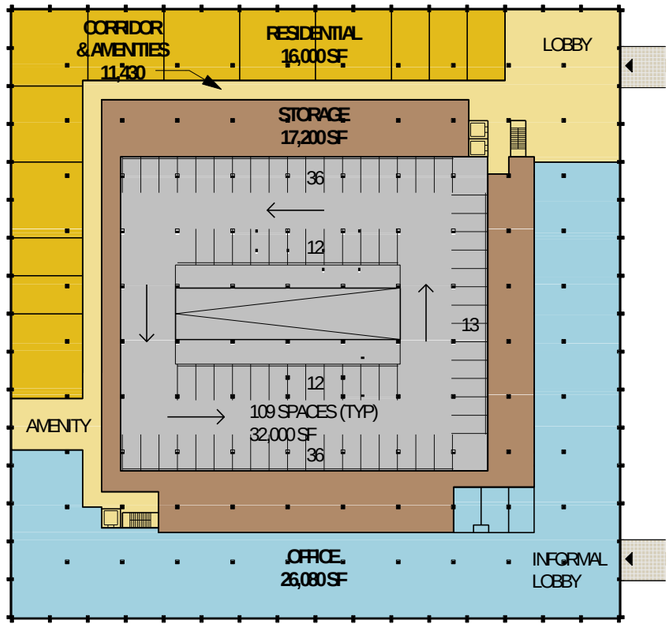
- Existing building is left largely intact
- Gracious rooftop amenity
- Convenient parking provides direct access at all levels

CONS

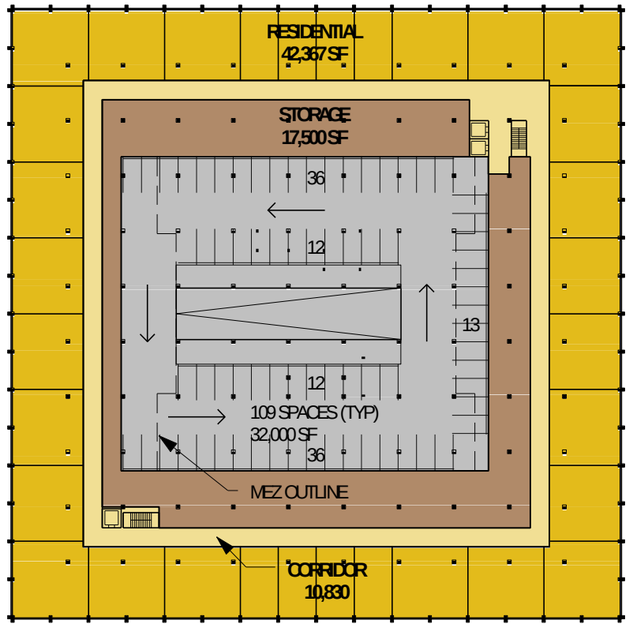
Both uses share same identity



BASEMENT LEVEL



LEVEL 1



LEVEL 2-3 (TYPICAL)

B1	RESIDENTIAL		OFFICE	COMMUNITY & WELLNESS	STORAGE	PARKING
	NET (SF)	UNITS	(SF)	9SF)	(SF)	(COUNT)
	15,500	13	0	27,260	7,000	79
L1	16,000	13	26,080	0	17,200	109
MEZ	0	0	0	0	0	96
L2	42,367	35	0	0	17,500	109
L3	42,367	35	0	0	17,500	109
L4 (MECH LVL)	19,000	16	0	0	0	0
TOTAL	135,234	112	26,080	27,260	59,200	502
PKG NEEDED		168	79	82	0	329

ASSUMPTIONS
1200 SF average unit size

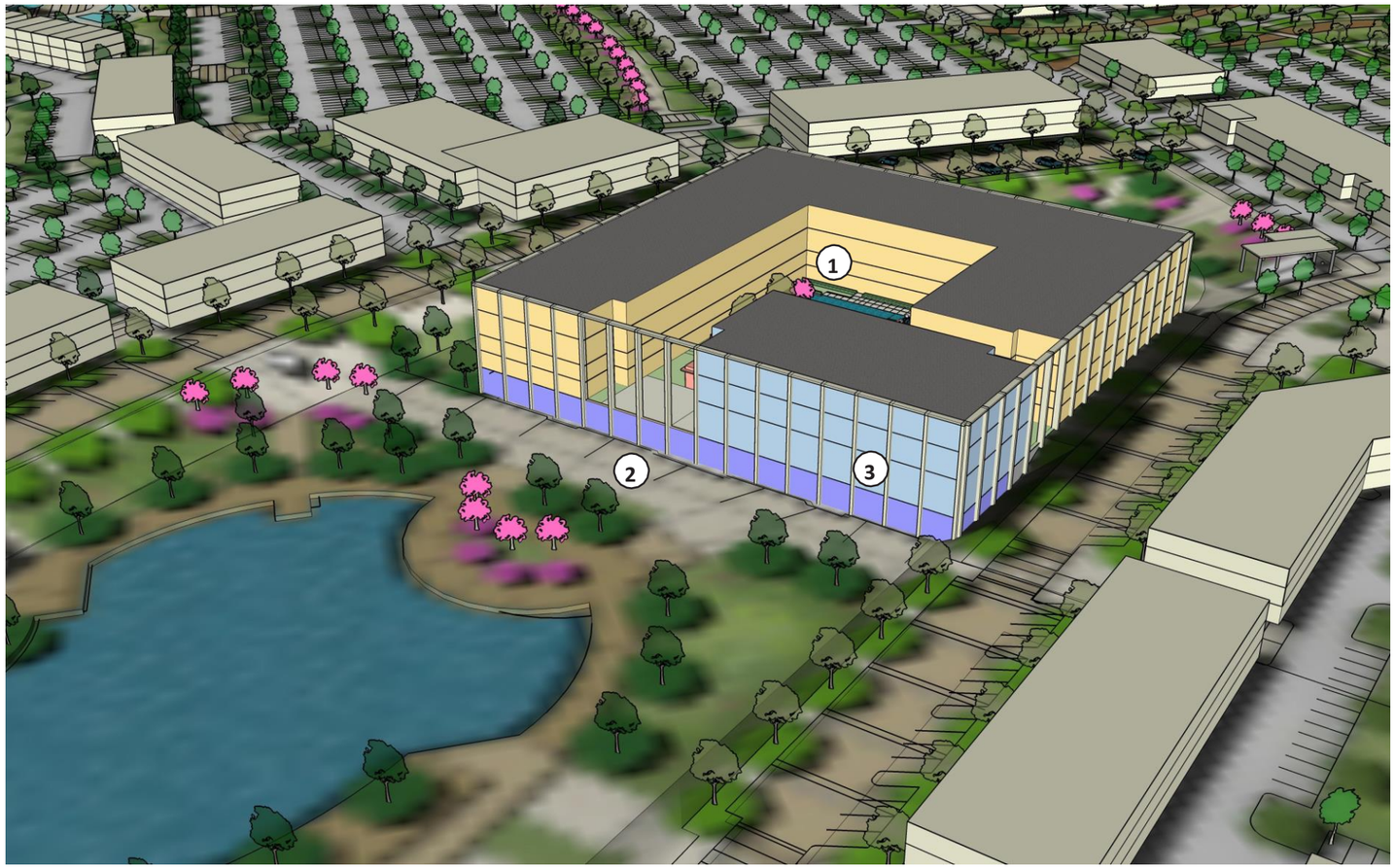
PARKING
3 space/1000 sf office
1.5 spaces /unit residential

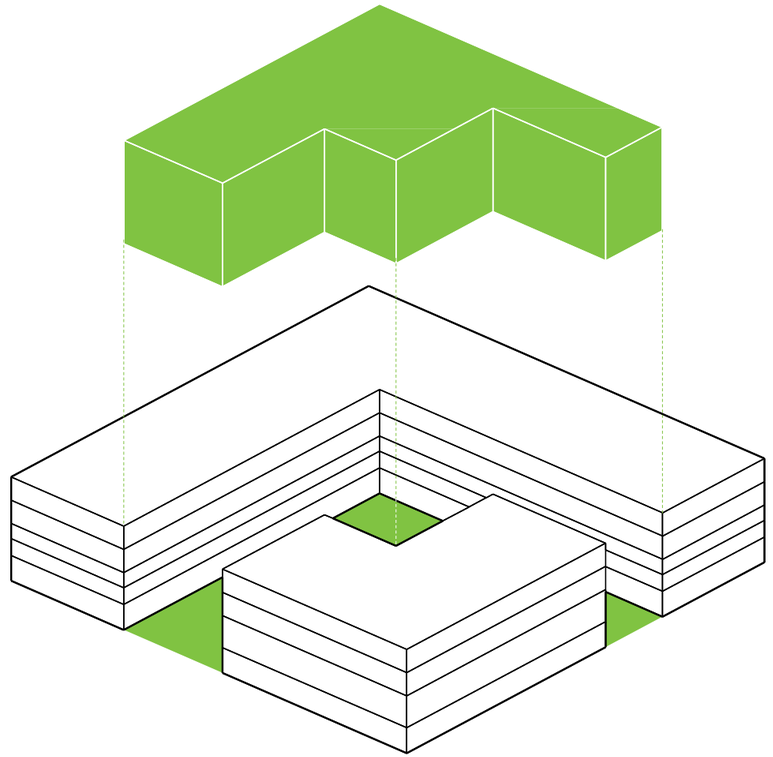
HUDSON'S REPURPOSE
SOUTHFIELD, MI

OPTION 1 - LUXURY OF SPACE

OPTION 2: CREATIVE COURTYARD

HEART OF COMMUNITY





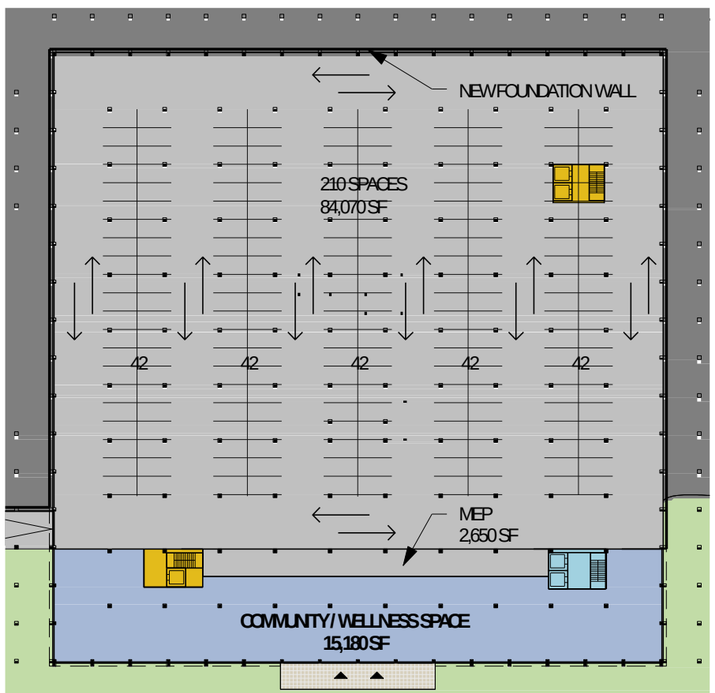
1. **CREATIVE COURTYARD (community garden, play lawn, lounge)**
2. **COMMUNITY SPACE ADJACENT TO WATER**
3. **OFFICE&RESIDENTIAL BOTH HAVE CLEAR IDENTITY**

PROS

- Semi private/public courtyard for sense of community/security
- Efficient use of remaining floor plate (no storage)

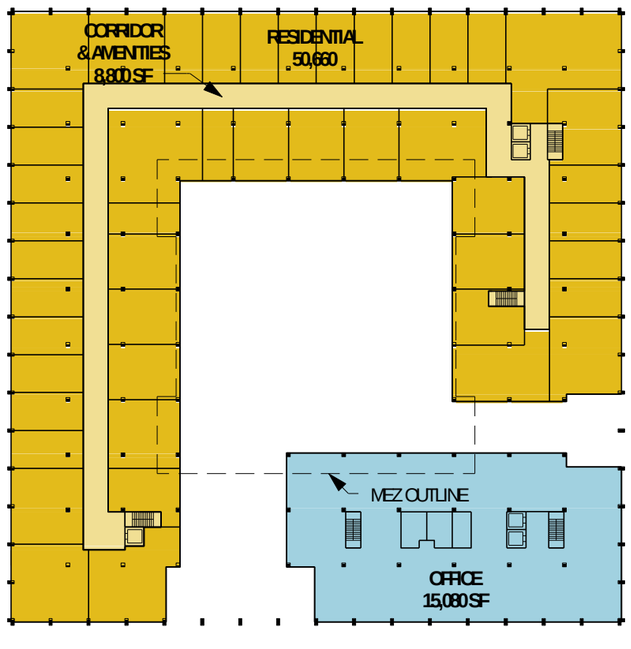
CONS

- Selective demolition is costly and challenging
- Courtyard “floor” needs to be waterproofed
- B1 parking may need to extend beyond Hudson’s footprint.



BASEMENT LEVEL

LEVEL 1



LEVEL 2-3 (TYPICAL)

	RESIDENTIAL NET (SF)	UNITS	OFFICE (SF)	COMMUNITY & WELLNESS 9SF)	STORAGE (SF)	PARKING (COUNT)
B1	0	0	0	15,180	0	210
L1	43,930	37	15,080	0	0	0
MEZ	0	0	0	0	0	0
L2	50,660	42	15,080	0	0	0
L3	50,660	42	15,080	0	0	0
L4 (MECH LVL)	0	0	0	0	0	0
TOTAL	145,250	121	45,240	15,180	0	210
PKG NEEDED		182	136	46	0	364

NOTE
Additional Parking on surface or extending the basement is required.

ASSUMPTIONS
1200 SF average unit size

PARKING
3 space/1000 sf office
1.5 spaces /unit residential

HUDSON'S REPURPOSE
SOUTHFIELD, MI

OPTION 2 - CREATIVE COURTYARD

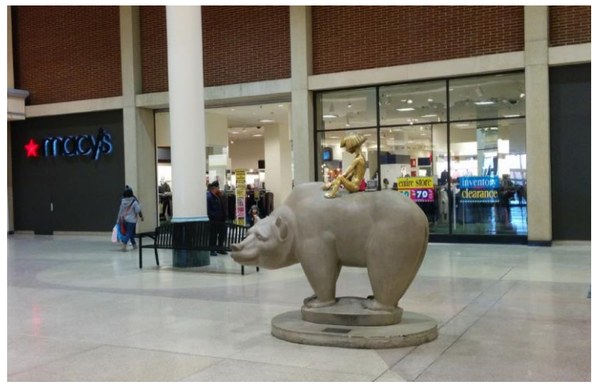
CHARACTER OF SPACE

ORIGINAL ARCHITECTURE

Celebrate original architecture of Victor Gruen

Sculpture garden for existing artwork

Reinvoke sense of buildings in a garden space

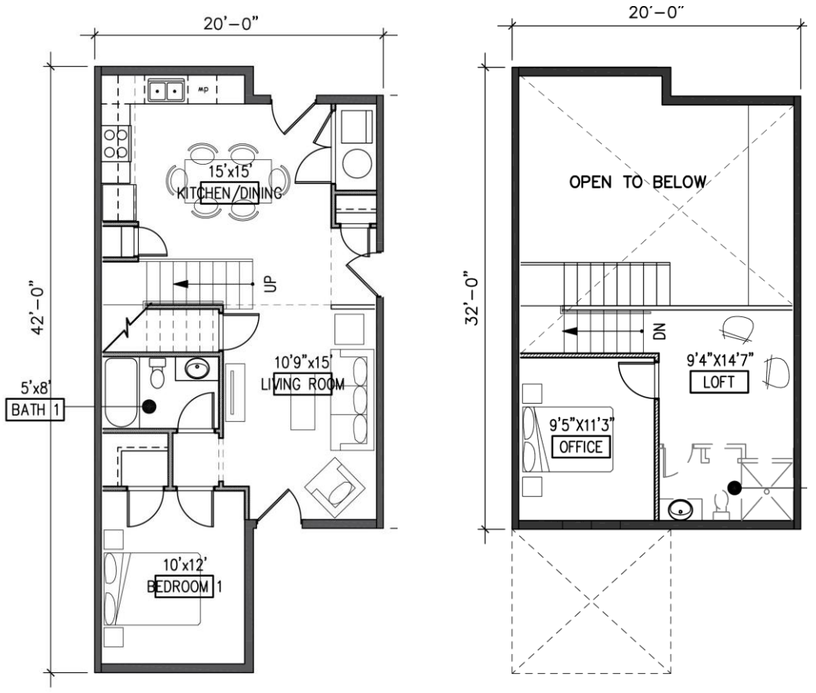


HUDSON'S REPURPOSE
SOUTHFIELD, MI

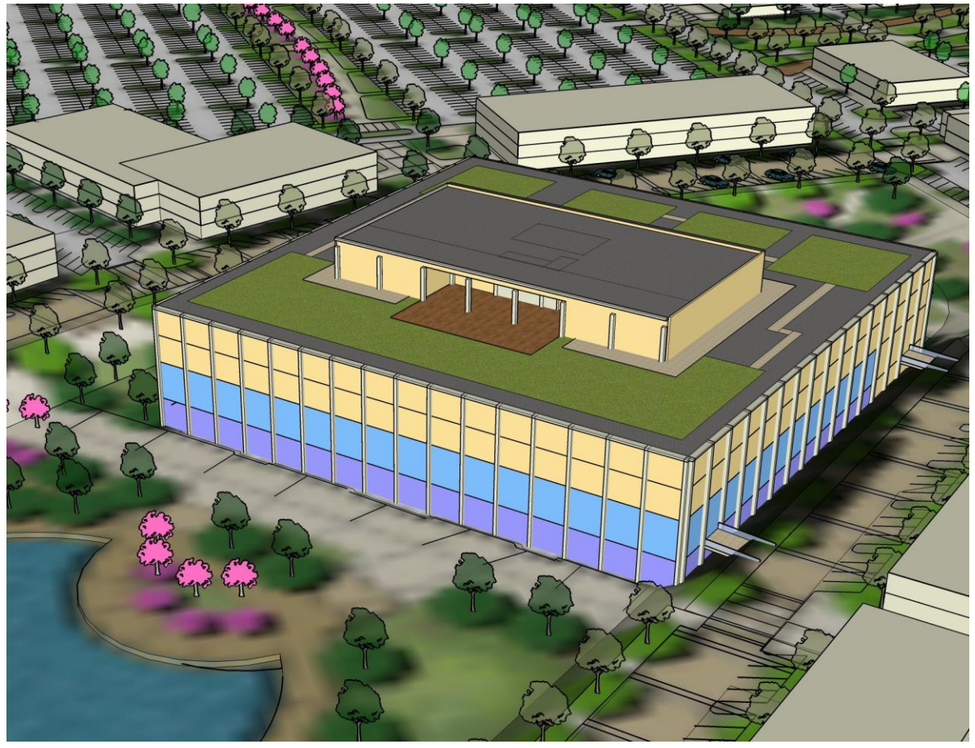
UNIVERSAL SPACE / UNIQUE CHARACTER

Repetitive unit types allow for efficiency and economy of construction

Utilize the existing architectural features and materials



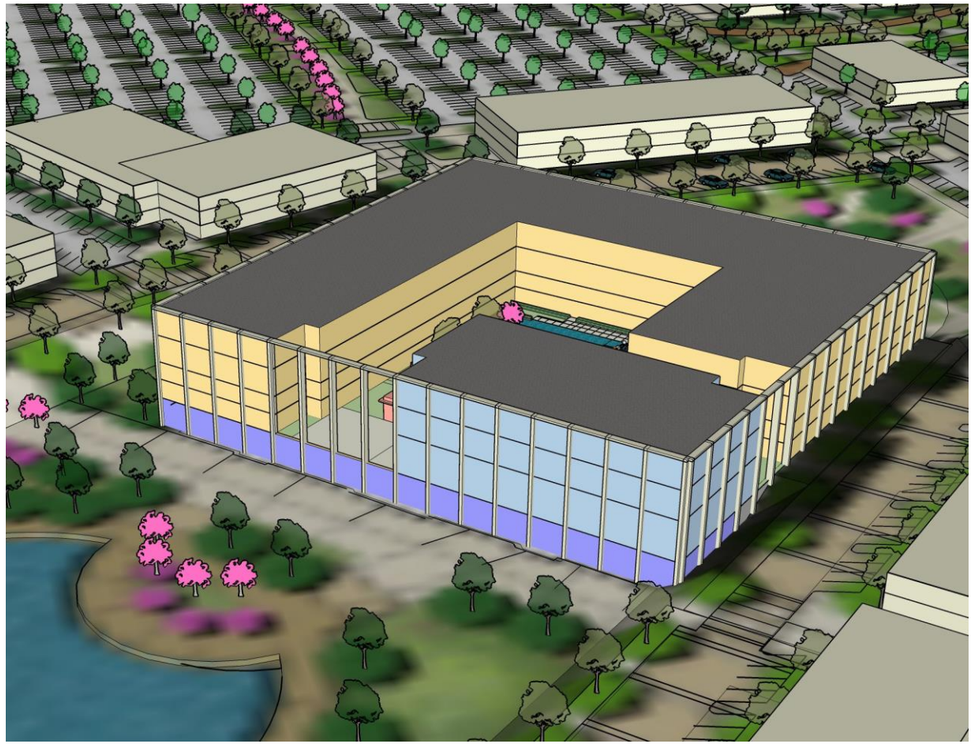
HUDSON'S BUILDING CONCEPT
COMPARISON



LUXURY OF SPACE

PROS
- Existing building is left largely intact
- Gracious rooftop amenity
- Internally parked

CONS
- Storage is inefficient use of space

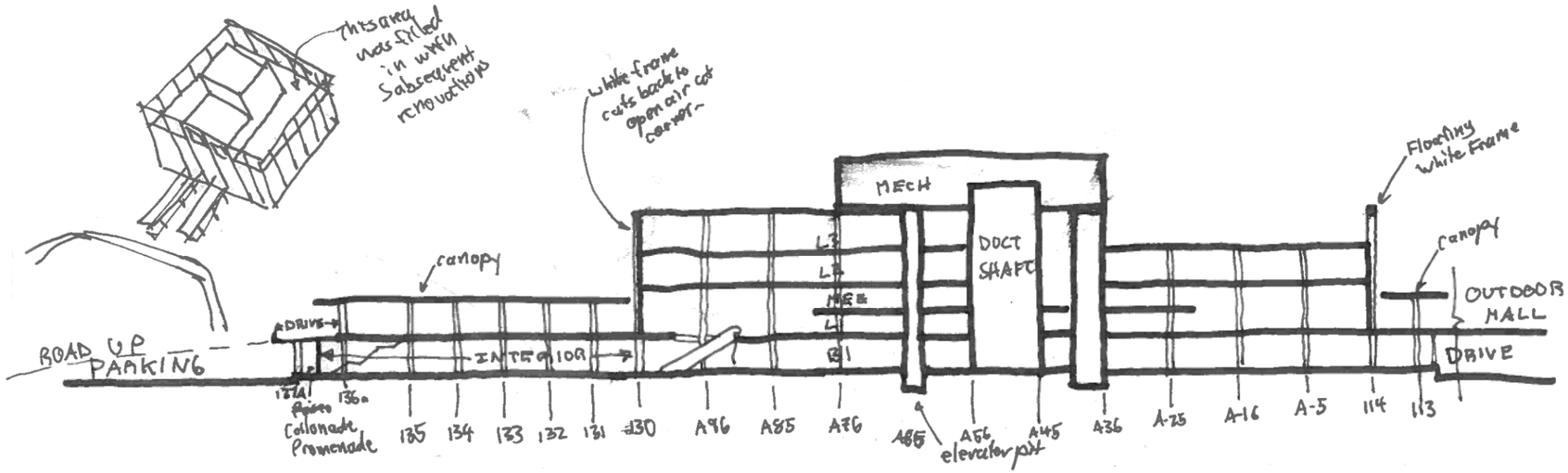


CREATIVE COURTYARD

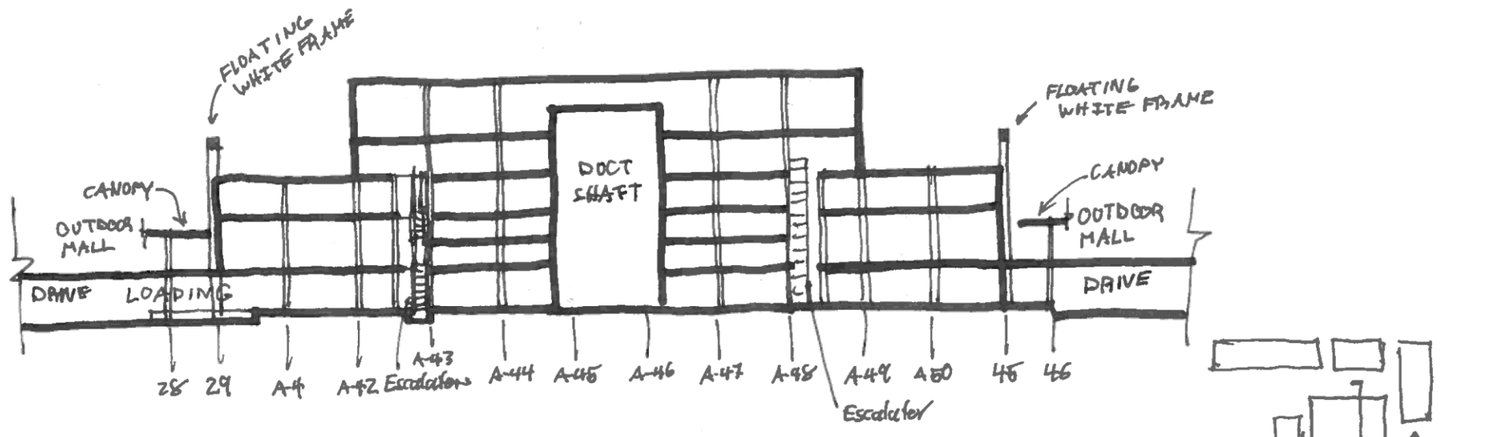
PROS
- Semi private/public courtyard
- Efficient use of remaining floor plate (no storage)

CONS
- Selective demolition is costly and challenging
- B1 parking may need to extend beyond Hudson's footprint.

APPENDIX: EXISTING BUILDING



SECTION 1



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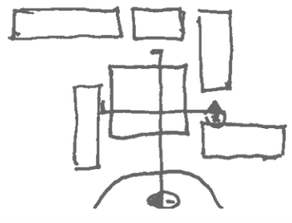
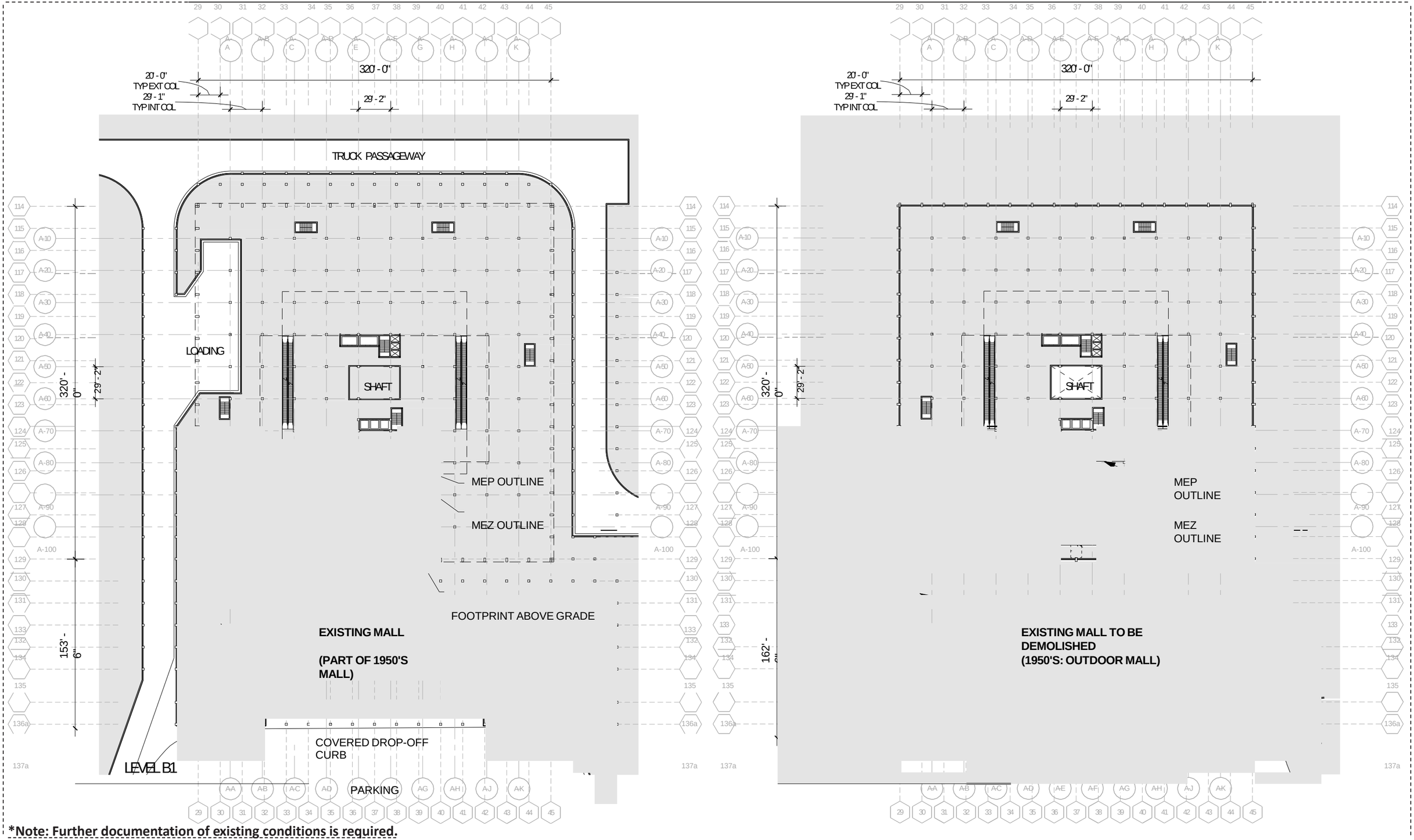
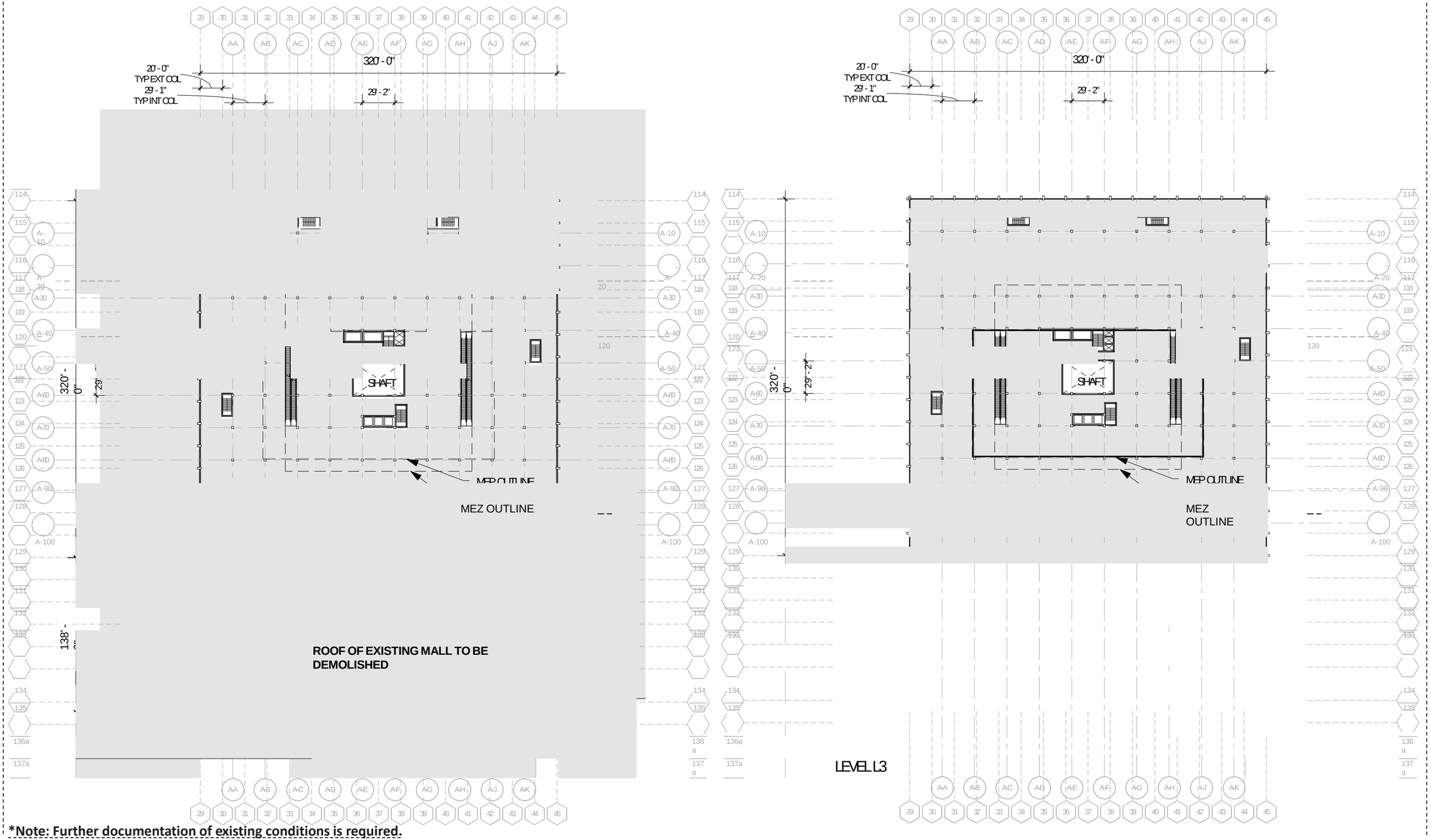




***Note: Further documentation of existing conditions is required.**



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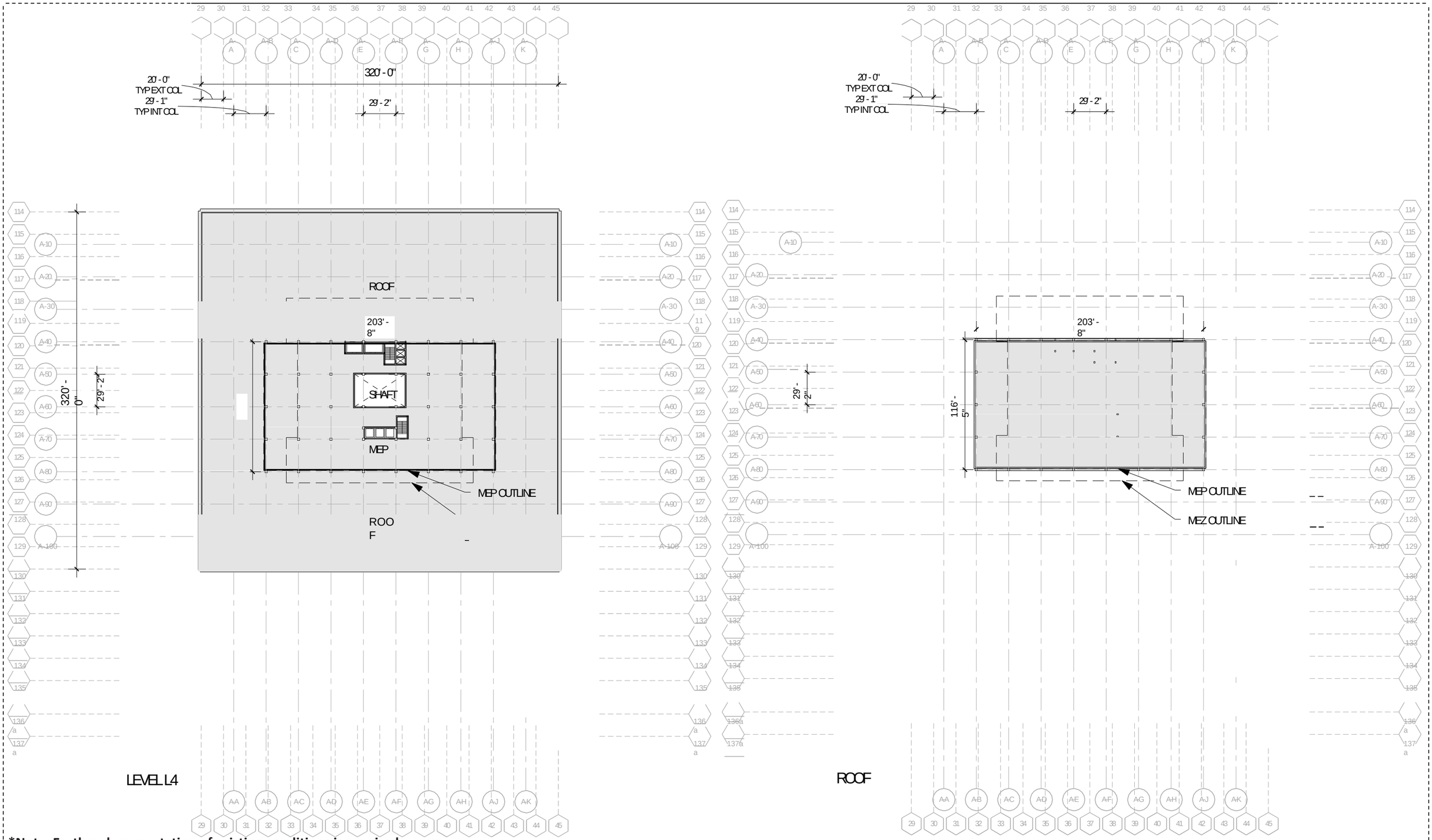


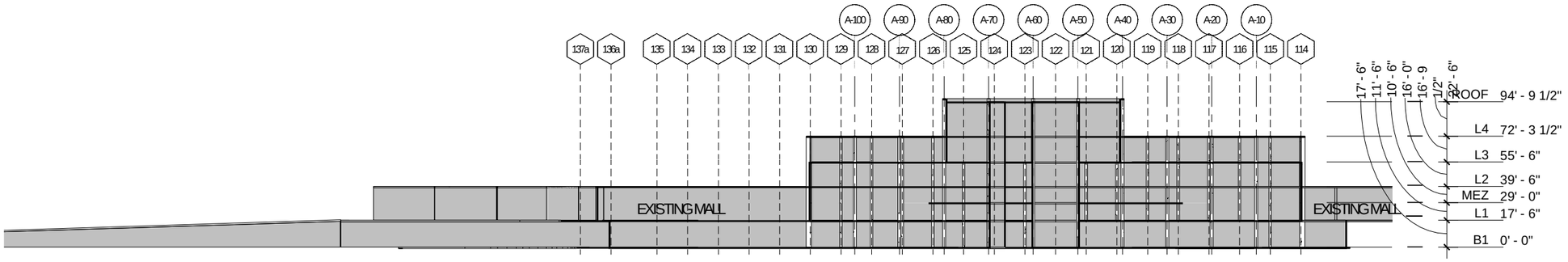
LEVEL L4

ROOF

***Note: Further documentation of existing conditions is required.**

HUDSON'S REPURPOSE
SOUTHFIELD, MI

Existing Plans


A-100
A-90
A-80
A-70
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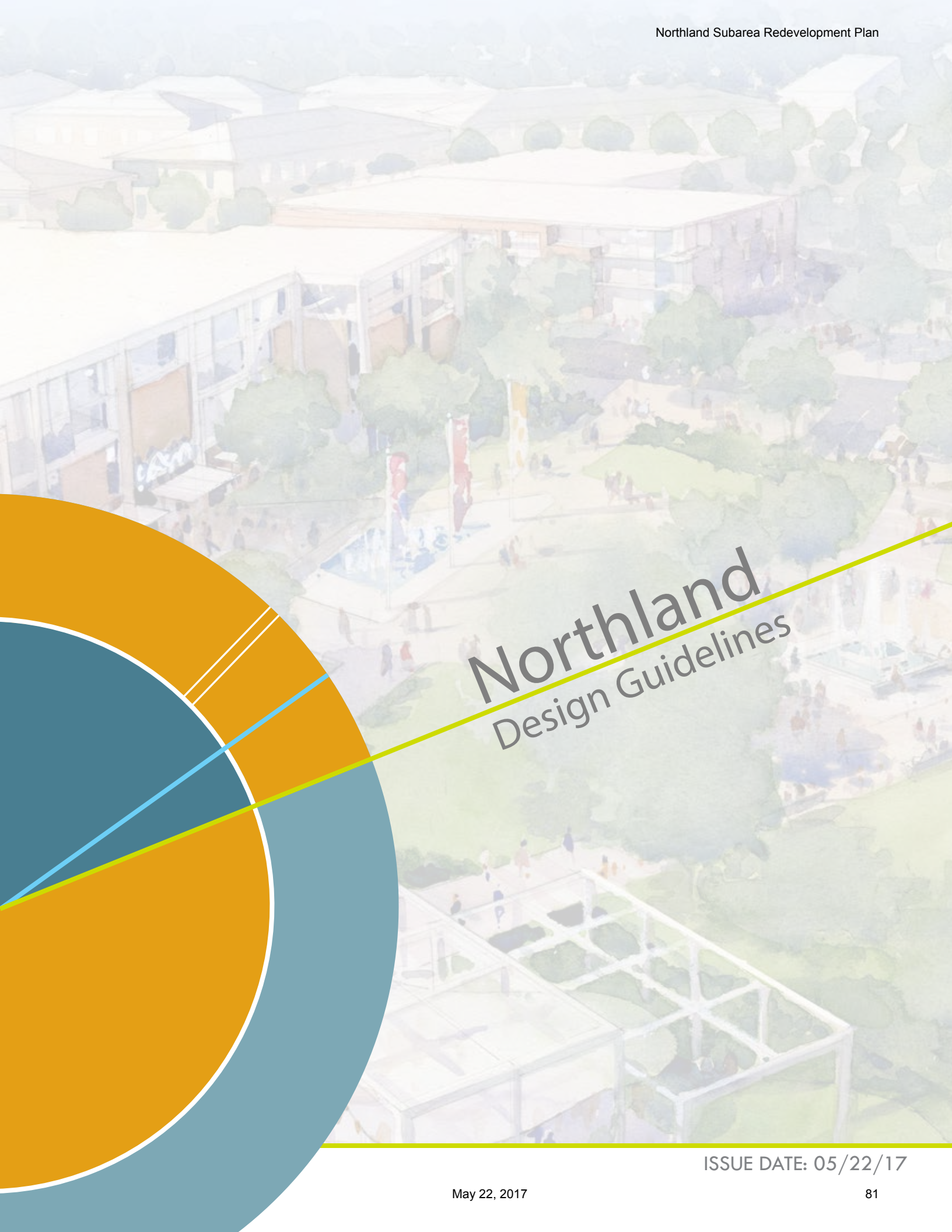
A-40
A-30
A-20
A-10
137a
136a
135
134
133
132
131
130
129
128
127
126
125
124
123
122
121
120
119
118
117
116
115
114
17' - 6"
11' - 6"
10' - 0"
16' - 9 1/2"
2' - 6"
ROOF 94' - 9 1/2"
L4 72' - 3 1/2"
L3 55' - 6"
L2 39' - 6"
MEZ 29' - 0"
L1 17' - 6"
B1 0' - 0"
EXISTING MALL
EXISTING MALL



Northland
Design Guidelines

ISSUE DATE: 05/22/17

ACKNOWLEDGEMENTS

CITY OF SOUTHFIELD

THE HONORABLE KENSON J. SIVER, MAYOR

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LLOYD C. CREWS, COUNCIL PRESIDENT PRO TEM

DANIEL BRIGHTWELL, COUNCILMAN

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PREPARED BY:

OHM Advancing Communities

CALLISONRTKL ARCHITECTURE / PLANNING

CONTENTS

FIGURES AND MAPS

100 INTRODUCTION

Issue Date: 05/22/17

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 it's 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.

100 Introduction

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

Issue Date: 05/22/17

210 ROADWAYS

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.

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:

1. **PRIMARY ROADWAY**
2. **SECONDARY ROADWAY**
3. **PERIMETER ROADWAY**

   Greenfield Road, J L Hudson Drive, Northwestern Highway, and Northland Drive.
4. **INTRADEVELOPMENT ROADWAY**

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

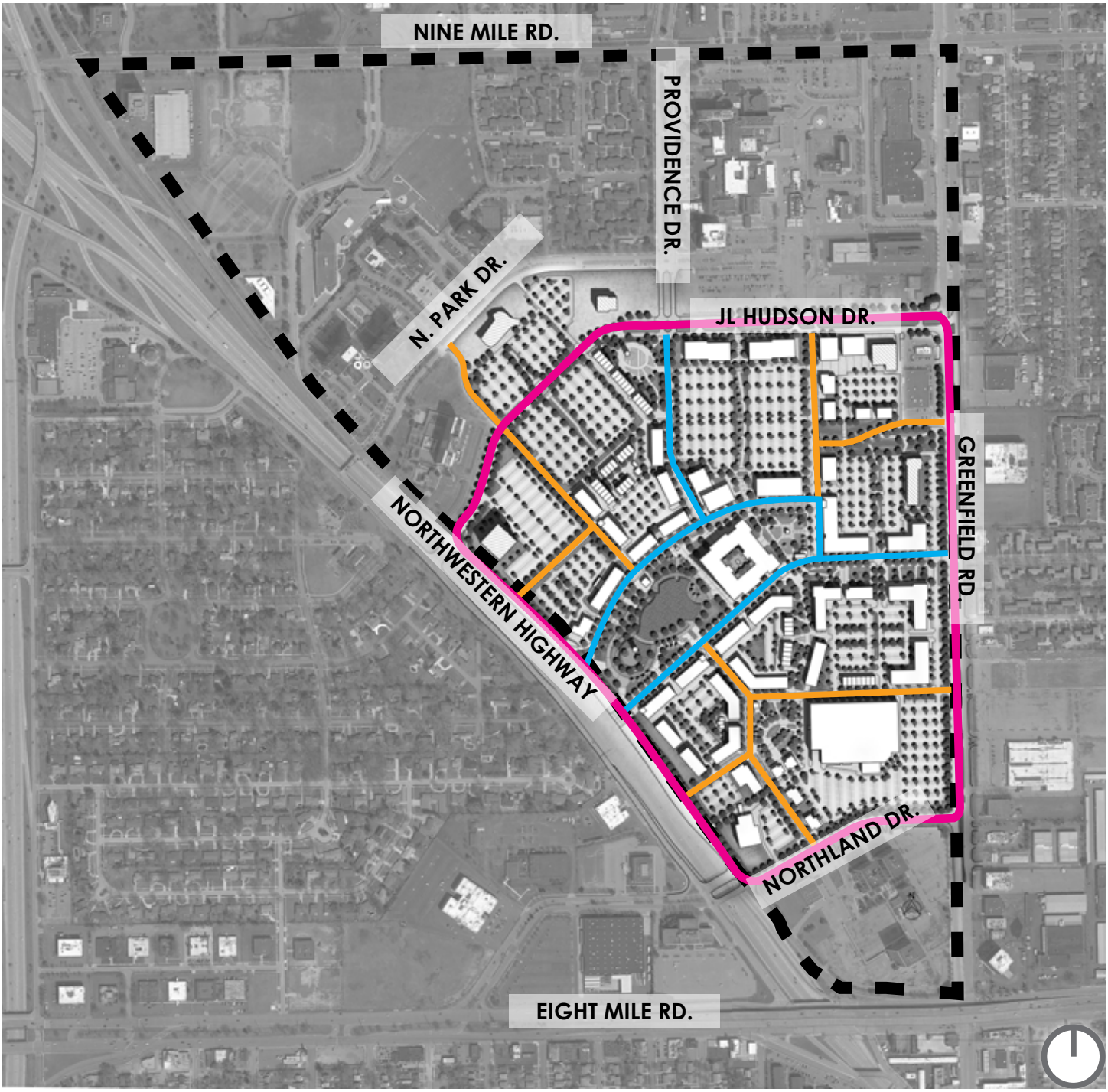


Figure 2.1 Hierarchy Map

1

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 rights-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.

2

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.

3

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.

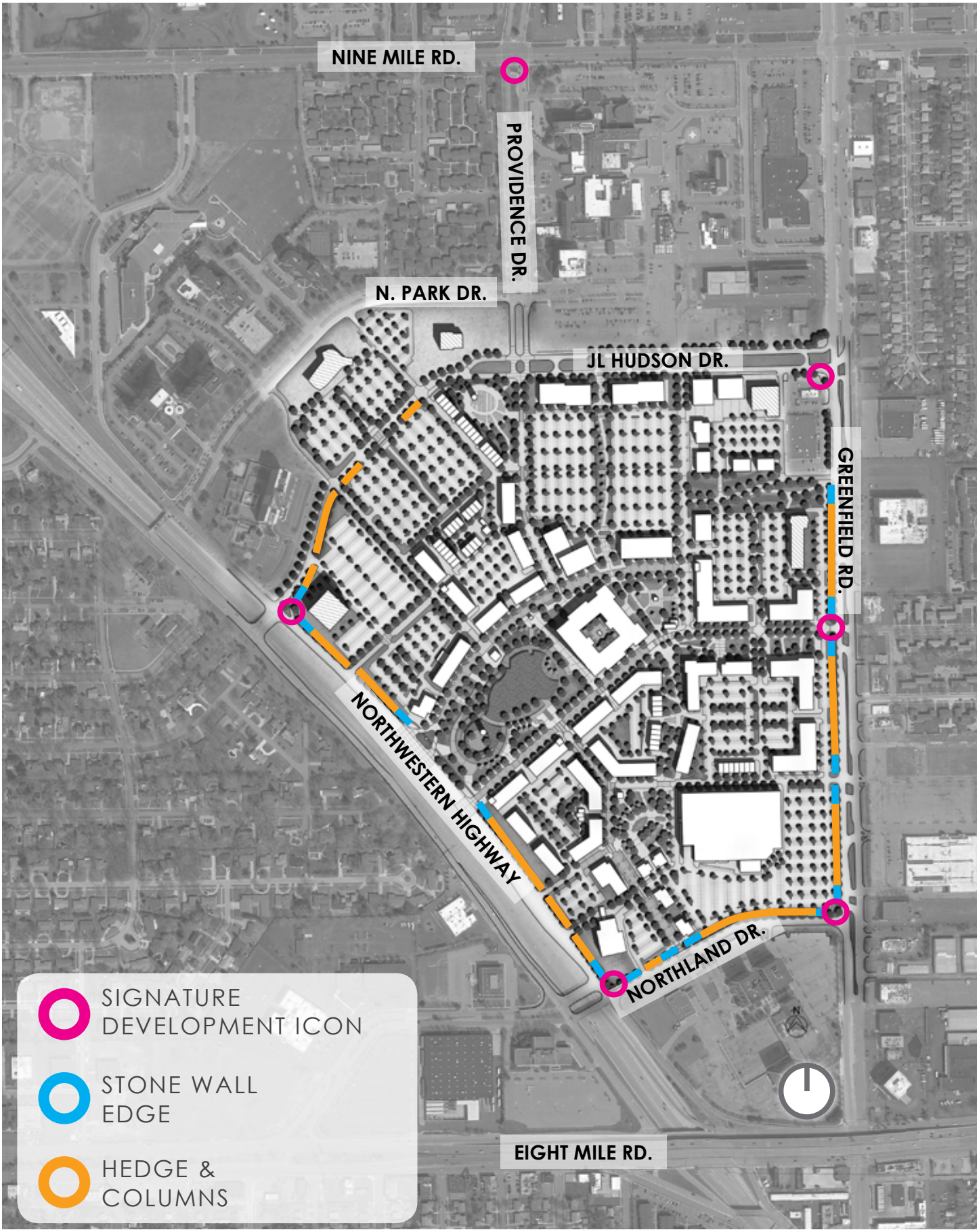


Figure 2.2 Perimeter Treatment Map

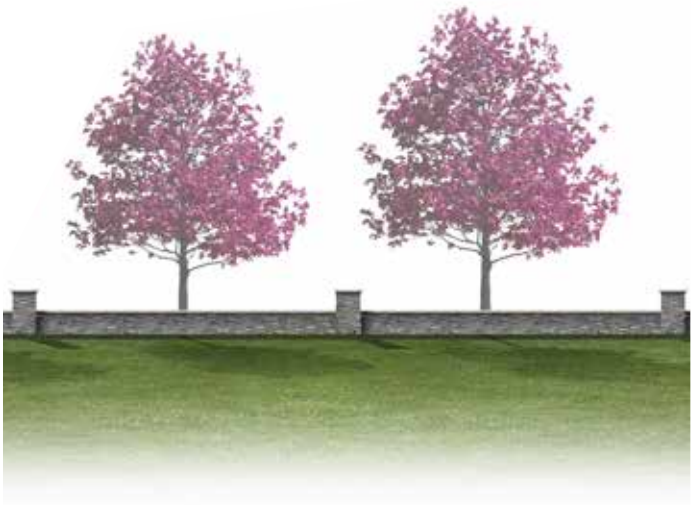
PERIMETER LANDSCAPE TREATMENT

- 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.

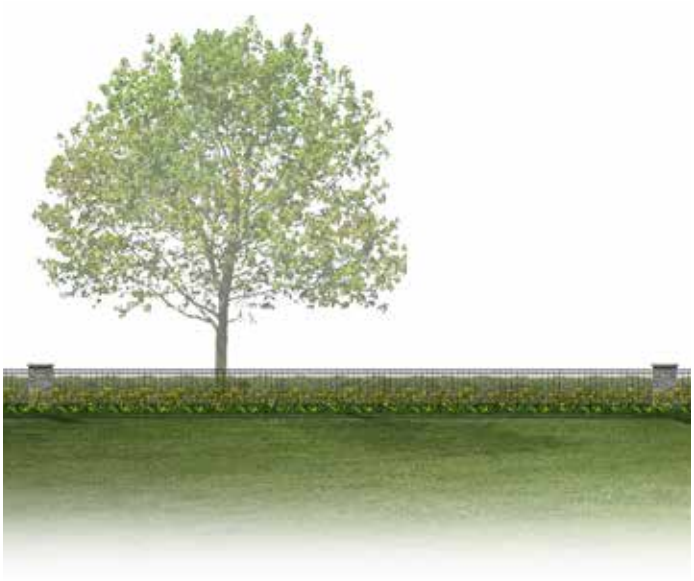
Signature Development Icon should serve as a key landmark and branding element for the overall development. The icon design should coordinate with the perimeter edge treatment, sharing materials and design elements, and should evoke the overarching architectural theme of the development. An icon may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

SIGNATURE DEVELOPMENT ICON: EXAMPLES

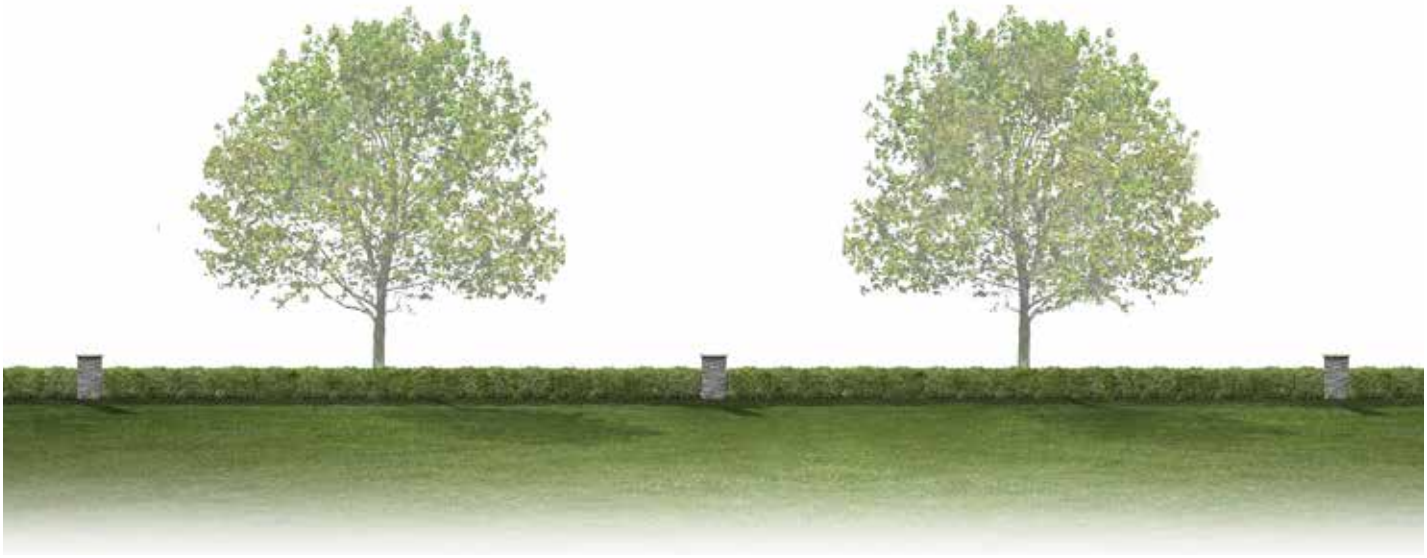
- **Tertiary Perimeter Landscape:** Placed along the right-of-way 30" evergreen screen hedge punctuated by 4 ft. stone columns at 50 feet spacing.



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 improves 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.

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.

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.

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.

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.

Planters help create comfortable and inviting outdoor dining spaces.

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.

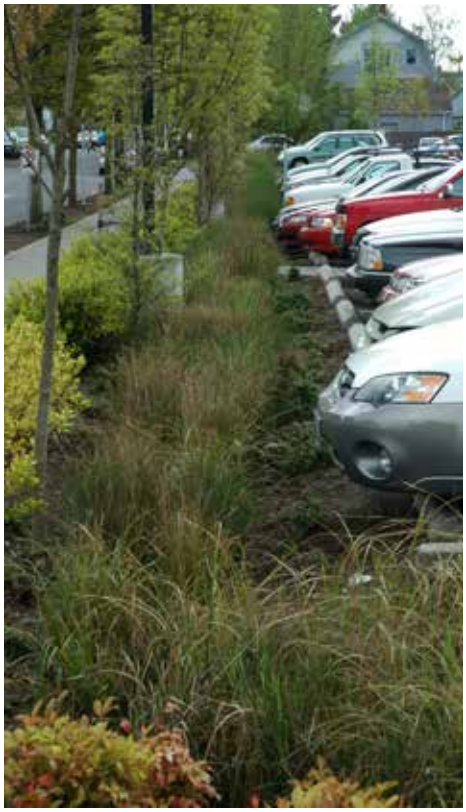
Street-side rain gardens collect stormwater runoff from streets and sidewalks, allowing more of it to percolate into the soil instead of being discharged into storm sewer system.

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.



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

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.

250 PUBLIC ART

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.

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.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260 INNOVATION DISTRICT

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.

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.

261 CENTRAL PARK DISTRICT

INTENT STATEMENT

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

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.

262 SHOPPING DISTRICT

INTENT STATEMENT

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

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.

263 LIFESTYLE DISTRICT

INTENT STATEMENT

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

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 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.

264 GREENSPACE DISTRICT

INTENT STATEMENT

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

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

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

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

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

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

265 BOUNDARY DISTRICT

INTENT STATEMENT

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

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 façade 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.

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

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.

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.

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

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

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.

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

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

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.

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.

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

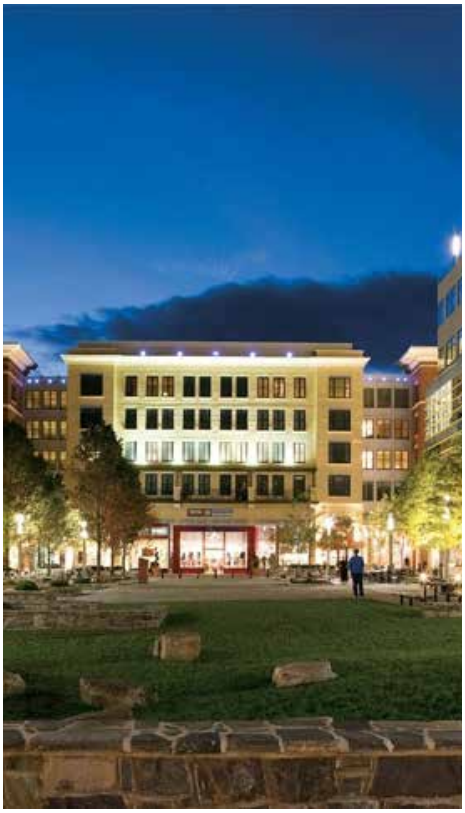
The following building programming requirements have been designed to create buildings that are pedestrian-oriented, take advantage of mixed-use opportunities, and engage their streetscape environment.

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 store-front 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

400 Signage Guidelines

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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.

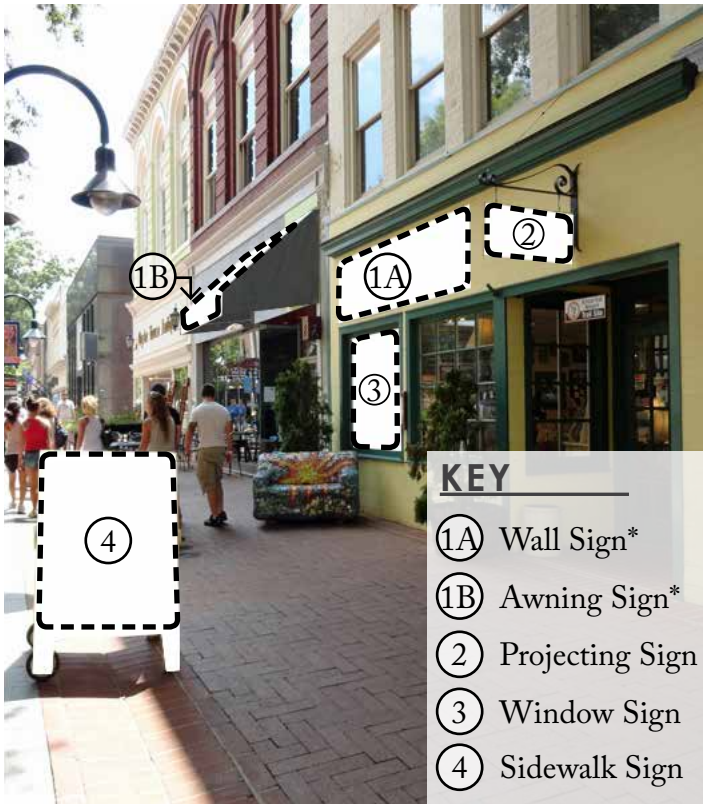
BUILDING SIGNAGE

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



* 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

Awnings 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.

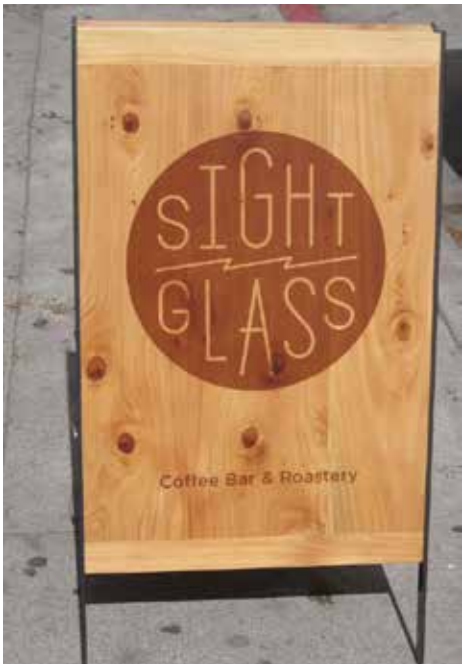
416 SIDEWALK SIGNS

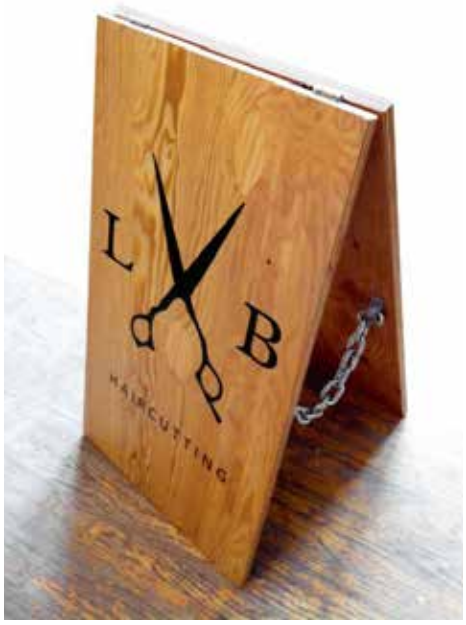
OVERVIEW

- 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.

400 Signage Guidelines

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500 APPENDIX

Issue Date: 05/22/17

DISTRICTS: REPRESENTATIVE CHARACTER

INNOVATION DISTRICT

CENTRAL PARK DISTRICT

DISTRICTS: REPRESENTATIVE CHARACTER

SHOPPING DISTRICT

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

RETAIL

OFFICE

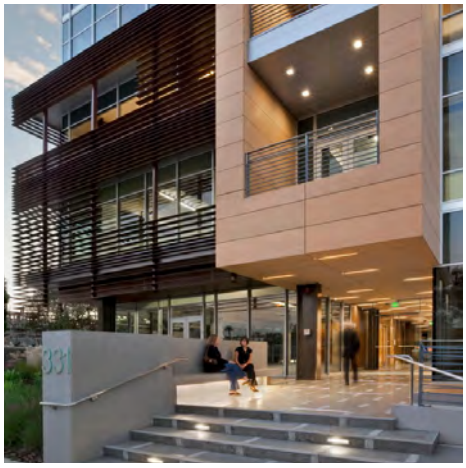
MIXED-USE

RESIDENTIAL

ARCHITECTURAL CHARACTER IMAGES

GROUND LEVEL DETAILS


CONVERSE




Marvelous Market

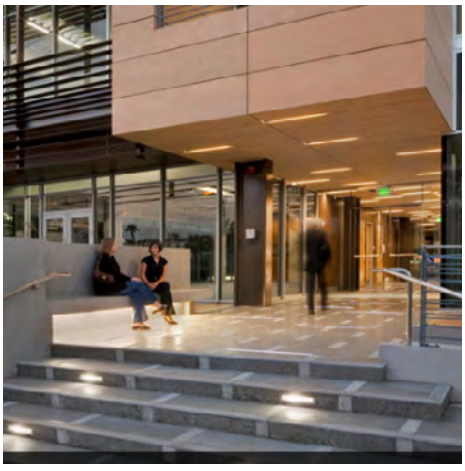

perch

ARCHITECTURAL CHARACTER IMAGES

BUILDING ENTRY

STOREFRONT

OFFICE



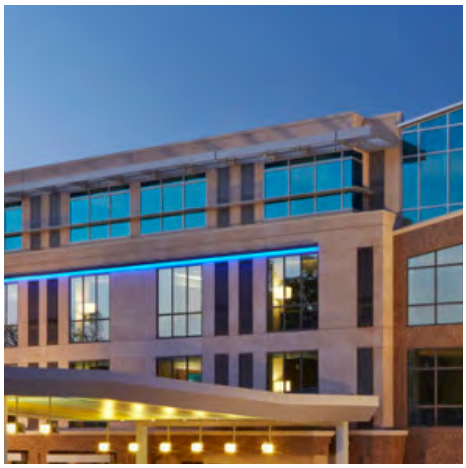
RESIDENTIAL

ARCHITECTURAL CHARACTER IMAGES

WINDOWS & TRANSPARENCY

ARTICULATED

CONTINUOUS



ARCHITECTURAL CHARACTER IMAGES

AWNINGS & CANOPIES

STRUCTURED

CANVAS


136
138


ELAJ DAY SPA
AVEDA


POST HEIGHTS
POST HEIGHTS
State & Allen Lounge

ARCHITECTURAL CHARACTER IMAGES

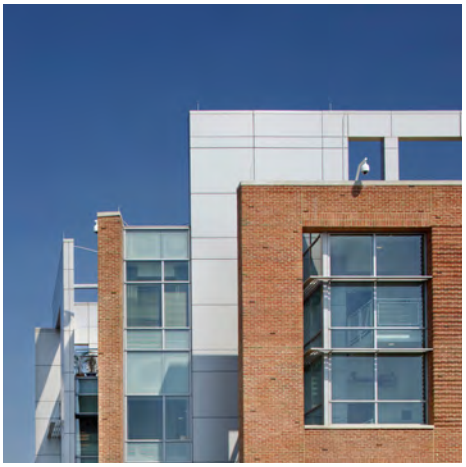
ROOF CONDITIONS

FLAT



GABELED





ARCHITECTURAL CHARACTER IMAGES

MATERIALS

BRICK



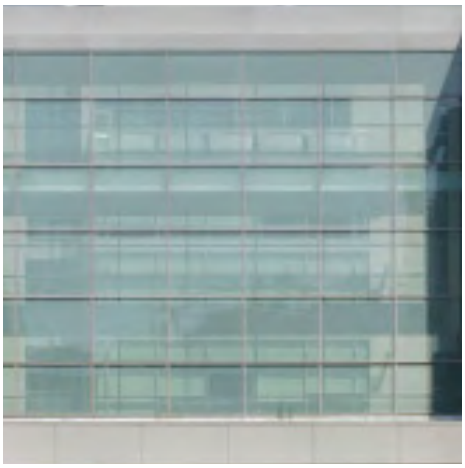
EXPOSED METAL

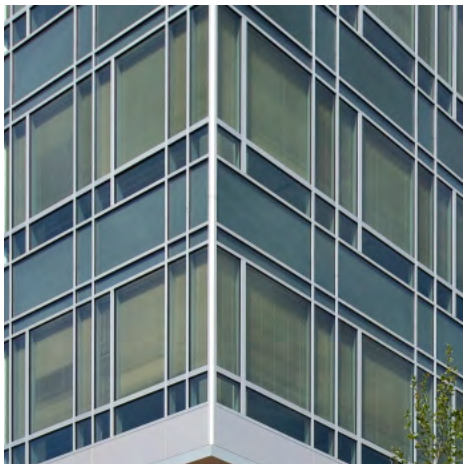


CAST STONE



GLASS





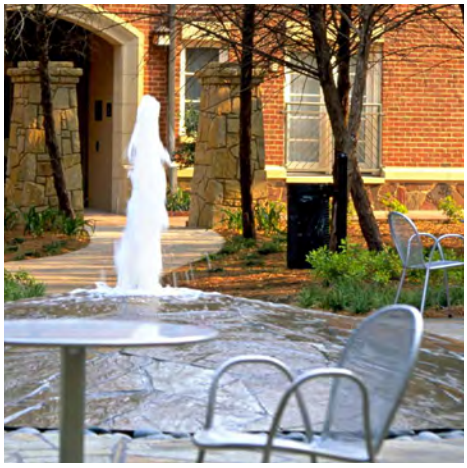
ARCHITECTURAL CHARACTER IMAGES

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 (½) 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.

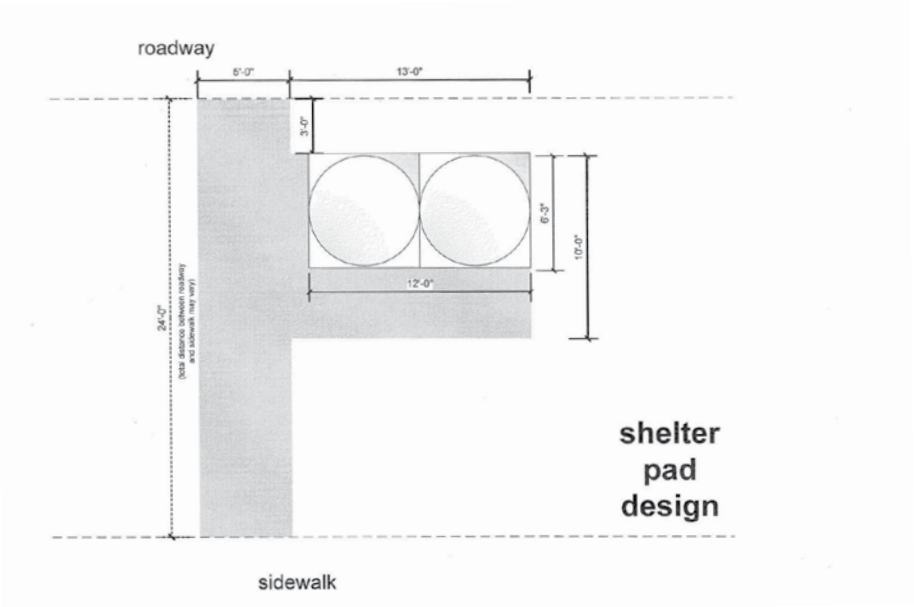
- **Depth of Slab** All concrete shall be at least four (4) inches thick for walkways; landing, trash receptacle and bike rack pads; and six(6) inches for shelter and bench pads placed over adequate sub-grade. Replacement existing concrete will consist of removal and disposal of existing concrete and 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 reimbursment for said permits will be made upon completion of the work.



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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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