CITY OF WIXOM
DESIGN GUIDELINES

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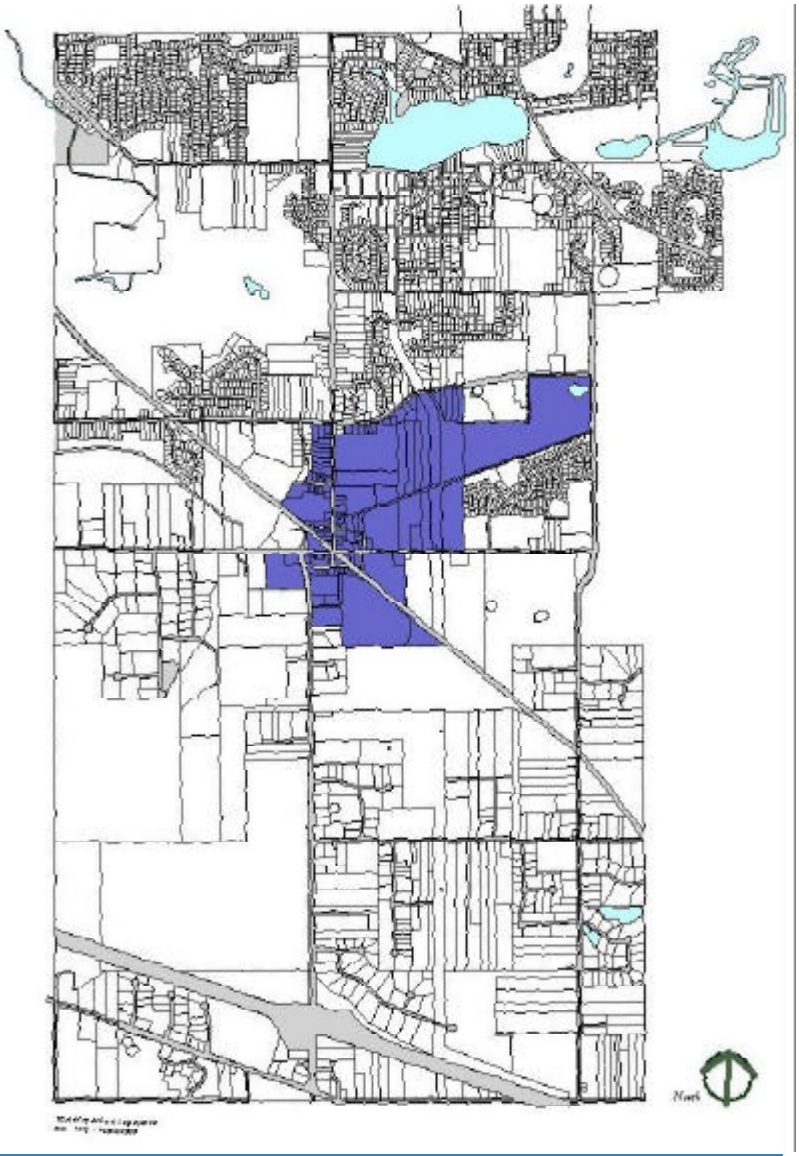
INTRODUCTION

The Village Center Area (VCA) comprises approximately 390 acres and is represented in the map below. The surrounding area includes a variety of residential, office and commercial uses.

The VCA is intended to become a center of activity incorporating institutional uses and civic spaces with mixed use development in a pedestrian oriented area. A challenge in the development/redevelopment



Village Center Area
City of Wixom, Michigan

of this area is to take advantage of the VCA's highly desirable location, while ensuring development possesses the desired density, meets the intended character of the VCA and is compatible with adjacent uses.

Although the arrangement and density of uses is important, the City places an equally high priority on the design and amenities associated with each use. These guidelines support traditional neighborhood design principles that are historically based on urban development from the early colonial times to the 1940's. The overall intent of these guidelines is not only to promote high quality development and building design but also establish a distinctive design theme for the VCA , promote compatibility between new and existing development, and eliminate visually unattractive influences within the district.

The implementation of the VCA Design Guidelines presented herein should help maintain existing commercial areas and attract new retail uses to improve the overall business climate of the downtown area. Further economic vitality within the VCA will be attained by creating a balanced mix of retail, service and other uses consistent with market demand and the Wixom Master Plan. Creation of new employment opportunities is likely to take place within the VCA by fostering commercial development of vacant land and the redevelopment or underutilized land parcels in a manner that achieves its best appropriate use.

Based on these objectives, and with a long term perspective to retain and promote high quality development standards in the City of Wixom, the City developed these design guidelines to set the framework for future development within the VCA and become a complementary document to Chapter 18.75 of the City of Wixom Zoning Ordinance.

DESIGN GUIDELINE PRINCIPLES

- The proposed uses will possess high quality architecture and building materials consistent with the intent of the Village Center Area.
- Residential neighborhoods will be interconnected throughout the development by roadways and pedestrian ways, with an emphasis on achieving a walkable community.
- Housing types and uses will be mixed and developed in close proximity to one another.
- Civic buildings and civic squares will provide places of assembly for social activities in prominent locations that act as landmarks, symbols and focal points for community identity.
- Recreation space will be provided throughout the proposed project(s), with neighborhood greens, landscaped streets, boulevards and parkways woven into the roadway and block patterns to provide adequate space for social activity, parks and visual enjoyment.
- Dwellings, shops and workplaces will be in close proximity to each other, at a scale to accommodate and promote safe, pedestrian travel within the community.
- Landscaped areas will be provided throughout the project(s) and be incorporated with the buildings and their urban context.
- Preservation of open space and natural areas will be accomplished where possible.

ARCHITECTURAL STANDARDS

The Architecture Standards establish basic parameters governing building form, including the envelope for building placement (in three dimensions) and certain permitted/required building elements, such as porches, balconies, and street walls. Building envelope standards establish both the boundaries within which a building can be developed and where its landscaped open space areas should be located. Building envelope standards are generally determined by street frontage. Creating the right relationship between street frontage, building height, building depth and building length can help produce a harmonious streetscape and a coherent street layout, allowing buildings greater latitude behind the street-facade.

The Architecture Standards intent goes beyond that of building envelope standards, they are intended to shape vital public and residential spaces through placement, envelopment, and envelope controls on private buildings. They aim for the minimum level of control necessary to adequately shape these spaces, with the larger objective of creating a coherent and pleasing architectural character that is complementary to the best local traditions. The Architectural Standards, therefore, govern a building's architectural elements regardless of its building envelope and set the parameters for allowable materials, configurations, and construction techniques. Equivalent or better products than those specified are always encouraged.

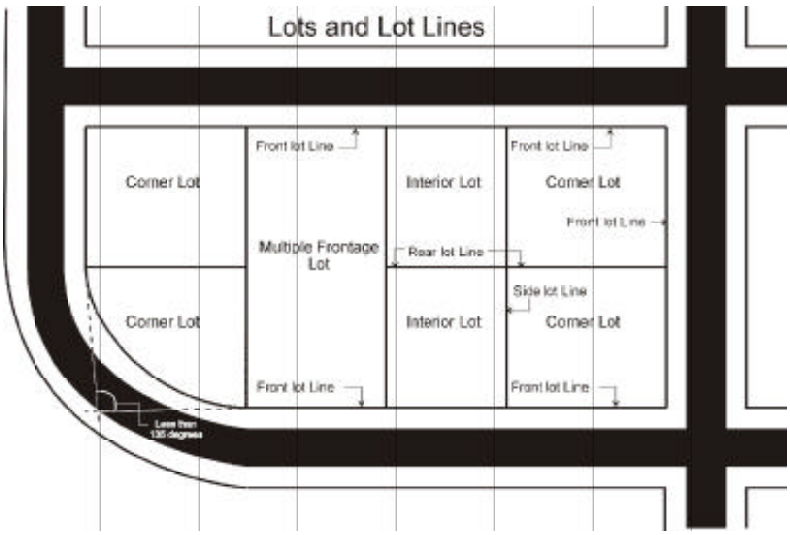
STREETSCAPE STANDARDS

Streetscape standards help to ensure the design and development of streets with adequate scale, landscape and other elements complementing proposed buildings and uses. These standards should assist builders, developers, business-owners and residents to understand the relationship between public spaces and buildings. These standards set the parameters for landscaping, street furniture location and design of open spaces and/or public amenities on or near each building site.

ARCHITECTURE

The architecture intended for the VCA should be traditional which is defined as the development patterns inspired by the architecture and town development characteristic of pre-World War II. Traditional development generally consists of grid pattern blocks with interconnected streets and axial roads for heavier traffic volumes. Buildings in traditional neighborhoods are located in close proximity to each other and the right-of-way to generate a sense of enclosure. The use of sidewalks, public open spaces, streetscape elements, and public art becomes instrumental in creating an urban pedestrian-oriented district. Alternatively, development in the VCA should be compatible with the City's intent for the VCA and the site's context. Overall, proposed buildings shall possess high-quality design and building materials.

A key premise underpinning the VCA is the need to transition from an individual building project focus to neighborhood building focus, implying that individual developments should fit within, and at the same time enhance, their urban context. Development should be high quality, intermediate scale, and occur incrementally, allowing buildings and facilities to be integrated with, and contribute to, the surrounding community.



LOT SIZES

A variety of lot sizes should be provided within the proposed development, both for commercial and residential uses to allow for a diversity of housing options and layouts. Additionally, the variety of lot sizes will allow for a range of families of various income levels within these neighborhoods, furthermore creating a broader sense of community where higher-end housing options are not secluded from the rest of the community.

In urban environments, buildings are perceived as interior space whereas in suburban environments buildings consist of indoor space fronted by outdoor space. Wixom possesses a mix of small setback and larger setback areas. The VCA, intended to become the highest density area within the City, should possess smaller setbacks than other areas within the City. VCA buildings should be designed for towns and cities, rather than simply being pushed closer together, as in many suburban developments. The following guidelines should be incorporated into the VCA designs to highlight the urban character intended for this district.

- Achieve a sense of enclosure by bringing buildings close to the street and minimizing setbacks.
- Use a zero (0) to five (5) feet setback lines found in traditional downtown and urban environments for commercial uses.
- Use fifteen (15) foot setback lines for residential uses.
- Increase building height to achieve this sense of enclosure in cases where larger setbacks are required due to topographic constraints.

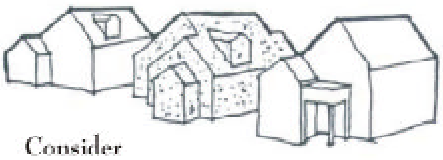
LOT COVERAGE

Lot coverage, as regulated by Section 18.76 of the zoning ordinance, is likely to be exceeded to meet the intent of the VCA. The street should be a coherent space, with consistent building forms on both sides. This arrangement of buildings facing across the street contributes to generating a clear public space and enhancing community identity. The following guidelines should help when designing a high-density development while meeting the intent of the VCA ordinance.

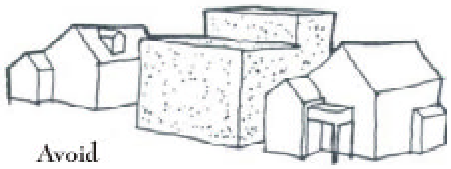
- Physically define property lines by buildings or street walls. Land

should be clearly public or private – in public view and under surveillance or private and protected.

- Front all lots on a street with active facades.
- Consider all lots and/or all contiguous lots as part of a block.
- Except where it is not feasible, no block face should have a length greater than 400 feet without an alley, common access easement or pedestrian pathway providing through-access to another street, alley, or common access easement, streets, or conservation restricted land.
- Where access points for commercial uses are required, space them at least 250 feet apart. When access points exist within 250 feet of the proposed access point a shared access should be developed.
- Directly align proposed access points, with access points across the street.
- Present building facades as a complete and discrete vertical facade composition (e.g. a facade design) at a maximum average street frontage length of 30 feet, for each block.
- Individual lots with less than 45-foot frontage are exempt from this facade composition requirement to interrupt the block face; those with over 45-foot frontage shall meet this requirement within the lot.
- Include 40% ground level glazing area of the area bounded by the facade width and the ground floor to first floor height on commercial building facades, excluding non-glazed doors. Windows in this area shall be vertically proportioned and the sills shall not be higher than 3-feet from the ground.
- Front consistent building envelope standard (BES) sites to one another across streets. When separated by a square, civic green or park, building types from adjacent levels (one level difference) may face one another.
- When separated by an alley, common access easement, common lot line and or when fronting different streets (i.e. a corner lot and its adjacent lot), building envelope standard types from any category may sit adjacent or share a common lot line, provided that they do not face across a street.



Consider



Avoid

COMMERCIAL / RETAIL

Strategic location of retail uses in forms complementary to the urban context will be important in supporting growth of residential and office uses. Likewise, a certain amount of residential uses is required to successfully attract new businesses to the VCA. Small to mid-sized businesses woven into a neighborhood's fabric should provide jobs and services for people that live in the neighborhood and surrounding areas. The model mix of uses includes specialty retail, general retail, neighborhood services, restaurants, entertainment venues, offices and other commercial uses. Attention to detail and easily maintained, high-quality materials such as brick convey a message of good service and products. The use of ground floor display windows and identifiable entrances create street interest. Facades that incorporate uniform sign mounting areas foster improved legibility.

Uniform street edges are important organizing elements. Building location is the prime element when creating a street edge. Buildings should follow the same setback line. The guidelines included below should help create a uniform street edge in commercial / retail areas within the VCA.

- Construct buildings to a front "build-to" line or zero (0) front setback to preserve the street edge continuity. Buildings with arcaded fronts could be an exception.
- Occupy the first floor with restaurants, retail shops, and general commercial uses.
- Occupy second or third floors with office and residential uses.
- Detail building facades with architectural features such as windows, awnings, cornice work, belly bands, edge detailing, foundation wall and corner casings or other decorative features typical of building fronts.
- Do not cover significant architectural features with awnings, canopies or marquees.
- Do not backlight or internally illuminate awnings.
- Construct all buildings between two (2) and five (5) stories tall.
- Construct first floor heights a minimum of fourteen (14) feet from finished floor to finished ceiling.

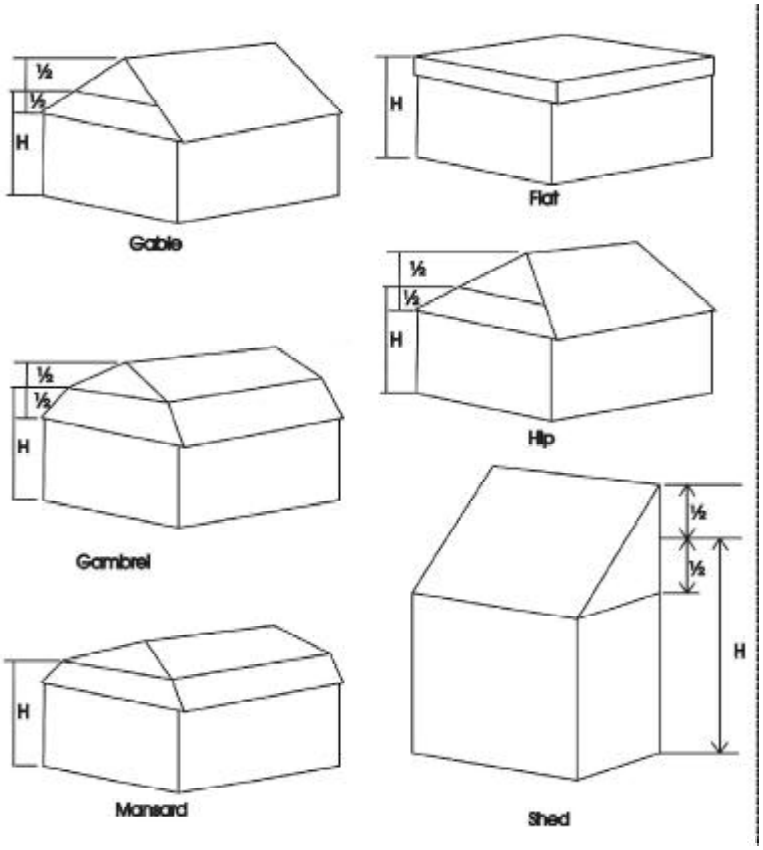
- Orient commercial buildings active uses and entrances to the street, thus strengthening the street wall and ensuring a district character of active, pedestrian-oriented streets.
- Use durable, high-quality building materials that have an appearance of permanence and substance, consistent with surrounding buildings. Brick, or stone is required, although other high-quality materials may be considered by the Planning Commission.
- Design new building construction and renovations to have consistent massing and color with the desired scale and proportion of the business corridor or area.
- Break up building massing with elements such as projecting tray windows, projecting eaves and landscaping.
- Screen rooftop equipment from public view.
- Use harmonious colors such as earth tones. Avoid bright tones except when used as accent tones.
- Prohibit loading facilities and overhead doors along any building side facing a public street or residential area, wherever feasible.
- Visible side and rear elevations should have a finished quality consistent with the other elevations of the building and be well screened where appropriate.
- Encourage outdoor restaurant seating areas on sidewalks.
- Create an area for plants or flowers in front of storefronts. All flowers and plants should be kept in a healthy and maintained

condition. Plantings should also be appropriate to the level of pedestrian activity.

- Irrigation is required for all landscaped areas.

Storage Areas

- Prohibit outdoor storage. Temporary display of merchandise is permitted as long as it does not obstruct pedestrian walk ways.
- Locate storage areas within the building floor plan and meet the side and rear setback standards for a principal structure.
- Merchandise displayed outdoors should not cause hazardous contamination of soils and shall be contained in a manner that prevents the material from moving or blowing away.



RESIDENTIAL

The quality of residential development will have a tremendous impact on the existing community and encourage further reinvestment in neighborhoods. Careful consideration of design elements such as compatibility of architectural styles, desired density level, parking location and layout, treatment of the public realm, and relationship to the street will contribute to the success of the VCA. Residential architecture intended for the VCA should include a mix of traditional styles, consistent with the City's vision for the VCA character and the site's context; proposed buildings should possess high quality design and building materials. Single-family residential, mixed with urban housing types like townhouses and maisonettes offer higher densities that attract commercial and retail uses. Living areas and the front door should be the dominant feature or point of emphasis on the street.

General Residential Guidelines

The following guidelines should assist builders, developers and residents to understand and implement the intended VCA character.

- Construct the majority of new residential buildings a minimum of two (2) stories high.
- A limited amount of 1-1/2 story bungalow type buildings will be allowed.
- Construct a porch, stoop or terrace at the front entrance of all residential units to create a semi-private space that encourages interaction between neighbors.
- Provide landscaping, as described in the landscaping guidelines, to complement the building and present an attractive entrance for each residence.
- Install street trees and pedestrian light fixtures, as specified in landscaping and lighting sections of this document, at time of construction and maintain after occupation.
- Setback residences at least fifteen (15) feet from the right-of-way line or the property line.
- Front porches, stoops and terraces may encroach up to eight (8) feet within the required setback.
- Setback buildings located along Wixom Road twenty (20) feet to the

building front.

- Sideyard setback should be ten (10) feet minimum when lots abut the street.
- Use high-quality building materials such as brick, carved stone and composite wall panels such as Hardipanel.
- Do not use vinyl siding as a primary building material. It may be used as a secondary or accent material.
- Windows can have divided lights, but no snap-in grids.
- Irrigation is required for all landscaping in residential areas.

Single-Family Residential

Single-family housing is based on an urban model with bungalow and cottage style homes on smaller lots, some with back alleys. Lot sizes should range from approximately 36' x 100' (with alleys), to 60' x 120' for single family. Homes are to be built close to the road with front porches and landscaping; detached garages are found at the back of the lots. The guidelines below shall become the design parameters for site design in the VCA.

Blocks

Blocks should be designed according to the following guidelines to effectively correspond with the VCA vision.

- Construct each block face with at least six to nine different residential facades/building exterior subject to Planning Commission review.
- Set models with similar architectural styles a minimum of four lots apart on the same block.
- Orient building entrances to front the street, providing a sidewalk connection to the right-of-way.

Corner lots

Corner lots should be designed according to the following guidelines.

- Maintain two (2) front yards on corner lots.
- Encourage wrap around porches.
- Corner houses may have corner entrances.

Side yards

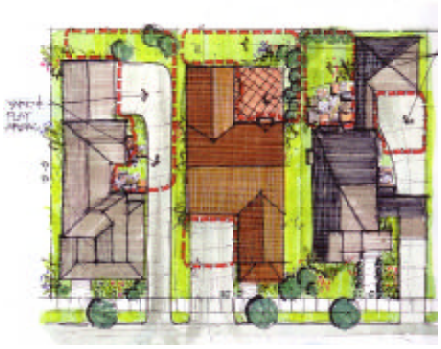
An open side yard for each home establishes a supportive relationship between adjacent buildings. The open side yard should have the most and largest windows along with the most usable side yard. The closed side yard has fewer and smaller windows to provide greater privacy for neighbors. The following guidelines should be incorporated into the design of residential components of the VCA.

- Minimum side yard setback shall be five (5) feet. The sum of the two sideyards shall be twelve (12) feet.
- Require open and closed side yards on buildings. Articulation on side facades is encouraged.
- Orient open side yards south and east, when possible.
- The open side yard is the building wall adjacent to the side drive, for side-drive lots.
- Cantilevered bay windows, roof eaves and fire places may encroach up to two (2) feet into the building setback lines.

Garages

The following guidelines should be considered in order to promote pedestrian activity and assist in creating a sense of community within the VCA.

- Strongly encourage detached and semi-detached garages. Front loaded garages are to be discouraged at all times.
- Permit attached garages; but 80% of the block face must contain detached or semi-detached garages.
- Allow three car garages, but only in detached or semi-detached garages that do not face the street.
- Setback attached garages from the front facade at least five (5) feet.
- Garages may encroach into a side or rear yard setback to within two (2) feet of the property line.



- Load garages from the front or through rear lanes.
- Permit carriage units on single-family lots.
- Permit carriage units only over detached or semi-detached garages.
- Five (5) foot maximum radii at the drive curbs.
- Provide a single drive lane not greater than ten (10) feet wide along the side yard.
- The drive may widen to twenty (20) feet wide at a distance not less than thirty (30) feet from the front property line.
- Do not place any two side drives next to each other.
- Separate drives a minimum of thirty (30) feet to allow for parking for at least one car on-street.

Porches

The importance of porches is a particular and distinctive quality of traditional neighborhoods. They contribute to the neighborhood environment and provide a refuge for the residents of the VCA. The following guidelines will help in the design of usable, comfortable porches.

- Six (6) feet depth minimum unless approved by the Planning Commission.
- 72-foot sq. ft. minimum.
- Porches may encroach towards the front and side setbacks a maximum of eight (8) feet.

Multiple Family Residential

Multiple family dwellings rely on the continuity of well-defined architectural elements to establish strong street presence. However, each unit must be expressed so that the composition reads as the sum of the parts. Because repetition is important to the composition of townhouses or flat type units, sufficient articulation of architectural elements on the primary facade of each unit is essential. An articulation is defined as an entry element, facing the street, projecting at least two (2) feet from the principal building wall for a minimum of four (4) feet in width, such as a bay or stoop, or a significant change in the parapet height and detail.

General Multiple Family Dwelling Guidelines

The following guidelines, subject to architectural review will assist builders, developers and property owners to create multiple family dwellings compatible with the City's vision for the VCA.

- Multiple family dwellings shall emulate the scale of a single-family home by using front porches, stoops, peaked rooflines and a minimum of 2 ½ stories.
- Stoops and porches shall be elevated at least 24-inches from grade.
- Orient multiple family dwellings to the street.
- Buildings on corner lots must possess an attractive building facade on both streets.
- Locate parking areas and dumpsters away from view of the street and single-family residential areas to the extent possible.
- Construct knee walls at streets and where multiple family parking areas abut streets and adjacent single family residential areas.
- Screen dumpsters from view with fencing and/or landscaping.
- Locate garages and garage doors to the rear of multiple family buildings and have rear access through a shared driveway or alley. As with single-family residential homes, garages and garage doors must not dominate the front facade of the multiple family structures as it is viewed from the roadway.
- Limit exterior finish materials for the first floor on all sides of townhouse/

condominium buildings primarily to glass, brick (but not paneled brick), cut stone or cast stone.

- Windows shall have divided lights without snap-in grids.
- Require at least two (2) articulations, but not more than three (3) for primary townhouse or flat dwelling elevations (per individual unit).
- Side elevations of townhouses or flats facing a street are subject to the same articulation requirements as the primary facade.
- Cornice heights and eave lines may vary from unit to unit.

Townhomes

These multi-storied homes are assembled in a row house fashion. All units are individual without someone else living above or below. A two-car garage is provided at ground level. The guidelines outlined below should be incorporated, when practical, into the townhome designs in the VCA.

- Usually 2 ½ stories
- Approximately 1,200-1,600 square feet
- Garages usually attached and accessed from the back.
- Design the primary facade of each townhouse so it is evident where the unit begins and ends.
- Ensure that all balconies and decks have a finished appearance.

Flats / Maisonettes

These stacked units (one unit over another) have the look of individual town homes but allow more density. Each living unit has its own street level entrance and one-car garage (one additional parking space per unit is provided in each unit's driveway). The garages are internal to the building; space is provided just outside the garage door for additional parking. These guidelines should be incorporated into the design of flats/ maisonettes in the VCA.

- Units are often 2 ½ to 3 stories high
- Ranging from 1,000-1,400 square feet per unit
- Garages usually attached and accessed from back
- Encourage private exterior space on the second floor.

Flex Space Housing / Lofts

These creative live/work units have first floor retail and living units above. An advantage of live/work is the flexibility of the spaces. Space above the first floor can be left raw, for use as living or working lofts, or can be finished to create market rate town homes. The guidelines below should help while designing flex space housing / lofts.

- Balconies or large windows face the street.
- 2 ½ to 4 stories tall
- Mixture of unit size varying from 700 square feet up to over 1,200 square feet per unit, whatever the market will bear.
- No garages. Parking is in the street or in surface lots.
- Encourage private exterior space on the second floor.

SCREENING

Mechanical Equipment

Screening of mechanical equipment within the VCA should be accomplished according to the following guidelines

- Screen mechanical equipment, utility boxes and transformers from the street, located on ground levels and walls at all times.
- Screen ground equipment five (5) feet or higher with an enclosure six (6) feet high or one (1) foot above the height of the equipment in question. An enclosure made of masonry or brick walls should be proposed (provided it meets Section 18.84.180 requirements).
- Screen ground equipment less than five (5) feet high, with a continuous barrier of well maintained and healthy evergreen shrubs.
- Screen rooftop mechanical equipment with parapet walls. These parapet walls should be designed as an extension of the building facade and shall consist of the same materials found on the building's facade from where the equipment is visible.
- Screen all utility boxes and similar structures attached to buildings, although the exact location may not be known at the time of the Site Plan Approval. Upon determination of the exact location, these features should be screened with metal or wood boxes projecting from the building facade painted the same color of the main building material.

Additionally, evergreen shrubs should form a continuous barrier of well maintained and healthy planting material.

- Locate utility boxes in rear yards wherever practical and feasible.

Parking Lot Screening

Surface parking lots within the VCA should be effectively screened. There are two types of screening required for surface parking lots: a landscape buffer must be provided along the perimeter of the parking lot and landscaped islands within the paved surface. The following guidelines should be implemented in parking areas within the VCA.

- Screen parking lots with masonry or brick knee walls with limestone caps where higher density uses abut lower intensity uses (e.g. commercial parking lots abutting residential uses). To provide variation on these walls they can include modular wall openings finished with wrought iron fence. In some cases, where medium density uses abut lower density uses, wrought iron fence and/or adense hedgerow can be used in place of a wall. Landscape, as described on the landscape section of this document, should be provided in addition to the noted screening.
- Construct knee walls at streets and where multiple family parking areas abut streets and adjacent single family residential areas.
- Landscaped buffers should be at least twelve (12) feet wide (six feet on each side). See landscape guidelines below for specific information on plant material.
- Locate plant materials on the external side of the buffer, comprising one (1) deciduous tree per each 25-30 linear feet, a three (3) feet high hedge row, grass and flower beds on the corners or entrances to the parking lot/structures.
- Locate grass, flower beds and shrubs masses (one every five (5) linear feet) on the interior side of the buffer.
- Landscape the first level of the parking garage area adjacent to the end of the parking lot wall with at least a six (6) feet wide planting area.
- Plant one (1) deciduous tree per each 25-30 linear feet, one (1) evergreen shrub per each 5 linear feet, flower beds at the corners of the structure and pedestrian entrances, and grass surface.

COE Rail Screening

The COE rail line diagonally bisects the south portion of the VCA. A train passes once per day (usually after peak hours). Landscape buffers and detention pond landscaping, as described in the landscape section of this document, should be provided adjacent to COE rail line.

Waste Receptacles

Screening of waste receptacles shall meet the requirements of Section 18.84.180 of the City of Wixom zoning ordinance. In addition to Section 18.84.180 requirements, the following guidelines shall help improve the visual appearance of waste receptacles in areas with small setbacks.

Commercial Areas

The following guidelines should be used to effectively screen waste receptacles in commercial / retail areas.

- Screen commercial waste areas to a minimum height of six (6) feet or one (1) foot above the height of the container in question.
- Use screening materials of masonry or brick (provided it meets Section 18.84.180 requirements).

Residential Areas

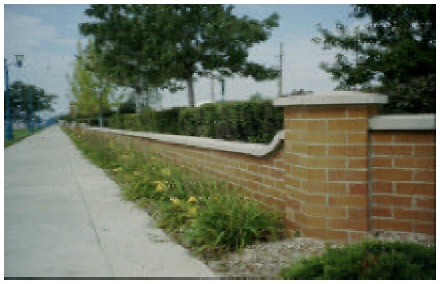
Waste receptacles within the residential areas that are part of the VCA should be screened according to the following guidelines.

- Screen all receptacles from alleys or streets. These elements should be placed behind privacy fences, within an enclosed trash area or in a garage.
- Use similar material and color of the privacy fence for the trash enclosure.
- Screen residential trash a minimum height of six (6) feet or one (1) foot above the height of the container in question.
- Use screening materials of masonry or brick walls, or wood fencing in multiple family areas (provided it meets Section 18.84.180 requirements).

Fencing and Walls

Fences and walls further define private areas around residential and commercial areas. The following guidelines should help coordinate the design elements of these features with the design and materials of the surrounding uses.

- Front yard, side yard and rear yard fencing design and installation, as well as low walls and hedges, must not interfere with AASHTO's stopping site distance requirements.
- Use materials of wood, plastic, steel picket or masonry.
- Do not allow wood fencing in retail and commercial areas.



Privacy Fencing

Privacy fencing may be used within the VCA according to the following guidelines.

- Construct side yard privacy fences at a rate of one (1) per every ten (10) linear feet from the front building facade, perpendicular to house facade.
- Construct side yard privacy fences on a corner lot twenty (20) feet from the front building facade and perpendicular to the house facade within the lot's boundaries.
- Construct rear yard privacy fences on the property line or within four (4) feet of the property line and within the lot's boundaries.
- Construct privacy fence to a six (6) foot maximum height. Open trellis members may extend vertically an additional two (2) feet.
- Incorporate a gate in privacy fencing to access the alley when located in alley loaded lots.
- Incorporate a change in articulation in the top 12-18-inches of fence facing a public street.

STREETSCAPE

ROADS

To make the VCA vital and livable, it will be necessary to facilitate a balanced use of transportation, creating an environment less dominated by the automobile and friendlier to pedestrians. A healthier balance of transportation modes can be achieved by combining alternative approaches to parking and design of the street system to improve vehicular and pedestrian access to and through the VCA and surrounding neighborhoods.

The road hierarchy is important in determining the desired levels of traffic. Roadway widths should be kept to an appropriate minimum to promote a balance between pedestrian and auto use and should be coordinated with traffic demand and land use. Pontiac Trail should be modified to reduce traffic speeds and provide more on-street parking.

New road construction should include “bump outs” at intersections and in the middle of long blocks to reduce the width of the road and make crossing easier for pedestrians.

General Road/Street Guidelines

The folloiwng guidelines should help builders, developers and property owners to understand and implement through design, the City’s vision for the VCA.

- Maintain an interconnected series of streets and blocks. An interconnected grid will promote and enhance the character of the overall community and diffuse traffic.
- Provide vistas to landmarks and terminating focal points where roads meander through activity areas.
- Do not use cul-de-sacs within the VCA, unless they are temporary and intended for future connections to undeveloped portions of the VCA.
- Limit block length to 400 linear feet, subject t site plan approval to discourage cut-thru traffic within the VCA and promote a safe, pedestrian-friendly environment.

- Design streets to keep traffic speeds and volumes low by maintaining a narrow pavement width and short block faces.
- Ensure pavement width is sufficient to accommodate on-street parking and emergency response vehicles yet still narrow enough to maintain traditional neighborhood development standards. Fire and Police Departments must be consulted.
- Excessive use of stop signs should be avoided. They should not be used for speed control.
- Create multiple points of entry from the existing road system to neighborhoods and developments to extend the existing urban fabric.
- Use design features such as street trees to alert drivers of residential areas and slow speeds. Street trees should be large canopy trees that frame the street.
- Use straight concrete curb and gutters on primary streets. Mountable curbs are permitted only in detached single family residential area, and only upon approval by the City.

Neighborhood Street

Neighborhood streets are intended for low traffic volumes and are the most common type of access road in healthy neighborhoods. Neighborhood streets provide access to single or multiple family housing, although they can also encircle squares, parks and other public spaces. There are no medians, and parallel parking and sidewalks are often provided on one or both sides of the street with landscaping, sidewalks and on-street parking. The guidelines outlined below should assist in the design of neighborhood streets.

- 50 foot right-of-ways subject to engineering review
- 24-27 foot wide streets, front of curb to front of curb
- One or two-way circulation
- The desired parking and circulation patterns will dictate the width of these streets.

Rear Lanes

Residential rear lanes or rear way alleys are solely intended to provide access to garages; these are in no way intended for circulation of through traffic. These slow speed (10 mph) service easements allow the residential units facing the street to have an elegant urban presence.

Although these rear lanes will not provide access to traffic other than the inhabitants of such residential blocks, they should be designed to provide adequate access for emergency response vehicles, snow-plowers, and service trucks. They are also used to store and pick up garbage, run utilities and provide garage access. There are no sidewalks in alleys. Rear lanes should be designed according to the following guidelines.

- Paved
- Twenty four (24) foot easement
- Eighteen (18) foot wide lanes
- One or two-way circulation
- No sidewalks
- Parking is not allowed
- The desired parking and circulation patterns will dictate the width of these lanes.

PARKING

Parking areas shall be designed according to the following guidelines, this will help to improve organization, access, efficiency and attractiveness.

- Explore a cooperative approach among building owners to share parking facilities, i.e. churches and businesses; schools and parks.
- Meet private parking ratios, as indicated in Chapter 18.96 “Off-Street Parking Requirements” of the Wixom Zoning Ordinance. (These requirements may be met on the site or on other sites by evidencing appropriate documentation of agreements.)
- Provide two (2) parking spaces per unit up to two (2) bedrooms and two and a half (2 ½) per unit for three (3) bedrooms or more for residential uses.

- Provide visitor parking at a rate of one (1) parking space per very two (2) units. This requirement can be met through the provision of on-street or off-street parking spaces.
- Meet Chapter 18.96 requirements for commercial and office uses.
- Provide minimum parking requirements with on-street parking for other uses on sites under 20,000 sq. ft. in land area. Parking should be provided at a rate of one (1) space for each 500 sq. ft. of usable floor area.
- Provide one (1) space per each 1,000 sq. ft. of usable floor area and a minimum parking requirement of one (1) space per each 500 sq. ft. of usable floor area for sites over 20,000 sq. ft. in land area.
- Encourage on-street parking wherever feasible.
- Locate on-street parking along retail-fronts, particularly as the area becomes more developed and pedestrian-oriented.
- Provide off-street parking bays at nine (9)feet wide and a minimum 20 feet long.
- Provide on-street parallel parking bays at nine (9) feet wide and a minimum of 22 feet long.
- Locate off-street parking at rear of commercial and office buildings, not located in the front yard and screened as indicated in the screening section of this document.
- Locate off-street parking spaces at the rear of the buildings with access by a rear lane or alley.
- Provide adequate setbacks and landscaped areas as required by the Wixom Zoning Ordinance and the screening and landscaping sections of this document at newly constructed parking lots that are seen from the street.
- Install large canopy trees (min. 4-inch caliper) and planting islands within parking areas to meet the requirements of Chapter 18.84.-40.C of the Wixom Zoning Ordinance. Additionally, these trees should be located in proportion to the number of parking spaces provided. See landscape guidelines below for more information.
- Allow easy access between uses and parking areas.
- Provide one (1) bicycle parking space for every two (2) residential units for multi-unit residential buildings within the VCA.

- Provide one (1) bicycle parking space for every 2,500 square feet, or portion thereof, of office or retail floor area for all VCA developments.
- Ensure that all bicycle parking facilities that are provided and highly visible to intended users. The bicycle parking facilities shall not encroach on any area in the public right of way intended for use by pedestrian nor shall they encroach on any emergency access areas.
- Bicycle parking facilities shall be painted black or the same color as other site furnishings.

WALKS

Neighborhoods need an integrated pedestrian circulation system that conveniently and safely links residents to neighborhoods, public gathering places and other key destination points. Additionally, it is important to ensure appropriate connections are made to adjacent sidewalk and pathway systems and to nearby destinations. In commercial areas, a new sidewalk will comfortably connect the fronts of new shops and should provide extra seating and public space. The guidelines outlined below should help to create better pedestrian circulation systems within the VCA.

- Provide an integrated pedestrian circulation system that conveniently and safely links businesses, neighborhoods, places and key destination points.
- Provide walkways in residential settings to be a minimum five (5) feet wide
- Provide sidewalks along all street frontage. Sidewalks should be located in the right-of-way, unless there are space constraints.
- Provide sidewalks on both sides of the street in each new residential development to provide access for alternative modes of transportation throughout the neighborhoods.
- Clearly mark and illuminate crosswalks to promote safety. Crosswalks in commercial and retail areas may have a change in surface material such as brick paving or stamped concrete.
- Provide curb cuts in locations where sidewalks cross a road or driveway.
- Encourage minimum fifteen (15) feet walkways adjacent to existing

and proposed storefronts where feasible, to allow for a five (5) foot amenity zone for landscaping, signage and lighting.

- Encourage additional space for outdoor café or sidewalk sale displays to help add activity and color to the consumer experience.
- Define both visually and physically where pedestrian routes cross vehicular drive aisles.
- Encourage installation of accent paving at special locations throughout the district. Unit pavers, exposed aggregate or other special paving will distinguish unique character uses within districts.
- Install non-motorized pathways independent of storefronts ten (10) feet wide minimum wherever feasible, in compliance with current non-motorized trail standards.

GATEWAYS

Gateways are urban design elements that transition residents and visitors in the area; they are an essential element in making the VCA identifiable. They announce entry and set the theme for the character of the district within. They should be consistent and appropriately scaled to make the area more cohesive. Gateways within the VCA should be designed according to the following guidelines.

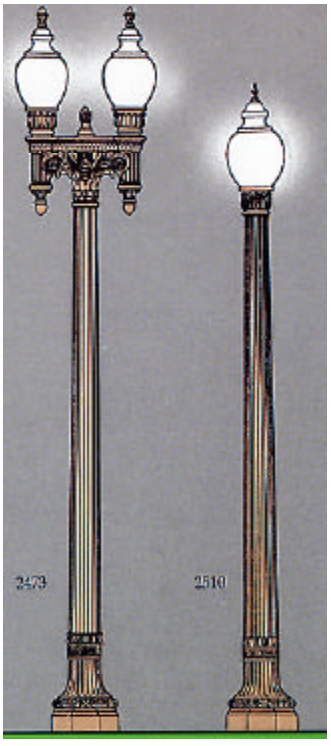
- Use a design approach and palette of materials consistently to relate to other gateways and elements that define the district.
- Gateways and place makers must be consistent and appropriately scaled for an urban environment, and they should reflect characteristics of other elements used to define the district.
- Utilize masonry, brick, limestone and cast concrete materials for such features, similar to other building materials throughout the district.

LIGHTING

Streetlighting

Streetlights are a prime consideration when creating a theme or "brand" for a district. They promote activity, establish a safe pedestrian environment and provide nighttime orientation. Adequate lighting should be

provided along roadways and within parking lots to ensure a safe environment. Additionally, lighting within commercial districts should be designed to minimize light spillage on adjacent residential areas. Poorly designed site lighting is disruptive to nearby residential neighborhoods. Lighting at the rear of a commercial site that is not properly screened and contained on the site will cause glare to adjoining residential lots. The following guidelines should be incorporated into the lighting design within the VCA.



- Install traditional (Union Metal Pacific Nostalgia or approved equal) lighting and traffic standards throughout the development to achieve design character consistency. The poles shall be made of steel with aluminum bases and the luminaries shall be manufactured with materials, approved by the City, that are resistant to breakage and yellowing. The developer will be responsible for providing the City with a replacement of each light fixture installed (including luminary, pole, decorative pole base, and any other light fixture parts).
- Encourage decorative banners attached to streetlights to promote the district. Color selection and use should be consistent throughout and approved by the City.
- Light parking lots to ensure a safe environment. Lighting should be designed to minimize light spillage into adjacent residential areas.
- Design lighting levels to meet the minimum Illumination Engineering Society of North America lighting standards for commercial and residential area classifications, 3:1 average to minimum ratio with a maximum intensity of 10 foot candles.
- Space lights in harmony with street trees a minimum sixty (60) feet on center subject to Planning Commission review and approval.
- Ornamental lights in residential areas should be fifteen (15) feet high.
- Eighteen (18) feet double armed fixtures should be used at corners within the residential areas.
- Metal halide light sources are required as they give the closest rendition to natural light.
- Provide outlets in street light poles in commercial areas to supply electricity for holiday lighting.

- Shield any light fixture visible through a window to prevent glare at the property line.

Building-Mounted Lighting

- Do not use wall packs and similar building mounted lighting.
- Sheild and direct downward all wall mounted lighting.
- Install decorative fixtures that are appropriate for the architecture and setting.

Neon Lighting

- Neon signs are permitted on the interior of commercial businesses to enliven the facade as long as the window is generally left open to the public view, they occupy no more than 25% of the window area and they meet all current regulations.
- Do not use exterior neon building lighting.

FIXTURES AND FURNISHINGS

It is important to reinforce pedestrian qualities by defining the street right-of-way as a public space and promoting a street environment that combines attractive architecture, tree-lined streets, coordinated street furniture and lighting, comfortable sidewalk widths and distinct wayfinding signage. The guidelines outlined below help reinforce pedestrian qualities within VCA public spaces.

- Organize street fixtures, furnishings and utilities, such as fire hydrants, parking meters, mailboxes and newspaper stands into a single zone along sidewalk edges to maintain a clear area for pedestrian use.
- Establish family types of high-quality benches, litter receptacles and other street furnishings throughout the public areas that coordinate with the surrounding architecture and lighting, as required in Section 18.75 of the zoning ordinance.
- All site furnishings shall have black paint.
- Site bicycle racks conveniently close to building entries with good visibility and paved surfacing configured to respect adjacent components of the landscape. Bicycle racks shall be painted black.
- Locate public phones near outdoor gathering spots and seating areas. Multiple phones could be clustered or aligned. Public phones shall be

compatible with other street furnishings. All metal parts of phone stands shall be painted black

- Limit news racks to two locations per block with multiple news rack clustered in these locations.
- News racks should be of consistent size and lettering so as not to visually intrude on the streetscape. News racks shall be painted black.
- News racks shall be located in close proximity to restaurants and convenience stores to encourage cross shopping.
- News racks within the public right-of-way should not impede pedestrian traffic.
- Obtain a DPW permit for newsracks placed in the right-of-way.

UTILITIES

Provision of these services is necessary; although there are conventional methods to provide such services (determined by the different regulatory agencies), thoughtful installation can visually improve the VCA. The following guidelines should help enhance the appearance of utilities and promote a pedestrian-friendly environment.

- Locate electrical and utility boxes away from street corners wherever possible since they tend to create a visual barrier and can interfere with street crossings.
- Prohibit new overhead wires within the VCA. All utilities should be buried. When utilities exist that do not meet this standard, the developer should establish an agreement with the City to locate all utilities underground.
- Locate any sanitary sewers for rear access lots within alleys if possible.
- Locate any water mains for rear access lots within alleys if possible.
- Fire hydrants must meet the requirements of the City Code and the Fire Department. Proposed fire hydrants should harmonize with other fixtures and street furniture. We recommend fire hydrants be painted red.
- Locate transformers, emergency power plants, and utility boxes on

buildings so they are screened as specified in the screening section of this document.

SIGNAGE

Signage has a major effect on streetscape appearance. While having adequate signage to advertise and draw customers is important for the viability of businesses, uncontrolled proliferation of large unattractive signs not only degrades appearance, but distracts motorists. Therefore, the following sign guidelines are important and must be implemented and enforced consistently. Signs should be easy to read, enhance the design of the building and reflect the pedestrian scale of the neighborhood.

Clear directional signage within the right-of-way is vital to the success of businesses. Public signage can include wayfinding systems and improved street identification markers at signaled intersections. Illuminated street signs and the use of mast arms at key intersections can assist with understanding one's location.

Design, content and location guidelines for sign and awnings can organize information into clear and concise formats. Limiting the use of awning information is highly recommended. The following guidelines should be incorporated into sign design within the VCA.

- Use the minimum amount of signs necessary to adequately direct vehicular and pedestrian travelers.
- Signage should be pedestrian in scale but should also be visible to both the sidewalk and to vehicular traffic.
- Install easily read storefront signs that enhance buildings rather than overwhelm them. Signs should complement the architecture and be integrated into the facade design.
- Consider stenciling storefront glass with lettering to describe the business or services of the store. Lettering style should complement the building's architectural style.
- Do not use storefront signs that have internal lighting.
- Prohibit rooftop signs, billboards and signs attached to rocks, trees, poles, benches, and trash bins.
- Neon signs are permitted on the interior of commercial businesses to enliven the facade as long as the window is generally left open to the

public view and they occupy no more than 25% of the window area.

- Consider blade signs, small signs extending perpendicular from the building facade, to address the pedestrian walking along the sidewalk. Clocks or special architectural features extending from the building are also encouraged. All such elements should have a minimum height of eight (8) feet from the sidewalk.
- Seamlessly integrate single-family and multiple family developments into the fabric of the community without differentiating with the use of signs. A low sign to indicate the name of a neighborhood should be an extension of the surrounding landscaping and street grid, rather than creating a separate entrance to a development.
- Prohibit sign illumination unless the lighting serves to identify the entrance to the development for motorists and the sign is externally lit.
- Prohibit gate entrances and gatehouses.
- Shield any light fixture visible through a window to prevent glare at the property line.
- Prohibit exterior neon lighting.
- All traffic signage and traffic control devices must comply with most current Michigan Manual on Uniform Traffic Control Devices (MMUTCD).

OPEN SPACE

The Village Center Area is intended to be a higher density urban area within the City of Wixom. Providing a sense of enclosure throughout the proposed development is important to achieving a traditional downtown environment. Space available for plant materials will be limited and is likely to be less than that commonly observed in other areas of the City. Likewise, conditions for growth and maintenance for such plant materials will limit the type of plants and trees that can be located within the VCA. Landscape materials should be chosen on the basis of durability and tolerance to salt and heat. However, there should be a strong emphasis on providing sufficient plant materials to soften building mass and integrate open spaces with the building environment. The guidelines included in the following pages detail landscape and screening on projects in the VCA.

LANDSCAPING IN PUBLIC AREAS

MINIMUM PLANT SIZES

Deciduous Trees	31/2" cal.
Flowering/Ornamental Trees	21/2" cal.
Evergreen Trees	6' ht.
Deciduous Shrubs	36" ht.
Evergreen Shrubs	30" spd./ ht.
Perennials, Grasses	1 gal.
Ground Cover	11/2" pp

The network of open spaces offers an opportunity to integrate natural ecosystems and provide recreational opportunities. The landscape guidelines below should help improve perceptions, create views and provide useful public space within the VCA.

- Create strong non-vehicular connections throughout the development to connect open spaces and surrounding uses.
- Implement forward thinking surface water control measures to filter runoff.
- Preserve and enhance the natural habitat as much as feasible.
- Avoid non-native and invasive species.
- Provide greenbelts for landscape screening and buffering between high intensity and low intensity uses, such as a restaurant and single-family residential.
- Enhance individual sites with plantings of shrubs, ornamental trees, deciduous trees and evergreen trees visually proportionate to the size of the building. Plant shrubs and flowers to accent the development entries and building foundations.
- Landscape site frontage consistently to create a pleasant appear-

ance along the corridor and "soften" the visual impact of intensive development.

- Locate street trees between individual storefronts, rather than close to the entrance. Avoid future sign obstruction.
- Plant native North American large-sized street-tolerant plant species, with the lowest branches pruned to minimum seven (7) feet height, in a formal manner along the entire length of the corridor.
- Plant mid-sized ornamental and flowering tree species to accent special uses such as the gateways or place markers.
- Provide a variety of species in proposed landscape plans.
- Utilize structural soil blends in tree pits to provide superior drainage, aeration and reduce compaction, such as Solite, Amsterdam mixes.
- Avoid shrubs and flowers over three (3) feet high as a safety precaution.
- Use low-rise decorative walls or fencing and landscaping to define public and private properties.
- Prohibit earth berms.
- Place flowering trees, shrubs, annuals, perennials and ground cover at special signage markers and develop entries. This would add seasonal interest and reflect the natural systems heritage of the corridor.
- Provide a sub-drainage and irrigation system to ensure long life of plantings.

Boulevards

Landscaped boulevards are highly encouraged at entrances to the development areas. Boulevards that possess older trees not only help provide a sense of enclosure but also give a unique character to urban areas. Landscaped boulevards also help alleviate the perception of chaos on busy roads and provide for a mid crossing point that promotes pedestrian activity. The guidelines outlined below should be incorporated into street and landscape designs within the VCA.

- Plant a full grass surface, a line of deciduous trees at a rate of one (1) per every 25-30 linear feet, include shrub and planting beds in boulevard areas.

SUGGESTED PLANT MATERIAL

Large deciduous
- Oaks
- Birch
- Linden
- Hard maples
- Beech
- Honey locust (seedless, thornless)

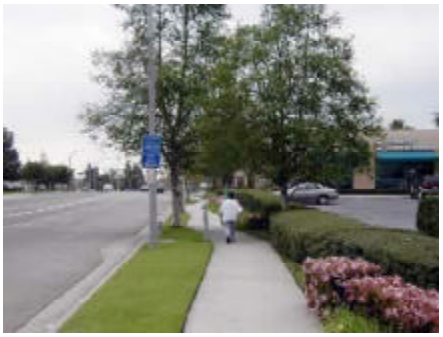
Small deciduous
- Hornbeam
- Hawthorn, thornless
- Magnolia
- Mountain ash
- Redbud
- Flowering dogwood
- Crabapple
- Juneberry

Evergreen Trees
- Pines
- Douglas fir
- Hemlock
- Spruce

Narrow Evergreens
- Red cedar
- Arborvitae
- Junipers

Large Shrubs (Deciduous and Evergreen)
- Honeysuckle
- Lilac
- Forsythia
- Border privet
- Bottlebrush Buckeye
- Pyracantha
- Barberry flowering quince
- Dogwood
- Cotoneaster
- Yew, various types
- Mugho pine
- Pfitzer juniper
- Savin juniper

Do not use:
- Ash
- Box elder
- Catalpa
- Willows
- Soft maples
- Poplars
- Horse chestnut
- Tree of heaven
- Elms (non-disease resistant)
- Russian olive



Street Yard

Section 18.84.180 of the ordinance requires two (2) street trees be provided per each fifty (50) linear feet of street frontage of residential development. The following guidelines should complement ordinance requirements to meet the intent of the VCA ordinance.

- Plant street trees along all public streets.
- Plant street trees within a 5 to 8-foot curb lawn, in straight rows, parallel to the curb and centered in the street yard.
- Space trees 25 – 40 feet maximum depending on the proposed trees species, creating a canopy along the street and in harmony with the street lighting.
- Plant trees on both side sides of the street when constructed.
- Sod and adequately maintain street yard.
- Prune trees to seven (7) feet above grade.
- Avoid planting low branching trees in the ROW that lose their form when pruned high; ie: Pin Oak, evergreens.
- Irrigate all areas provided for in this section.

Parking Lot Landscape

Retail uses require sufficient and conveniently located parking to be successful; however, there are two factors within downtowns that limit parking availability: the price of land and the need for a sense of enclosure. Parking lots should be landscaped according to the following guidelines to create aesthetically pleasing parking areas and structures that complement the intended character of the VCA.

- Plant large canopy trees and planting islands within parking areas in proportion to the number of parking spaces provided. Parking lot landscaping should enhance green space within the site and help establish a block orientation in large parking areas.
- Plant landscaped islands with one (1) deciduous tree and 150 sq. ft. of lawn per every 5,000 sq. ft. of paved driveway and/or parking lot surface.
- Irrigate all parking area landscaping.

Parks and Open Spaces

Parks and open spaces, although limited in size, are likely to be the areas within the VCA that provide vistas through the development and recreation opportunities for its residents. Parks and open spaces in the VCA are not intended to be used for active programmed recreation such as athletic fields. These spaces provide passive recreation opportunities where residents can informally interact, exercise and develop a sense of community.

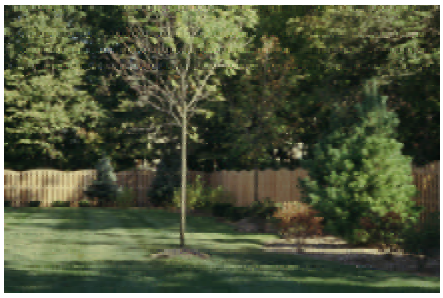
Parks should be designed to fit and assimilate the grid and axial patterns of the overall development. Sidewalks, trees, plants and other park amenities and materials should relate to the surrounding neighborhood context. Irrigation should be provided in park spaces when feasible and practical.

Detention Basins

The detention basin should be treated with the same aesthetic sensitivity as the rest of the development. It should be functional yet attractive from all views. Detention basins should be designed according to the following guidelines.

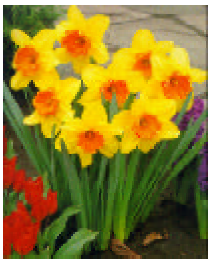
- Simulate a more natural landscaping appearance around the storm water basins.
- Use a combination of trees, shrubs and perennial flowers or grasses.
- Choose plants for the water edge that accommodate fluctuations in water level.
- Choose native species wherever feasible.
- Decorative walls and water features may be added.

LANDSCAPING IN RESIDENTIAL / PRIVATE AREAS



Residential landscape standards create dynamic places that support a sense of place and livability. Large deciduous trees provide spatial structure and shade. Their canopies provide a sense of enclosure and frame the smaller garden elements. Second layer or eye level elements add interest and human scale through color, form, scent and texture. This layer is defined by hedges, fences, low walls, flowers, grasses, bulbs and hanging plants. Ground level elements should support architecture and frame private entrances. These elements are most effective when used to support the urban pattern, they include paving, groundcovers and potted plants at grade. Landscape guidelines included in this section should be implemented in residential uses and private areas within the VCA.

- Install ornamental plant material to cover a minimum of 20% of front yards and visible side yards in both single and multiple family dwellings.
- See Streetyard guidelines outlined above for street trees.



- Mass trees, shrubs, flowers and groundcovers to define the outdoor spaces and reinforce primary entries, and enhance the house design, the street and the neighborhood.
- Avoid large evergreen trees as they can provide security hazards in urban environments.
- Plant adjacent to rear lanes to slow traffic and create a more friendly neighborhood feeling.
- Do not plant trees within four (4)-feet of rear lane pavement to accommodate utility easements