City of Troy

Downtown Development Authority

Design Guidelines

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Design Guidelines

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Introduction

The Big Beaver Design Guidelines were developed to bridge the gap between the Big Beaver Corridor Study, the City of Troy Master Plan, Troy Vision 2020, and the City of Troy Zoning Ordinance. This document details more specifically what elements are critical to the implementation of the goals and objectives laid out in these documents. The Guidelines first describe large scale, "big picture" elements, such as general site layout, access, and building scale. Second, the Guidelines provide more prescriptive standards for site planning details, street and streetscape elements, and architectural components.

There are two primary goals of the document. The first is the establishment of a consistent, adopted set of Guidelines to provide direct, immediate guidance for developers and redevelopers in the City of Troy. This will greatly benefit all parties in that the development community will not be left to guess as to what elements are more or less favorable to the decision-making bodies of the City, and the staff and officials of the City will have a document which reflects a consensus on these matters. In short, the Guidelines will make the entitlement process more efficient, more predictable, and more successful on all fronts.

The second goal of the Guidelines document was to provide a basis for the development of a regulatory framework for a form-based code for the Big Beaver Corridor. The comprehensive City of Troy Zoning Ordinance rewrite project has been conducted concurrently with the creation of this document, and has informed the detailed requirements

that have been drafted for the Ordinance. The Ordinance uses a new and innovative approach, based on the methods designed in this document, to legislate many of the critical design elements that will help implement the Big Beaver Corridor Study and Master Plan. While the main, underlying recommendations of the Guidelines and the regulations of the Ordinance will be consistent with one another, the Zoning Ordinance takes the work done in this process and expands on it further detailing the formal regulations that will empower developers and redevelopers to best comply with the City's vision.

History of the Project

As noted above, this document was created to help implement the Big Beaver Corridor Study, which was adopted as part of the City of Troy Master Plan in 2008. At that time, it was determined that the Study, while an excellent big-picture document that provided a visionary future for the Corridor, needed additional support to adequately serve its purpose. These Guidelines represent that additional support. Work began on the Design Guidelines after the completion of the Master Plan and has been ongoing in a series of efforts until its adoption. The Downtown Development Authority funded the project, while oversight and adoption authority of the final product is shared between the DDA and the Planning Commission. Both parties were involved regularly in the review of the Guidelines.

The Big Beaver Corridor Study

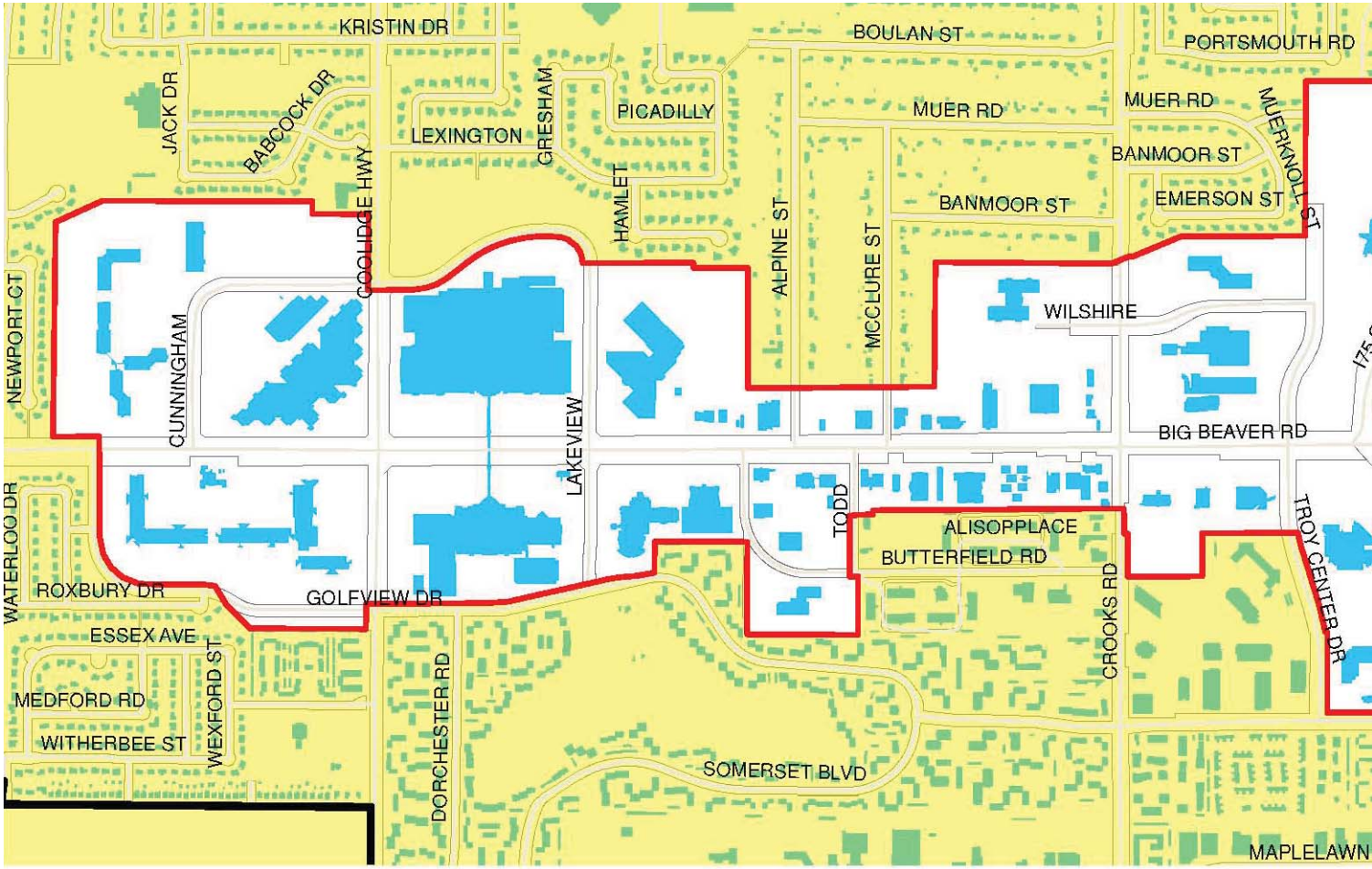
This document provides guidance for properties inside the Troy Downtown Development Authority. The map of the area to which it applies is provided on the following pages. However, the Big Beaver Corridor Study provides guidance for the entire Big Beaver Corridor in Troy, and the Zoning Ordinance will include form-based provisions for areas outside of the DDA. In fact, these Guidelines established a framework for the form-based components of the Zoning Ordinance, which slightly modifies the Big Beaver District from the DDA boundary, and also adds two more classifications. The first is along Maple Road, and the second is within the Neighborhood Nodes created in the Master Plan.

In the Troy Master Plan, it states that the Big Beaver Corridor "...is responsible for the first impression many people have throughout Michigan when they think of the City of Troy. The high-rise buildings, Somerset Collection, and its immediate proximity to I-75 are frequently the main elements visitors remember about the Corridor and the City. In order to remain competitive and continue to be a leader in economic development in Southeast Michigan, Troy must plan for this Corridor to evolve in light of a changing economy."

Therefore, the City developed the Big Beaver Corridor Study. The key concept areas of the Big Beaver Corridor Study are:

- Gateways, Districts and Transitions
- Trees and Landscape as Ceilings and Walls

City of Troy
DDA



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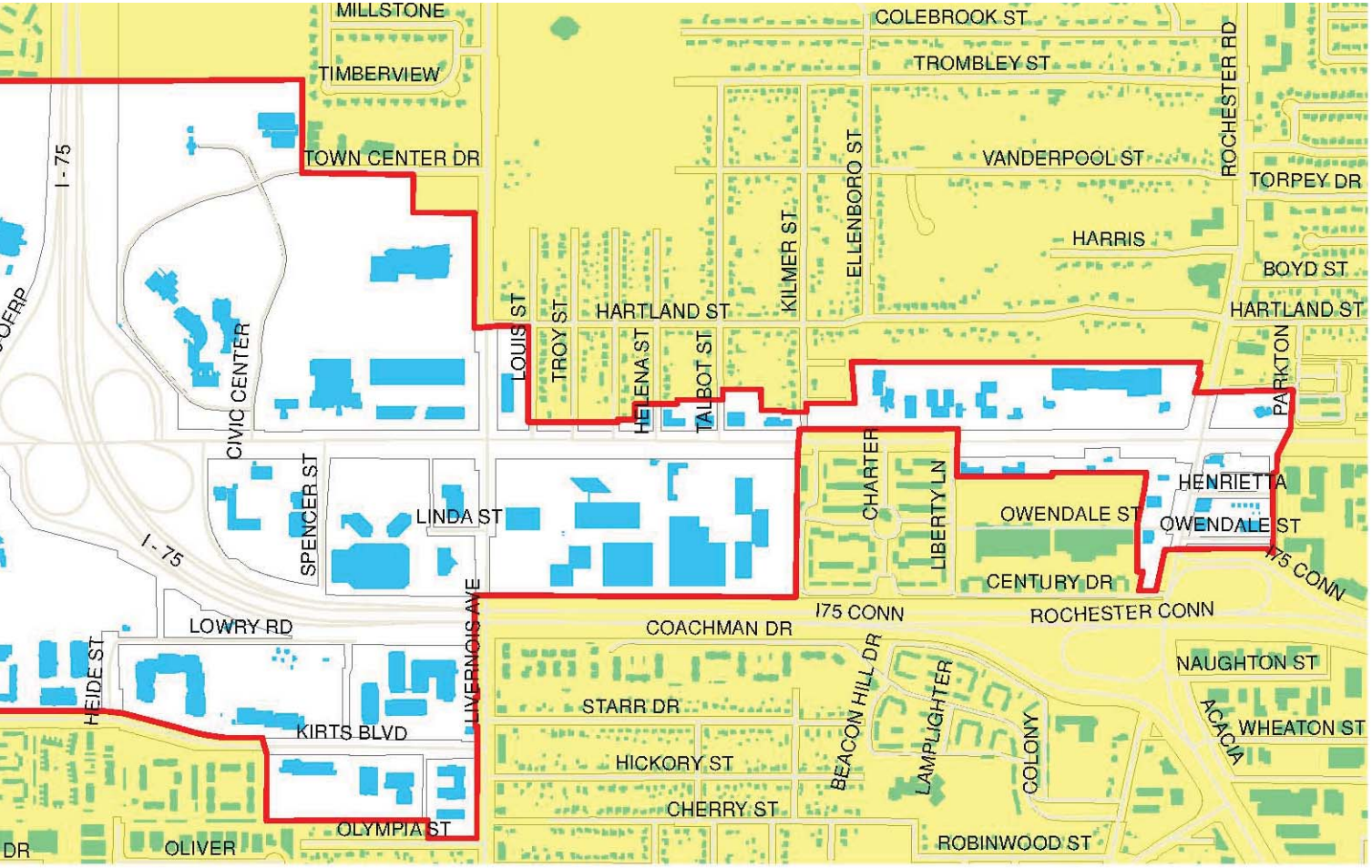


Basemap Source: Oakland County Planning

Downtown District Authority

- DDA Boundary
- Areas Outside DDA
- Building Footprints

- Walking Becomes Entertainment - Much to Observe & Engage In
- Mixing the Uses Turns on the Lights - Energetic Dynamic of Mixed Uses with a Focus on Residential
- The Automobile & Parking are No Longer #1.
- Civic Art as the Wise Sage of the Boulevard

It goes on to state that the Study provided a comprehensive analysis of the existing and potential characteristics. It supports the concept that the planned future land uses in the Big Beaver Corridor must be mixed-use, to allow for a wave of new residential development and the redevelopment of individual sites to make a more meaningful contribution to the quality of life of the City. The main difference between the various mixed-use districts planned in the Study is building height, but also other characteristics, which this document will clarify.

Development Guidelines: Described

The first components of the Design Guidelines are primarily concerned with the "big picture" urban form elements on which little negotiation should be considered. These factors include building size, relationships with other buildings and the street, and a building's location on the site.

Regardless of the architectural style of a proposed project, these topics are a starting point for site designers. They are critical to establish the building relationships and outdoor spaces envisioned within the Big Beaver Corridor Study. Building consensus on these main factors will allow the DDA, Planning Commission, and City Council to uniformly apply similar principles across the board within the DDA.

The more specific design elements for streets and sites represent a "focusing" of the DDA's lens on more physically prescriptive elements of development and more specific site design factors. These standards set the bar for site and architectural design elements and are meant to provide designers with a menu of options in a "pattern book" format. These options communicate to the designer what level of material quality is appropriate in a given area, for instance, but may not necessarily prescribe any one particular material, color, or architectural style.

The Design Guidelines address site amenities and elements like waste receptacles, fences, planters, banners, flagpoles, water fountains, street cafes, retaining and screen walls, and street furniture. While not intended to prescribe any one make or model of any site amenity, the Design Guidelines provide the rules under which a designer should select their proposed elements.

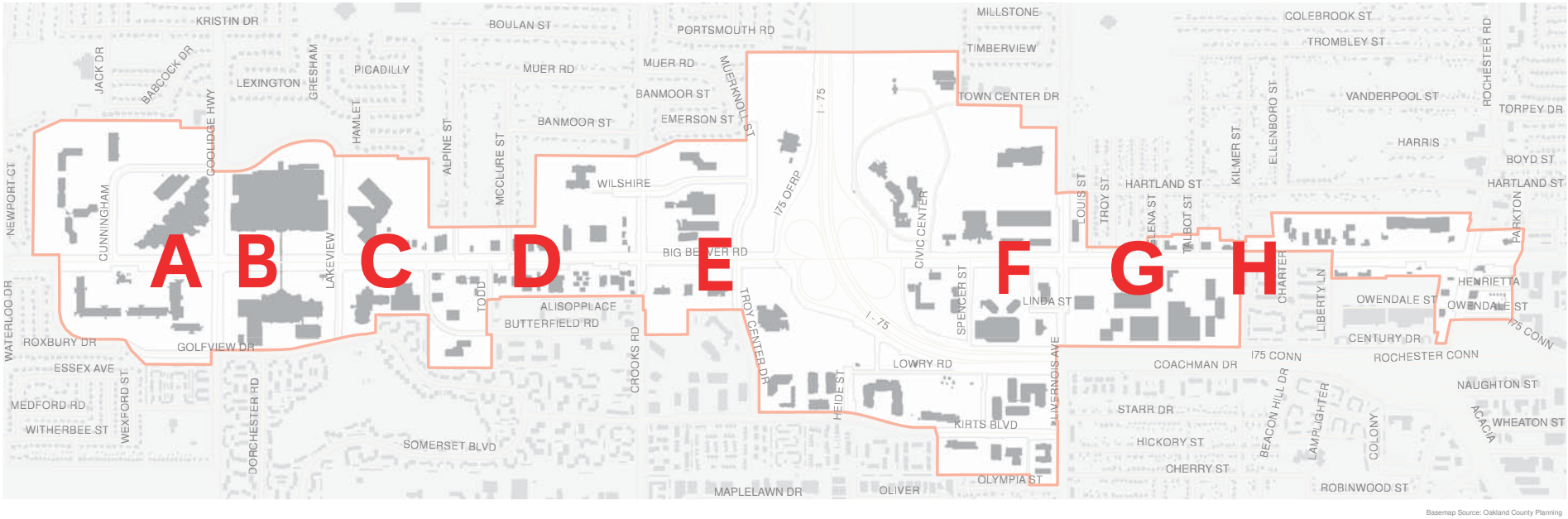
How will this document be used?

This document contains many design Guidelines and standards. It covers the entire Downtown Development Authority, although there are many different types of development in the area. The Corridor itself is varied with high-rise office, shopping centers, stand-alone retail and restaurants, and even converted single-family homes. This complex environment led the development of the unique approach of this document.

The Guidelines provide specific information for each site in the DDA, depending on what type of site the project is on, and what type of roadway it is adjacent to. In order to find what sections apply to a particular property, one must select their site on the Site Types Map and determine their site type. Then looking at the Street Types Map, the owner can identify if they are on a Primary Corridor, Arterial, etc. Once a user has the site and street type, they can simply look up those pages in the table of contents that describe the site and street design Guidelines for that site and street type and essentially ignore the rest. This approach is replicated in the Zoning Ordinance, although the categories are simplified.

After each site and street types section, there are a series of pages detailing more prescriptive elements that effect a site's development. These apply to all properties that are on the site types or street types covered by these detailed elements.

Finally, this document provides Guidelines on structure types. Depending on the desired building type, one of five structure type guideline sets can be applied to a project.



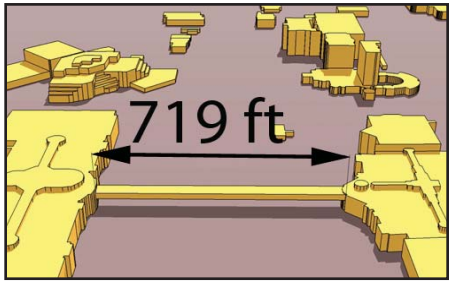
DDA Distances Between Buildings

Existing Conditions

This graphic shows how varied the development pattern is along the Big Beaver Corridor. The scope and scale of projects go from very small, to regionally prominent. The building front to building front span can be as wide as 700 feet, or as narrow as 300 feet, with buildings of differing heights on either side. This is but one example of the challenges of the existing Big Beaver Corridor, and why this document comprehensively addresses what goes on within the right-of-way (streets), what goes on in the private realm (sites), and what goes vertical (structures).

A

B



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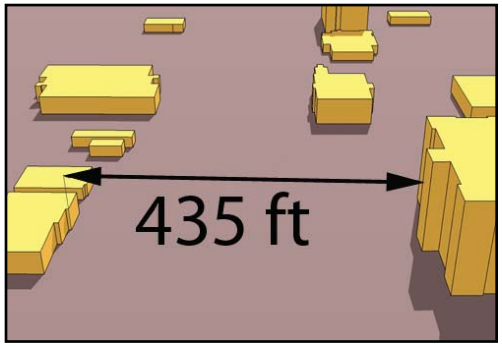

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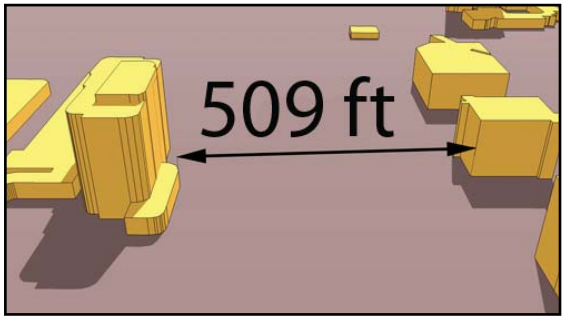

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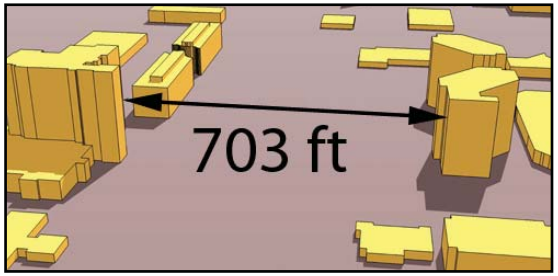

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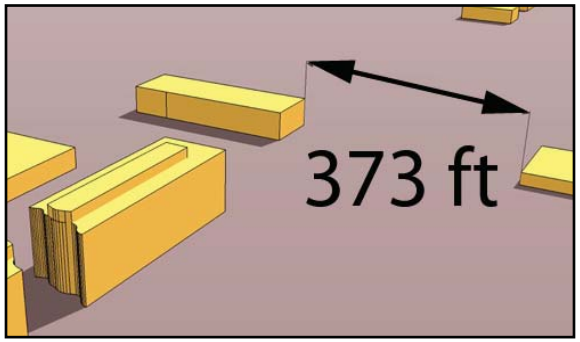

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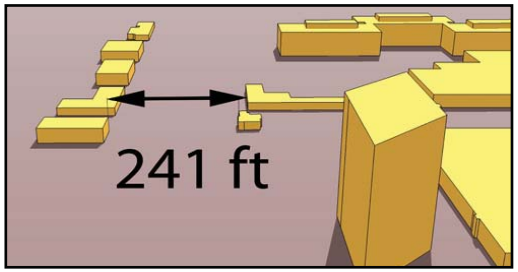
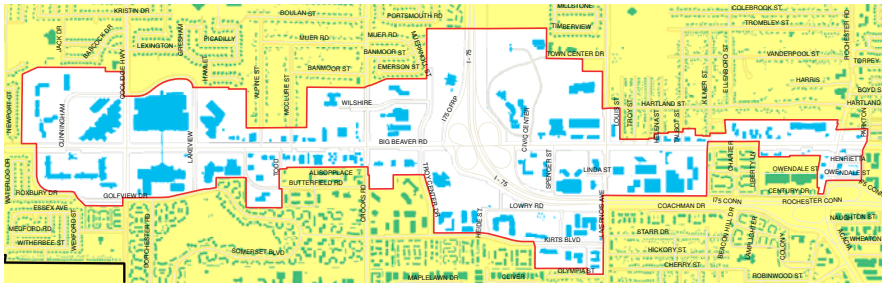


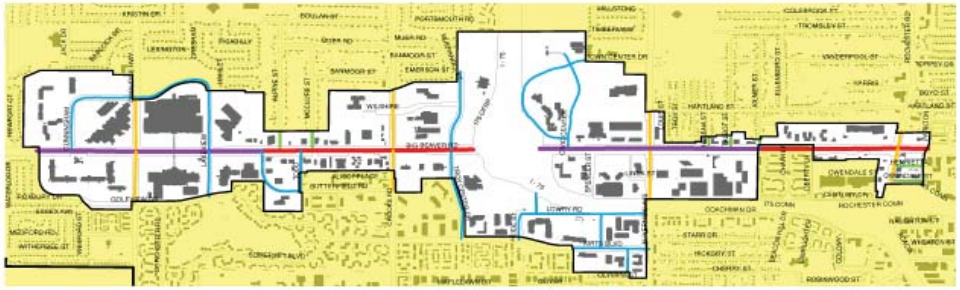
How to apply the Guidelines in this document

These graphics describe the process for finding the appropriate Guidelines and standards applicable to a specific project. Every site will require a unique combination of street, site, and structure Guidelines and standards.



Step 1: Finding a site

Find your parcel or parcels within the Downtown Development Authority. **A figure ground map showing the existing buildings and streets within the DDA is provided on pages 4 and 5**.



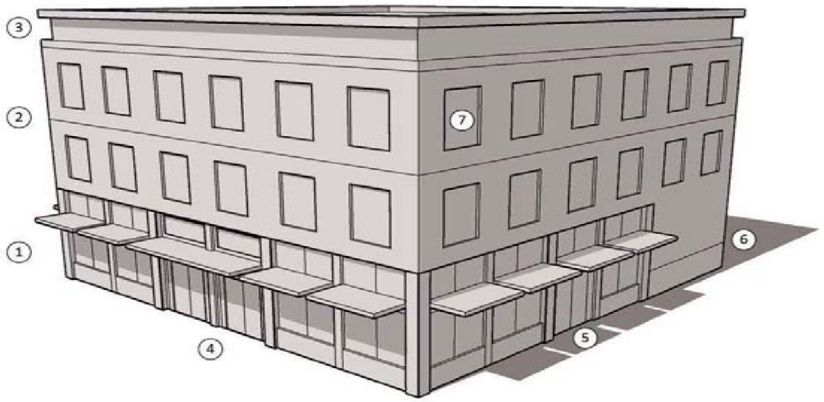
Step 2: Street Guidelines

Identify the street type or types the front the site, and find the corresponding street type description or descriptions that detail the guildelines unique to your site. **The Street Types Map is provided on pages 14 and 15, and the street Guidelines are provided on pages 16-23 for Primary Corridors A and B, and pages 36-43 for Collectors and Arterials.**

Specific, detailed ite design standards are provided in the pages directly following the Guidelines for a specific street type. **The street site design standards are provided on pages 24-33 for Primary Corridors A and B, and pages 44-52 for Collectors and Arterials**

Example: *"Arterial/Site Type D/Structure Type C"*

This is a sample of the nomenclature used to characterize a site within the District.



Step 3: Site Guidelines

Identify the site type applicable to the site, and find the corresponding description that details the guildelines unique to your site. **The Site Type Map is provided on pages 54-55, and the Guidelines are on pages 56-65.** When multiple sites of differing categories will be combined and developed together, the most intense site category will prevail.

Step 4: Structure Guidelines

There are five structure categories. They are described on pages 82-91. After identifying the street and site Guidelines applicable to the project, identify the structure type most similar to the proposed or intended building or buildings on site and pply the Guidelines provided for that structure type. Selection of structure type is left to the applicant, provided the chosen type can satisfy the site and street Guidelines required for the project.

About the Design Standards

In addition to the formal, detailed Guidelines for streets, sites, and structures, this document also includes street and site design standards for things like site amenities, walls, fences, outdoor furniture, etc. There is also a series of images for gateway elements provided at the end of the document that can be considered for any site or location on private or public property within the District.

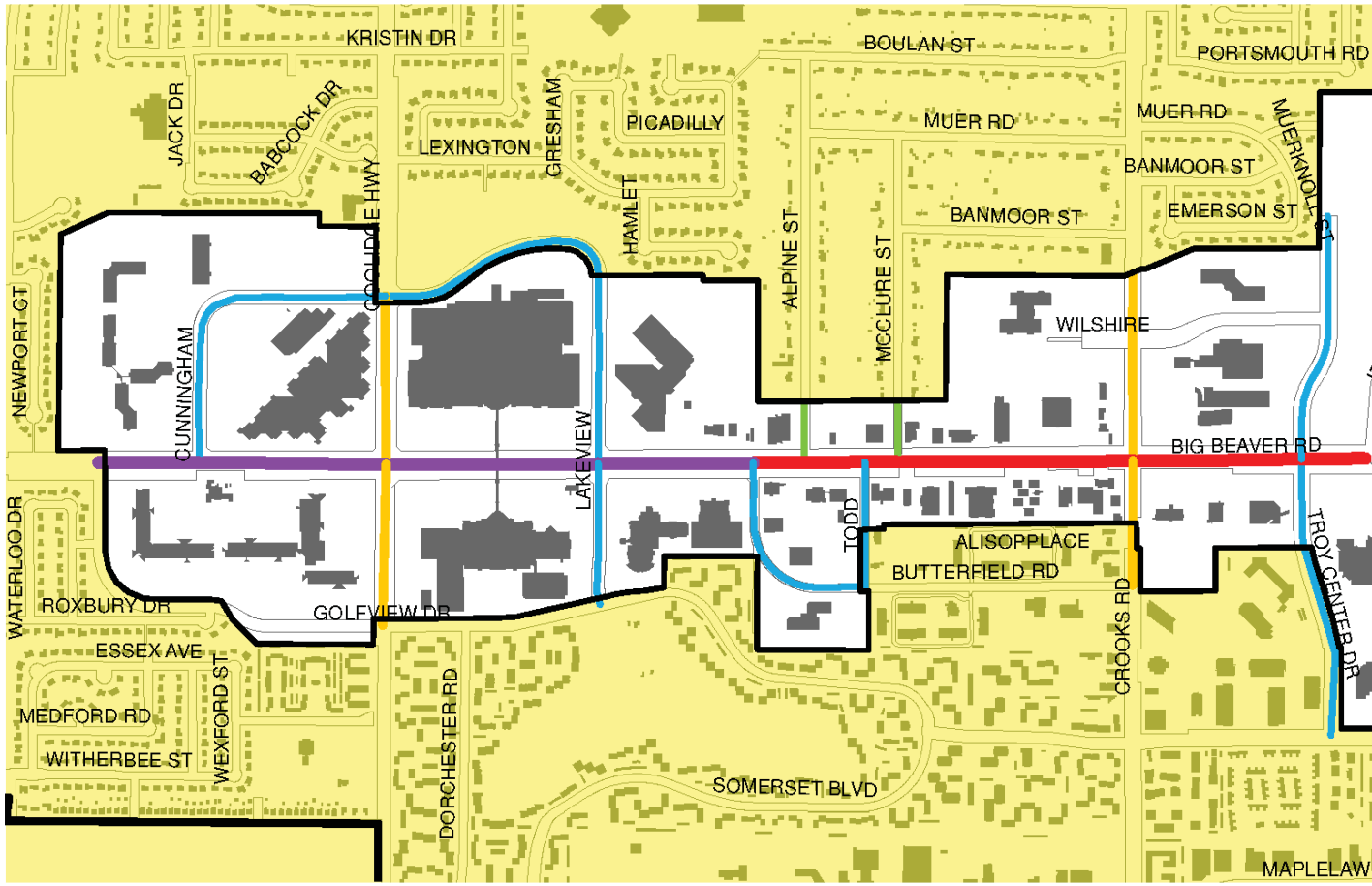
This document identifies five street types, four of which are the subject of design Guidelines. Only local, residential streets are not provided with a set of Guidelines, due to the small and unique character of these streets. The main thoroughfare Big Beaver Road, is split into two categories, Primary Corridor A and Primary Corridor B. The main difference between the two is the presence of an access drive in Primary Corridor A; an extended pedestrian pathway characterizes Primary Corridor B.

The other remaining streets are labeled Arterial or Collector, based on their widths, function, and long-term potential. These two street types have their own sets of Guidelines as well.

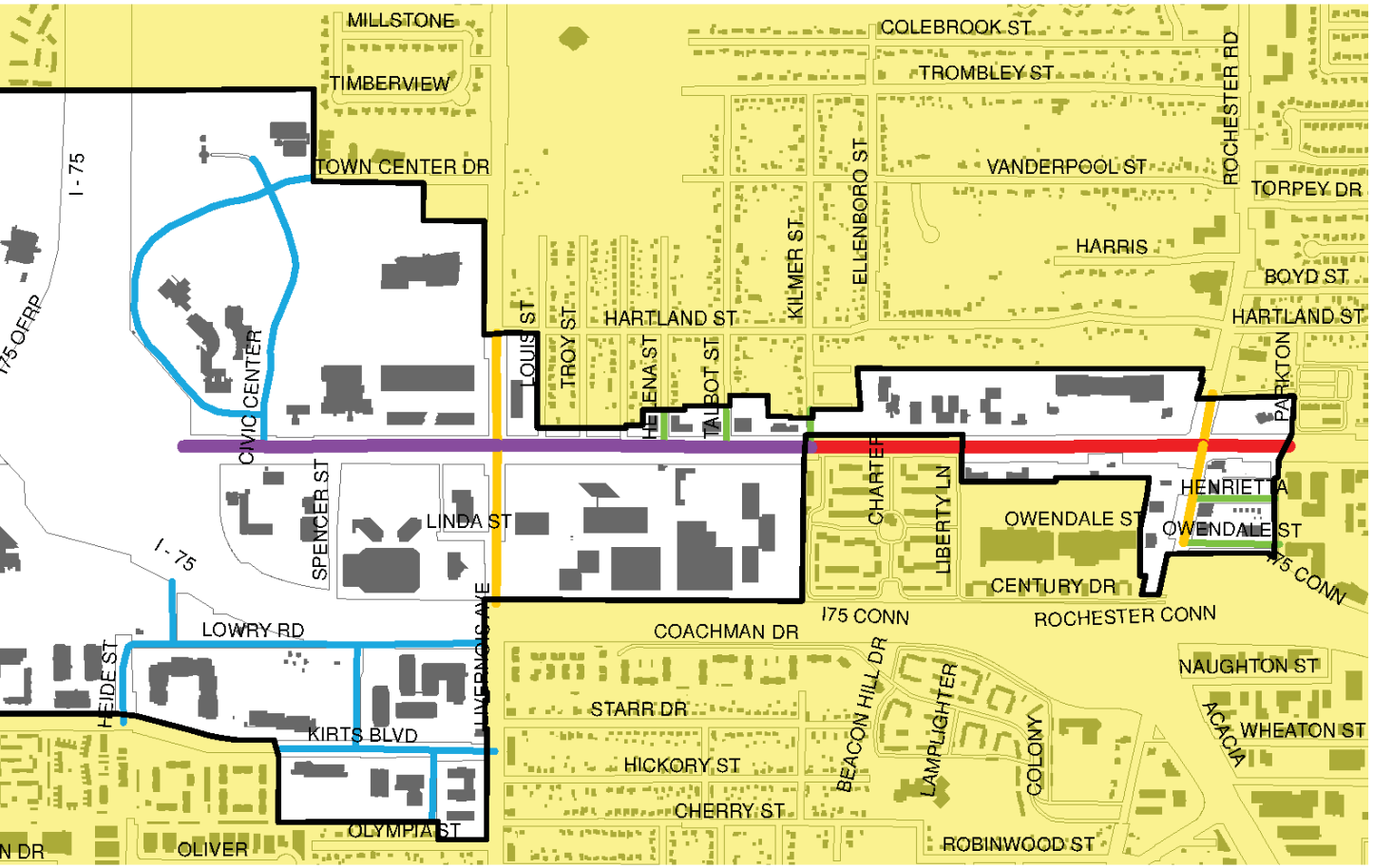
The map on the following pages is to be used as a key when identifying which set of Guidelines is applicable to a specific site.

The map is followed by the Guidelines themselves each set of which have a section and overhead drawing, accompanied by a text description, on the first two pages. The following two pages contain a rendering and a more detailed section and plan-view illustration.

The first two street types are Primary Corridor A and Primary Corridor B. Their Guidelines are followed by a series of pages describing the specific design elements of various, more prescriptive components of streetscape design.



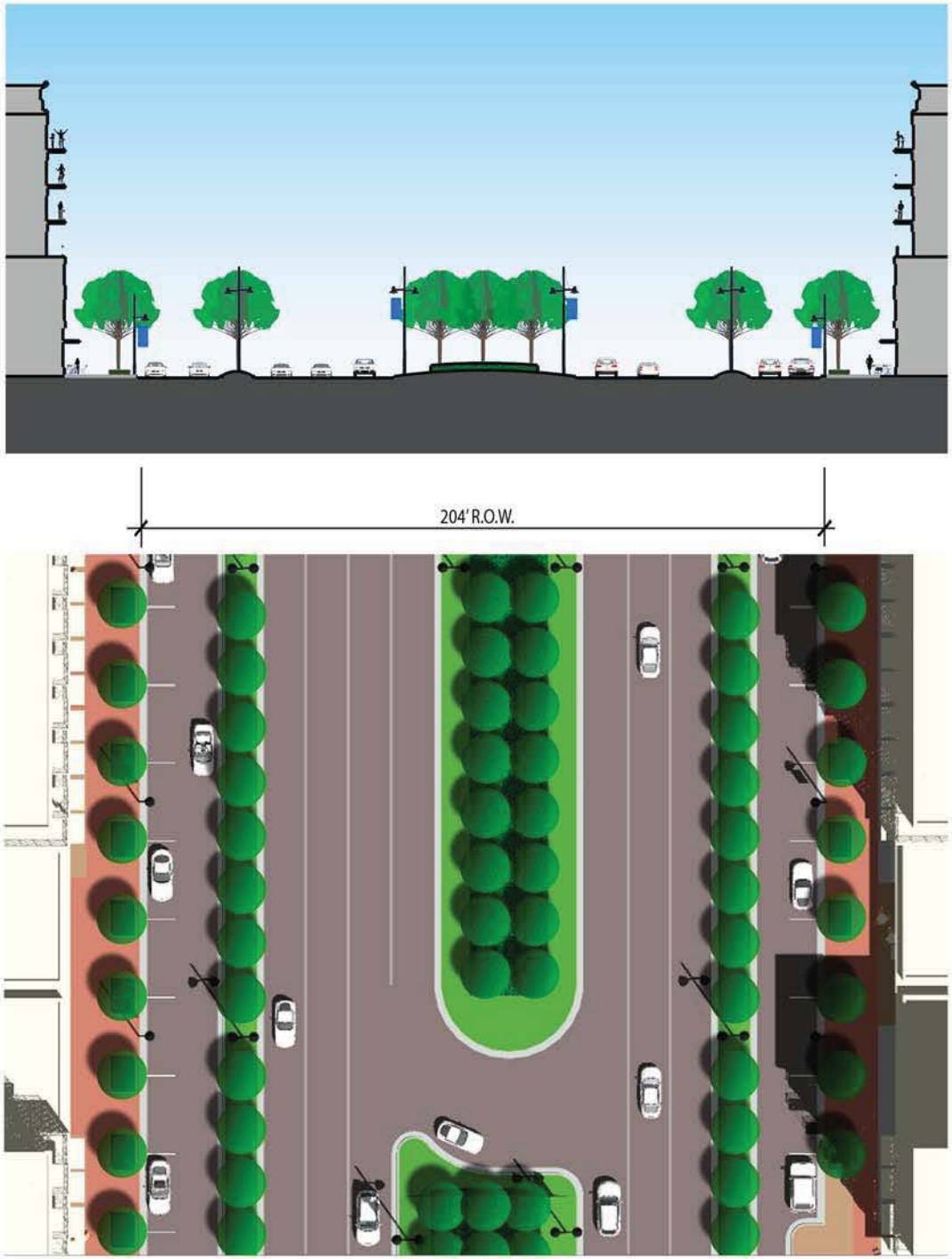
This map is to be used as a key when identifying which set of Guidelines is applicable to a specific site.



Basemap Source: Oakland County Planning

DDA Street Types

- Primary Corridor A
- Primary Corridor B
- Arterial
- Collector
- Residential Local
- DDA Boundary
- Areas Outside DDA
- Building Footprints


204' R.O.W.

Primary Corridor A (204’ ROW)

Reflects all major components of the “world class boulevard.”

- Service drives with parallel parking
- Wide pedestrian walkways, amenities
- Large trees and planting areas, pedestrian-scale lighting and signage, pocket parks, seating areas, public squares, streetscape amenities
- Buildings located along the right-of-way; no setbacks or limited setbacks with added streetscape amenities between buildings and the street
- Mixed uses front the Corridor
- Highest density within the District.

The Primary Corridor A category refers to portions of Big Beaver Road with the widest spacing between building fronts and in which service drives may potentially be implemented. The category is meant to reflect the “world class boulevard” characteristics established in the Big Beaver Corridor Study, and is used in the highest profile areas of the Big Beaver Corridor.

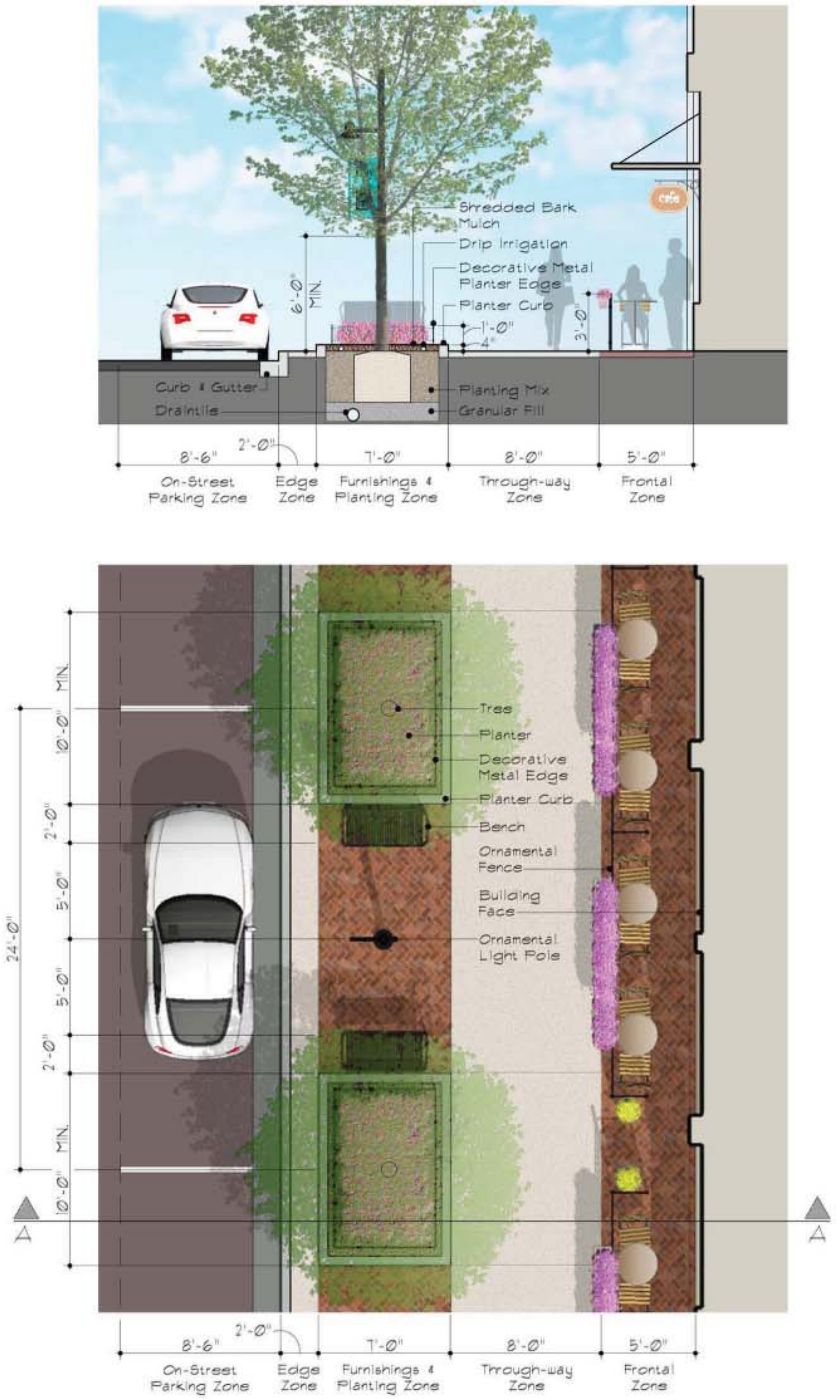
The portions of Big Beaver classified as Primary Corridor A will integrate features designed to accommodate through traffic and local traffic, will focus on gateways, and will enhance the Big Beaver Corridor experience. Together with Primary Corridor B, this category will reflect all the strongest and most prominent features proposed in the Big Beaver Corridor Study.

Strong landscaping regimens, pedestrian and traffic-scale lighting, effective signage, wide non-motorized pathways, and a complementary relationship with transit opportunities will make Primary Corridor A a distinguished area within the region.

The design standards for the public realm would primarily address the streetscape and median zones within the rights of way for each street type as described in the Development Guidelines and could be applied to all public properties developed within the DDA boundary.

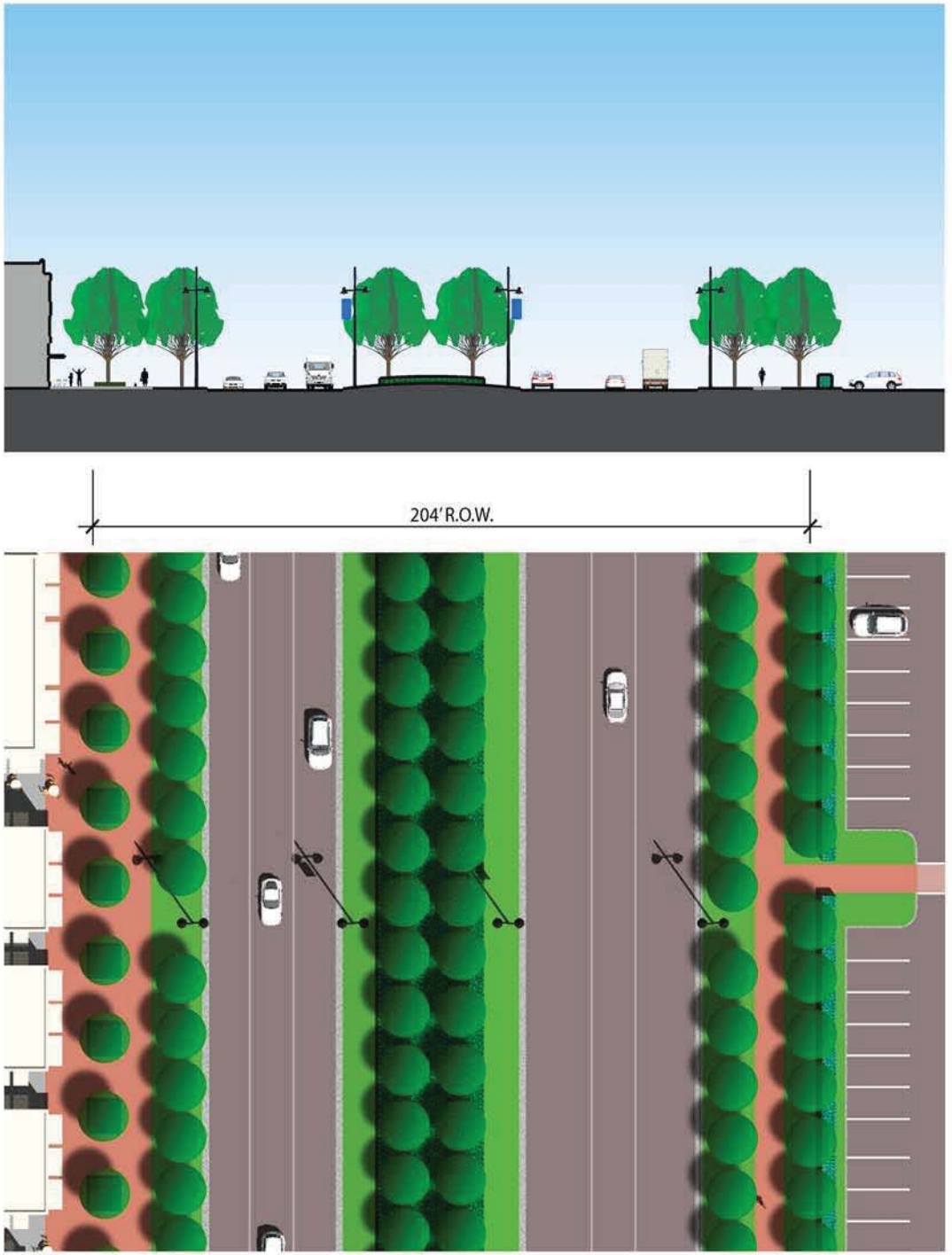
These detailed section drawings provide additional detail with regard to the placement of amenities, the width and design of walkways and access drives, the characteristics of buildings fronting on the ROW, and landscaping.

The perspective drawing on the opposite page provides an illustrated example of how a section of Primary Corridor A could look when constructed.



Primary Corridor 'A'

Primary Corridor A (204’ ROW)


204' R.O.W.

Primary Corridor B (204' ROW)

Reflects all major components of the "world class boulevard."

- Same as Primary Corridor A, but without the service drives with parallel parking (additional pedestrian zone is added)
- Wide pedestrian walkways, amenities
- Large trees and planting areas, pedestrian-scale lighting and signage, pocket parks, seating areas, public squares, streetscape amenities
- Buildings located along the right-of-way; no setbacks or limited setbacks with added streetscape amenities between buildings and the street
- Mixed uses front the corridor

The Primary Corridor B category refers to portions of Big Beaver Road with narrower spacing between building fronts and in which service drives will likely not be used. Like Primary Corridor A, the category is meant to reflect the "world class boulevard" characteristics established in the Big Beaver Corridor Study, but is used in lower profile areas of the Corridor than Primary Corridor A.

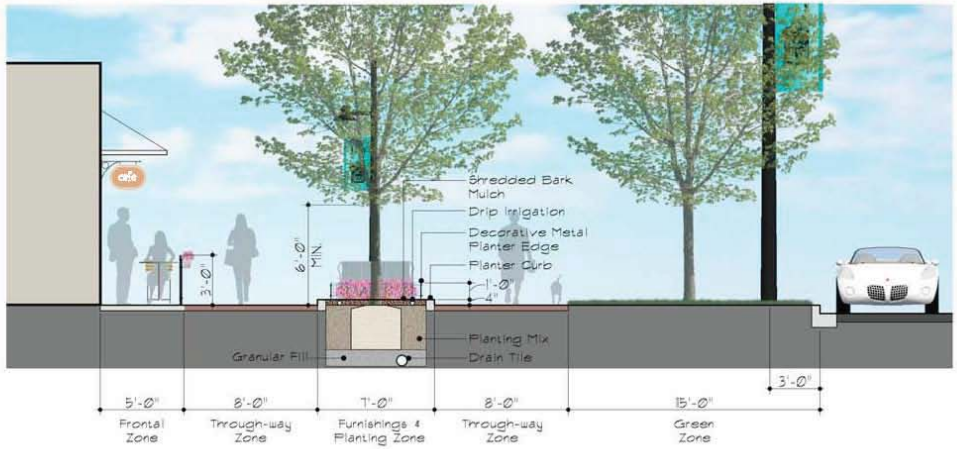
The portions of Big Beaver classified as Primary Corridor B will integrate features designed to accommodate through traffic and local traffic, will focus on gateways, and which will enhance the Big Beaver Corridor experience. Together with Primary Corridor A, this category will reflect all the strongest and most prominent features proposed in the Corridor Study.

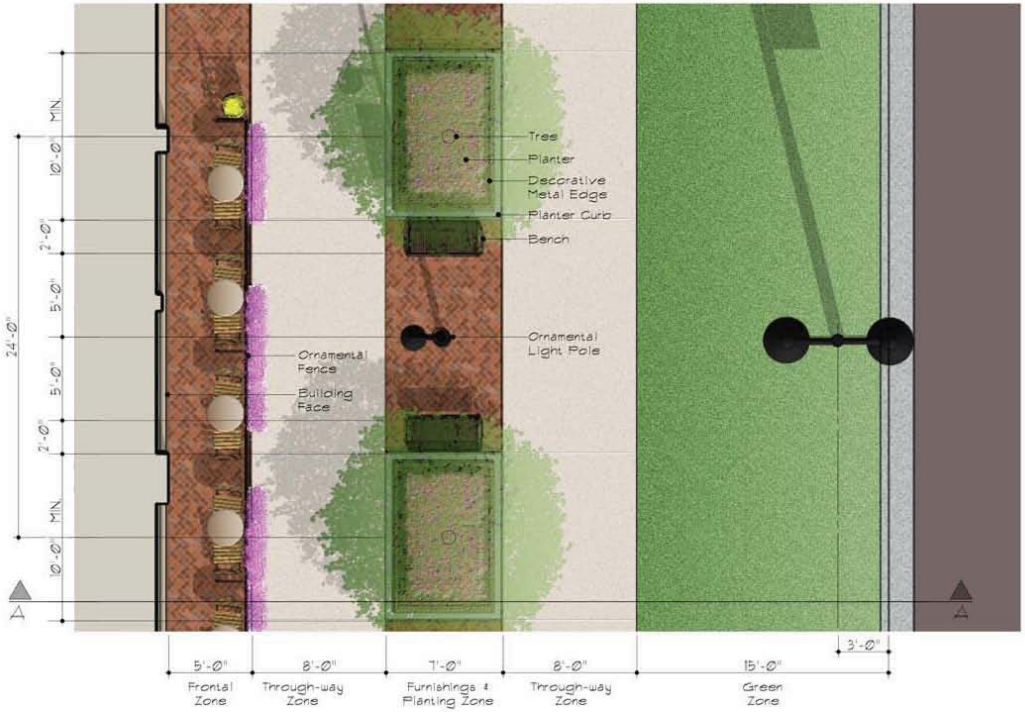
Strong landscaping regimens, pedestrian and traffic-scale lighting, effective signage, wide non-motorized pathways, and a complementary relationship with transit opportunities will make Primary Corridor B a distinguished area within the region.

The design standards for the public realm would primarily address the streetscape and median zones within the rights of way for each street type as described in the Development Guidelines and could be applied to all public properties developed within the DDA boundary.

These detailed section drawings provide additional detail with regard to the placement of amenities, the width and design of walkways, the characteristics of buildings fronting on the ROW, and landscaping.

The perspective drawing on the opposite page provides an illustrated example of how a section of Primary Corridor B could look when constructed.





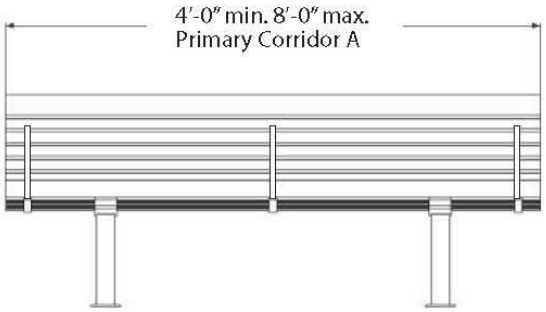
Primary Corridor 'B'

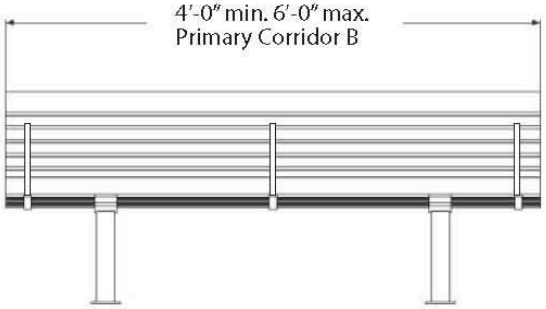
Primary Corridor B (204’ ROW)

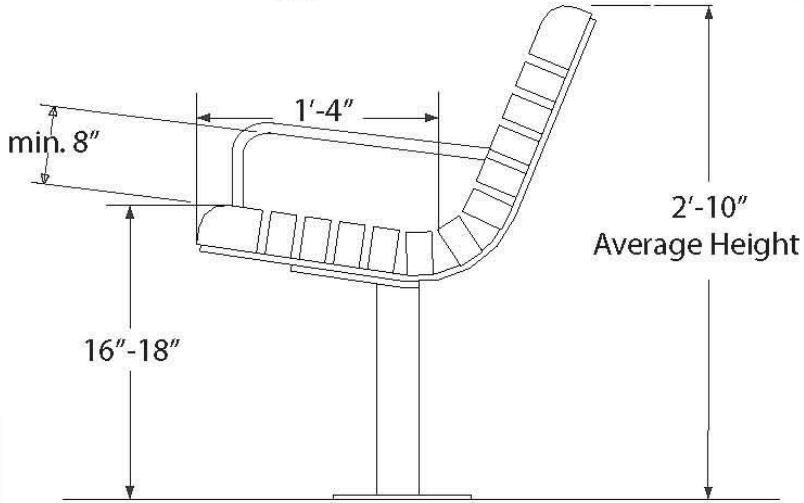
Amenities

Benches

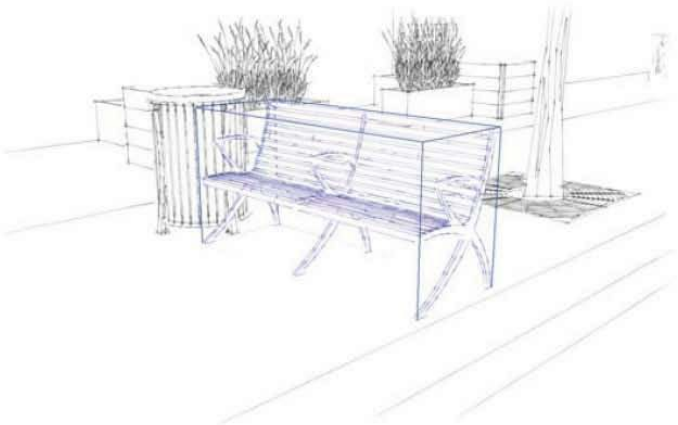
Style: Contemporary
Material: Metal, Recycled Plastic
Finish: Painted, Anodized, or Plastic Coated



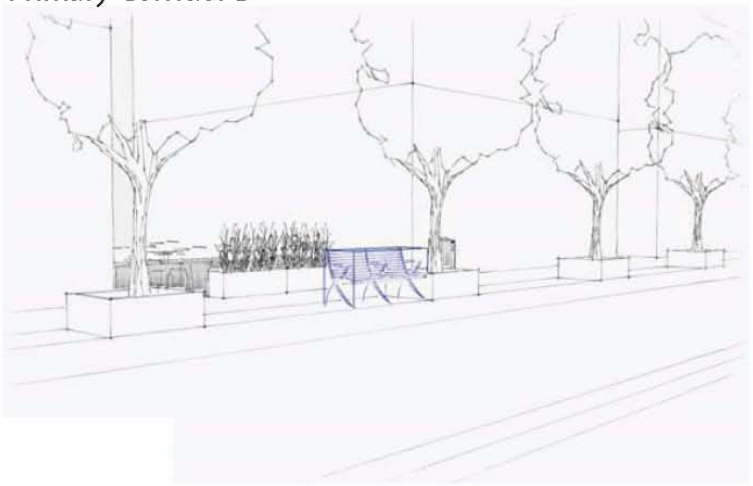




Primary Corridor A



Primary Corridor B

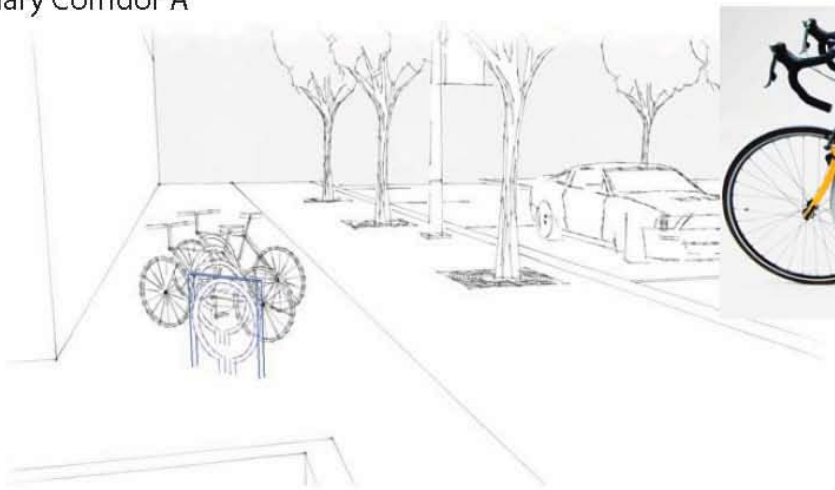


Amenities

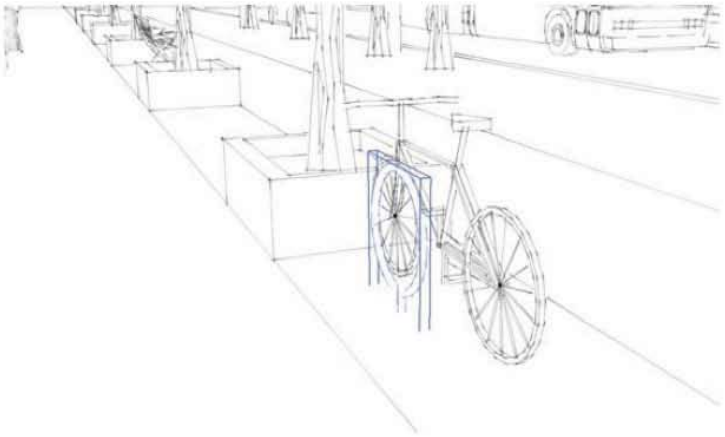
Bicycle Racks

Style: Contemporary
Material: Metal
Finish: Painted, Anodized, Plastic Coated

Primary Corridor A



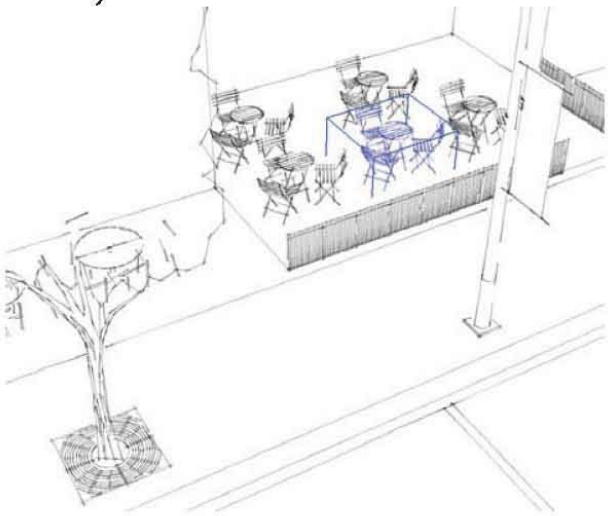
Primary Corridor B



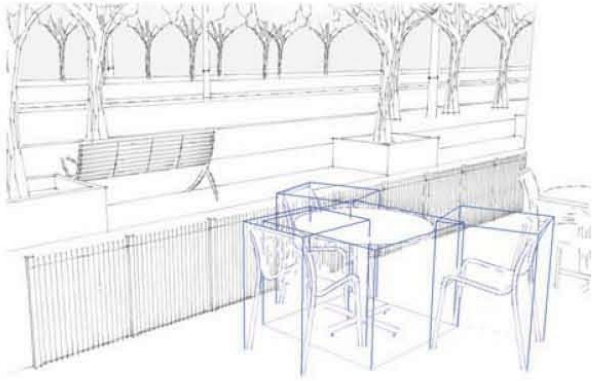
Amenities

Sidewalk Cafe

Primary Corridor A



Primary Corridor B

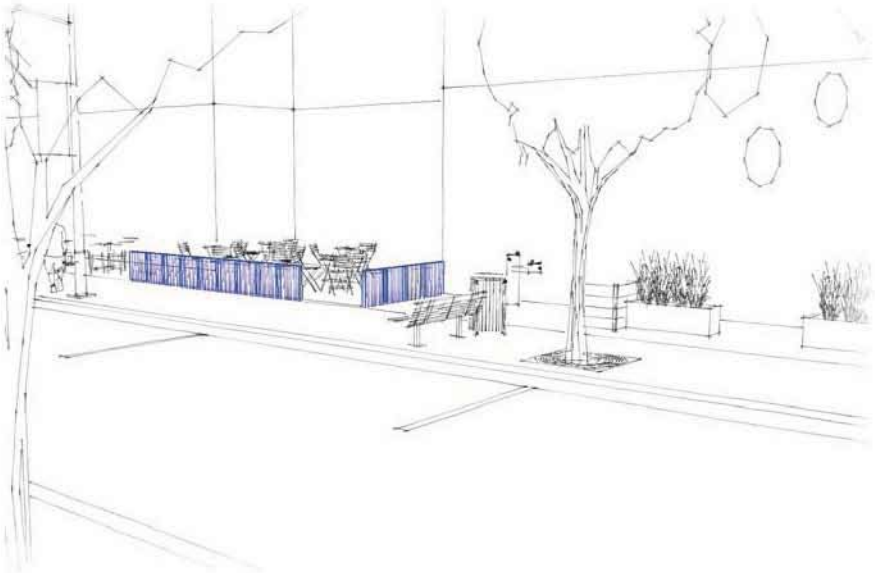


Amenities

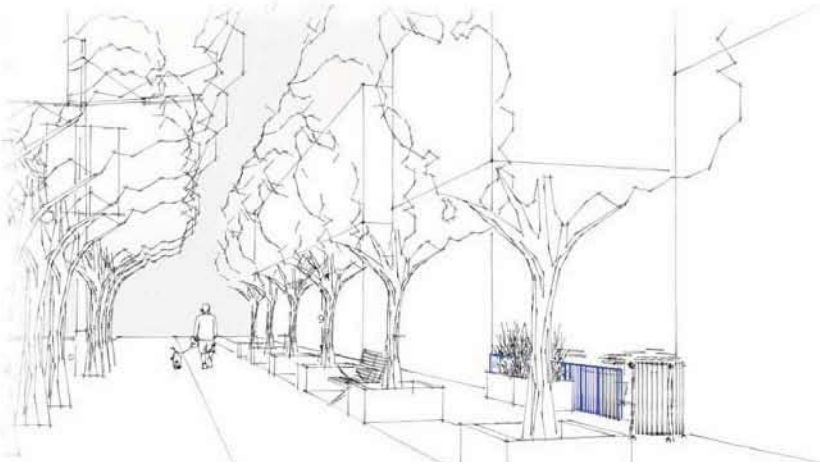
Fences

Style:
Material: Metal
Finish: Painted, Anodized, Plastic Coated

Primary Corridor A



Primary Corridor B



Primary Corridor A and B Amenities

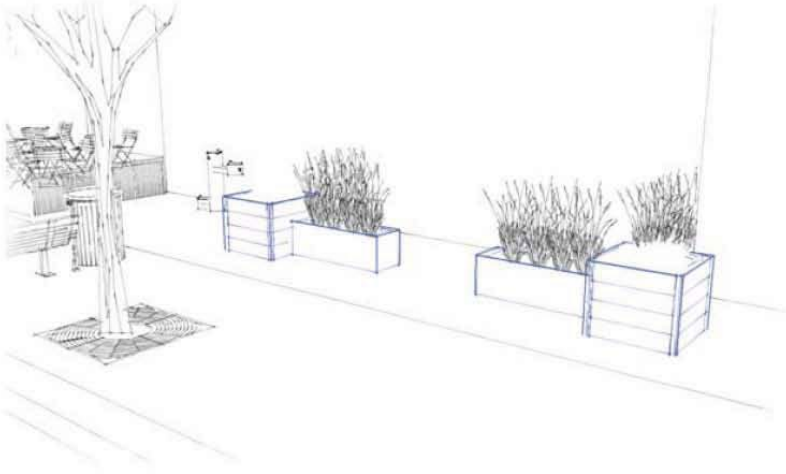
Amenities

Planters

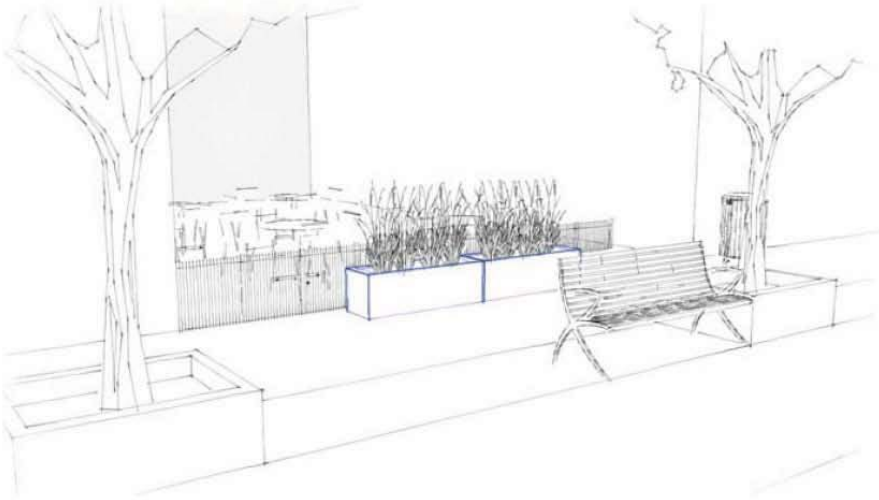
Style: Rectangular
Material: Metal, Recycled Plastic, Concrete
Finish: Painted, Anodized, Plastic Coated, Stained

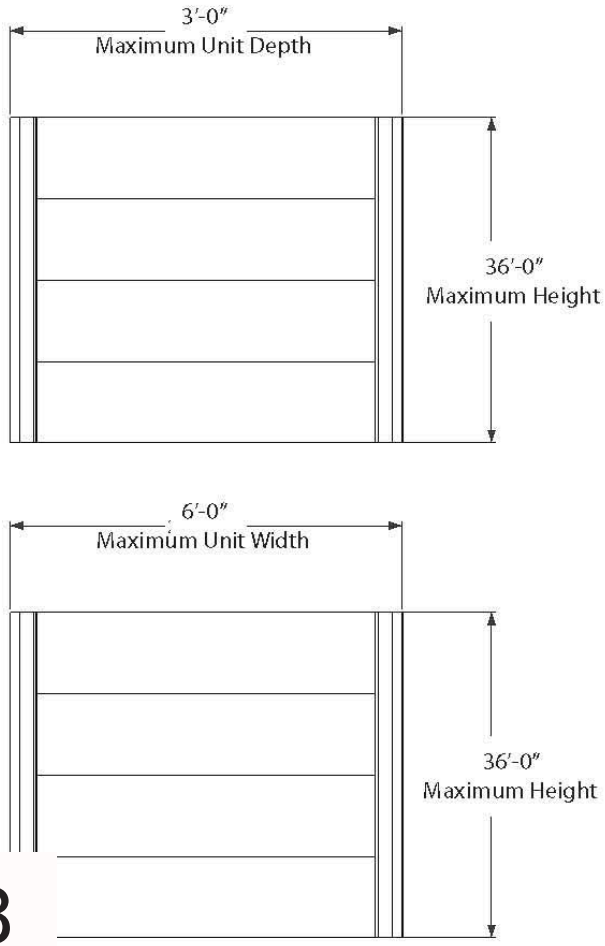
The images shown are of products that emulate the look of wood. These are acceptable because of there increased durability and reduced need for maintenance.

Primary Corridor A



Primary Corridor B

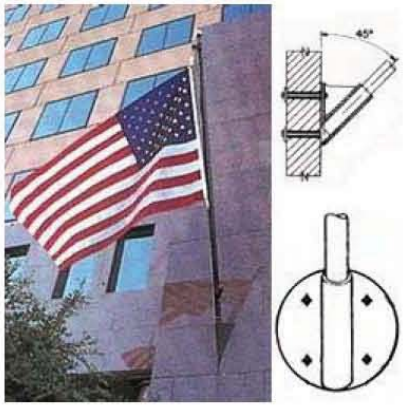




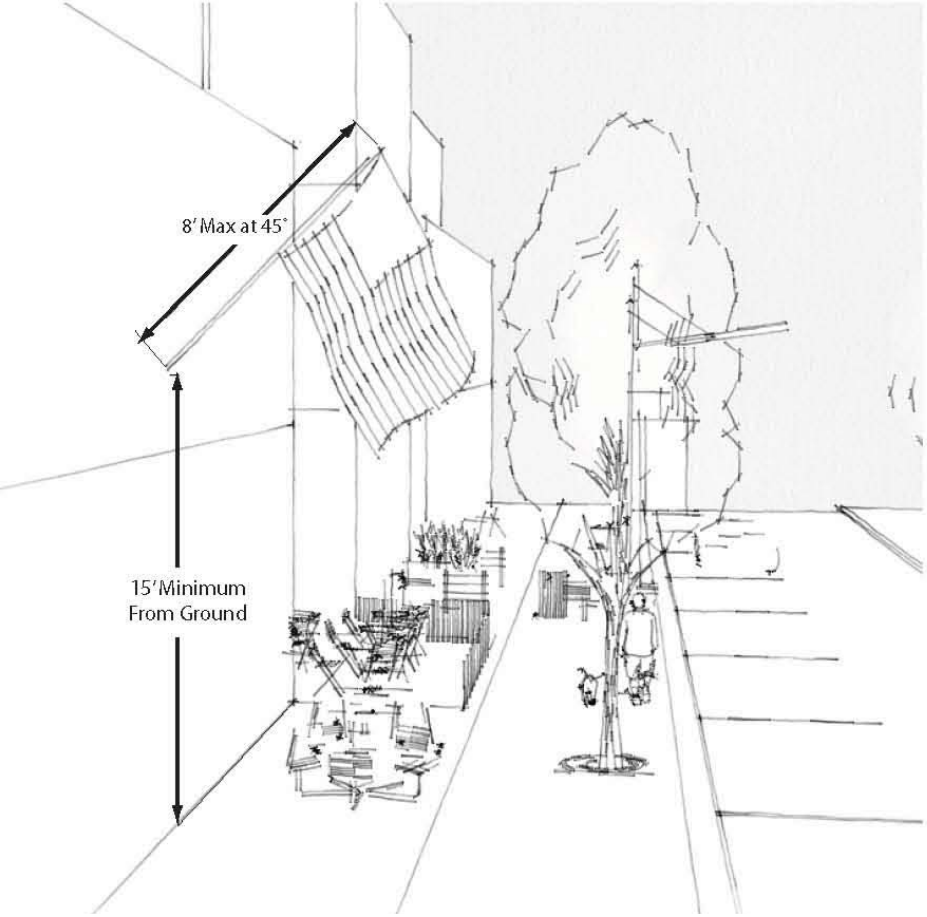
Amenities

Flagpoles

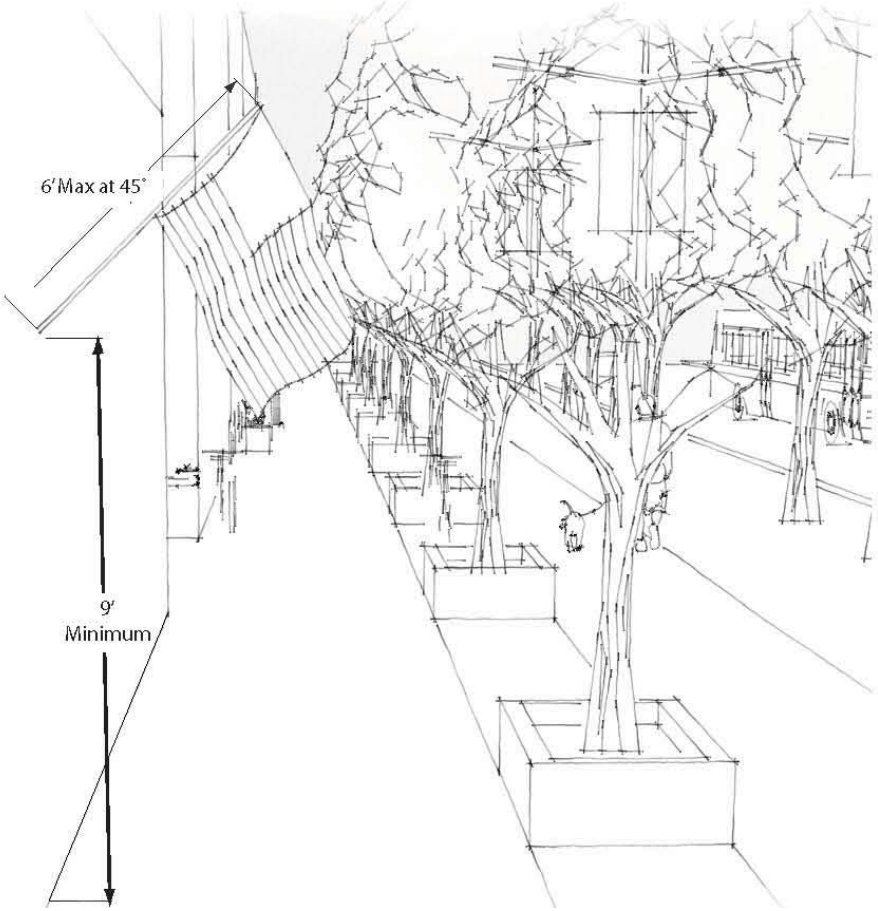
Style: Outrigger Pole
Material: Metal, Fiberglass
Finish: Painted, Anodized, Clear Coating



Primary Corridor A



Primary Corridor B



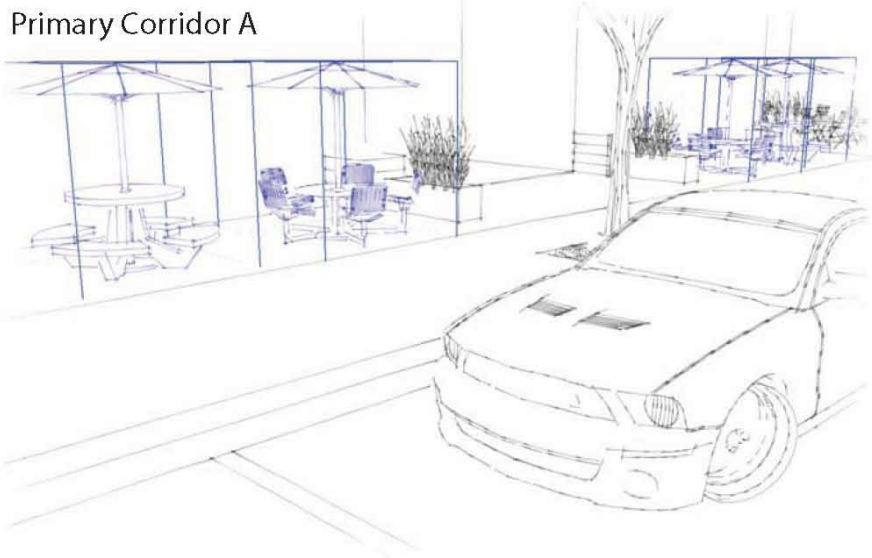
Primary Corridor A and B Amenities

Amenities

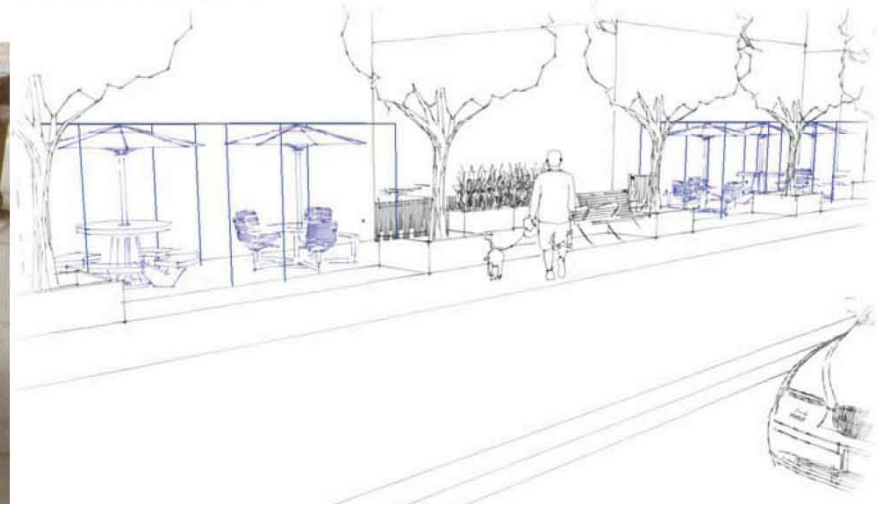
Tables and Chairs

Style: Contemporary, pedestal tables, attached assembly
Material: Metal, recycled plastic, wood, concrete
Finish: Painted, anodized, plastic coated, stained or sealed.

Primary Corridor A



Primary Corridor B



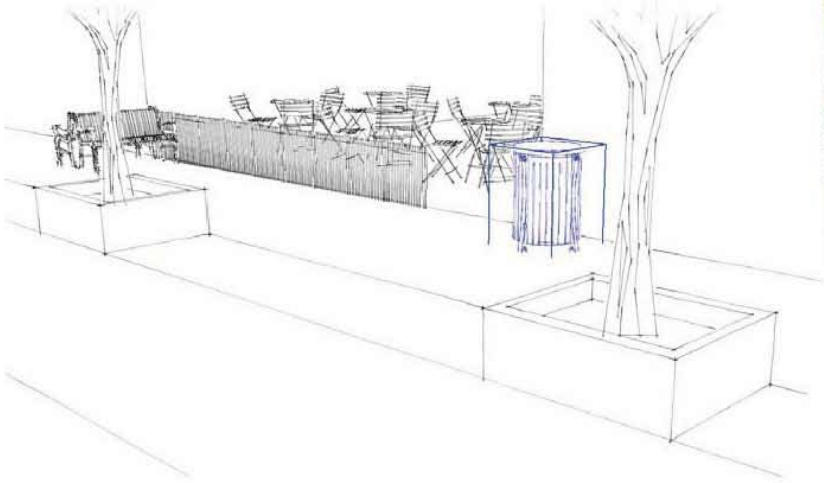
Amenities

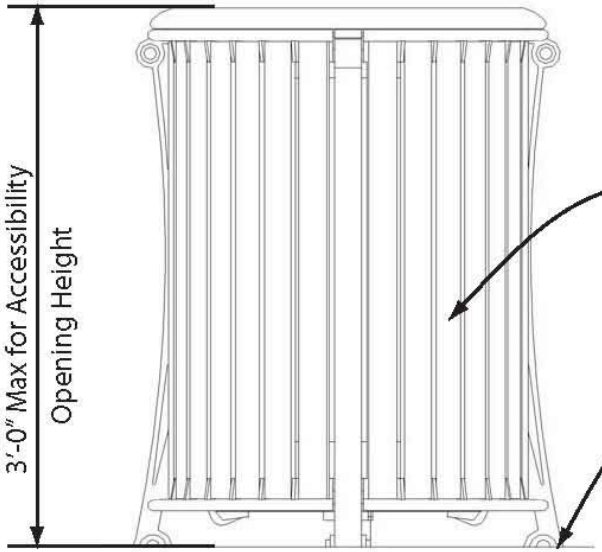
Waste Receptacles

Style: Cylindrical
Material: Metal
Finish: Painted, Anodized, or Plastic Coated

Primary Corridor A

Primary Corridor B





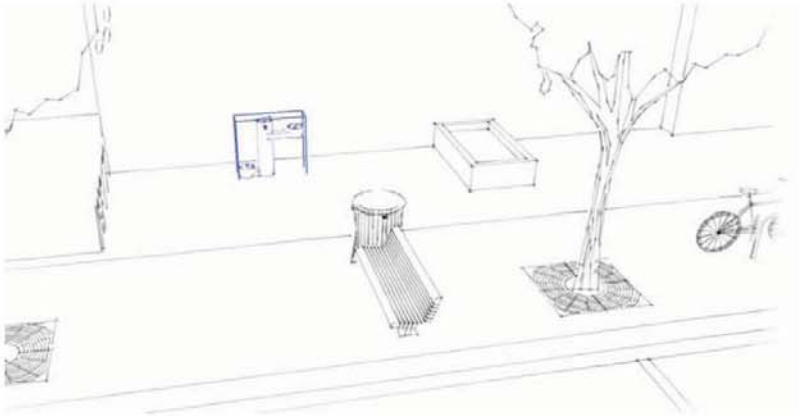
Primary Corridor A and B Amenities

Amenities

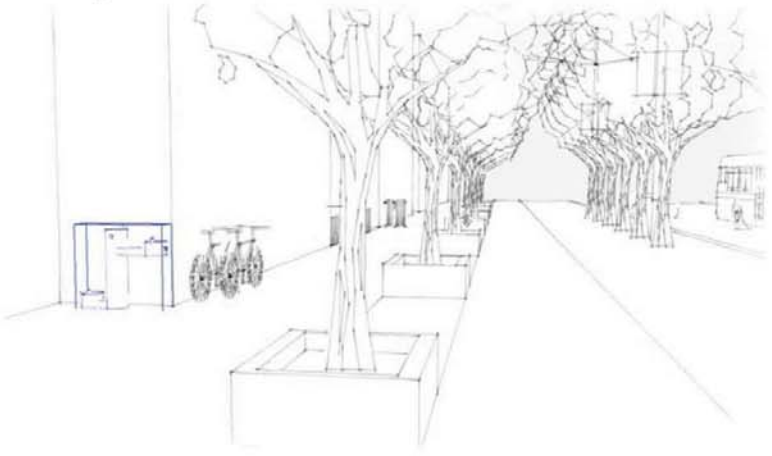
Drinking Fountains

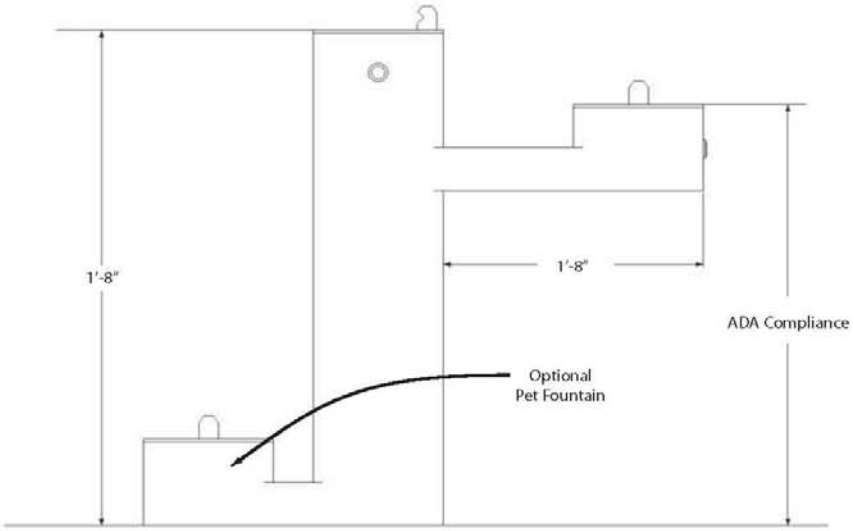
Style: Contemporary, ADA compliant,
Material: Metal
Finish: Painted, Anodized

Primary Corridor A



Primary Corridor B



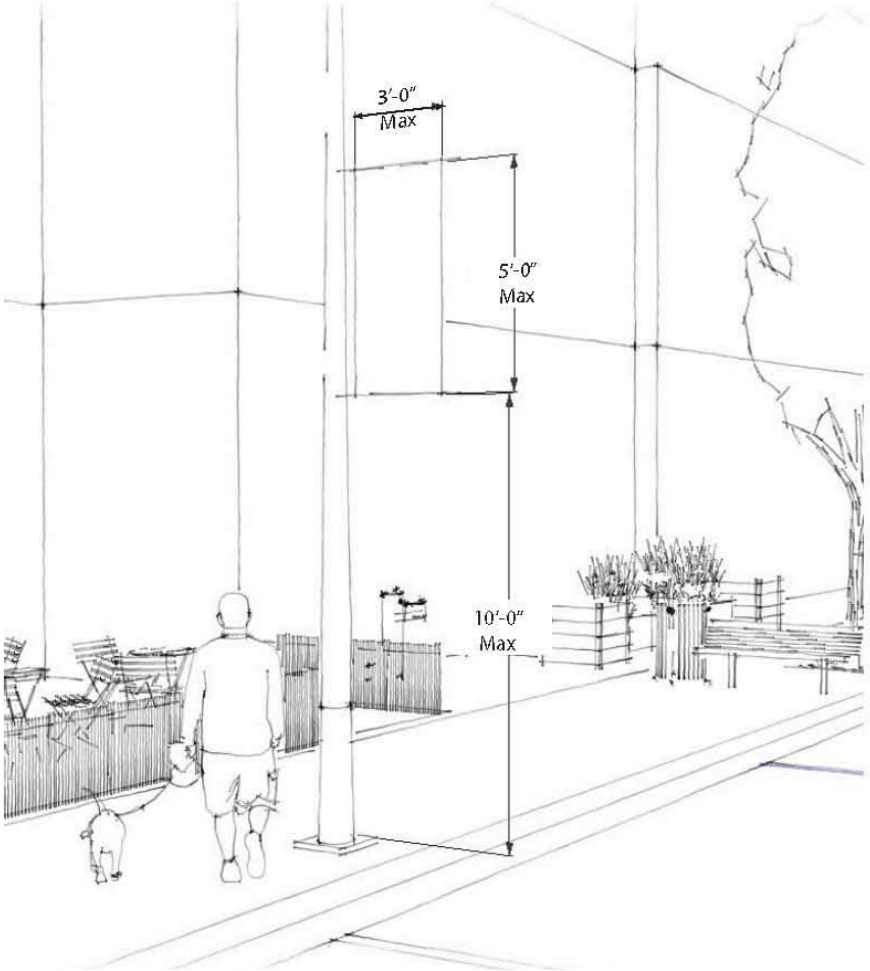


Amenities

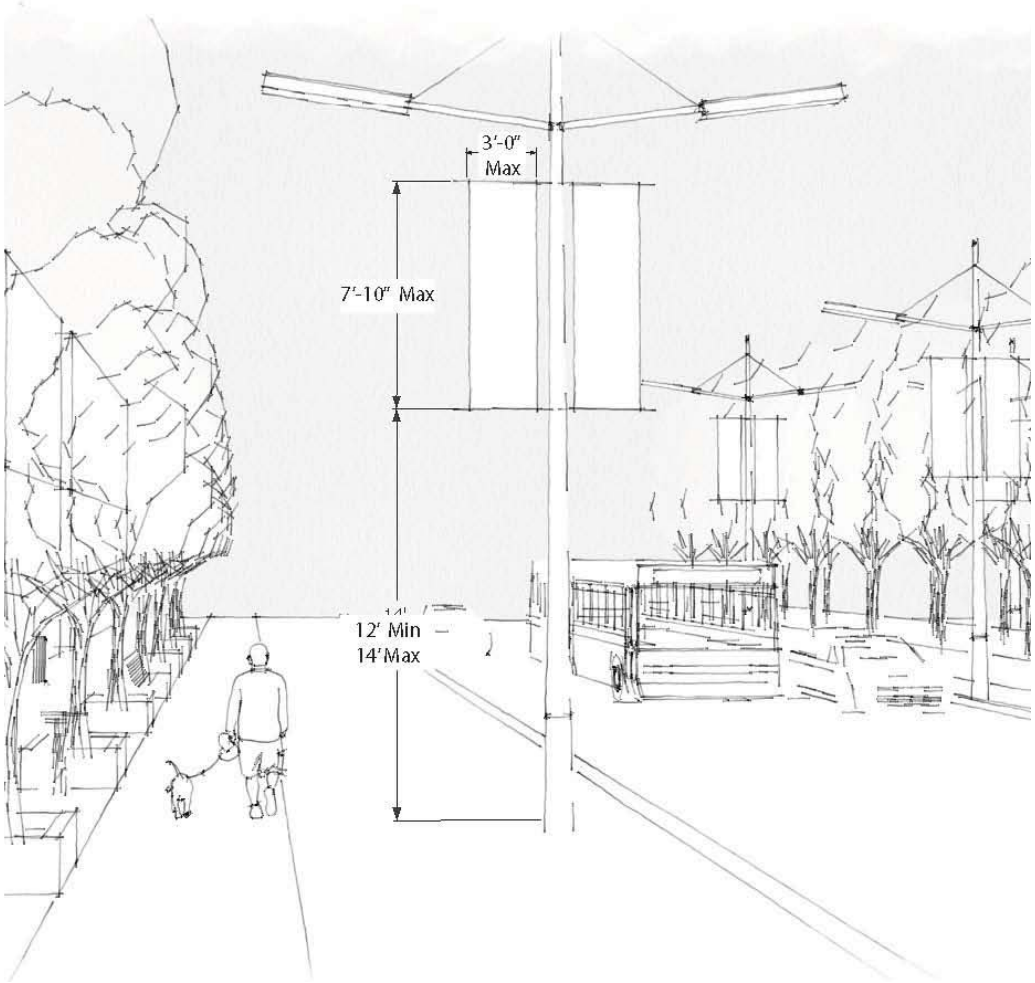
Banners

Style: Street Lamp Attachment
Material: Metal (bracketing) Fabric (banner)
Finish: Painted, Anodized, Plastic Coated

Primary Corridor A



Primary Corridor B

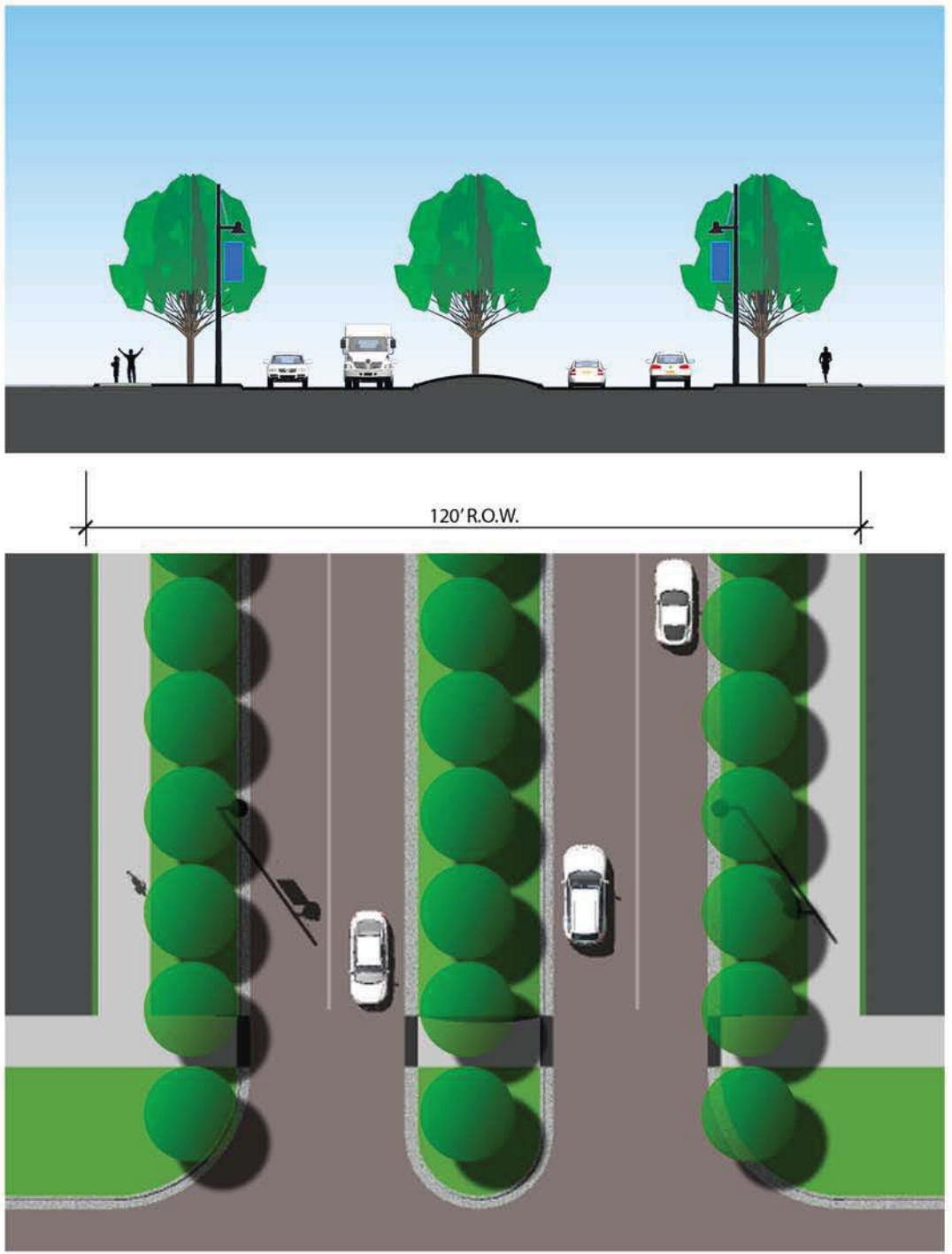


Primary Corridor A and B Amenities

The following Guidelines and associated standards for streetscape design elements are for the Arterial and Collector categories. Like the Primary Corridor A and B categories, they provide a section and overhead drawing, accompanied by a text description, on the first two pages.

The following two pages contain a rendering and a more detailed section and plan-view illustration.

These are followed by a series of pages with more prescriptive design standards for the Arterial and Collector types.


120' R.O.W.

Arterial (120’ ROW)

- These are the main north/south roads (e.g. Crooks, Coolidge, etc.)
- Connect the Primary Corridor with ring roads, connectors, etc.
- Serve to disperse traffic from the Primary Corridor
- Typically have four or five lanes with a landscaped median or center turn lane
- Wide pedestrian walkways, some amenities connect pedestrians with the Primary Corridor
- Include highly emphasized pedestrian crossings
- Landcsaped, tree lined, high-quality lighting

The Arterial Road category is meant for the main north-south roads that cross the Big Beaver Corridor. These roads connect the main corridor with the rest of the City and the region. They are characterized by a narrower building-to-building distance, safe and effective non-motorized pathways designed to encourage users to reach the Primary Corridor areas by bike or on foot, effective signage and lighting, and few individual residential curb cuts.

The crosswalks spanning Arterial Roads will make use of a series of features intended to protect pedestrians by establishing equity between pedestrians and motorists through effective design. Raised walks of high-quality materials, signage, landscaping, and pedestrian respite islands are several options that may be found at crosswalk areas along an Arterial Road.

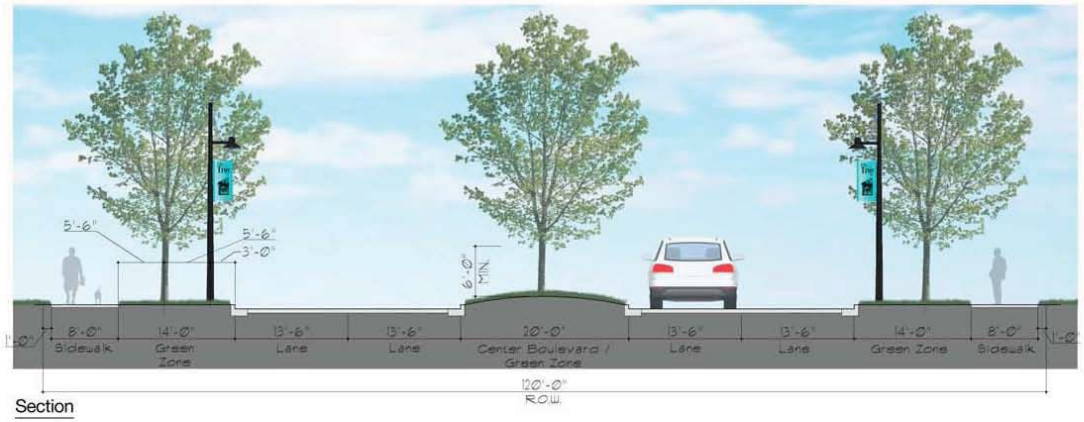
Arterial Roads will also be characterized by strong landscaping designed to mitigate the negative impacts of high traffic volumes from adjacent residential areas which provide a unique and memorable visual character for the roadway.

The intersections between the Arterial Roads and Big Beaver Road will be marquis places with enhanced community and corridor landmarks. The spaces will be defined by a stable and consistent building-to-building ratio complemented by landmark structures, superior landscaping and community signage with medians, and memorable architecture.

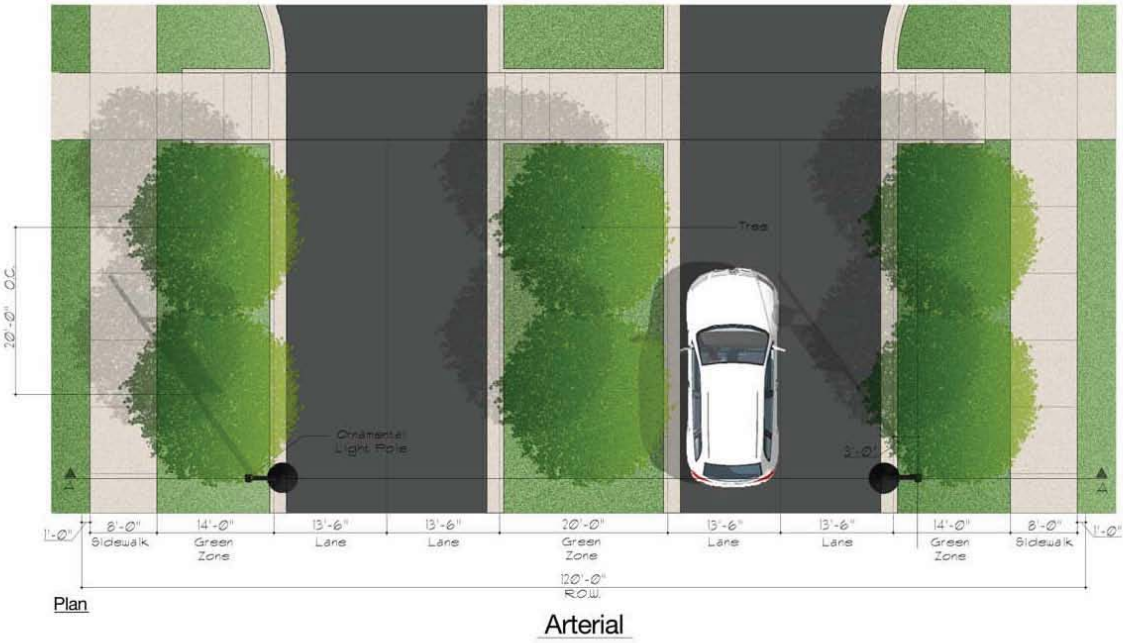
The design standards for the public realm would primarily address the streetscape and median zones within the rights of way for each street type as described in the Development Guidelines and could be applied to all public properties developed within the DDA boundary.

These detailed section drawings provide additional detail with regard to the placement of amenities, the width and design of walkways and landscaping.

The perspective drawing on the opposite page provides an illustrated example of how a section of an Arterial could look when constructed.



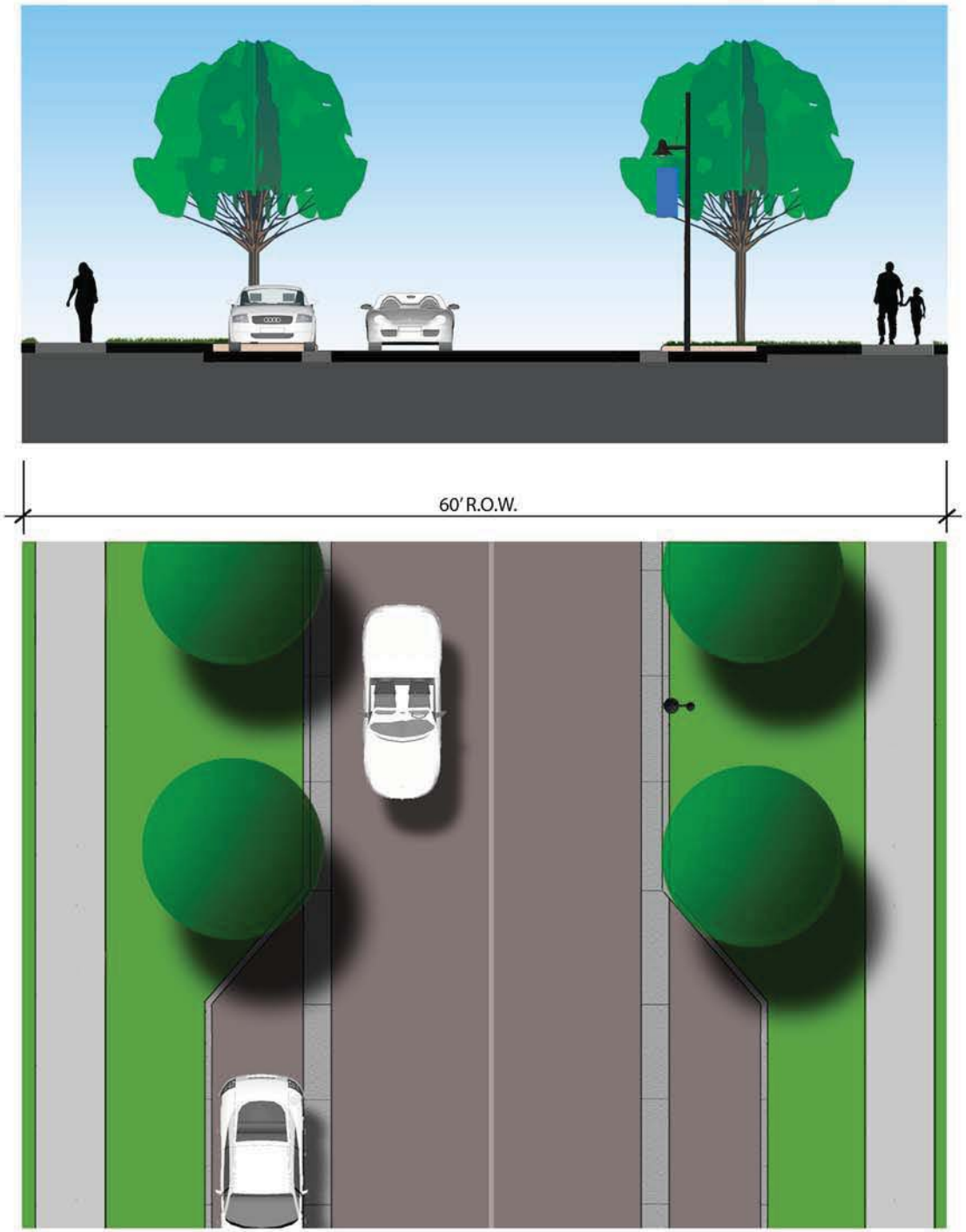
Section



Plan

Arterial

Arterial (120’ ROW)


60' R.O.W.

Collector (60’ ROW)

- These streets complete the street grid
- Link between neighborhoods and the District
- Width is based on use
- On-street parking allowed and encouraged where possible
- More frequent curb cuts than other categories
- All lighting and amenities are pedestrian scale to create “neighborhood streets”
- Frequent, defined pedestrian crosswalks
- 5-foot wide walkways
- Tree lined

The Collector Road category defines those roads tying together smaller areas within the District. Collectors have a more varied and localized character than Primary or Arterial Roads depending on their context within predominantly office, retail, or residential areas. Collectors act as the backbone of smaller neighborhoods within the District and tie those areas to Arterials.

Collectors will be very welcoming of non-motorized users and will have defined pedestrian rest areas and other amenities whenever possible. Their scale will be similar to that of a main road within a conventional subdivision or industrial park, and their width will be determined primarily on their purpose. A Collector within an industrial area may be required to be wider than one in a residential area, although their purpose is similar.

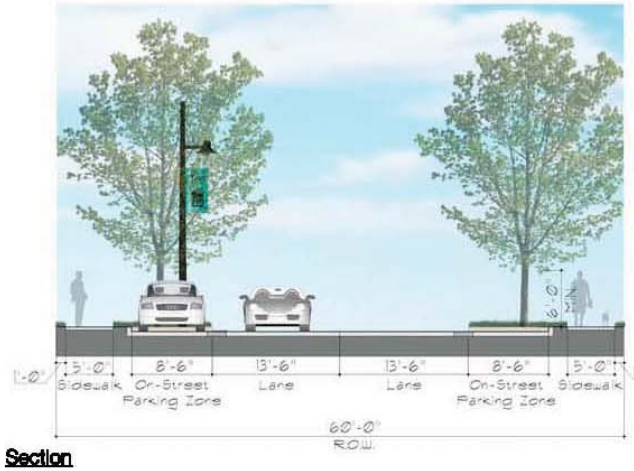
Collectors will have a much higher frequency of curb cuts than Arterial or Primary Roads, and will often provide direct access to retail centers or office complexes. Sufficient width should be retained on either side of the roadway whenever possible to allow for a rigorous landscaping plan to ensure that the immediate uses served are adequately protected from the moderate traffic volumes anticipated on a Collector Road.

The Collector category is also meant to include any new roads constructed within the Downtown Development Authority designed as part of the Ring Road proposed by the Big Beaver Corridor Study.

The design standards for the public realm would primarily address the streetscape and median zones within the rights of way for each street type as described in the Development Guidelines and could be applied to all public properties developed within the DDA boundary.

These detailed section drawings provide additional detail with regard to the placement of amenities, the width and design of walkways and landscaping.

The perspective drawing on the opposite page provides an illustrated example of how a section of a Collector could look when constructed.



Section

Plan

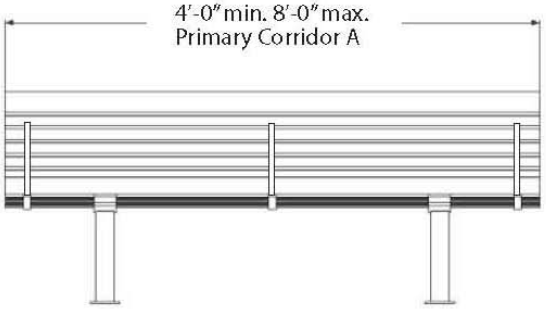
Collector

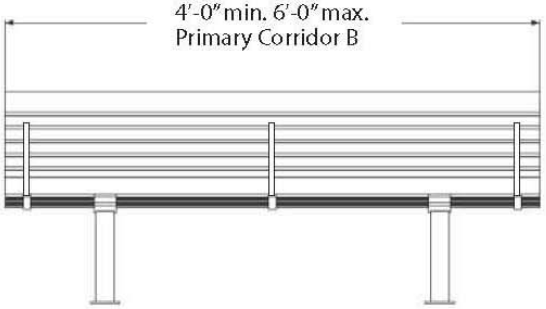
Collector (60’ ROW)

Amenities

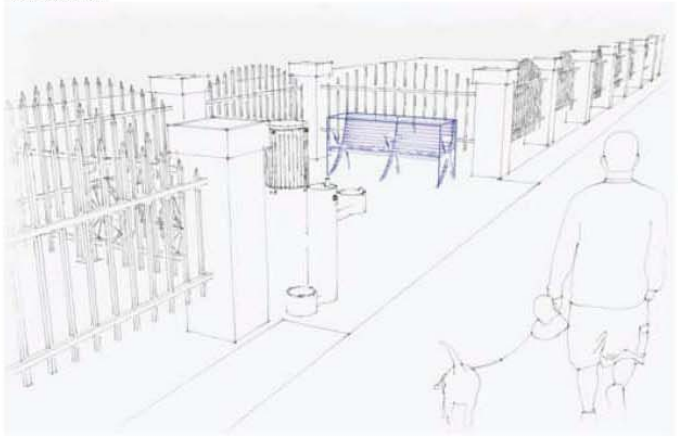
Benches

Style: Contemporary
Material: Metal, Recycled Plastic
Finish: Painted, Anodized, or Plastic Coated

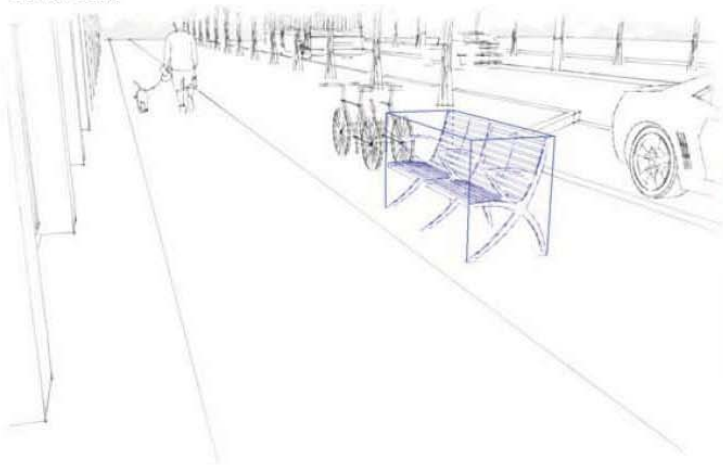


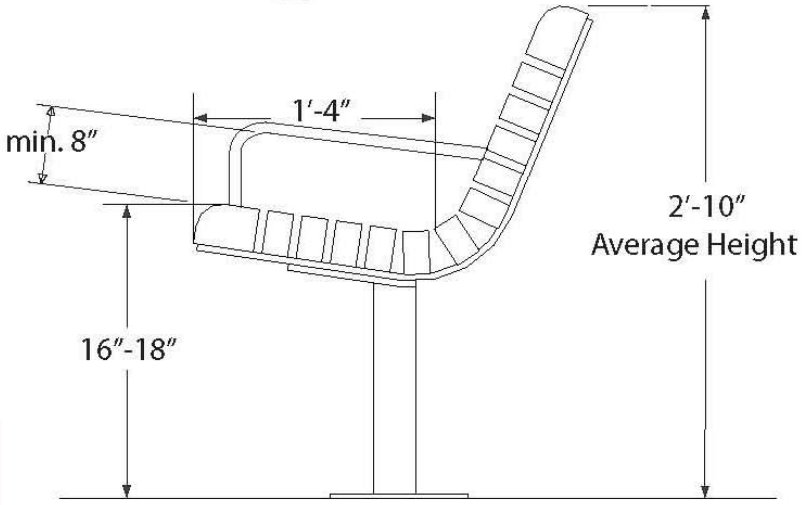


Arterial



Collector



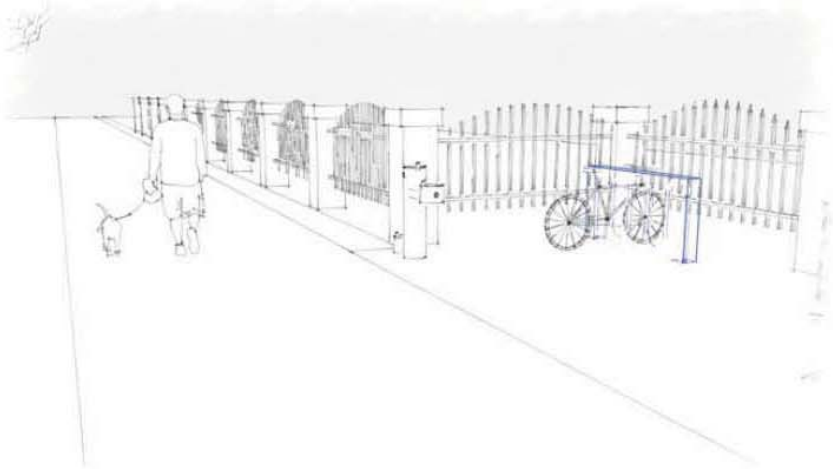


Amenities

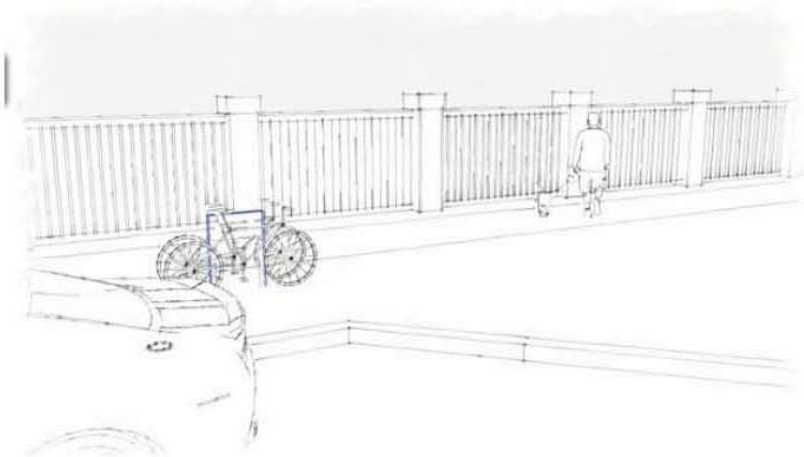
Bicycle Racks

Style: Contemporary
Material: Metal
Finish: Painted, Anodized, Plastic Coated

Arterial



Collector

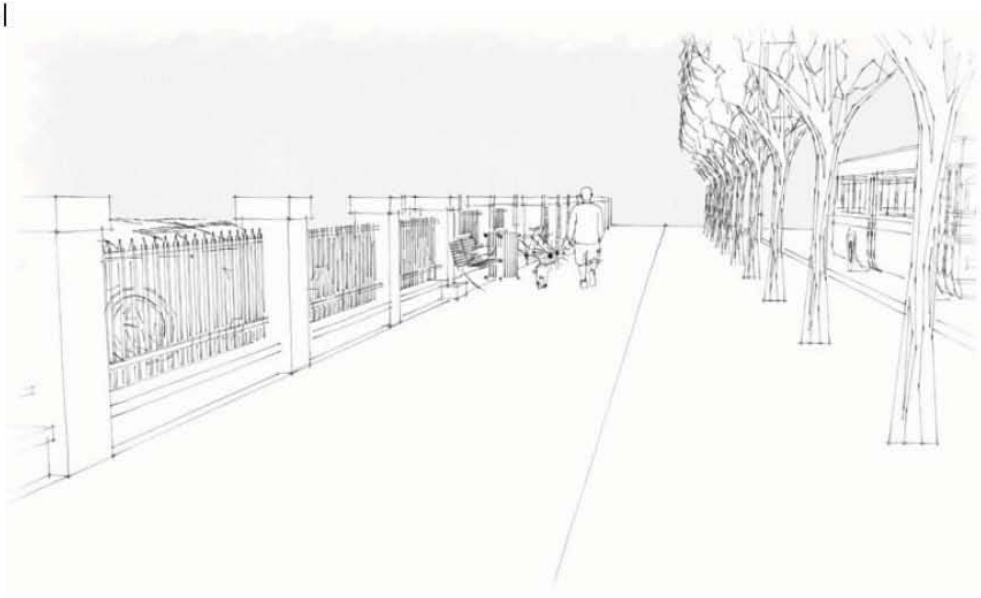


Amenities

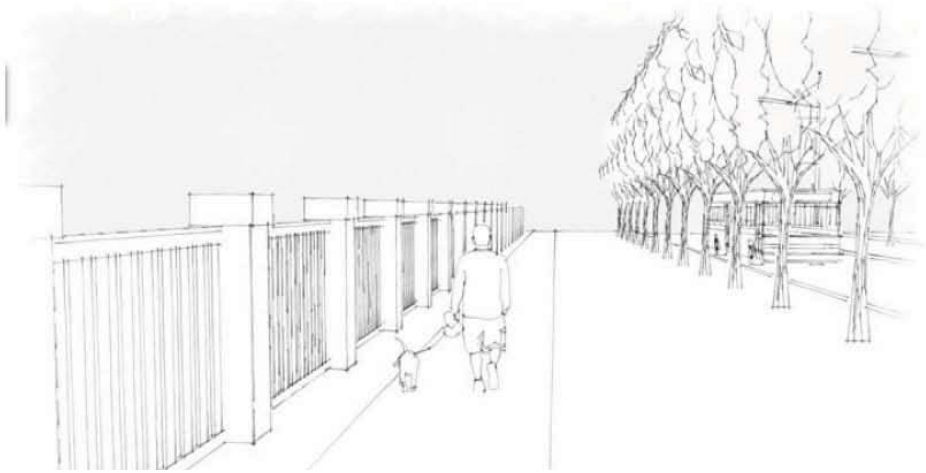
Fences

Style:
Material: Metal, masonry, composite fiber
Finish: Painted, Anodized, Plastic Coated

Arterial



Collector

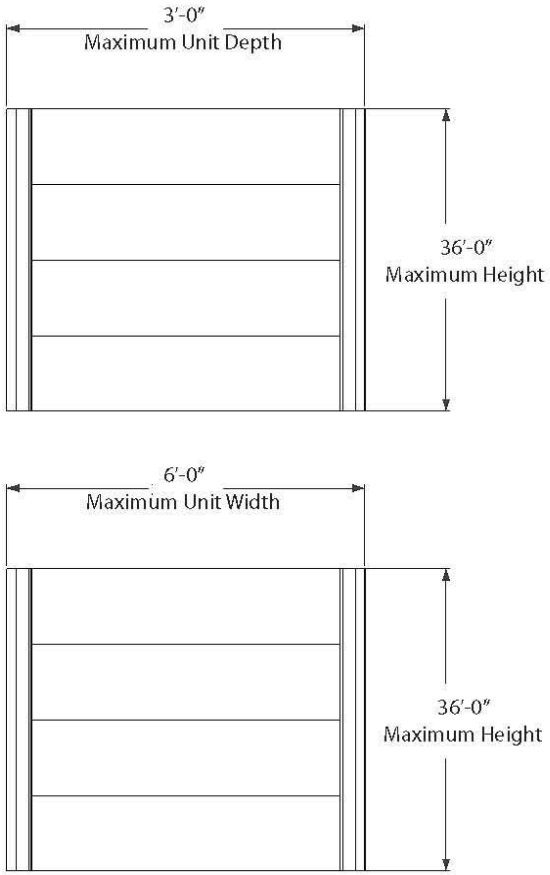


Amenities

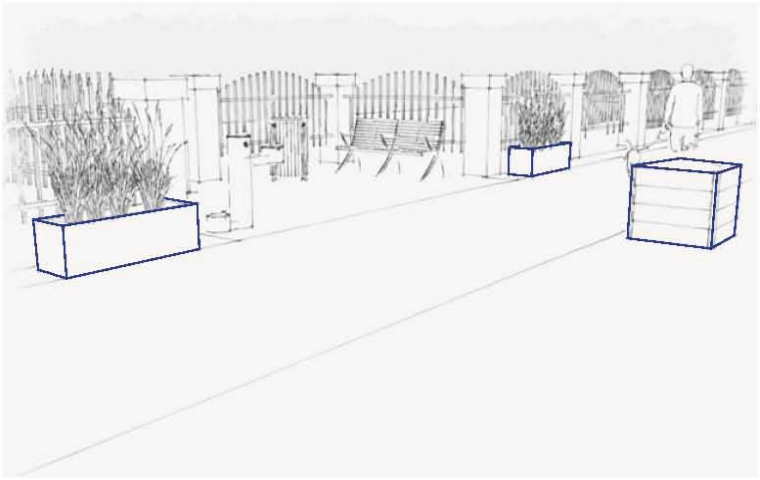
Planters

Style: Rectangular
Material: Metal, Recycled Plastic, Concrete
Finish: Painted, Anodized, Plastic Coated, Stained

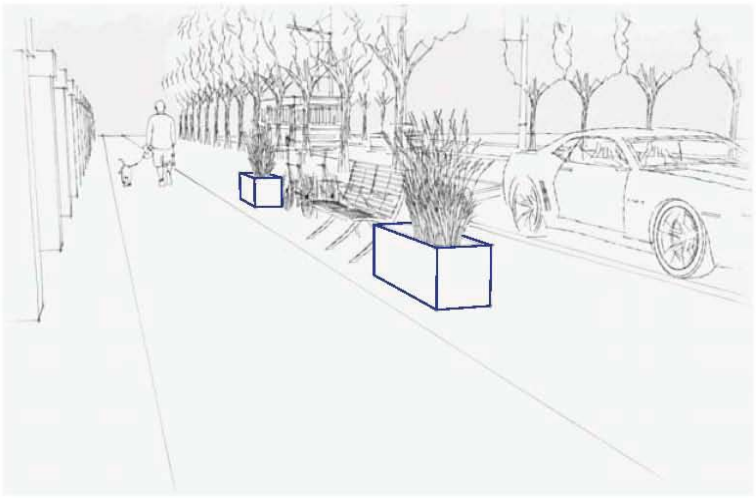
The images shown are of products that emulate the look of wood. These are acceptable because of there increased durability and reduced need for maintenance.



Arterial



Collector



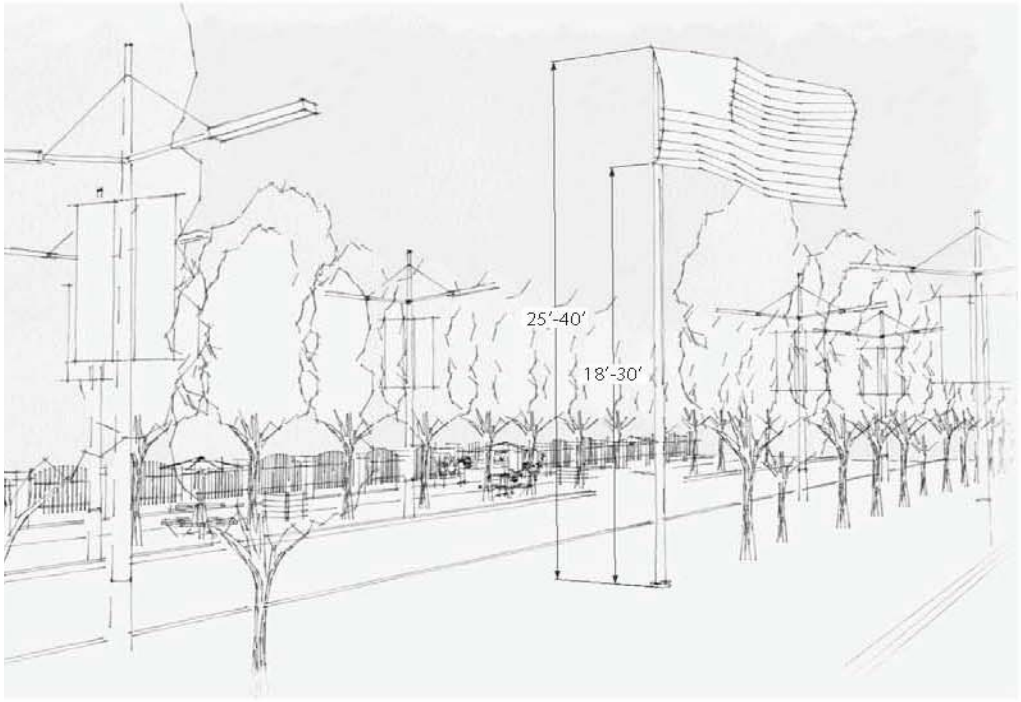
Arterial and Collector Amenities

Amenities

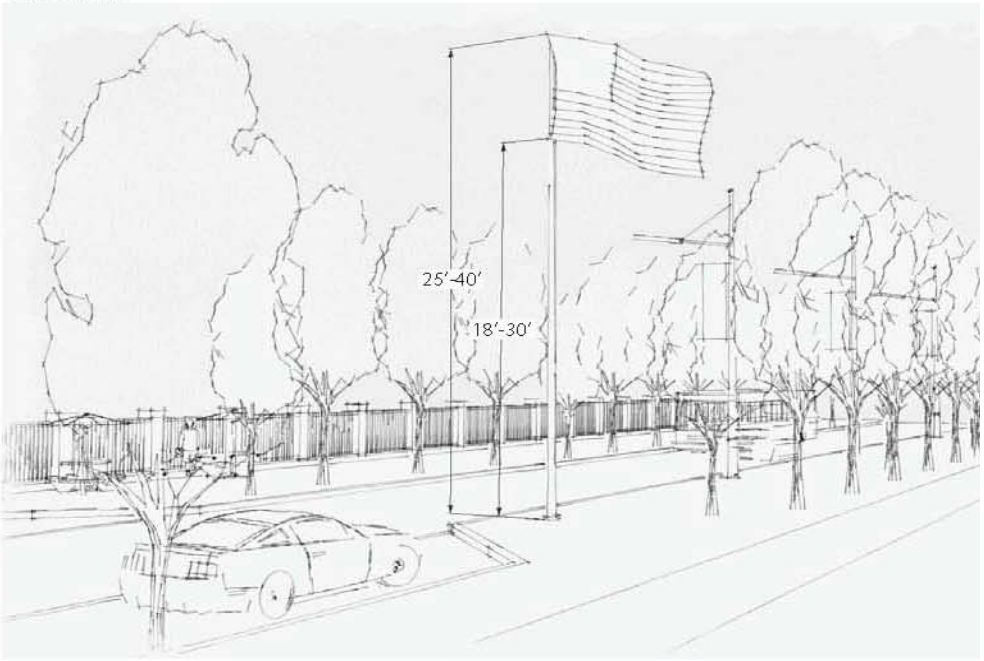
Flagpoles

Style: Outrigger Pole
Material: Metal, Fiberglass
Finish: Painted, Anodized, Clear Coating

Arterial



Collector

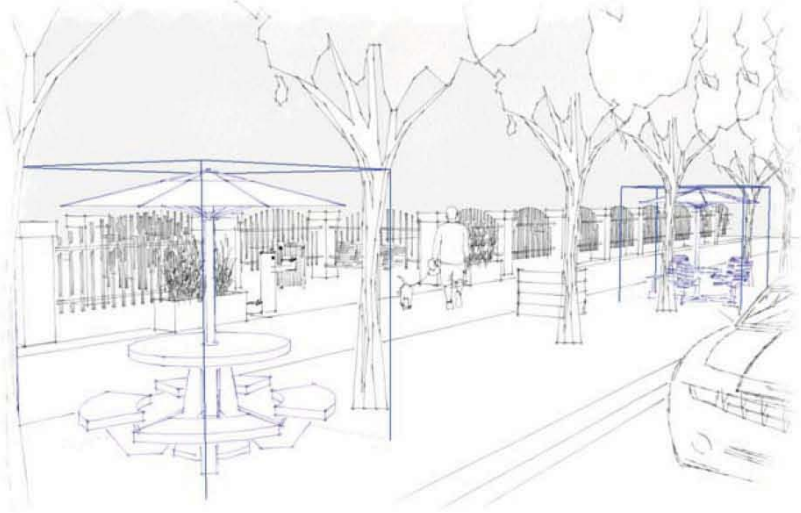


Amenities

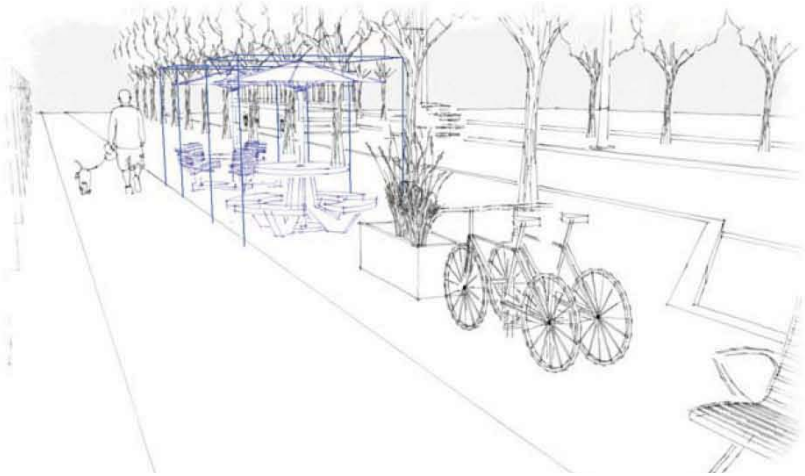
Tables and Chairs

Style: Contemporary, pedestal tables, attached assembly
Material: Metal, recycled plastic, wood, concrete
Finish: Painted, anodized, plastic coated, stained or sealed.

Arterial



Collector



Arterial and Collector Amenities

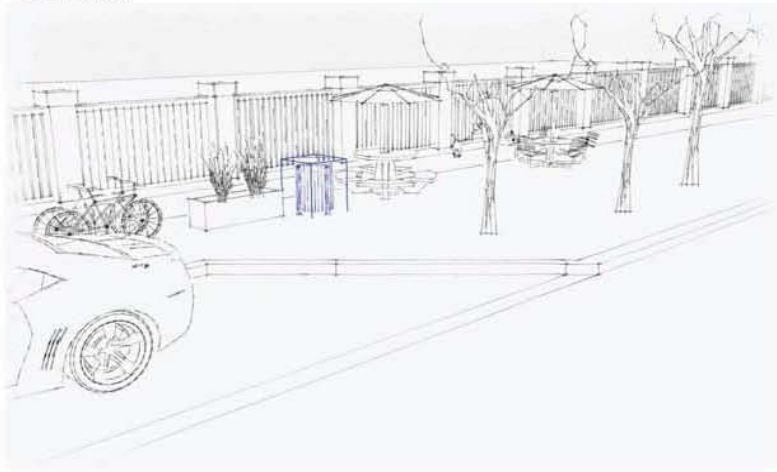
Amenities

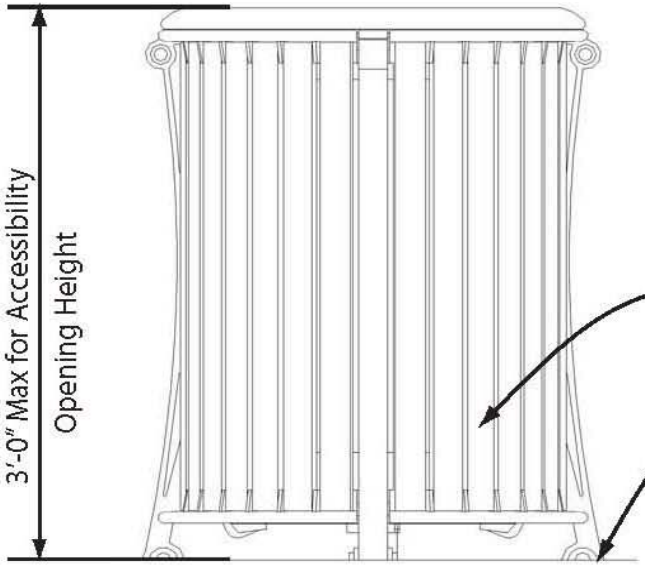
Waste Receptacles

Style: Cylindrical
Material: Metal
Finish: Painted, Anodized, or Plastic Coated

Arterial

Collector



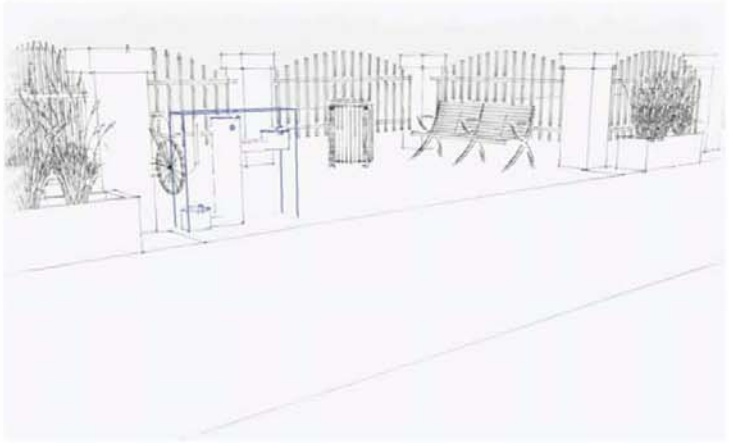


Amenities

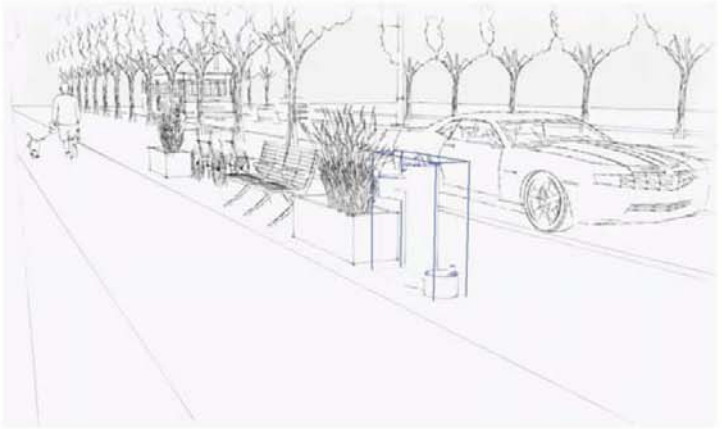
Drinking Fountains

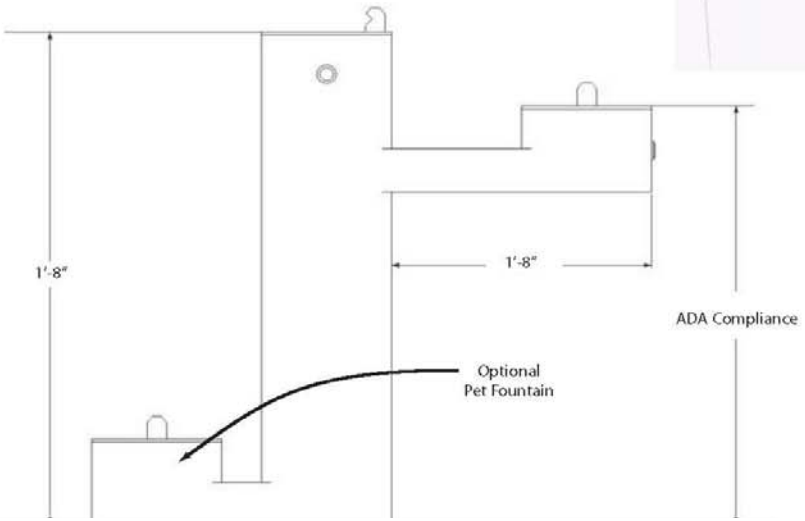
Style: Contemporary, ADA compliant,
Material: Metal
Finish: Painted, Anodized

Arterial



Collector





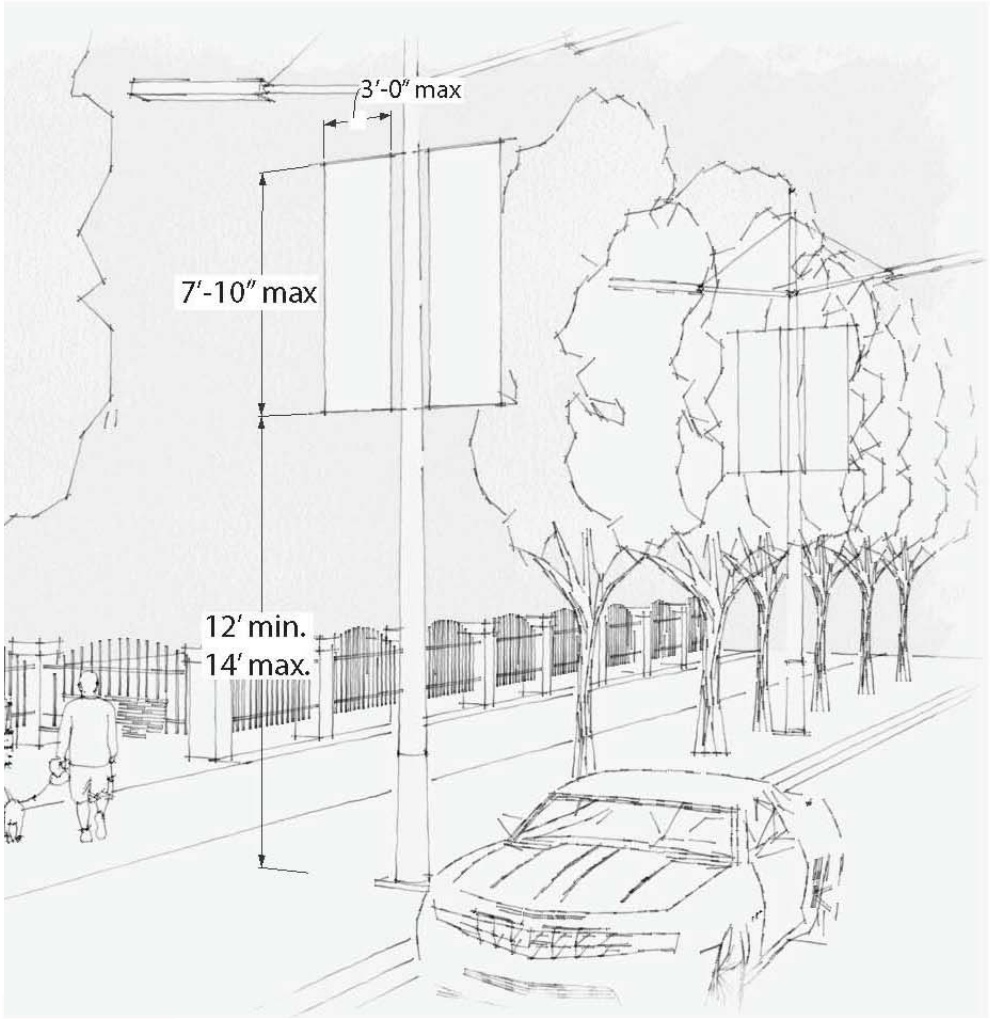
Arterial and Collector Amenities

Amenities

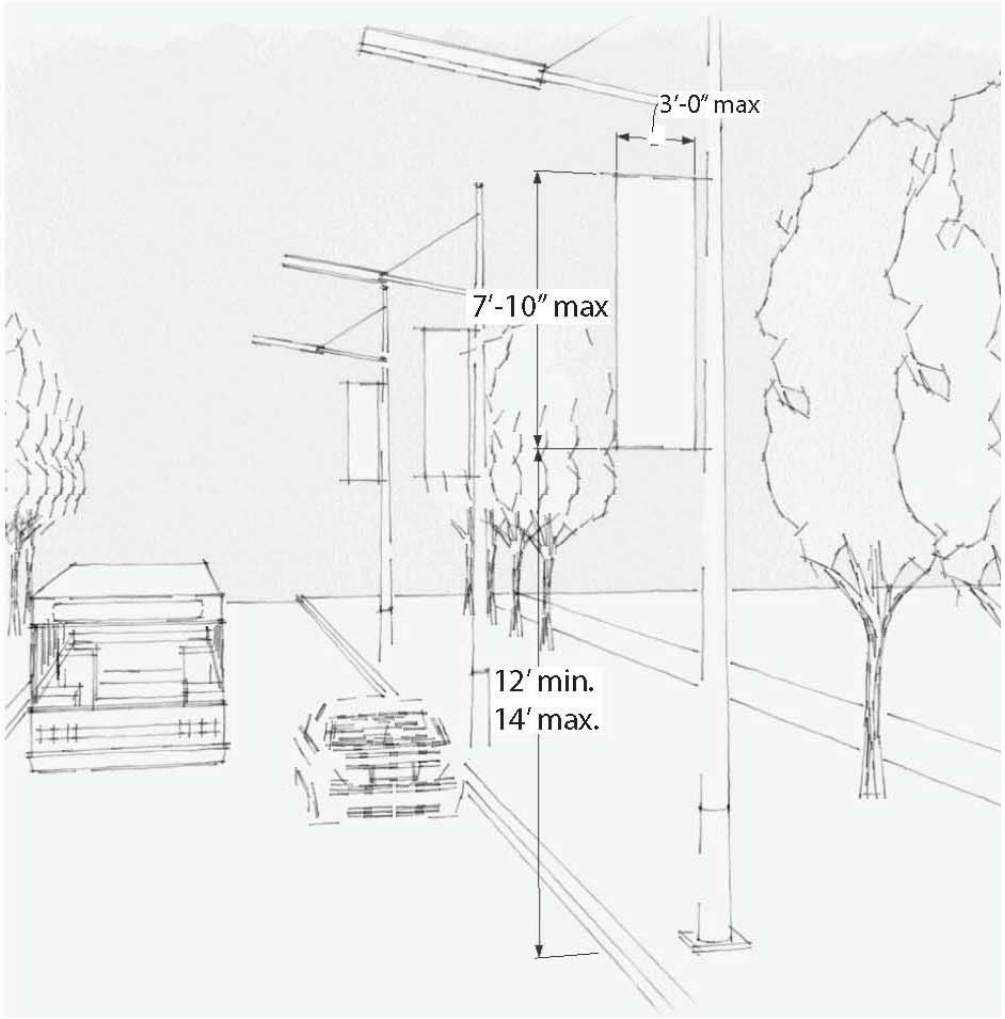
Banners

Style: Street Lamp Attachment
Material: Metal (bracketing) Fabric (banner)
Finish: Painted, Anodized, Plastic Coated

Arterial



Collector

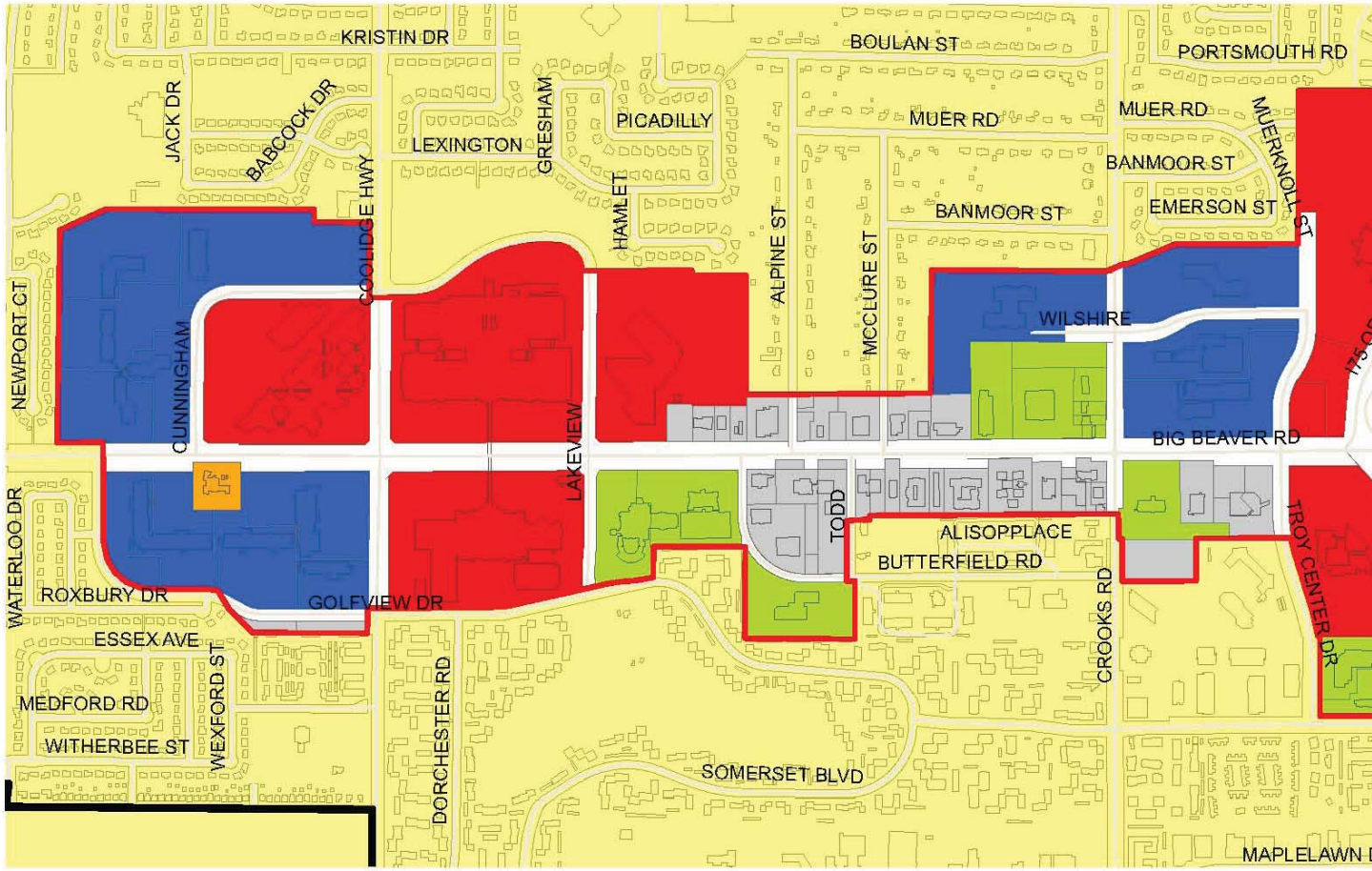


Site types are largely, though not exclusively, established by lot size. Some sites were shifted to groups primarily made up of smaller or larger lots based on their other characteristics, such as location, adjacency to other lot types, proximity to certain street types, or the established use.

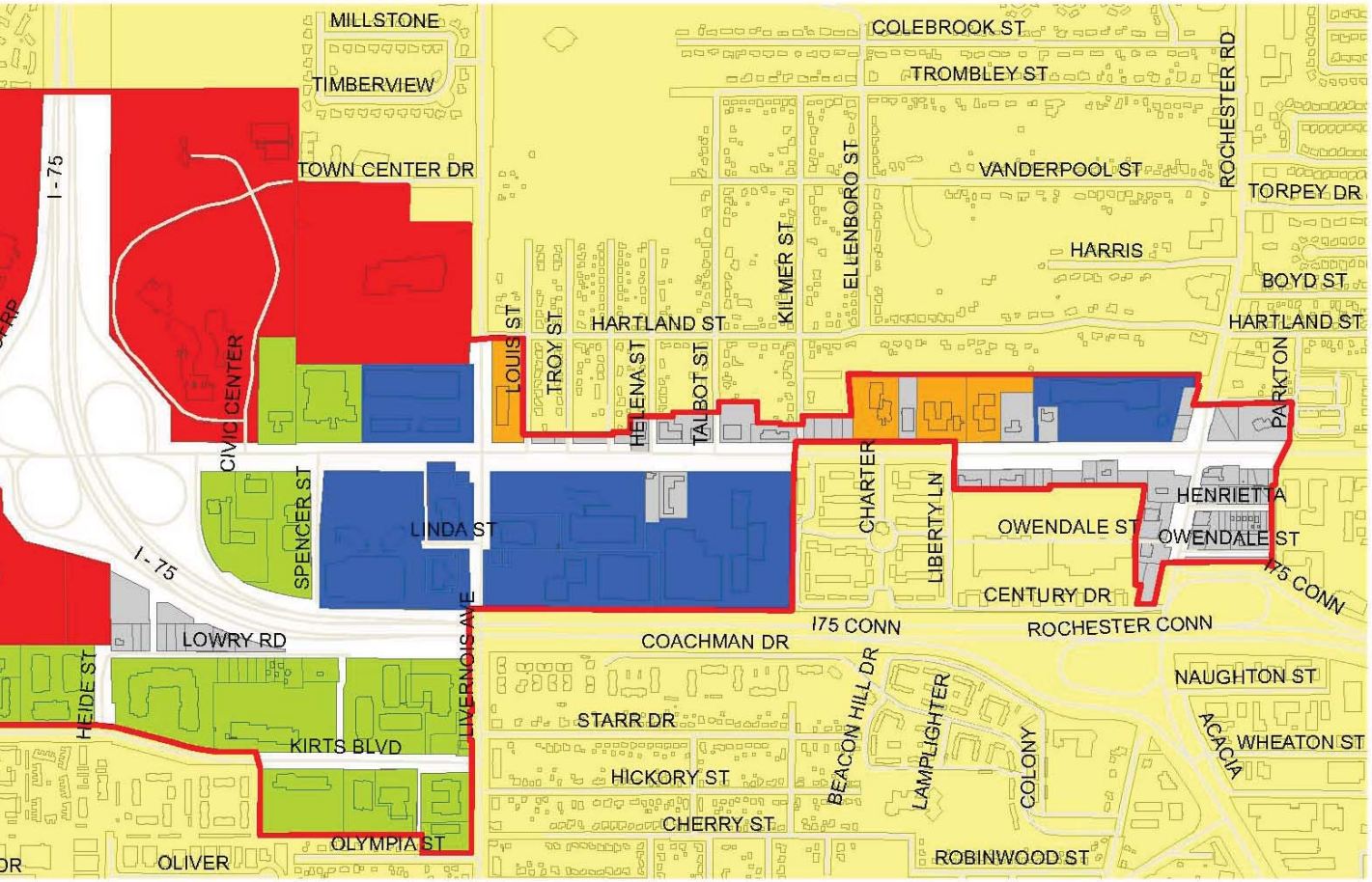
The following pages include a map that serves as a second key for the Guidelines, along with the street types map. it describes the site type classifications for all sites in the DDA.

The maps are followed by five spreads describing the five site types identified by these Guidelines. They are designed to help the reader understand, in a simple, graphic way, the difference between existing conditions and desired conditions for the various sites throughout the DDA.

The primary Guidelines are then followed by a series of pages describing the more prescriptive design elements for private property in the DDA. They include standards similar to those for the street types, but are supported by additional guidance for parking lot and deck design, screening for service areas, and wall design.



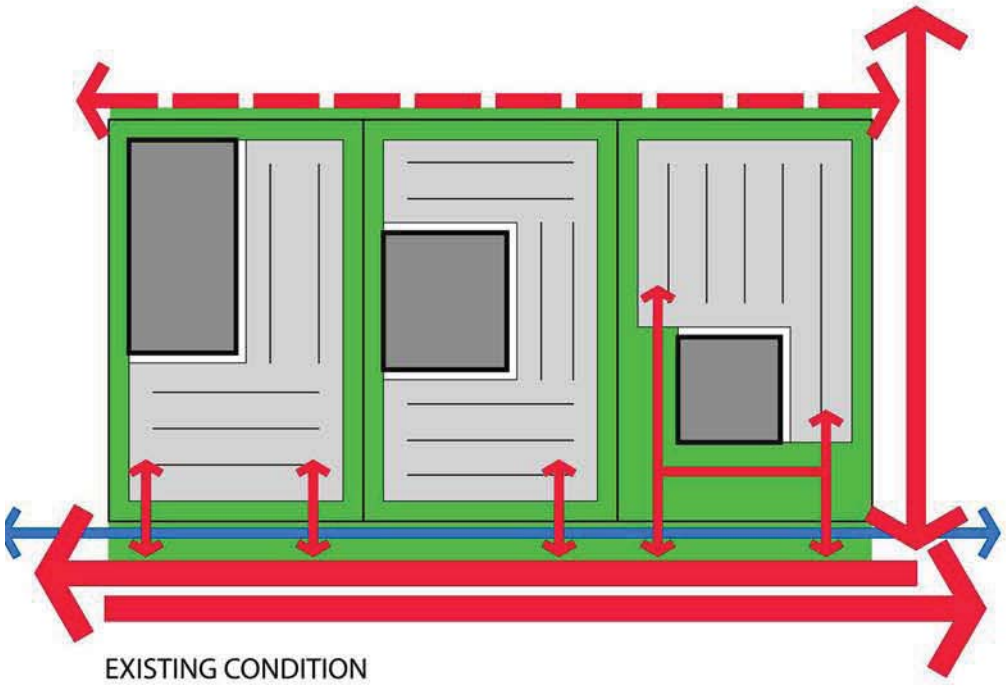
This map is to be used as a key when identifying which set of Guidelines is applicable to a specific site.



Basemap Source: Oakland County Planning

DDA Site Types

- DDA Boundary
- Areas Outside DDA
- Building Footprints
- Type A
- Type B
- Type C
- Type D
- Type E



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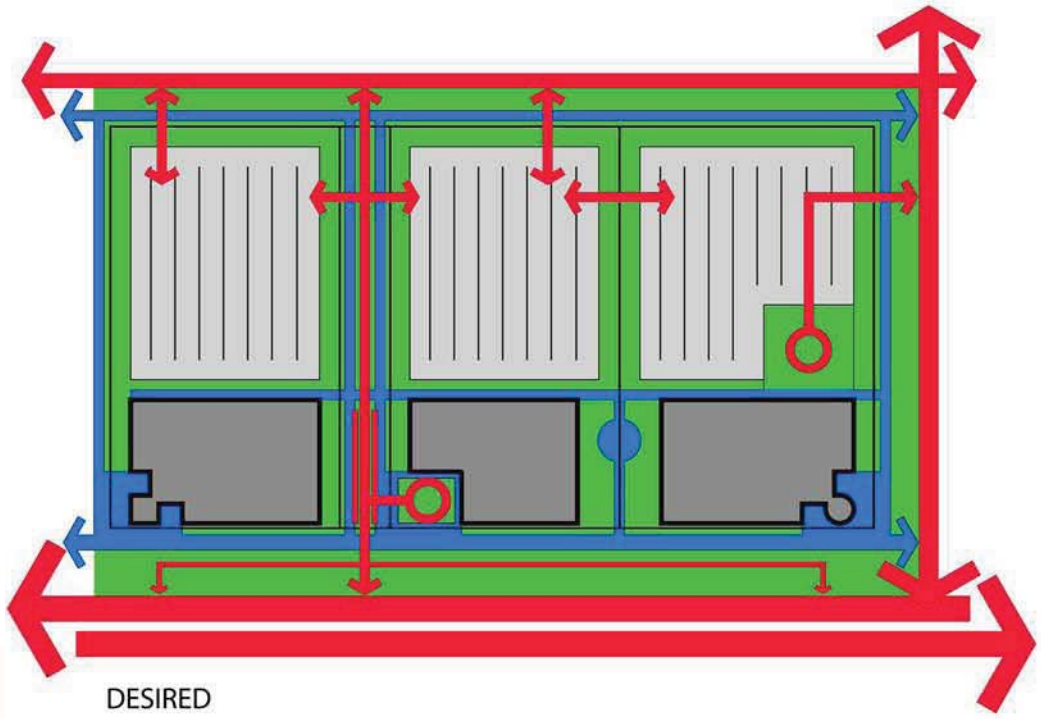


DESIRED

SITES LEGEND

- BUILDING MASS
- OPEN SPACE OR PARK
- PARKING FIELD
- PARKING DECK
- DROP OFF/ARRIVAL COURT
- ON-STREET PARKING
- SERVICE LANES
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- PEDESTRIAN BRIDGE
- PROPERTY BOUNDARY

Site Type A

Building Placement

- zero lot line or near zero lot line setback
- fronts all street types

Vehicle Circulation

- interconnected to adjacent sites
- shared access
- connected to arterial and collector roads to disperse traffic, minimize primary corridor access
- screened service access

Pedestrian Circulation

- linked to primary corridors or any adjacent street
- interconneced with other sites
- direct connections to all building entrances
- should minimize conflicts with vehicles

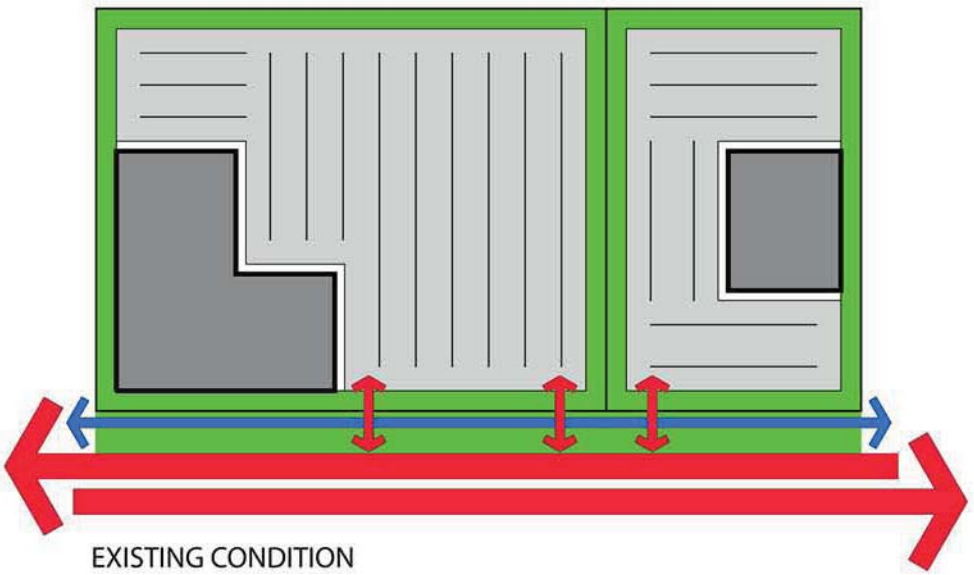
Parking

- located in rear yard
- screened
- shared between uncommon uses
- interconnected between sites
- oriented to allow for optimal pedestrian flow
- accessed only from arterial or collector streets when possible

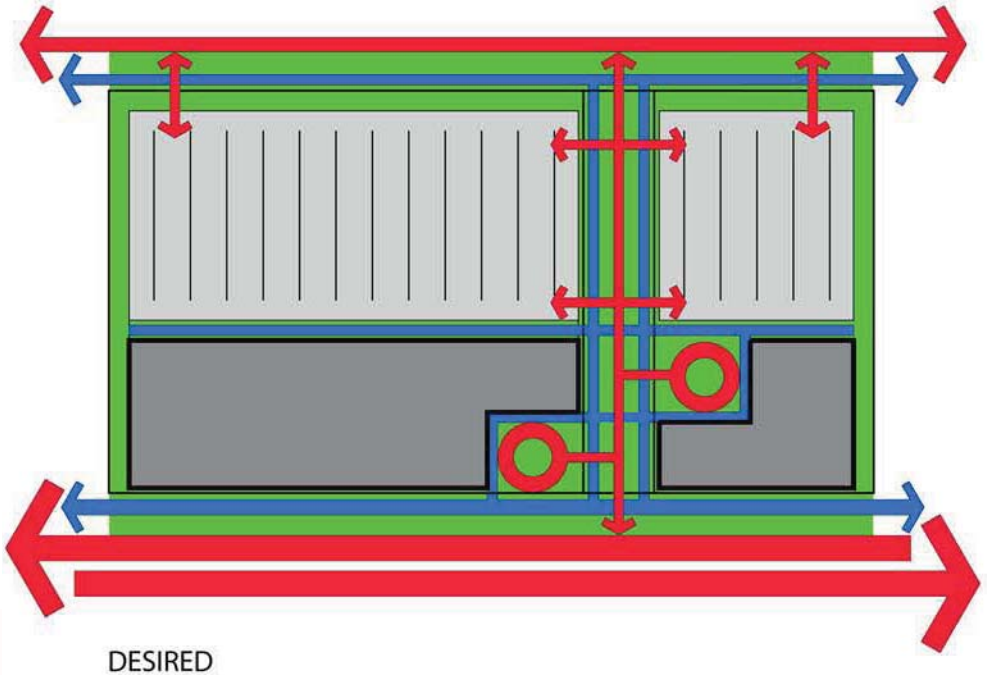
Made up mostly of lots in the 2.5 acre and smaller range, the Site Type A category is reserved for the smallest, single-use sites developed for individually standing businesses. Small coffee shops or fast food restaurants would often be found in this category, as well as small multi-tenant office buildings or single-tenant office buildings.

Site Type A is primarily found along Big Beaver Road in areas between the "pulses" of major intersections, where lot depths are constrained and where older, smaller buildings predominate. These sites must be designed to better integrate with their surroundings to contribute to a more cohesive District, a more consistent building line, and more efficient access between sites. Good access for pedestrians and cross access for vehicles will help sites in this Category reduce trips entering and existing from Big Beaver Road.

Groups of Site Type A properties may make excellent candidates for coordinated combination of properties to create more cohesive mini-destinations.



EXISTING CONDITION



DESIRED

SITES LEGEND

- BUILDING MASS
- OPEN SPACE OR PARK
- PARKING FIELD
- PARKING DECK
- DROP OFF/ARRIVAL COURT
- ON-STREET PARKING
- SERVICE LANES
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- PEDESTRIAN BRIDGE
- PROPERTY BOUNDARY

Site Type B

Building Placement

- zero lot line or near zero lot line setback
- fronts all street types
- formal relationships with adjacent buildings are critical

Vehicle Circulation

- interconnected to adjacent sites
- shared access
- connected to arterial and collector roads to disperse traffic, minimize primary corridor access
- screened service access
- drop off and arrival courts provided and accessed from arterials or collectors
- shared drop off and arrival courts with other buildings are encouraged

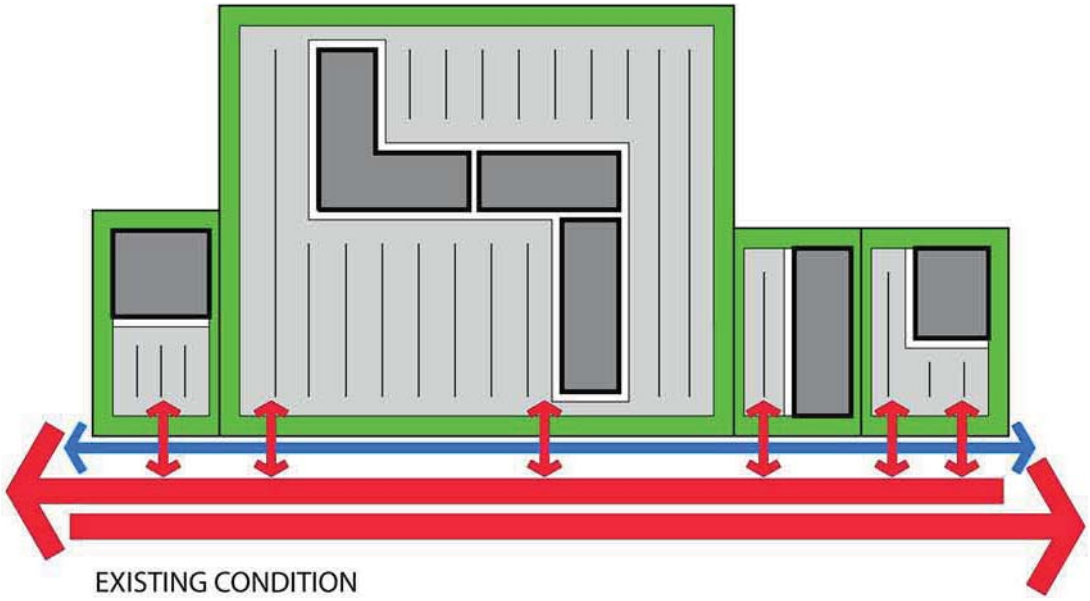
Pedestrian Circulation

- linked to primary corridors or any adjacent street
- interconneced with other sites
- direct connections to all building entrances
- should minimize conflicts with vehicles

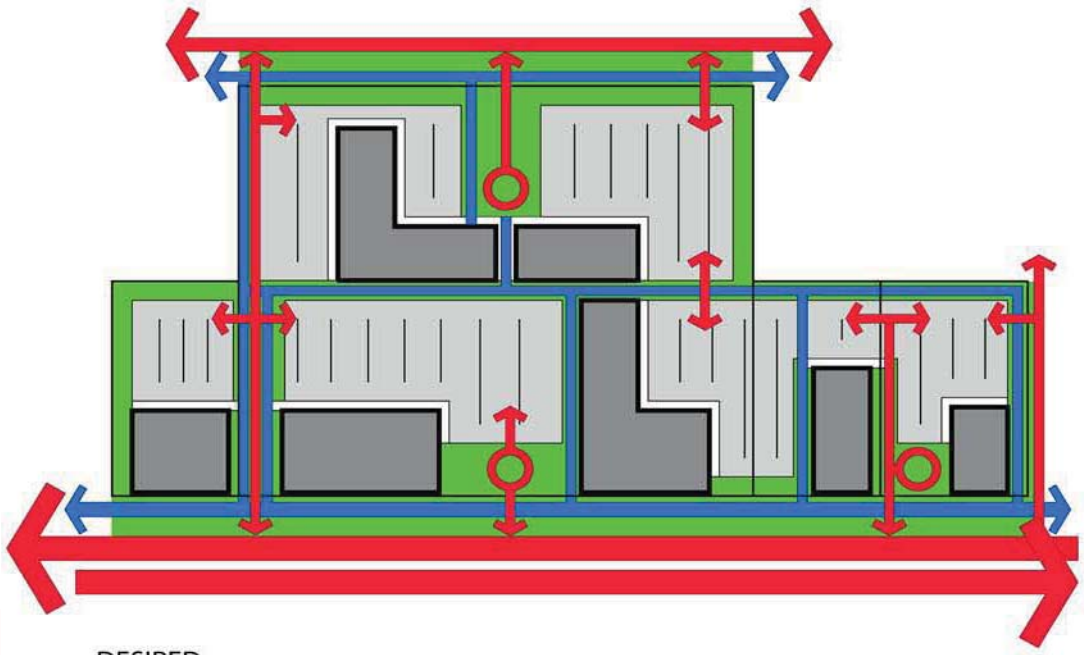
Parking

- located in rear yard
- screened
- shared between uncommon uses
- interconnected between sites
- oriented to allow for optimal pedestrian flow
- accessed only from arterial or collector streets when possible

The sites in Site Type B are mostly between 2.51 and 5 acres in area, and are located in and around areas mostly filled with smaller, Type A sites. Similar to Type A sites in character, they are located on sites large enough to warrant additional consideration to landscaping and surface parking in that they can often accommodate large surface lots, which can compromise the cohesiveness of the area if not designed with connectivity in mind.



EXISTING CONDITION



DESIRED

SITES LEGEND

- BUILDING MASS
- OPEN SPACE OR PARK
- PARKING FIELD
- PARKING DECK
- DROP OFF/ARRIVAL COURT
- ON-STREET PARKING
- SERVICE LANES
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- PEDESTRIAN BRIDGE
- PROPERTY BOUNDARY

Site Type C

Building Placement

- zero lot line or near zero lot line setback
- fronts all street types
- formal relationships with adjacent buildings are critical

Vehicle Circulation

- interconnected to adjacent sites
- Widespread use of shared access and internal private drives or private streets to connect sites
- connected to arterial and collector roads to disperse traffic, minimize primary corridor access
- screened service access
- drop off and arrival courts provided and accessed from internal drives or arterial or collector streets
- shared drop off and arrival courts with other buildings are encouraged

Pedestrian Circulation

- linked to primary corridors or any adjacent street
- interconneced with other sites
- direct connections to all building entrances
- should minimize conflicts with vehicles

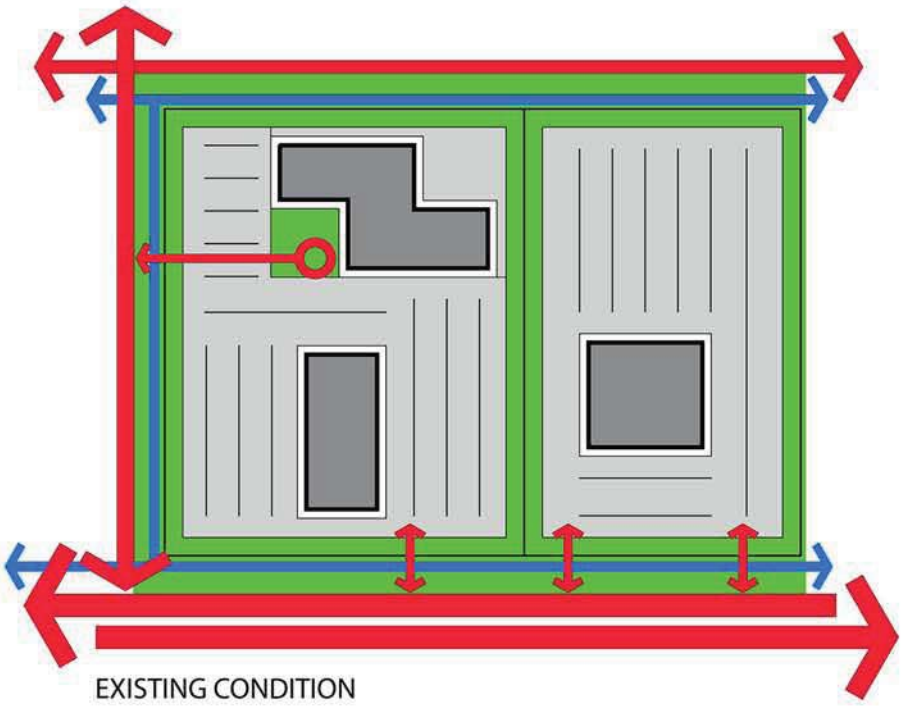
Parking

- located in rear yard
- screened
- shared between uncommon uses
- interconnected between sites
- oriented to allow for optimal pedestrian flow
- accessed only from arterial or collector streets when possible

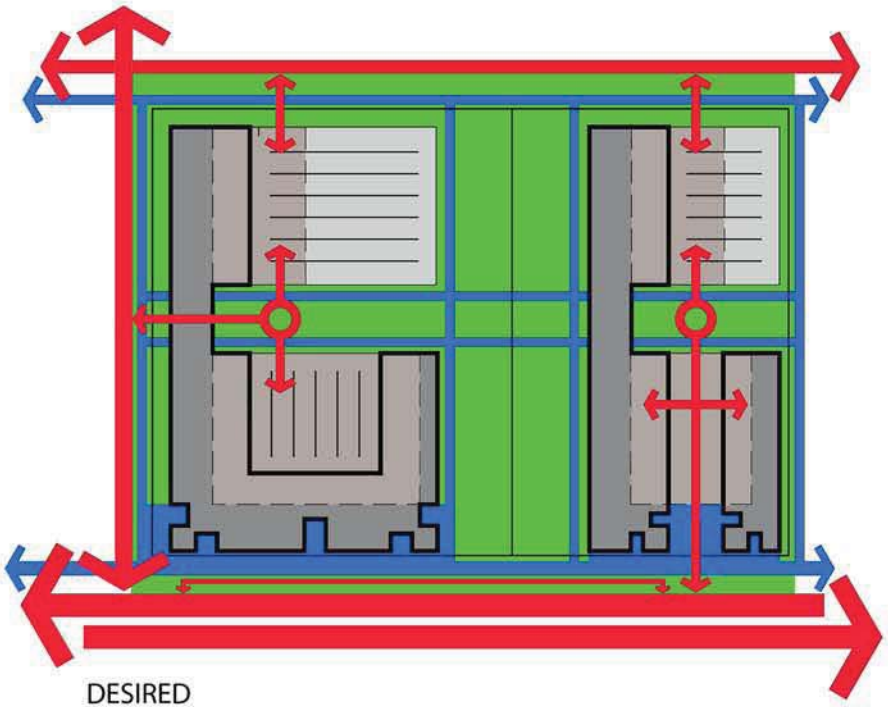
Between 5.01 and 10 acres are most of the Site Type C sites. Groupings of Type C sites are found off Big Beaver within industrial areas of the DDA, and in locations where several larger, single-use developments are situated nearby one another. Hotels, single office buildings, and other large single building developments often fall into this category. They often house large employment centers.

The Site Type C category should be designed with integration in mind. Integration with one another and with much larger destination retail and office complex sites will allow for better interaction between users, which could lead to a more readily shared customer and tenant base and could help reduce Big Beaver traffic.

Site Type C sites are mostly transitional in that they serve as a buffer between small site uses and very large uses in Type D and E, such as the Somerset Collection. They are of sufficient area to allow for significant pedestrian and landscaping amenities, quality signage and buffered surface parking.



EXISTING CONDITION



DESIRED

SITES LEGEND

- BUILDING MASS
- OPEN SPACE OR PARK
- PARKING FIELD
- PARKING DECK
- DROP OFF/ARRIVAL COURT
- ON-STREET PARKING
- SERVICE LANES
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- PEDESTRIAN BRIDGE
- PROPERTY BOUNDARY

Site Type D

Building Placement

- zero lot line or near zero lot line setback
- fronts all street types
- formal relationships with adjacent buildings are critical
- may include multiple grouped buildings; buildings may interconnect
- buildings front internal open spaces as well as streets

Vehicle Circulation

- interconnected to adjacent sites
- Widespread use of shared access and internal private drives or private streets to connect sites
- connected to arterial and collector roads to disperse traffic, minimize primary corridor access
- screened service access
- drop off and arrival courts provided and accessed from internal drives or arterial or collector streets; grouped, shared drop off and arrival courts with other buildings are encouraged
- access to primary corridors limited mainly to shared internal drives to consolidate access

Pedestrian Circulation

- linked to primary corridors or any adjacent street
- interconneced with other sites
- direct connections to all building entrances
- minimize conflicts with vehicles
- connected to internal open space
- walkability throughout sites

Parking

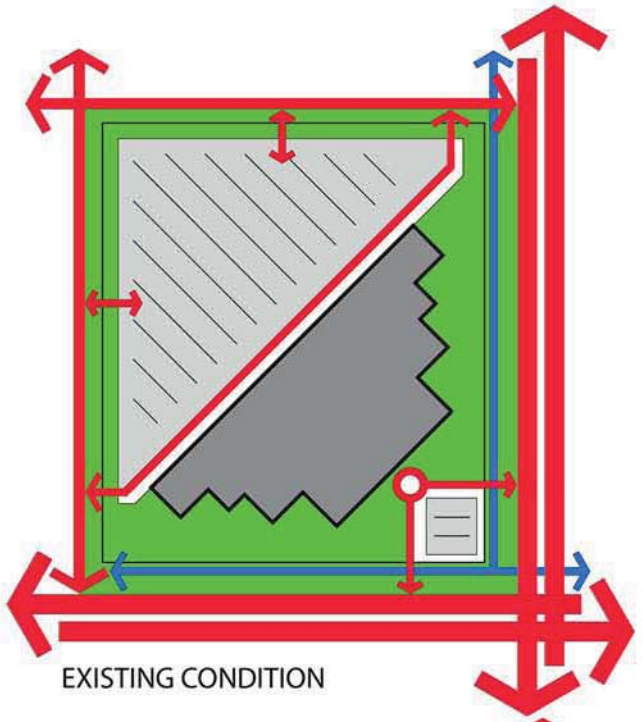
- located in rear yard
- screened
- shared between all uses
- interconnected between sites
- oriented to allow for optimal pedestrian flow
- accessed only from arterial or collector streets when possible
- parking decks integrated with buildings

Site Type D properties are predominantly between 10.01 and 20 acres in area, but they are more strongly related to one another through their nature and large, campus-style properties with multiple large buildings designed to function as one unit.

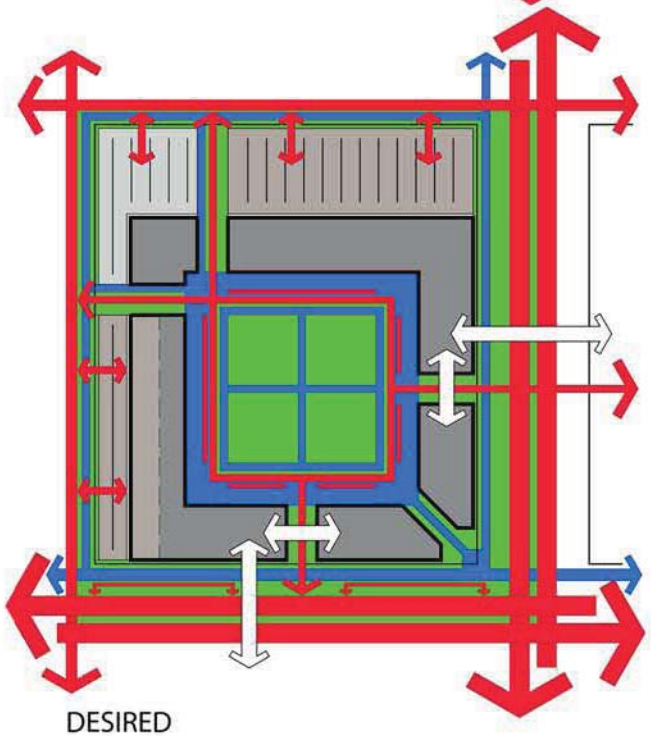
Walkability between sites and provision of on-site open space are key to the success of these type s of sites from an urban design perspective. They should be designed with a mix of uses in mind to allow for users to obtain basic services on or immediately near the site. Especially within large office centers in the Type D category, where hundreds of workers may populate the site during the day, restaurants, postal facilities and other daily needs should be integrated within existing buildings or permitted to exist in smaller out-lot developments.

Parking for Type D sites should be accommodated in structured parking whenever possible to maximize the use of the site for the primary use and to allow the site to be developed more densely than it could with surface parking.

The site design should strongly focus on putting the most dense components of the project within close range of the primary right-of-way to combat the vast open areas that frequently make such sites difficult or undesirable to cross on foot. A busy arrangement of campus uses along the right of way will help keep pedestrians engaged and will make these larger sites fit better with surrounding smaller sites in the Type A and B categories.



EXISTING CONDITION



DESIRED

SITES LEGEND

- BUILDING MASS
- OPEN SPACE OR PARK
- PARKING FIELD
- PARKING DECK
- DROP OFF/ARRIVAL COURT
- ON-STREET PARKING
- SERVICE LANES
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- PEDESTRIAN BRIDGE
- PROPERTY BOUNDARY

Site Type E

Building Placement

- zero lot line or near zero lot line setback
- fronts all street types
- formal relationships with adjacent buildings are critical
- may include multiple grouped buildings; buildings may interconnect
- all weather bridges to other D or E sites encouraged
- buildings front internal open spaces as well as streets
- building forms purposefully shape planned open spaces
- streetscape connections critical

Vehicle Circulation

- interconnected to adjacent sites
- Widespread use of shared access and internal private drives or private streets to connect sites
- connected to arterial and collector roads to disperse traffic, minimize primary corridor access
- screened service access
- drop off and arrival courts provided and accessed from internal drives or arterial or collector streets; grouped, shared drop off and arrival courts with other buildings are encouraged
- access to primary corridors limited mainly to shared internal drives to consolidate access

Pedestrian Circulation

- linked to primary corridors or any adjacent street
- interconneced with other sites
- direct connections to all building entrances
- minimize conflicts with vehicles
- connected to internal open space
- walkability throughout sites

Parking

- located in rear yard
- screened
- shared between all uses
- interconnected between sites
- oriented to allow for optimal pedestrian flow
- accessed only from arterial or collector streets when possible
- parking decks integrated with buildings

Like Type D, Type E sites are predominantly campus-style projects; however they are limited to sites over 20 acres. These large sites have existing mixed-use or multi-tenant developments or would be ideal to accommodate such developments. They share make of the characteristics of Type D sites, and should strive to achieve the walkability and connectivity Guidelines of a Type D property at a more regional scale.

The Type E category is meant to serve the destination properties of the Corridor. Somerset Collection, the Municipal Campus and Top of Troy are found in this category. These are the largest, most prominent marquis properties along the Corridor and should reflect the highest standard of design encouraged by the Big Beaver Corridor Study with regard to pedestrian amenities, high quality signage and landscaping, and ideal site lighting. They should be sited to reinforce the existing or desired building line along the Corridor and provide a wide range of mixed uses.

Site Design Standards

The following pages represent a “pattern book” of site design elements meant to invoke a sense of quality and design within sites and out of the right-of-way. These images include site amenities such as walls, furniture, trash bins, and fences.

Following the site design elements are drawings showing the preferred designs for several tyes of screening treatments, stormwater detention or retention basins, parking lot landscaping, parking structure landscaping, and hardscape materials.

Amenities

Site Furnishings

Amenities

Fences

Prescriptive Images for Private Site Amenities

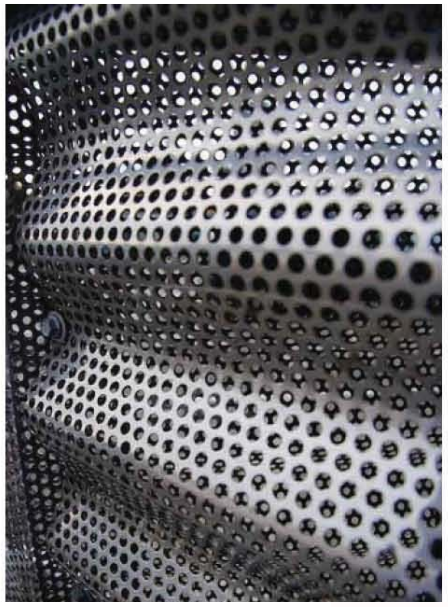
Amenities

Wall (Retaining)

Style:
Material: Concrete, Masonry, Planting, Steel
Finish: Sealed, Stained, Colored, Painted, Plastic Coated

Amenities

Wall (Screening)

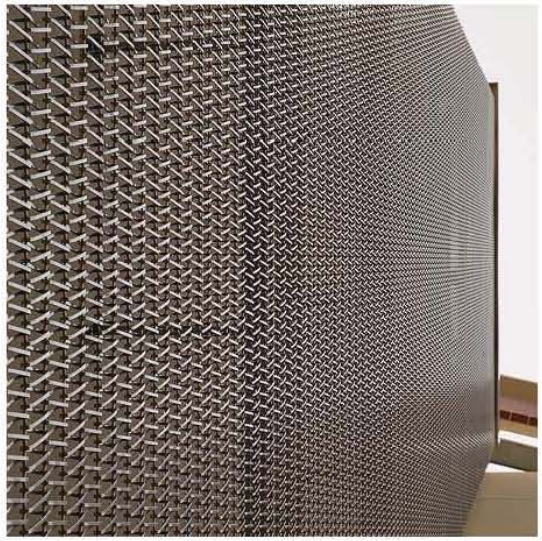


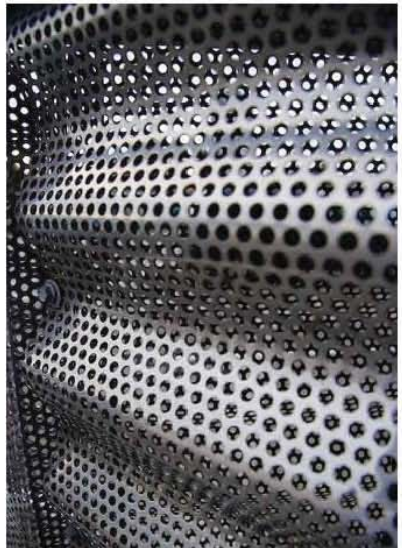
Prescriptive Images for Private Site Amenities

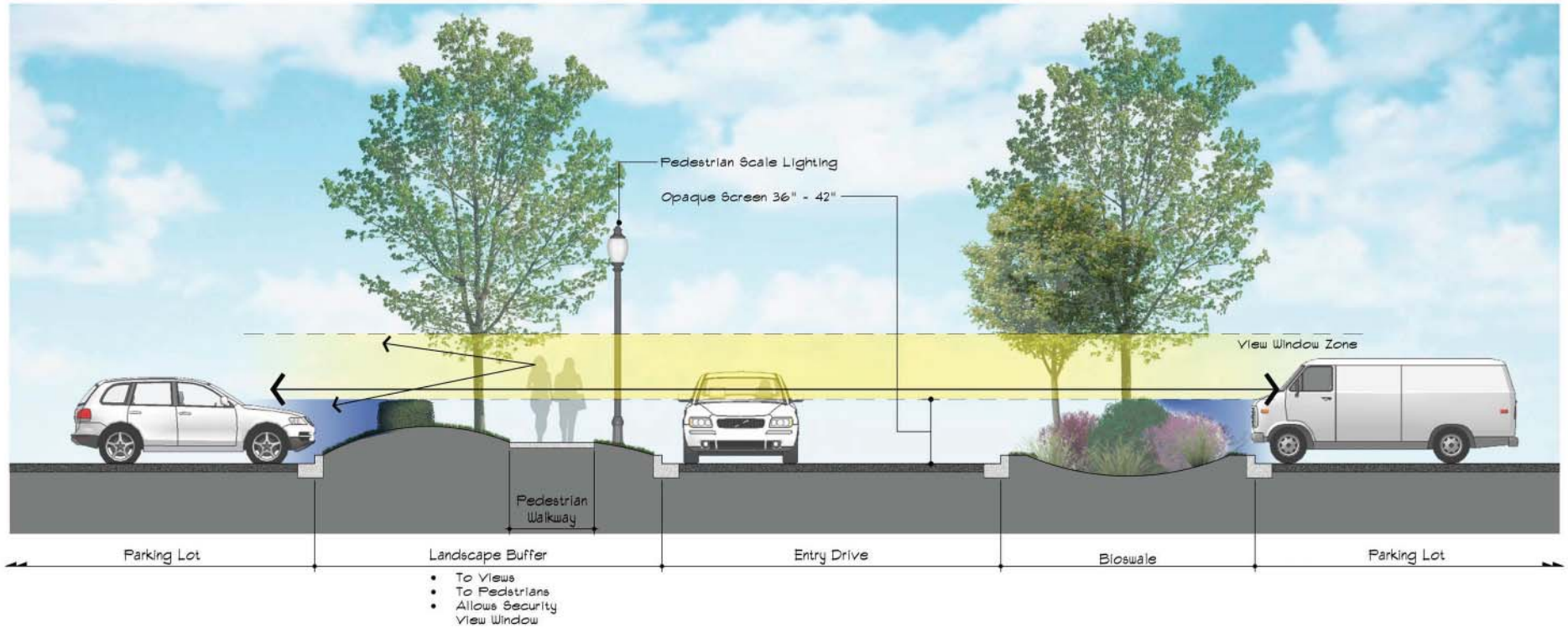
Amenities

Wall (Parking Screen)

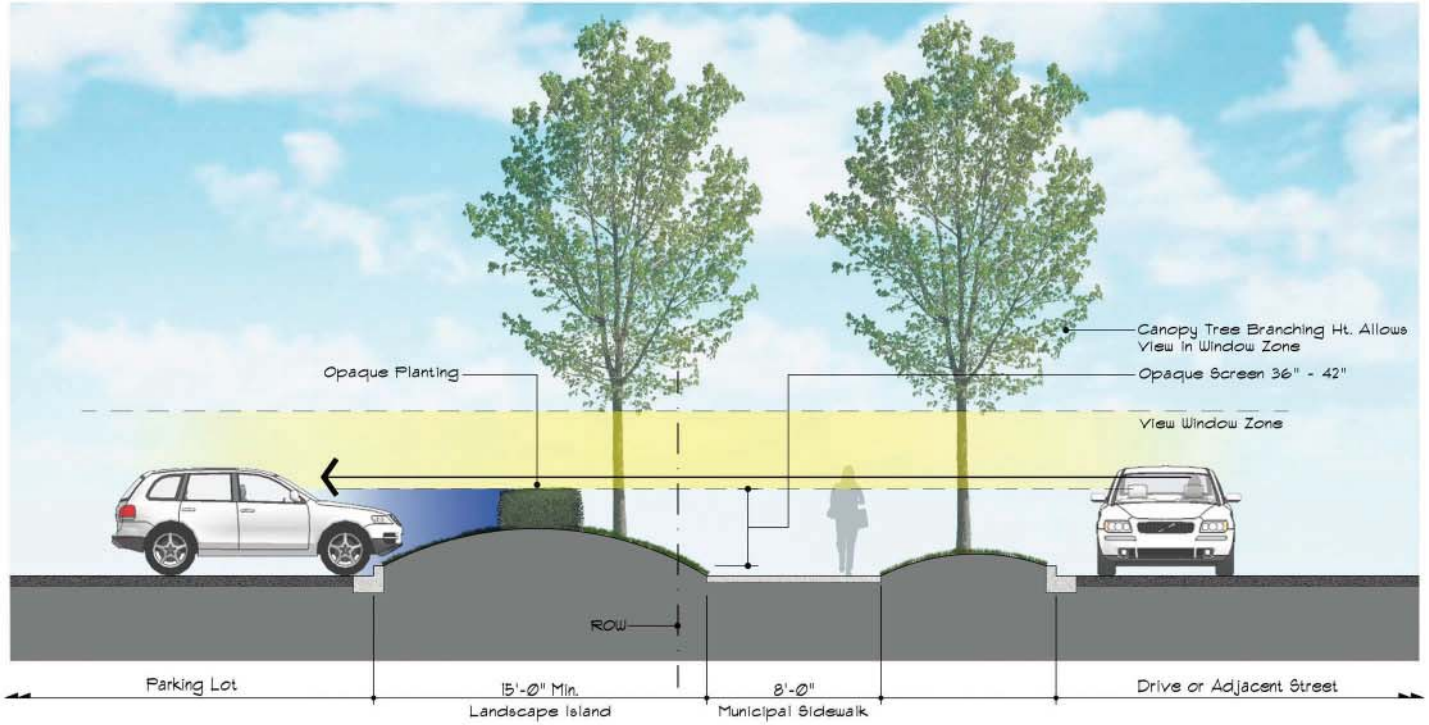
Style:
Material: Concrete, Masonry, Planting, Steel
Finish: Sealed, Stained, Colored, Painted, Plastic Coated







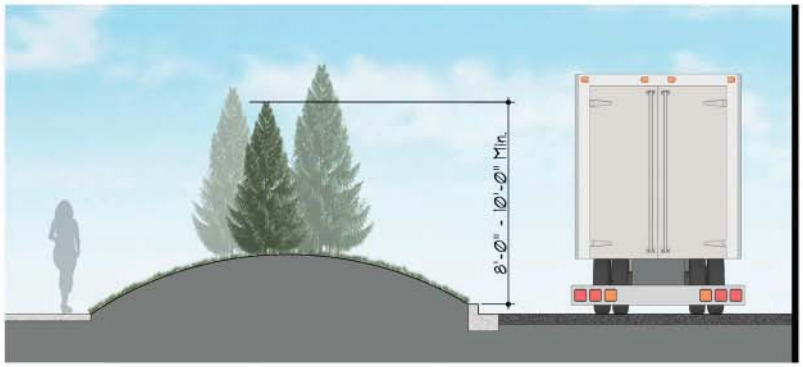
Entrance Drive - Landscape Treatment



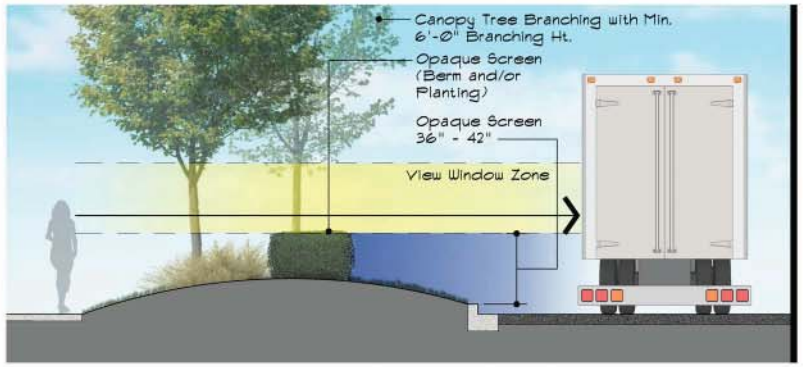
Intent

- Screen Parking from Adjacent Street or Pedestrian View
- Allow View Window for Security

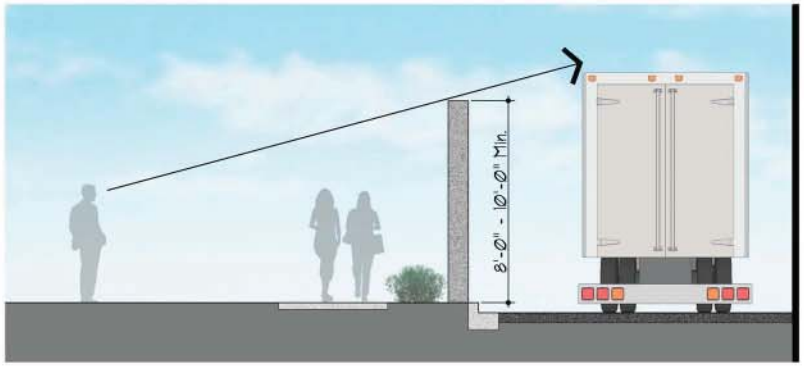
Parking Lot - Landscape Buffer



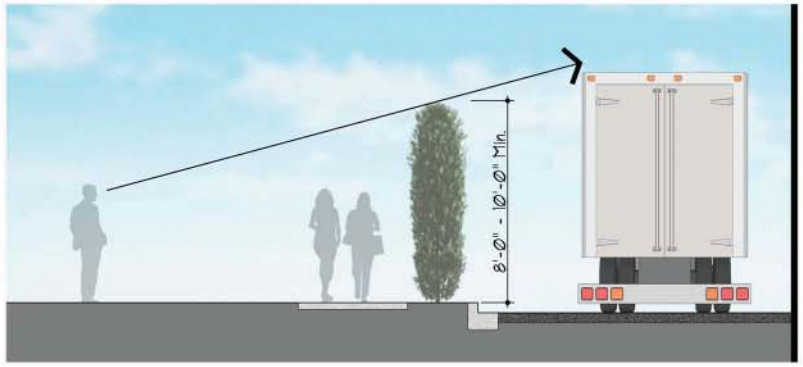
Total Opaque Screen



Screen with Security Window
(Where Security is High Concern)

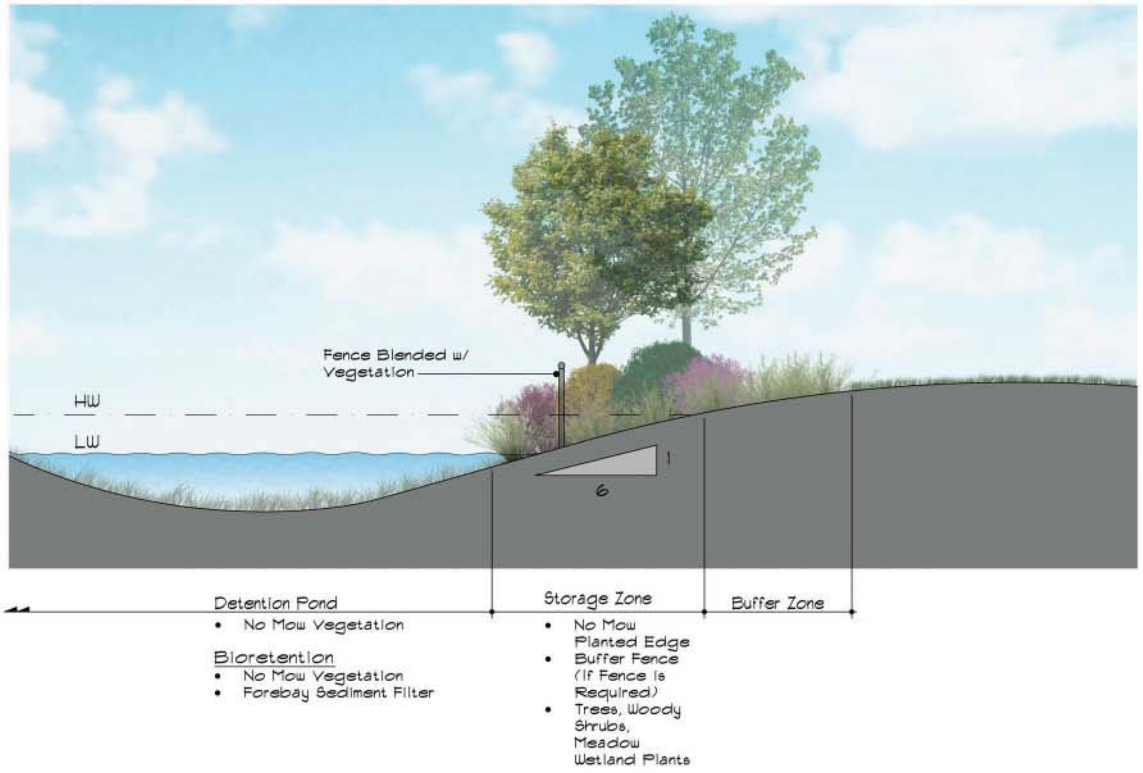


Screen with Opaque Architectural Wall
(Narrow Space Option)

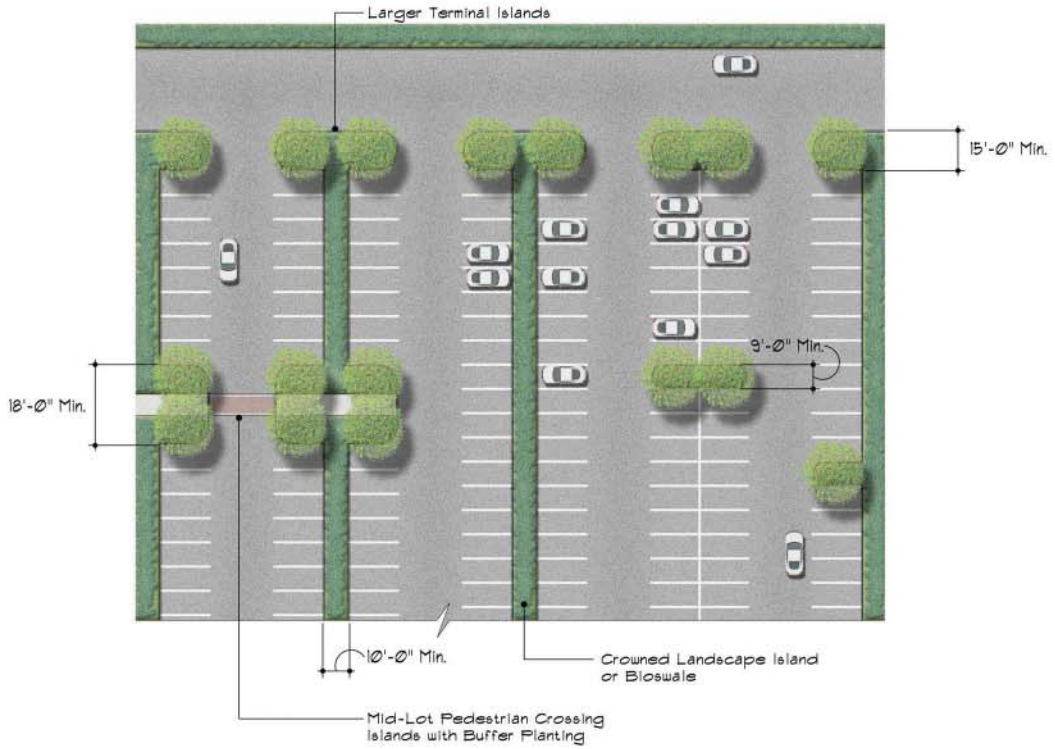


Screen with "Green" Vegetated Wall
(Narrow Space Option)

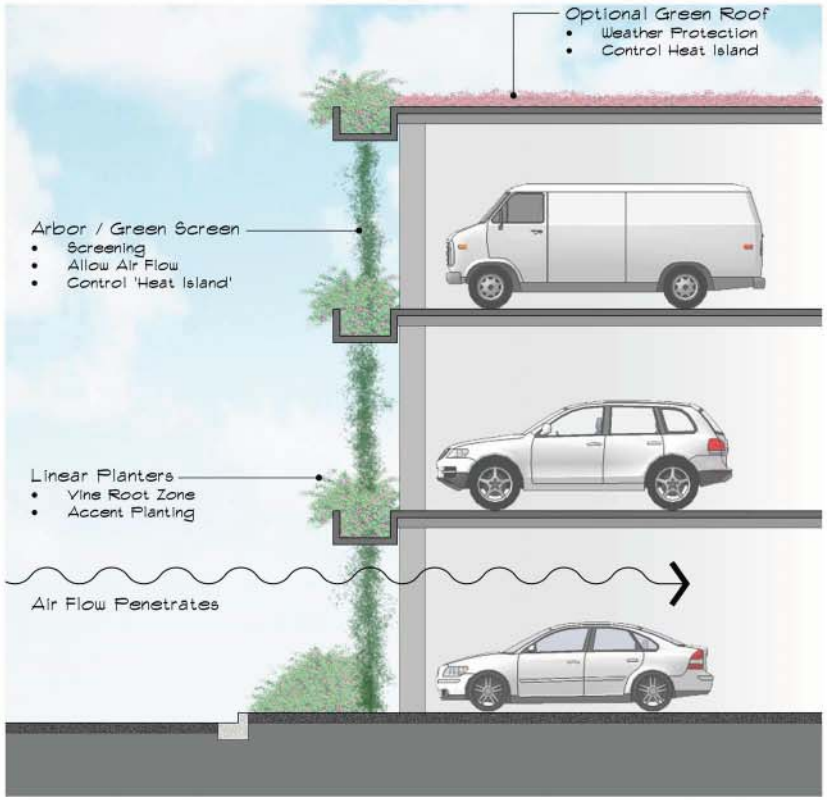
Service Area Screen / Landscape



Detention / Bioretention / Forebay - Landscape



Parking Lot Interior Landscape



Green Parking Deck Option

Pedestrian / Vehicular Hardscape Materials

Drives


Asphalt


Permeable Asphalt


Concrete


Permeable Conc.

Parking Areas


Asphalt


Permeable Asphalt


Concrete


Permeable Conc.


Permeable Pavers

Sidewalks


Concrete


Textured Concrete


Colored Concrete


Permeable Pavers

Plazas


Concrete


Textured Concrete

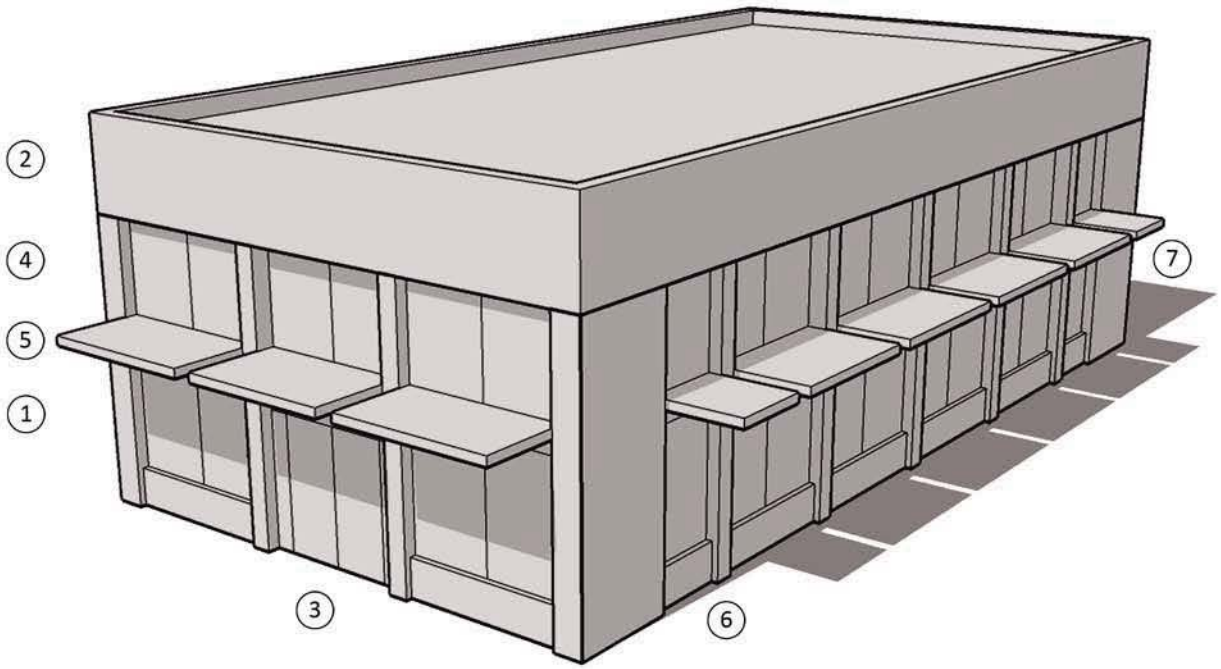

Colored Concrete


Permeable Pavers


Blue Stone


Granite

This final section describes the five structure types detailed in this document. There are no mandatory structure types, rather, the developer would follow the Guidelines for the structure type that most closely reflects the structure they intend to build. The form-based codes in the Zoning Ordinance will also have a significant bearing on structure type.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Structure Type A

Singe Tenant Commercial Building

- 1-2 Stories (approximately 15,000 sq. ft.)
- Single use (cafe, small office, retail)
- High quality materials
- Not "branded" to allow for reuse
- Building entrance on street front
- Screened service area in rear
- Exposed bays and articulated facades

Note Key

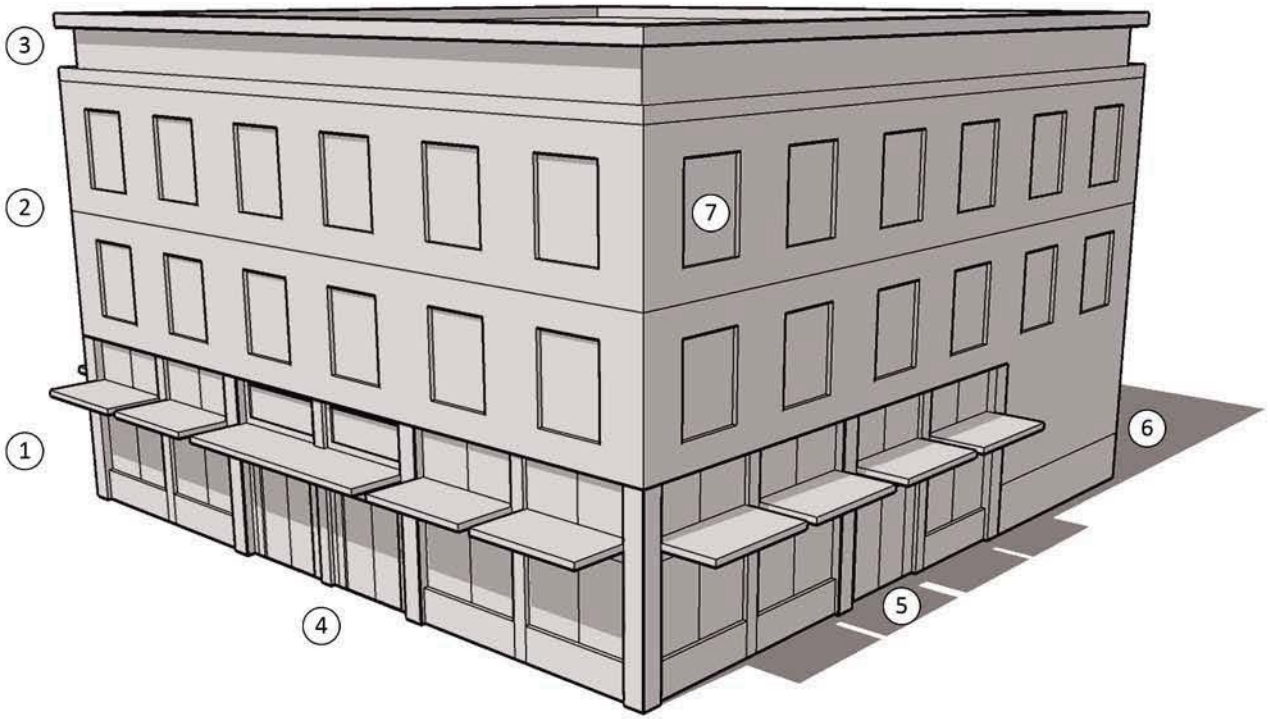
1. Base (storefront)
2. Cap
3. Main entry
4. Clearstory
5. Canopy or awning
6. Retail entry
7. Service entry in rear

The smallest structure style category is Type A. Type A structures are those that are 1-2 stories in height and which usually house a single use. Stand-alone coffee shops, small professional offices, and retail could all fall into this category.

Square footage of a Type A Structure falls under about 15,000 square feet. This threshold allows it to include corner drug stores and other small retail buildings, but excludes larger scale "big box" structures.

Type A structures should be usually associated with other similar structures or located at the edges of larger structures or groups of structures and should serve as a buffer between residential and non-residential areas.

Type A structures should be unique and attractive structures built of high-quality materials and should avoid being "branded" so as to allow for their adaptation to future tenants.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7

Structure Type B

Singe Tenant Commercial Large

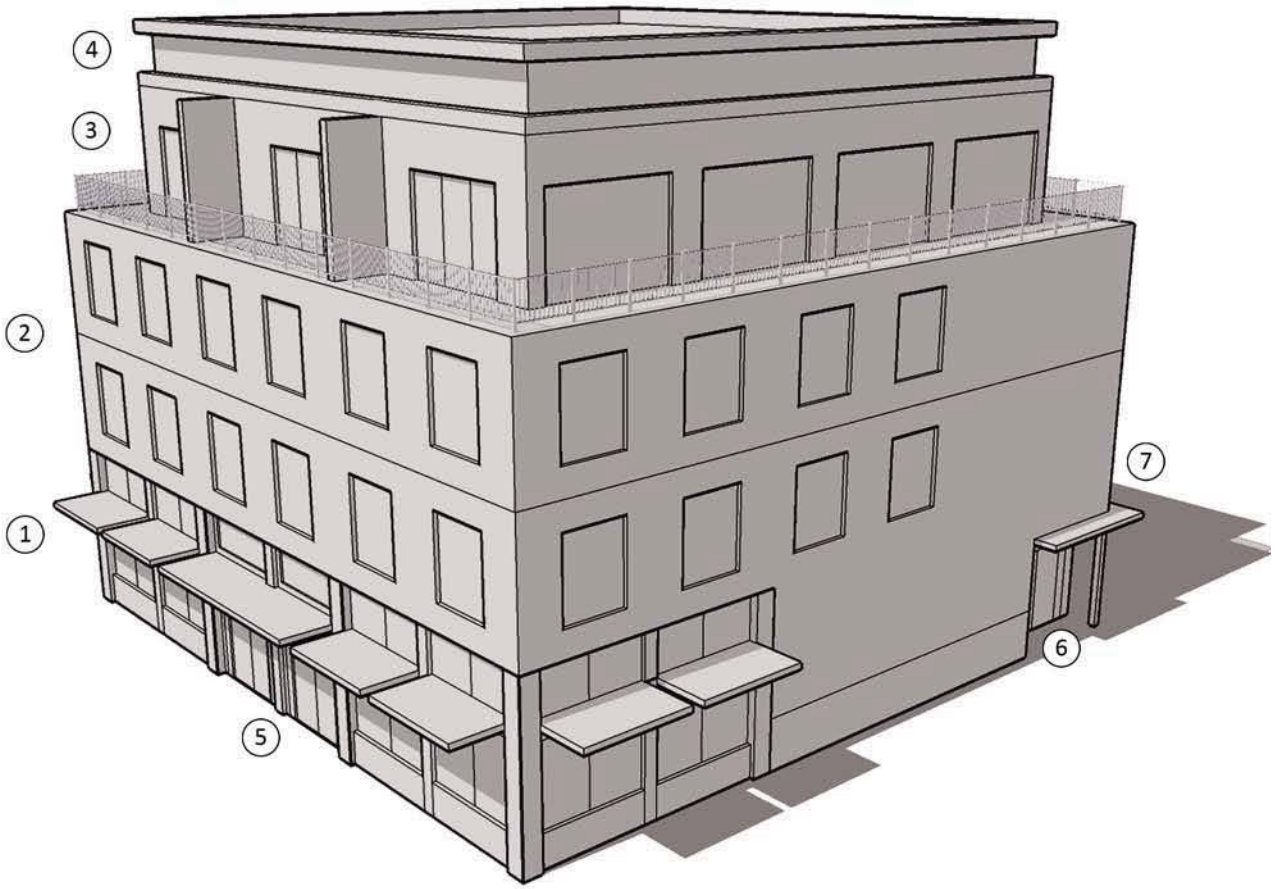
- 2 stories (approximately 15,000 sq. ft. each)
- Single use, usually retail or office
- High quality materials
- Established bay patterns
- Not "branded" to allow for reuse
- Entrance and storefront on facade, street frontage (may wrap around sides)
- Screened service area in rear
- Design complements surrounding multi-story uses

Type B structures are those designed for a single use, but with a large square footage, usually greater than 15,000 square feet in mind. Unlike a conventional "big box" however, Type B single-tenant structures of this size in the DDA will be at least 2 stories. New retail formats allow for multi-story large format retail locations which require a smaller footprint and which better complement the surrounding multi-story uses.

Like small single-tenant structures, these buildings should be unique and attractive structures built of high-quality materials and should avoid being "branded" so as to allow for their adaptation to future tenants.

Note Key

1. Base (storefront)
2. Body (office 1-2 stories)
3. Cap
4. Main entry
5. Secondary entry
6. Service entry in rear
7. Punched openings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7

Structure Type C

Mixed Use Mid-Rise Building

- 3-5 stories (approximately 20,000 sq. ft. each)
- Mixed use with residential floors above
- Separated office/retail entry from residential component
- High quality materials, maximum use of windows
- Always mixed use, but residential is optional
- High-quality commercial spaces with residential safety and comfort

Note Key

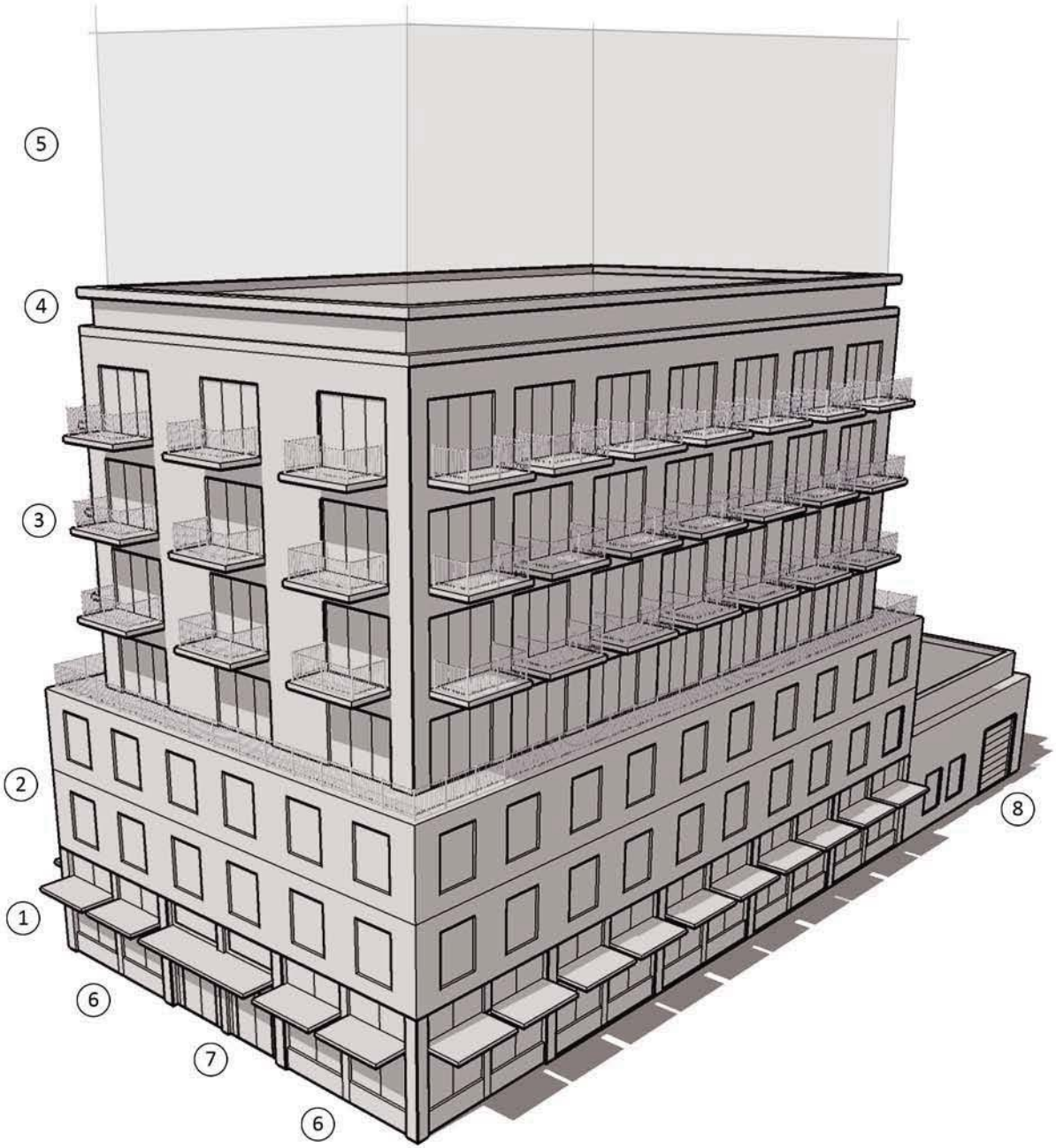
1. Base (storefront)
2. Body (office 2-3 stories)
3. Residential with balconies
4. Cap
5. Main entry
6. Private/residential entry
7. Service entry in rear

Small mixed-use multi-tenant buildings fall into the Type C category. These structures may contain any combination of residential and non-residential uses, and will usually be less than 20,000 square feet in total area. Designed to be anchors in small pockets of walkable development, these projects allow for commercial uses to be located in close proximity to new alternative residential development. Useful in neighborhood nodes and in infill areas, Type C structures must take the safety and comfort of residential tenants into consideration as well as the quality of the commercial space for rent.

Residential areas in Type C structures should have private entrance areas separated from public, non-residential areas and should typically be located on the 2nd through 4th floors.

Type C structures can also house a combination of retail and office uses, but must always contain units which would accommodate some form of mixed-use, whether or not it includes a residential component.

Extensive use of windows and high-quality building materials will characterize these structures, which should form a large portion of new construction in the DDA.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Structure Type D

Mixed Use Tower

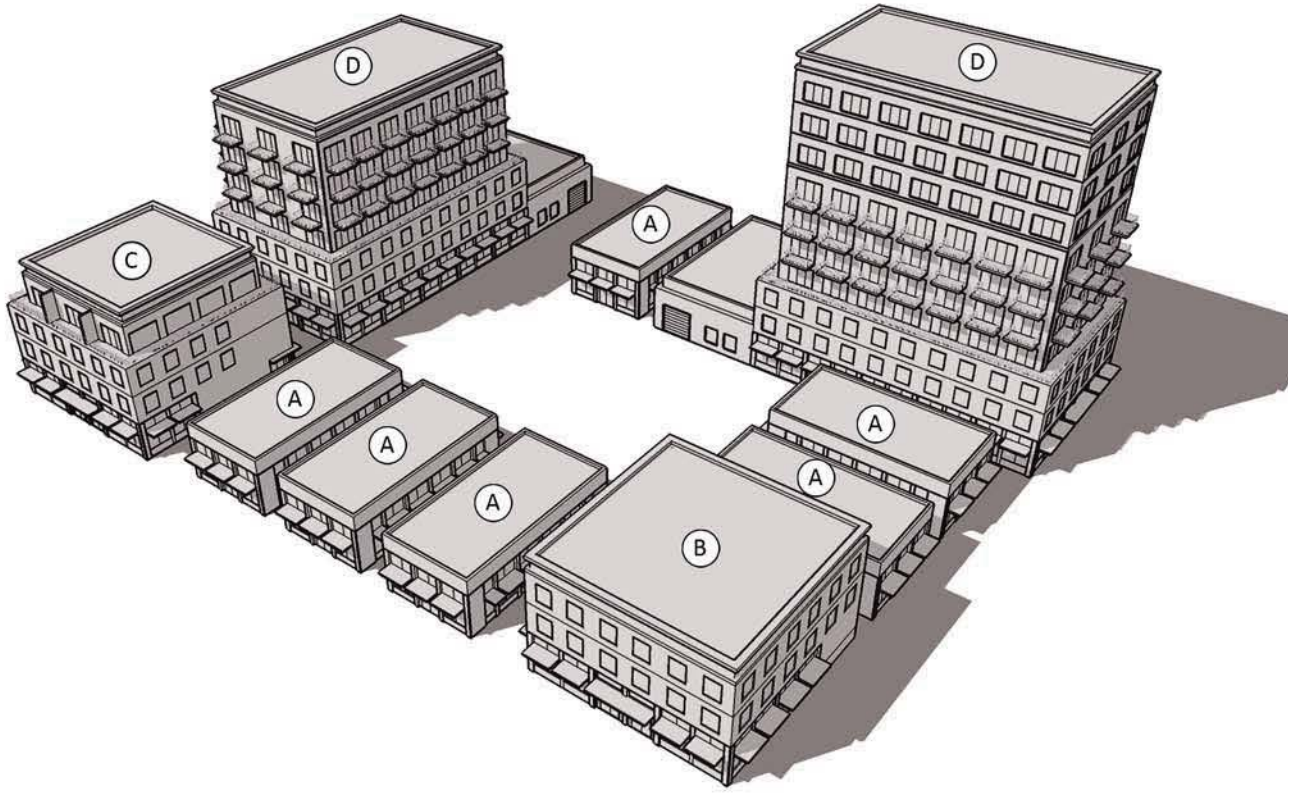
- 5 stories minimum
- Large, mixed-use developments (retail, office, hotel, residential)
- First floor interacts directly with the public
- Design used to make an architectural statement and serve as a local landmark
- Mid-rise component (retail, office) integrated with tower component (hotel or residential)

Very large, mixed-use developments fall into the Type D category. Designed to be 5 or more stories, these large buildings contain many residential units or a hotel component as well as units designed for office and retail. The first floor of a Type D structures should contain uses designed to interact directly with the public, like retail, restaurants, and even some forms of office.

These buildings should be allowed to make an architectural statement and serve as substantial anchors on larger lots throughout the DDA.

Note Key

1. Base (storefront)
2. Body (office 2-10 stories)
3. Residential with balconies (2-10 stories or hotel)
4. Tower cap feature
5. Additional residential floors
6. Retail entry
7. Office/residential entry
8. Service entry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C
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B

Structure Type E

Mixed Use Campus

- Collection of various footprint sizes and heights of buildings for any number of mixed uses
- Buildings to be designed to complement each other and to share a common function and form
- Should include mixed uses, but could also include one or more large structures for a single use, such as an office or hotel
- High quality materials and no branded buildings
- Integrated pedestrian features throughout

Note Key

1. Type A; Single Tenant Commercial Building
2. Type B; Single Tenant Large Commercial
3. Type C; Mixed Use Mid-Rise Building
4. Type D; Mixed Use Tower

The largest structure category is reserved for "campus" style developments, meaning a collection of larger buildings designed for any number of mixed uses.

Type E structures could house a collection of buildings that may be considered Type D if they were on their own, but when grouped they become Type E structures. Type E structures should be designed with the overall function and form of the entire project in mind and should be designed to complement one another and function as a unit.

Type E structures should include a mix of uses, but could include one or more large structures within a campus designed for a single large use, such as office or a hotel, provided that the project is designed as a single cohesive unit.

Type E structures will serve as memorable destinations for the entire region and should be designed and constructed with future generations in mind. Quality materials, adaptable tenant spaces, safe and secure residential components, and integrated walkable features throughout the project will characterize the structures in this category.

Signs & Landmarks

Signs and Landmarks

The Big Beaver Corridor Study describes the importance of a sense of place and a clear, identifiable identity for the Corridor. Signage and monuments play a critical role in defining the character and image of an area.

The following pages provide a "pattern book" of images meant to convey a sense of quality of design and construction. It is also meant to provide a series of examples to help provide context.

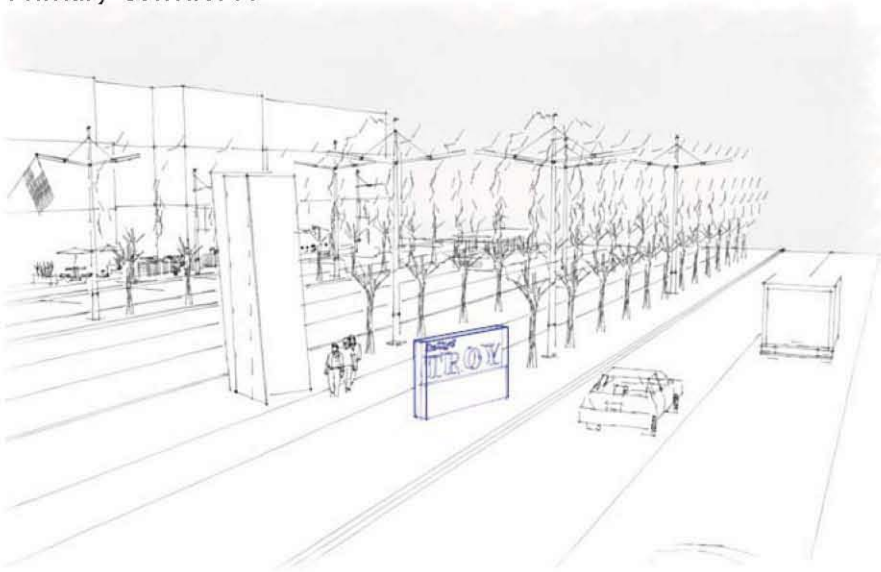
These drawings also provide guidance with regard to scale and placement of signs, monuments, and gateway elements.

Signage

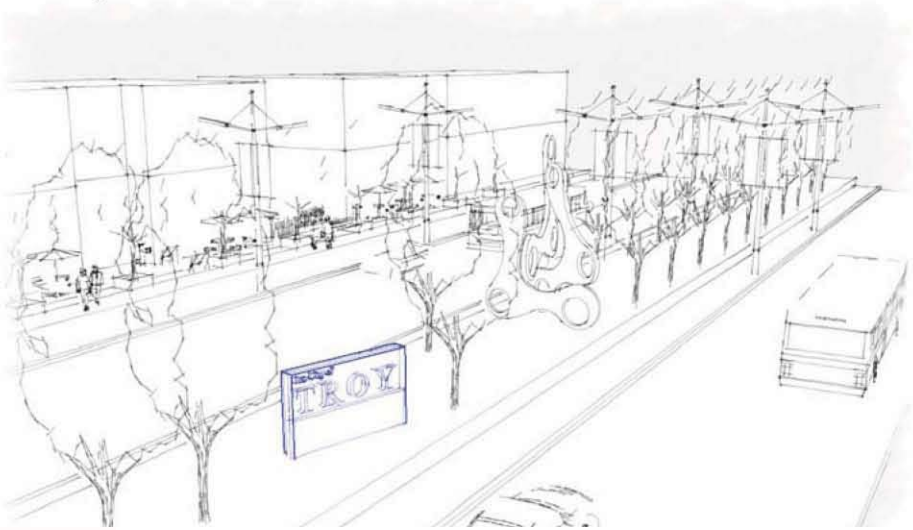
Gateway Treatments and Signage

Style: Free Standing Structure or Art Sculpture (civic scale)
Material: Metal, wood, concrete, plastic, glass
Finish: Painted, stained, natural, illuminated

Primary Corridor A



Primary Corridor B

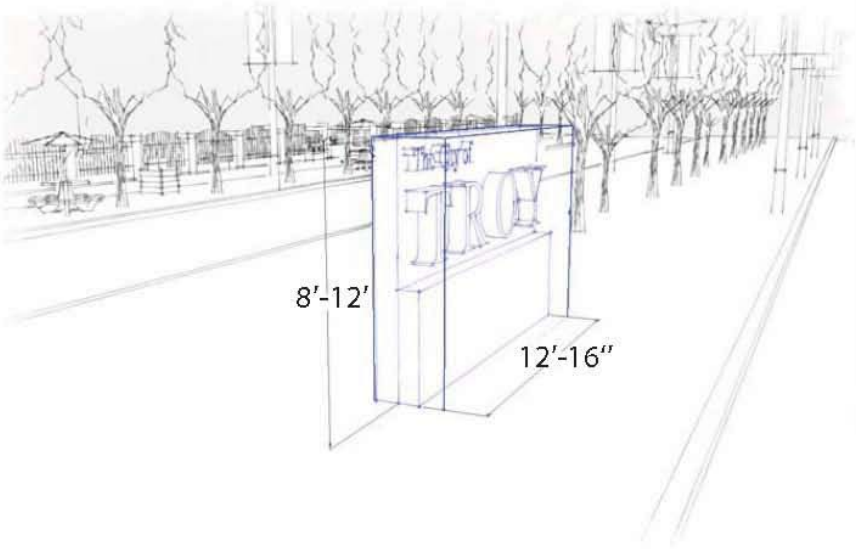


Signage

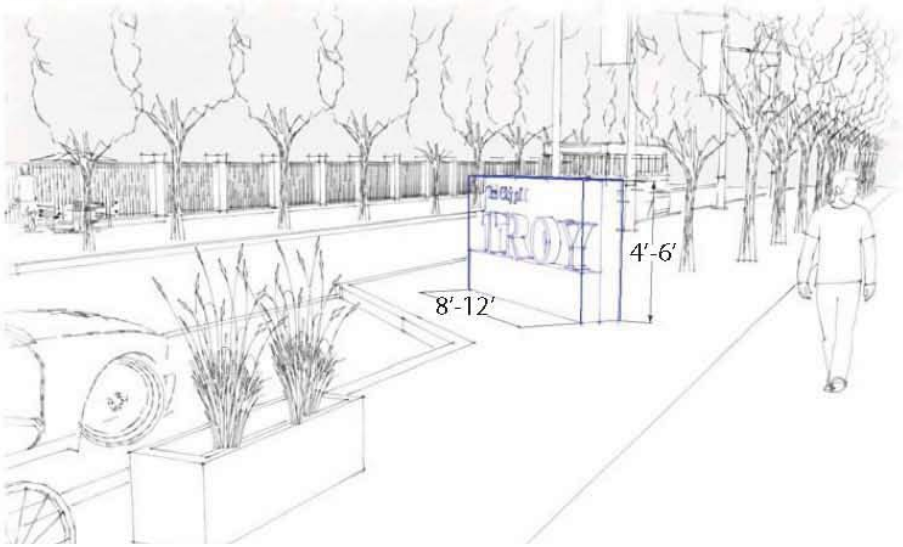
Gateway Treatments and Signage

Style: Free Standing or Attached to building (intimate scale)
Material: Metal, wood, concrete, plastic, glass
Finish: Painted, stained, natural, illuminated

Arterial



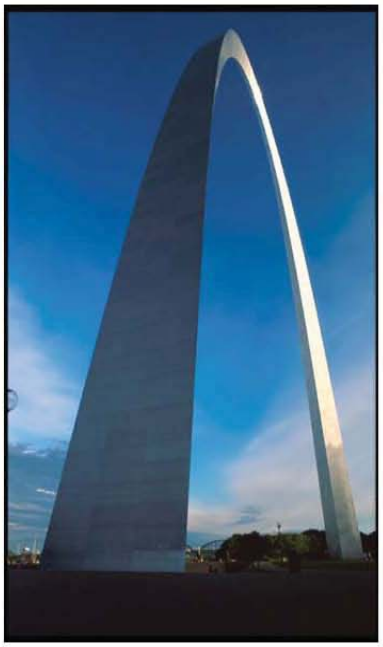
Collector



Landmarks and Focal Points

District Distinction Elements

Style: Monuments, Signage or Art Sculptures
Material: Metal, wood, plastic, glass, water
Finish: Painted, coated, stained, illuminated



City of Troy

Downtown Development Authority

Design Guidelines