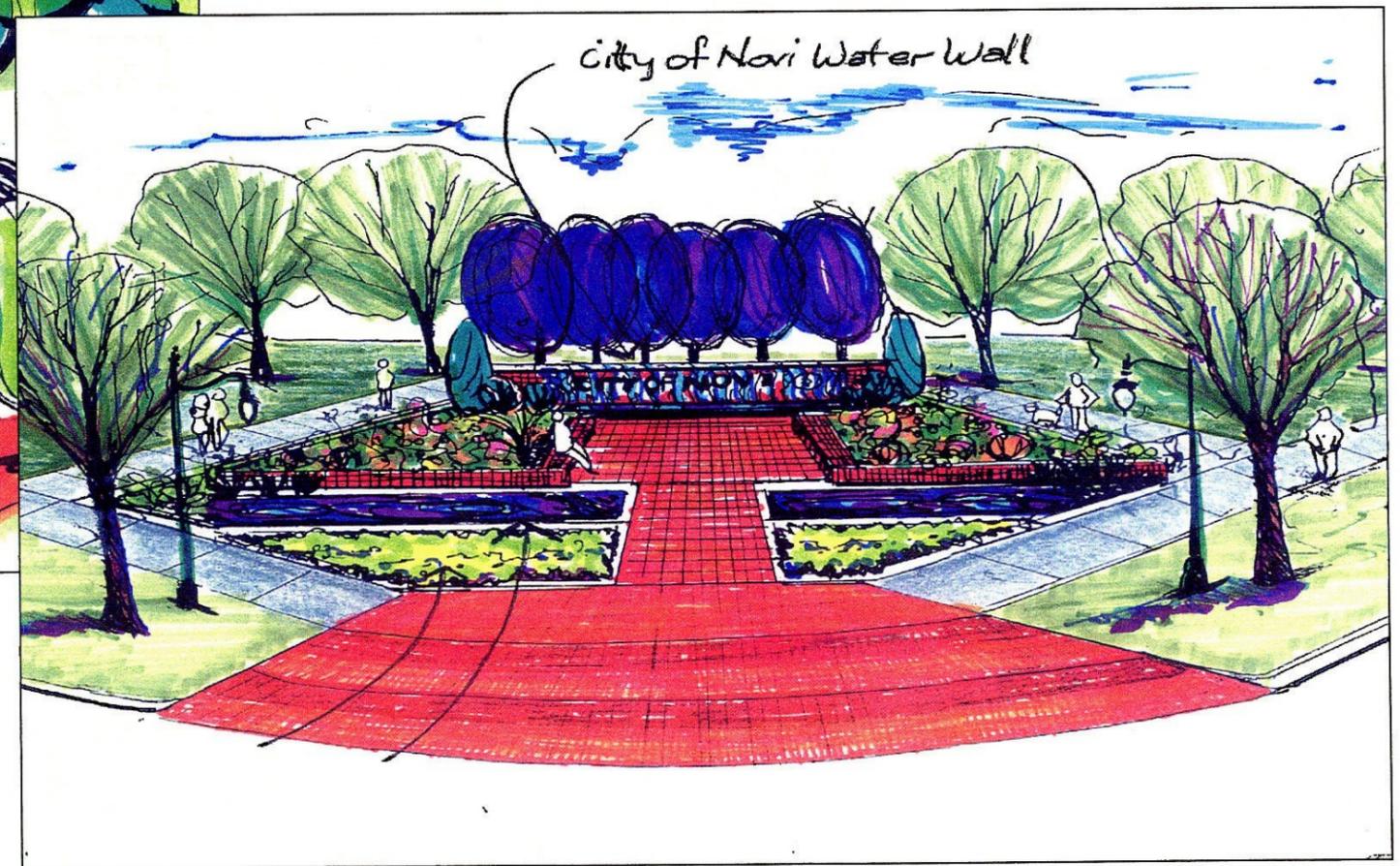
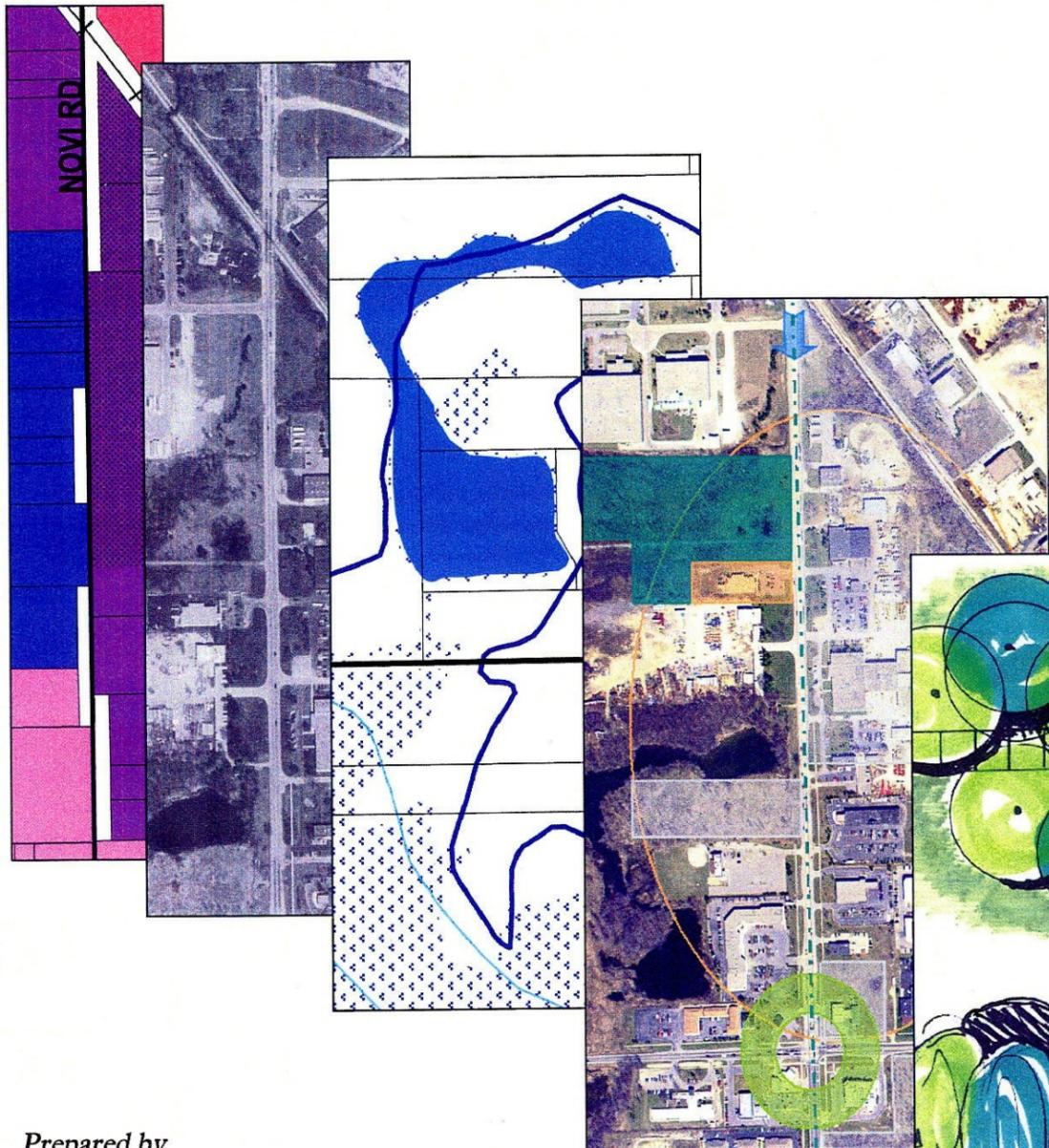


# NOVI ROAD CORRIDOR PLAN

CITY OF NOVI, MICHIGAN



Prepared by

**City of Novi Planning Commission**  
45175 W. Ten Mile Road  
Novi, Michigan 48375

Assisted by

**Birchler Arroyo Associates, Inc.**  
Planning Communities & Transportation Systems

**Linda C. Lemke & Associates**  
Woodlands and Landscape Consultants

**JCK & Associates, Inc.**  
Engineering and Environmental Consultants



July 11, 2001

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# TABLE OF CONTENTS

<b>CHAPTER</b>	<b>PAGE</b>	<b>LIST OF PLANS &amp; MAPS</b>	<b>PAGE</b>
<b>INTRODUCTION</b>	1	EXISTING LAND USE	4
<b>LAND USE AND ZONING</b>	3	ZONING	6
INTRODUCTION	3	EXISTING MASTER PLAN FOR LAND USE	8
EXISTING LAND USE	3	HISTORICAL AND ARCHEOLOGICAL FEATURES	10
ZONING	3	WETLANDS	14
MASTER PLAN RECOMMENDATIONS	3	EXISTING ENVIRONMENTAL CONDITIONS	16
HISTORICAL & ARCHEOLOGICAL FEATURES	3	WOODLANDS & LANDSCAPE FEATURES	18
<b>NATURAL FEATURES</b>	12	WILDLIFE HABITAT MASTER PLAN	20
INTRODUCTION	12	DAILY TRAFFIC VOLUMES	24
WETLANDS	12	WATERSHED DRAINAGE WAYS & FLOODPLAIN	26
EXISTING ENVIRONMENTAL CONDITIONS	12	PLANNING RECOMMENDATIONS	32
WOODLANDS & LANDSCAPING	13	RECOMMENDED LAND USE AND THOROUGHFARE PLAN	35
WILDLIFE HABITAT	13	ACCESS MANAGEMENT PLAN	37
<b>INFRASTRUCTURE</b>	23	ARCHITECTURAL RECOMMENDATIONS	39
UTILITIES	23	PATHWAY AND OPEN SPACE PLAN	41
STREETS & RIGHTS OF WAY	23	INFRASTRUCTURE IMPROVEMENTS	42
DRAINAGE	23	CORRIDOR ENHANCEMENT PLAN	45
<b>VISION &amp; GOALS</b>	29		
VISIONING SESSION	29		
GOALS & OBJECTIVES	29		
<b>CORRIDOR RECOMMENDATIONS</b>	30		
INTRODUCTION	30		
LAND USE	30		
TRAFFIC & CIRCULATION	30		
ARCHITECTURAL DESIGN	30		
OPEN SPACE & LANDSCAPING	31		
WETLANDS	31		
INFRASTRUCTURE	31		
<b>CORRIDOR ENHANCEMENT PLAN</b>	45		

# INTRODUCTION

The purpose of this Plan is to identify improvements and possible land use recommendations for the Novi Road Corridor. Corridor planning is a tool that permits the City to closely examine an area that is in need of a more intense planning focus.

Novi Road, which is a major north-south thoroughfare, links Eight Mile Road to the commercial center of the City, as well as I-96 and beyond. Much attention has been focused in the past on the regional shopping center and Main Street areas; however, the focus of this Plan is from Main Street south to the City's southern limits. This corridor presents unique planning challenges and deserves special attention due to the following factors:

- ❖ Novi Road is planned for widening to five lanes from Ten Mile Road north to Grand River Avenue in the next few years, including a grade-separated crossing over the railroad.
- ❖ The segment of Novi Road north of Ten Mile is a major entryway into the heart of the City. Drivers exiting I-96 and driving south to residential areas, the Novi Civic Center, the Novi Ice Arena, Powers Park or other destinations pass through this important road segment.

- ❖ The segment from Ten Mile Road south to the City limits includes a wide range of land uses including commercial, single- and multiple-family residential, industrial and office.
- ❖ The Novi / Ten Mile and Novi / Nine Mile intersections are important and visible nodes in the community that deserve special attention from a design and land use perspective.

In the City's continued effort to implement its Master Plan for Land Use, the Novi Road Corridor Plan documents the corridor's existing conditions with regard to the existing land use, infrastructure, and natural features. This Plan will examine the anticipated impacts of planned road improvements to Novi Road in the Corridor and offer recommendations for access management techniques and the future arrangement of land uses. In addition, the Plan will include a corridor enhancement program component, which provides recommendations for improved lighting, enhanced landscaping and special intersection treatments.

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**NOVI ROAD  
CORRIDOR  
PLAN**

# LAND USE & ZONING

## INTRODUCTION

The following provides a brief overview of existing land use and zoning of properties in the Novi Road area. General topics and recommendations from the recently amended Master Plan have also been included to provide a background to the direction that the City would like to see development occur in the corridor. Historical and archeological sites have also been identified.

## EXISTING LAND USE

The current land use make-up of the corridor consists of the following:

- ❖ Nearly 28% of the land area in the corridor is being used for light and general industrial uses;
- ❖ Both heavy and light industrial uses such as Michigan CAT, Cummins Michigan and uses along Trans-X Drive have existed along Novi Road for decades;
- ❖ There are some commercial uses at the 10 Mile Road and Novi Road intersection consisting of more auto-oriented uses such as gas stations and Walgreens with a drive-through window;
- ❖ Single and multiple family residential uses are more dominant in the south segment, south of Ten Mile Road;
- ❖ There are some industrial and commercial sites located on the southeast section of the study area near the CSX railroad;
- ❖ 16% of the land area in the corridor is currently vacant;
- ❖ Residential subdivisions are well established in the south segment of the corridor and are separated from more intense uses by Novi Road;

## ZONING

The major zoning classifications for properties along Novi Road are as follows:

- ❖ Residential zoning districts in the corridor include single family R-A through R-4 districts.
- ❖ Both B-1, Local Business and B-2, General Business districts are present along Novi Road south of Nine Mile and at Ten Mile roads.
- ❖ Both of the City's Multiple Family districts are present in the corridor. RM-1 zoned properties exist between Ten Mile and Nine Mile Road, east of Novi Road, and a property north on Trans-X was recently rezoned to RM-2.
- ❖ General and Light Industrial (I-2 and I-1) districts are also prevalent throughout the study area.

## MASTER PLAN RECOMMENDATIONS

A recent amendment to the City's Master Plan for Land Use included some recommendations for land use changes along Novi Road. These included adding more local commercial at the southeast corner of Ten Mile and Novi Road and office uses west of Novi Road.

Novi Road was also designated as a Special Treatment Corridor within the amended Master Plan. Specifically, the corridor was viewed as an Entrance Corridor to the City. The Master Plan states that improvement of the visual quality of Entrance Corridors is key and would include:

- ❖ Providing varied landscape materials in planned patterns;
- ❖ Utilize standards for street and site lighting;
- ❖ Eliminate overhead utilities;
- ❖ Provide special treatments at intersections such as landscaping and special paving;
- ❖ Highlight and direct travelers to key destinations; consider way-finding signs for public places.

## HISTORICAL & ARCHEOLOGICAL FEATURES

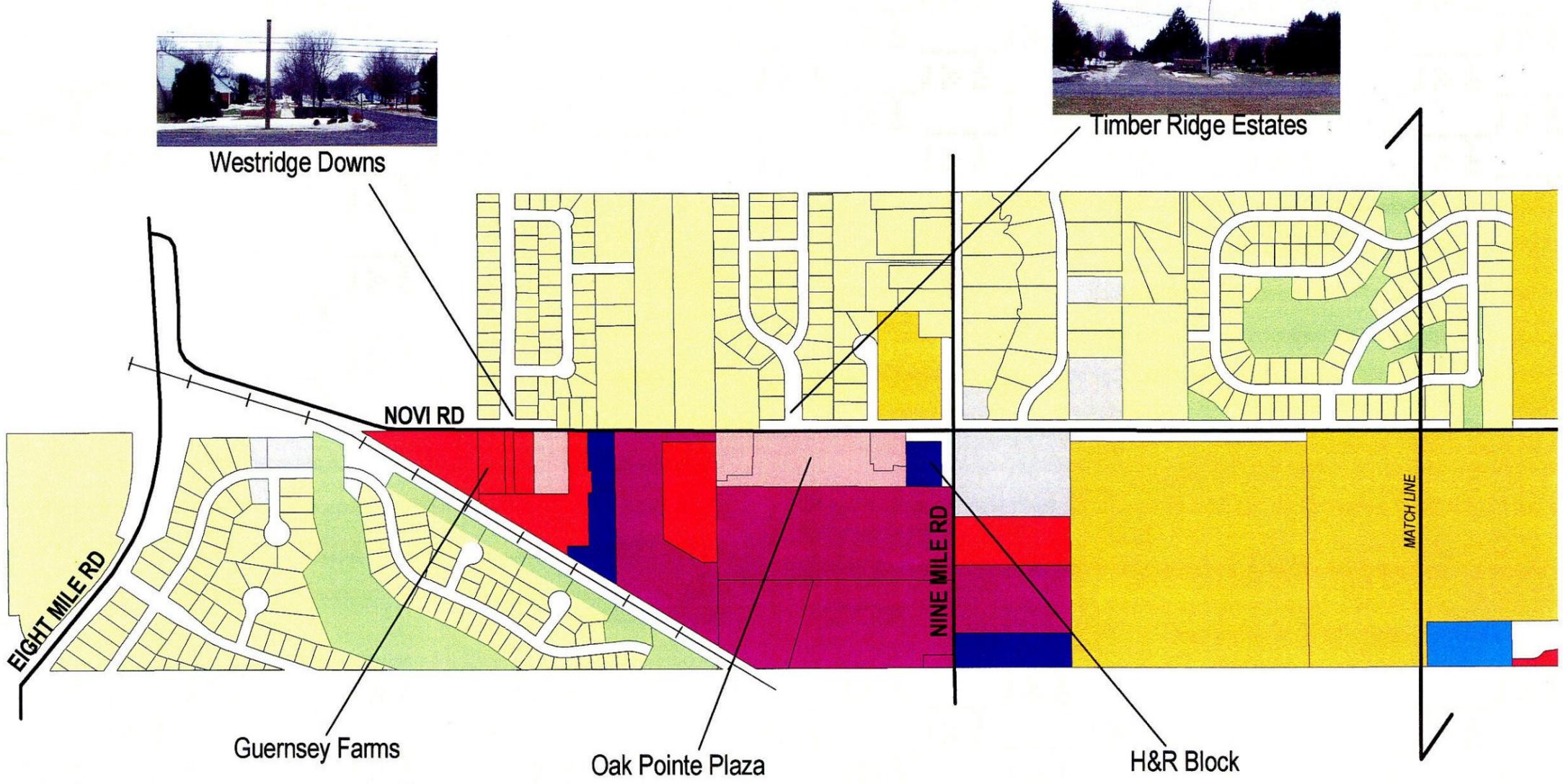
There are a few sites of historical and archeological significance within the Novi Road Corridor. These include the following:

- ❖ Robert Yerkes home is located south of Eight Mile Road, just outside the City's limits. The Yerkes family was among Novi's first settlers, arriving from New York in 1825. The Yerkes subdivision was developed later east of Chase Farms near the original homesite of Robert's brother Joseph in recognition of the Yerkes family.
- ❖ Knapp Cemetery is located on Nine Mile Road. Named after a large and significant family from Novi's history, the oldest gravesite in the cemetery dates back to the 1830's.
- ❖ The Novi Cemetery is along Novi Road south of Grand River Avenue. Many of the early settler's of Novi are buried here including several revolutionary war veterans.

The State of Michigan also lists an Archeological site within the corridor. This site is located within Section 26; however, in order to protect the site, its exact location has not been disclosed by the State.



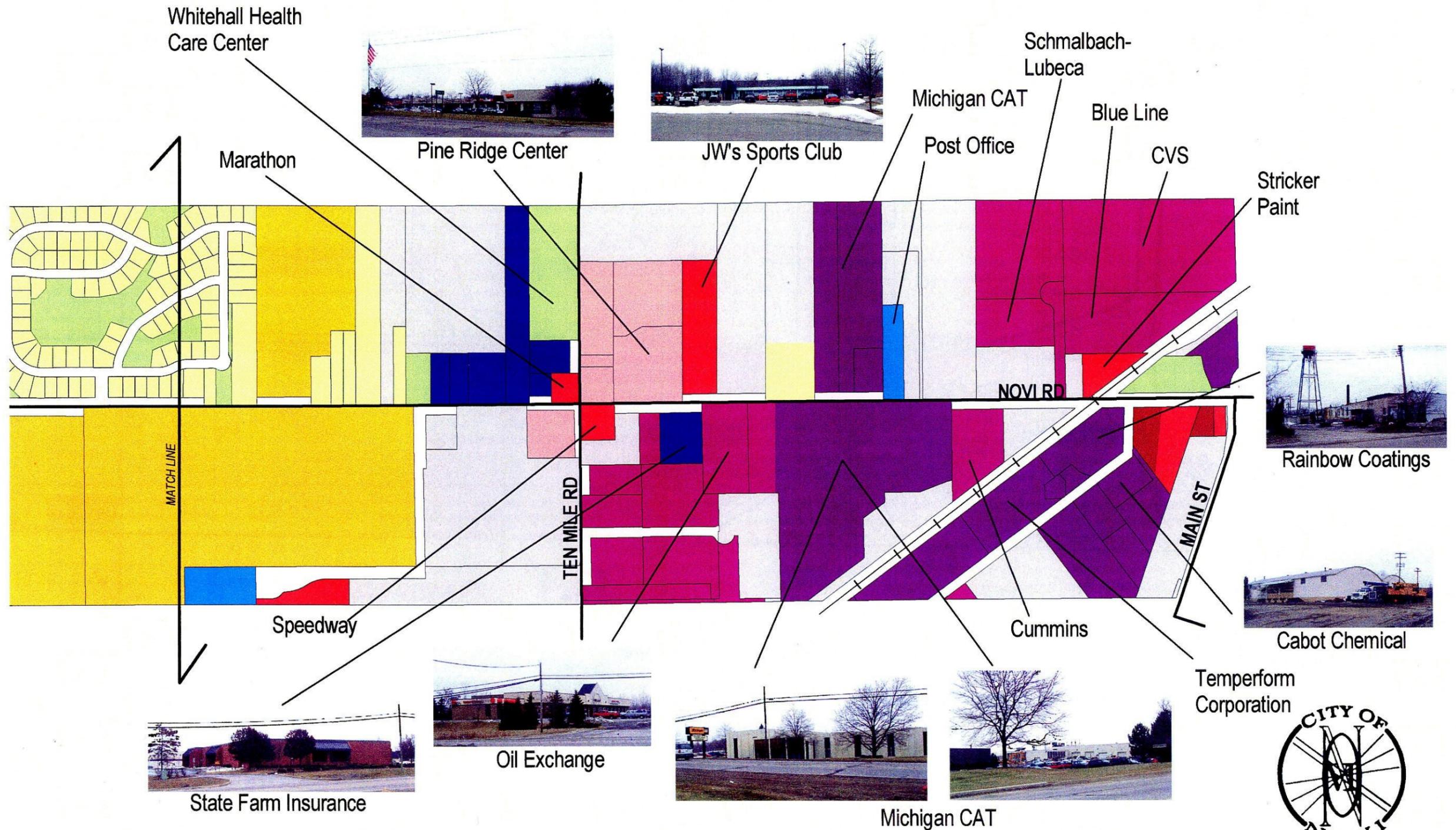
# SOUTH SEGMENT



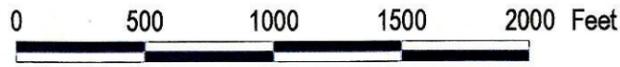
### LEGEND

- |  |                             |  |                    |
|--|-----------------------------|--|--------------------|
|  | AGRICULTURAL OR VACANT      |  | OFFICE             |
|  | SINGLE FAMILY RESIDENTIAL   |  | LIGHT INDUSTRIAL   |
|  | MULTIPLE FAMILY RESIDENTIAL |  | GENERAL INDUSTRIAL |
|  | LOCAL BUSINESS              |  | PUBLIC             |
|  | GENERAL BUSINESS            |  | QUASI PUBLIC       |
|  | COMMUNITY BUSINESS          |  | RIGHT-OF-WAY       |

# NORTH SEGMENT



SOURCE: BIRCHLER ARROYO ASSOCIATES, INC., JANUARY 2001

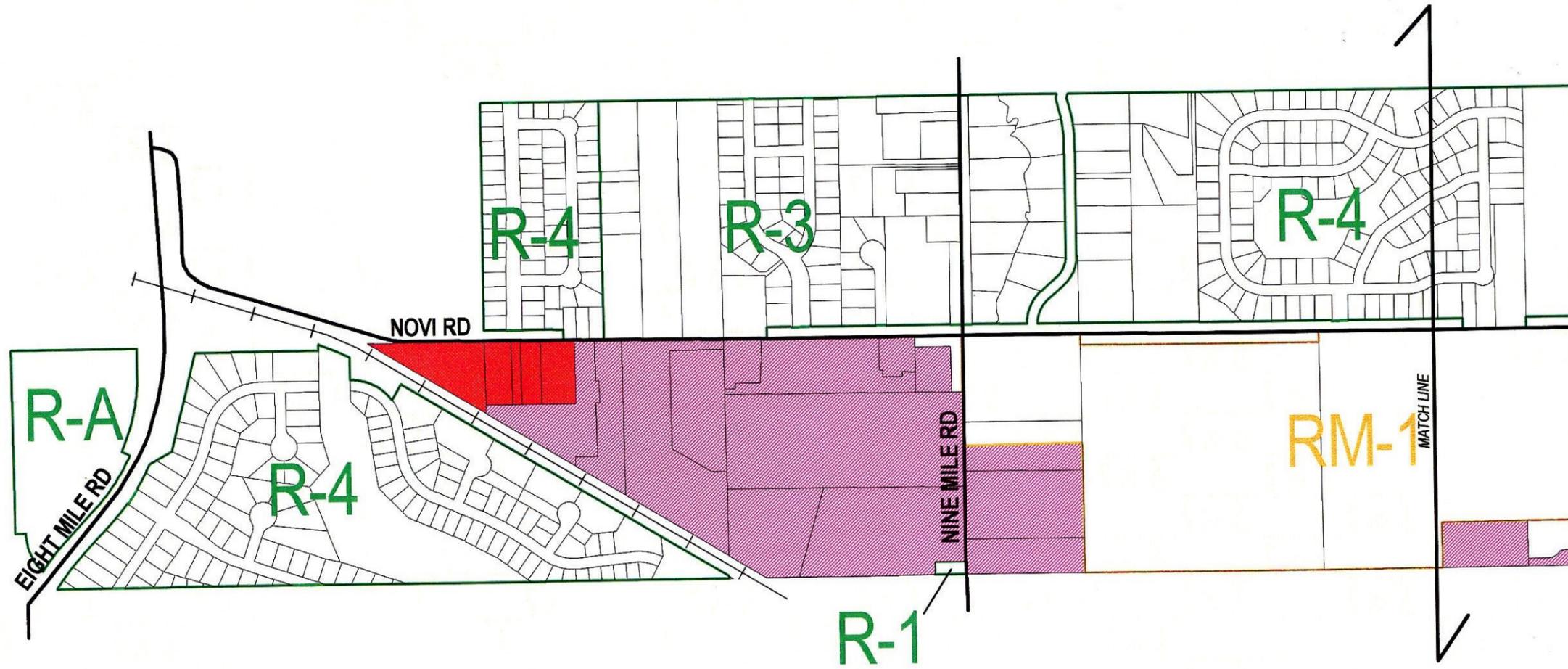


## EXISTING LAND USE



**NOVI ROAD CORRIDOR PLAN**

# SOUTH SEGMENT



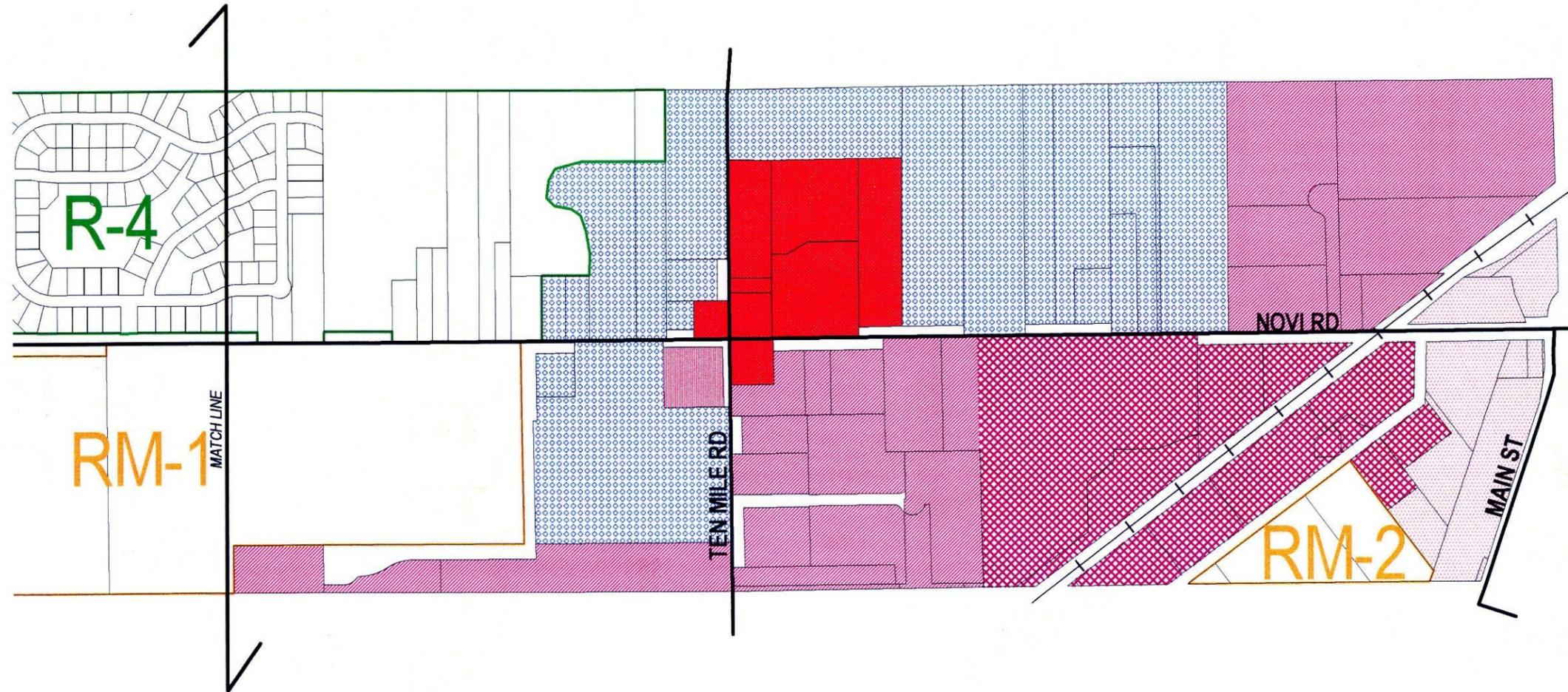
## LEGEND

- |  |   |  |                        |
|--|---|--|------------------------|
|  | R-A RESIDENTIAL ACREAGE                       |  | OS-1 OFFICE SERVICE    |
|  | R-1 ONE-FAMILY RESIDENTIAL                    |  | B-1 LOCAL BUSINESS     |
|  | R-3 ONE-FAMILY RESIDENTIAL                    |  | B-3 GENERAL BUSINESS   |
|  | R-4 ONE FAMILY RESIDENTIAL                    |  | I-1 LIGHT INDUSTRIAL   |
|  | RM-1 LOW DENSITY MULTIPLE-FAMILY RESIDENTIAL  |  | I-2 GENERAL INDUSTRIAL |
|  | RM-2 HIGH DENSITY MULTIPLE-FAMILY RESIDENTIAL |  | TC-1 TOWN CENTER       |

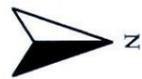


**BIRCHLER ARROYO**  
ASSOCIATES, INC.

# NORTH SEGMENT



SOURCE: CITY OF NOVI

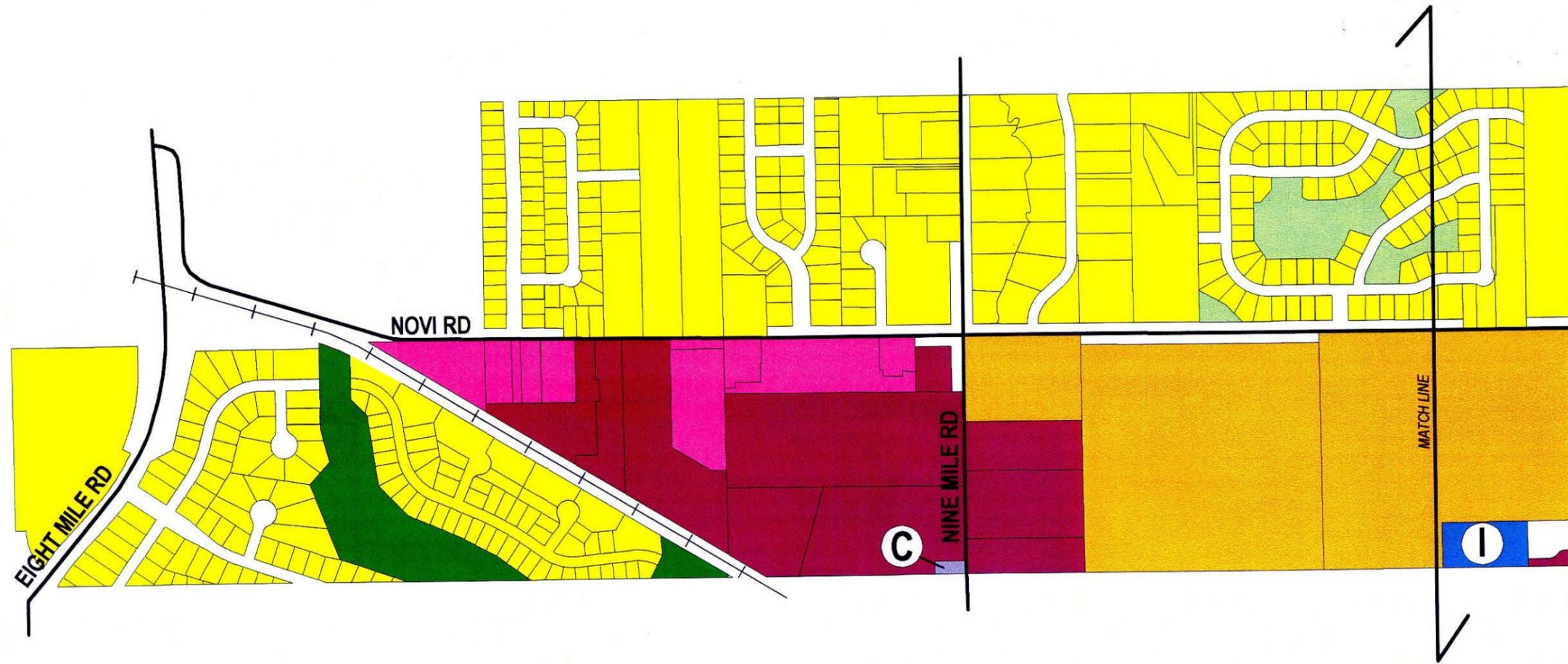


## ZONING



NOVI ROAD  
CORRIDOR  
PLAN

# SOUTH SEGMENT



## LEGEND

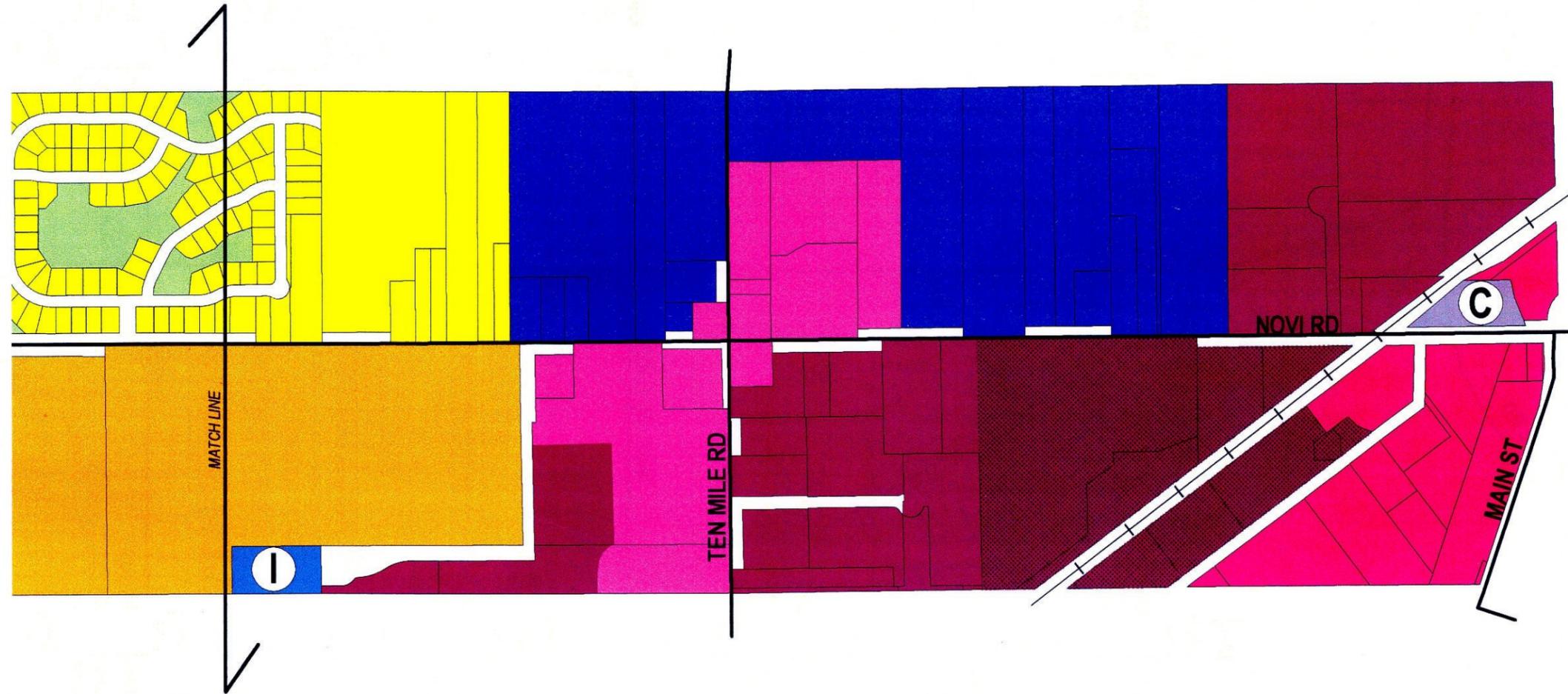
-  SINGLE FAMILY
-  MULTIPLE FAMILY
-  OFFICE
-  LOCAL COMMERCIAL
-  TOWN CENTER COMMERCIAL

-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  PUBLIC - ICE ARENA
-  QUASI-PUBLIC NEIGHBORHOOD PARK
-  COMMUNITY PARK
-  QUASI-PUBLIC - CEMETERY

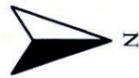


**BIRCHLER ARROYO**  
ASSOCIATES, INC.

# NORTH SEGMENT



MASTER PLAN FOR  
LAND USE ADOPTED  
MAY 19, 1999



0 500 1000 1500 2000 Feet

## EXISTING MASTER PLAN FOR LAND USE



NOVI ROAD  
CORRIDOR  
PLAN

# SOUTH SEGMENT



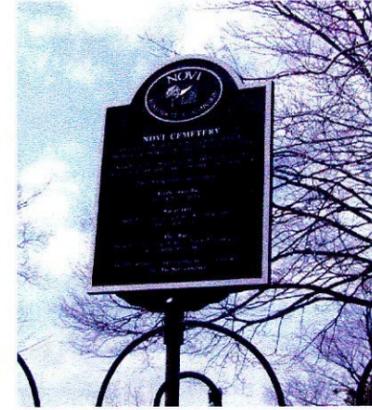
Knapp Cemetery



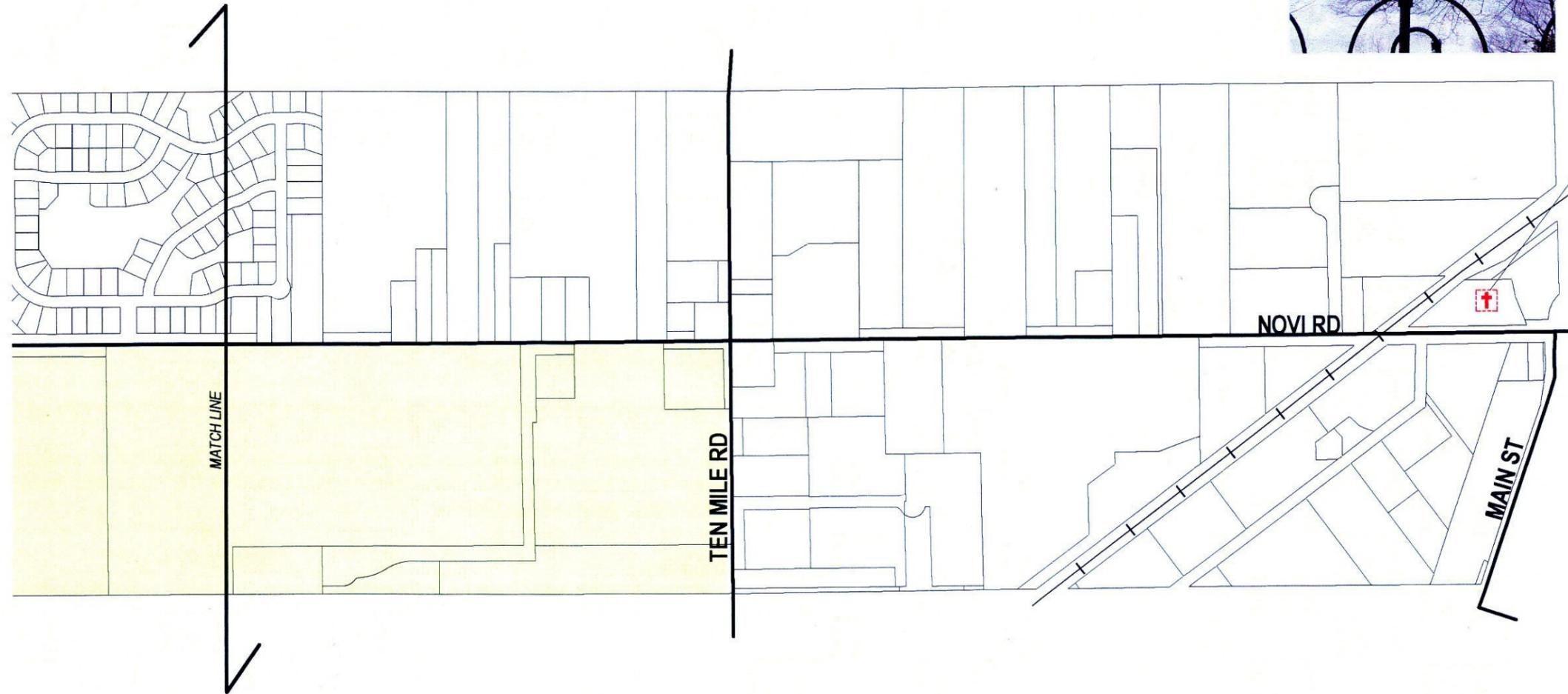
## LEGEND

- ★ UNINCORPORATED PLACENAME (HISTORIC SETTLEMENT AREA NEVER INCORPORATED)
- † HISTORIC CEMETERY SITE
- SECTION CONTAINS ARCHAEOLOGICAL SITE

# NORTH SEGMENT



Novi / Novi Corners Cemetery

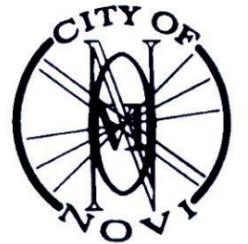


SOURCE: OAKLAND COUNTY PLANNING  
& ECONOMIC DEVELOPMENT  
SERVICES DIVISION



0 500 1000 1500 2000 Feet

# HISTORIC AND ARCHAEOLOGICAL FEATURES



NOVI ROAD  
CORRIDOR  
PLAN

# NATURAL FEATURES

## INTRODUCTION

The following overview of natural features located within the Novi Road Corridor includes a brief description of the existing condition of wetlands, woodlands, and wildlife habitat. In addition, potential impacts of planned road improvements on these natural features are described. A summary of existing environmental conditions is also discussed which highlights sites that are listed in Federal and State environmental databases.

## WETLANDS

North of Ten Mile Road, there are two watercourses that cross Novi Road: the Walled Lake Branch of the Rouge River and Munro Creek. In addition, two wetlands are present along the Novi Road frontage in this portion of the study area. One is an unmapped open water wetland with a forested edge; the other is part of a much larger wetland complex that extends to the south and east. This wetland consists primarily of open water with an emergent and scrub-shrub fringe.

There are two watercourses that occur in the Corridor between Nine and Ten Mile Roads: the Chapman and Miller Creeks. Both of these stream sections contain a forested / scrub-shrub edge. This portion of the Chapman Creek is showing evidence of erosion along the banks. Three wetlands also exist within this portion of the study area. All with similar characteristics, these wetlands are primarily permanent open water areas with intermittent forested / scrub-shrub edges.

In the southernmost mile of the Corridor, between Eight and Nine Mile Roads, there is an open water wetland with emergent vegetation. The only watercourse in this section is the Walled Lake Branch of the Rouge River as it leaves the City of Novi flowing west into Northville. This portion of the Walled Lake Branch is the least disturbed of all watercourses along the Novi Road frontage.

With the proposed expansion of Novi Road, approximately six wetlands and four watercourses along the road will be impacted. The wetlands and watercourses vary in quality and in the amount of potential impact. The majority of the impacted wetlands and watercourses are regulated both locally and by MDEQ. Due to the current proximity of the watercourses to Novi Road and the CSX Railroad, these areas seem to exhibit the most disturbances. As a result of the proposed widening of Novi Road, a much larger portion of these watercourses will be further impacted. Five separate stream crossing areas in addition to the wetlands will need to be studied in more thorough detail to assess these impacts.

During our initial site visit, an additional wetland was identified that is not shown on the City's Wetland Map. This wetland needs to be surveyed and shown on future plans. The amount of disturbance (i.e., fill, excavation, culvert expansion, removal of vegetation, etc.) varies depending on the proximity of the wetland to the road. Portions of some wetlands adjacent to Novi Road have a higher incidence of invasive species for the respective wetland. This issue will need to be further addressed by the City.

In addition to direct wetland impacts, the associated wetland buffer setback could potentially be eliminated on many of the wetlands fronting the proposed widened Road. This would further degrade this watershed. We recommend reestablishing sufficient buffers to restore natural conditions via re-vegetation using native trees, shrubs, and herbaceous material.

## EXISTING ENVIRONMENTAL CONDITIONS

A search of available federal and state environmental records was conducted by Environmental Data Resources, Inc. As indicated on the Existing Environmental Conditions Map, this search resulted in 44 total sites located within the Novi Road Corridor.

*Several open water wetlands exist within the study area and have a significant presence within the Corridor.*

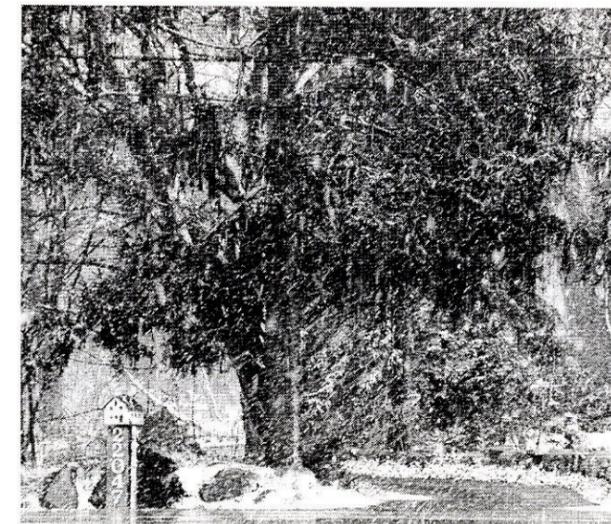
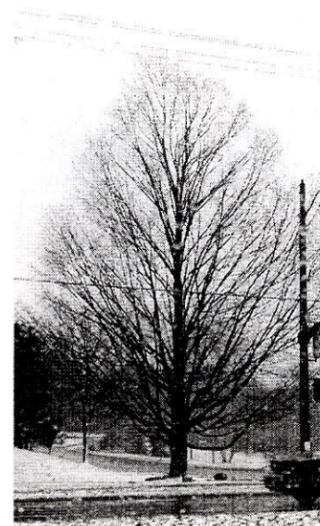
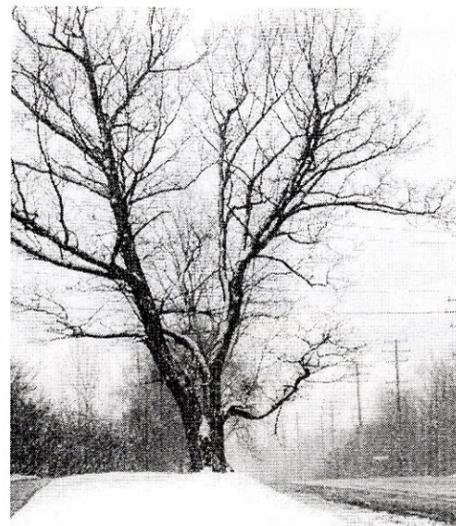


## WOODLANDS & LANDSCAPING

The Woodlands Map was adopted in 1987 with updates to the map in 1988 and 1998. The maps show the approximate areas of regulated woodlands in the City. Preservation of the existing woodlands within the Corridor is important as woodlands provide many benefits to the City. Woodlands are valuable for plant and wildlife habitat, groundwater recharge and watershed protection, visual and audio screening, and air and noise pollution filtration. Furthermore, woodlands offer a variety of seasonal aesthetic beauties. There are three categories of woodlands on the City's overall Woodlands Map: Light, Medium, and Dense. Generally, dense woodlands are of higher quality than light woodlands; however, field observations and studies determine the exact boundaries and quality of regulated woodland areas.

Within the study area, woodlands vary in extent and quality from light to medium designations. Most of the existing woodlands do not extend to the road edges; therefore, it is important to maintain and enhance those that do. There are several historic landmark trees within the study area that provide significant visual and spatial impact. Woodland areas and landmark trees should be preserved and duplicated along the Corridor to provide screening and beauty, as well as create a canopy and seasonal focal points. In addition to protection, enhancement of existing woodlands within the corridor is important in order to provide better connections between wooded areas. Besides destruction, fragmentation and degradation are the greatest threats to natural areas; therefore, high quality woodland areas need to be buffered from adjacent activity, and large areas of contiguous woodlands need to be maintained with little or no fragmentation.

Both the north and south segments of the Corridor are mostly devoid of significant landscape features. The south segment contains newly added amenities at the Nine Mile intersection and has some noteworthy landscaped areas. Overhead utilities form an overwhelming negative visual statement throughout the Corridor. Landscape recommendations for the study area are to create focal points at key intersections;



*Several large trees exist in the southern segment of the study area. Such landmark trees provide spatial focal points and should be preserved.*

provide visual and spatial interest and rhythm under overhead utilities; eliminate overhead utilities where possible; lessen openness and sterility; provide public open space areas; enhance pedestrian atmosphere, and create City of Novi character and identity in key areas.

## WILDLIFE HABITAT

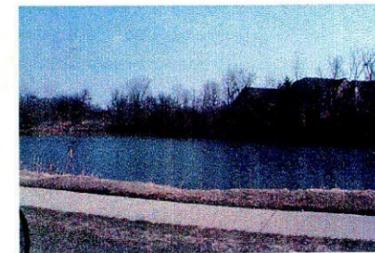
The Wildlife Habitat Master Plan was completed in 1996 and included a survey of all wildlife habitat areas, as well as recommendations for each Section of the City. Habitat areas function as breeding, feeding and migration areas for wildlife. These areas provide people with an outlet for a growing active interest in observation, photography, feeding, and maintaining natural areas for wildlife. They also provide recreation, aesthetic enjoyment, and education. When these areas are preserved, the ecological and environmental quality values are continued by maintaining biological diversity of plants and animals and reducing the threat of species endangerment or extinction. Wildlife habitat areas within the City have been classified into two Core Reserves; three subcategories, Types A, B, and C Habitat; and two wildlife movement corridors, Apparent and Possible Linkages.

Significant wildlife habitat areas occur in the north and south segments of the Novi Road Corridor study area. Between Nine and Ten Mile Roads, there are large areas of Type A and Type B Habitat as well as an area of Possible Linkages. In addition, an area of Apparent Linkages occurs along the western edge of the study area, which connects to Type A Habitat further west. An isolated area of Type B Habitat is also located between Eight Mile Road and the CSX Railroad. All wildlife habitat areas within the study area are to be preserved and enhanced.



# SOUTH SEGMENT

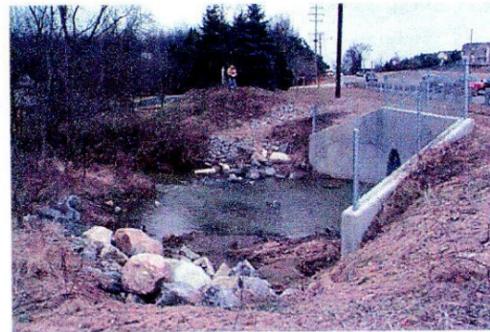
Walled Lake Branch of Middle Rouge River



Permanently inundated open water wetland with forested edge



Open water system with a forested fringe



Miller Creek  
Mature tree species



Open water wetland has a mature forested buffer with emergent and submergent vegetation

## LEGEND

-  OPEN WATER
-  WETLANDS
-  FLOODWAY
-  100-YEAR FLOODPLAIN

# NORTH SEGMENT



Permanently inundated open water system



West side of Chapman Creek

Open water, emergent, scrub-shrub and forest wetland ecotypes



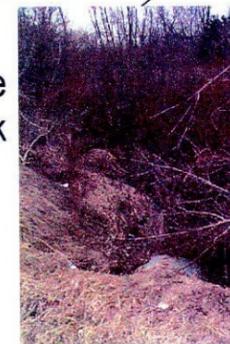
Open water wetland that does not appear on Wetlands Inventory

Walled Lake Branch of Middle Rouge River



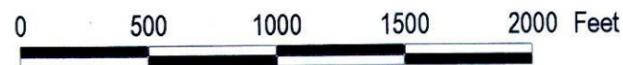
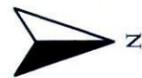
East side of Chapman Creek

West side of Munro Creek



Walled Lake Branch of Middle Rouge River

SOURCES: JCK & ASSOCIATES, INC., AND CITY OF NOVI



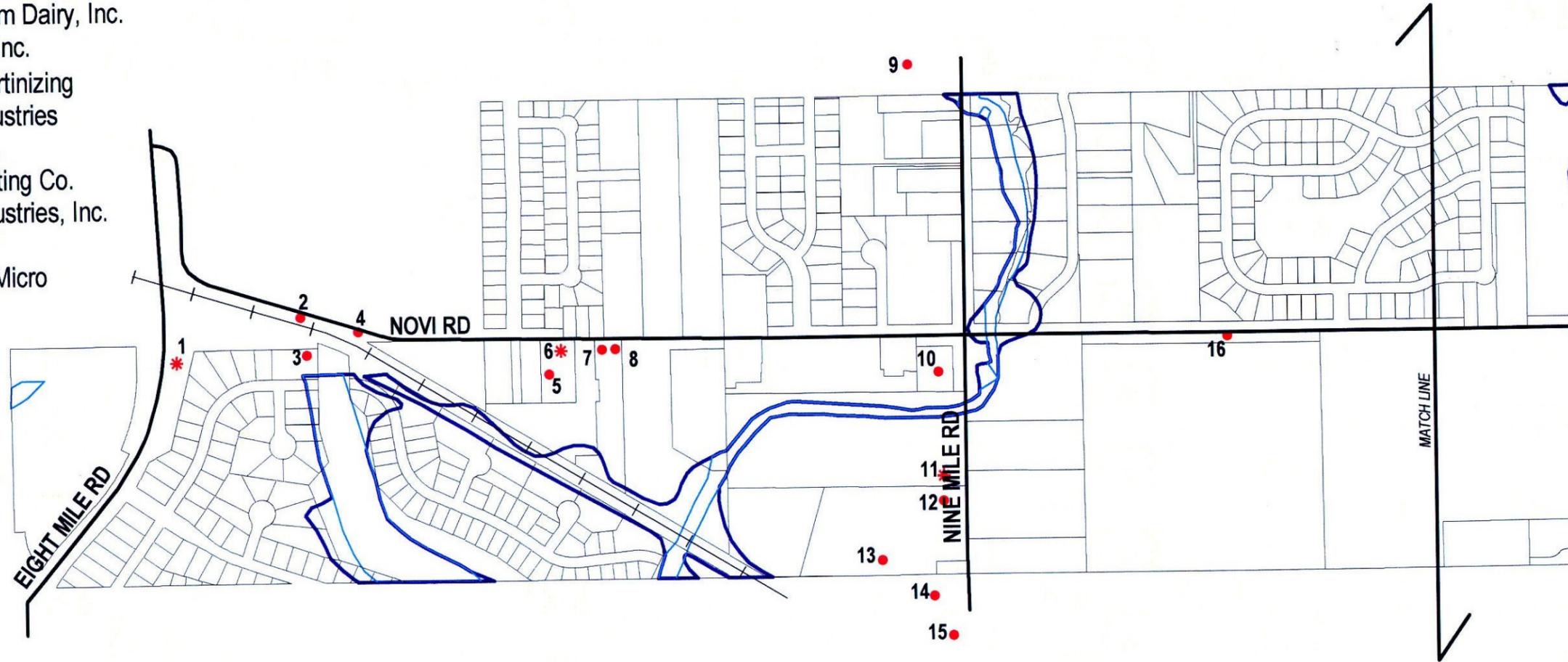
# WETLANDS



**NOVI ROAD  
CORRIDOR  
PLAN**

# SOUTH SEGMENT

- 1 - Northville Real Estate Co.
- 2 - Guernsey Dairy Stores, Inc.
- 3 - Dimitris Custom Body
- 4 - Novi Cleaners
- 5 - Novi-Motive, Inc.
- 6 - Guernsey Farm Dairy, Inc.
- 7 - Big Als Novi, Inc.
- 8 - One Hour Martinizing
- 9 - Guardian Industries
- 10 - F.W. Kerr Co.
- 11 - Arkin Distributing Co.
- 12 - Guardian Industries, Inc.
- 13 - Qualex, Inc.
- 14 - Thielenhaus Micro Finish Corp.



- 15 - Di Coat Corp.
- 16 - Stricker Paint Products
- 17 - Total Petroleum / Total 4313
- 18 - Whitehall-Novi Convalescent Home
- 19 - Speedway 2202
- 20 - JS Trudeau Concrete Forming, Inc.
- 21 - Progressive Tool & Industries
- 22 - Timberlane Lumber Co.
- 23 - Former BP Station
- 24 - Federal Fireplace & BBQ
- 25 - Evans Mechanical Contractors

- 26 - Nyberg Painting Co, Inc.
- 27 - Speedway 2202
- 28 - Valvoline Instant Oil Change
- 29 - Collex Collission Experts
- 30 - Olaughlin Construction Co.
- 31 - Penske Truck Leasing Co.
- 32 - Johnson Controls, Inc.
- 33 - Johnson Controls, Inc.
- 34 - Michigan Tractor & Machinery
- 35 - MB Contracting Corp.
- 36 - Cummins Michigan, Inc.

- 37 - Michigan Engine Power  
- Michigan Cat Engine Division
- 38 - B&V Construction, Inc.  
- Stricker Paint Products, Inc.
- 39 - Rainbow Coatings, Inc.  
- Enamalum Corp.
- 40 - Barnes & Sweeney Enterprises
- 41 - Temperform Corp.
- 42 - Penske Truck Leasing Co.
- 43 - Bossco & Volpe Construction
- 44 - Fendt Transit Mix, Inc.

## LEGEND

- SITES LISTED IN FEDERAL AND STATE ENVIRONMENTAL DATABASES
- \* SITES LISTED IN THE LEAKING UNDERGROUND STORAGE TANK INCIDENT REPORT DATABASE (LUST) (NOTE: THESE SITES MAY ALSO APPEAR IN OTHER DATABASES)
- FLOODWAY
- 100-YEAR FLOODPLAIN

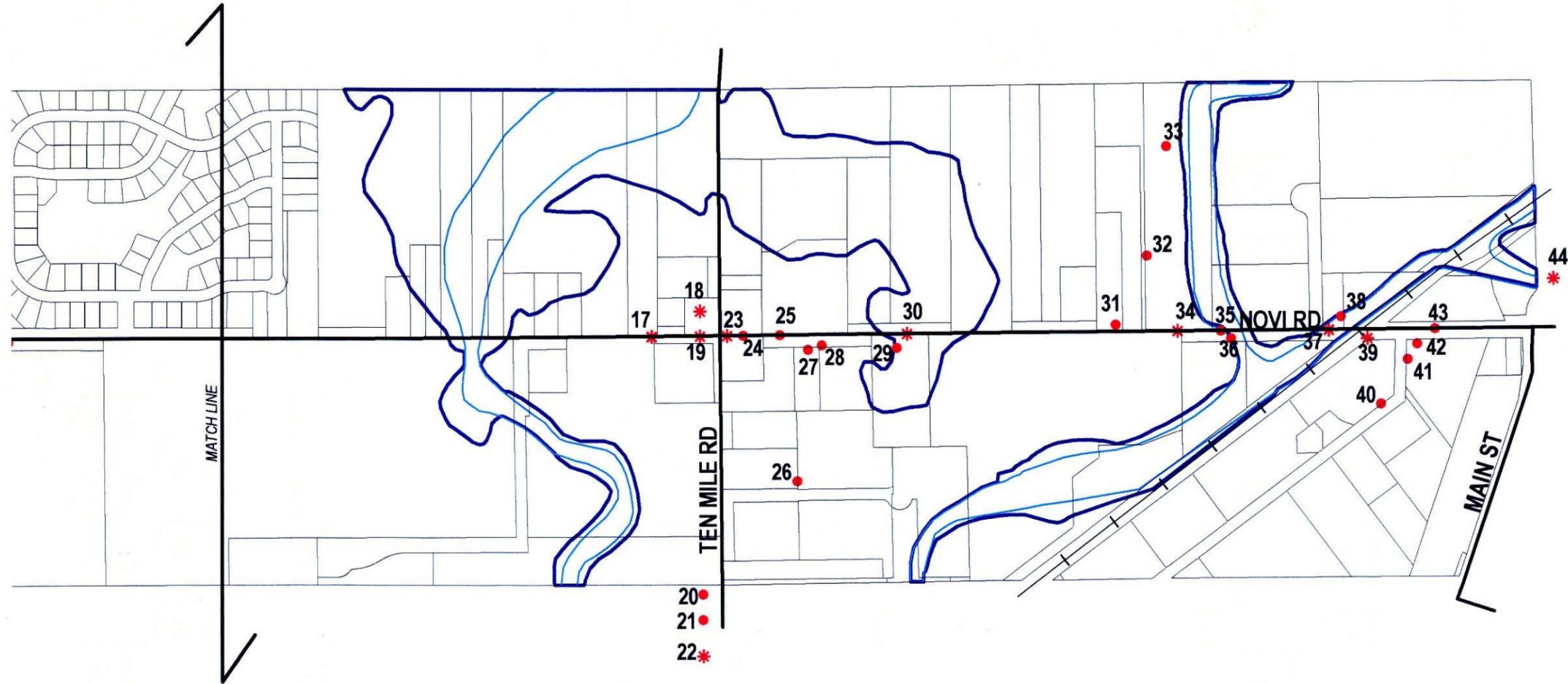


**BIRCHLER ARROYO**  
ASSOCIATES, INC.

A search of Federal and State environmental records was performed by EDR for the City of Novi. The results of this search revealed a total of 248 sites within the City. Of this total, 44 sites are located within the Novi Road Corridor Study Area.

# NORTH SEGMENT

There are 13 known sites within the corridor area that are listed in the Leaking Underground Storage Tank Incident Report Database (LUST). Sites tracked by this database are those with either current or former leaking underground storage tanks.



SOURCES: ENVIRONMENTAL DATA RESOURCES, INC.



# EXISTING ENVIRONMENTAL CONDITIONS



NOVI ROAD CORRIDOR PLAN

# SOUTH SEGMENT

Historic Burr Oak  
Focal point at City limits



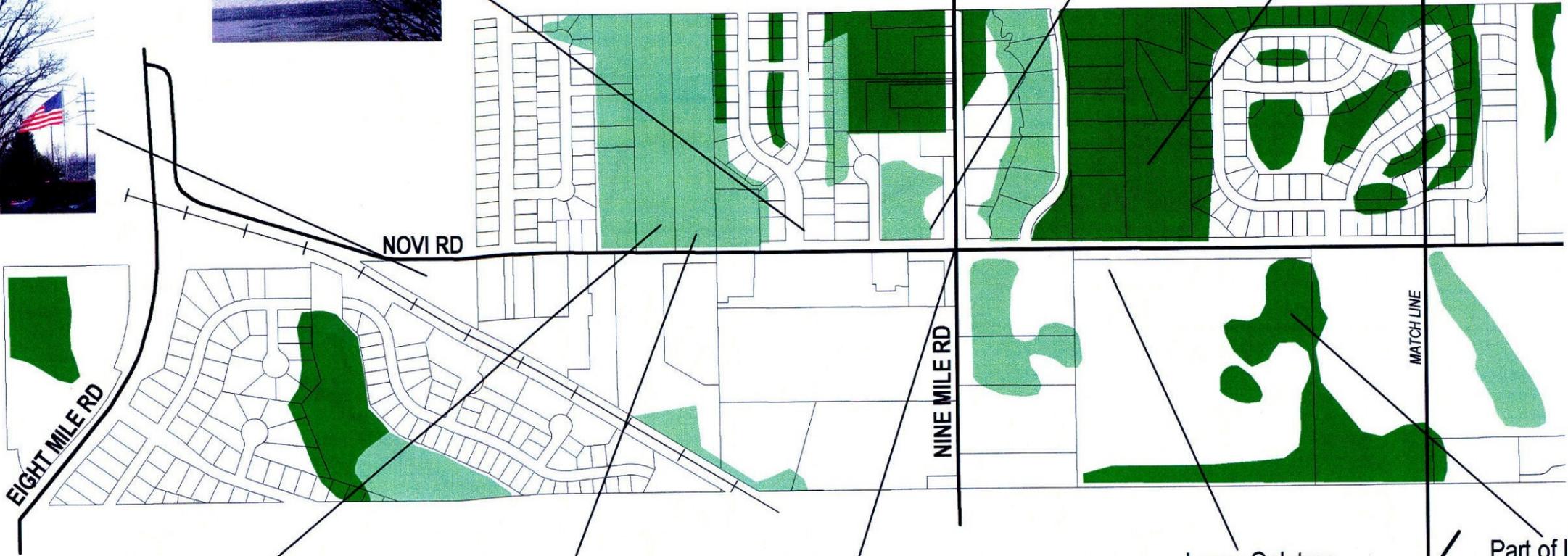
Evergreen trees, plantings  
and natural vegetation  
in right-of-way



Large Maple tree  
Provides focal point  
and landmark



Higher quality woodlands  
along Novi Road and  
western edge  
Varied topography



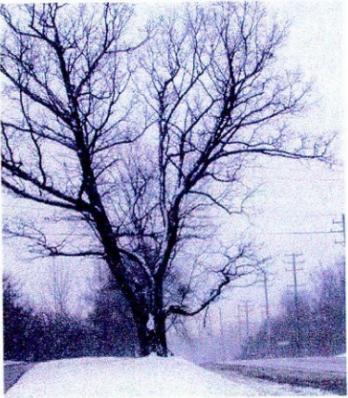
Mature  
evergreen trees



Historic Walnut tree  
within woodlands  
City champion

Sparse woodlands wrap  
around intersection and  
provide spatial and natural effect  
New mast arms and walkways  
Preserve and incorporate  
natural landscaping  
Duplicate new amenities

Large Oak tree  
in right-of-way  
Provides spatial focal point  
Preserve

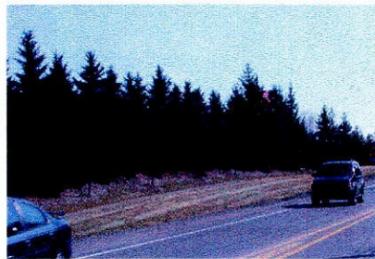


Part of larger wooded  
wetlands system  
Good quality  
Visual presence  
Enhance

## LEGEND

-  LIGHT WOODLANDS
-  MEDIUM WOODLANDS

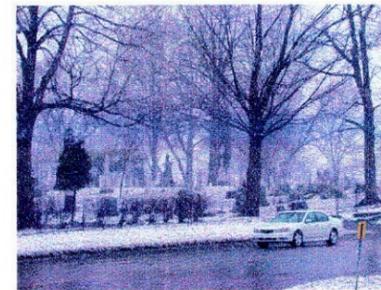
Exemplary landscaping forms  
 seasonal wall of evergreens,  
 shrubs, and canopy trees  
 Sparse woodlands around  
 wetland areas  
 Emulate elsewhere



# NORTH SEGMENT

Major wooded wetland system  
 Continues to the west  
 Significant visual impact  
 Enhance / provide  
 connection to corridor

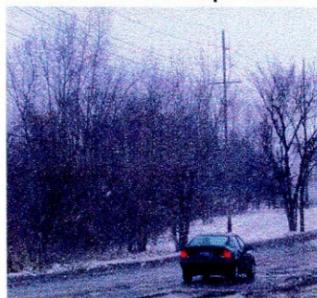
Light woodland pocket  
 Continues off-site  
 Significant  
 visual impact



Mature maple trees  
 Decorative iron fencing  
 Historical perspective  
 Significant visual impact  
 Orient views  
 Duplicate elsewhere



Treed area extending from  
 sparse woodlands to the east  
 Some visual impact  
 Preserve / replicate



Primarily old orchard  
 Minor visual impact

Intersection limited for  
 landscape treatment due to  
 overhead utilities  
 Lacks spatial character and  
 any dynamic feature  
 Create interest and visual presence

Small Poplar  
 and Elm trees  
 No visual impact

SOURCE: JCK & ASSOCIATES, INC.



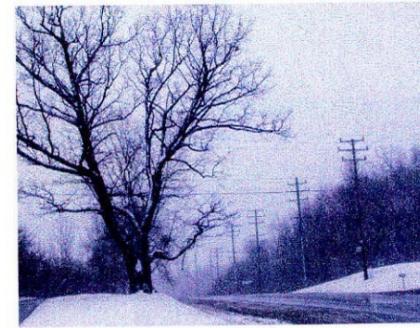
# WOODLANDS & LANDSCAPE FEATURES



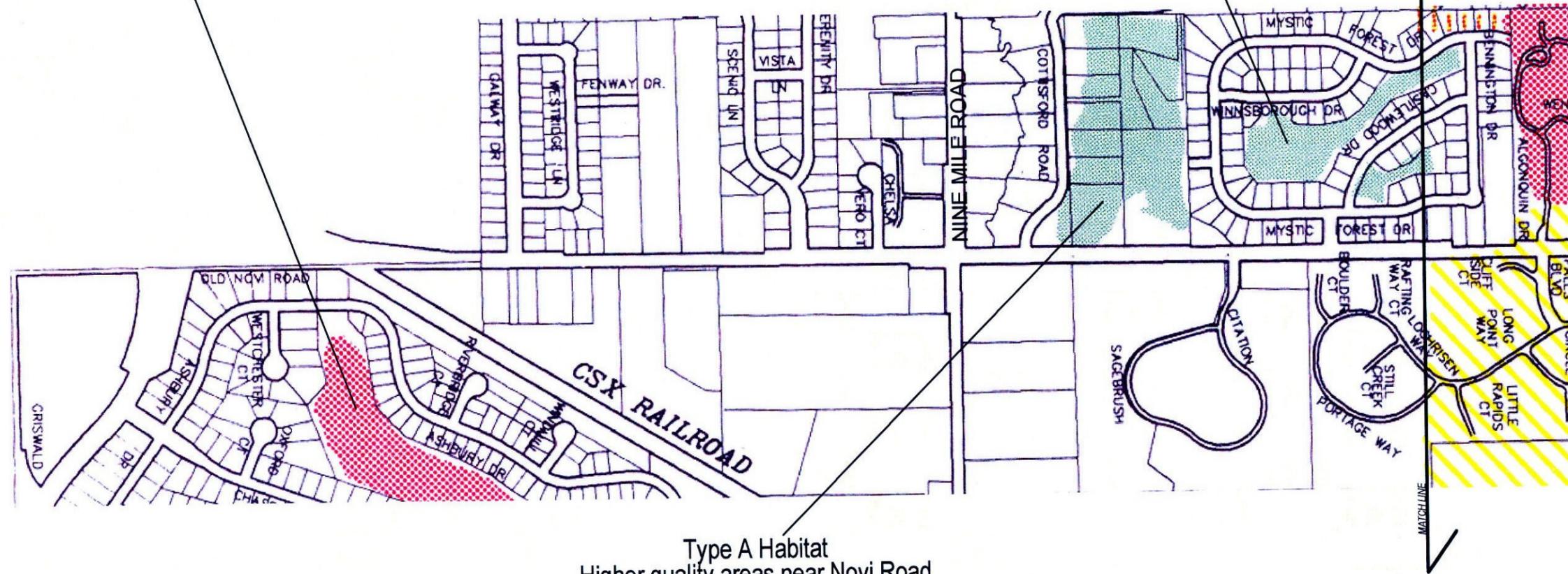
NOVI ROAD  
 CORRIDOR  
 PLAN

# SOUTH SEGMENT

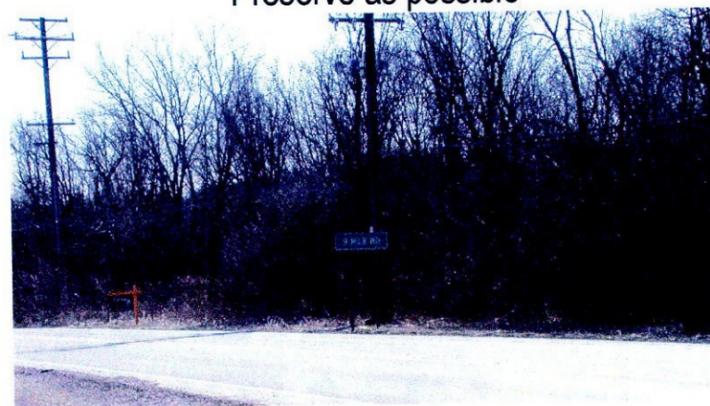
Type B Habitat occurs along hedgerow within subdivision  
Not visible from Novi Road  
Continue to preserve



Type A Habitat isolated within subdivision  
Provides some connection to habitat to the south and west  
Visible from Novi Road Preserve and enhance



Type A Habitat  
Higher quality areas near Novi Road and along western edge  
Provides connection to north  
Preserve as possible



## LEGEND

VALUABLE WILDLIFE HABITATS

- TYPE A HABITAT
- TYPE B HABITAT
- TYPE C HABITAT

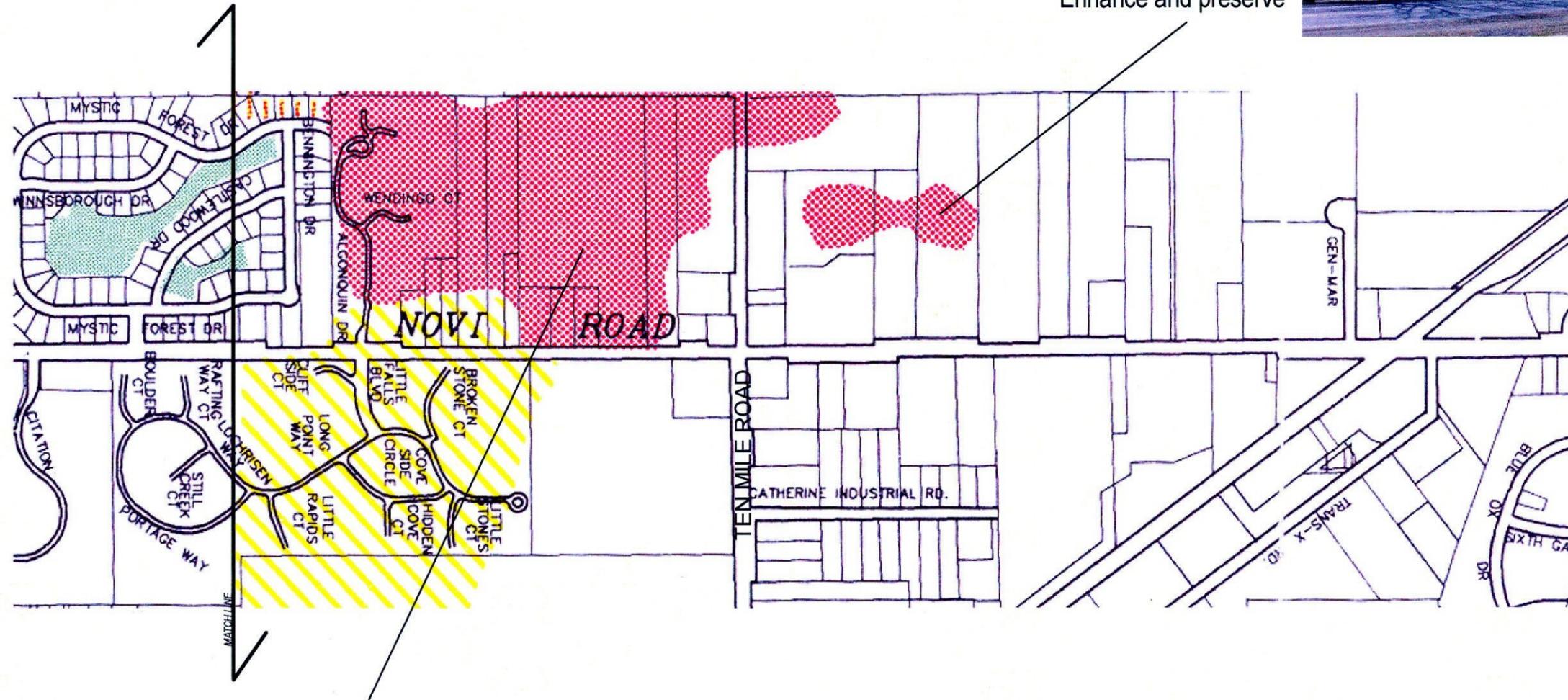
CORE RESERVE AREAS

WILDLIFE MOVEMENT CORRIDORS

- APPARENT LINKAGES
- POSSIBLE LINKAGES

# NORTH SEGMENT

Type B Habitat  
Part of overall  
wooded wetland  
system to west  
Enhance and preserve



Major wooded wetland system  
Type B Habitat  
Continues south  
Linkages occur west  
across Section 27  
Important to enhance  
and preserve



# WILDLIFE HABITAT MASTER PLAN

WILDLIFE HABITAT MASTER PLAN  
ADOPTED JUNE 1996



NOVI ROAD  
CORRIDOR  
PLAN

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**NOVI ROAD  
CORRIDOR  
PLAN**

# INFRASTRUCTURE

## INTRODUCTION

The following provides a brief overview of the existing infrastructure within the Novi Road Corridor study area. Water and sewer utilities, public right-of-way, daily traffic volumes, and surface water drainage are all discussed as part of an analysis of the existing conditions of the Corridor.

## UTILITIES

Along the Novi Road Corridor from Grand River to the CSX Railroad tracks, there are public utilities along both sides of the road. The majority of both the sanitary and watermain lines run along the west side of Novi Road; while in the south segment, both utilities run along the east side.

The Corridor is primarily served by an 8" sanitary line; however, in a few places there are also 10" and 15" pipes. The watermain line along Novi Road varies in size with a 24" pipe north of Ten Mile Road, a 16" pipe between Nine and Ten Mile, and a 12" pipe south of Nine Mile Road. Both the sewer and water lines provide taps to other lines outside of the Corridor.

## STREETS & RIGHTS-OF-WAY

The width of the existing public right-of-way varies slightly along Novi Road within in the study area. Most of Novi Road, between Grand River Avenue and the CSX Railroad tracks, is located within a 60-foot half right-of-way; however, there are portions within the Corridor with a 33-foot half right-of-way.

As indicated on the Daily Traffic Volume Map, Novi Road north of Ten Mile is the most heavily traveled portion of street within the Corridor. Based on July 2000 count data, this segment of Novi Road carries over 25,000 vehicles per day. Ten Mile Road between Meadowbrook and Taft, as well as Novi Road

between Nine and Ten Mile, carry slightly over 20,000 vehicles per day according to June and July 2000 counts. In 1995, Eight Mile Road also carried over 20,000 vehicles per day.

The City of Novi voters approved a Road Bond package in 2000 that includes money for the Novi / Ten Mile and Novi / Grand River intersections. It also includes the City's match for the widening of Novi Road to five lanes north of Ten Mile Road, included a bridge over the CSX railroad.

## DRAINAGE

There are five major drainage areas that cross through the Novi Road Corridor as follows:

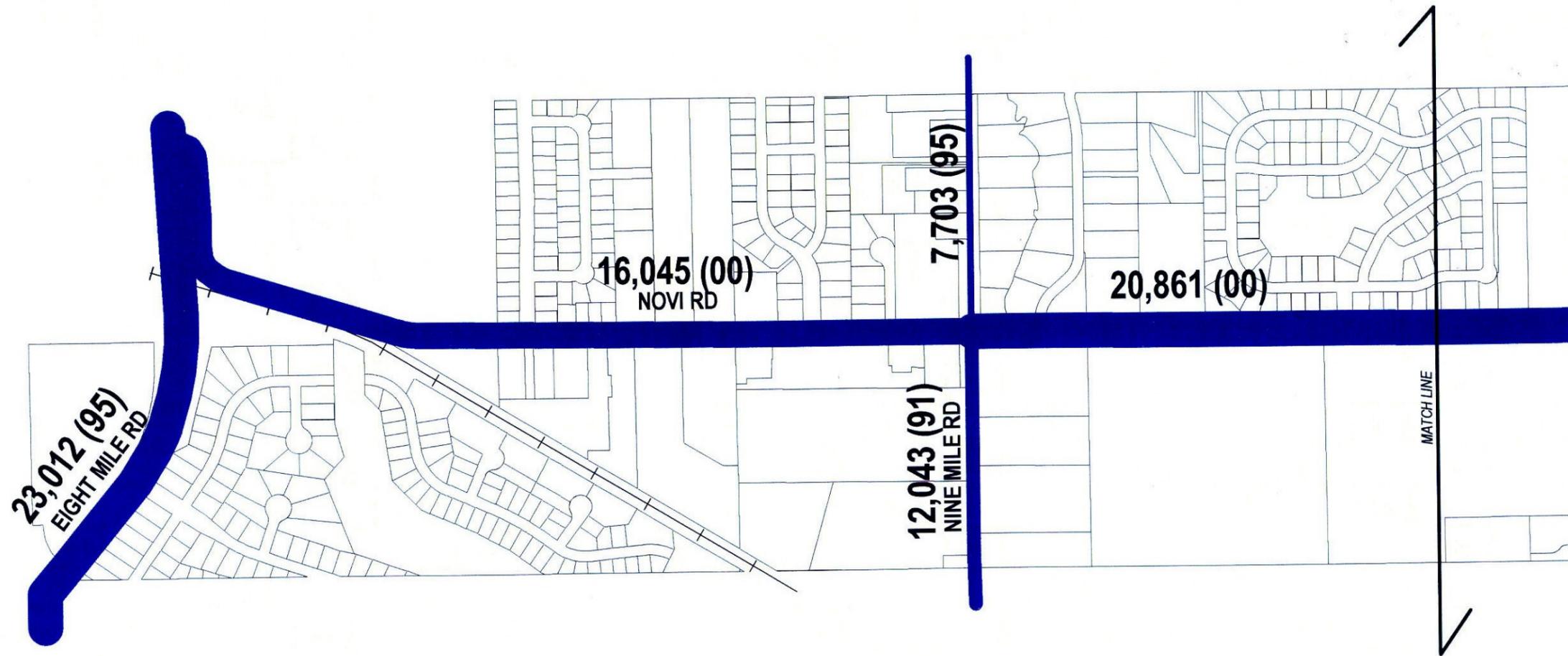
- ❖ The C & O District is located in the north segment of the Corridor from approximately the south side of Main Street to Ten Mile Road.
- ❖ The Munro District borders the western edge of Novi Road, about half way between the CSX Railroad tracks and Ten Mile Road.
- ❖ The Orchard Ridge District crosses Novi Road from the west to the east just north of the Ten Mile and Novi Road intersection.
- ❖ The Chapman District is along both sides of Novi Road south of Ten Mile and is approximately one-half mile long.
- ❖ The Dunbarton District is in the south segment between the Chapman District and the southern boundary of the City.



*Two of the Corridor's major intersections differ significantly in appearance and traffic volumes. Facing west at the Ten Mile Road intersection (far left); facing east at the Nine Mile Road intersection (left)*

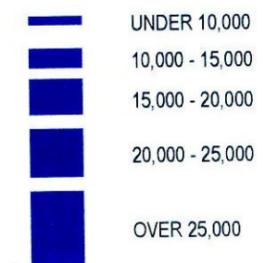


# SOUTH SEGMENT



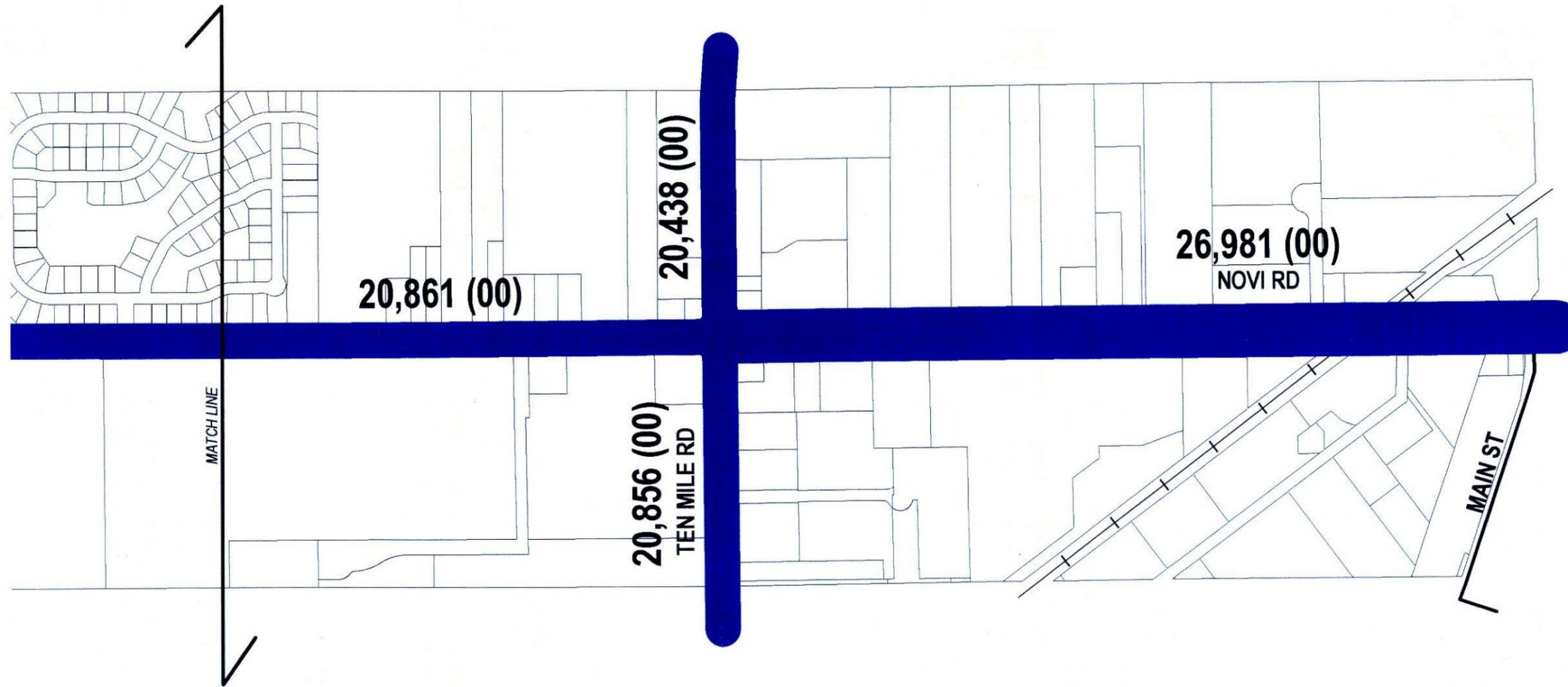
## LEGEND

DAILY VOLUME (YEAR)



**BIRCHLER ARROYO**  
ASSOCIATES, INC.

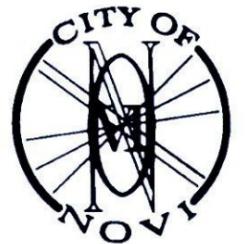
# NORTH SEGMENT



SOURCE: CITY OF NOVI AND  
OAKLAND COUNTY ROAD COMMISSION



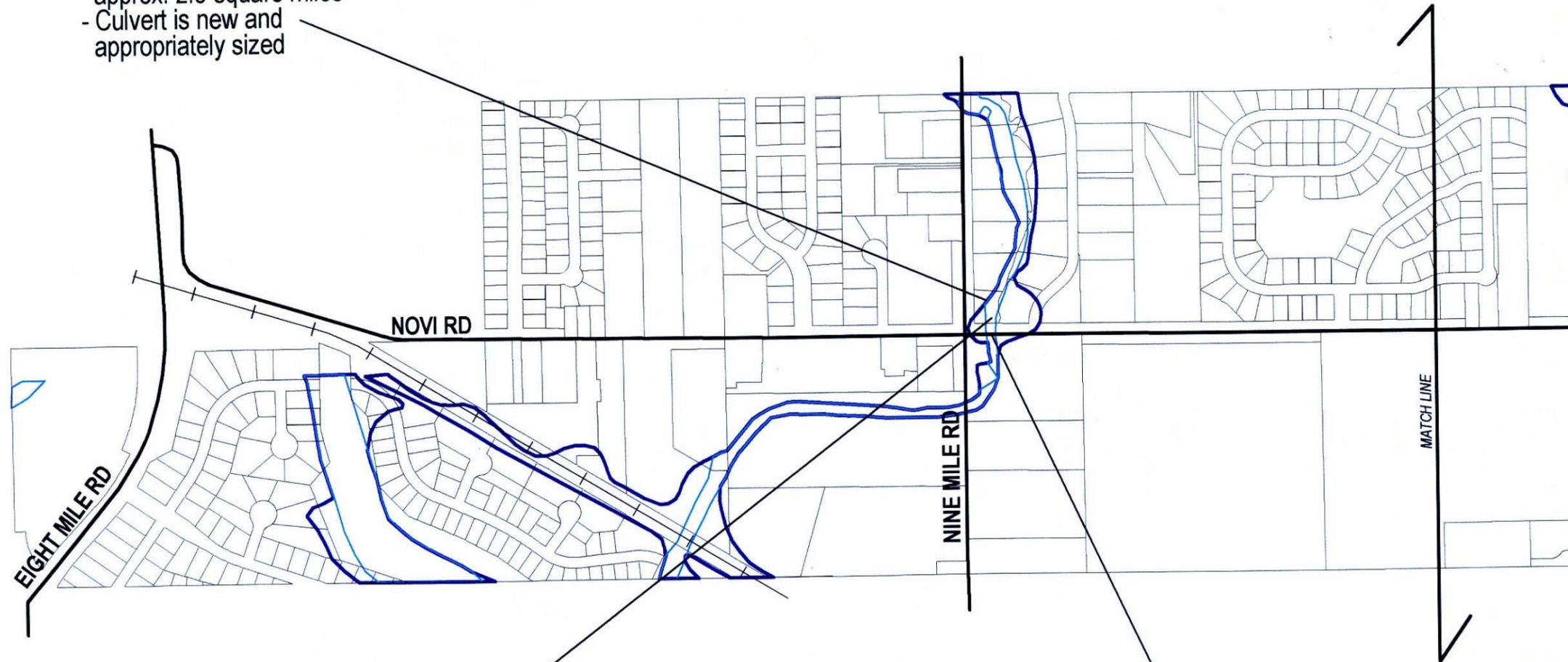
## DAILY TRAFFIC VOLUMES



NOVI ROAD  
CORRIDOR  
PLAN

# SOUTH SEGMENT

- Thornton Creek
- Flows west to east
- Upstream watershed of approx. 2.5 square miles
- Culvert is new and appropriately sized



## LEGEND

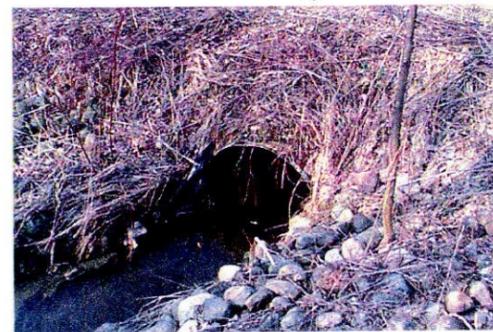
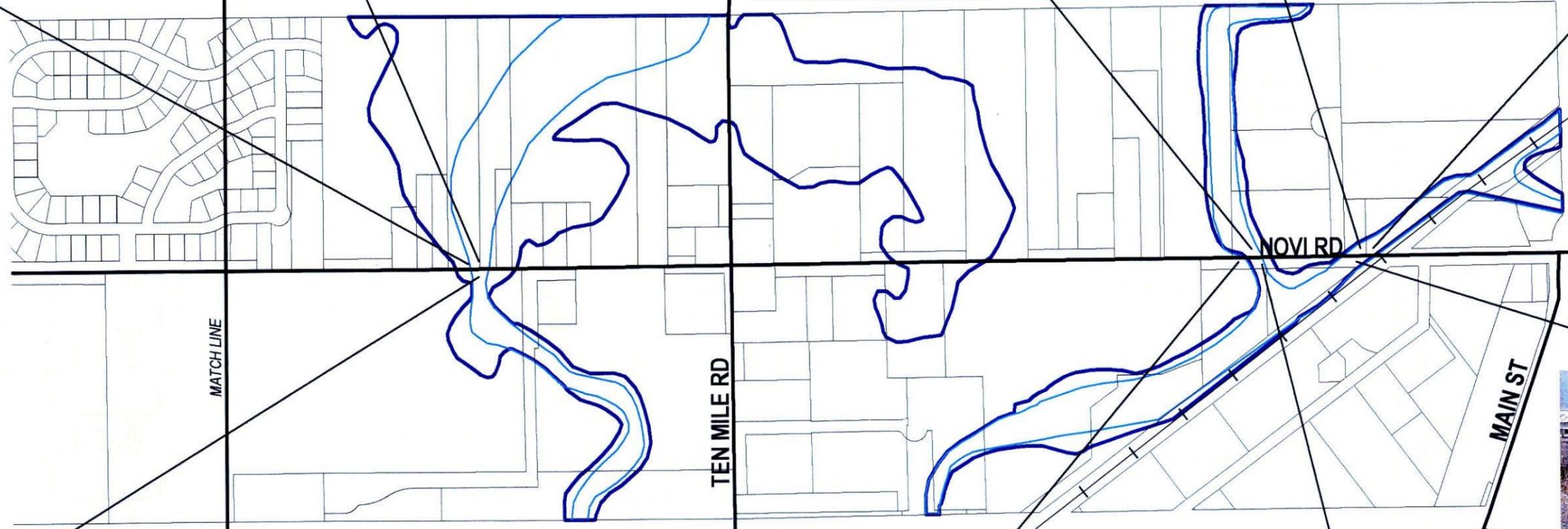
-  FLOODWAY
-  100-YEAR FLOODPLAIN

# NORTH SEGMENT

Chapman Creek  
 - Flows west to east  
 - Upstream watershed of less than 1 square mile  
 - Culvert is aging and undersized but functioning properly



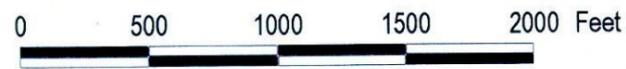
Walled Lake Branch of Middle Rouge River  
 - Flows west to east  
 - Upstream watershed of over 4 square miles  
 - Culvert is aging and undersized  
 - Flooding over road during significant rainfall events



Munro Creek  
 - Flows west to east  
 - Upstream watershed of approx. 1 square mile  
 - Culvert is functioning properly



SOURCES: JCK & ASSOCIATES, INC., AND CITY OF NOVI



# WATERSHED DRAINAGE WAYS & FLOODPLAIN



NOVI ROAD CORRIDOR PLAN

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# VISION & GOALS

## VISIONING SESSION

On April 24, 2001, the City of Novi hosted a meeting, at which approximately fifteen individuals representing various interests, organizations, and businesses in the community discussed the future of the Novi Road Corridor study area. The participants completed a brief survey regarding the vehicular traffic, design character, commercial development, and pedestrian focus of the Novi Road Corridor. Participants were also divided into three groups and asked to organize their discussion and come to a consensus about the following three topics / questions:

- ❖ For the segment north of Ten Mile Road, what development and land use pattern would be the most desirable?
- ❖ The intersections of Novi Road & Ten Mile Road and Novi Road & Nine Mile Road are highly visible focal points in the City. What improvements should be made to enhance the appearance of these intersections?
- ❖ What improvements to the entire Novi Road Corridor should be made to enhance the appearance, function, and overall quality of the Corridor?

Results of both the survey and the group discussions indicated support of the following:

- ❖ The segment of Novi Road north of Ten Mile should primarily be developed and/or redeveloped with light industrial and office uses.
- ❖ Overall traffic flow and circulation within the Corridor is generally below average and needs to be improved. Widening Novi Road to five lanes south of Ten Mile Road is a top priority among the Visioning participants and should be considered.
- ❖ Woodlands and wetlands within the Corridor must be preserved. Where possible, these features should be enhanced to create visual relief along Novi Road. Future development should be sensitive to the natural features within the Corridor.
- ❖ The pedestrian environment of the Corridor needs to be enhanced through the continuation of sidewalks, the creation of public spaces, and the installation of pedestrian-friendly features such as lighting, landscaping, and decorative paving.
- ❖ Special treatment of the Nine and Ten Mile Road intersections should be developed which incorporate distinctive design elements such as signage, lighting, paving, and landscaping in order to identify these key focal points within the Corridor.
- ❖ The overall appearance and character of the Corridor could be improved by an increase in landscaping and trees, the enhancement of natural features, the installation of attractive lighting, and the elimination of overhead utilities.

## GOALS & OBJECTIVES

Long-range land use planning requires a policy basis from which decisions can be made. Through the information gathered in the Visioning Session, changes have been identified to improve the overall quality of the Novi Road Corridor. These sought after changes take the form of the following goals and objectives statements which become the foundation of the planning process.

### ❖ **Develop a new land use plan for the segment north of Ten Mile Road.**

#### *Objectives:*

- Reduce the influence of heavy industrial and outdoor storage within the Corridor.
- Reconsider the function and use of City-owned property in the Corridor.

### ❖ **Improve vehicular traffic flow and circulation through the Novi Road Corridor.**

#### *Objectives:*

- Implement an access management plan that ensures safe and efficient access to all properties along Novi Road.
- Continue the widening of Novi Road south of Ten Mile Road.
- Explore other road improvements throughout the Corridor to improve the flow of vehicular traffic.

### ❖ **Create a pedestrian-friendly environment along Novi Road.**

#### *Objectives:*

- Extend and connect sidewalks throughout the entire Corridor.
- Construct a bicycle path along both sides of Novi Road north of Arena Drive.
- Install decorative lighting and other pedestrian amenities along sidewalks and bike paths.
- Create public spaces to help connect residential areas to Main Street and Town Center.

### ❖ **Enhance the overall appearance and character of the Novi Road Corridor.**

#### *Objectives:*

- Develop distinctive landscaping treatments and design elements at key intersections and throughout the entire Corridor.
- Eliminate overhead utilities at the Ten Mile Road intersection and in other locations where possible.
- Improve Ten Mile Road intersection with mast arm traffic signals and decorative lighting and signage.
- Encourage new development designs that are sensitive to and, where possible, feature the woodlands and wetlands within the Corridor.
- Develop a system of sidewalks, bicycle paths, and public open spaces throughout the Corridor.
- Use the façade and site plan review process to ensure the incorporation of façade materials and building design components that project a high quality image for the Corridor.



# CORRIDOR RECOMMENDATIONS

## INTRODUCTION

Recommendations for land use, traffic and circulation, open space, architectural design, and wetlands have been developed for the Corridor in order to achieve the goals and objectives identified during the planning process for this area. The Planning Recommendations Map provides a visual summary of many of these recommendations, and more detailed maps and graphics specific to each recommendation component are included. Future road improvements and future developed conditions of public utilities and storm water management are also discussed.

## LAND USE

A main goal of the Corridor Plan is to develop a new land use plan for the northern segment of the study area. The Recommended Land Use and Thoroughfare Plan Map illustrates the proposed new land use arrangement. The following changes to the City's Master Plan for Land Use are recommended:

- ❖ Designate heavy industrial property between Novi Road and the CSX Railroad for light industrial uses in order to reduce the influence of heavy industrial along Novi Road.
- ❖ Designate heavy industrial property between CSX Railroad and Trans-X Drive across from the proposed Main Street Village II for light industrial uses in order to provide less intensive industrial uses near residential property.
- ❖ Expand local commercial area located at the northwest corner of the Ten Mile Road intersection utilizing the large open water wetland as a natural buffer between future commercial and office uses.
- ❖ Expand local commercial area at the northeast corner of the Ten Mile Road intersection to provide a more uniform land use arrangement at this main intersection.
- ❖ Due to site constraints created by existing natural features, designate vacant commercial area at the southeast corner of the Ten Mile Road intersection as a Special Planning Project Area and reevaluate the future need for commercial uses at this location.
- ❖ Designate City-owned property on west side of Novi Road as a community park in order to preserve and enhance the presence of natural features within the Corridor and strengthen the connection between residential areas to the south and Main Street and Town Center areas to the north.
- ❖ Encourage relocation of post office facility on Novi Road to a more appropriate and accessible location in the Town Center/Main Street area.



**NOVI ROAD  
CORRIDOR  
PLAN**

## TRAFFIC & CIRCULATION

Another goal of the Corridor Plan is to improve traffic flow and circulation through the Corridor. A well-designed and maintained road network is needed to provide access to businesses and allow traffic to efficiently travel through the Corridor. The pattern of land use and number and type of access points onto Novi Road impacts its ability to function as an arterial. The Access Management Plan details recommendations designed to ensure safe and efficient access to all properties along Novi Road while improving traffic flow through the Corridor. These recommendations are focused on the northern segment of the study area due to the potential for redevelopment north of Ten Mile Road. As properties develop and redevelop, implementation of the Access Management Plan will reduce the number of access drives onto Novi Road by creating a system of shared public and private access streets. The Plan will result in improved traffic signal progression and driveway spacing north of Ten Mile Road. The Recommended Land Use and Thoroughfare Plan Map incorporates the new nonresidential collector street recommended by the Access Management Plan.

## ARCHITECTURAL DESIGN

The Architectural Recommendations Map provides examples of building materials and designs that are encouraged within the study area. These recommendations focus on the northern segment of the Corridor because of the redevelopment potential in this area.



*Facing west at the Novi Road and Ten Mile Road intersection.*

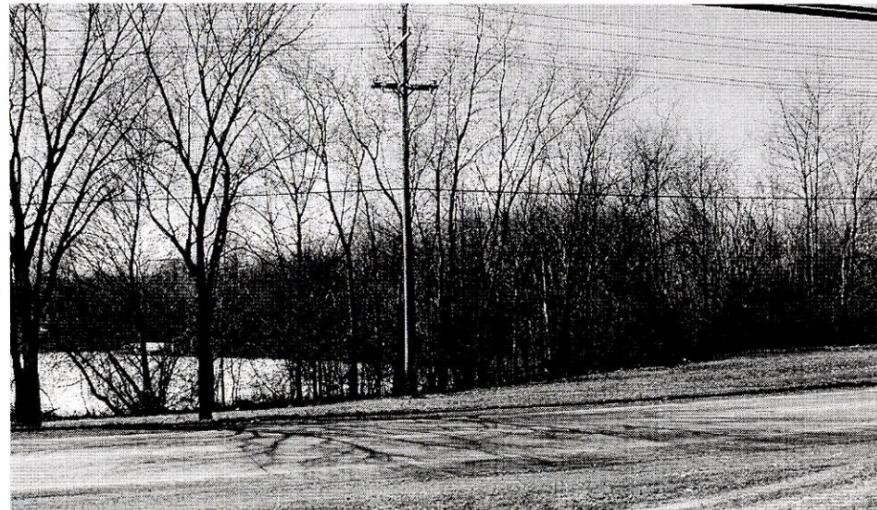
## OPEN SPACE & LANDSCAPING

Another goal that came out of the visioning program is to create a more pedestrian-friendly environment along Novi Road. The Pathway and Open Space Plan provides recommendations for creating and linking public spaces and pedestrian nodes throughout the Corridor. Specifically, the Plan recommends the following improvements to the open space and landscaping along Novi Road:

- ❖ Develop a community park on the City-owned property on the west side of Novi Road. This park is intended to be a passive recreation area with features such as walking trails and nature identification signage. The park is to be designed to preserve and enhance the site's woodlands and wetlands. This public open space will provide a link between residential neighborhoods to the south and the Main Street and Town Center areas to the north.
- ❖ Create pedestrian nodes at the Nine Mile Road and Ten Mile Road intersections to strengthen pedestrian linkages throughout the Corridor. A combination of landscaping, plantings, and amenities such as benches and lighting will enhance the pedestrian atmosphere at two key intersections along Novi Road.
- ❖ Amend the City's Bicycle and Pedestrian Master Plan to include an 8-foot bicycle path along both sides of Novi Road between Arena Drive and Main Street.

Enhancement of the overall appearance and character of the Novi Road Corridor is another key goal of the Corridor Plan. This includes developing special intersection treatments for the Nine Mile Road and Ten Mile Road intersections, as well as improving landscaping, and enhancing natural features throughout the Corridor. The Corridor Enhancement Plan, located at the end of this document, provides detailed recommendations for landscaping and design treatments at the Corridor's intersections and entry points. The Enhancement Plan also offers right-of-way landscaping and planting recommendations for other areas along Novi Road.

*Wooded wetland system on the west side of Novi Road north of Ten Mile Road.*



## WETLANDS

A variety of land use management and maintenance practices are currently employed by the City of Novi. Catch basin cleaning and erosion and sedimentation control are two examples of such programs currently implemented. We recommend that any future design incorporate any of the following practices where appropriate:

- ❖ Swale and filter strip use to protect water quality using vegetation and rip-rap, where appropriate.
- ❖ Channel restoration in areas of accelerated erosion.
- ❖ Streambank protection of riparian vegetation using bioengineering and gradual slopes.
- ❖ Pavement deicing program.
- ❖ Reestablishment of buffer via plantings such as native trees, shrubs, and herbaceous material.
- ❖ Culvert design to achieve natural streambed conditions as well as to facilitate wildlife mobility.
- ❖ Vegetative establishment adjacent to watercourses for shading and to provide habitat.
- ❖ Sedimentation basins / vaults to aid in the removal of suspended particles of soil in the water.
- ❖ Boardwalks over highly sensitive areas to minimize environmental impacts.
- ❖ Oil / gas separators.
- ❖ Utilization of regional detention storm water basins.
- ❖ Maintaining hydrological regimes within wetlands that mimic the pre-improvement conditions.

## INFRASTRUCTURE

The Infrastructure Improvements section details the future developed conditions of public utilities and storm water management within the Corridor. In addition, this section illustrates the proposed improvements to Novi Road.



# SOUTH SEGMENT

Key Entry Feature  
 • City of Novi Signage  
 • Landscape features

Special Treatment Intersection  
 • Landscape features  
 • Design elements



Enhance pedestrian linkages throughout the Corridor to connect residential areas to Main Street and Town Center

## LEGEND

-  ENTRY FEATURE
-  SPECIAL INTERSECTION TREATMENT
-  8-FOOT BICYCLE PATH
-  5-FOOT SIDEWALK

-  PUBLIC OPEN SPACE RECOMMENDATIONS
-  RECOMMENDED CHANGES TO MASTER PLAN FOR LAND USE
-  OTHER LAND USE RECOMMENDATIONS
-  CITY OF NORTHVILLE



**BIRCHLER ARROYO**  
 ASSOCIATES, INC.



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**NOVI ROAD  
CORRIDOR  
PLAN**

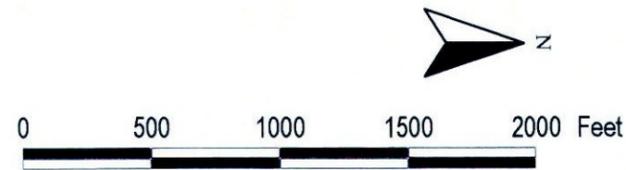
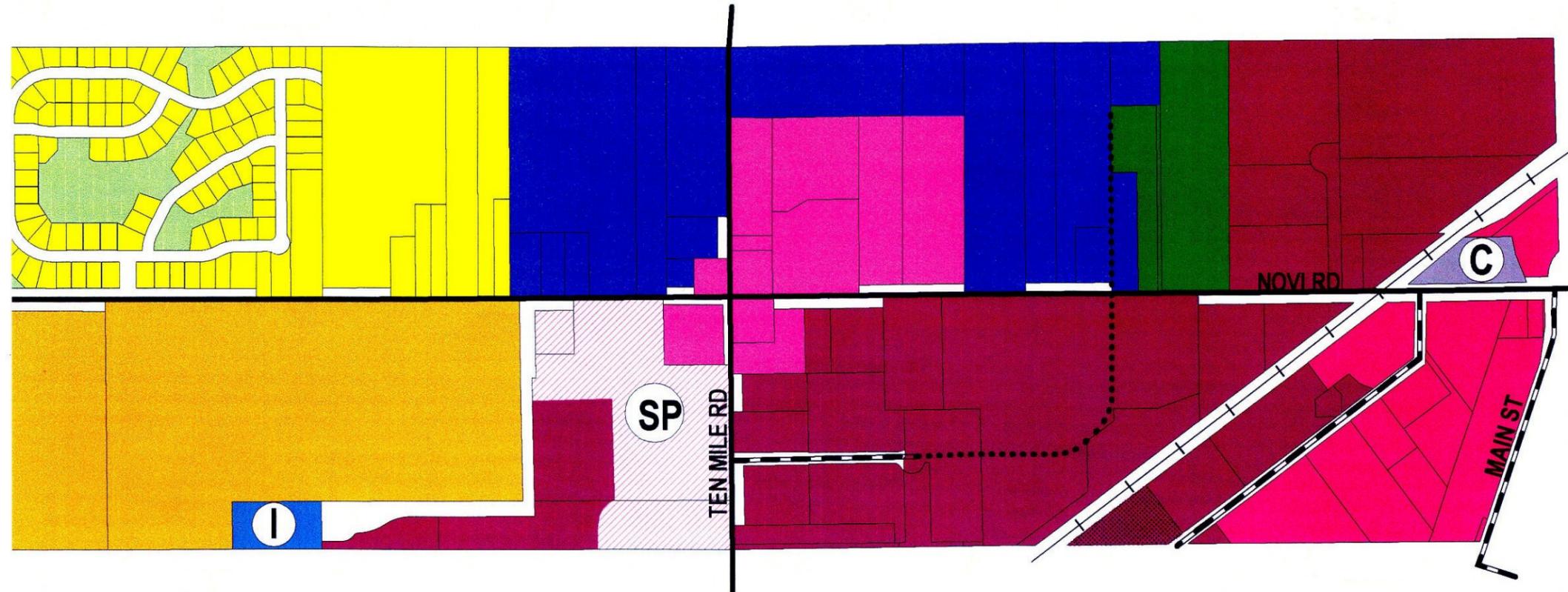
**LEGEND**

-  SINGLE FAMILY
-  MULTIPLE FAMILY
-  OFFICE
-  LOCAL COMMERCIAL
-  TOWN CENTER COMMERCIAL
-  SPECIAL PLANNING PROJECT AREA
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  PUBLIC - ICE ARENA
-  QUASI-PUBLIC NEIGHBORHOOD PARK
-  COMMUNITY PARK
-  QUASI-PUBLIC - CEMETERY

**NORTH SEGMENT**

**THOROUGHFARES**

-  EXISTING 120' ARTERIAL
-  EXISTING 70' NON RESIDENTIAL COLLECTOR
-  PROPOSED 70' NON RESIDENTIAL COLLECTOR



**RECOMMENDED  
LAND USE AND  
THOROUGHFARE PLAN**



**NOVI ROAD  
CORRIDOR  
PLAN**

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**NOVI ROAD  
CORRIDOR  
PLAN**

**LEGEND**

- X ELIMINATE DRIVE
- NEW PUBLIC STREET
- NEW PRIVATE ACCESS STREETS / DRIVES
- ↔ POSSIBLE ACCESS POINTS
- ⊘ TRAFFIC SIGNALS

# NORTH SEGMENT

Provide trucks  
signalized  
access to/from  
Novi Road

Average driveway  
spacing ~325 ft.

Average driveway  
spacing ~535 ft.

Average driveway  
spacing ~590 ft.

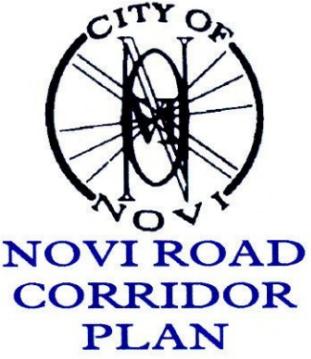


Maximize access to  
rear of businesses

Possible traffic  
signals

Possible  
Right In /  
Right Out

# ACCESS MANAGEMENT PLAN



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**NOVI ROAD  
CORRIDOR  
PLAN**

**LEGEND**

FAÇADE REGION 1  
CORRIDOR BOUNDARY

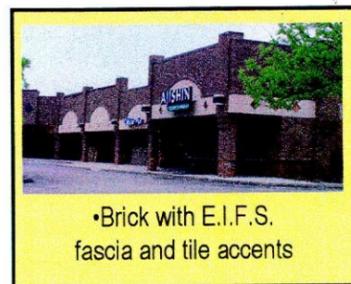
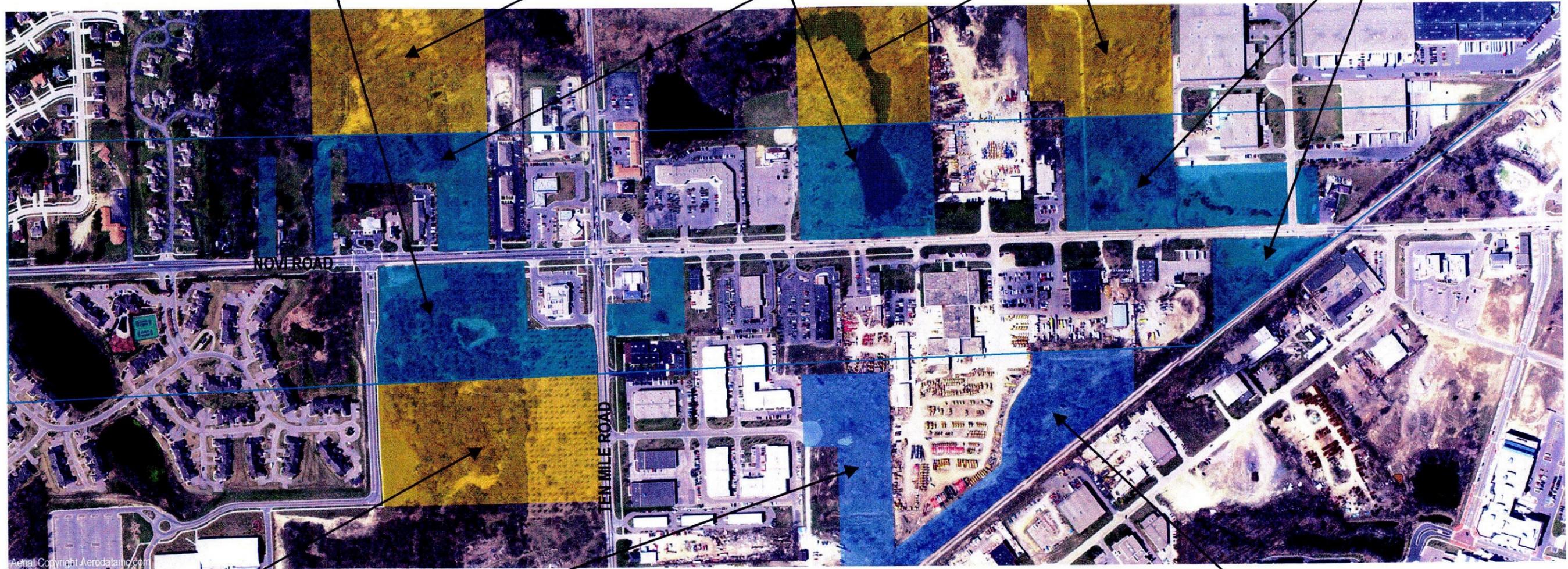
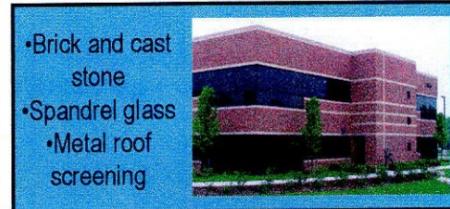
VACANT PROPERTIES

FAÇADE REGION 1

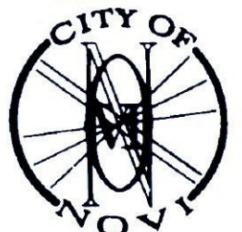
FAÇADE REGION 2

FAÇADE REGION 3

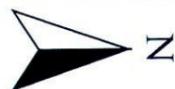
**NORTH SEGMENT**



**ARCHITECTURAL RECOMMENDATIONS**



**NOVI ROAD CORRIDOR PLAN**



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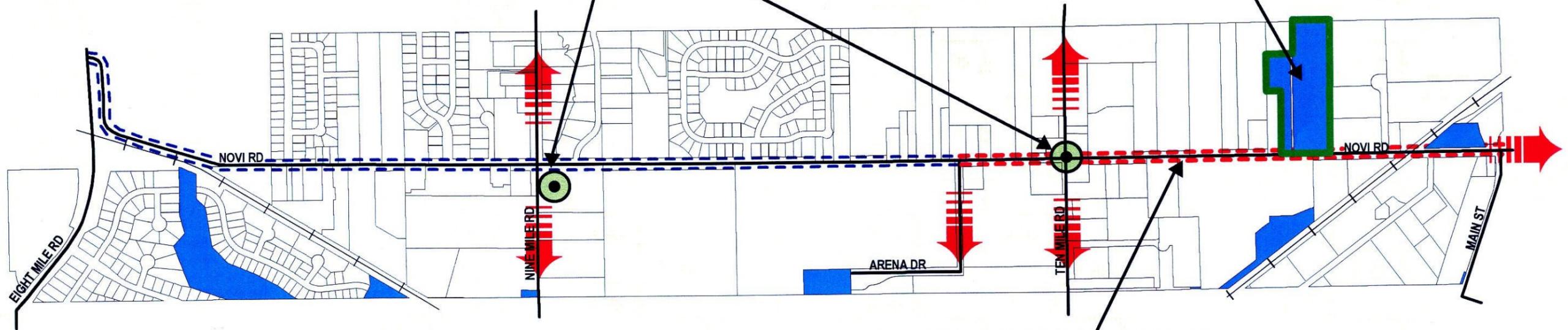
**NOVI ROAD  
CORRIDOR  
PLAN**

**LEGEND**

-  CITY-OWNED PROPERTY
-  PUBLIC OPEN SPACE
-  RECOMMENDED 8-FOOT BICYCLE PATH
-  RECOMMENDED 5-FOOT SIDEWALK
-  PEDESTRIAN NODE / FOCAL POINT
-  PEDESTRIAN LINKAGES

**Pedestrian Focal Points**  
 - Located at key intersections  
 - Landscape features  
 - Design elements  
 - Part of pedestrian and open space system within Corridor

**Public Open Space**  
 - Part of pedestrian and open space system within Corridor  
 - Strengthens pedestrian connection between residential areas and Main Street and Town Center  
 - Preservation of natural features



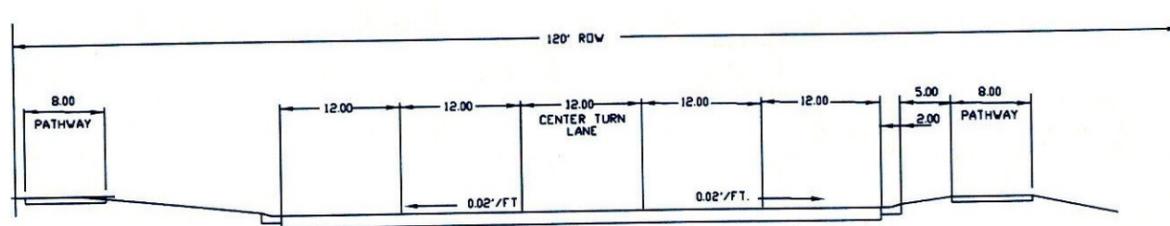
Amend Bicycle & Pedestrian Master Plan to include an 8-foot wide bicycle path along both sides of Novi Road north of Arena Drive to provide connection between residential areas and planned bike paths along Ten Mile Road, the Novi Ice Arena, Main Street, and Town Center.

**PATHWAY AND OPEN SPACE PLAN**



**NOVI ROAD CORRIDOR PLAN**

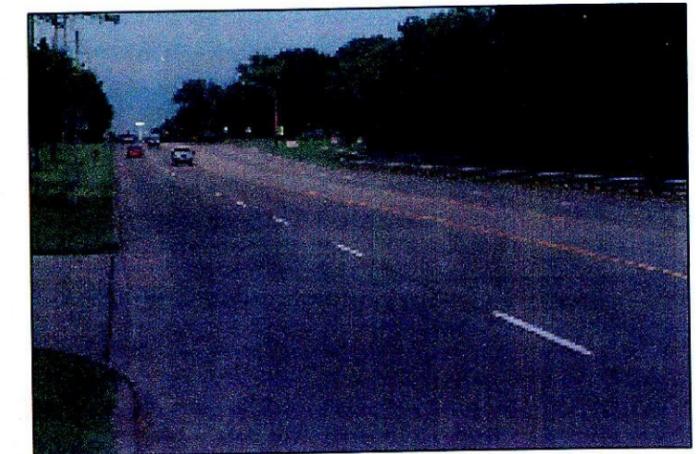
## INFRASTRUCTURE IMPROVEMENTS - SOUTH



SECTION A-A  
PROPOSED ROAD CROSS SECTION



FUTURE CULVERT IMPROVEMENTS



TYPICAL 5 LANE ROAD CROSS SECTION



FUTURE ROAD IMPROVEMENTS (NOVI ROAD - SOUTH)

### FUTURE PUBLIC UTILITIES

Existing sanitary sewer and water mains currently serve this Corridor along its entire length. It is anticipated that some reconstruction of public utilities may be necessary as this Corridor either continues to develop, or re-develop. This reconstruction will be mostly due to the reconstruction of Novi Road itself, from its current width to a 5-lane roadway. The relocation of fire hydrants and utility pipelines to remove them from the influence of the widened roadway is likely in some areas.

### STORM WATER MANAGEMENT

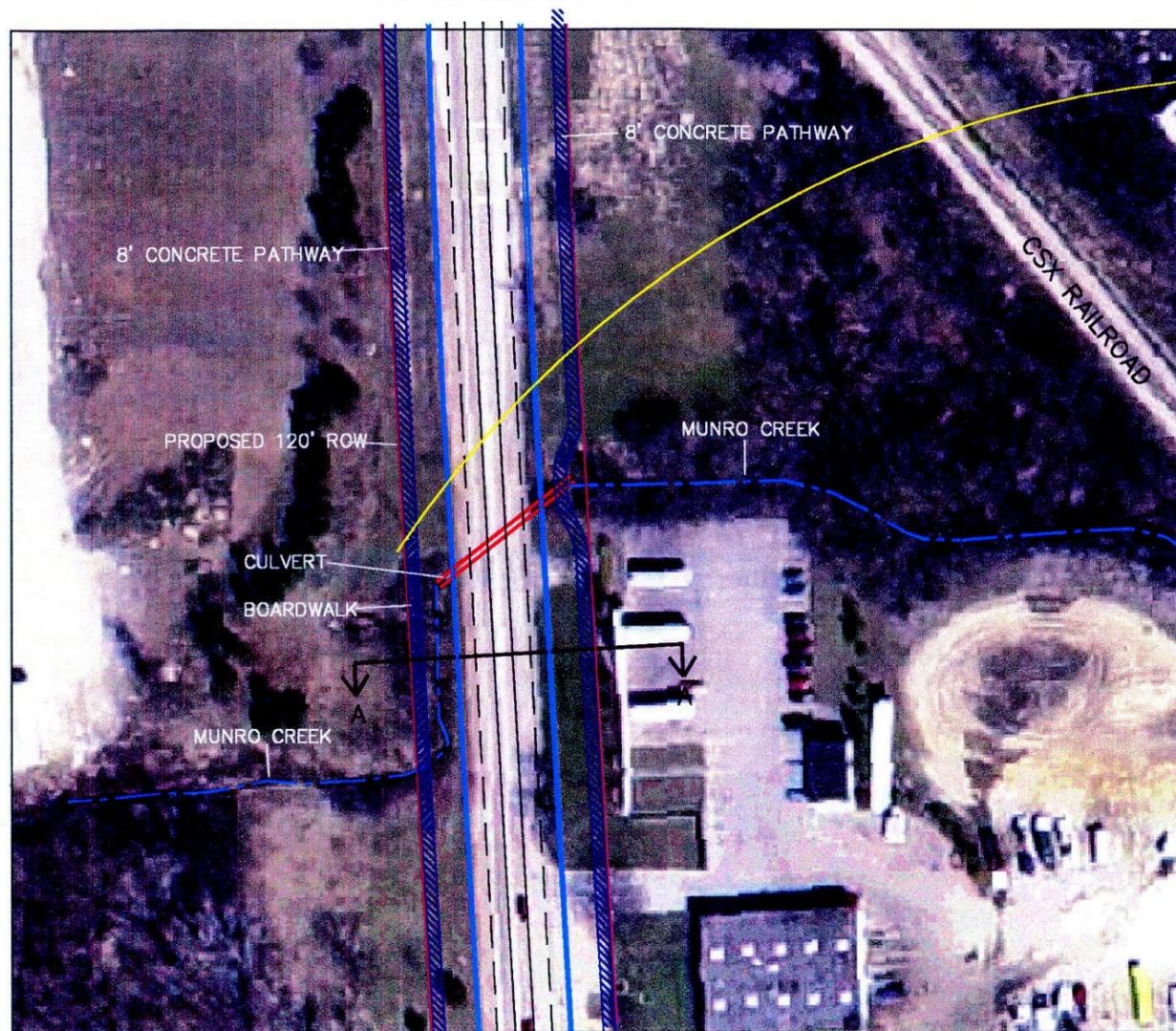
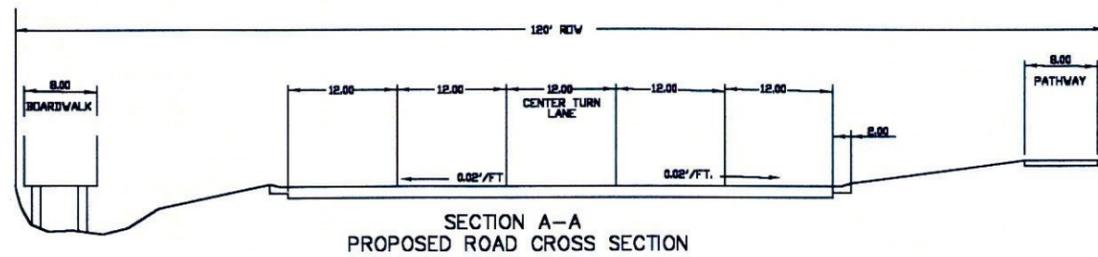
Three (3) of the four (4) significant creek / river crossings along the Novi Road Corridor will likely require improvements as the corridor develops. Only the Thornton Creek crossing of Novi Road located just north of Nine Mile Road, which was reconstructed with the Nine Mile Road/Novi Road Intersection Improvements program, has been built to meet future drainage demands.

Improvements to the three remaining crossings; Walled Lake Branch of the Middle Rouge, Munro Creek and Chapman Creek, will be necessary. Improvements would generally involve the following:

- Enlarging and extending existing culverts to account for future developed 100-year storm flows.
- Possible minor creek relocations to improve flow efficiency and to align more properly with roadway culvert improvements.
- Improve water quality in these creek crossings by constructing open-bottom culverts and implementing current vegetative stabilization techniques.

Two City of Novi Regional Detention Basins are proposed within the Corridor. One would be located immediately upstream (west) of the Munro Creek crossing of Novi Road; the second would be located upstream (west) of the Chapman Creek crossing of Novi Road. These basins would provide flood control for upstream tributary drainage and stormwater detention for new development along Novi Road tributary to the creeks.

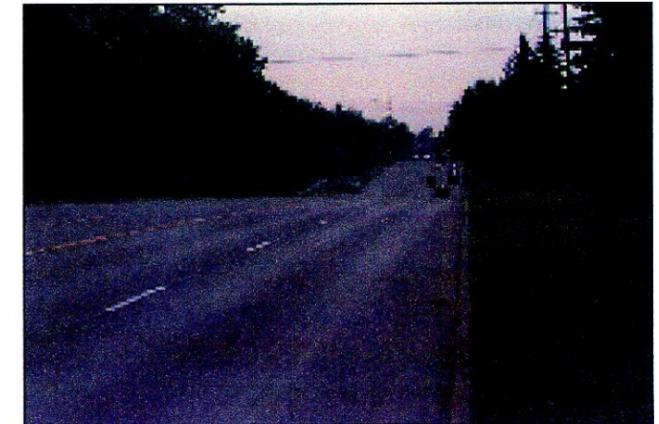
## INFRASTRUCTURE IMPROVEMENTS - NORTH



FUTURE ROAD IMPROVEMENTS (NOVI ROAD - NORTH)



TYPICAL BOARDWALK



TYPICAL 5 LANE ROAD CROSS SECTION

### FUTURE PUBLIC UTILITIES

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**NOVI ROAD  
CORRIDOR  
PLAN**

# CORRIDOR ENHANCEMENT PLAN

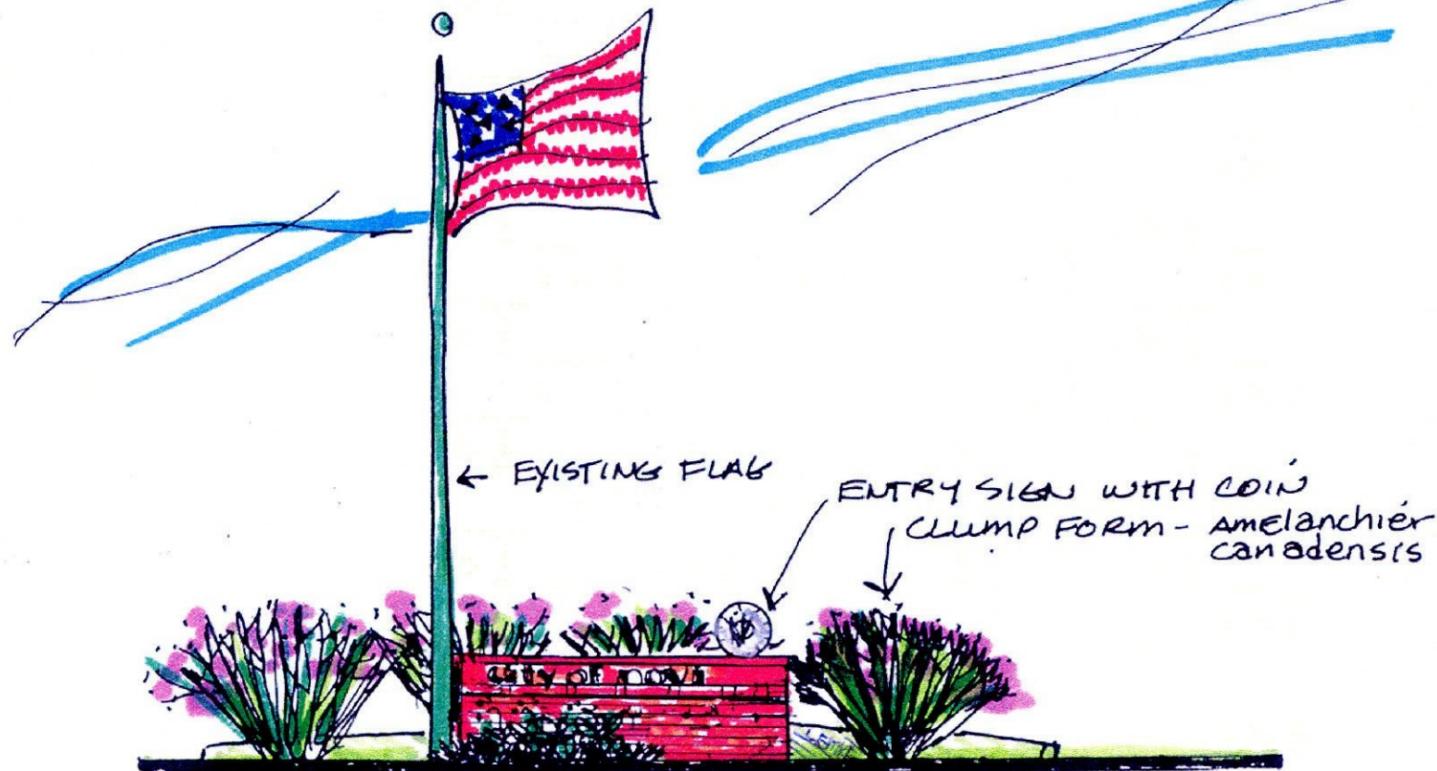
## ENTRY TREATMENTS

### North Entry Treatment at Trans-X Railroad

Plant groves of 40 Amelanchier Canadensis Trazam on either side of Novi Road on either side of sidewalks at 20 feet on center in groups of 180 feet in length. The height of these trees will be 25-30 feet with a 20 foot spread. They have a showy mass of white flowers in the spring, a mass of berries, dark green leaves throughout the summer, and turn a blaze of red in the autumn. They will provide a special entry effect as one goes over the proposed bridge along Novi Road.

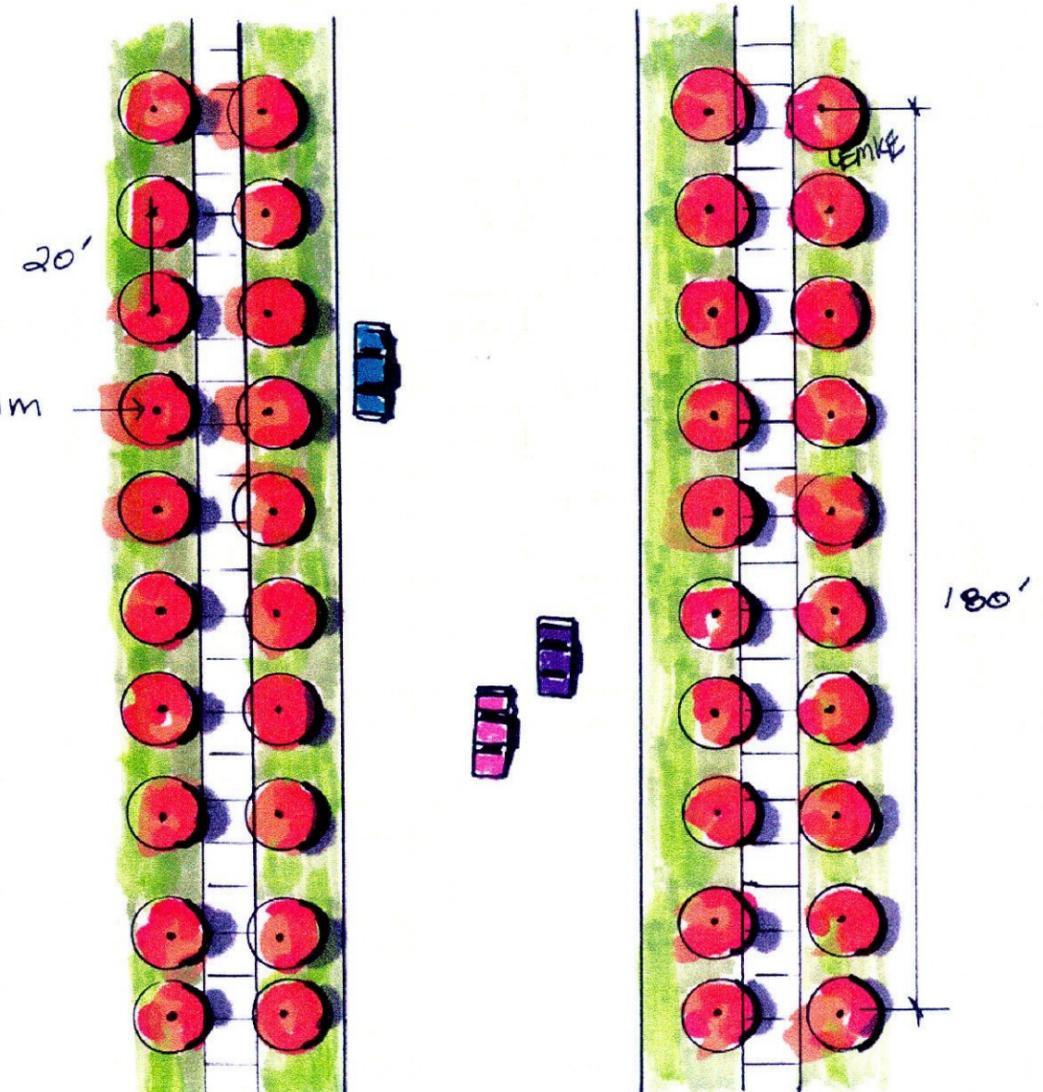
### South Entry Treatment by Guemsey Dairy

Use Coin Entry Wall and plantings of clump Amelanchier Canadensis.



SOUTH NOVI ENTRY

40 Amelanchier canadensis Trazam



NORTH NOVI ROAD ENTRY GROVE

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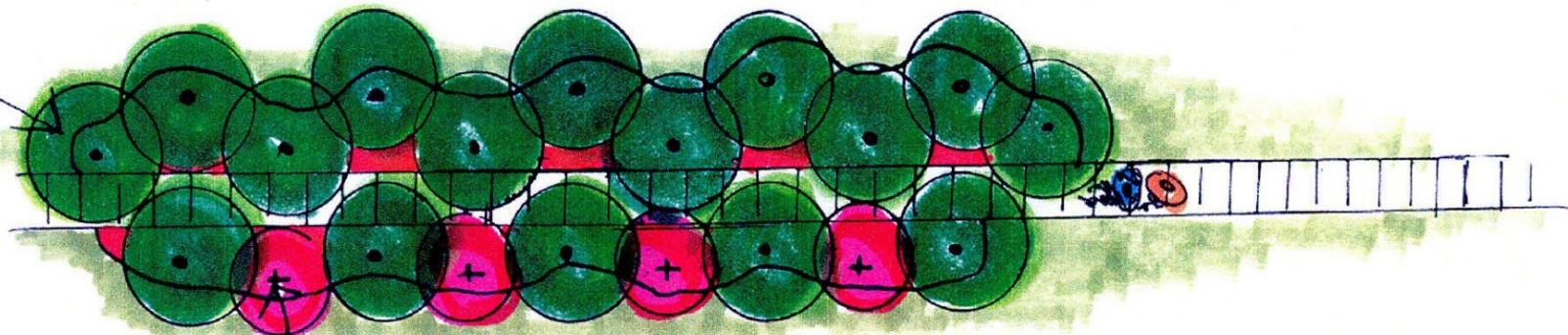


**NOVI ROAD  
CORRIDOR  
PLAN**

## NATURAL & FORMAL GROVES

Plant groves along the Corridor where flat non-swale areas occur. Use the Formal Groves to announce an entrance or feature, and use the Natural Groves to enhance the existing natural Woodland and Wetland systems.

cockspur hawthorn or  
amur maple or  
european hornbeam



PLAN

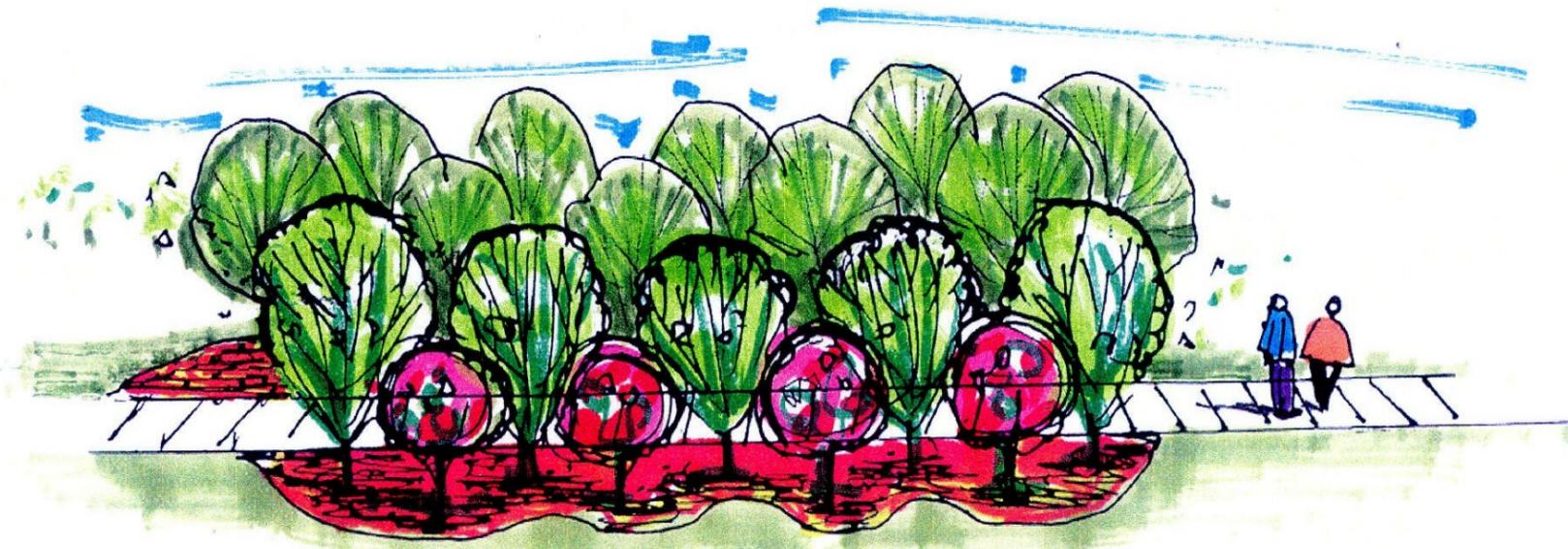
Malus spp.

spacing per cultivar

### Formal Groves

Cultivars include smaller heights for planting under overhead utilities. Use:

- ❖ Malus spp.
- ❖ Cockspur hawthorn
- ❖ Amur maple
- ❖ European hornbeam
- ❖ Syringa reticulata



SECTION

FORMAL GROVES IN 50' TO 200' LENGTHS

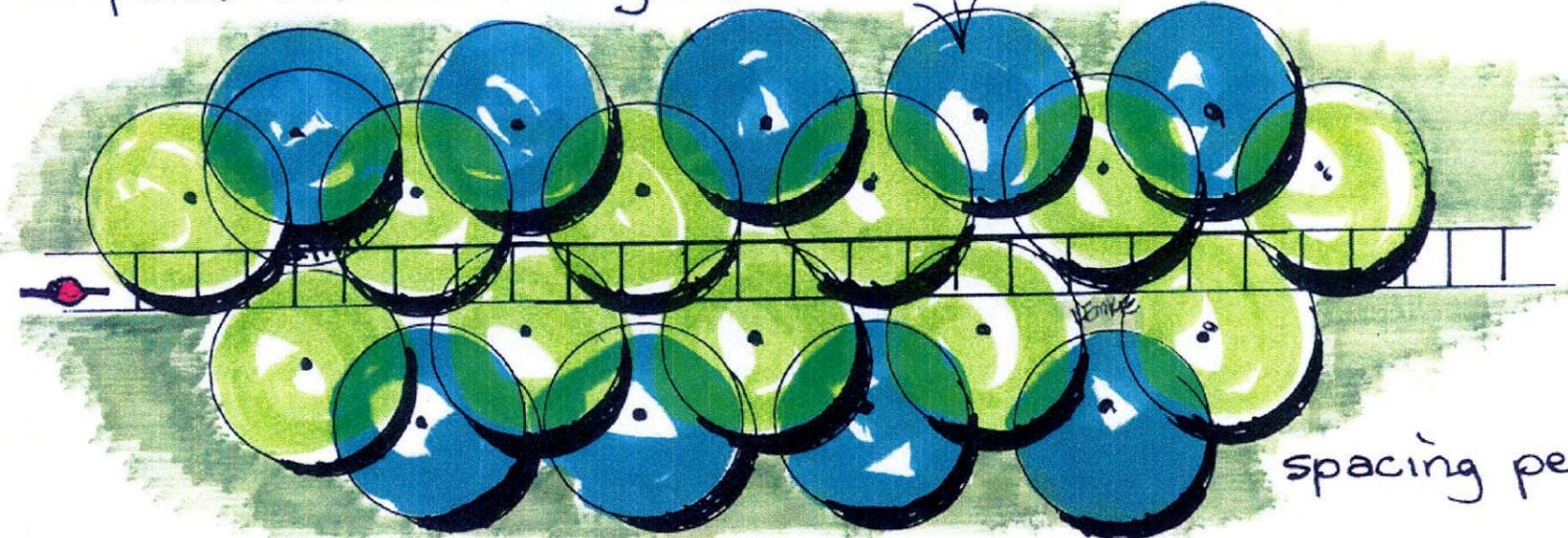


NOVI ROAD  
CORRIDOR  
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acer nigrum Greencolumn  
 acer rubrum Karpic  
 tilia cordata Chancellor  
 carpinus betulus fastigata



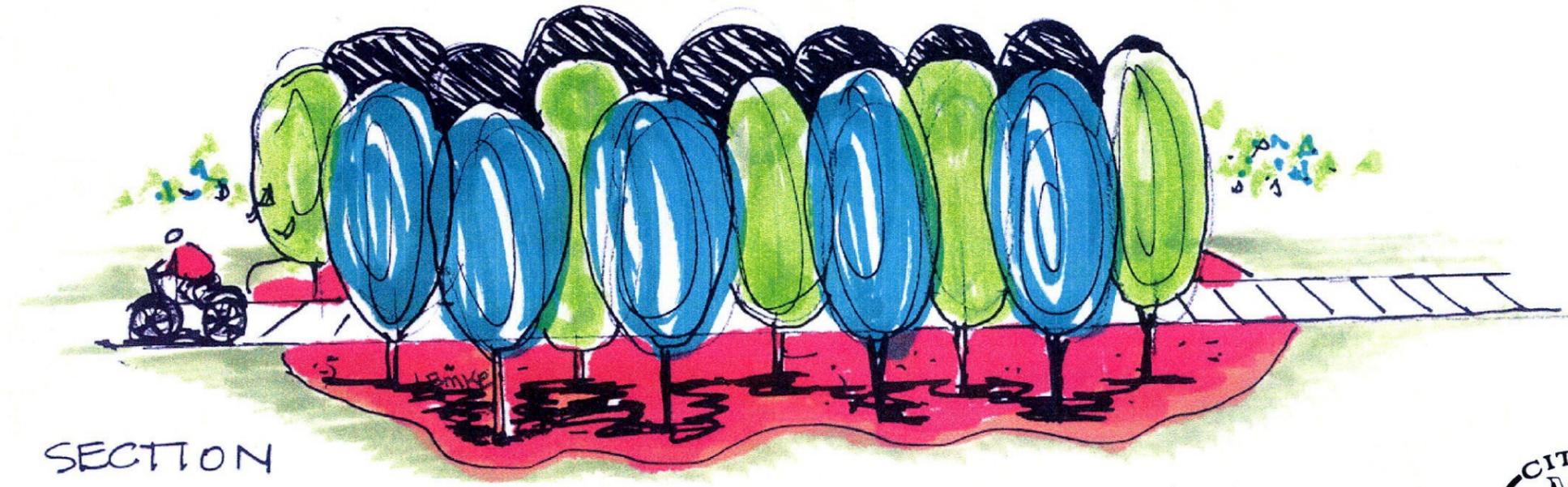
PLAN

spacing per cultivar

*Natural Groves*  
 Plantings of 50 to 200 feet in length planted on both sides of the sidewalk in a triangular spacing design. Four species were chosen and spacing would be per plant's type. The cultivars were chosen for their narrow form and lesser height. They should be planted 15 feet from the overhead power lines. Use:

- ❖ Acer nigrum Greencolumn
- ❖ Acer rubrum Karpic
- ❖ Tilia cordata Chancellor
- ❖ Carpinus betulus fastigata

*Massive Wooded Wetland System - Northwest of Ten Mile Road Intersection*  
 ❖ Plant natural grove along Novi Road.  
 ❖ Preserve wooded wetland system.  
 ❖ Provide supplemental native plantings to enhance any weak or disturbed areas within the system.



SECTION

NATURAL GROVES IN 50' to 200' lengths

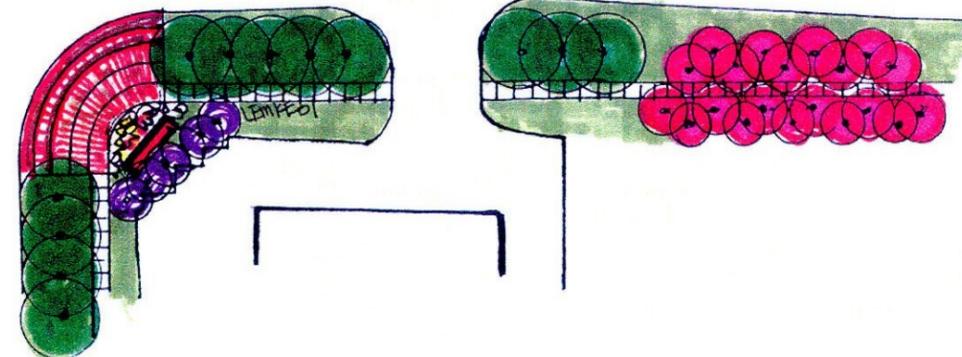
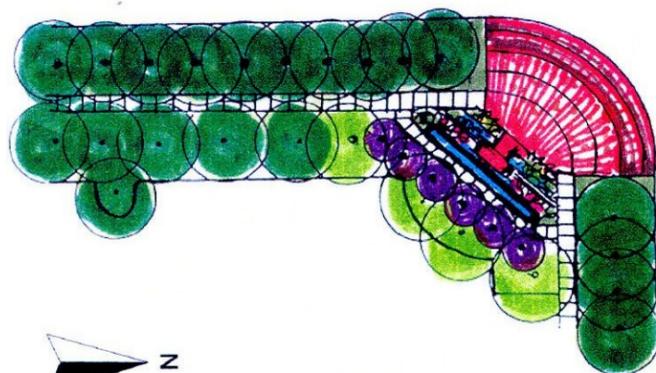
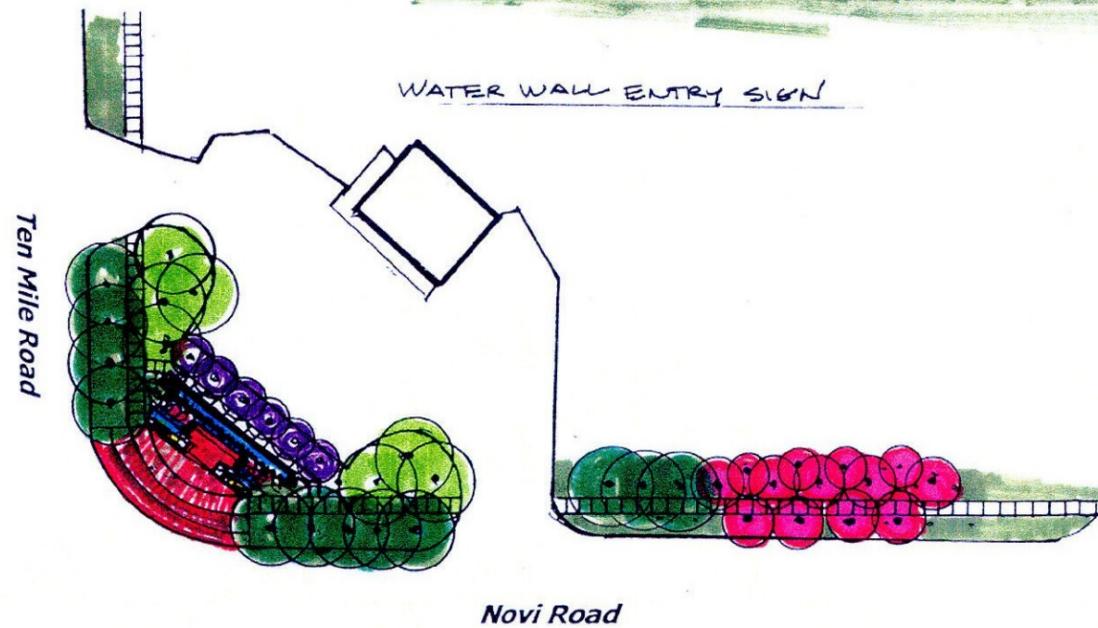
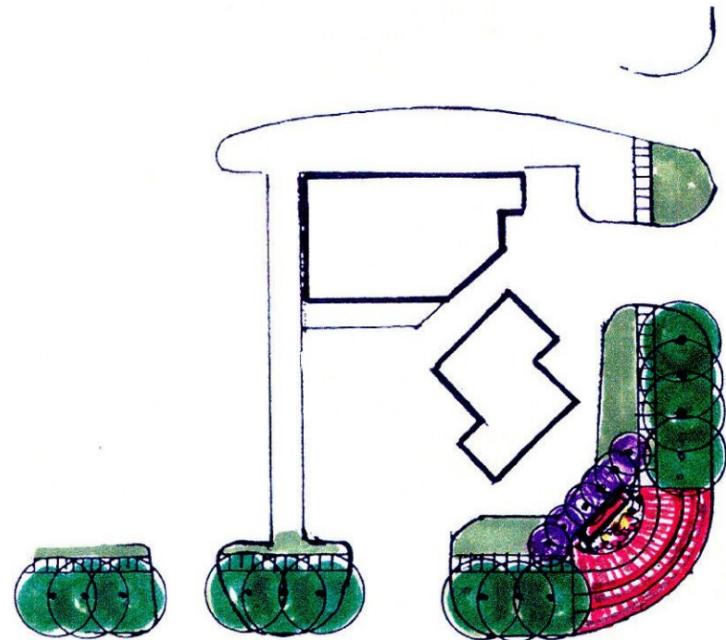
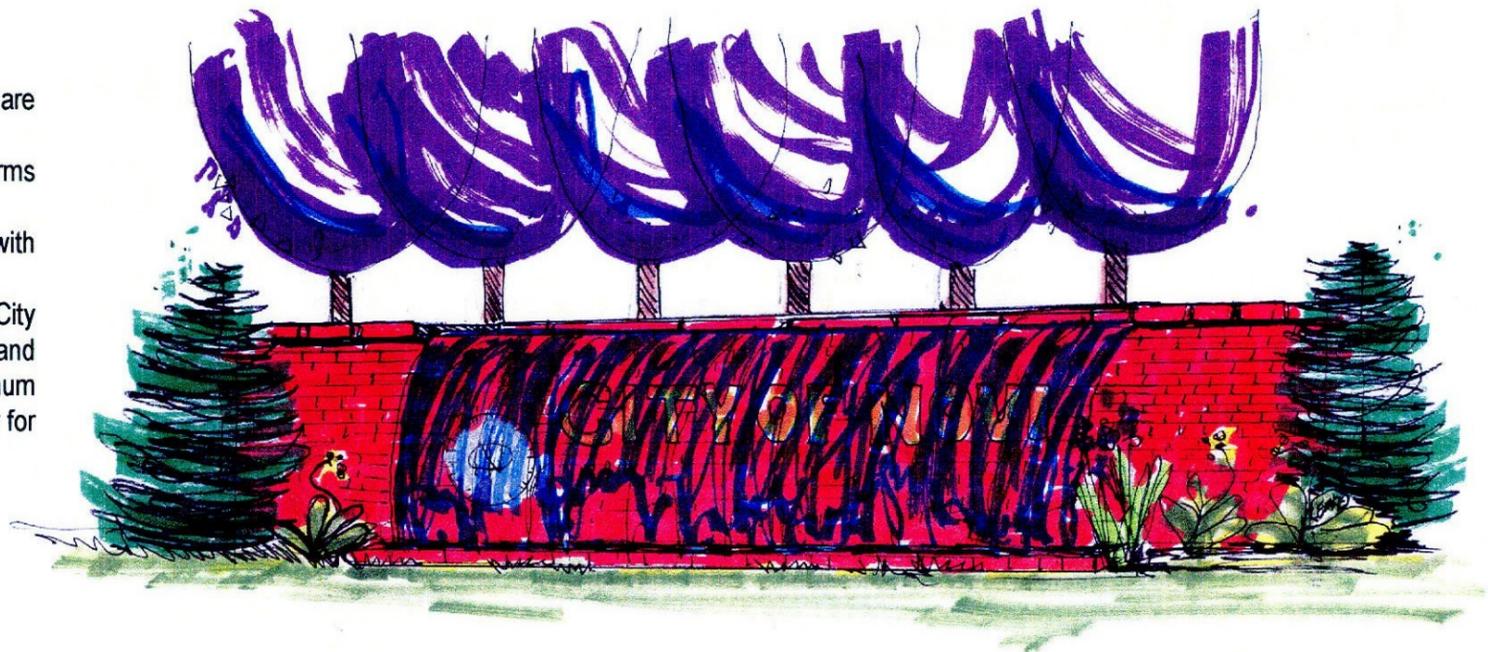
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**NOVI ROAD  
 CORRIDOR  
 PLAN**

## NOVI ROAD & TEN MILE ROAD INTERSECTION

- ❖ Bury overhead utility lines
- ❖ Use brightly colored brick or concrete pavers in contrasting bands and, as one moves inward, more square shapes to create color and interest on the ground plane.
- ❖ Use pedestrian lighting with same elements as used at the Nine Mile Road intersection and also mast arms of same design. Color is to be same dark green.
- ❖ Northeast and southwest corners to receive the secondary intersection treatment of Street Name Wall with Corzam Linden behind wall.
- ❖ On northwest and southeast corners, create terraced areas with the higher elevation in the center at the City of Novi Water Wall. Terraced areas form seating area near the water wall and also provide garden areas and water gardens. Plantings will include annuals, tulips, mums, hosta, Taxus everlow, upright yews, Viburnum Newzam, and junipers. Commemoration Maples and Franks Red Maples provide height and seasonal color for all four corners.
- ❖ Formal groves are to be used along Novi Road as one approaches the intersection.



pedestrian lighting

8-Frank's Red maples

terraced gardens  
brick seating wall

banded brick-red pavers  
square beige pavers

annuals, tulips, mums

8 'commemoration' maples

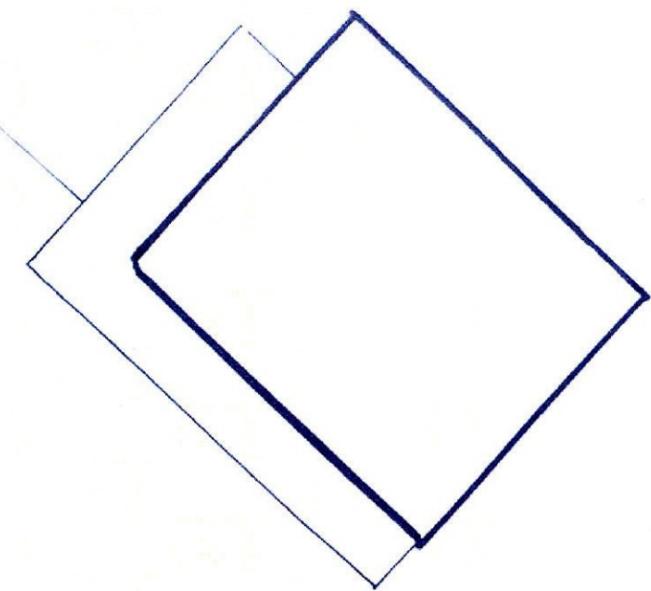
city of Novi Water wall - brick

6 Cozam Linden

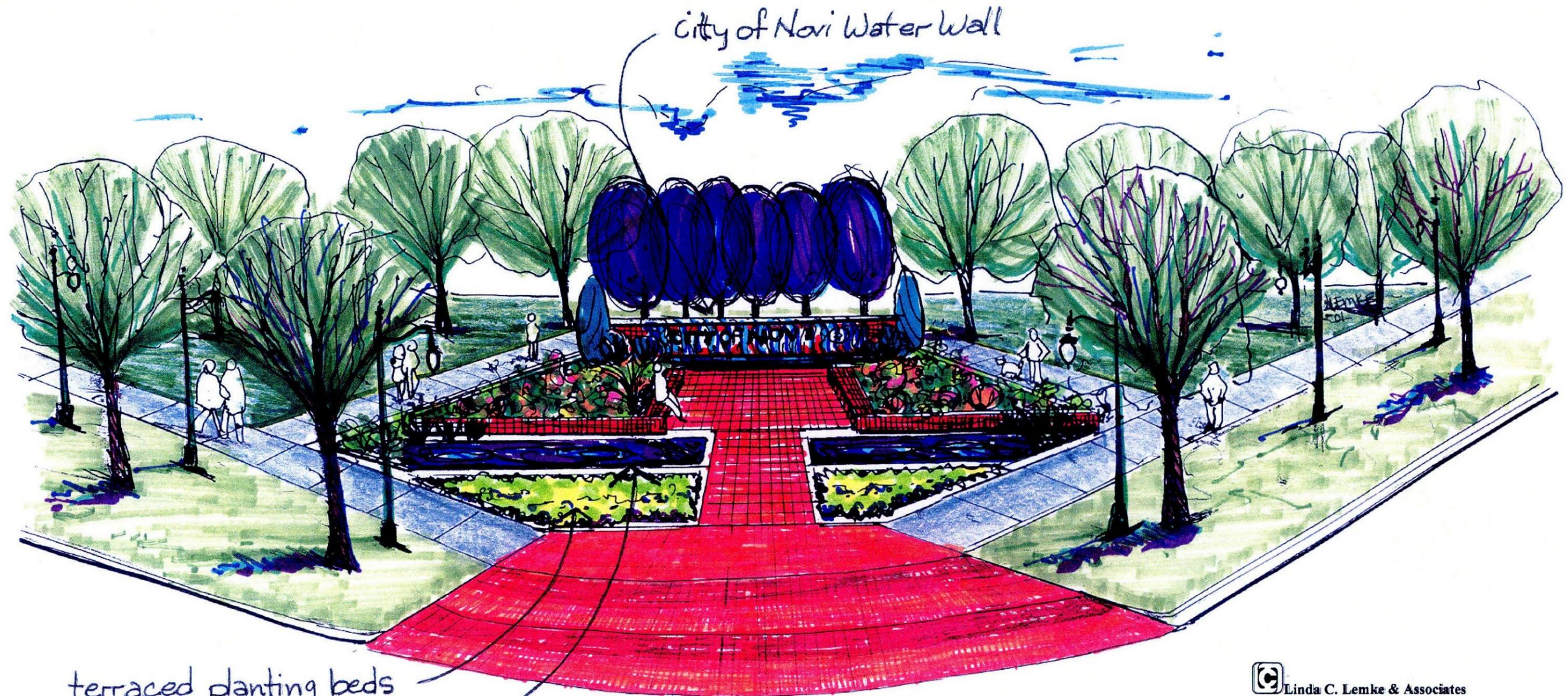
hosta / juniper grd. cover - Viburnum Newzam.

6 upright yew

hosta, taxus Everlow  
water garden



PLAN  
WATER WALL



City of Novi Water Wall

terraced planting beds

water garden

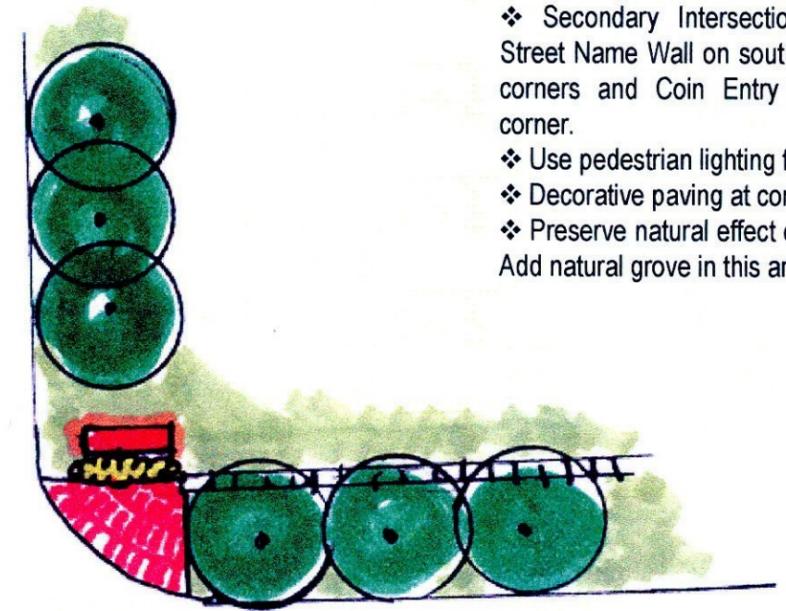
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**NOVI ROAD  
CORRIDOR  
PLAN**



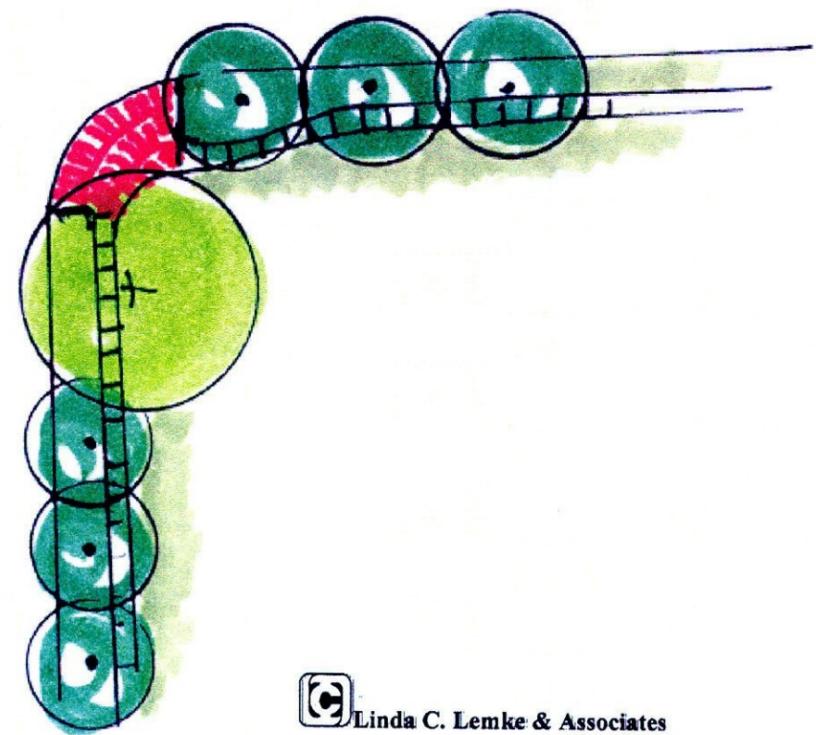
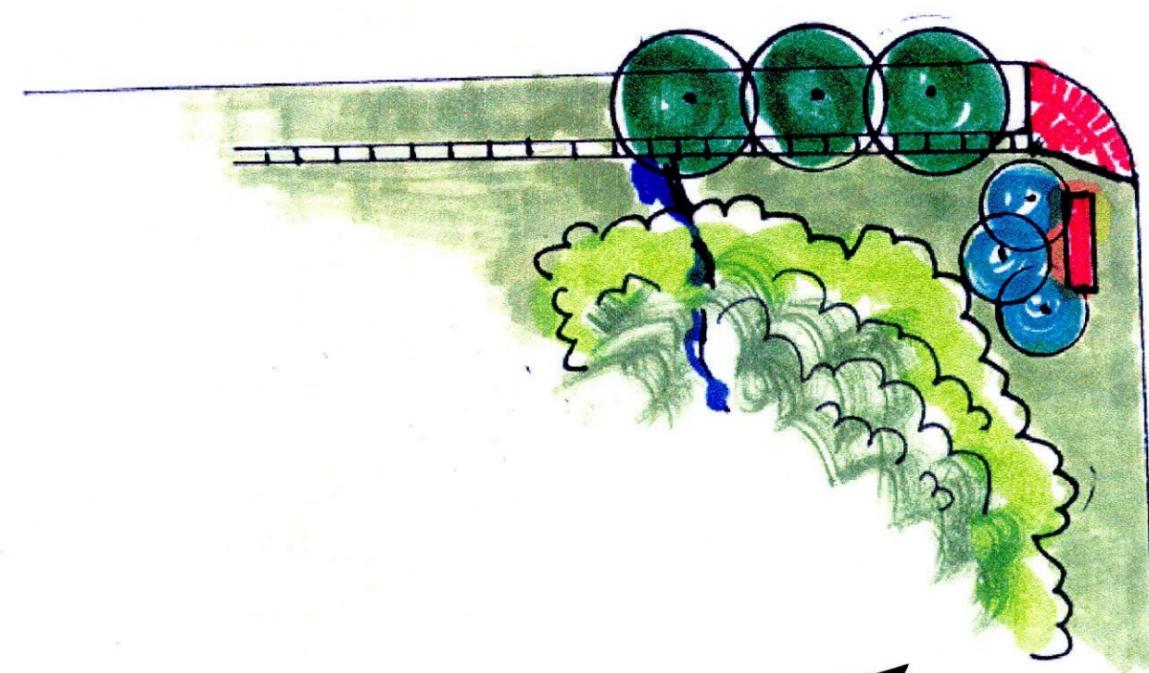
NINE MILE ROAD



**NOVI ROAD & NINE MILE ROAD INTERSECTION**

- ❖ Small park at northeast corner with benches, paved pathway to stream, and ornamental trees.
- ❖ Secondary Intersection Treatments with Street Name Wall on southeast and northwest corners and Coin Entry Sign on northeast corner.
- ❖ Use pedestrian lighting fixtures.
- ❖ Decorative paving at corners.
- ❖ Preserve natural effect on northwest corner. Add natural grove in this area.

NOVI ROAD

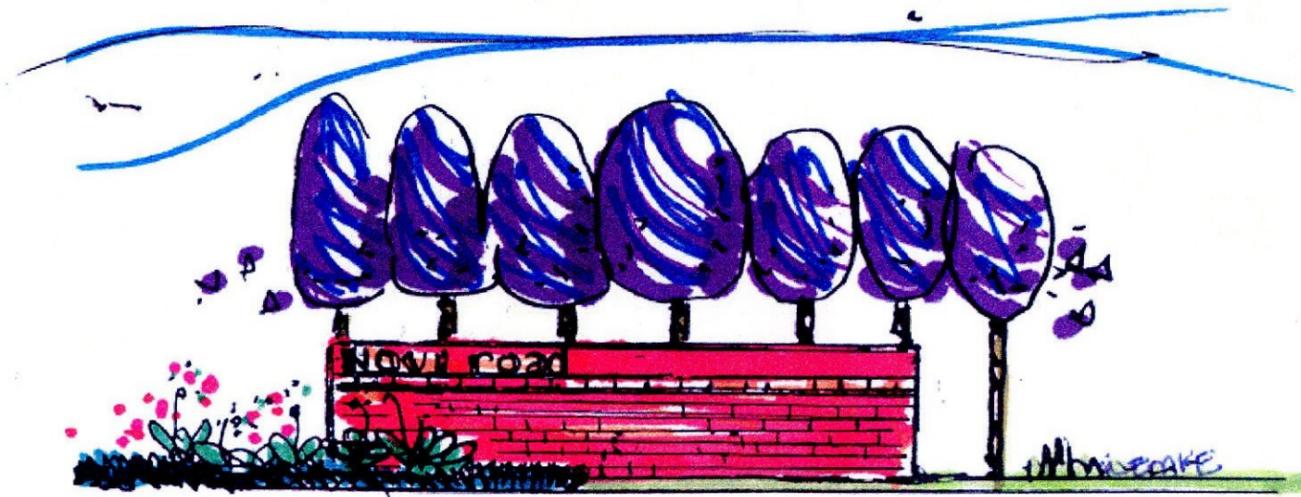


**SECONDARY INTERSECTION TREATMENT**

Consists of either the Coin Entry Sign or a Street Name Wall. The standard is being designed by others and is conceptually presented here. Coin is silver metal. Wall as shown here is brick with cap. Upright decorative tree plantings should frame the wall at the rear. Ornamental pears such as *Pyrus calleryana* Jaczam, *Crataegus crugalli inermis* Cruzam, or *Acer ginnala* Betzam are to be used. The front should be planted with small shrubs such as dwarf lilac, *Syringa patula* Miss Kim, low growing spirea, hosta spp. and perennials such as purple coneflower and black eyed susans.



"COIN" ENTRY SIGN WALL



STREET NAME WALL

SECONDARY INTERSECTION TREATMENT

Secondary Intersection Treatments with Coin Entry Sign or Street Name Wall should be used at the intersections of Novi Road and Arena Drive, and Novi Road and the proposed nonresidential collector street. Dark green mast arms should also be used at these intersections.

 Linda C. Lemke & Associates

