Village Center Plan

For more information contact: Mark Stec

(248) 593-3501 or mstec@villagebeverlyhills.com

CONTENTS

VISION AND CONCEPT PLAN

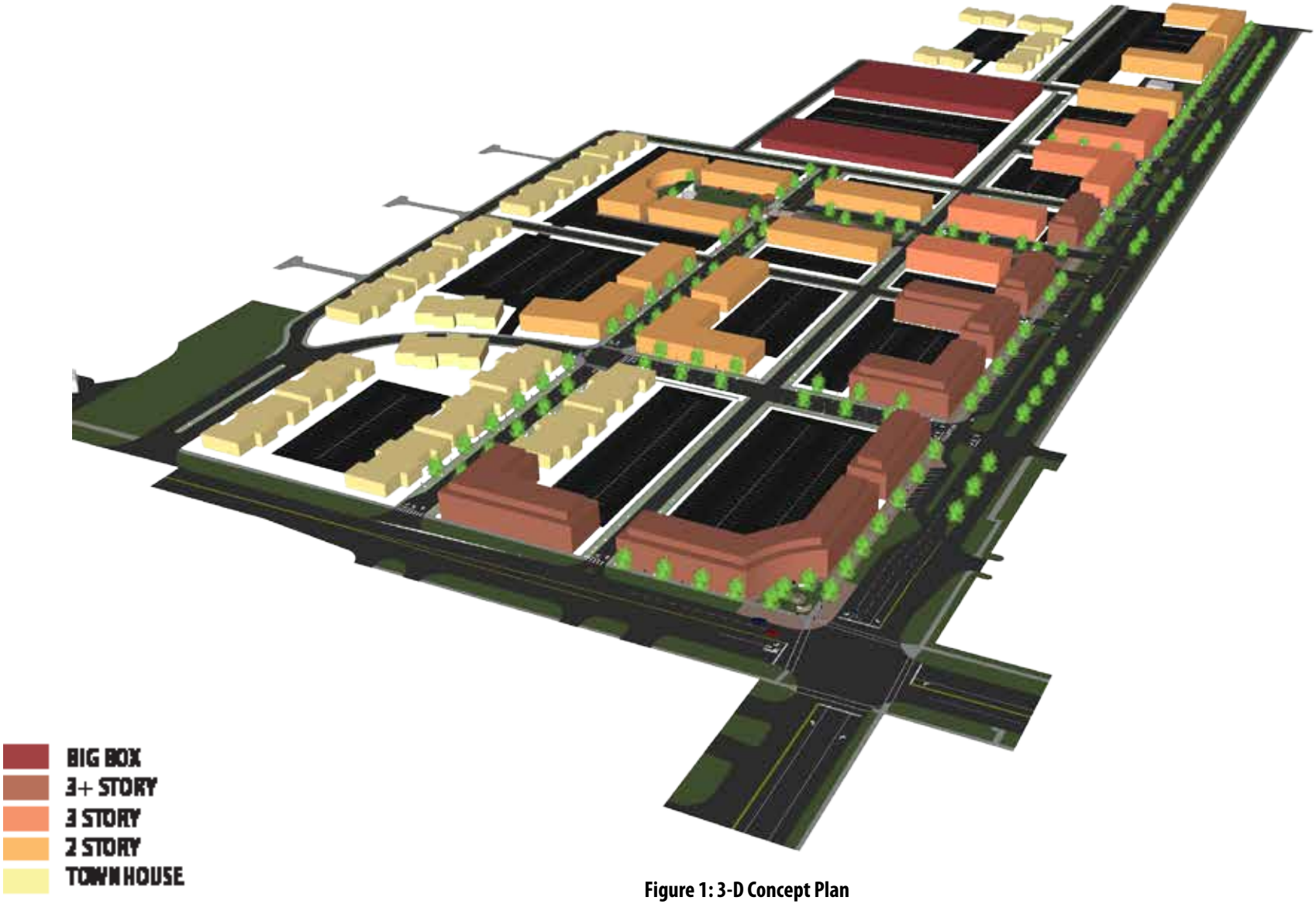


Figure 1: 3-D Concept Plan

VISION AND CONCEPT PLAN

Mission Statement

To promote the development of the Village's unique character while enhancing its economic base by assisting in the retention and expansion of community valued businesses and encouraging new business to locate in Beverly Hills. Coordinating resources to create a "sense of place," expand the tax base for the economic benefit of the community, and elevate the quality of life of each of our citizens.

The purpose of this planning effort is to create the implementation tools necessary to achieve the vision for the Beverly Hills Town Center along Southfield Road between 13 Mile Road and Beverly Road. This builds upon recent efforts by the planning commission including the development of a vision statement and market study prepared by Gibbs Planning Group. What currently exists as an aging, disjointed commercial strip has the potential to become the Village's vibrant, mixed-use hub of activity.

The previous lack of a unified vision and outdated regulatory tools have led to piecemeal redevelopment, parking problems, underutilized office buildings, and the lack of a cohesive identity for the corridor. This planning effort seeks to establish the framework for redevelopment that best suits the needs of Village residents, property owners, local businesses, and visitors.

This document contains two of the three tools developed to implement the Beverly Hills Town Center vision. First, the concept plan articulates the design principles to support the Vision and gives examples of how sites along the corridor could redevelop. Second, the Design Guidelines give specific recommendations for building, site, and district design that developers and property owners can use so redevelopment best articulates the Town Center Vision. The third component of this planning effort, the form-based overlay district, is a regulatory tool that developers can choose to use to achieve the desired density and design. This optional code is published separately as part of the Village's Zoning Ordinance.

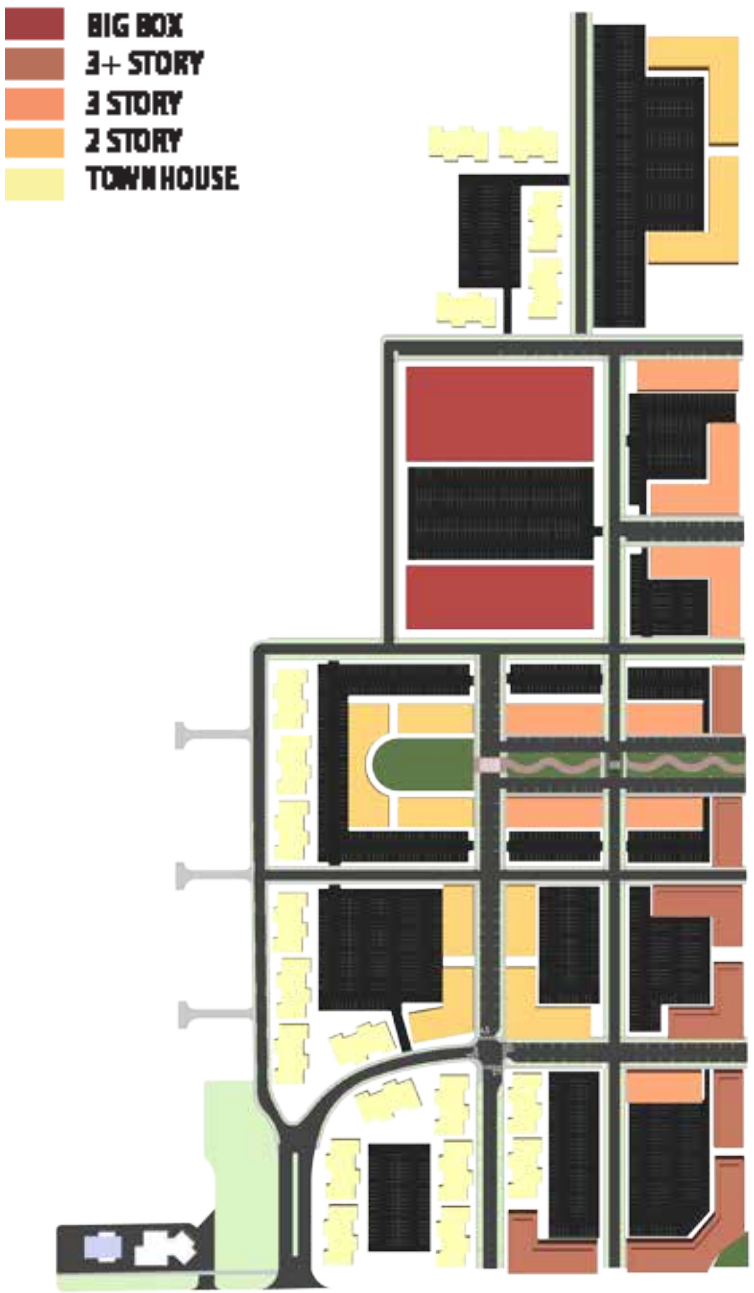


Figure 2: Concept Plan

GOALS AND DESIGN PRINCIPLES

A series of meetings and discussions with the planning commission, business and property owners, and residents revealed overall support for a cohesive Town Center along Southfield Road that projects the Village's commitment to "small town life" and quality design employed elsewhere in the Village. The desire is not to compete with or copy nearby downtowns of Birmingham or Royal Oak, for example, but take the best of what the current corridor offers and strengthen it to create a destination for residents and visitors.

When asked where the center of Beverly Hills is, most residents and visitors would not be able to answer with confidence that the village even had a center of town. This plan seeks to change that perception by creating an identity for the commercial core of the village. The intersection of Southfield Road and 13 Mile Road is a key gateway to the village, but most northbound Southfield Road drivers would be hard-pressed to know that they had changed municipalities when crossing 13 Mile Road. The character is consistent with the strip suburban commercial to the south in the City of Southfield and to the east in Southfield Township, but could be redefined to project the sense of arrival the Town Center vision seeks. A corner building anchoring the Town Center could be the grandest building in the district, with corner design treatments including a welcome sign, green space, and clear delineation from the busy streets with enhanced streetscape furnishings and pedestrian environment. The signage, streetscape, and landscaping established at this gateway corner could be the identifying "brand" for the Town Center carried throughout the district.

Having a highly visible anchor building at the corner would translate well to the rest of the district, with taller buildings fronting the adjacent sites at 13 Mile and Southfield. The building height and intensity that would be greatest at the corner would gradually step down moving north and west through the district. This gradual "stepping down" would help transition the intense character of busy roadways to the residential neighborhoods that abut the district. Four-story buildings would only be located at the southeast corner of the district, with two- and three-story buildings at the interior of the district and to the north.

Figure 3: Corner Gateway

GOALS AND DESIGN PRINCIPLES

The current pattern of development with two-story apartment buildings in Huntley Square could be continued and strengthened with townhouse-style urban residential at the edges of the district. This housing type, as well apartments located in the upper stories of mixed-use buildings, is highly desirable for young professionals and seniors, two demographic groups the village seeks to retain and attract. A key component of this concept is linking the current neighborhoods to the Town Center. Therefore, having transitional residential uses along the edges of the district will promote seamless connectivity with the adjacent residential uses.

Connectivity, both by vehicles and pedestrians, is currently a major obstacle across the district. The pedestrian connections are either non-existent, unsafe, or unknown from the adjacent apartment complex, school, and single-family neighborhoods. Drivers wishing to travel from one store to another along the corridor must make turns onto Southfield Road, adding unnecessary traffic back onto an already busy street that could be contained within the site. The vision for the corridor is to reduce the number of access points on Southfield Road by creating internal site connections, shared parking lots, and safe streets that are walkable for pedestrians. Buildings that front the street rather than parking lots, well-defined streetscape elements, well-planned driveways, and internal connecting streets will all contribute to a friendly, walkable district.

Also contributing to the lack of connectivity across the district are mismatched parking lots, some of which are virtually empty, others that are over capacity, and others where the traffic ebbs and flows at different times of the day. This inefficiency and lack of coordination can be remedied with a shared parking strategy across the corridor. Shared parking agreements would help balance parking needs throughout the day. With potential increases in building heights, parking would also be integrated into new multi-story buildings.

The final goal for the Town Center is to include a green space to provide the district with a venue for recreation and gathering. A green space will allow a moment of reprieve among businesses and provide a unique space identifiable with the Town Center.

Figure 4: Building Intensity Transect

Figure 5: Plaza

PHASING

It is important to note that this redevelopment is expected to be gradual and phased in over a long period of time. While it is unlikely that a developer would come in and buy up the entire district to redevelop into one cohesive new Town Center, it is a useful way to look at what the ideal scenario would be for the Village and how to work towards that vision incrementally. Implementation of this plan is likely to be piecemeal, so having an overall vision that would unite the various sites' redevelopment is of utmost importance.

One piece of analysis during the planning process looked at the likelihood of different parcels redeveloping and opportunities for sites to be combined and redeveloped together. This phasing plan can help guide the overall implementation by suggesting where links can be made across sites and suggesting opportunities where different property owners may work together to achieve the vision.

Oakland County is currently studying a redesign of Southfield Road from the Lodge to just north of 13 Mile that will have implications for the Beverly Hills Town Center. The Village has been involved in meetings reviewing alternatives and has selected a preferred alternative that it will endorse and support during the analysis.

A primary objective from the Village's perspective is how to better use the full extent of the right-of-way to change the character of the roadway and slow traffic. Ideally, the segment of Southfield Road north of 13 Mile Road would have a median to provide space for landscaping, to control the number of left turns, and help slow traffic. Additionally, the Village would like to see a "slip" parking lane along Southfield Road, providing businesses with desired parking adjacent to the front entrances of their establishments while creating pedestrian activity along the corridor.

In addition to utilizing the full extent of the right-of-way to accommodate vehicular traffic, a median, and slip road on-street parking, this plan recommends a 10 foot setback to provide additional space for pedestrians and outdoor seating in front of businesses along Southfield Road. The preferred cross section would also have room for an 8-foot-wide shared pathway on the eastern side of the road along the cemetery.

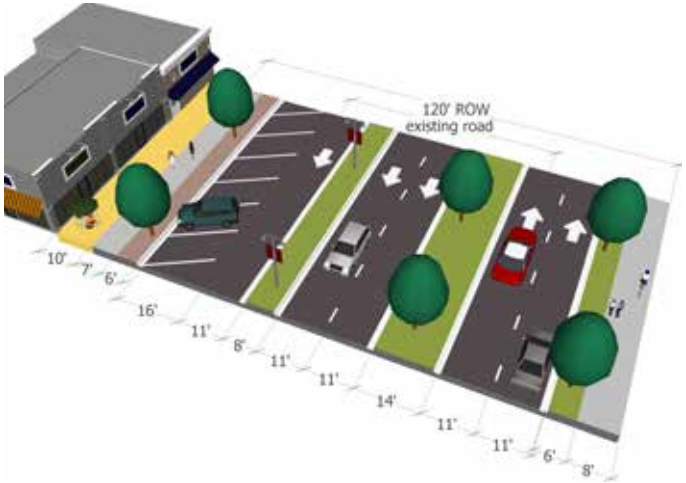


Figure 6: Southfield Road Section

Figure 7: Phasing Plan

IMPLEMENTATION

Regardless of how the vision is implemented, some existing buildings and certainly existing businesses will remain. Many businesses currently along the corridor are destinations for residents and visitors alike and have a strong Beverly Hills identity to preserve. By strengthening the corridor as a whole, coordinating parking, and creating a Town Center identity, these existing businesses will reap the benefits. Different sites may redevelop with a new building on site for the same business or a different site along the corridor may provide the best location for the business relocation. Some buildings that have the working pieces to support the Town Center Vision could be retrofitted to further enhance the identity of the district and support the pedestrian experience.

A particular site may be redeveloped with a new building that maintains the existing businesses. However, another site within the Town Center may be more suitable for a business to relocate to. In any case, redeveloped sites should contain multiple uses that are compatible to one another, thus strengthening the development as a whole.

Figure 8: Retrofit/Redevelop Visualizations

PURPOSE

To ensure that the conceptual vision of the Beverly Hills Town Center is achieved, this set of design guidelines will detail specific design elements that are required when redevelopment occurs along the corridor. The vision for the Town Center is one that provides walkable streets, new building height/setback requirements, shared parking, access management and public spaces all while creating a distinct identity for the district. This new identity will only be achieved through physical changes that support the entire district rather than each individual business. These design guidelines will be the mechanism for ensuring that physical change to any site corresponds with the overall vision and identity of this district. In general, these design guidelines will ensure the following:

- Exterior architectural features a cohesive identity
- Coordinated signage provides visual continuity consistent with the district's identity
- Sidewalks and circulation systems that encourage non-motorized transportation and provide accessibility to building entrances
- Street walls and building entrances are transparent, 'active' and enticing to pedestrians
- Automobile traffic and non-motorized transportation are balanced with a safe network of roadways and access management

These design guidelines are concerned with the physical characteristics of the Town Center and the policy decisions that will influence the ultimate identity as illustrated in the Town Center Concept Plan. These guidelines will serve as an integrating tool, which coordinates how various public and private development proposals (including transportation and public infrastructure) will affect the Town Center physically.

These guidelines are meant to bridge the gap between the conceptual Town Center plan and the form-based code that will provide legal requirements for development in the district. The following pages will illustrate the intent identified in the Concept Plan, providing more detail on specific building and site elements. The form-based code will provide specific dimensions, materials and requirements for the Town Center's new development or major redevelopment.

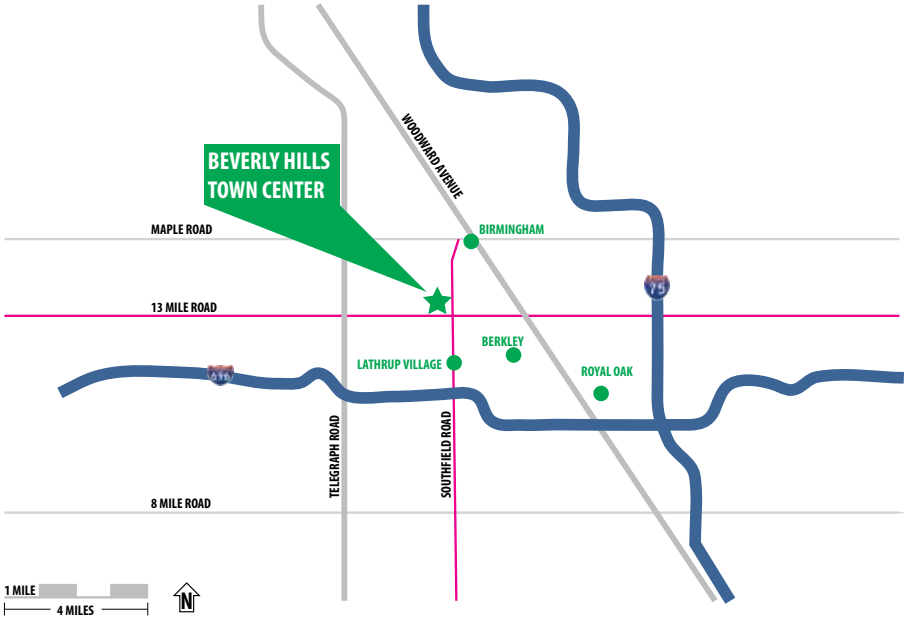


Figure 9: Regional Context

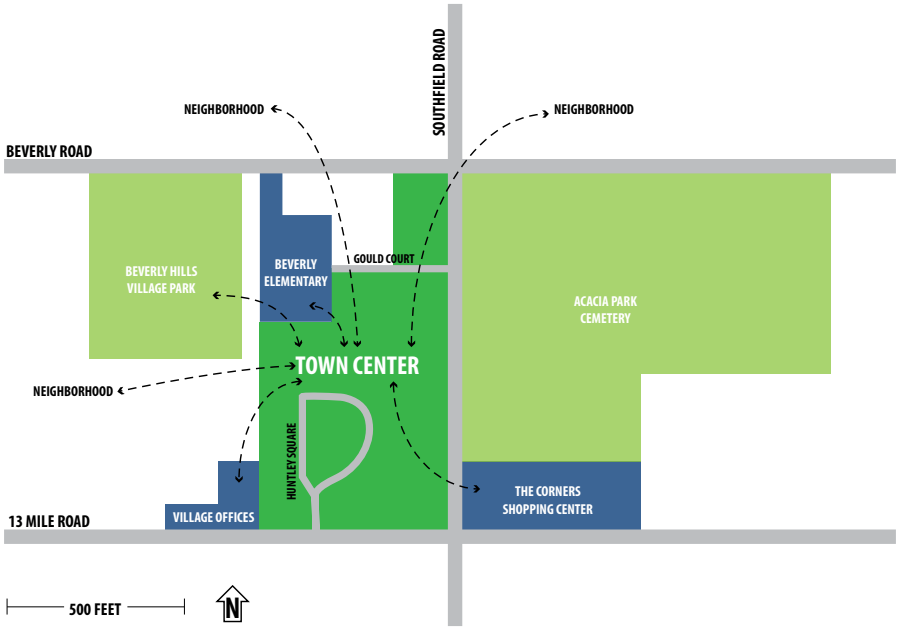


Figure 10: Local Context

PURPOSE

New development or rehabilitation projects within the Town Center boundaries will be subject to review by the Beverly Hills Planning Commission. Applicants should refer to the design guidelines prior to submitting plans for any development project in order to ensure that their design meets what is reflected in this document. The planning commission holds the authority to delay or deny approval of any project that does not meet the required specifications as illustrated in the design guide.

The goal of this guide is to provide any interested applicants with a practical and programmatic reference for translating the Town Center Concept Plan into new development. It is recommended that applicants coordinate closely with the planning commission so that they fully understand the methodology of the vision and what steps they need to consider before submitting development proposals.

Figure 11: Town Center Planning Process

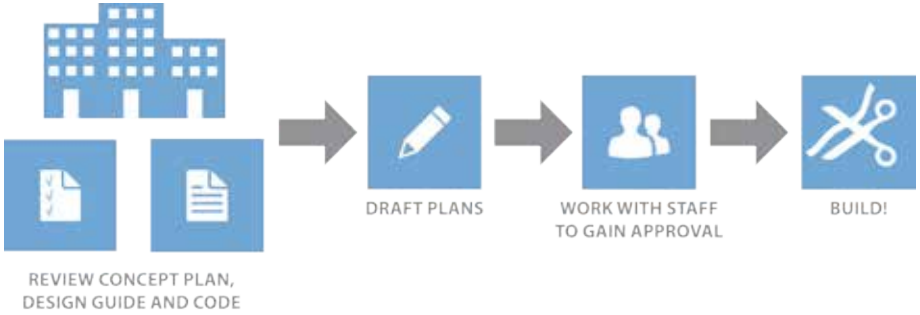


Figure 12: Approval Process

STREET

PEDWAYS

Sidewalks consist of elements that define the character of public streets, sidewalks, and adjacent private property. The Town Center should aim to improve pedways by installing decorative sidewalk treatments, ornamental lighting, banners, decorative walls, landscaping, street furnishings and other related elements. The primary goal of designing pedways, however, is to improve the safety and movement of pedestrians, illustrated by the following elements:

- The Town Center must be connected to existing and proposed pathways throughout the community, as well as emphasizing main points of entry/exit for development parcels
- Eliminate conflicts between vehicles, pedestrians, bicycles, etc. by providing separation between automobile and non-motorized routes
- Clearly identify crosswalks by means of advance warning signs, variation of materials and/or pavement markings
- Provide pedestrian connections, through parking lots if necessary, to all streets and building entrances. Ideally, these connections would be provided via a sidewalk; however, in some cases clearly delineated cross walks may be more practical
- Eliminate short cuts through landscaped areas by providing pedestrian connections in appropriate locations and delineating them with closely spaced plant material or other design methods.

The examples above illustrate the use of creative techniques to promote the safety of pedestrians, even in an auto-centric environment. Utilizing unique materials and visual clues create a distinct boundary of the pedway, providing direction and signage for pedestrians as well as a barrier for automobiles. The presence of these elements will not only create a distinct barrier between the pedways and streets, but can act as traffic calming measures as well.

BIKE LANES

In order to maintain a safe and orderly street, bikeways should be well-defined elements that are easily recognizable by pedestrians and motorists. The use of distinct materials and colors are required to create a clear separation of the bikeway element.

Figure 13: Proposed Mid-Block Pedway

Figure 14: Proposed Pedway Design with Connection to Rear of Building

BIKE PARKING

Bike parking should be provided along major roads [e.g. Southfield, 13 Mile] and along secondary Town Center roads [to be determined]. It is projected that the sidewalk area on these roads will be sufficient enough to accommodate bike parking. The amount of bike parking spaces within the Town Center is dependent on the type of land use that fronts a road on which bike parking is required. For any dwelling [e.g. single-family, multi-family, etc.], one [1] space is required for every three [3] rooms. For places of recreation/assembly and commercial uses, one [1] space is required for every ten [10] automobile spaces [please refer to automobile parking requirements].

Bike parking should be located at least three [3] feet but no more than five [5] feet from curbs adjacent to on-street parking. This distance must be maintained to ensure that no obstruction is within the 'door swing area' of any on-street parking. Bike parking should be arranged so that bikes are parked parallel to the street and street wall, and the width of spaces should be at least two [2] feet. Figures 15 and 16 illustrate acceptable bike parking racks and placement.

DRIVEWAYS

Driveways should be minimized and spaced appropriately to reduce the conflict between automobiles and pedestrians, bicyclists and transit-users. The Town Center should utilize access management techniques to reduce driveways, create shared entrances/exits/connections, properly space driveways and clearly differentiate pedestrian zones and automobile zones.

- Enhance flow of traffic into or out of parking areas by providing adequate stacking room that does not interfere with interior site circulation
- Parking areas should be designed in a way that parking activities (e.g. backing in/out, stacking, payment, etc.) will not interfere with other forms of circulation (e.g. driveway entrance, road traffic, pedestrian traffic, bicycle traffic, transit, etc.)
- Develop policy to reduce parking by requiring shared parking areas and access points between buildings and property owners. Because parking will be located in the rear of buildings (per this guide), buildings and properties within the same Town Center block should be primary partners in shared parking and access management
- Determine peak parking times for different land uses and develop corresponding estimates of parking needs to promote shared parking

INVERTED "U"
One rack element supports two bikes

"A"
One rack element supports two bikes

POST AND LOOP
One rack element supports two bikes

Figure 15: Acceptable Bike Park Facilities

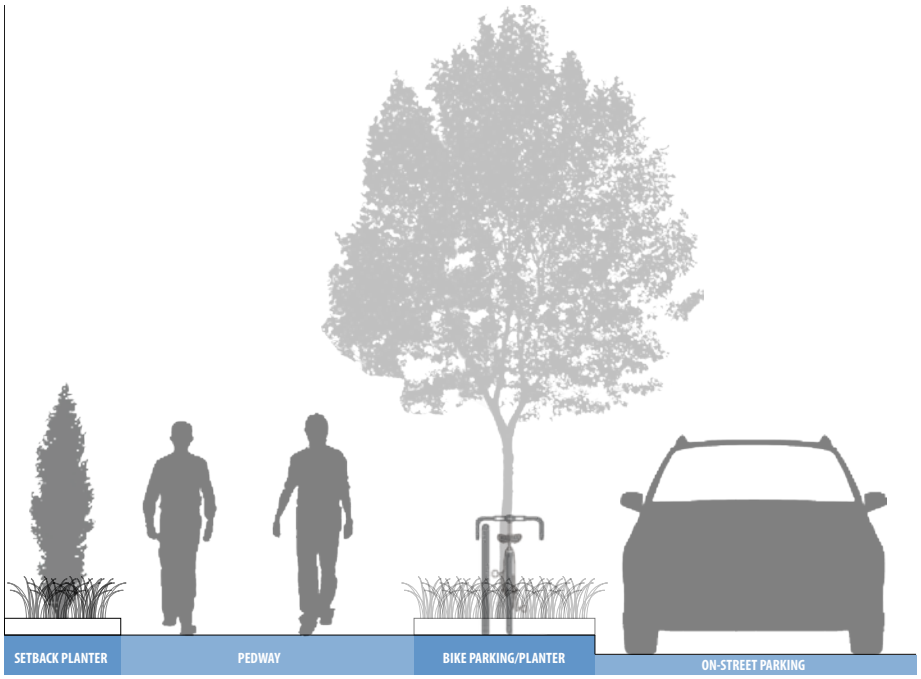


Figure 16: Bike Park Placement

PARKING

Management of parking is an important element of creating a viable Town Center. The following are key considerations that must be addressed when any new development occurs that requires the creation/use of parking:

Placement

- Locate off-street parking and related service areas behind buildings
- Provide convenient access to waste receptacles for service vehicles by placing them adjacent to marked service areas (as noted above). Waste receptacles should be located directly adjacent to the rear wall of corresponding buildings and should be properly screened from parking areas, streets and pedways. If possible, waste receptacles can be incorporated into building design to completely remove them from the exterior environment.
- Limit conflicts between patrons (e.g. pedestrians, bicyclists and transit-users) and service/delivery vehicles. Because parking and service areas will be located in the rear of buildings (per this guide), there should be clearly designated and marked service areas separated from rear pedestrian access to buildings

Buffers

- Utilize buildings, landscaping, walls or other architectural elements to create a visual distinction and transition to parking areas
- Trees, hedges and low walls create a vertical plane that extends from buildings parallel to the pedways
- Provide landscaping within parking lots to enhance aesthetics and reduce heat island effect from pavement
- Utilize low-impact design within landscaping to filter stormwater runoff from the parking lot

Lighting

- Reduce light pollution from overly or improperly lit parking areas
- Maintain proper balance between lighting for safety purposes and the effect that it can have on adjacent properties, buildings or areas

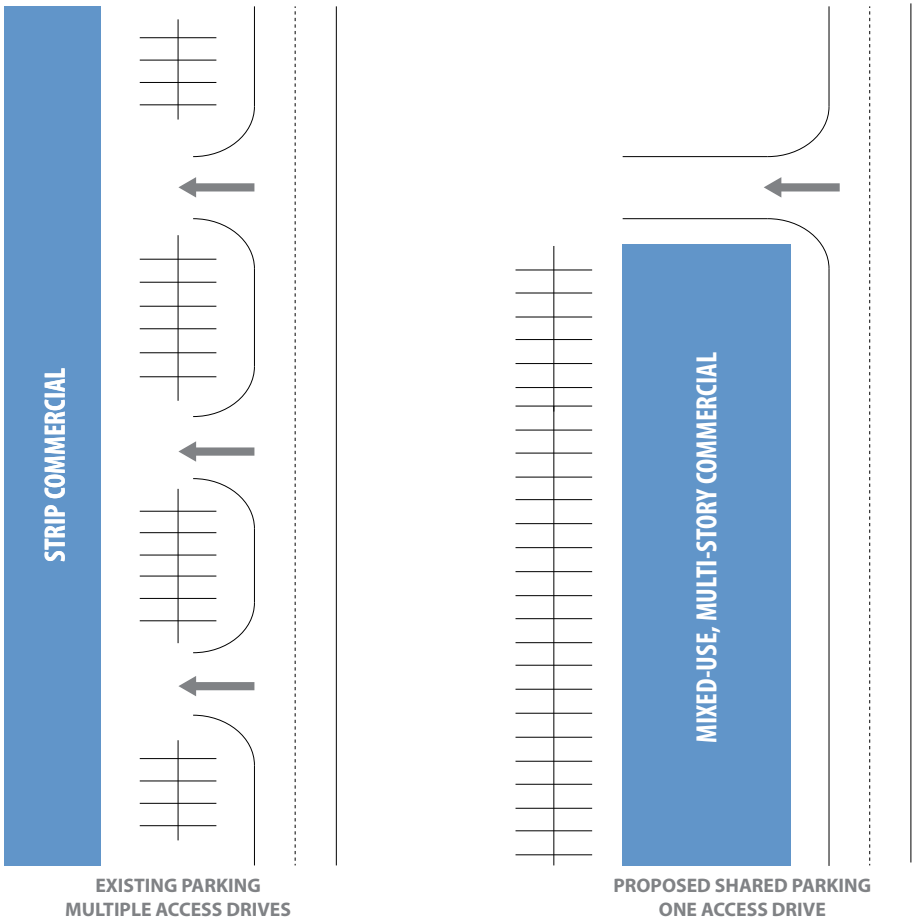


Figure 17: Existing vs. Future Driveway Configuration

Figure 18: Incorporation of Parking into Mixed-Use Building

BUILDING

ORIENTATION/SETBACK

The relationship of a building to its site, the public right-of-way and adjacent buildings is a critical component of successful town centers. New, or infill building projects should be oriented as follows:

- Buildings should be parallel to the street. If located at an intersection, the building should be parallel to both streets, unless unusual site conditions do not allow multiple frontages
- Buildings NOT parallel to the street (existing) should utilize space to complement the pedestrian activity of the district, including plazas, patios and building entries
- Buildings should be situated with ZERO setback from the street right-of-way. Recessed building entrances are allowed [and can often add to the aesthetic of building facades.
- Where it is impractical to maintain ZERO setback from the right-of-way, other elements (e.g. columns, planters, changes in paving materials or railings) should be used to define the street wall
- Front facades should occupy the majority of street frontage, eliminating unnecessary gaps along the street edge
- Primary entrances should be provided from the street, with secondary entrances provided at the side, rear or adjacent to parking
- Buildings should be used to screen service areas, including but not limited to: trash collection, delivery areas, mechanical equipment and utilities.

Figure 19: Proposed Setback Design (Residential)

Figure 20: Proposed Setback Design (Retail/Commercial)

BUILDING

MASSING/SCALE

The 'street wall' is not only defined by the orientation and setback of buildings, but also by the massing, scale and relationship of buildings, promoting a cohesive identity within the Town Center. Massing guidelines are as follows:

- Buildings adjacent to residential neighborhoods and green spaces should be massed appropriately to minimize their impact (e.g. shadow/sun exposure) on adjacent properties
- Pedestrian-scale design should be considered for all building types; this can be achieved horizontally by breaking up large developments with architectural elements, and can be achieved vertically by maintaining appropriate first-floor height ratios and stepping back upper stories
- Buildings of varying heights and uses should consider horizontal architectural elements to maintain continuity throughout the district
- Buildings located at street corners should include distinct form in order to create pedestrian interest and act as gateways into the Town Center; these may include signature entries, plazas, iconic structures, special roof treatments and green space
- Large development projects should be limited so that no building along ANY frontage will exceed 150 feet in length
- Each development exceeding XXX feet in length must provide one (1) 20' pedway connecting to the rear street/alley/parking for every XXX in length

WINDOWS

Windows, used in appropriate proportions, are an important building element for creating a pedestrian-scale environment. Windows abbreviate wall segments and create interaction between the building interior and the street.

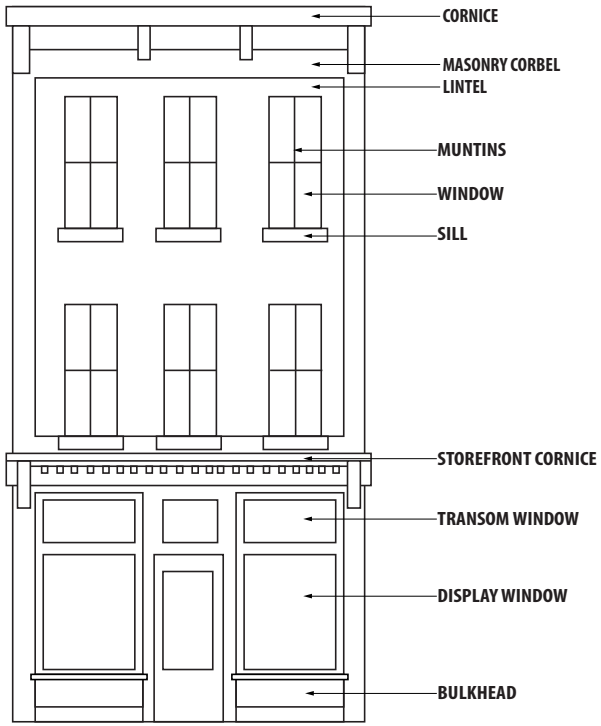
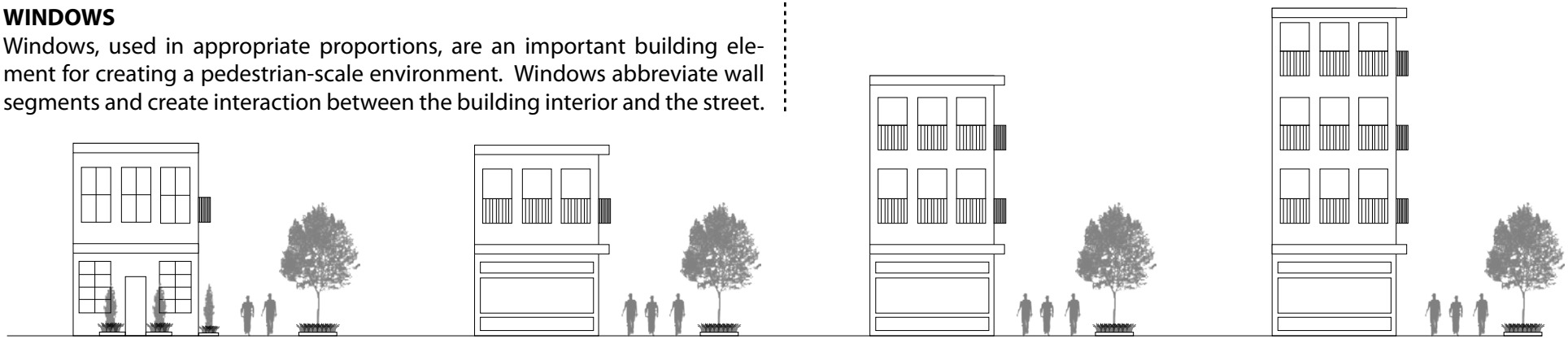


Figure 21: Retail/Office Building Elements



TWO-STORY RESIDENTIAL
TERTIARY STREET

TWO-STORY MIXED-USE
SECONDARY STREET

THREE-STORY MIXED-USE
SOUTHFIELD ROAD/
SECONDARY STREET

FOUR-STORY MIXED-USE
SOUTHFIELD ROAD

Figure 22: Massing

BUILDING

- First floor frontages should have 75% window coverage
- Second floor (and higher) frontages should have 50% window coverage
- Transom windows should be used above main windows where possible
- First floor windows are allowed a maximum of 0.25 reflectance factor, and there should be no reflective coatings on the surface of the glass
- First floor windows should have a minimum of 60% light transmittance factor

AWNINGS

Awnings are encouraged for first floor uses to provide aesthetics, visual interest in the street wall and protection for pedestrians during inclement weather. Awning guidelines are as follows:

- Awning color, material and text should be consistent with those outlined in the District section of this guide
- Awnings should not be internally illuminated
- Awnings should be cantilevered from the building face and should not be supported by posts, columns or beams that obstruct the pedway
- Awnings should not be used as primary tenant signage, and should not block tenant signage from view

ROOFS

Roofs of buildings within the Town Center will have less impact than previous items on pedestrians, but several design considerations must be addressed. Roofs should be designed in a way that promotes interest, reduces massing, screens mechanical equipment, manages stormwater and reduces heat island effect. Roof guidelines are as follows:

- Variety should be provided within the roof line, such as raised/decorative parapets over primary entrances, peaked roof forms and dimensional details at the cornice level
- Different roof planes should be utilized for facades within the pedestrian envirionment as shown in Figure 24
- Flat roofs are preferred; if peaked roofs must be used, they should consist of asphalt, fiberglass, tile, slate or cedar shingles; standing seam metal roofing should be used only as accent material
- Mechanical equipment must be screened from ground level; screening should be of consistent design and material as the roof/building

Figure 23: Unique Awning Design

Figure 24: Mixed-Use Roof Variation

LANDSCAPING

Landscaping within pedways and sites act as both aesthetic and functional elements by improving the appearance of the street, providing shade, softening and defining the street wall and the pedway, calming vehicle traffic, softening the mass of buildings, reducing the heat island effect and managing stormwater. Landscaping should be carefully selected and located so that it does not interfere with commercial activity, pedestrian movement, etc. and/or create issues with maintenance. Landscaping guidelines are as follows:

- Planters with a variety of vegetation that act as "bioswales" to manage stormwater runoff should be used instead of individual tree planters or metal tree wells
- Planters should be located directly adjacent to the street curb
- Planters should be 5' wide and 10' in length, and should be spaced 30' apart from center along the length of the pedway
- Planters should be placed at-grade to effectively manage stormwater and separated from the pedway by a distinct change in material
- Access to irrigation or an irrigation system shall be provided for by the developer; this would include planting areas within public ROWs
- Street trees should provide a verticle scale to adjacent development, not to exceed 15'
- Buildings that are allowed setbacks (that require 50% vegetation) should utilize the same planter style as noted above, although shrubs/hedges with a maximum height of 10' are permitted in place of street trees
- Planters within the setback containing shrubs/hedges should be spaced/situated appropriately to maintain visibility of the storefront
- Planters within the setback should not negatively impact circulation patterns, impede access to entries or impede in the pedway
- Plant materials should be native or adapted to climatic conditions, salt tolerant, low maintenance and offer seasonal interest throughout the year
- Refer to Figure 26 for examples of acceptable on plant materials

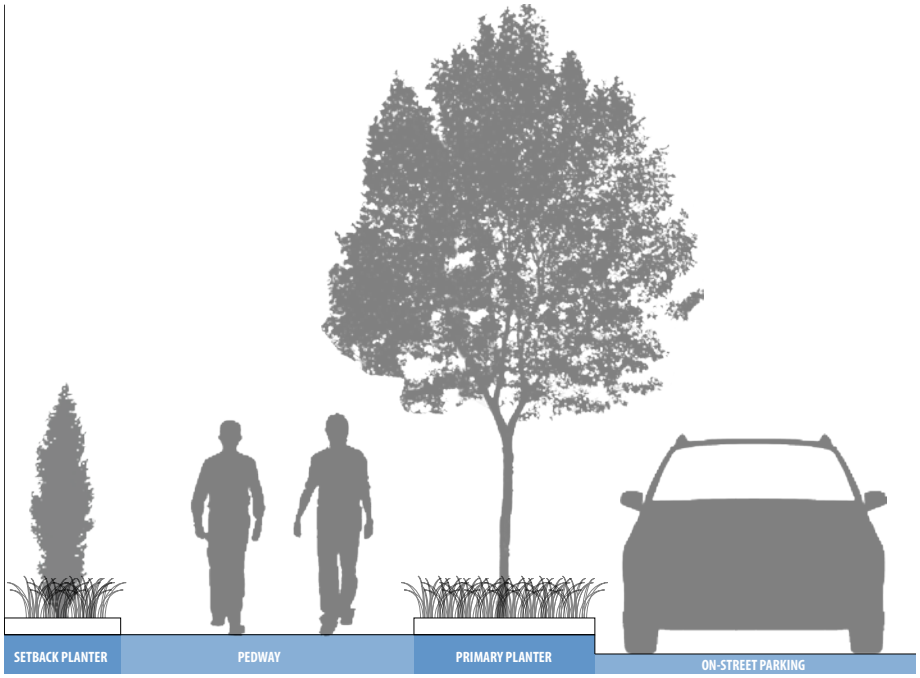


Figure 25: Landscaping Cross-Section

Figure 26: Acceptable Plant Materials

LIGHTING

Lighting is an important element that must be carefully crafted. Too little lighting can create unsafe conditions, while too much lighting may become a nuisance and detract from the character of a district. As such, lighting must be selected to create a balance between functionality and aesthetics, while considering all types of activity and transportation within the district. Lighting guidelines are as follows:

- Utilize a variety of lighting options to create a comprehensive, unified lighting system for the Town Center (ground, pedestrian, building and street)
- Indirect ground lighting should be placed within planters to create indirect illumination of the pedway; this method will create less physical interruption allows for easier pedway maintenance/snow removal
- Pedestrian-scale lighting (e.g. bollard lighting) is permitted as an alternative to lamp posts or indirect ground lighting
- First-floor uses should utilize decorative, goose-neck fixtures adjacent to and/or above awnings to direct light downward, accentuating the building without creating a nuisance in the adjacent pedway
- First-floor uses are allowed one (1) goose-neck fixture for every ten (10) feet of frontage
- Street lighting can be achieved using decorative lamp posts spaced 25' apart (between planters) within the pedway
- Decorative lamp posts should be used to 'brand' the Town Center by incorporating banners or permanent signage; doing so will decrease the need for separate signage elements and thus maintain appropriate space within the pedway
- Eliminate outward and upward glare from all light sources
- Neon lighting, window lighting or interior lighting specifically directed toward the pedway is not permitted
- All light sources (building, pedestrian, ground, and lamp) should be LED that emit warm (yellow, white) lighting

SIGNAGE/WAYFINDING

Signage performs many functions within a district; it can advertise retail/commercial uses, it can provide wayfinding for all forms of transportation and it can also be used to "brand" or "promote" a district or municipality. Signage/wayfinding guidelines are as follows:

- Signage used to "brand" or "promote" the Town Center should be incorporated within lamp posts as decorative banners
- Signage used to "brand" or "promote" the Town Center should be comprised of material consistent with those outlined in this guide and should be consistent with the color scheme of the Village/Town Center
- Signage used to "brand" or "promote" the Town Center should not impede the vision or movement pedestrians or automobiles
- Wayfinding should be placed at all intersections and at all mid-block pathway locations along the pedway
- Wayfinding should be designed at pedestrian-scale, and all lettering should be highly visible to promote more efficient movement throughout the Town Center
- Wayfinding should be designed within the same "brand" as the promotional signage to supplement the identity of the Town Center

For direction on specific tenant signage, please refer to the Beverly Hills Sign Ordinance.

Figure 27: Example of Wayfinding

Figure 28: Example of "Brand" Signage

BUILDING MATERIALS

Building materials provide further opportunity to promote a unified district. By prescribing preferred materials within the Town Center, it allows detailed elements of buildings to relate to a common design theme throughout the district. Building material guidelines are as follows:

- Primary building materials should consist of brick, stone and glass
- Secondary or Accent building materials should consist of fiberglass reinforced concrete, siding, decorative metal, polymer plastic (fypon) and/or Exterior Insulation and Finishing Systems (EIFS)
- Synthetic materials and/or materials that are highly reflective and will generate glare and heat should not be used within eight (8) feet of ground level
- Material or color changes should only occur where there is a shift in plane or massing along the building facade
- Earth-tone finish colors should be used for all exterior facades and architectural elements
- Any utility elements (e.g. gutters, vents, etc.) should coincide with the color scheme of the district
- High-quality, sustainable materials should be used to prolong the life of the building
- No facade hierarchy will exist for any building; all facades should be finished with the same materials, color and architectural detail

UTILITIES

Utilities and service areas are vital to the functionality of buildings. In order to maintain a balance between functionality and aesthetics, these elements should be located appropriately to limit their impact on pedestrians and adjacent properties.

- Utilities and services areas should be located within the building envelope in the rear of the structure (where possible)
- If it is not possible to locate utilities and service areas within the building envelope, they should be located and accessed in the rear alley and should be completely screened from public using the same materials of the building that they relate to
- Utilities and service areas should be consolidated (where possible) to serve multiple businesses
- Overhead utility lines should be placed underground (whenever possible)

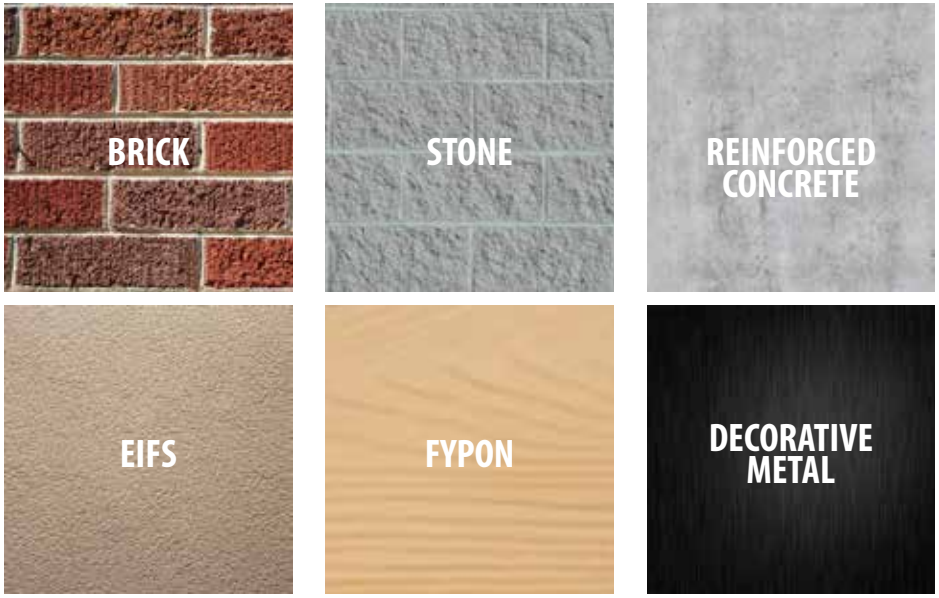


Figure 29: Examples of Preferred Building Materials

Figure 30: Utilities/Service Areas Incorporated into Building

Figure 31: Shared Alley (Pedestrians, Automobiles, Service Vehicles)

STREET FURNISHING

Street furnishing is a method of adding additional elements to the public realm that adds both functionality and aesthetics to the district. Street furnishing guidelines are as follows:

- Street furnishing should be placed in both private property (setback) and the pedway
- Street furnishing should be selected based on design that is complimentary to the overall character of the Town Center
- Street furnishing allowed within the design guide is limited to benches, outdoor dining, waste receptacles, newspaper corrals and bollards; other elements already outlined in this guide include planters, bike park facilities and lighting
- Street furnishing should be provided by the developer in conformance with these standards
- Street furnishings that are not exclusive to a development (e.g. benches, waste receptacles) will be maintained by the Town Center after it is installed by the developer
- Street furnishings that are exclusive to a development will be maintained by property owners (e.g. outdoor dining, newspaper corrals)
- Outdoor dining may be separated from the pedway by a removable barrier or fencing
- Street furnishing, both public and private, (e.g. outdoor dining/barriers, waste receptacles, newspaper corrals, bollards, irrigation valve covers) should be unified through paint cover/finishes and are subject to design review by the Village Planning Commission

Figure 32: Preferred Street Furnishing