



# Village of Beverly Hills

Master Plan Adopted March 2016



# VILLAGE OF BEVERLY HILLS MICHIGAN

I hereby certify that the Village of Beverly Hills Planning Commission and Village Council adopted this Village of Beverly Hills Master Plan, in accordance with Section 43 of Michigan Public Act 33 of 2008, as amended. After holding a public hearing on January 27, 2016, the Master Plan was adopted by the Planning Commission on January 27, 2016 and after holding a public hearing on March 15, 2016, the Master Plan was adopted by the Village Council on March 15, 2016.

len E. Marshall

Ellen E. Marshall, Village Clerk Dated: March 28, 2016

1. Introduction	4
A. What is a Master Plan?	4
B. Overview of Process	6
C. How to use the Master Plan	6
D. Historical Context	6
2. Beverly Hills Today	9
A. Population and Housing Characteristics	9
Population	9
Housing	11
Economic and Educational Attainment	11
B. Community Assets, Facilities, and Services	12
Municipal Facilities and Services	12
Sanitary, Storm Sewer, and Water Facilities	14
Recreation Facilities	14
Natural Features	15
Institutional Facilities	16
C. Existing Land Use	17
Existing Land Use Categories	18
D. Transportation	20
E. Conclusions	23

CONTENTS

ц С

TABLE

3. Beverly Hills Tomorrow	25
A. Vision and Goals	
Community Vision	25
B. Future Land Use and Character	
Residential Uses	26
Guidelines for Redevelopment in and Adjacent to Residential Areas	30
C. Transportation Enhancements	
Street improvement recommendations	34
Access Management	35
Traffic Calming	36
Non-Motorized Transportation	36
Capital Improvements Plan	37
D. Environmental Stewardship and Sustainability	
Low Impact Development (LID)	39
E. Community Facilities	
Recreation Facilities	41
Municipal Facilities and Services	41
Communications	41
4. How to Get There	42
Guidance for Development Decisions	42
Evaluation and Monitoring	42
Role of Village Council	42
Planning Commission as Facilitators	42
Zoning Recommendations	42
Zoning Plan	43
Appendix: Village Center Plan	47

# Acknowledgments

### Planning Commission

George Ostrowski, Chair Patrick Westerlund, Vice-Chair Vince Borowski Dennis Chegash Andrew Drummond Antonia Grinnan David Jensen Bob Ruprich Robert Stempien

### Village Council

John Mooney, President Lee Peddie, President Pro-Tem Rock Abboud Robert Borgon James Delaney Phillip Mueller Jon Oen

### Village Administration

Chris Wilson, Manager Ellen Marshall, Asst. Manager/ Clerk Erin Wilks, Planning and Zoning Administrator

### Planning Consultant



NTRODUCTIO

Beverly Hills is a mature, residential community with many assets including high quality neighborhoods, schools, infrastructure, natural areas, and convenient access to employment centers and shopping. The village is substantially developed and has few vacant areas available for growth within its boundaries. The maturing process has created the need to identify strategies for preservation, and in some cases to encourage upgrade or redevelopment of the built environment. A plan of action for the future that focuses on both preservation and enhancement of the village's physical assets will help ensure that the village prospers as a vital community into the twenty-first century.

There continue to be issues to address to help sustain the high quality of life residents have come to expect. The Master Plan is intended to provide community leaders with a written philosophy to deal with these issues.

# A. What is a Master Plan?

The purpose of a master plan for Beverly Hills is to enumerate the unique elements of the community and guide future development to both strengthen the existing character of the village and meet community goals. A sound master plan for pattern and density of land use, infrastructure investments, and conservation of natural features helps ensure that Beverly Hills will remain a highly desirable place in which to live or work. A plan allows residents, business owners and developers to make investments with a reasonable expectation of what might occur in the future. A master plan also helps to guide decisions as conditions and expectations change and to balance the sometimes competing interests of the environment, individual landowners and the community overall.

The master plan will assist Village leaders when considering the long-term implications of their decisions about the environment, community character and the Village's fiscal health. Appropriate planning is necessary to avoid mistakes that could be difficult to correct.

Community master plans are governed by the Michigan Planning Enabling act (PA 33 of 2008). The Act outlines the process to be followed and areas to be analyzed in the preparation of a master plan. A cooperative effort with surrounding communities and the county, as well as public input are important

# Recent Accomplishments since the last plan:

Non-conforming zoning study

• Due to a large number of ZBA cases, various neighborhoods were targeted for rezoning to reduce non-conformities

Village Center Plan and Overlay District

• A vision for a walkable village center along Southfield Rd. with buildings fronting the street, a mixture of uses, and creating a sense of "place"

Sign Ordinance update

• Overhauled sign regulations to improve character within commercial and office districts

procedural components. Characteristics such as population and land use patterns must be evaluated. The zoning regulations for each community are to be based upon the agais and recommendations of the plan. The Act necessitates review by the Village at least every five years to verify that it remains up to date and consistent with current conditions. Best planning practices suggest the Planning Commission review the Master Plan annually to review goals, identify yearly projects or revise the document if necessary. The Act requires the Planning Commission to submit to the Village Council an annual report detailing the yearly activities and project status. The report must include recommendations for future planning initiatives, which are most appropriately developed during an annual review of the master plan.

The previous Beverly Hills master plan was adopted in 1998 and updated in 2007. This updated master plan incorporates updated community profile data, updates the visions and goal statements, and provides an update to the recommendations and implementation of the plan to respond to current conditions and issues. In coming years, the social, political, economic, and environmental conditions within Beverly Hills will continue to change. The planning process seeks to anticipate the impacts of those changes. The master plan should continue to undergo periodic review and revision to remain a useful guide for community change.

# The Differences between a Master Plan and a Zoning Ordinance

The master plan provides a general direction for future development, and while it does not change the zoning map or text applying to any property, one way the plan is implemented may be through zoning ordinance and/or map amendments. A master plan is flexible in order to respond to changing conditions and it is not a binding legal document. The master plan shows how land is to be used in the future; while the zoning ordinance regulates the use of land at a particular point in time. The zoning plan (required by state law and included in the implementation chapter) ties the master plan to the zoning ordinance by outlining how future land use categories relate to zoning districts. Some of the differences between the master plan and the zoning ordinance are listed below.

Master Plan	Zoning Ordinance
Provides general policies, a guide	Provides specific regulations, the law
Describes what should happen in the future – recommended land use for the next 20 years, not necessarily the recommended use for today	Describes what is and what is not allowed today, based on existing conditions
Includes recommendations that involve other agencies and groups	Deals only with development-related issues under Village control
Flexible to respond to changing conditions	Fairly rigid, requires formal amendment to change

## New in 2016:

- Reorganized document with concise, forwardthinking ideas
- Revised transportation chapter reinforcing the Village's commitment to Complete Streets
- Village Center Subarea Plan
- Zoning Plan in the Implementation chapter
- Updated Future Land Use map
- Revised goals, objectives, and recommendations
- Hyperlinks, for use in digital format, are in <u>blue</u>

Generally the Master Plan addresses the following:

# **Beverly Hills Today**

An overview of existing conditions in the Village including population, housing, land use, transportation, natural features, and community facilities information. These conditions are analyzed with a list of key findings.

# Beverly Hills Tomorrow

A Community Vision is established along with goal statements for key community planning issues in order to guide decision-making and provide a framework for plan implementation.

Plan recommendations, which are more specific than the goals, are outlined in order to provide direction on land use, transportation, and community facilities and services.

# How to Get There

A description of implementation that will assist the Village in realizing the vision of this important Plan.

# **B. Overview of Process**

In developing the master plan, Beverly Hills followed a comprehensive planning process to allow participation from the public, elected and appointed officials, Village staff and from experts in various subject areas.

This document was prepared in cooperation with the Planning Commission, the Planning Commission Master Plan Subcommittee, the Village's consultants, and the Village administrative staff.

- Kick Off. In accordance with the Michigan Planning Enabling Act, the Village distributed a Notice of Intent in 2014 to the required agencies and alerted the public through the Village's newsletter beginning the process of data collection and analysis.
- Public Involvement. Public involvement included monthly updates at Planning Commission meetings and a public workshop. The Internet, Village newsletter and email blasts expanded the outreach efforts for these sessions.
- Public/Agency Review & Public Hearing. The process concluded with the State mandated 42-day public and agency review period, followed by a public hearing conducted by the Planning Commission. The Village Council adopted the plan on March 15, 2016.



# C. How to use the Master Plan

The master plan is the guiding tool and provides the framework for land use decisions in Beverly Hills. It should also serve as a basis for capital improvement decisions and programming: as funds are allocated for yearly work programs and tasks with outside sources of funds, (such as grants), for local enhancement and development activities. The following guidelines should be followed consistently for the best use of the master plan:

# Refer to the Master Plan in all zoning decisions

Use of the master plan ensures that the desires of the community regarding future development are translated into action...one special land use permit, site plan approval, variance, or rezoning at a time. Those everyday decisions, collectively dictate the future of Beverly Hills.

# **D. Historical Context**

Located less than 5 miles from Detroit's northern boundary, Beverly Hills is approximately 4.5 square miles in area. The community's primary natural amenity is the Rouge River, which flows through the western portion of the village. Beverly Hills is predominantly a residential community. Residents are proud of the community's residential character and are devoted to maintaining the high quality of their neighborhoods as the ideal residential environment. Preserving this residential character has been a goal of residents living in the area since before incorporation. Pre-1900: On November 7, 1807, the Treaty of Detroit was signed by Governor William Hull and the chieftains of the Ottawa, Chippewa, Wyandot, and Potawatomi tribes. The treaty ceded the southeastern quarter of the lower peninsula to the United States. This area included Oakland County. In 1820 it was organized as a county by Territorial Governor Lewis Cass, and Pontiac was designated as the county seat. In 1830, the area, which now includes the Village of Beverly Hills, was designated as Ossewa Township; the residents later changed the name to Southfield Township.

A program of road improvements began in 1848. The Plank Road Act authorized private companies to pave the roads with planks or logs. In return, the builders could collect tolls from travelers, at about two cents a mile. Planked roads along Woodward Avenue and Saginaw Trail reached Pontiac in 1854. The planked roads served as a trade route which enabled Oakland County farmers to transport farm products to Pontiac; and Oakland County prospered as an important agricultural area.

Early 1900s: Through the early 1900s, agriculture thrived in Oakland County's outlying areas. However, industrialization in southeastern Michigan created development pressure and real estate interests responded by developing residential subdivisions in rural Oakland County. The Knight-Menard Real Estate Company developed subdivisions within the present village area and named them Beverly Hills.

1950s: By 1958, the need for local services and regulation directed many Southfield Township residents in their attempt to incorporate the

entire Township as the Village of Southfield. However, a substantial group of residents believed incorporation would threaten the rural character of the area. To avoid being incorporated as part of the Village of Southfield, Beverly Hills was incorporated as a home rule village in April, 1958, and adopted the name of Westwood. Residents voted to change the name to the Village of Beverly Hills in 1959.

1960s: The newly-created village developed at a rapid pace in the 1960s. At this time, the Planning Board and Zoning Board of Appeals were established as separate advisory boards, and the first Village Master Plan was prepared in 1961. The single-family residential subdivisions of Nottingham, Metamora, Georgetown, Ronsdale, Westwood, and Sturbridge were platted, and Huntley Square Apartments were constructed. Commercial and office development within the Village included the shopping center at Thirteen Mile and Southfield Roads, the medical complex at Southfield and Beverly Road, and the Polewach Office Buildings on 14 Mile Road. Village roads including Southfield Road between Thirteen and Fourteen Mile Roads. Beverly, Pierce and streets east of Southfield Road were upgraded, widened, and/or paved.

1970s: According to the U.S. Census, the population peaked at 13,598 in 1970. As the Village continued to provide additional services, the Village Council considered the comparative advantage of becoming a city. Ultimately, the Village Council decided to retain its village status, although it did continue to take on additional responsibilities. At this time the management of Beverly Park Goal

Throughout the plan, goals are highlighted in purple.

Implementation actions are highlighted in orange. For a complete list of implementation tools, and timeframes, see <u>Chapter 4.</u>

1820	Oakland County formed
early 1900s	Residential subdivisions begin
1958	Incorporated as Village
1961	First Master Plan
1974	Village Hall opened

was transferred from Southfield Township to Beverly Hills. In addition, the present Village Hall that provided office space for both Beverly Hills and Southfield Township administration was constructed and opened in 1974. Development of the village continued with the subdivision of the Gravelin Farm at the corner of Pierce and Birwood to create Williamsburg Row, the construction of the McDonald's Restaurant on Southfield Road, and improvements to Thirteen Mile and Lahser Roads.

1980s: The U.S. Census reports that the village population declined to 11,598 by 1980. The Village Council adopted a new Master Plan and Urban Design Plan for the improvement of Southfield Road in the village. The plan was implemented by enclosing storm drains and the construction of sidewalks and landscaping. With the majority of the Village developed by 1980, infill development and continued transportation improvements were implemented. The Village Pines condominium project was developed along Lahser Road. Plans were also submitted for realianment and reconstruction of Evergreen Road between Beverly and Riverside. Sidewalks in the eastern portion of the village were upgraded. A new public safety building was constructed and opened in 1989. Subsequently, Southfield Township constructed its own Township Hall immediately west of the Village Hall, on land previously occupied by the Public Safety Department.

1990s: Because of decreasing household size, the 1990 population further decreased to 10,610. Capital improvements projects included the dredging and refurbishing of Beverly Pond and the construction of the Combined Sewer Overflow (CSO) Retention Basin in the Douglas Evans Nature Area. The CSO project was part of a regional effort to improve the water quality of the Rouge River. A special election was also held in 1997 to raise a dedicated millage for infrastructure repairs and improvements. During the 1990s, the Village of Beverly Hills was recognized as one of the safest communities in Michigan, with the lowest crime rate of any community in Michigan with a population over 10,000 residents.

2000s: Consistent with the previous decade, the population experienced a slight decline. Since the housing stock has grown in the past ten years, it is clear that the decline can only be attributed to the decline in household size similar to the conditions in the 90s. The village has continued to thrive and positively respond to the increasing popularity of this area of Oakland County showing impressive increases in property values, new higher-end commercial businesses, constant requests for home expansion and improvements, upgrades to streets, and a significant upgrade to Beverly Park. All are indicators of a thriving residential community that will continue to offer a high quality of life and is very desirable.

Sources: Randy Munguia, Historical Committee Chairman, Robert J. Belaustegui, Former Planning Board Member, Hagman, Arthur. Oakland County Book of History, 1970, and Waddell, Richard Lee. Out of Small Beginnings, 1976.

# A. Population and Housing Characteristics

# **Population**

Since 1960, the population of Beverly 80,000 Hills has remained 70,000 relatively stable with minimal decline in the 60.000 last 50 years. The peak population was in 1970 50,000 at 13,598. The 2010 40,000 Census population of Beverly Hills was 30,000 10,267, down from 10.437 in the 2000 20,000 Decennial Census. 10,000 Current projections by **SEMCOG** anticipate Beverly Hills to reach a population of 10,338 by the year 2040, resulting in a .7% increase in population over the next 25 years, indicating Beverly Hills is a built out and stable community. Beverly Hills's population trends are similar to the comparable communities in Oakland County where populations have remained relatively stable since 1980 (except for Royal Oak, which has experienced a more significant population decline). Future population projections for Beverly Hills are similar to surrounding communities, each expecting modest growth by 2040.



## Population Projections



Source: US Census Bureau - 2010; SEMCOG 2040 Projection - 2012

11 

This chapter describes the Village's existing conditions to provide a framework for the rest of the plan.



Source: US Census Bureau, 2000 - 2010

The age distribution of the Beverly Hills population varies. Over the next 20 to 25 years, the population of Beverly Hills will become increasingly older, dependent upon whether today's children are able to return home as young adults to live and whether their empty nest parents choose to remain in their family homes. The data show that Beverly Hills is comprised largely of traditional family households: the majority of the population is between the ages of 35-54 and the second largest age group is children between the ages of 0 and 19. Nearly 61% of households are identified as husband and wife families. 27.1% of families have children at home under 18 years old. The median age is 44.7 years, higher than the comparison communities.

Median Age	
Beverly Hills	44.7
Birmingham	41.1
Southfield	42.0
Farmington	39.5
Rochester	38.3
Berkley	37.9
Royal Oak	37.8
Oakland County	40.2

Source: 2010 Decennial Census

# Housing

Beverly Hills is a traditional single-family home community. Owner-occupied homes make up 89.3% of the housing stock, while 10.7% of homes are rental properties, (either single-family, or multi-family homes). The median housing value in Beverly Hills is \$326,000. When comparing housing values with similar communities in the area, Beverly Hills sits near the top in median home price range. Beverly Hills is far above the average price for a home in Oakland County, which is at \$204,300.

The average household size is 2.52 people.

# **Economic and Educational Attainment**

The median household income for Beverly Hills is \$104,951. In comparison with surrounding communities, Beverly Hills' incomes exceed most communities, particularly those nearest to Beverly Hills. In comparison to Oakland County overall, Beverly Hills incomes are much higher than the median of \$66,390.

A high median income may be attributed to the high level of educational attainment in Beverly Hills and the surrounding communities. Nearly 98% of Beverly Hills residents are high school graduates or higher. 67.7% of residents in Beverly Hills have a bachelor's degree or higher. This number is higher than residents in the surrounding communities, and significantly higher than the Oakland County rate at 42.2% with a bachelor's degree or higher.



Source: 2008-2012 American Community Survey 5-Year Estimates

Educational Attaini	ment				
	% high	%			
	school	bachelor's			
	graduate	degree or			
	or higher	higher			
Beverly Hills	97.9%	67.7%			
Birmingham	98.2%	74.5%			
Rochester	96.6%	55.7%			
Farmington	95.4%	54.1%			
Berkley	94.7%	43.6%			
Royal Oak	94.6%	47.7%			
Southfield	92.4%	38.7%			
Oakland County	92.2%	42.2%			
Source: 2008-2012 ACS 5-Year Estimates 2010					



Beverly Hills can be identified as a bedroom community. Only 13.2% of Beverly Hills residents work in Beverly Hills or surrounding Bingham Farms and Franklin. Nearly 15% of workers commute to Detroit, 12% to Southfield, and 7.5% to Troy. The remainder of workers commute to other relatively close communities, with 28.6% of overall workers commuting to an entirely different area in the Detroit Metropolitan Area.

According to SEMCOG, the current number of jobs in Beverly Hills is 3,414. This number is projected to increase to 3,866 in 2040 based on SEMCOG projections. The largest employment sectors are private education & healthcare (811 employees), leisure & hospitality (587 employees), and retail trade (363 employees). Knowledge-based services and private education & healthcare are the only two sectors projected to grow significantly between 2010 and 2040. Private education & healthcare industries are expected to grow just over 41%, while knowledge-based services are anticipated to grow nearly 33% by 2040.

# Employment Sector



# B. Community Assets, Facilities, and Services

Community facilities are those that serve the general needs of village residents by providing opportunities for recreation, health, safety, education, and cultural enrichment. A community facility must be adequate in size, appropriately located within the community, and responsive to the needs of village residents. Existing community facilities within the village are identified on <u>Map 1</u>.

In Beverly Hills, over 91 cents of every dollar in tax revenue is raised from residential properties. In many other municipalities, commercial or industrial tax collections represent a substantial proportion of tax revenues. These taxes from non-residential land uses underwrite the high costs of construction and operation of community facilities - facilities that generally benefit the residential population. Such is not the case in Beverly Hills.

# **Municipal Facilities and Services**

The major municipal buildings of the Village are centrally located within the community at Thirteen Mile Road and Chelton. The site includes the Village Hall, the Public Works yard, Southfield Township offices, and a Public Safety building.

- The Village Hall contains the administrative offices of the Village.
- The Village's public safety building is located on Thirteen Mile Road, west of Chelton. The facility was completed in 1989 and designed to meet both the current and the future needs of the public safety department.



# Map 1: Community Facilities



The village's Parks and Recreation Plan, adopted in 2013, highlights the goal to provide better education and access to the nature preserves and continued improvements to Beverly Park.

- The administrative offices for Southfield Township are located west of the Village Hall in a structure completed and occupied in 1991. Both buildings share a common vehicular access and common parking area. The Township makes its meeting room, with a capacity of 41, available to the villages in the surrounding area.
- A service yard is located behind the Village Hall for public service storage and operational facilities.

## Sanitary, Storm Sewer, and Water Facilities

#### Sanitary Sewer System

All housing units in the village have the capability of using public sanitary sewer service within the village. There are no remaining residences on septic systems.

#### Storm Sewer System

The current storm water collection system in the village is a series of subsystems. Beverly Hills is served by the George W. Kuhn, Acacia, Rummel and South Berkshire drains. Several pumping stations serve as an integral part of the Beverly Hills sewer system. The Oakland County Drain Commissioner's office operates a pumping station on Lahser south of Thirteen Mile Road. A second pumping station is located at Thirteen Mile Road across from the Detroit Country Day School site. A third pumping station has been constructed on the west side of the Rouge River at Thirteen Mile near Stafford.

#### Water System

The source of the village's water supply is the

Great Lakes Water Authority; the water supply is delivered by the South Oakland County Water Authority (SOCWA) through feeder mains in Greenfield Road, Southfield Road, Thirteen Mile and Fourteen Mile Roads. SOCWA also maintains an elevated water reservoir at Fourteen Mile Road and Edgewood, tied to the main in Fourteen Mile. The Village system includes a water feed west and south, from Southfield Road to the village limits.

## **Recreation Facilities**

Recreation has an essential role and relationship to good health and the quality of life for residents. The need for recreation facilities occurs at all age levels and in all areas of the community. The following is a summary of the park and recreation opportunities available to village residents. The public recreational facilities in the village are shown on <u>Map 1</u>. Since not all parks are owned by the Village, the list and descriptions are organized by their jurisdiction.

### Village Recreation Facilities

There are four public recreation and nature preserve areas within the village. Beverly Park is located on Beverly Road between Southfield and Evergreen Roads and is the largest park in the village. Recent improvements to the park allow for year-round recreational opportunities. Several community and neighborhood events are held at the park and it truly serves as an important gathering place for residents. Riverside Park offers primarily passive recreational opportunities for residents and is situated along the Rouge River off Riverside Drive.

Douglas Evans and Hidden Rivers nature preserves serve as valuable open space,

although these areas are precluded from development for structured recreation. Public access to the Douglas Evans nature preserve is located on the west side of Evergreen Road, between Beverly Road and Old Pond Court.

The Village is planning some improvements to the park located at Greenfield and Beverly Road along Beverly Court.

### Public School Recreation Facilities

The Birmingham Public school properties located in the village are available to the residents for recreation. The outdoor facilities may be utilized free of charge; however, most programmed activities have a nominal fee. The gymnasiums and pools located within the schools are available for use for a small fee. Other indoor programs are held for residents at specific times as coordinated by the Birmingham Public Schools' Continuing Education Program. Each elementary school has a Community School Officer who is responsible for scheduling the facility. Each school operates a latch key program wrapped around normal school hours.

### **Regional Parks**

A large number of Oakland County parks provide year-round recreational facilities including camping, boating, swimming, fishing, golf, picnicking, nature study, mobile recreation, and winter sports. The most accessible regional facilities for Beverly Hills' residents include:

- Kensington, Indian Springs, and Stony Creek Metroparks
- Proud Lake
- Pontiac Lake

• Highland State Recreation Areas

# **Natural Features**

The following is a summary of natural features, conditions, and issues in the village:

- The Rouge Watershed: The Rouge River Watershed is one of the nation's largest urban waterways. The river drains about 438 square miles of land in Wayne, Oakland, and Washtenaw counties in southeast Michigan, and empties into the Detroit River just south of the City of Detroit.
- Beverly Hills is one of 48 municipalities entirely or partially within this drainage area. It is estimated that more than 75% of the land within the watershed is developed.
- The village takes part in the Rouge River National Wet Weather Demonstration Project which is a comprehensive analysis of the entire Rouge River watershed and the pollutant sources and levels that affect the river's water quality.
- To improve and reduce discharge into the Rouge River, the Combined Sewer Overflow (CSO) Retention Basin was completed in the Douglas Evans Nature Area in 1996 to retain flow from the combined sewer, and gradually release the flow into the Evergreen Interceptor for treatment at the Detroit Wastewater Treatment Center.
- Clinton River Watershed: A small area of the easternmost portion of the Village also lies within the Clinton River Watershed, which covers approximately 760 square miles over portions of four counties (Oakland, Macomb, Lapeer and St. Clair).

- Nature Preserves: The Douglas Evans and Hidden Rivers natural areas preserve a combined total of over 33 acres of environmentally sensitive natural areas adjacent to the Rouge River.
- Natural Beauty Road: Although Evergreen Road is an arterial road, the curvilinear stretch between Beverly Road and Riverside Drive has picturesque features to protect this natural character. The Village designated the portion of Evergreen Road between Beverly Road and Riverside Drive as a Natural Beauty Road in 1984.
- Tree Maintenance: The village is graced with many large, beautiful trees. The health, vitality, and replenishment of trees and other plant material are essential to maintaining the village's residential character. Many of these trees are on public property and within public rights-of-way and are the maintenance responsibility of the Village. To date, approximately 300 ash trees have been removed from village parks as a result of the destruction from the emerald ash bore. The Village should continually monitor this situation to reduce impacts and prevent the loss of additional trees.

# **Institutional Facilities**

### Public and Private Schools

Schools are a major physical and social focal point for the entire community. The quality of education offered by a school system is, perhaps, the most important quality of life issue that determines the long term stability of a community. Beverly Hills is served by Birmingham Public Schools, although a number of private and parochial schools located within the village attract students from an area extending beyond the village boundary.

The primary factor limiting the opportunities for locating future school facilities within the village will be the small amount of available vacant land within the village. In the foreseeable future, any new or consolidated school facilities will be located within existing school sites. Opportunities for expansion on existing school facilities do, however, exist.

- Elementary Schools: Greenfield School serves the eastern section of the village, Beverly School the central section, and Bingham Farms School, located outside of the village, serves the western section of the village. Some children residing in the village attend Covington School, also located outside of the village. Both elementary schools within the village are located in single family residential neighborhoods.
- Wylie E. Groves High School is centrally located within its service area, as is the Berkshire Middle School. Both of these facilities are located on intermediate thoroughfares, thus minimizing the impact of the increased traffic congestion generated by their large service area.
   Families residing in the village may also send their children to the International Academy located within Bloomfield Hills. The International Academy serves a consortium of ten school districts, and a limited number of students from the Birmingham school district may attend the school each year.

In addition to the public schools, the nonpublic schools located within the village boundary are Detroit Country Day School, Beverly Hills Academy, Our Lady Queen of Martyrs, and Nexus Academy of Royal Oak. These schools serve an area larger than the village. Detroit Country Day School has significantly enlarged their facilities and has expanded the land area under their control in the residential district south of the main campus.

### Library Facilities

The availability of library services to the residents of the community is a significant contribution to the quality of life. Libraries are an educational resource for both children and adults. The Village has contracted with the Baldwin Public Library, located at 300 W. Merrill in Birmingham; the Village's contractual agreement for use of the Baldwin Library also gives residents access to the Southfield library and most other regional libraries.

# C. Existing Land Use

The manner in which the land in a community is presently being used influences the village's tax base, services offered, quality of life, traffic flow, and utility and infrastructure needs. The existing land use pattern provides a template to evaluate key issues and strategies related to future land planning.

A graphic representation of existing land use in the village is presented in <u>Map 2: Existing Land</u> <u>Use</u>. The existing uses of land parcels were determined through a survey of the Village conducted by LSL Planning with input from Village staff in 2014. Because Beverly Hills is virtually built out with very few vacant parcels, land uses in the village have changed little since the last plan.

## Residential

- The dominant land use in Beverly Hills
- Residential densities generally decrease from east to west in the village.
  - » Residential parcels east of Southfield Road typically range from 6,000 to 15,000 square feet.
  - » Between Southfield Road and Evergreen Road, lot areas typically exceed 10,000 square feet, generally ranging from 12,000 to 20,000 square feet.
  - » The balance of the parcels in the village varies widely in area with the majority in excess of 16,000 square feet and larger parcels in the two to four acre range.
  - » Multi-family is located primarily along Thirteen Mile Road.

# Public/Quasi-Public

It is extremely beneficial to provide parks, churches, schools, and other communityoriented uses near neighborhoods because it is convenient for residents and promotes a spirit of community when neighbors recreate at the same parks, attend the same community events and functions, and even see each other at religious services.

It can be expected that land use changes, expansions, alterations, intensification, and modifications will occur on the village's public, semi-public and institutional sites.

While Beverly HIIIs will likely face redevelopment of some of these sites in the future, the longevity and success of these facilities should be supported in order to preserve their locations in the village.

### Commercial and Office

Commercial and office uses have developed in several nodes throughout the Village but generally remain separate from each other.

Office use locations:

- south side of Fourteen Mile Road at Southfield,
- south side of Fourteen Mile Road east of Pierce,
- corner of Thirteen Mile Road and Lahser Road,
- east side of Lahser, at Thirteen Mile Road.
- a medical office complex is located on Southfield Road south of Beverly.

The intent is to continue to exclusively permit office uses, without allowing the expansion of commercial uses at these locations. Two major concentrations of commercial land use exist in the Village:

- the west side of Southfield Road between Beverly and Thirteen Mile Roads; and
- the northwest corner of Greenfield and Thirteen Mile Roads.

Shopping needs of village residents continue to be adequately met by these commercial facilities.

The quality of the commercial and office buildings and sites has improved over time. The recently adopted Village Center plan and code encourage the commercial area along Southfield Road to be quality, higher density, mixed-use development. (See the <u>Appendix</u> for the recommendations of the Village Center plan).

# **Existing Land Use Categories**

The land use categories used on the map are defined as follows:

- Single Family Residential: Improved land parcels having one family detached dwelling units.
- Multi-Family Residential: Improved land parcels occupied by structures containing dwelling units for two or more households such as duplexes, apartments, and row houses.
- Office: Improved land parcels used for professional services, such as medical and dental centers, financial institutions, and professional and business offices.
- Commercial: Improved land parcels used for wholesale, retail, entertainment or services, plus related parking areas.
- Public: Land parcels and facilities that are publicly operated and available to be used by the public. Public uses include public schools, government buildings, public recreation facilities and parks.

Existing Land Use	Acres	Percent
Single Family	1748.4	83.2%
Multiple Family	21.2	1.0%
Commercial	21.0	1.0%
Office	12.2	0.6%
Public	180.4	8.6%
Quasi-Public	102.7	4.9%
Private Recreational	12.4	0.6%
Utility	3.9	0.2%





# Functional Classification

The national functional classification used by MDOT classifies streets which impacts federal, state and county funding.

### **Principal Arterial**

Southfield, Greenfield and 14 Mile Roads are classified as principal arterials, the most heavily traveled cross community routes that encourage mobility and commercial traffic.

### Minor Arterials

Minor arterials (such as Thirteen Mile, Lahser and Evergreen) have shorter trip distances, less traffic and more local in nature than the other principal arterials,.

### Major Collector

Including Saxon and Beverly, these routes funnel traffic from local and minor collector routes to the arterials. These may directly serve schools, business districts and important public functions.

### Local

Most of the streets in Beverly Hills, local streets are predominately residential neighborhood roads.

- Quasi-Public: Land areas and facilities that are privately owned and operated and available to be used by a limited number of people with particular interests, such as places of worship, private schools, cemeteries and other similar activities.
- Private Recreation: Land parcels, used for private or commercial recreational activities, including private parks, private swim clubs, private tennis and racquet clubs, and similar activities.
- Utility: Improved land containing aboveground utility or communication facilities including electric and gas generating plants, booster and transformer stations and related storage or service yards.

# **D. Transportation**

Transportation and traffic circulation have a significant impact on all aspects of a community. As a component of the Master Plan, this section provides a brief inventory and an analysis of the existing transportation system in the Village and surrounding areas.

- County Roads: These roads are under the jurisdiction of the Road Commission for Oakland County and are major thoroughfares because of their regional importance in moving traffic through different communities. The latest average 24-hour daily traffic volume counts from 2011-2012 can be found on <u>Map 3:</u> <u>Transportation</u> on the following page.
  - » Lahser Road
  - » Southfield Road
  - » Greenfield Road
  - » Fourteen Mile Road (from Southfield

Road to eastern village limits)

- Village Streets. The Village of Beverly Hills has jurisdiction over more than 55 miles of public streets. The local streets under Village control provide road system access for most of the residential areas of the village. The rights-of-way of these streets vary considerably.
- Private Roads. The village has more than a dozen private roads created through lot splits and development projects. Private road standards established in the Zoning Ordinance require that new private roads meet most engineering standards normally required of a dedicated public road. This ensures continual access and maintenance comparable to that of a public roadway. Many existing private roads were built before this policy was in place.

### Crashes

Crashes reported to the Public Safety in the village are generally low. Most occur at the high volume intersections or primary roads during peak hours. Crash data is shown on the <u>Transportation Map</u>.

### Road and Public Right-of-Way Improvements

For the most part, the Village street system is developed. While a small segment of roads remain unpaved, the vast majority of the roadways are paved.

In Beverly Hills, with its mature street system, the Village bears not only the cost of routine maintenance and snow plowing, but also the costs of reconstruction. Expenditures





#### 2016 Beverly Hills Master Plan

for resurfacing and reconstruction become a major component and account for a significant portion of the Village's annual road budget.

### Village Road Millage

State funding for roadway improvements and maintenance has decreased; the village's increased share of cost has been supported by a contribution from the Village's charter millage of up to one mill annually. In addition, the Village budgets additional funds for maintenance items on local streets such as concrete repairs, catch basin reconstruction and tree trimming and removal.

### Bridges

A total of five bridges are located within the Village and are located at Lahser, Thirteen Mile, Evergreen (two locations), and Riverside Drive. In recent years, all bridges have been replaced, maintained and/or upgraded.

### Transit

The Suburban Mobility Authority Regional Transportation (SMART) provides direct largebus service in Beverly Hills. SMART links the Village with the public transportation service available in the metropolitan area through regularly scheduled lines on Southfield Road and Thirteen Mile Road; these routes are highlighted on the Transportation Map

Paratransit refers to forms of urban transportation provided by small, non-fixedwheel vehicles. In addition to the large-bus scheduled routes, the village is served by a Dial-A-Ride Transit (DART) small-bus service that is available weekdays. The service is provided on-demand within the Beverly Hills/Birmingham area and by an advanced reservation for trips outside the local service area. Any resident may use the service. Reduced rates are available for disabled individuals and senior citizens.

### Non-Motorized Transportation

Sidewalks for pedestrian traffic and other non-motorized transportation is provided throughout much of the Village.

- Sidewalks are intermittent in neighborhoods and along county roads.
- There are gaps in the sidewalk system where a single lot lacks sidewalks while most of the homes on the block have them. This causes people to walk through yards or walk in the street.
- In some neighborhoods without sidewalks, the low traffic volumes and speeds allow pedestrians to walk comfortably in the street.
- There are sidewalk gaps along the key student walking routes to the Greenfield and Beverly Elementary Schools.
- The wide design of Thirteen Mile along the Groves High School frontage tends to entice motorists to drive at speeds much higher than posted.
- Bicycle groups often congregate at Beverly Park or School and use Beverly Road as the first and last leg in local bike rides.
- There are occasionally conflicts between bicyclists using Beverly and other roads (which they are legally allowed to use) and motorists. Children and less experienced bicyclists tend to use the sidewalks along primary roads or use local streets.
- Evergreen is a Natural Beauty Road. One

reason for this designation is to preserve the semi-rural and natural character of this beautiful winding road and discourage widening or construction of non-motorized pathways which could detract from that ambiance.

# **E.** Conclusions

Based upon all the existing conditions presented in this chapter, the following key findings have been established. These findings provide the basis for the vision statement, goals, and plan recommendations in the following chapters.

## Land Use and Development

- Beverly Hills is a residential community with single-family homes at low densities throughout the village. Residential densities generally increase from west to east, with lots ranging in size from 6,000 to 15,000 square feet east of Southfield Road to over 20,000 square feet west of Evergreen Road.
- Recent residential development has utilized the cluster option development standards in the Zoning Ordinance. Utilization of the cluster option as defined in the Zoning Ordinance allows for feasible development of infill sites that had previously not been developed. The cluster option preserves open space to ensure compatibility with the low density residential character of the village. While the cluster option has resulted in quality, desirable development, recent evaluation of the regulations has uncovered the potential need for review and possible fine-tuning.
- An aging housing stock will require rehabilitation and reinvestment to maintain

and enhance the value and quality of the village housing stock.

- Because Beverly HIIs is virtually built out, any land use changes within the Village will require redevelopment of occupied sites. There are limited opportunities for development on vacant land. Consequently, redevelopment or reuse of existing sites will constitute the majority of development proposals presented to the Village.
- Public and quasi-public uses will likely continue to expand or intensify use of sites within the village. The impact of public and quasi-public expansions on the village's infrastructure is significant, necessitating continuous coordination with these entities and the need for thorough development reviews.
- Commercial and office development continues to be limited in the Village. It is important to support existing businesses; however, new development/ redevelopment opportunities may arise and should be encouraged, provided they complement and contribute to the character of the community and the nature of surrounding land uses.

# Transportation and Infrastructure

 An incomplete sidewalk network makes it difficult to walk or bike between schools, parks, and other destinations. Not only do sidewalks and pathways enable children to safely access recreational facilities and schools, but pathways themselves also serve as recreational facilities for pedestrians and those on bicycles (or other non-motorized transportation). • With so many highly traveled roads under the control of the village, an opportunity for community image enhancement rests with the Village.

### Community and Quality of Life

- Beverly Hills has a substantial number of families with children. Thus, there is a continuing need for playgrounds, schools, parks, and indoor recreation facilities and services (such as facility maintenance, public safety, and recreation programs and events) to serve this sector of the village's population.
- Good public policy emerges when the Village and public and private schools share plans. The Village continues to encourage disclosure of the private schools' development plans and proposed improvements to their facilities. Such cooperation between the Village and private school administration gives the Village the opportunity to offer insight regarding compatibility with surrounding land uses. This type of interaction fosters a healthy relationship with village residents, many of whom utilize their institutions.
- The Village continues to monitor the status of municipal facilities and continues to upgrade existing Village facilities and technology.
- Douglas Evans (limited access) and Hidden Rivers (virtually inaccessible) natural areas are protected to ensure the continuation of these valuable natural resources. Deed restrictions limit development of the nature preserves for recreational purposes (the Douglas Evans deed allows for minimal public access but the Hidden Rivers deed

requires it to be untouched as a nature sanctuary). Accessibility to these areas is limited and they are not utilized as heavily as other public facilities. The village's extensive natural features and woodlands may require more formal protections and preservation.

# A. Vision and Goals

The following Community Vision and Goal statements provide the foundation for the recommendations included later in this chapter. The Community Vision statement defines what the Village is trying to accomplish. Goals are identified as more specific means of achieving the vision for the village.

# **Community Vision**

The Village of Beverly Hills will be a safe, aesthetically appealing, fiscally viable, family-oriented community with excellent educational, social, recreational, and cultural opportunities fostering a successful and diverse residential and business community with concern for ecological stewardship and cooperation with other governmental bodies and agencies.

# Land Use + Development Goals

- Promote the character, quality, and value of residential neighborhoods.
- Provide diverse housing opportunities to meet the needs and different family types of current and future residents.
- Ensure public and institutional land uses meet the needs of residents and are compatible with the character of adjacent neighborhoods.
- Support the success, value, and improvement of commercial and office areas that are compatible with the strong residential presence of the village.

# Transportation + Infrastructure Goals

- Provide a safe and convenient transportation system that provides travel choices and balances the needs of all users.
- Provide a reliable, well-maintained infrastructure system including water supply, sanitary sewer and stormwater management to improve efficiency.
- Promote green building and site design to reduce environmental impacts.

# Community + Quality of Life Goals

- Provide quality, responsive community services in a fiscally responsible and efficient manner.
- Provide adequate park, open space, and recreational facilities for all village residents.
- Engage in a pro-active approach to protecting the quality of and promoting access to the village's natural resources.

IJ VERL OMORRO 

## Goal

Provide diverse housing opportunities to meet the needs and different family types of current and future residents.

## Housing Opportunities for Changing Demographics

Current housing options besides the traditional singlefamily home are limited. As Beverly Hills residents age, it will be important to find opportunities for them to be able to remain in the village even if their single-family homes no longer meet their needs.

- Plan for housing types to support a variety of age groups and family types.
- Attached residential housing types
- Smaller footprint singlefamily (cottage)
- Ensure alternative housing types fit the character and blend into their adjacent neighborhoods

# **B. Future Land Use and Character**

The Future Land Use Plan for the village is a guide to assist local, county, and regional agencies and officials in decisions relating to day-to-day planning, zoning, land subdivision, and public improvement issues. From time to time, the Plan should be reviewed and, when necessary, revised to respond to changing needs of the community.

Economic, political, environmental, and social climates are constantly changing and these changes impact the built environment. To be effective, a Master Plan must be based on sound planning principles that encourage a workable and feasible plan. The Future Land Use Map and supporting text that follow are based on the fundamental planning principles summarized below:

- Long-Range: The Future Land Use Plan identifies and responds to existing and anticipated issues affecting the village into the future.
- Comprehensive: In the Plan, major types of land uses appropriate to the village are considered.
- Generalized: To avoid detailed or sitespecific issues of minor consequence in the context of the Master Plan, the Future Land Use Plan incorporates broad principles of land inter-relationship(s).
- Regional: Conditions beyond village boundaries that may have an impact on the village are considered in preparation of the Future Land Use Plan.

Identified on <u>Map 4, Future Land Use</u>, are generalized areas for development consistent with patterns of existing land use, limitations due to floodplain areas, future population projections, and the community vision and goals. Following is a description of each land use classification shown on the Future Land Use map. These land use designations and their respective characteristics serve as guidelines for questions of proposed zoning district changes, land subdivisions, redevelopment projects and lot splits.

# **Residential Uses**

Since Beverly Hills is virtually built out, the focus in residential areas will be towards reinvestment in existing building stock and redevelopment. A goal of this plan is to ensure that redevelopment can occur and be sensitive to its surrounding character while providing opportunities for types of residential development other than the single-family home that can respond to housing trends as the market changes.

With the vast majority of the land area of the village presently developed for singlefamily residential purposes or dedicated for rights-of-way, the pattern of the suburban "bedroom community" is firmly established in Beverly Hills. An important aspect of this development pattern is the broad choice of lot sizes, neighborhood densities, and natural features offered in various areas of the village. Generally, the Plan continues the pattern of the smallest parcels (highest densities) located east of Southfield Road, while the largest lots (lowest densities) are located adjacent to the Rouge River, west of Evergreen Road, and along Lahser Road.

The categorization of residential parcels in Beverly Hills into Estate, Low, Medium, High







#### **Estate Density**

Low Density

**Medium Density** 

**High Density** 

**Multi-Family** 

Density and Multi-Family districts on the Future Land Use map is an acknowledgment of existing development patterns and an affirmation that retention of these stable neighborhood environments is an essential component of the character of the village. The residential categories are further defined below:

#### Estate Density Residential

The Estate Density district is generally bounded by Fourteen Mile Road to the north, Evergreen Road to the east, the village boundary to the south, and Lahser Road to the west. The lot sizes in the Estate Density district are the largest in the village, generally ranging from 25,000 square feet to several acres in area.

A contributing factor to the low density character of this particular district is the presence of the Rouge River, which diagonally traverses the heart of the area. The wetlands and flood hazard areas adjacent to the river have minimized the intensity of construction, leaving deep single-family parcels and large nature preserves along its edge. The secluded, more natural environment in this portion of the village is further enhanced by the curvilinear street patterns, and the character of the Evergreen Road right-of-way. Although this thoroughfare is heavily traveled in communities to the south, the natural character it assumes through the village of Beverly Hills is an essential asset to the retention of the residential environment in the village as signified by its designation as a Natural Beauty Road.

### Low Density Residential

The areas in the village planned for Low Density Single-Family include west of Waltham and along Evergreen, west of Lahser Road, and between Thirteen Mile Road and Beverly Park. These districts include additional subdivisions on both sides of Lahser and Evergreen Roads. Lots generally range in area from 16,000 to 25,000 square feet, with a density between 1.7 and 2.6 dwelling units per acre. The street network is similar to the curvilinear pattern found in the Medium Density residential area; however, cul-de-sacs are also prevalent in these areas.

### Medium Density Residential

The area in the village planned as Medium Density on the Future Land Use map generally includes: single-family residential parcels west of Southfield Road, east of Waltham and Riverside Drive, and north of Chelton. The majority of lots in the Medium Density Single-Family Residential areas are 12,000 to 16,000 square feet in area, with lot widths up to 100 feet or more. Density of residential units in this category falls between 2.6 and 3.6 dwelling units per acre. In addition to large lots accommodating larger homes than the High Density Area, this Medium Density Area contains a curvilinear street pattern, unlike the more regular grid pattern east of Southfield Road.

### High Density Residential

A High Density Residential area is identified on the Future Land Use map and includes all residential area in the village east of Southfield Road. Lots generally range in area between 6,000 and 12,000 square feet, with lot widths between 55 and 80 feet. The planned density for neighborhood blocks range between 3.5 and 7.0 dwelling units per acre. Areas planned for High Density Residential that front arterial streets may be redeveloped into attached residential units provided the number of access points along these busy thoroughfares are reduced into shared driveways.

### Multi-Family Residential

Location of multi-family residential development in a community is determined by a number of factors: availability of necessary utilities, access, compatibility with surrounding uses, and availability of community facilities. Generally, multi-family land uses are "transitional uses" located between single-family residential and commercial uses. Because of the established single-family residential character of the village, only a few instances of multi-family are planned. Attached residential uses are best suited with access off arterial streets throughout the village.

### Quality and Character of the Housing Stock

- There are a variety of housing styles in the community to meet different desires, needs, and quality.
- Because many houses are aging, maintenance and revitalization of older homes is a common challenge.
- The cost of maintenance for older homes can be high because with age there are more problems and similar construction materials and equipment are more difficult to obtain.
- The interior floor plan is not always conducive to modern lifestyles that seek larger kitchens, more rooms, larger garages, and open floor plans.
- While many desire the character of the neighborhood, homeowners prefer major renovation or demolition in order to have the home they desire.
- This type of reinvestment in the housing stock is important to the community and should be encouraged. The village should seek to maintain a balance between housing compatibility in the neighborhoods and supporting individual investment in homes.

### Cluster and Planned Unit Development

The village's cluster residential development standards established in the zoning ordinance are intended to preserve open space and the natural features that contribute to the village's unique character in perpetuity. Several cluster residential neighborhoods have been developed in the village and these Transitional Redevelopment areas have potential to be redeveloped through the cluster option or a suggested planned unit development (PUD) addition to the ordinance. Adopting a PUD ordinance would allow these sites to be planned holistically and be sensitive to the nearby properties.

## Goal

Promote the character, quality, and value of residential neighborhoods.

#### **Redevelopment Transition Areas**

Since the village is nearly built out, an analysis was conducted to identify several locations that may have some redevelopment potential in the future. These areas were chosen for their location along major corridors (Thirteen Mile and Lahser), their proximity to existing non-residential uses (especially churches), and their lot sizes that are more than double the minimum lot area allowed with current zoning (meaning each could likely be split in two and still conform to the zoning minimums). The future land use intent of these transitional redevelopment areas is to provide an opportunity for intensification of use from their current zoning as single-family uses. These corridors, with their high traffic volumes and speeds, are not conducive to singlefamily lots. To be more compatible with the character of these corridors and reduce the

amount of driveways, these areas are suitable for redevelopment into transitional uses. Redevelopment may be alternative, denser housing types (as described in the sidebar on page 26) or mixed-use/offices expanding from their current locations at Lahser/Thirteen Mile and Greenfield/ Thirteen Mile. The impacts on the adjacent single-family neighborhoods is expected to be minimal as these areas front major corridors (so the rear yards of adjacent residential will be the only impacted yard) and since redevelopment as single-family is less likely due to their proximity to major corridors and more intense residential, institutional, or commercial uses. Any redevelopment or rezonings of these areas should be mindful of creating sufficient buffers next to adjacent single-family residential to minimize adverse impacts.

# Guidelines for Redevelopment in and Adjacent to Residential Areas

#### New Neighborhood Development

While opportunities are limited, the village may experience a few small scale neighborhood development projects in the future. The following design guidelines are general parameters for the future development or redevelopment of residential areas of the village. These general guidelines should be coordinated with zoning ordinance requirements for the appropriate district.

 Although site design flexibility is encouraged, the overall permitted density should not exceed that permitted by the Zoning Ordinance for the appropriate zoning classification.

- Careful protective measures should be mandated in project designs to ensure the continued viability of existing residences and be sensitively folded into redevelopments.
- Redevelopment should occur through the assembly and combination of parcels into larger sites. If a proposed development requires direct circulation access points to a major or intermediate thoroughfare, the site development area or combination of lots shall be a minimum area specifically determined to avoid excessive curb cuts.
- Interior streets can be public, or if private then constructed in a manner equal to public standards.
- All proposed redevelopment projects

should clearly demonstrate that remaining adjacent parcels can be redeveloped in a practical and coordinated manner.

- The village may require on-site and offsite improvements such as constructing utilities, streets or providing easements to the property line in order to permit future convenient connections to adjacent parcels.
- As much as possible, physical connections should be created between projects in order to ensure economy, efficiency of design, convenience for the residents and provide access options for emergency and service vehicles.
- All site features, including circulation, parking, building orientation, landscaping, lighting, utilities, common facilities and open space shall be coordinated with adjacent properties.

### New Single Family Home Development

Where a home is being significantly expanded or redeveloped, it is recommended that design guidelines be established to ensure that homes, attached garages, or detached accessory structures are compatible with the character of the surrounding neighborhood. Compatibility with surrounding homes should be assessed in terms of elements such as home orientation, garage orientation, scale of structure(s), general structure location on the lot, and the balance of home versus garage. Due to the diversity of home design styles throughout the village, it is difficult to regulate architectural design, thus emphasis should be placed on these general elements set forth above.

# Institutional Uses Located in Residential Neighborhoods

Churches, schools, and private recreation uses are all located within single-family residential neighborhoods. Additional accessory uses and redevelopment or reuse of these sites is planned to be limited to a similar compatible institutional use or a single-family residential use of compatible density with surrounding neighborhoods. If institutional uses located along arterial streets face redevelopment in the future, they may transition into nonsingle-family residential or neighborhood office/commercial uses (in areas identified as Transitional Redevelopment Areas on the Future Land Use map).



Ensure public and institutional land uses meet the needs of residents and are compatible with the character of adjacent neighborhoods.





Office



Commercial

# Goal

Support the success, value, and improvement of commercial and office areas that are compatible with the strong residential presence of the Village.



## **Non-Residential Uses**

Most of Beverly Hills is residential, so where existing non-residential uses exist they should be distinct, attractive, well buffered from adjacent residential uses, and limited to key visible intersections in the village.

### Office

As a predominately single-family residential community in close proximity to concentrated office centers outside of its borders, Beverly Hills encourages office land uses that are smaller in scale and less likely to generate high traffic volumes and noise levels which may adversely impact adjacent residential neighborhoods. The Plan identifies several such office uses throughout the village; in all cases such uses are located on a major or intermediate thoroughfare, allowing appropriate vehicular access.

Office uses, such as those of other professionals or local service firms, may provide an effective land use transition between major or intermediate thoroughfares and residential areas. When office uses abut single-family residential parcels, the treatment of the interface must ensure effective visual and noise separation to allow adequate protection for the single-family neighborhood environment. Low density office uses, when combined with effective buffers and aesthetic site improvements, may be designed to have minimal impact on surrounding land if the uses, hours of operation and vehicle volumes are compatible with single-family uses.

### Commercial

The Commercial land use category includes those retail and service facilities that are

neighborhood-oriented. Site locations for commercial establishments are typically dependent on high accessibility and visibility. The intent is to attract unique businesses that complement existing neighborhood commercial uses.

Given the total land area of the village, the population projections, and the proximity of commercial businesses inside and outside village boundaries, the need for additional area for commercial development is limited. The Plan designates one area for commercial uses situated at the northwest intersection of Thirteen Mile and Greenfield Roads. The remainder of the village's commercial uses are intended to be concentrated in the Village Center as a mixture with office and residential uses (see <u>sidebar</u> on the next page).

### Public

Included in this land use category are municipal offices, parks and nature preserves, and public recreation facilities. Should the public use cease operating as such, its future use is generally planned for residential consistent with the adjacent areas.

### Utility

Three parcels on the Future Land Use map are designated for public utilities in the village. These parcels are designated for the provision of essential services, specifically sub-station and pumping facilities supporting transmission and local distribution lines. The use of these parcels is not intended for other components of utility operations such as service generation, business offices or storage yards. Current facilities should not generate high traffic volumes or unacceptable noise levels or odor, and are providing an essential

### Village Center-Mixed Use

The Village Center Subarea Plan (included as an <u>Appendix</u> to this Master Plan) identifies the current commercial strip area on Southfield Road from Thirteen Mile Road north to Beverly Road as mixed-use. This area is targeted for substantial redevelopment to help create a walkable destination for Beverly Hills residents and visitors. A mixture of commercial, office, and residential is intended with more intense development along Southfield Road transitioning to attached residential along the western portion of the Village Center. The residential portion of the Village Center is intended to support the activities of the mixed-use redevelopment through increased residential densities and pedestrian-oriented design. It is also intended to provide a transition between the taller mixed-use buildings proposed near Southfield and Thirteen Mile Roads, and the neighborhoods abutting the Village Center. The existing Huntley Square Apartments fit into the overall plan for the area (as described in the Appendix: Village Center Plan) and further redevelopment into newer attached residential housing types is recommended for this area and the area north of Gould Court to Beverly Road.

public service. Their location adjacent to residential and non-residential districts is therefore generally acceptable. However, care should be taken to ensure adequate screening, buffering, setbacks, and design to prevent negative visual impacts on the public view or on residential, parks and natural areas. Construction in utility zones is subject to site plan procedures of the Village.



### Actions

- Evaluate zoning of corridors and transition areas for potential alternative housing types or mixeduse/office opportunities.
- Refine zoning tools for residential redevelopment

#### Placemaking

Beverly Hills has been almost entirely built out, so any future development will arise as redevelopment. It will be important to have the tools in place to guide redevelopment to enhance what contributes to Beverly Hills's unique sense of place.

- Placemaking strengthens the connection between people and public places
- Enhance what makes the village unique
- Attract and retain residents and business
- Improve the village's character along rightsof-way and in the Village Center
- Promote and create destinations
- Catalyze new and redevelopment
- Create more attractive, walkable and inviting streets
- Leads to a stronger local economy

# Actions

<u>M</u>

For a complete listing of actions, tools, and timeframes, see <u>Chapter 4:</u> <u>How to Get There</u>

# **C. Transportation Enhancements**

Streets are among the most important public infrastructure and placemaking elements of the village because they can define how a visitor, resident, or worker perceives a neighborhood, Village Center, or the village as a whole. While it is important that streets foster safe and convenient access and travel and are easy to navigate for drivers, pedestrians, and bicyclists, they should also be attractive and well maintained to help create a favorable impression of the village.

For the next 20 years, improvements to the transportation system will be as much about complementing the desired character of the surroundings and moving all types of users as they will be about moving autos. Recommendations in this plan are to reconstruct streets to fit the context of the adjacent land uses – safe for motorists, but including streetscape and design details catering to the needs of pedestrians and bicyclists where appropriate.

Nationally, this approach is often referred to as "complete streets", harmonizing streets with their surroundings while interlacing transportation networks to meet the mobility needs of all users — motorists, goods movement, pedestrians, bicyclists, transit users and emergency service vehicles.

With limited funding available for street and right-of-way improvements, the focus will be on enhancements that benefit safety or restore capacity where appropriate. Such capacity management methods include control over the number and location of access points that disrupt traffic flow, coordinated signal timing, and traffic calming measures.

# Street improvement recommendations

As Beverly Hills looks to the future, the following recommendations are provided for the streets in the village.

## County Principal Arterial Streets (Greenfield Road, Southfield Road, Lahser Road and segments of Fourteen Mile Road)

As heavily traveled corridors through the community, County Primary Streets serve as "front doors" to the village and leave an impression about the community. In the Village's efforts to coordinate any future road improvements with the Road Commission, it will be important to provide input on the aesthetic appearance and safety of these streets. There are many ways that a road can positively reflect the image of a community such as enhanced landscaping, a boulevard, decorative street lighting, mast-arm traffic signals, special "branded" street signs and wayfinding signage.

### Minor Arterial Streets (Thirteen Mile Road, Beverly Road, Evergreen Road, Fourteen Mile west of Southfield)

Due to the presence of many homes along these routes, the Village must continue to reinforce their desire to protect the residential character along these streets. Therefore, road improvements, such as road widening, must be closely monitored to avoid incompatible changes. The intent is to maintain the safety and character of the area.

#### **Southfield Road Project** At the time this Master

At the time this Master Plan was updated, the RCOC was in the middle of a plan for redesigning Southfield Road through the intersection at Thirteen Mile Road. Likely improvements, though many years off, will be a median south of Thirteen Mile and intersection improvements.

## Village Local Streets

The balance of the public street system is residential in character and quality and should continue to be protected. These streets are planned to serve the residential uses that abut them and provide the connection through collector streets to the thoroughfares. They also support on-street parking in many areas. The width and design of village local streets must continue to accommodate existing and future traffic flow and on-street parking where appropriate.

### Private Streets

There are a number of private streets within the village. Private streets are easements that are privately owned and maintained and function to provide access to individual lots or sites and linkages to collector, intermediate, and major thoroughfares. While the Village is not responsible for maintaining such streets, the Village should continue to require that private streets be developed to meet Village and County engineering standards. Many of the existing private streets are not built to the width needed to meet Village standards for becoming public, so a set of standard street cross sections should be adopted by the Village ensuring new private streets adequately meet a certain width threshold.

Deficiencies in private streets could impact emergency service responders and eventually the property values of homes along those streets. The Village could require the users to upgrade the streets if the condition falls to a certain level. The Village could assist homeowners in creation of special assessment districts to upgrade streets to public standards and bring those streets into the system.

# **Access Management**

Numerous studies nationwide have shown that a proliferation of driveways or an uncontrolled driveway environment can increase the number or severity of crashes, reduce capacity of the street, and may create a need for more costly improvements in the future. Access management is a process to reduce the number of crashes and improve traffic flow. This is accomplished through control over the number and placement of access points, particularly along major streets and near signalized intersections:

- Locate driveways as far from intersections as practical, especially signalized intersections.
- Consolidate and eliminate driveways wherever feasible to increase driveway spacing and eliminate left-turn conflicts of opposing driveways.
- Establish shared access connections to promote cross-access.
- Design driveways to meet the needs of vehicles, pedestrians, and bicyclists.

Especially along Southfield Road, there are some situations where driveways are too closely spaced, too close to intersections, and do not provide cross access between businesses. Access management improvements can be implemented in two ways: as part of street improvement projects or as sites are developed and redeveloped.

It is important to note that implementation of any of these strategies will require cooperation and coordination with the Road Commission for Oakland County. See the Village Center Plan for more on improving access along



Access management promotes shared driveways and good cross access

PROPOSED SHARED PARKING



Visual indicators such as curb bump outs, raised or colored pavement could help signal drivers at Beverly Road that Fourteen Mile ends.



A mini-roundabout on Evergreen north of Thirteen Mile could help enhance traffic flow near these neighborhoods and Groves High School.

Southfield Road. The Village has made great strides in improving vehicle safety throughout the community via the adoption of access management requirements. These should continue to be enforced and updated as needed.

# **Traffic Calming**

Residents expect low volumes of traffic and low speeds within neighborhoods. Traffic calming is a way to visually and physically impede speeding in residential areas and cause drivers to slow-down and be more attentive. The physical change in the road parameters and the psychological change in the "feel" of the road reduce the speed of vehicles.

Different design elements can be used to help reduce speeds, such as along residential streets, in parking lots or near schools and parks. Traffic calming can include things like narrowing the lane widths, special pavement for pedestrian crossings, or raised features in the road (speed humps or tables, not to be confused with speed bumps often found in parking lots). Traffic calming at intersections can also include use of narrower curb radii and curb bump outs to reduce the width that pedestrians must cross. This can actually benefit vehicular traffic too, since shorter crossing paths require less time for pedestrian time leaving more time for vehicular traffic.

These types of design techniques should be considered especially for streets and intersections where there are relatively high volumes of pedestrians or bicyclists and where typical traffic speeds are notably higher than the target or posted speed limit.

• Saxon Drive west of Southfield could

benefit from redesign or narrowing to discourage through traffic and alert motorists that Fourteen Mile does not continue.

 The Village should continue to work with the Road Commission for Oakland County to evaluate options for Southfield, Thirteen Mile, and Lahser. As a continuation of the Southfield Road study south of Thirteen Mile Road, the portion north of Thirteen Mile Road could be redesigned to slow traffic through alternatives such as a narrow median or reconstruction to three lanes.

### Roundabouts

One option for challenging signalized intersections or four-way stops is a modern roundabout. Roundabouts have been shown to reduce delay and the number and severity of crashes by replacing traffic signals and turn lanes with a constant-flow circular intersection. Roundabouts may also be a suitable option where intersections are too close for both to be signalized. Incoming traffic yields to pedestrians and bicyclists crossing the street and to vehicles already in the roundabout before proceeding around to the desired street. Any potential future roundabouts will be dependent upon further study of intersections identified as needing improvements in the Capital Improvements Plan.

## **Non-Motorized Transportation**

Ensuring a network of non-motorized connections provides health benefits by providing safe routes for recreation, walking to work or school, transit or shopping.

Beverly Hills has sidewalks throughout parts of the village and some designated bike routes.

The next steps are to expand the system especially filling in sidewalk gaps. Since having special bike facilities on every street is not practical, priority should be given to provide connections between key destinations like schools, parks, businesses, transit routes, and existing non-motorized facilities inside the village to trails and linkages outside the village.

Construction of non-motorized facilities should be coordinated with other projects to save time and resources whenever possible. Areas for bike parking should be provided on site plans. Sidewalk gaps can be filled in as sidewalks are reconstructed or if a home is rebuilt.

# **Capital Improvements Plan**

In order to prioritize and plan for upcoming capital improvements, the Village may choose to complete an annual Capital Improvements Plan (CIP), which is a multi-year program listing recommended improvements, timing, estimated costs and funding for infrastructure (streets, sidewalks, sanitary sewers, waterlines, storm sewers and drainage) and community facilities (public buildings, fire, police and parks). Capital projects should be identified and constructed in a manner that helps support and promote desired development and that meets the needs of residents and businesses already in the village. The number of projects and their timing is influenced by several factors, in particular the cost, need for approval by other agencies and funds available. For example, the amount of funding available from outside sources varies as new programs are developed. Funding is also influenced by the timing of development (i.e. tax revenue) and other changes to the anticipated tax base.

### Benefits of a Non-Motorized System

- Provides connections between homes, schools, parks, public transportation, offices, and retail destinations.
- Improves pedestrian and cyclist safety by reducing potential crashes between motorized and nonmotorized users.
- Encourages walking and bicycling that improves health and fitness
- Provides options to make fewer driving trips, saving money
- Research demonstrates pedestrian and bike friendly communities have more economic vitality.

#### Actions

- Consider adoption of flexible road design standards with required construction standards and right-of-way width for public and private roads.
- Establish a sidewalk maintenance plan to fill in gaps.
- Explore traffic calming options where residential neighborhoods abut arterial streets.
- Adopt a Capital Improvements Plan that is reviewed yearly and coordinated between planning and public works.
- Review current access management standards and update as needed.
- Add regulations for interior site pedestrian connections to public sidewalks.
- Add standards and requirements for bike racks for commercial properties.
- Coordinate with Road Commission on road improvements.

# Goal

Provide a safe and convenient transportation system that provides travel choices and balances the needs of all users.



sharrow: remind motorists bikes are permitted to "share the road"

Actions

For a complete listing of actions, tools, and timeframes, see <u>Chapter 4:</u> <u>How to Get There</u>

### Goal

Engage in a pro-active approach to protecting the quality of and promoting access to the village's natural resources.

# Standards for sustainable design seek to

- Reduce the energy required for lighting, heating and cooling of structures.
- Reduce the energy required for transportation.
- Encourage design that promotes non-motorized transportation alternatives.
- Reduce on-site water usage.
- Reduce the off-site runoff of stormwater.
- Protect existing trees and vegetation.
- Promote higher density infill development where the infrastructure capacity exists.

# D. Environmental Stewardship and Sustainability

Historically, development activity has placed a burden on many natural systems. The overtaxing of drainage systems leads to localized flooding, environmental damage and the need for costly storm drainage facilities. The village's scenic beauty, habitats, and recreation opportunities offered by the natural resources are negatively impacted when woodlands are threatened. The trend to larger houses often results in removing mature trees to accommodate expansions and the addition of accessory structures, such as garages, pools and sport courts. The cumulative impact of such activities can visibly impact neighborhoods and have a detrimental effect on the environment.

By encouraging efficient development patterns, endorsing environmentally conscientious policies to guide municipal



behavior, and encouraging development that respects the natural environment, our resources can be better protected, while public infrastructure and maintenance costs can be reduced.

Incorporating certain regulations into the zoning ordinance can help conserve natural features during site design. Providing incentives for preservation of natural features, or use of sustainable site and building design principles, can also improve the environment over time. Some form of tree removal, woodland protection or replanting ordinance may be appropriate to alleviate these concerns.

A comprehensive tree maintenance and replacement program is important to maintain and enhance the village's residential character. The Parks and Recreation Board is taking strides to enhance Beverly Park through maintenance of an on-site tree nursery. This program could be expanded to include production of trees for planting at other locations throughout the village.

The following goals and policies are taken from the Southeast Michigan Council of Government's (SEMCOG) Low Impact Development Manual and should be used, to the greatest extent possible, in the village:

- Preserve existing natural features that perform stormwater management functions, such as wetlands, floodplains, riparian vegetation, and woodlands to the greatest extent possible.
  - » Integrate natural areas, to the greatest extent possible, in the project design

during the site plan review process

- » Integrate and coordinate natural area preservation with other community plans such as greenway, recreation, and watershed plans.
- Minimize impervious surfaces in the site designs. Minimize the use of enclosed storm sewer systems and eliminate impervious surfaces that are directly connected to surface waters where possible.
  - » Encourage the use of cluster development, vegetated swales, downspout disconnection, and other practices that reduce impervious surfaces and increase stormwater infiltration.
- Use best management practices to minimize, convey, pre-treat, and reduce

#### **Benefits of LID**

The monetary cost of implementing LID varies by location and extent of application, but on a community-wide scale, the long-term capital savings captured by reducing the need for costly storm sewer systems and hardscape detention areas are much higher. Additional benefits include the following:

- Improved water quality
- Reduced municipal infrastructure and utility maintenance costs (e.g., streets, curbs, gutters, storm sewers)
- Decreased flooding and streambank
  erosion
- Reduced stormwater management costs
- Less heating, cooling, and irrigation costs

the volume of stormwater runoff generated by development.

» Where site conditions allow, use infiltration practices to reduce the volume of stormwater runoff.

# Low Impact Development (LID)

LID is an approach to development aimed at conserving natural resources and protecting the environment by strategically managing rainfall close to its source, minimizing impervious coverage, using native plant species, and conserving and restoring natural areas during site development or redevelopment. Design techniques are focused on the use of applications that are modeled after nature rather than building costly infrastructure and water quality restoration systems. LID can be applied to open spaces, rooftops, streetscapes, parking

- Increased groundwater supply
- Improved recreational opportunities
- Protection of community character and aesthetics
- Reduces salt usage and snow removal on paved surfaces
- Reduces stormwater runoff volume and improves stormwater quality
- Improves air quality
- Improves urban wildlife and habitat opportunities
- Provides additional stormwater capacity for nonconforming sites without modern detention facilities

## Goal

Promote green building and site design to reduce environmental impacts.

# Goal

Provide a reliable, wellmaintained infrastructure system including water supply, sanitary sewer and stormwater management to improve efficiency



Example of bioswales treating runoff



Example of porous pavement and a rain garden

lots, sidewalks, and medians.

Storm water facilities should be landscaped with plantings adapted to hydric conditions to create a system that emulates the functions of natural wetlands and drainage ways both in terms of hydrology and natural habitat. Use of rain gardens is increasing in popularity and require little maintenance if designed correctly.

- Porous pavement may be considered instead of previous applications (i.e. asphalt or concrete) in parking areas or the road gutter. To function properly, porous pavement requires adequate subsurface soil conditions, overflow connection to a storm sewer or other final discharge location and routine vacuum maintenance. Porous pavement should not be installed in areas where there is a potential for soil contamination.
- Bioretention (Rain Gardens) & Bioswales should be considered in areas between the new or existing sidewalk where driveways are removed and in areas where the road median is relocated or enlarged. Larger drainage areas may

require a combination of facilities and overflow areas should be provided for larger rain events. Plant species should be salt tolerant, provide aesthetic benefits and be low maintenance. Sidewalks should be designed to direct runoff into these areas, and maintenance agreements should be included as part of any approval.

### Where to implement LID

- New development projects
- During public road or building projects
- Along streets
- On non-conforming sites that cannot meet current stormwater requirements
- Where impervious lot coverage exceeds 25%

# Actions

- Adopt a woodland ordinance to preserve and enhance quality of natural features.
- Incorporate low impact design into future public improvements.
- Adopt a coordinated village-wide sustainability policy

Current efforts to improve the quality of the Rouge River are showing signs of success. The Rouge River is a significant resource that has been severely affected by development both within and outside of the village. The Village has supported previous efforts to improve the quality of the river. Citizens and Village leaders should continue to participate in the protection of the Rouge River and should work to strengthen awareness of the river as a community resource.

40 Beverly Hills Tomorrow

# E. Community Facilities

# **Recreation Facilities**

Beverly Park is the largest and most prominent open recreation space area within the village. The Village Council adopted the Beverly Park Master Plan in 1998 with the assistance of the Park and Recreation Board. The purpose of this plan is to provide guidance for redesigning and upgrading recreational facilities within Beverly Park. Several of these recommended improvements have been completed. The Beverly Park Master Plan should continue to serve as the guide for improvements.

School sites are important in meeting the village's recreational needs, especially on the east side of the community. The Village should continue to work closely with the School District to identify ways for improving recreational opportunities on school sites and to ensure that recreational needs continue to be met in the event that school sites are no longer available.

Many recreational and social opportunities are provided by non-public entities such as swim clubs and other types of athletic clubs. As private entities, residents are provided these services through membership or user fees. Because these facilities provide valuable recreation opportunities that currently cannot be offered by the Village, these uses should be encouraged in any way possible.

The Village currently has no plans for acquiring additional public open space. The Village Council, Planning Commission, and Parks and Recreation Board should continue to work together to address future recreation needs. Other ways to satisfy recreation/open space needs should be studied and implemented, including public/private partnerships and requiring private recreation facilities and open space in conjunction with new cluster developments.

# Municipal Facilities and Services

At present, the Village Hall and Public Safety building adequately accommodate the village's service needs. However, the Public Works yard, which is primarily utilized for storage of materials, is relatively small and now fully utilized. Any increase in planned infrastructure maintenance and repair programs will likely require the continued use of temporary storage facilities by contractors, with associated cost implications for the village.

# Communications

Every effort should be made in the coming years to keep pace with technology and the desire for residents to easily access and understand information pertaining to Village matters. Current initiatives include office hours, newsletters, public meetings, brochures, and the Village website and Facebook page. The Village should continue to update and upgrade information resources to increase community awareness of current events, regulations, policies, procedures, and other data.

# Actions

- Explore formalized access to Nature Preserves.
- Update the Parks and Recreation Plan every five years to remain eligible for MDNR grants.
- Continue to keep an open dialogue with schools on their campus plans.
- Continuously evaluate levels of public safety.

# Goal

Provide quality, responsive community services in a fiscally responsible and efficient manner.

# Goal

Provide adequate park, open space, and recreational facilities for all village residents.

# Actions



For a complete listing of actions, tools, and timeframes, see <u>Chapter 4:</u> <u>How to Get There</u>

Beverly Hills Tomorrow 41

Vision ↓ Goal ↓ Action

ТТ Ē OT MO

This plan is intended to be a policy guide to move Beverly Hills forward, guiding decisions about future physical and economic development. But the plan is more than just a policy guide for Village officials and staff. With the commitment of resources to this planning effort comes the high expectations that the recommendations will be implemented, some soon, or others over the next five to ten years.

The plan is designed to be a road map for action, incorporating strategies, specific projects, and programs that will achieve the desired results. This chapter synthesizes the many plan recommendations and identifies the actions and timing needed to transform the plan's vision into reality.

# Guidance for Development Decisions

This plan is designed for routine use and should be consistently employed during any process affecting the community's future. Private investment decisions by developers, corporations, and land owners should consider the plan's direction. Other planning efforts for neighborhoods, corridors, and community facilities should be in harmony with the comprehensive plan. Finally, the plan should be used when reviewing development proposals and referenced in related reports and studies.

# **Evaluation and Monitoring**

This plan has been developed with a degree of flexibility, allowing nimble responses to emerging conditions, challenges, and opportunities. To help ensure the plan stays fresh and useful, periodic reviews and amendments are required. This will ensure plan goals, objectives, and recommendations reflect changing community needs, expectations, and financial realities.

# **Role of Village Council**

The Village Council must be solidly engaged in the process to implement the plan. Their responsibilities will be to prioritize various action items and establish timeframes by which each action must be initiated and completed. They must also consider and weigh the funding commitments necessary to realize the village's vision, whether involving capital improvements, facility design, municipal services, targeted studies, or changes to development regulations, such as municipal codes, the zoning ordinance and procedures.

# **Planning Commission as Facilitators**

The Planning Commission is charged with overseeing plan implementation and is empowered to make ongoing land use decisions. Therefore, many tasks in the Action Plan are the responsibility of the Planning Commission and its staff.

As an example, the Planning Commission is charged with preparing studies, ordinances, and certain programmatic initiatives before they are submitted to the Village Council. In other instances, the Planning Commission plays a strong role as a "Plan Facilitator" overseeing the process and monitoring its progress and results. Together, Village staff and the Planning Commission must be held accountable, ensuring the village's master plan impacts daily decisions and actions by its many stakeholders.

# **Zoning Recommendations**

Because the <u>Future Land Use</u> map is a long range vision of how land uses should evolve over time, it should not be confused with the village's zoning map, which is a current (short term) mechanism for regulating development. Therefore not all properties should be immediately rezoned to correspond with the plan. The Future Land Use Plan is intended to serve as a guide for land use decisions over a longer period of time (5 to 15 years).

Review of the Existing Land Use map in comparison to the Future Land Use map reveals a gradual transition to the planned land use pattern. Achievement of this goal will be gradual, particularly because established businesses and homes are located in areas intended for other types of uses in the long term.

In addition, the <u>Future Land Use</u> map is generalized. More detailed evaluation would be required as part of any rezoning consideration. The Future Land Use map as well as the plan's goals and recommendations should be consulted to judge the merits of a rezoning request. In review of rezoning and development proposals, the Village should consider the following sequencing standards:

- Any rezoning or development proposal must be compatible with the Master Plan as a whole and be able to stand and function on its own without harm to the quality of surrounding land uses.
- There must be sufficient public infrastructure to accommodate any proposed development or the types of uses that would be allowed under the requested zoning change. This must include sufficient sewer and water capacity, a transportation system to support impacts, and a stormwater system designed to limit impacts.

			Single-F	amily	Residen	tial		Multiple- Family Residential	Comr	nercial	Village Center	PP Public
Zoning Plan	R-A	R-1	R-1A	R-2	R-2A	R-2B	R-3	R-M	O-1	В	Overlay	Property
Estate	Х											
Low Density		х	x	X								
Med Density		Х		X								
High Density					х	х	X					
Multi-Family								х				
Village Center								х	Х	X	Х	
Redevelopment Transition Areas	new	highe	er densi	ty resid	dential,	or com	mercio	al if adjacent				
Office									Х			
Commercial										X		
Public												Х
Utility		Х										Х

The Action Plan table summarizes the recommendations from throughout the plan into specific categories, outlining individual tasks to be accomplished within the 20-year planning period. This format serves as a useful checklist to track accomplishments and reassign priorities. It also serves as a checklist to facilitate annual reviews of the plan.





#	Торіс	Action	Priority Term	Key Players
Zo	oning Ord	linance Actions		
Z1	Zoning Ordinance	Prepare new zoning ordinance: improve organization, modernize language, add graphics, digital navigability, and make it more user-friendly.	••	PC; VC
Z2	Residential	Refine zoning tools for residential redevelopment.		PC
Z2a	Redevelopment	Review <u>cluster ordinance</u> and update as needed, potentially incorporating better open space requirements, and/or incorporate it as a <u>PUD</u> .	-	PC
Z2b		Provide lot averaging options to provide variety in lot sizes yet maintain a consistent density.	-	PC
Z2c	_	Adopt <u>PUD</u> regulations to allow greater flexibility for both the Village and developers giving both better opportunities to negotiate. Potentially create three PUD options: cluster, smaller housing type, and non-residential.	_	PC
Z3	Site plan review	Streamline application and submittal process.		PC; Admin
Z3a		Evaluate site plan review procedures and allow for some reviews to be administrative.		PC; Admin
Z3b		Consider eliminating the need for Council to refer plans to Planning Commission and allowing Planning Commission decision on permitted uses.	-	PC; Admin
Z3c	_	Incorporate Redevelopment Ready Best Practices for review procedures as appropriate.	-	PC; Admin
Z3d	-	Add a table that lists what does/does not require site plan review.		PC
Z3e	_	Create easy-to-use plan review applications, forms, checklists, and flow charts.		PC; Admin
Z3f	-	Adopt a procedural policy whereby applicants must go to planning commission prior to ZBA where it is anticipated they will need plan approval and variances.		PC; ZBA
Z3g		Evaluate fee schedule annually.		Admin
Z4	Woodland ordinance	Adopt a woodland ordinance to a) preserve landmark trees, b) require new development to replace or preserve trees, and/or c) establish a permitting process for tree removal.	•	PC
Z5	Zoning Map	Update zoning map to color, GIS-based map.		PC
Z6	Land Use	Evaluate zoning of corridors and <u>transition areas</u> for potential alternative housing types or mixed-use/office opportunities.		PC; VC

#_	Topic	Action	Priority Term	Key Players
Ζ7	Conditional rezoning	Add conditional rezoning procedures to the zoning ordinance. While conditional rezonings are currently allowed by state statute they are not enumerated in the ordinance.	••	PC
Z8	Rezoning	Add standards to evaluate rezoning requests.		PC
Z9	Nonconforming	Review nonconforming standards and update as needed.		PC
Z10	Uses	Review permitted and special uses by district. Update to include new uses as needed.		PC
Z11	Parking	Evaluate parking requirements and explore parking maximums.		PC
Z12	Non-motorized	Add standards and requirements for bike racks for commercial properties.	••	PC
Z13	Non-motorized	Add regulations for interior site pedestrian connections to public sidewalks.	••	PC
Z14	Public Hearing	Update all references to public hearing notification to match current MZEA requirements.		PC
Z15	Variances	Update variance section to better enumerate review standards.		PC
Z16	Schedule of Regulations	Review current dimensional standards, particularly the footnotes, and update as needed.		PC
Z17	<u>Access</u> <u>Management</u>	Review current access management standards and update as needed.	••	PC
Z18	Wireless	Update wireless communications regulations/procedures for consistency with State law.		PC
Ро	licy/Prog	rammatic Actions		
Р1	<u>Streets</u>	Consider adoption of flexible street design standards with required construction standards and right-of-way width for public and private streets.		Engineering Public Safety
P2	<u>Village Center</u>	Market the Village Center to developers. Use the MEDC Redevelopment Ready Communities program as examples for how to solicit redevelopment along Southfield. Continue to work with owners on new plans for their properties.		PC; Admin
Р3	<u>Sidewalks</u>	Establish a sidewalk maintenance plan to fill in gaps.		Engineering
P4	Traffic calming	Explore traffic calming options where residential neighborhoods abut arterial streets.		Engineering
P5	CIP	Adopt a <u>Capital Improvements Plan</u> that is reviewed yearly and coordinated between planning and public works.		Public Works

#	Торіс	Action	Priority Term	Key Players
P6	Sustainability/ <u>LID</u>	Adopt a coordinated village-wide sustainability policy.		VC; Engineering
P6a		Develop a sustainability public education plan to build awareness.		VC; Admin
P6b		Develop a pilot program for native planting bioswales for residential stormwater ditches.		Engineering; Admin
P6c	-	Leading by example, incorporate green building strategies and low-impact stormwater design at Village-owned buildings and sites.		Admin; VC
P6d	-	Encourage porous pavement and rain gardens/bioswales for commercial parking lots.		PC; Engineering
P6e		Work with village engineer to incorporate stormwater best practices.		Engineering
P6f		Allow residential driveways constructed from permeable pavers.		Engineering
Ρ7	Nature Preserves	Explore formalized public access to Douglas Evans and Hidden Rivers Nature Preserve.		Parks/Rec
P8	Disaster Plan	Evaluate the need for a disaster preparedness plan.		Admin; VC; Public Safety
0	ngoing A	ctions		
01	Roads	Coordinate with Road Commission on road improvements.	Ongoing	Admin
02	Public Safety	Continuously evaluate levels of public safety.	Ongoing	Public Safety
О3	<u>Communication</u>	Continue Village e-newsletter to keep residents informed.	Ongoing	Admin
04	<u>Communication</u>	Update Village website so it is user-friendly and up-to-date.	Ongoing	Admin
05	Schools	Continue to keep an open dialogue with schools on their campus plans.	Ongoing	Admin
06	Parks and Rec	Update the Parks and Recreation Plan every five years to remain eligible for MDNR grants.	Ongoing	Parks/Rec
07	Village Coordination	Annually host a joint meeting for ZBA and Planning Commission and Parks/Rec Board.	Ongoing	ZBA; Parks/ Rec; PC
08		Per MPEA, submit an annual report to Council.	Ongoing	PC
09		ZBA to prepare an annual report summarizing the past year's cases to track potential changes to the ordinance.	Ongoing	ZBA

# APPENDIX: $\mathbf{Z}$

# CONTENTS

VISION AND CONCEPT PLAN GOALS AND DESIGN PRINCIPLES PHASING IMPLEMENTATION PURPOSE STREET	1 3 5 6 7 9
PEDWAYS BIKE LANES BIKE PARKING DRIVEWAYS PARKING	
BUILDING ORIENTATION/SETBACK MASSING/SCALE WINDOWS AWNINGS ROOES	12
DISTRICT LANDSCAPING LIGHTING SIGNAGE/WAYFINDING BUILDING MATERIALS UTILITIES STREET FURNISHING	15

# **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 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, co-ordinating 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.



# **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.



REVIEW CONCEPT PLAN, DESIGN GUIDE AND CODE

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

# **STREET**

#### **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 onstreet 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



#### Figure 15: Acceptable Bike Park Facilities



Figure 16: Bike Park Placement

#### **BEVERLY HILLS TOWN CENTER - CONCEPT PLAN + DESIGN GUIDELINES**

# **STREET**

#### 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 transitusers) 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-ofway. 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.





TWO-STORY MIXED-USE SECONDARY STREET



Figure 21: Retail/Office Building Elements



THREE-STORY MIXED-USE SOUTHFIELD ROAD/ SECONDARY STREET



**SOUTHFIELD ROAD** 

# 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 com-• prised 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 path-• way 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)

#### **BEVERLY HILLS TOWN CENTER - CONCEPT PLAN + DESIGN GUIDELINES**

### 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