

MONROE AVENUE DESIGN PLAN, GUIDELINES AND STANDARDS

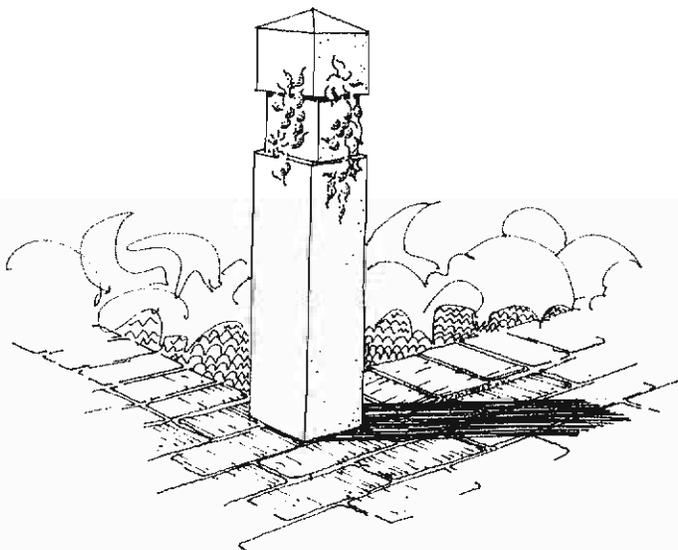


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MONROE AVENUE DESIGN PLAN, GUIDELINES AND STANDARDS

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INTRODUCTION

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This Report describes the substantive framework of the Monroe Avenue design plan, guidelines and standards. The design plan, guidelines and standards are pertinent to a designated corridor along Monroe Avenue between Highland Avenue and Clover Street in the Town of Brighton, New York. The measures are intended to guide the physical design of public amenities and private development within the Monroe Avenue corridor.

Unfortunately the benefits that will be derived from the guidelines presented here will not be immediately evident due to their dependence on the unpredictable nature of growth or change within the private sector. As an impetus to the private sector, a cooperative venture between both public and private sectors has been undertaken between the Glen Ellyn/Monroe Avenue intersection and the Rhinecliff/Monroe Avenue intersection.

The implementation of the design standards, primarily elements that would occur within the public right-of-way, can have a more immediate impact since their implementation is totally within the control of the public sector. The banner program initiated in the summer of 1999 is an example of the immediate change that can be brought about by implementation of the design standards.

Background

The design plan, guidelines and standards characterized in this report satisfy, in part, the implementation strategy outlined in the *Monroe Avenue Comprehensive Plan* which was adopted April 9, 1997. The *Monroe Avenue Comprehensive Plan* is essentially a policy plan providing a framework to address Town of Brighton regulations, policies and actions related to physical design features and land uses within the Monroe Avenue corridor. The overall goals of the plan are stated as follows.

1. Enable the successful commercial development of the avenue
2. Enhance the aesthetic appeal of private and public properties along the avenue
3. Ensure that proposed changes protect the interests of residential communities in the Monroe Avenue area

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The plan offers recommendations and implementation strategies based on the reported findings of planning, design and real estate consultants. Moreover, the plan recommendations are the result of an extensive public participation program involving neighborhood residents, area business and property owners, Town of Brighton staff and review boards and the Monroe Avenue Steering Committee. The recommendations, some of which have already been implemented, include changes to zoning district designations, standards and regulations as well as revisions to parking and building bulk regulations.

Specifically, there are two strategic provisions addressing streetscape and architectural design guidelines for Monroe Avenue (Strategy XI and Strategy XVII) and one pertaining to standards for streetscape elements (Strategy XII).¹ The strategies are summarized below.

- Incorporate streetscape design guidelines in district and site plan review regulations that offer specific options based on property locations and layouts (Strategy XI)
- Incorporate architectural design guidelines in district regulations (Strategy XVII)
- Revise regulations regarding permitted street address signage and the use of festive or decorative banners with a common theme or themes (Strategy XII)

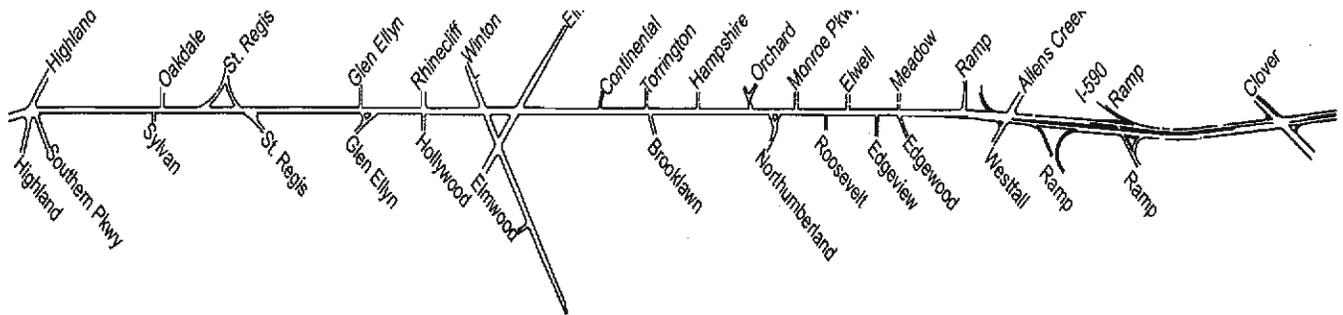
Environmental Design & Research, P.C. (EDR) prepared the component of the *Monroe Avenue Comprehensive Plan* identifying streetscape design concepts and impacts with regard to these recommendations and strategies. The component entitled "Monroe Avenue Streetscape Study" offers a design concept for the Monroe Avenue corridor and provides graphic examples of design schemes and alternatives for exemplary parcels within the corridor. Accordingly, the design concepts and schemes illustrated in the "Monroe Avenue Streetscape Study" constitute the foundation of the design plan, guidelines and standards set forth in the following pages.

Application

The Monroe Avenue design plan, guidelines and standards are applicable to the corridor spanning approximately 2.25 miles along the four-lane thoroughfare known both as Monroe Avenue and New York State Route 31. The Monroe Avenue corridor is bounded northwesterly by the Rochester city line near Highland Avenue and southeasterly by the Pittsford town line near Clover Street. The design plan, guidelines and standards apply to all properties with frontages on this segment of Monroe Avenue. The measures also address landscape and architectural features at street intersections within the corridor as well as residential properties appurtenant to the corridor. The design guidelines apply to all proposed or planned improvements, alterations and new construction within the Monroe Avenue corridor.

¹ See "Strategies and Implementation," *Monroe Avenue Comprehensive Plan*, pp. 20-22.

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The guidelines are referenced in the Comprehensive Development Regulations, and serve to assist Town boards with reviewing proposals submitted to them for modifications to existing buildings, structures and sites and new construction within the corridor. The extent to which the guidelines apply to a given project is given at the discretion of the appropriate Town boards; the extent of applicability generally depends on the extent, scope, and intent of the proposed modifications or new construction.

The intent of such discretionary measures is to ensure reasonable flexibility in the application of the prescribed performance criteria. The ultimate goal of the provisions is to lead Town boards and potential developers of Monroe Avenue properties to development solutions that are economically viable and responsive to the community design plan goals and objectives.

The design standards work in concert with the design guidelines. The standards designate definitive specifications for the design and installation of public streetscape improvements and components. Compliance with the standards in accordance with the design plan provisions is essential for realizing the plan's goals and objectives. As such, the standards are also referenced in the Comprehensive Development Regulations.

Existing Conditions

Monroe Avenue is the major commercial corridor of Brighton comprising approximately 300 businesses along its 2.25-mile route. The corridor is at the center of a well-established residential community; approximately 190 apartment units are located on the avenue itself. Often called the "Gateway to Brighton," Monroe Avenue offers an image of the Town for visitors and residents.

The image of the Monroe Avenue corridor has, however, declined. Over time, the commercial development of the avenue has occurred in an uncoordinated manner. Many of the residences have been insensitively remodeled and stripped of their architectural details. Vegetated front and rear yards have been converted to parking lots; negatively impacting the visual and functional integrity of open space within the corridor.

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New construction incompatible with the area's characteristic scale, massing and details has further diminished the aesthetic quality of the avenue. Consequently, the deterioration of the corridor's visual quality and open space threatens its commercial vitality and the integrity of residential neighborhoods in its immediate vicinity.

The physical conditions and viability of the businesses along Monroe Avenue are further threatened by increasing competition from other areas. In recent years, sprawl development extending beyond the corridor boundaries has accelerated commercial vacancies along Monroe Avenue. Increasingly limited public and private budgets have further exacerbated the corridor's economic instability. As a result, some commercial properties exhibit high turnover rates; several are chronically vacant.

The lack of coordinated development and regulatory design provisions has impeded the development of an appealing mixture of commercial uses and streetscape amenities along the avenue. The resultant disjointed character of the avenue has limited its appeal to surrounding residents as an area for shopping and recreation. Moreover, the corridor's continued decline might eventually precipitate a depreciation of adjoining residential neighborhoods. Residents, property owners, business owners, and Town staff and officials have therefore concurred that the avenue's physical, commercial and social decline requires the implementation of a community design plan, guidelines and standards.

Design Issues

Numerous issues pertinent to the design of the Monroe Avenue corridor were identified and reported during the planning process involving proactive and interactive public participation. The general issue from which all others originate involves achieving and maintaining a balance between residential and commercial interests with regard to functions and aesthetics. Essentially, design solutions should satisfy the desire for preserving the corridor's residential character and integrity while addressing the imperatives of ensuring its commercial viability and development. The salient issues are therefore the following: residential/commercial functional and aesthetic balance, pedestrian/vehicular conflicts and conditions, residential/commercial property interface, parking availability and vehicular circulation, and signage visibility and appearance.

Residential/Commercial Functional and Aesthetic Balance

Throughout its history, the Monroe Avenue corridor has supported commercial activity. Commercial development within the corridor is therefore not considered a detriment either to the adjacent residential communities or the Town of Brighton. In fact, there is a strong consensus that continued commercial development along Monroe Avenue would be beneficial for the entire Brighton community. The qualification for such a consensus asserts, however, that measures be implemented to safeguard the integrity of adjacent residential streets while encouraging modifications and new construction that complement the community's residential character.

As described previously, it is the perceived pattern of deteriorating physical conditions within the corridor that is considered detrimental to the residential neighborhoods bordering and opening onto it. Primarily contributing to this perception is the diminution over time of street trees and other ornamental vegetation lining the avenue frontage and rear yards – essentially the result of paving front and rear yards to accommodate increased vehicular circulation and parking. The lack of uniform streetscape amenities such as sidewalks, pedestrian rails, street furniture, lighting and signage further render an indistinct streetscape edge and lackluster corridor image. Additionally, inappropriate building alterations and incongruous new construction have compromised the residential scale, massing and details characteristic of the area. Design review measures should therefore balance the functional and aesthetic requirements of development along the avenue.

Pedestrian/Vehicular Conflicts and Conditions

Monroe Avenue's use as a pedestrian corridor is as significant as its use as a vehicular corridor. Local residents, shoppers and school children regularly traverse the avenue. As a result of the avenue's high traffic volumes and circulation patterns, however, there are many areas of conflict between pedestrians and vehicles. Accordingly, the hazardous conditions for both pedestrians and motorists interacting within the corridor constitute an important safety and aesthetic issue.

Contributing to the problem in some locations along the avenue is the deterioration and lack of existing sidewalks separating pedestrian activity and vehicular traffic. Many of the barriers separating front-yard parking lots from the sidewalks are in poor condition. Moreover, the numerous curb cuts ancillary to the parking lots impede pedestrian movement and comfort.

The various types of elements presently used to separate parking areas from sidewalks along Monroe Avenue include railroad-tie planters, wood rails and steel piping. Several properties have installed new landscape features such as fences or raised planters with shrubs or flowers. Nevertheless, there is currently no "typical" separator in use or prescribed by Town regulations; some properties have no separators at all.

The poor conditions and widely varying treatments of such streetscape elements render an inhospitable and inharmonious pedestrian environment. In response, the provision of consistent streetscape landscaping, fixtures and curb cut construction that better separate the pedestrian environment of the sidewalk from the street and parking areas is necessary to improve safety conditions and the visual quality of the corridor.

Residential/Commercial Property Interface

The close proximity of commercial properties on Monroe Avenue and appurtenant residential properties has caused conflicting functional and environmental conditions. Specifically, the rear yards of many of the commercial properties on Monroe Avenue are adjacent to single-family residential properties. The majority of these commercial properties has paved side and rear yards accommodating driveways and parking.

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Some properties are separated by lawns or screened by shrubbery, trees and wooden fences. Most, however, have insubstantial and poorly-maintained buffers. Such buffers are inadequate for mitigating the negative impacts of the commercial land uses on the adjoining residential properties. The following are among the environmental nuisances caused by the interface between residential properties and the mix of commercial uses such as offices and restaurants.

- Drainage problems caused by stormwater runoff from roofs and paved areas flowing directly onto adjacent properties
- Air pollution from vehicular fumes and building exhausts
- Noise disturbances from automobiles, trucks and waste removal activities
- Annoyances caused by streetlight spillage and vehicular headlights
- Privacy disruptions and hindrances to personal safety
- Visual quality impacts from inconsistent and incongruous screens and buffers (i.e., fences, rip-rap, etc.)

Furthermore, the *Monroe Avenue Comprehensive Plan* and zoning district revisions encourage a wider range of desirable commercial establishments along Monroe Avenue. Existing rear screens and buffers shall be insufficient to accommodate the varied commercial uses without further negatively impacting the neighboring residences. Accordingly, the interface between commercial properties and residences in the Monroe Avenue corridor should receive special attention during the various review processes to ensure that adequate and appropriate screens and buffers are provided.

Parking Availability and Vehicular Circulation

The need for an increase in available parking spaces along the avenue is an important issue concerning both commercial and residential interests. Reports have indicated a parking deficit with regard to commercial activity throughout the corridor. On-street parking for the commercial uses overflows onto adjacent residential areas, adversely affecting the quality of life in those areas. Parking availability therefore presents a significant conflict between the needs of business owners and area residents.

In particular, the need to accommodate parking on properties with narrow avenue frontages has led to the excessive construction of curb cuts needed for entering and exiting parking lots from the avenue. In addition to causing hazardous conditions for pedestrians and motorists, the numerous curb cuts along the avenue contribute to vehicular circulation problems resulting in traffic congestion on the street. Moreover, numerous parking lots are poorly designed resulting in inefficient and awkward configurations. Areas should be identified where the elimination of curb cuts and the redesign of parking lots could increase off-street parking space and decrease potential vehicle and pedestrian conflict points without negatively impacting the viability of commercial uses.

I. DESIGN PLAN

DESIGN PLAN

Monroe Avenue History

Monroe Avenue is historically significant to the Town of Brighton; it has defined the Town's identity and character since its establishment in 1814. The avenue first developed primarily as a residential street with discrete nodes of commercial activity, most notably at the "Twelve Corners" and the intersection of Sylvan Road and Oakdale Drive. During the early part of the twentieth century, Monroe Avenue evolved into the central artery and commercial and civic center of Brighton. Adjoining the City of Rochester which is known as the "Flower City," this central artery of Brighton reportedly supported numerous commercial nurseries.

By the mid-twentieth century, Brighton began to develop as a residential "bedroom community" of Rochester, accommodating an influx of professionals and their families from the city. The introduction of streetcar and bus service along Monroe Avenue further increased the corridor's commercial development and activity. As the character of the avenue changed from residential to commercial, individual properties were developed to accommodate the interests of individual property owners and the needs of area residents.

In the 1960s, the Town changed the zoning to allow commercial development for the entire length of the Monroe Avenue corridor. This led directly to the conversion of nearly all the remaining residences to commercial uses. Consequently, such changes over time have effected the varied land uses and functions that presently characterize the avenue comprising small business services, offices, retail establishments, restaurants, motels, auto service stations, apartment complexes and passive open space.

Vision

"Our vision of Monroe Avenue is of a financially viable and attractive commercial, retail, and office street, along which architectural styles enhanced by street trees, landscaping and other amenities work together to define the image of Brighton."

— Vision Statement, Design Steering Committee, 1996

I. DESIGN PLAN

The Monroe Avenue design plan, guidelines and standards endeavor to achieve the stated vision. Design solutions for streetscape and building improvements and development should accommodate, enhance and strengthen commercial uses along the corridor while preserving the character and integrity of the adjacent residential neighborhoods. Accordingly, the physical design measures that could generally achieve the stated vision for Monroe Avenue include the following.

- Build upon the established image of the avenue as a tree-lined street
- Build upon the character-defining features along the corridor while maintaining and enhancing a distinctive, uniform commercial identity
- Encourage building modifications and new construction compatible with the character of the adjoining two-story, residential-scale fabric
- Preserve and enhance active and passive open space at existing spatial nodes and street intersections and entrances to residential neighborhoods

Design Plan Objectives

Given the stated vision and general design goals, the objectives of the concept design plan are summarized as follows.

- Establish gateways to the Monroe Avenue corridor
- Provide consistent streetscape landscaping along the entire corridor to improve pedestrian safety and comfort and to enhance the overall physical appearance
- Introduce street trees, planting medians and sidewalks in segments where such amenities are absent or have been compromised by alteration and development
- Reduce the size and number of curb cuts and ingress/egress points to improve safety, increase off-street parking space and expand open "green" space
- Move parking lots from front yards to rear yards, where proper buffering and screening can be achieved between parking and residences to make this feasible, to expand open green space and lessen the negative visual impacts of pavement
- Encourage alterations and new construction compatible with the size, scale and appearance of the predominant residential neighborhood fabric

MONROE AVENUE DESIGN PLAN, GUIDELINES AND STANDARDS

- Introduce street trees, ornamental vegetation and streetscape amenities at residential street intersections to maximize open green space and accentuate the prevailing neighborhood character
- Concentrate public investments for streetscape amenities such as banners, street furniture and brick pavement in centralized locations to reinforce retail identity
- Accentuate the Twelve Corners area with streetscape landscaping elements that contribute to the establishment of a town center
- Ensure the provision of measures such as rear yard landscaping screens to mitigate visual and environmental impacts of avenue businesses on adjacent residential properties
- Encourage the provision of uniform signage, lighting and other street amenities with regard to size, type, color, height and positioning
- Ensure measures for the preservation and enhancement of existing natural and architectural features

I. DESIGN PLAN

Traditional Streetscape Sections:
 Retain the architectural mass, scale, details, and setbacks of Monroe Avenue's traditional streetscape. Preservation of residential qualities is encouraged.

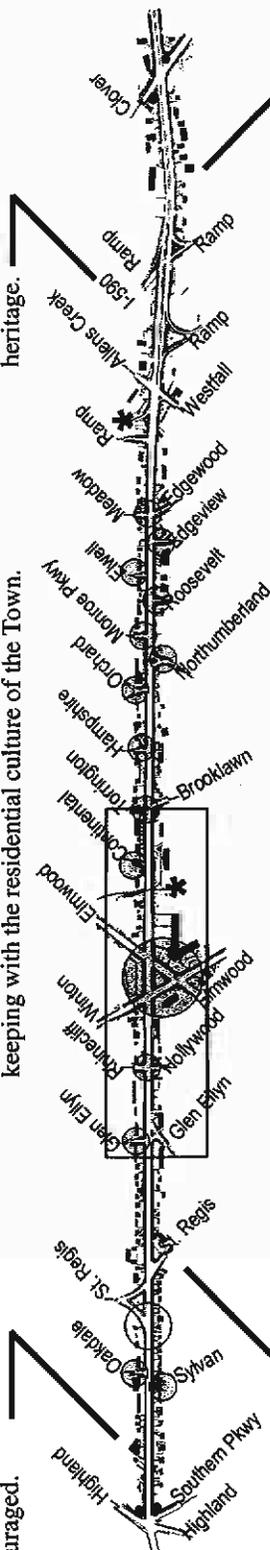
Twelve Corners Area:
 Reinforce the importance of this historic intersection with the highest level of public improvements within the right-of-way. Develop the triangular area as a public space in keeping with the residential culture of the Town.

*** Open Space Areas:**
 Created by Route 590 crossing including creek crossings. These areas offer unique opportunities to emphasize the Town's natural heritage. Reforest open areas around the 590 ramps to reinforce rural heritage.

Transition Zone:
 Area where architectural scale, mass, and detail change from historic, large, two-story residential structures to single-story strip commercial buildings. In addition to private sector improvements resulting from implementation of the guidelines, edge treatments are encouraged through the use of standard streetscape elements.

Residential Street Intersections:
 Emphasize the importance of Brighton's residential heritage by highlighting these areas as residential gateways.

Retail Sections:
 Characterized by deep setbacks, front yard parking, and planted median between parking and curb.



MONROE AVENUE CORRIDOR CONCEPT DESIGN PLAN

Design Plan Guideline Principles

To accomplish the objectives of the design plan, the design guidelines are organized in three fundamental categories addressing architectural, streetscape and site plan design performance criteria. The criteria are based on the essential character-defining features exhibited throughout the corridor. Accordingly, the salient corridor-wide objective of the prescriptive measures is to preserve, restore, complement, enhance, and maintain the architectural, streetscape and landscape integrity of the Monroe Avenue corridor while accommodating the desirable varied mix of commercial, residential, and recreational uses and functions. The following illustrations depict the general principles of the design plan guidelines.

ARCHITECTURAL CRITERIA

Setbacks and Configurations

The arrangement of the structural parts and elements of buildings and the distance they are set back from the street constitute the essential architectural criteria for the Monroe Avenue corridor. Consequently, the configurations of all alterations, additions, extensions and new buildings and structures should be compatible with and complement the prevailing characteristic two- and three-story side-gabled, centered gable, and hipped roof structures along the avenue. Likewise, all alterations, additions, extensions and new buildings and structures should essentially be set back from the street at distances consistent with the prevailing deep, uniform front yard setbacks established by the avenue's former residential structures.

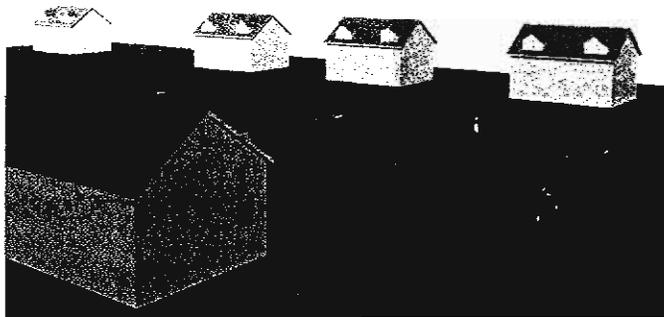
To further reinforce the historic and contemporary significance of Twelve Corners as the Town's Center for social interaction, transportation and commerce, it is recommended that the density and mass of structures increase as they approach Twelve Corners. The following example shows varied building setbacks with no apparent order. Upon review of the corridor, those areas with no apparent order to the placement of structures coincide with the areas of lowest visual quality.



Non Uniform Setback

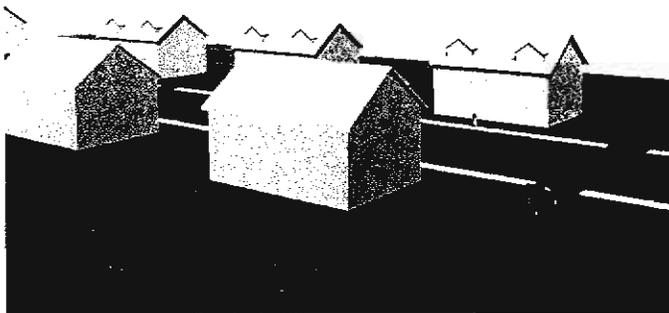
I. DESIGN PLAN

Deep uniform setbacks are reflective of the Town's historic past and provide a sense of order to the streetscape. Some of the avenue's most distinct areas have maintained this historic order. The following graphic represents deep uniform setbacks.



Deep Uniform Setback

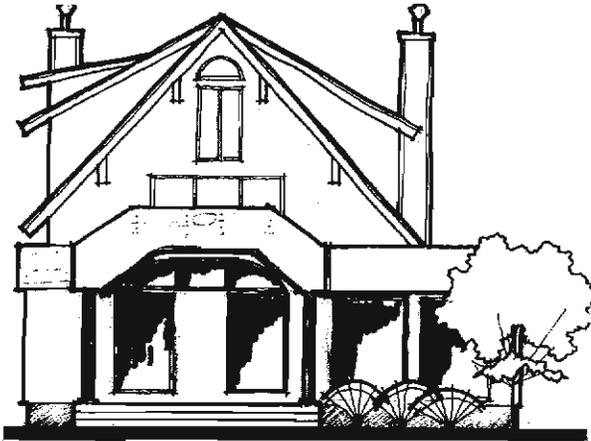
As structures approach Twelve Corners, setbacks should lessen, but remain uniform.



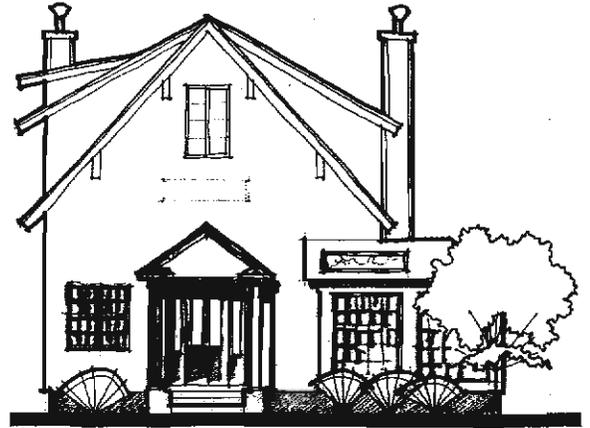
Shallow Uniform Setback

Facades

A facade is the wall of a building parallel to and corresponding to a lot line or street line. Generally, the extent of alterations to the front facades of former residential structures should be restricted and consistent with the architectural features that characterize or characterized the original structure.

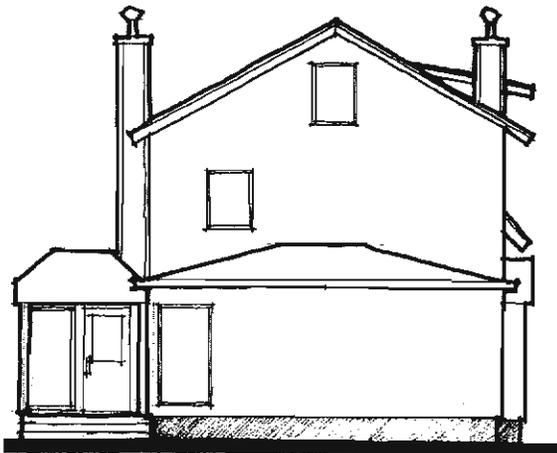


Unacceptable Front Building Facade Alterations and Configurations

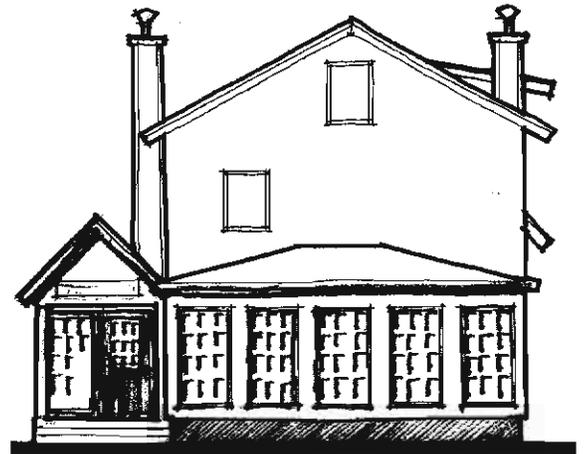


Acceptable Front Building Facade Alterations and Configurations

Correspondingly, the rear facades of such buildings may accommodate larger storefront display windows and bays provided that they are compatible with the character and details of the respective structures.



Unacceptable Rear Building Facade Alterations and Configurations



Acceptable Rear Building Facade Alterations and Configurations

I. DESIGN PLAN

Furthermore, remodeled freestanding commercial buildings and new buildings of any allowable use should exhibit architectural elements on the facades compatible with the configurations, rhythms and patterns established by the former residential structures predominating along the corridor. Such architectural elements defining and individualizing facades include openings – such as windows and doors – and projections such as covered walkways and colonnades. Traditional fabric awnings on store fronts is encouraged, while plastic and vinyl canopies are discouraged.

Materials and Finishes

Uniformity in materials and finishes is essential in maintaining a visually coherent and distinctive mixed-use corridor. Alterations, additions, and extensions involving former residential structures should be limited to the original wood clapboard, wooden shingles, brick, and stone finishes of the respective structures. For instance, installing a brick facing over wood siding and other methods of refacing such buildings are not appropriate treatments. Furthermore, the material and finishes used in the alterations, additions, extensions and new construction of all other buildings within the corridor should exhibit qualities similar to the predominating original materials and finishes of former residential structures.

STREETSCAPE CRITERIA

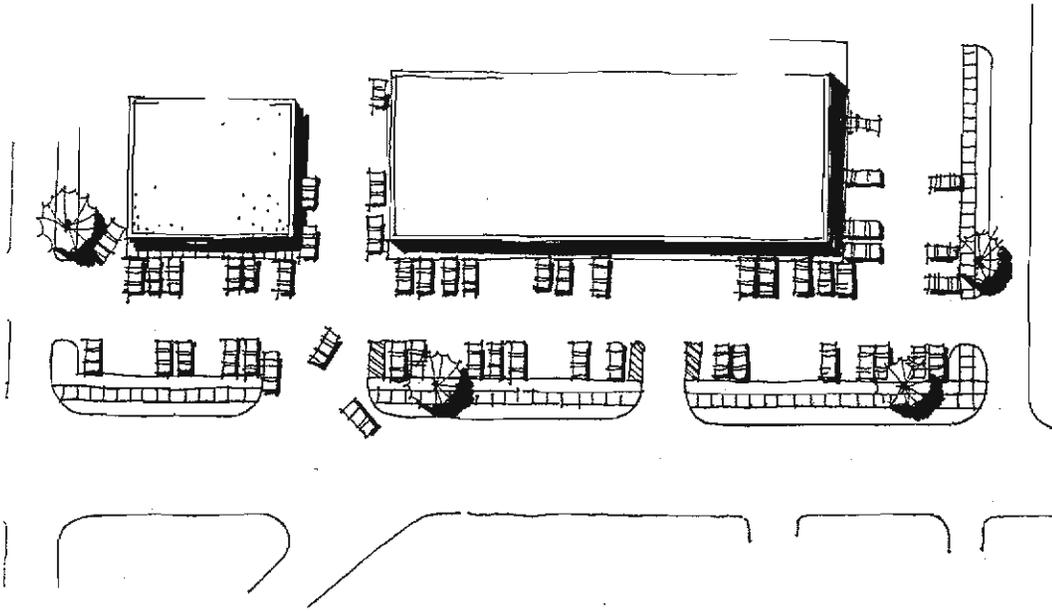
Landscaping

Plantings on individual lots are continuations of the buildings and constitute an important element contributing to their streetscape presence. Landscaping throughout the corridor supplies the essential streetscape characteristics. Accordingly, planting designs should be compatible with the avenue's architectural and streetscape features, should restore the residential character of the corridor, and enhance the pedestrian environment.

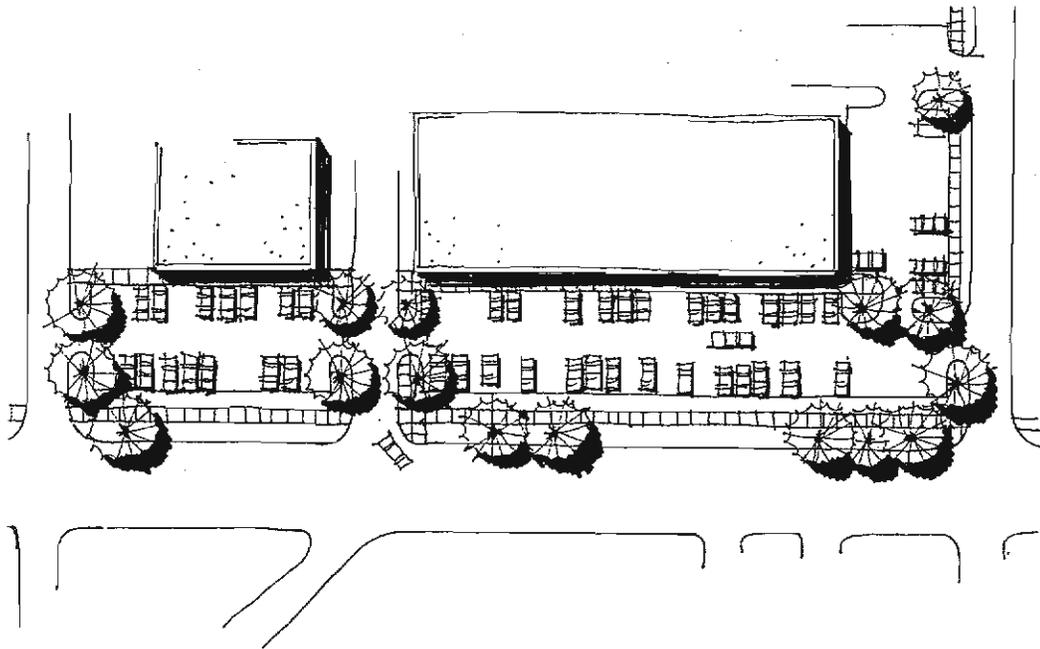
1. Plantings on individual lots should reinforce the historic residential patterns of the street, maximize the perception of large front lawns, and achieve a balance of shade and evergreen ornamental trees, shrub masses and ground covers seen in well-planted residential neighborhoods.
2. When there are existing architectural and/or land use design inconsistencies (i.e. front yard parking, one story structures, building facades/mass inconsistent with design guidelines) within the corridor, the frequency of street trees should increase to help define the character of the streetscape by strengthening the street edge.
3. In an effort to reinforce the history of the Town of Brighton as a high quality residential community, it is recommended that street trees, plant masses and landscape elements are concentrated at the intersections of residential streets with Monroe Avenue.

MONROE AVENUE DESIGN PLAN, GUIDELINES AND STANDARDS

This approach is to create green landscape gateways into residential neighborhoods, rather than the typical sea of asphalt that is created when you have an asphalt street, no planted medians and retail parking lots on each side.



Existing Landscaping

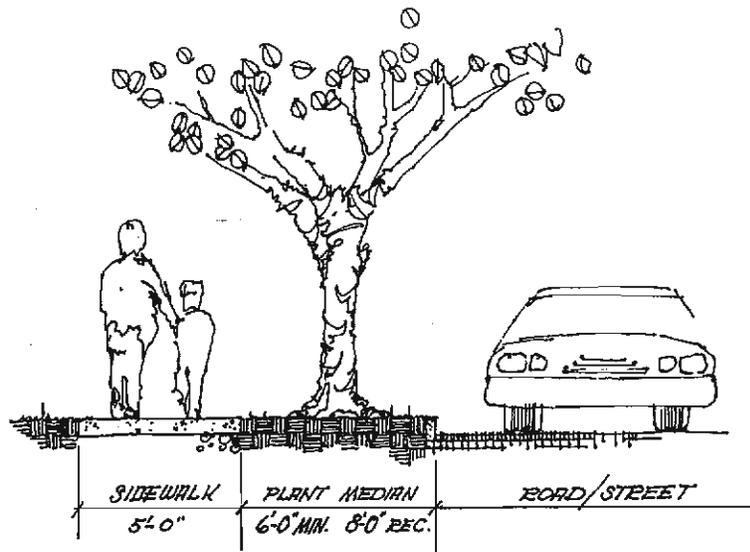


Preferred Landscaping

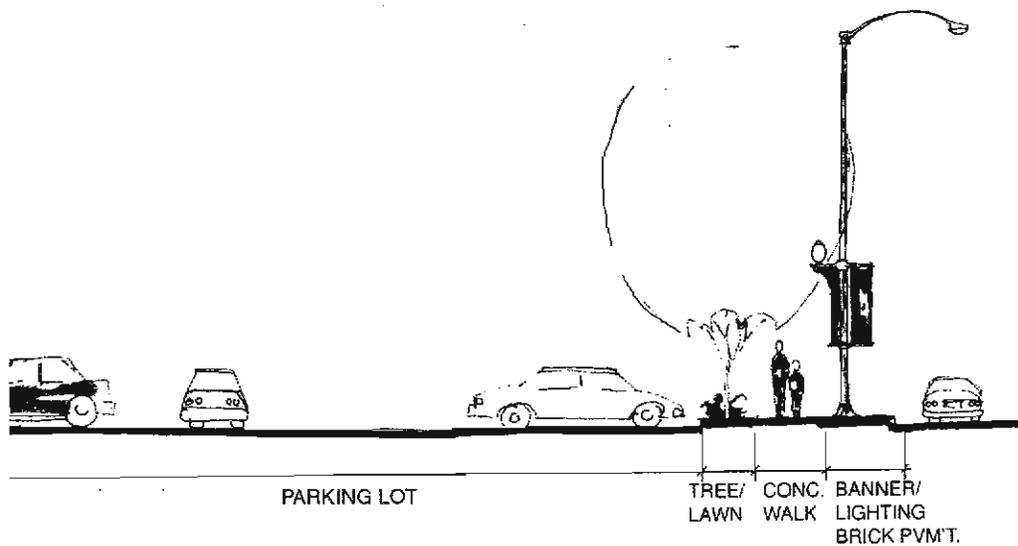
I. DESIGN PLAN

Sidewalks and Edge Treatments

Sidewalks and tree plantings along the street and property edges play an essential role in enhancing the residential character and pedestrian experience along the corridor. Accordingly, street trees, planting medians and sidewalks should be installed along segments of the avenue where such features are absent or have been compromised by modifications.



A minimum of six feet should be established as a turf planting median between curb and sidewalk.



Separation of pedestrians and vehicular traffic with street trees, bollards, light poles, and lawn is encouraged whenever possible.

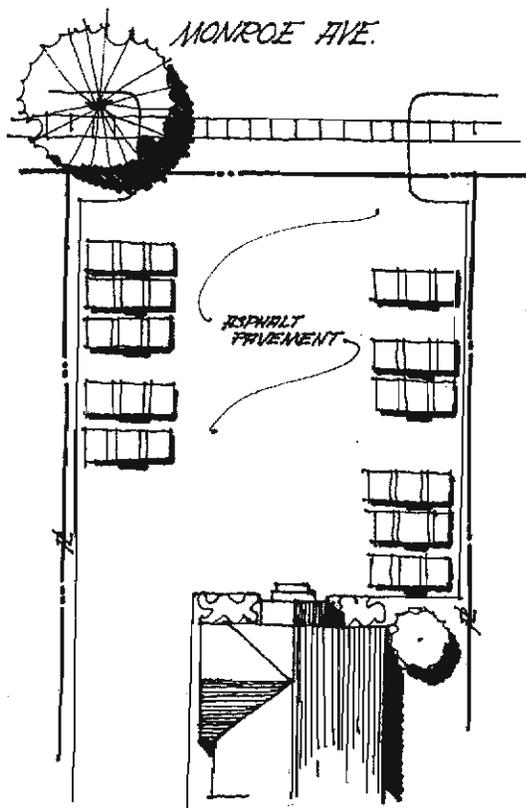
Site Furniture and Features

Site furnishings such as decorative planting rails, bollards and banners define the streetscape context within which buildings and open spaces are viewed. Consequently, to maintain the design plan's intent and the corridor's existing streetscape contextual fabric, site furnishings should be concentrated primarily in the central core of the corridor at Twelve Corners, and installed judiciously toward the northern and southern boundaries of the corridor. (See Standards section of this report.)

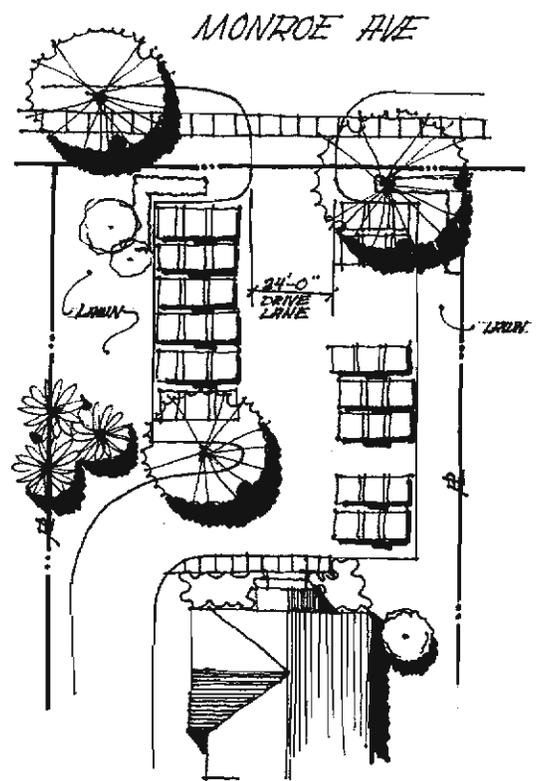
SITE PLAN CRITERIA

Access Control and Off-Street Parking

Off-street parking facilities and ingress/egress access control are critical site development features and considerations. The introduction of poorly-sited parking facilities without plantings or screening negatively impacts the streetscape; conversely, sensitive treatment of such features could significantly contribute to restoring the residential character of the pedestrian environment. Summarily, location, setbacks, and reduced points of access are key considerations as are median plantings and screening.



Intrusive Parking/Curb Cuts

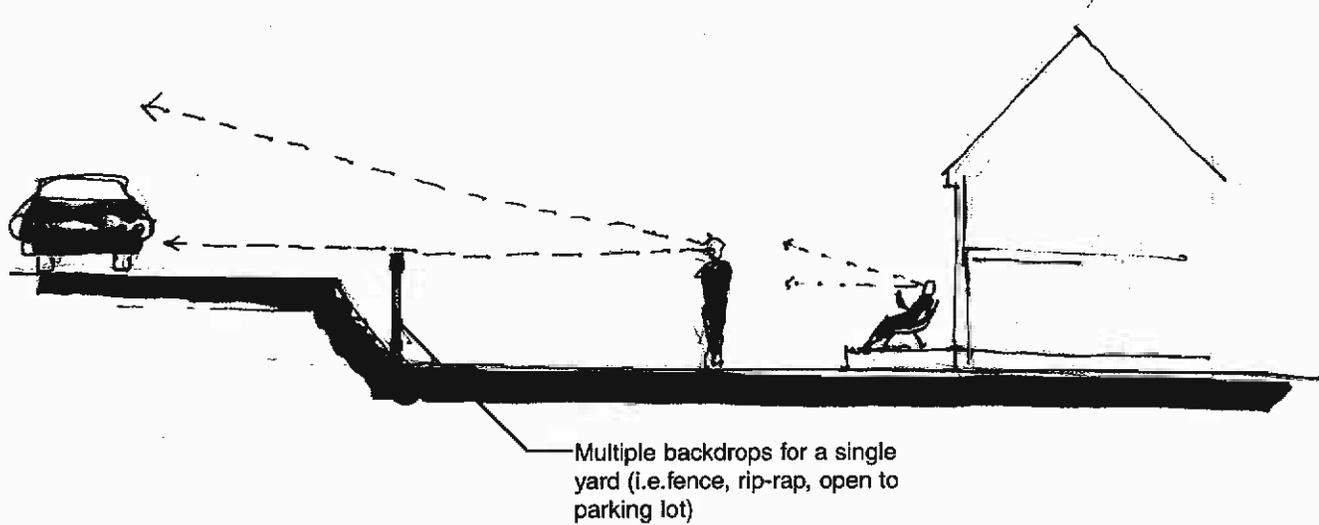


*Acceptable Condition
(Side and Rear Yark Parking Strongly Encouraged)*

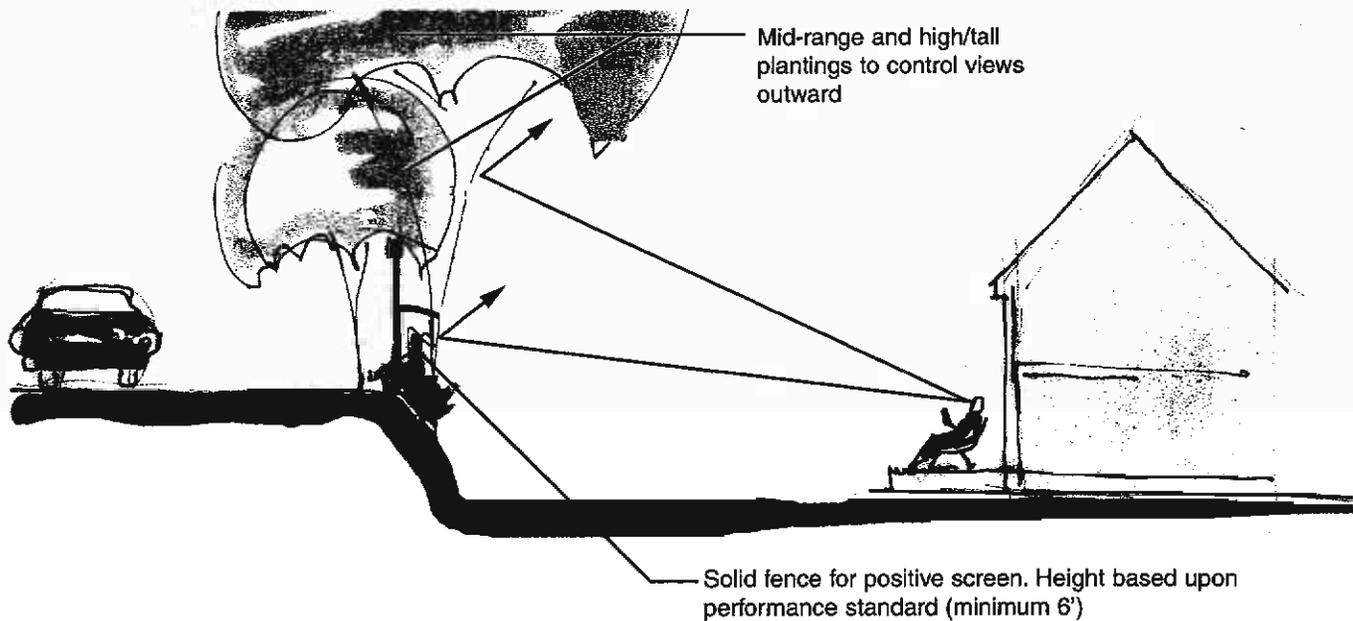
I. DESIGN PLAN

Rear Yard Buffers and Facilities

Design guideline measures should ensure the installation of appropriate rear yard landscaping screens and buffers to mitigate the visual and environmental impacts of avenue businesses on adjacent residential properties. Relevant issues and design responses are illustrated on this and the following pages

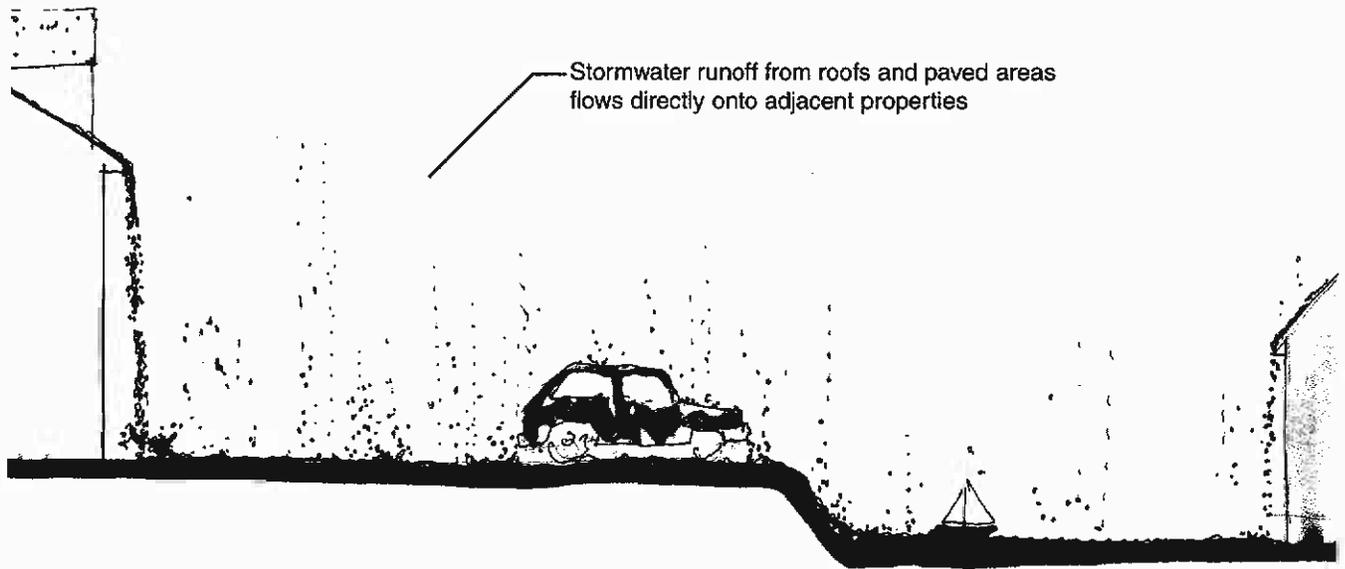


Existing Poor Rear Yard Buffer Conditions

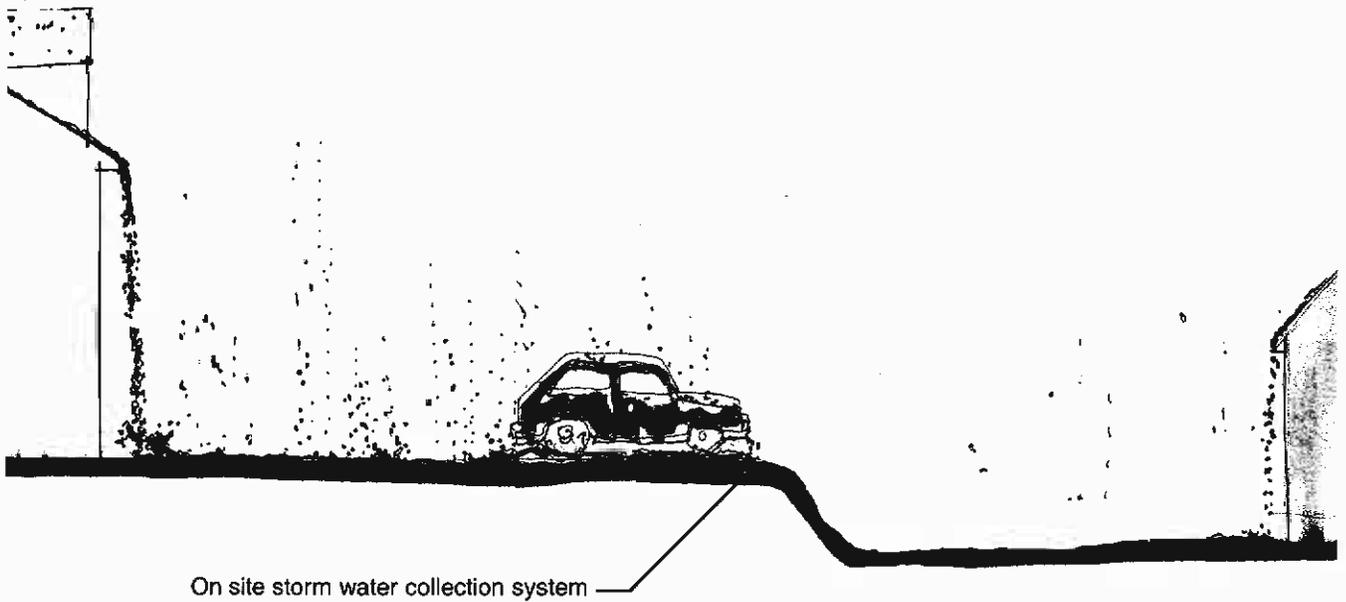


Design Response to Rear Yard Buffer Problems

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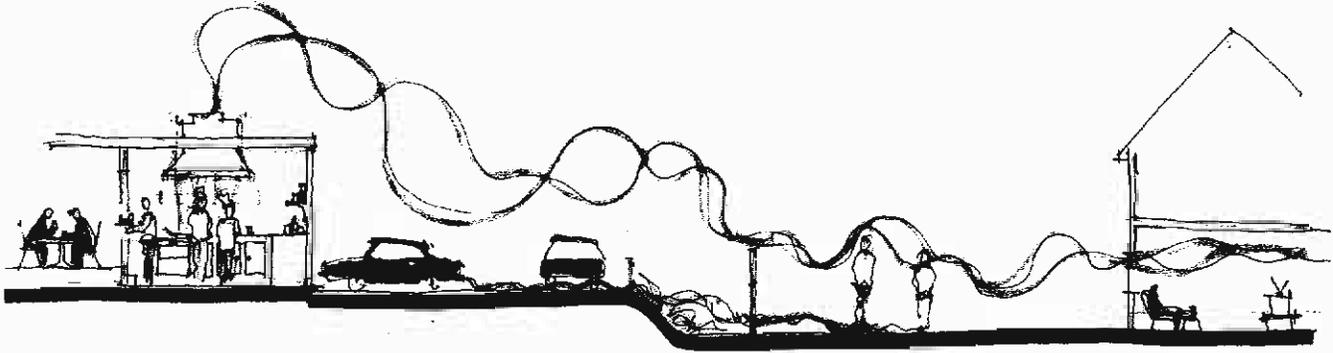


Existing Stormwater Runoff Problems

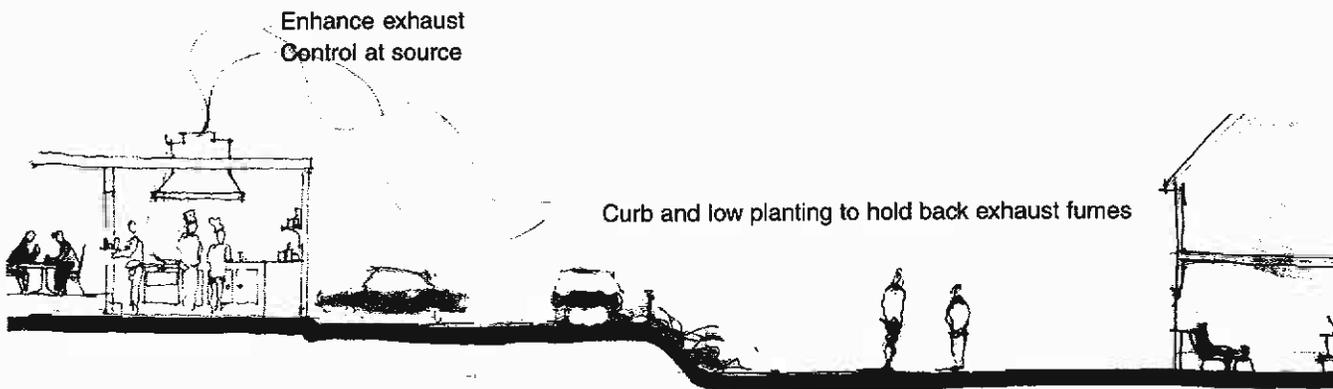


Design Response to Stormwater Runoff Problems

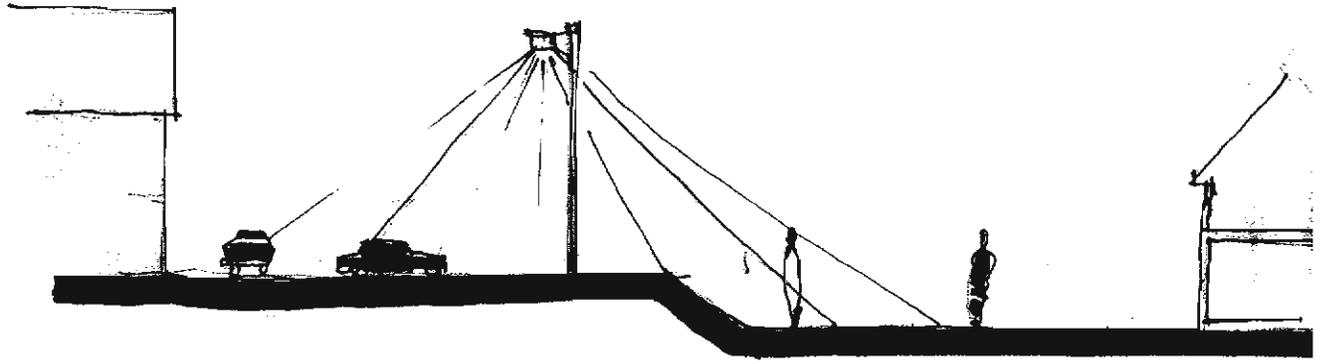
I. DESIGN PLAN



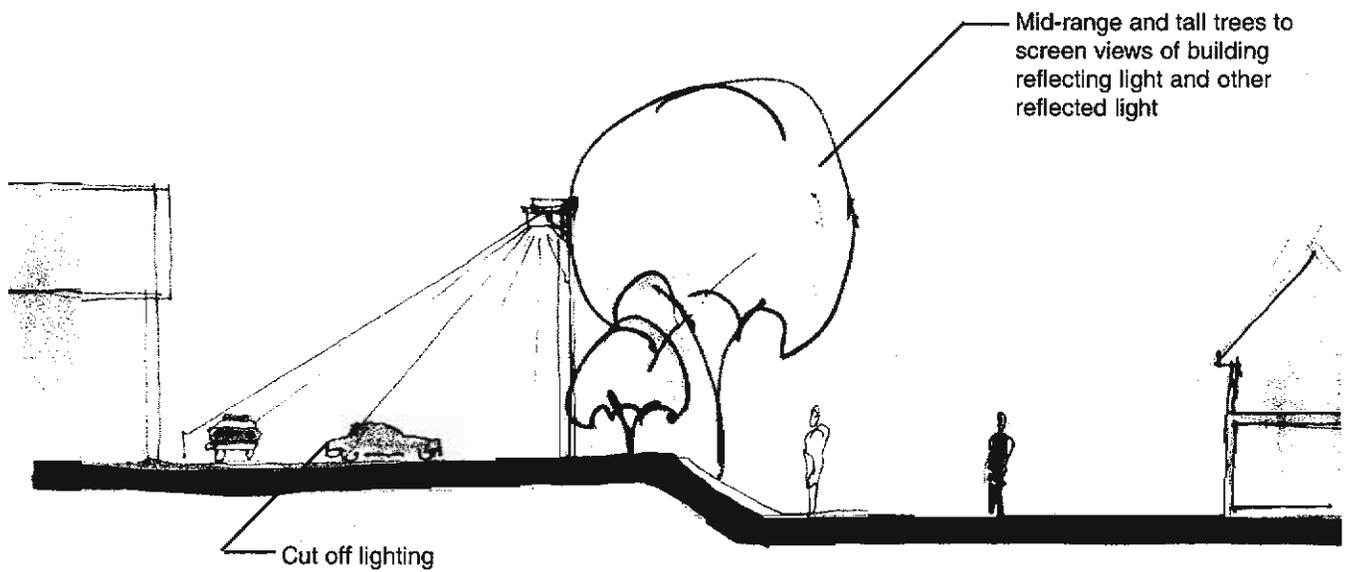
Air Quality Problems from Buildings and Vehicles



Design Response to Air Quality Problems

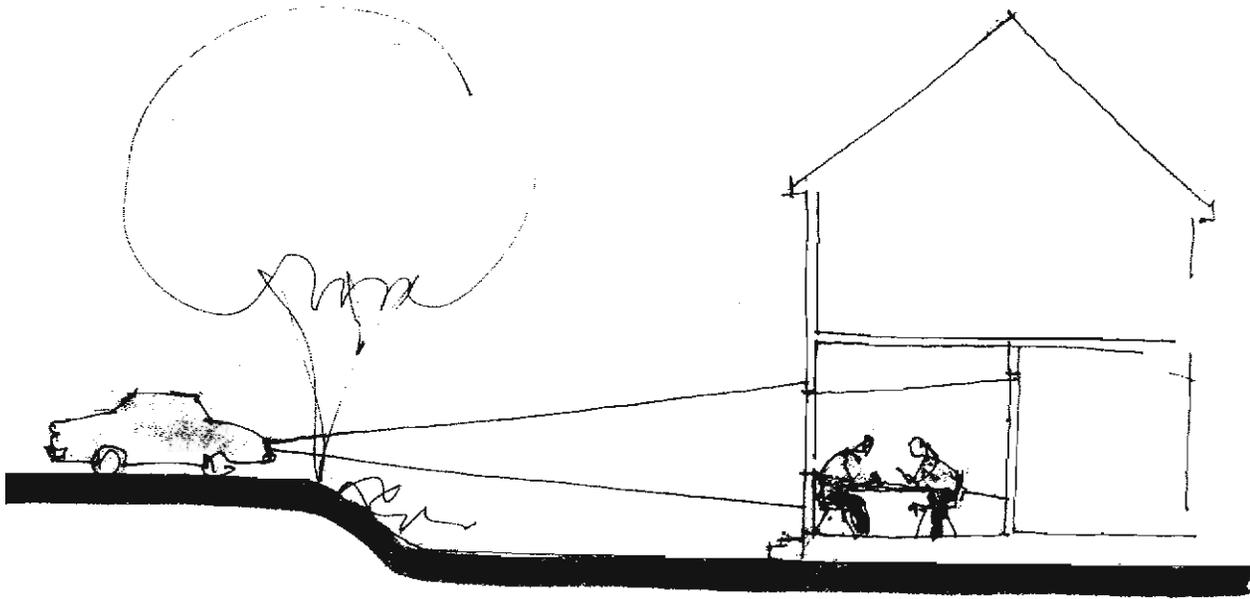


Problems of Light Spillage

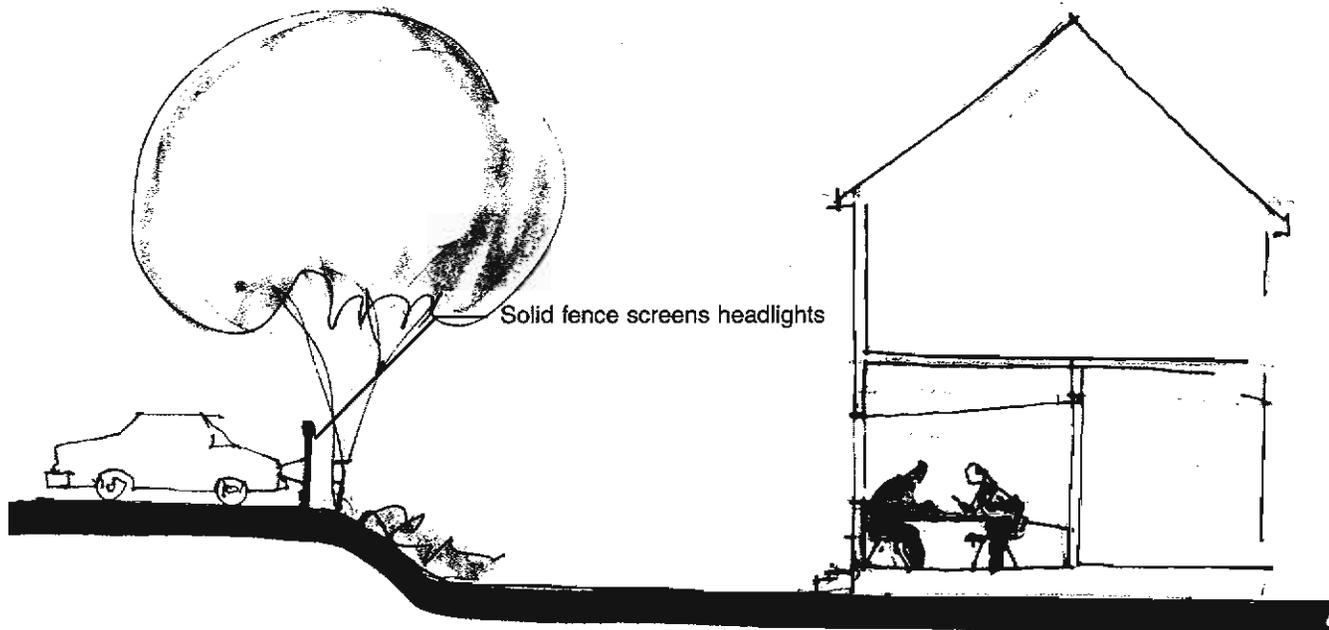


Design Response to Light Spillage

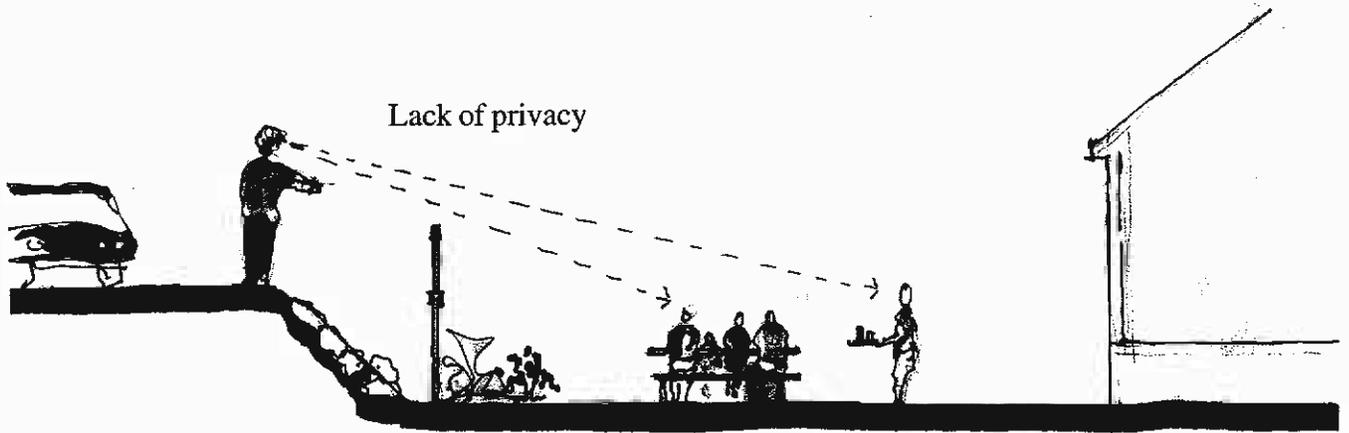
I. DESIGN PLAN



Existing Problem of Vehicular Headlight Spillage



Design Response to Vehicular Headlight Spillage



Existing Privacy Disruptions



Design Response to Privacy Disruptions

I. DESIGN PLAN

Topography, Open Space, Wood Lots, Water Features

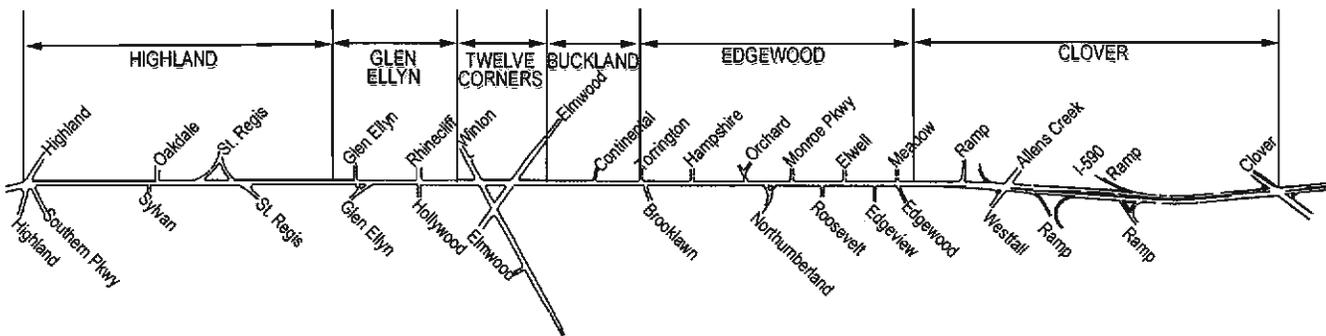
The intent of the design plan is to preserve, enhance, and accentuate original and existing desirable site characteristics such as the gently rolling topography of the northern segment of the corridor and the public open spaces located in the Twelve Corners area. While it is imperative to preserve or restore the original streetscape and site features, it is also important not to introduce inappropriate site features that never existed or do not contribute to enhancing the residential character of the corridor.

Character Areas

The design plan and guidelines endeavor to establish a distinctive, uniform corridor along the entire span of Monroe Avenue that is compatible with the predominating residential character of the area. The measures also acknowledge, however, that there are areas within the corridor that exhibit distinguishable architectural, streetscape and landscape characteristics and features that must be treated individually to realize their full design potential.

Consequently, the design scheme generally corresponds to the intent of the corridor's underlying zoning designations. Intensified commercial activity, denser physical form, and concentrated public amenities shall be encouraged in the corridor's central core emanating from Twelve Corners and extending northerly and southerly toward Glen Ellyn Way and Brooklawn Drive. Extending beyond this central core, the corridor shall exhibit a character increasingly more residential with regard to scale, form and function.

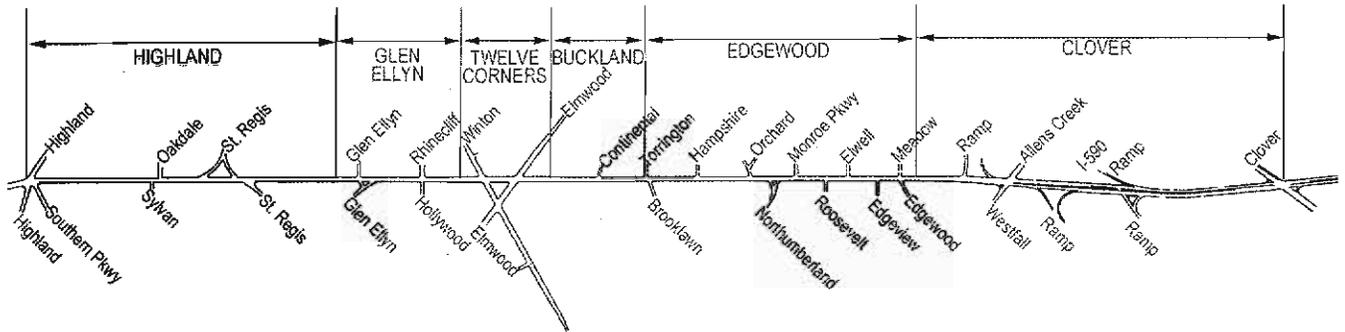
To ensure that specific characteristic features are treated adequately and sensitively within the context of the entire Monroe Avenue corridor, the design guideline provisions are organized according to six "character" areas. These areas have been identified as either comprising or lacking in common a preponderance of certain character-defining elements as determined by the design plan. Originating from the environmental, cultural, social, and historical contexts of the Monroe Avenue corridor, the areas exhibit similar functional characteristics as well as compatible architectural, streetscape, and landscape elements. The six character areas are defined summarily as follows.



MONROE AVENUE DESIGN PLAN, GUIDELINES AND STANDARDS

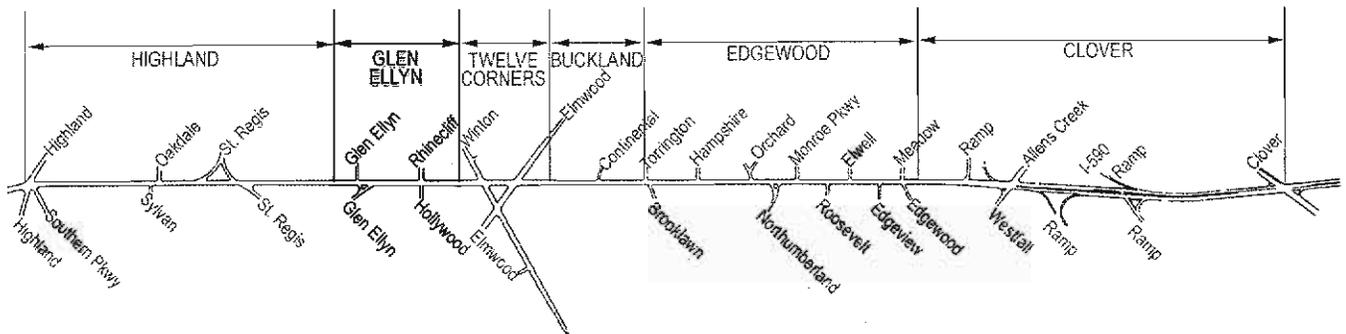
Highland

The Highland area is located generally between Highland Avenue and Glen Ellyn Way. Mixed commercial and residential uses predominate in the area. As such, the buildings and landscaped open space have retained the corridor's original residential character. The characteristic architectural, streetscape, and landscape elements include multistoried, gabled-roofed, (former) residential structures; deep uniform building setbacks; expansive front lawns; and rolling topography.



Glen Ellyn

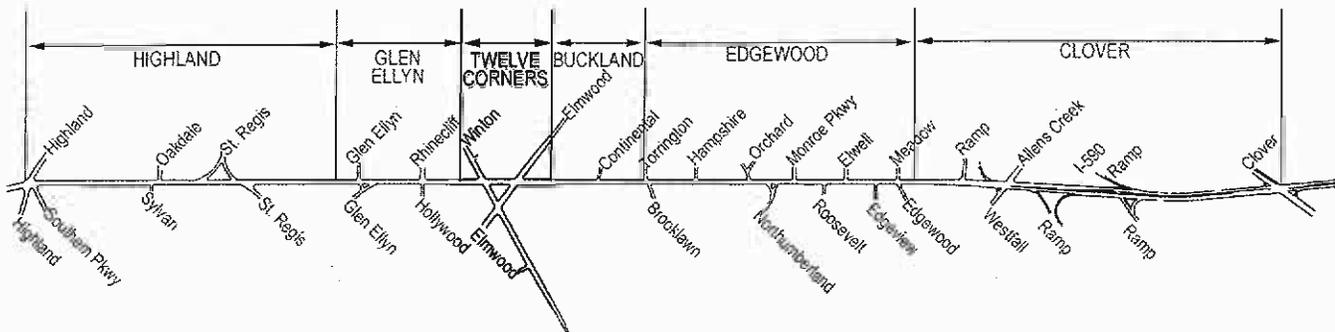
The Glen Ellyn area generally spans between Glen Ellyn Way and Rhinecliff Drive. The area exhibits a wide range of business establishments. The architectural, streetscape, and landscape characteristics vary widely with regard to scale and style.



I. DESIGN PLAN

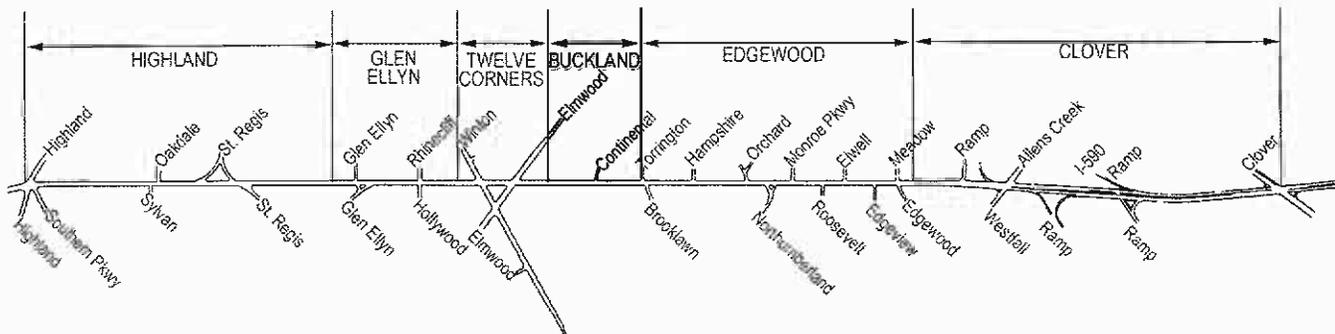
Twelve Corners

The Twelve Corners area is located at the virtual center of the Monroe Avenue corridor. Accordingly, the area exhibits a greater intensity of commercial uses and variety of architectural, streetscape and landscape functions, scales and styles. Twelve Corners is also characterized by public open space, sidewalks and site furnishings.



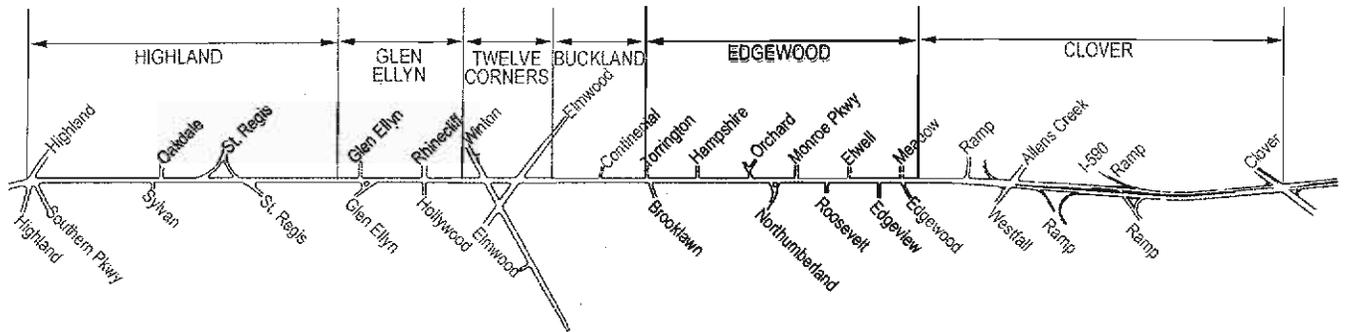
Buckland Creek

South of Twelve Corners, the Buckland Creek area spans from a lot on the northern side of Buckland Creek to Torrington Drive. Generally, the area bears characteristics similar to those of the Glen Ellyn area including a wide mix of commercial uses and physical scales and styles. What distinguishes the area is the presence of the creek, one of the few natural landscape features within the corridor.



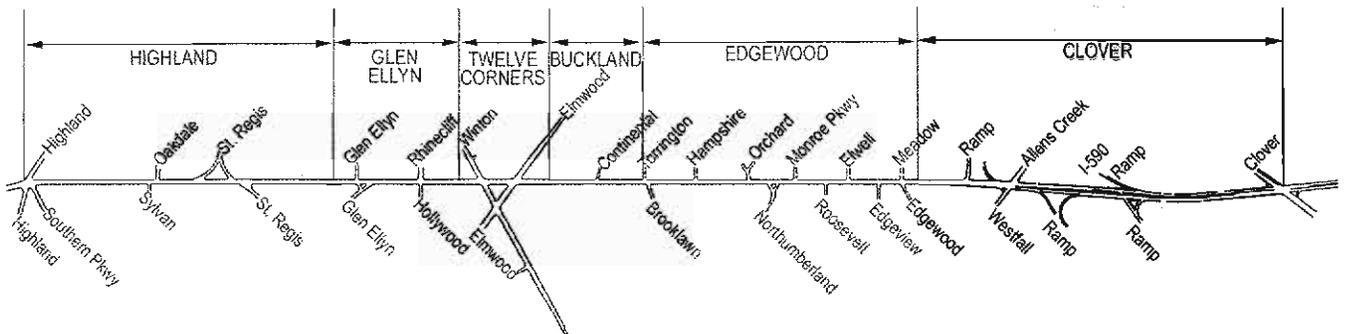
Edgewood

The area described herein as Edgewood is located generally between Brooklawn Drive and Edgewood Avenue. The area accommodates a mix of primarily local business services and retail establishments. Although it is zoned a low intensity commercial district, Edgewood comprises numerous former residential structures typical of the Highland area. Streetscape elements, however, vary with regard to condition and treatments.



Clover

At the corridor’s southern end, the Clover area spans generally between Meadow Drive and Clover Street. This area accommodates the corridor’s widest range of commercial businesses and building types, most of which are freestanding structures. Bisected by the ramps of Route 590, Clover is marked by wide stretches of highway right-of-ways and undifferentiated open space. Allens Creek also intersects with the corridor, however, and is a potentially distinctive natural feature.



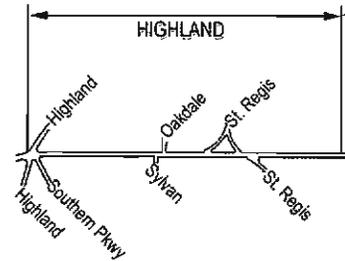
II. DESIGN GUIDELINES

Highland

Location: Address Ranges

1360-1704

1357-1697



The Highland area comprises BE-2 (Office/Transitional), BE-3 (Office/Commercial - Mixed Use), and BE-F (Low Intensity Commercial) zoning districts. As a result, there is a mix of former single-family residential structures, multiple dwellings, and freestanding commercial buildings. The prevailing architectural and streetscape character of the area, however, remains that of a predominately residential avenue accommodating mixed uses. The design guidelines therefore provide measures to preserve and enhance the area's residential character while accommodating expanding commercial uses and functions.

There are essentially three circumstances or scenarios typical of the Highland area. These correspond to the underlying zoning districts as well as areas of transition between districts.

Highland Scenario 1: Office/Transitional District (BE-2)

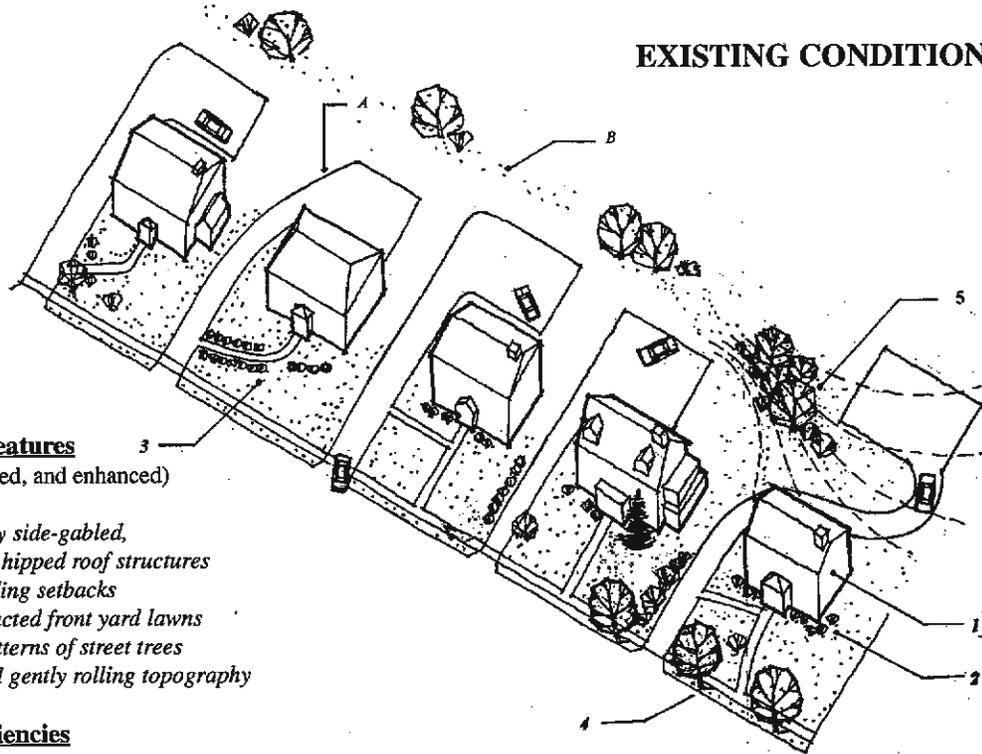
Existing Conditions

Office/Transitional districts (BE-2) are intended to be transitional zones allowing office and service uses and mixed-occupancy structures. The Highland area contains one BE-2 district mapped generally between Highland Avenue and Oakdale Drive on the north side and Southern Parkway and Sylvan Road on the south side. This district primarily comprises former residential structures that have been adapted for commercial uses.

The district is predominantly characterized by two- and three-story, colonial revival style structures with gable, gambrel, and hipped roofs. The deep, uniform building setbacks afford expansive front yard lawns. Staggered linear patterns of street trees, small rear yard wood lots, and gently rolling topography also characterize the district. Accordingly, the architectural, streetscape and site plan guidelines seek to maintain and enhance the existing residential character of the buildings and landscaped open space characterizing these portions of the avenue.

II. DESIGN GUIDELINES

EXISTING CONDITIONS



Character-Defining Features

(to be preserved, maintained, and enhanced)

1. *Two- and three-story side-gabled, centered gable, and hipped roof structures*
2. *Deep, uniform building setbacks*
3. *Expansive, unobstructed front yard lawns*
4. *Staggered linear patterns of street trees*
5. *Small wood lots and gently rolling topography*

Constraints and Deficiencies

- A. *Awkward parking lot configurations*
- B. *Insubstantial rear yard buffers*

Highland Scenario 1: Office/Transitional District (BE-2)

Analysis

Highland Scenario 1: Office/Transitional District (BE-2)
Architectural Criteria

OBJECTIVES:

Preserve, restore, and maintain the architectural integrity of former residential structures with regard to style, scale, proportions, details, materials, and finishes.

Preserve, restore, maintain, and complement the characteristic, deep, uniform front yard setbacks.

Preserve, maintain, and complement the contextual regularity, pattern, and scale of individual residential-style buildings spanning the avenue.

Apply compatible materials, finishes, and facade treatments in new construction to maintain and complement the prevailing residential architectural character of the area.

Setbacks and Configurations

All alterations, additions, extensions, and new construction should conform – unless otherwise noted- to underlying bulk regulations as prescribed in the Code of the Town of Brighton Comprehensive Development Regulations.

All alterations, additions, extensions, and new structures should be set back uniformly from the property line with no portion extending beyond the front building walls of adjacent properties except stoops, entryways, and bay windows.

All alterations, additions, and extensions involving former residential structures should be constructed on the rear and sides of existing buildings provided that underlying bulk regulations are met and that such improvements are set back from the existing front building walls a minimum of 15 feet.

Any part of an alteration, addition, extension or new structure that is higher than 14 feet should be constructed under a symmetrical gable, hipped, or pitched roof.

Alterations, additions, extensions, and new construction should incorporate and adaptively reuse former residential structures; demolition of former residential structures should not be permitted unless adaptive reuse is determined unfeasible.

II. DESIGN GUIDELINES

Facades

Building facades should remain parallel to the avenue centerline.

Alterations to front facades of former residential buildings should preserve, restore, and maintain the original facade character and details. Alterations to previously unaltered front facades of former residential buildings should not exceed 10 percent of the total original facade area.

Alterations, additions, and extensions of former residential structures should include wood or wood-clad windows consistent with the original architectural vocabulary including muntins and trim details.

Rear facades of former residential structures may accommodate larger storefront display windows and bays provided that they are compatible with the character and details of the structures.

Preserved and restored front building facades of former residential buildings should be illuminated with incandescent flood lights to reinforce the building street wall presence at nighttime.

Care should be taken that light source is not directly visible on street and that light does not spill onto residential properties.

Materials and Finishes

Building materials and finishes used in all alterations, additions, and extensions involving former residential structures should be limited to the original wood clapboard, wooden shingles, brick, and stone finishes of the respective structures.

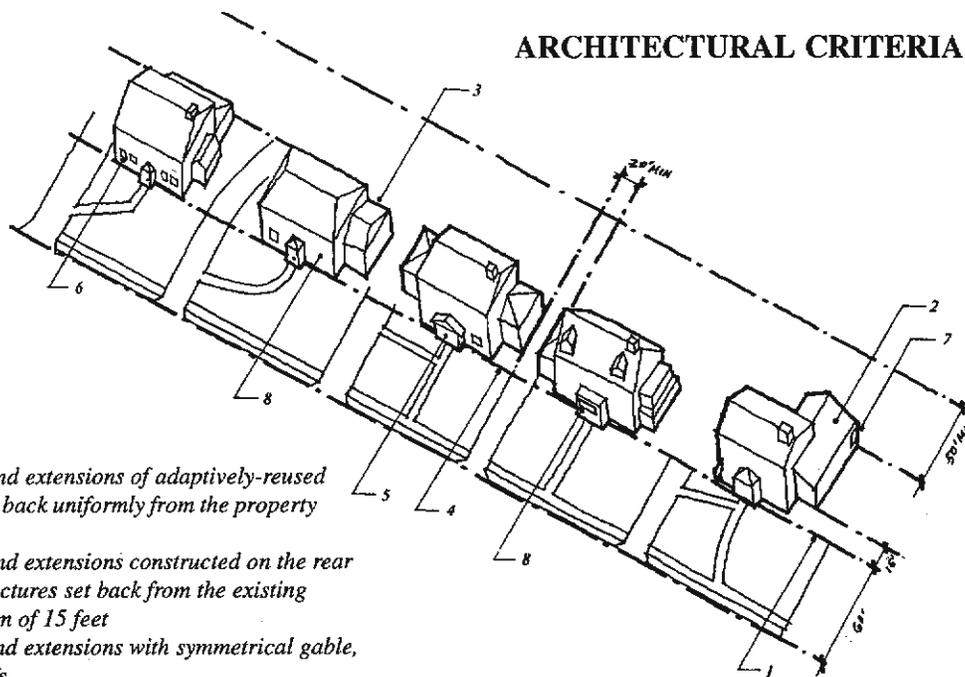
Windows installed in former residential structures should be made of wood, including muntins and trim.

Rear facade storefront windows and bays should be made of wood.

Exterior chimneys should be finished in brick.

Awnings should be fabric and compatible with architectural style of structure.

ARCHITECTURAL CRITERIA



Architectural Features

Alterations and Improvements

1. Alterations, additions, and extensions of adaptively-reused residential structures set back uniformly from the property line.
2. Alterations, additions, and extensions constructed on the rear and sides of existing structures set back from the existing building walls a minimum of 15 feet
3. Alterations, additions, and extensions with symmetrical gable, hipped, and pitched roofs
4. Building facades parallel to the avenue centerline
5. Facade alterations not exceeding 10 percent of the total area of previously unaltered facades
6. Preserved and restored original details
7. Larger storefront display windows on rear facades
8. Original wood clapboard, wooden shingles, brick, and stone building materials and finishes

II. DESIGN GUIDELINES

Highland Scenario 1: Office/Transitional District (BE-2) Streetscape Criteria

OBJECTIVES:

Preserve, maintain, enhance, and restore the residential character of the pedestrian environment.

Maintain the existing variability of linear street tree planting patterns.

Preserve, maintain, enhance, and restore the characteristic, expansive, and unobstructed front yard lawns and open space.

Landscaping

Existing trees of all caliper are encouraged to remain where use and grading requirements allow.

Street trees should only be planted to restore or replace existing planting patterns.

Front yard plantings should respect the integrity of the street and not obscure the existing front yard expanses. Plantings should consist of lawn grasses, groundcovers, and low shrubs only.

Taller flowering, broadleaf, evergreen shrubs and perennial and annual flowers may be used in foundation and clustered planting schemes.

Plantings in immediate proximity to buildings should respect the architectural lines (that is, should be seen as extensions of the architectural walls), whereas plantings toward the back of yards could take on more irregular and “naturalized” configurations and spacings.

Site Furniture and Features

Contiguous concrete walks measuring 5 feet in width should be maintained, improved, and installed in accordance with the standards prescribed in Section III, Design Standards.

Contiguous networks of pedestrian walkways extending from building entrances to sidewalks should be installed where use requirements allow.

Curbside lawn medians of a depth measuring no less than 3 feet 6 inches should be maintained, improved, and installed along the property line frontages where use requirements allow.

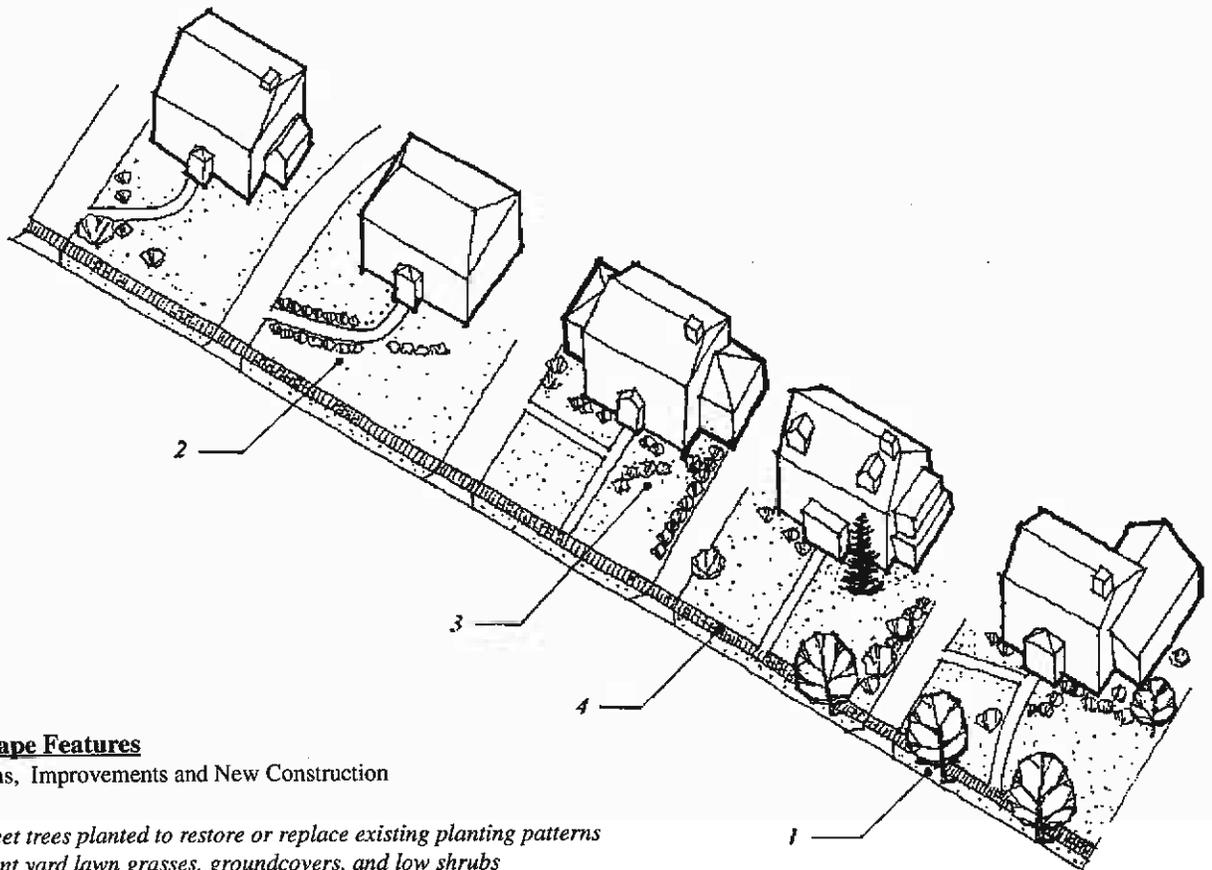
All non-conforming front yard uses should be brought into compliance; sidewalks should be bordered by front lawns and vegetative medians only.

Sidewalks and Edge Treatments

Streetlamps as prescribed in Section III, Design Standards, should be installed on both sides of the streets at no more than 50-foot intervals measured diagonally across the street.

Site furniture should not be encouraged unless it complements or enhances the prevailing residential character of the pedestrian environment.

STREETSCAPE CRITERIA



Streetscape Features

Alterations, Improvements and New Construction

1. *Street trees planted to restore or replace existing planting patterns*
2. *Front yard lawn grasses, groundcovers, and low shrubs*
3. *Flowering, broadleaf, and evergreen shrubs in foundation and clustered planting schemes*
4. *Contiguous concrete walks bordered by front lawns and curbside grass medians*

II. DESIGN GUIDELINES

Highland Scenario 1: Office/Transitional District (BE-2) Site Plan Criteria

OBJECTIVES:

Preserve and enhance front yard lawn space and increase rear yard off-street parking space where appropriate screening and buffering from residential properties can be achieved

Protect adjacent residential areas by ensuring that all new construction and expanded uses are appropriately screened, buffered, and landscaped

Preserve and enhance the characteristic rolling topography

Access Control and Off-Street Parking

Off-street parking lots should be located at the rear or at the side of buildings only where screening and buffering can be achieved.

Cross-easements are encouraged, where appropriate and feasible, to connect the parking areas in rear yards between two or more adjacent lots.

Adjacent parking lots should have internal vehicular and pedestrian connections.

The reduction in the size and number of curb cuts and ingress/egress points is encouraged.

Rear Yard Buffers and Facilities

Opaque screens and buffers should be provided in accordance with the landscaping guidelines prescribed in the Code of the Town of Brighton, Appendix Part 1.

Opaque screens and buffers should incorporate, where feasible, existing vegetation.

Outdoor "rooms" may be created, where feasible, in lieu of prescribed screens. Such plantings would consist of a varied, informal arrangement of tall shade trees forming a ceiling, large broadleaf and evergreen shrubs serving as walls, and lower shrubs creating a floor.

Where lighting is necessary, rear yard parking lots should be illuminated with low mount light fixtures with sharp cutoffs of a height no greater than 15 feet; such fixtures should direct illumination toward parking areas and away from adjacent residential properties.

Utilities and trash containers should be located within rear yard parking areas; such containers should be screened on all sides by wood fences.

Water Features

Since there are no existing water features in the area, the construction of new water features is not encouraged.

Topography

New site grading should maintain and accentuate the existing rolling topographical features. New landforms should be designed to screen parking lot pavement and the lower half of parked cars.

Open Space

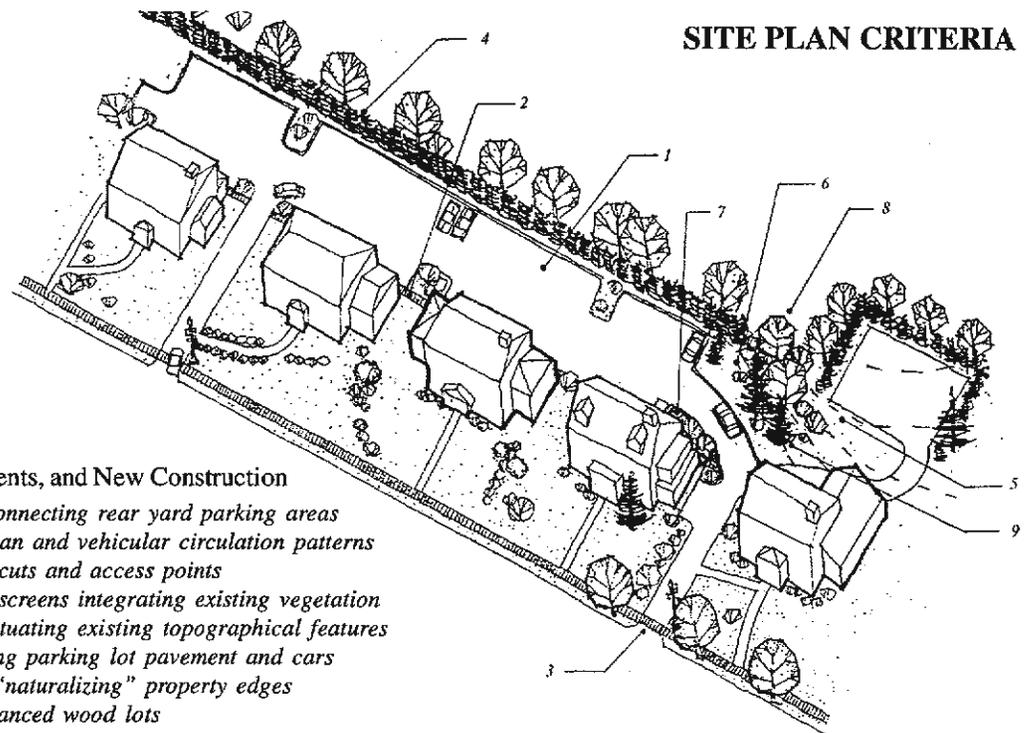
New plantings of ornamental shrubs may be provided to achieve better spatial definition and to accentuate open space.

Wood Lots

Existing wood lots should be preserved and enhanced where feasible.

New wood lots should be created where appropriate and feasible as screens, buffers, and character-defining features.

Planting schemes should be used to “naturalize” property edges.



Site Plan Features

Alterations, Improvements, and New Construction

1. Cross-easements connecting rear yard parking areas
2. Integrated pedestrian and vehicular circulation patterns
3. Reduction of curb cuts and access points
4. Opaque rear yard screens integrating existing vegetation
5. Site grading accentuating existing topographical features
6. Landforms screening parking lot pavement and cars
7. Planting schemes “naturalizing” property edges
8. Preserved and enhanced wood lots
9. New wood lots created as screens, buffers, and character-defining features

Highland Scenario 2: Low-Intensity Commercial District (BE-F)

Existing Conditions

A Low-Intensity Commercial District (BE-F) is mapped generally across the intersections of Sylvan Road and Oakdale Drive between the Highland Office/Transitional District (BE-2) and an Office/Commercial - Mixed Use District (BE-3). The allowable uses of the districts are essentially compatible. The underlying bulk regulations vary, however, and the commercial structures in the BE-F district are incongruous with the characteristic two- and three-story, former residential structures typical of the area. Furthermore, the Highland properties zoned BE-F currently accommodate off-street parking in the front yard which is a non-conforming use. This non-conformance significantly compromises the streetscape's character which is defined by expansive front yard lawns.

With regard to building alterations and site improvements, architectural and streetscape treatments should complement the area's character-defining features. In the event of new construction, discretionary measures should ensure that architectural, streetscape, and site plan solutions are sufficiently equipped with the prescribed character-defining features and underlying bulk and off-street parking requirements. Such discretionary measures should also, however, certify that site plan solutions supply adequate off-street parking space to accommodate the proposed commercial or residential uses.

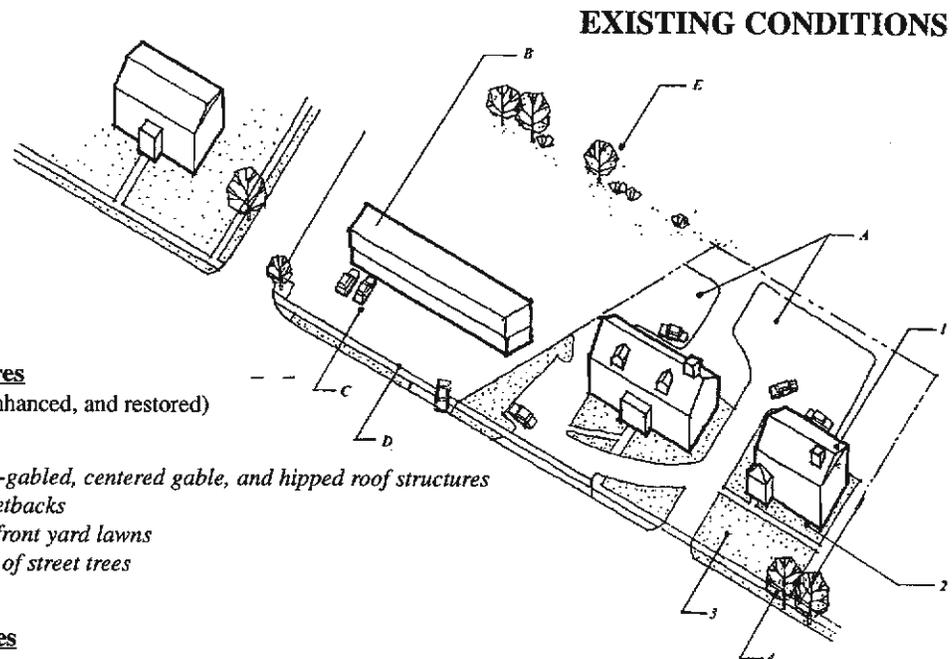
Character-Defining Features

(to be preserved, maintained, enhanced, and restored)

1. Two- and three-story side-gabled, centered gable, and hipped roof structures
2. Deep, uniform building setbacks
3. Expansive, unobstructed front yard lawns
4. Staggered linear patterns of street trees

Constraints and Deficiencies

- A. Awkward parking lot configurations
- B. Incongruous building styles and new construction
- C. Non-conforming, front-yard off-street parking
- D. Lack of parking lot separators and sidewalk medians
- E. Insubstantial, poorly maintained rear yard buffers



II. DESIGN GUIDELINES

Highland Scenario 2: Low-Intensity Commercial District (BE-F)

Analysis

Highland Scenario 2: Low-Intensity Commercial District (BE-F)

Architectural Criteria- ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION

OBJECTIVES:

Restore, maintain, and complement the architectural integrity of surrounding residential-style structures with regard to style, scale, proportions, details, materials, and finishes

Restore, maintain, and complement the characteristic, deep, uniform front yard setbacks

Preserve, maintain, and complement the contextual regularity, pattern, and scale of individual residential-style buildings spanning the avenue

Apply appropriate materials, finishes, and facade treatments in new construction to maintain and complement the prevailing residential architectural character of the area

Encourage the inclusion of residential uses (i.e., apartments and townhouse units) in mixed-use buildings (i.e., buildings with first floor retail or office uses)

Setbacks and Configurations

All alterations, additions, extensions, and new construction should conform – unless otherwise noted – to underlying bulk regulations as prescribed in the Code of the Town of Brighton Comprehensive Development Regulations.

All alterations, additions, extensions, and new structures should be set back uniformly from the property line, with no portion extending beyond the front building walls of adjacent properties.

Any part of an alteration, addition, extension or new structure that is higher than 14 feet should be constructed under a symmetrical gable, hipped, or pitched roof.

New construction should be consistent with adjacent properties in proportion, scale, and details.

New mixed-use buildings should be no less than 2 stories in height.

Facades

Building facades should remain parallel to the avenue centerline.

Alterations to existing facades of freestanding commercial buildings should include covered walkways, open colonnades or arcades along no less than 80 percent of the front building wall.

Bay windows may be installed on the facades of existing and new freestanding commercial buildings

No part of the front building wall of a new freestanding building, regardless of bulk or use, should span more than 50 feet without a setback or recess of no less than 5 feet, spanning 10-20 feet. Such buildings may include covered walkways, open colonnades or arcades along 80 percent of the front building wall.

No part of an open colonnade or arcade shall span more than 50 feet without structural variations such as decorative pediments, bay windows, and gable or hipped roofs supported by columns.

Altered and new building facades of freestanding commercial buildings shall include, where appropriate, accentuated entryways extended forward with gable or hipped roofs supported by columns.

Materials and Finishes

Building walls in alterations and new construction may be clad in the following: wood clapboard, wood dropsiding, wood board and batten, premium vinyl siding, brick, terra cotta, smooth stucco, or cast stone finishes.

Two or more wall materials may be combined on one facade horizontally only.

Windows and doors may be made of wood, vinyl-clad wood, or painted aluminum; they should be glazed in clear glass with no more than 10 percent daylight reduction.

Bay windows on freestanding commercial buildings should be made of wood.

Roofs may be clad with asphalt shingles, wood shingles, slate tile, concrete tile, or galvanized steel.

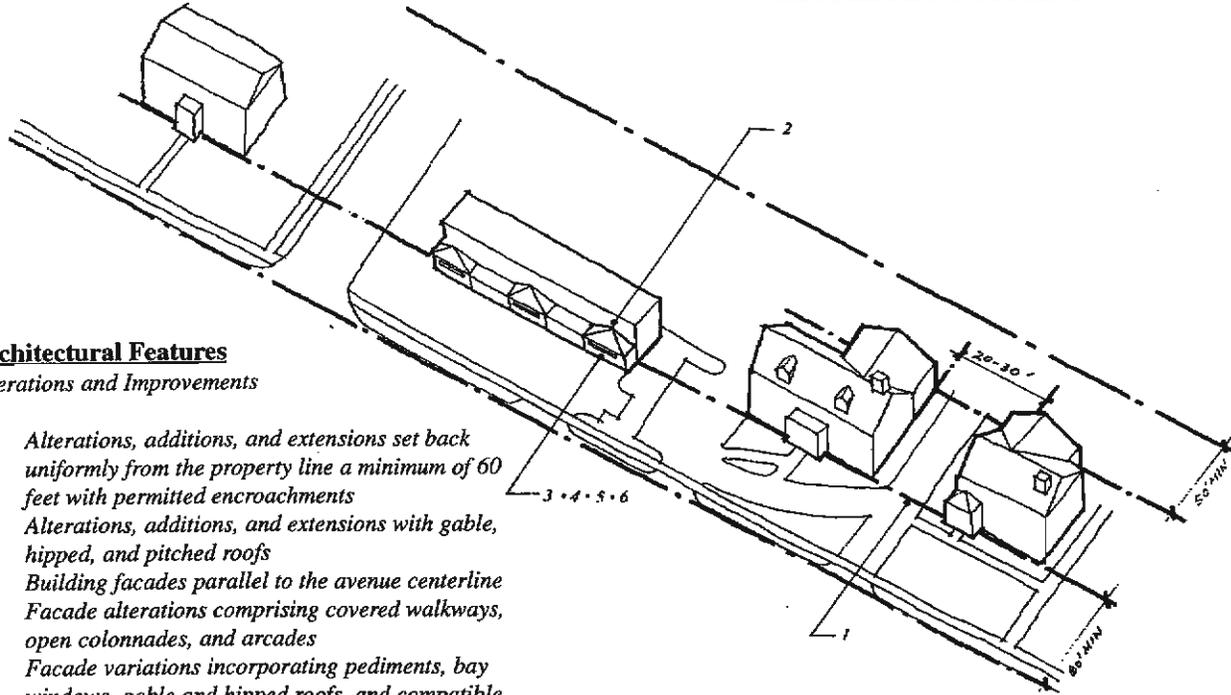
Columns, arches, posts, pediments, and piers may be made of wood, brick, or stucco.

Exterior chimneys should be finished in brick or stucco.

Awnings should be fabric and compatible with architectural style of structure.

II. DESIGN GUIDELINES

ARCHITECTURAL CRITERIA



Architectural Features

Alterations and Improvements

1. Alterations, additions, and extensions set back uniformly from the property line a minimum of 60 feet with permitted encroachments
2. Alterations, additions, and extensions with gable, hipped, and pitched roofs
3. Building facades parallel to the avenue centerline
4. Facade alterations comprising covered walkways, open colonnades, and arcades
5. Facade variations incorporating pediments, bay windows, gable and hipped roofs, and compatible signs
6. Wood clapboard, brick, and stone building materials and finishes

Architectural Features

New Construction

1. New buildings set back uniformly from the property line a minimum of 60 feet
2. Building facades parallel to the avenue centerline
3. Front walls set back or recessed at 50-foot intervals
4. Three-story buildings with gable and hipped roofs
5. Accentuated entryways
6. Apartments and townhouse units incorporated in mixed-use buildings
7. Signs conforming to architectural features
8. Horizontal combination of wood clapboard and cast stone materials and finishes

Highland Scenario 2: Low-Intensity Commercial District (BE-F)
Streetscape Criteria

OBJECTIVES:

Preserve, maintain, enhance, and restore the residential character of the pedestrian environment

Provide landscaping compatible with and complementary to the variable street tree planting patterns and characteristic vegetative open space

Restore and maintain front yard lawns and vegetative open space

Landscaping

Existing trees of all caliper are encouraged to remain where use and grading requirements allow.

Linear street trees should be installed on both sides of the street at no more than 50-foot intervals – measured diagonally across, or parallel to the street – whichever is greater.

Front yard plantings should respect the integrity of the street and consist of lawn grasses, groundcovers, and low shrubs. Plantings should not obscure the buildings and should respect views to and from streets and sidewalks.

Taller flowering, broadleaf, evergreen shrubs and perennial and annual flowers may be used in foundation and clustered planting schemes.

All shrubs should be planted in groups of at least 5 (of like species) rather than as individuals. (Minimum spacing of 2 feet on center up to a maximum of 5 feet on center for open plantings).

Plantings in immediate proximity to buildings should respect the architectural lines (that is, should be seen as extensions of the architectural walls), whereas plantings toward the back of yards could take on more irregular and “naturalized” configurations and spacings.

Shade trees and plant beds of flowering and evergreen shrubs should be introduced at street intersections to accentuate the residential neighborhood character.

II. -DESIGN GUIDELINES

Sidewalks and Edge Treatments

Contiguous concrete walks measuring 5 feet in width should be maintained, improved, and installed in accordance with the standards prescribed in Section III, Design Standards.

Contiguous networks of pedestrian walkways extending from building entrances to sidewalks should be installed where use requirements allow.

Curbside lawn medians of a depth measuring no less than 3 feet 6 inches should be maintained, improved, and installed along the property line frontages where use requirements allow.

Non-conforming off-street parking lots should be separated from sidewalks by guard rails and vegetative medians of a depth measuring no less than 2 feet 9 inches. Such medians may include lawn grasses and low shrubs or a combination of these elements as prescribed in Section III, Design Standards.

Shade trees should be installed within 4 feet of the property line at non-conforming front yard parking lots at an average of 30-foot intervals.

For new construction, non-conforming front yard uses should be brought into compliance; sidewalks should be bordered by front lawns and vegetative medians only.

Site Furniture and Features

Streetlamps as prescribed in Section III, Design Standards, should be installed on both sides of the streets at no more than 50-foot intervals measured diagonally across the street.

Sidewalks at street intersections should be furnished with decorative planting rails and bollards as prescribed in Section III, Design Standards.

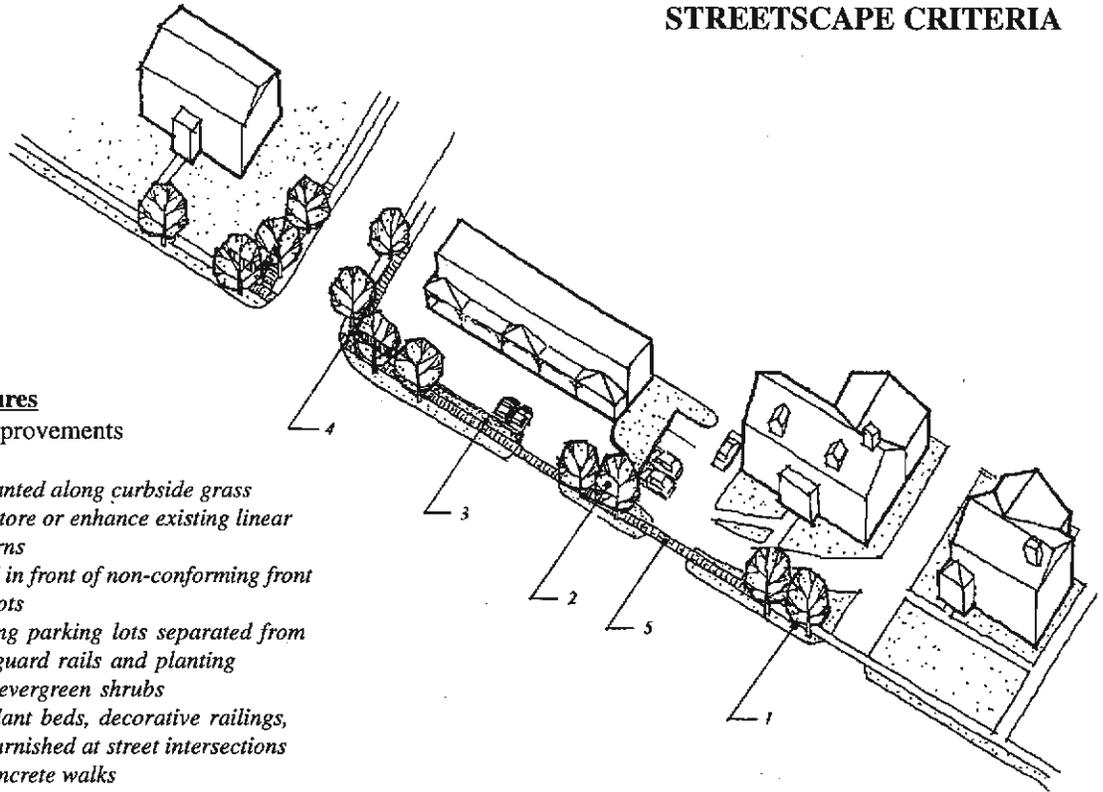
Site furniture should not be encouraged unless it complements or enhances the prevailing residential character of the pedestrian environment.

STREETSCAPE CRITERIA

Streetscape Features

Alterations and Improvements

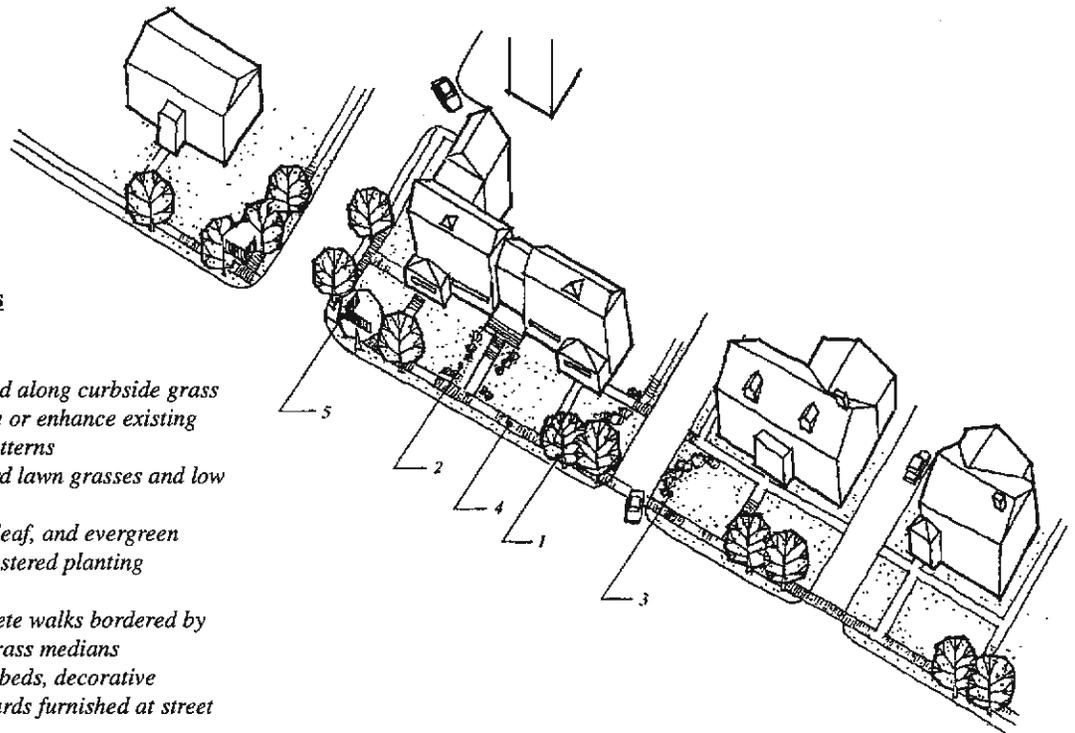
1. *Street trees planted along curbside grass medians to restore or enhance existing linear planting patterns*
2. *Trees installed in front of non-conforming front yard parking lots*
3. *Non-conforming parking lots separated from sidewalks by guard rails and planting medians with evergreen shrubs*
4. *Street trees, plant beds, decorative railings, and bollards furnished at street intersections*
5. *Contiguous concrete walks*



Streetscape Features

New Construction

1. *Street trees planted along curbside grass medians to restore or enhance existing linear planting patterns*
2. *Restored front yard lawn grasses and low shrubs*
3. *Flowering, broadleaf, and evergreen shrubs used in clustered planting schemes*
4. *Contiguous concrete walks bordered by front lawns and grass medians*
5. *Street trees, plant beds, decorative railings, and bollards furnished at street intersections*



II. DESIGN GUIDELINES

Highland Scenario 2: Low-Intensity Commercial District (BE-F) Site Plan Criteria

OBJECTIVES:

Enhance vegetative open space along the perimeter of property and street frontages

Replace and enhance front yard lawn space and increase rear yard off-street parking space where appropriate screening and buffering from residential areas can be achieved

Protect adjacent residential areas by ensuring that all new construction and expanded uses are appropriately screened, buffered, and landscaped

Access Control and Off-Street Parking

Off-street parking lots should be generally located at the rear or at the side of buildings wherever feasible, and should be screened from the sidewalk by appropriate edge treatments.

Cross-easements are encouraged, where appropriate and feasible, to connect the parking areas in rear yards between two or more adjacent lots.

Adjacent parking lots should have internal vehicular and pedestrian connections.

The reduction in the size and number of curb cuts and ingress/egress points is encouraged.

Rear Yard Buffers and Facilities

Opaque screens and buffers should be provided in accordance with the landscaping guidelines prescribed in the Code of the Town of Brighton, Appendix Part 1.

Opaque screens and buffers should incorporate, where feasible, existing vegetation.

Where necessary, rear yard parking lots should be illuminated with low mount light fixtures with sharp cutoffs of an average height no greater than 15 feet; such fixtures should direct illumination toward parking areas and away from adjacent residential properties.

Utilities and trash containers should be located within rear yard parking areas; such containers should be screened on all sides by wood fences.

Topography

New site grading should maintain and accentuate the existing topographical features.

New landforms should be designed, where feasible, to screen parking lot pavement and the lower half of parked cars.

Open Space

New plantings of ornamental shrubs should be provided to minimize incongruous development, achieve better spatial definition and accentuate open space.

Wood Lots

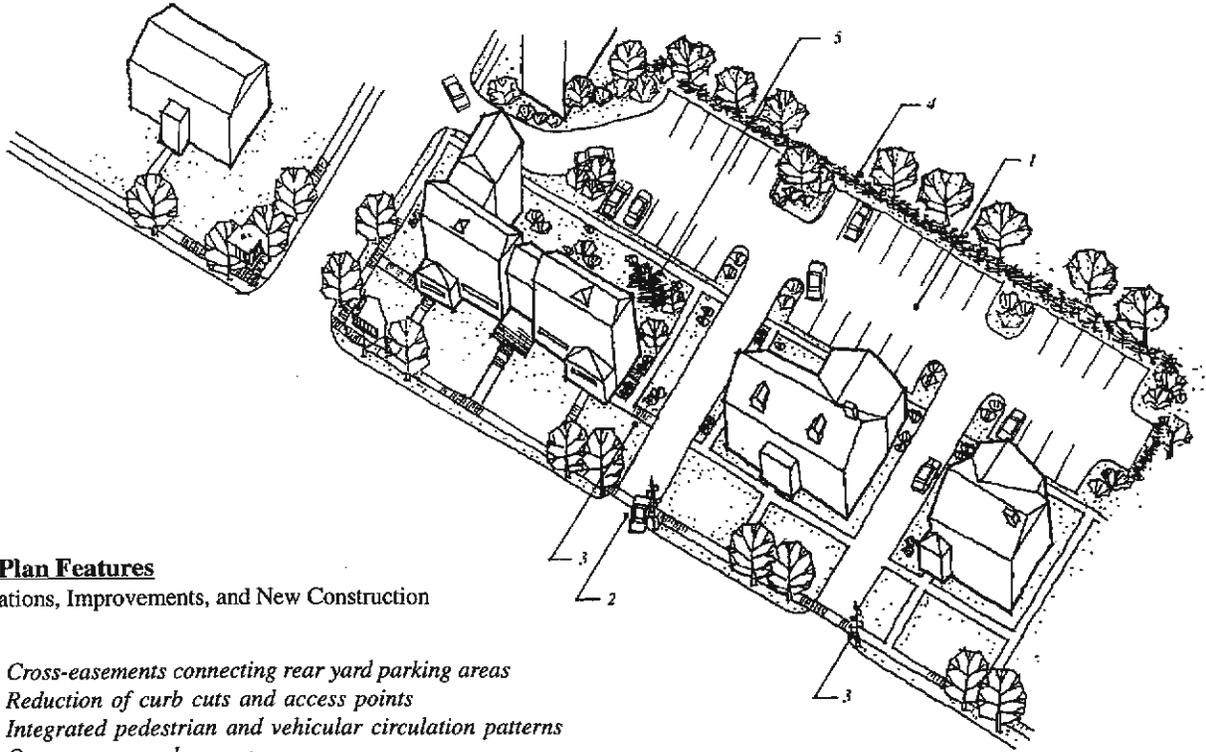
In the absence of existing wood lots and space for new wood lots, planting schemes should be used to "naturalize" property edges.

Water Features

Since there are no existing water features in the area, the construction of new water features is not encouraged.

II. DESIGN GUIDELINES

SITE PLAN CRITERIA



Site Plan Features

Alterations, Improvements, and New Construction

1. *Cross-easements connecting rear yard parking areas*
2. *Reduction of curb cuts and access points*
3. *Integrated pedestrian and vehicular circulation patterns*
4. *Opaque rear yard screens*
5. *Planting schemes "naturalizing" property edges*

Highland Scenario 3: Office/Commercial - Mixed Use District (BE-3)

Existing Conditions

The Highland area Office/Commercial - Mixed use District (BE-3) generally spans between Sylvan Road and Glen Ellyn Way. The district serves as a transitional zone between the smaller-scale, residential context accommodating office, retail, and restaurant uses to the west (Highland Scenarios 1 and 2) and the larger-scale, freestanding commercial structures and uses to the east. Comprising a range of retail uses, the BE-3 zoning designation restricts building size to limit intensity and to promote the reuse of existing residential-style structures.

Like the context depicted in Highland Scenario 1, this portion of Monroe Avenue is characterized by colonial revival style former residential structures that are uniformly set back from the property lines. The lots are substantially narrower, however, and many of the front yards accommodate non-conforming off-street parking lots. The parking lots and their varied configurations compromise the streetscape's appearance and contribute to conflicting pedestrian and vehicular circulation patterns.

With regard to building alterations and site improvements, architectural and streetscape treatments should be compatible with the area's character-defining features and maintain and restore the appearance of vegetative front yards. Discretionary measures should ensure that existing structures are adaptively reused in new construction projects. Sensitive structural expansion should be encouraged in site plans providing increased vegetative open space and combined off-street parking lots in rear yards.

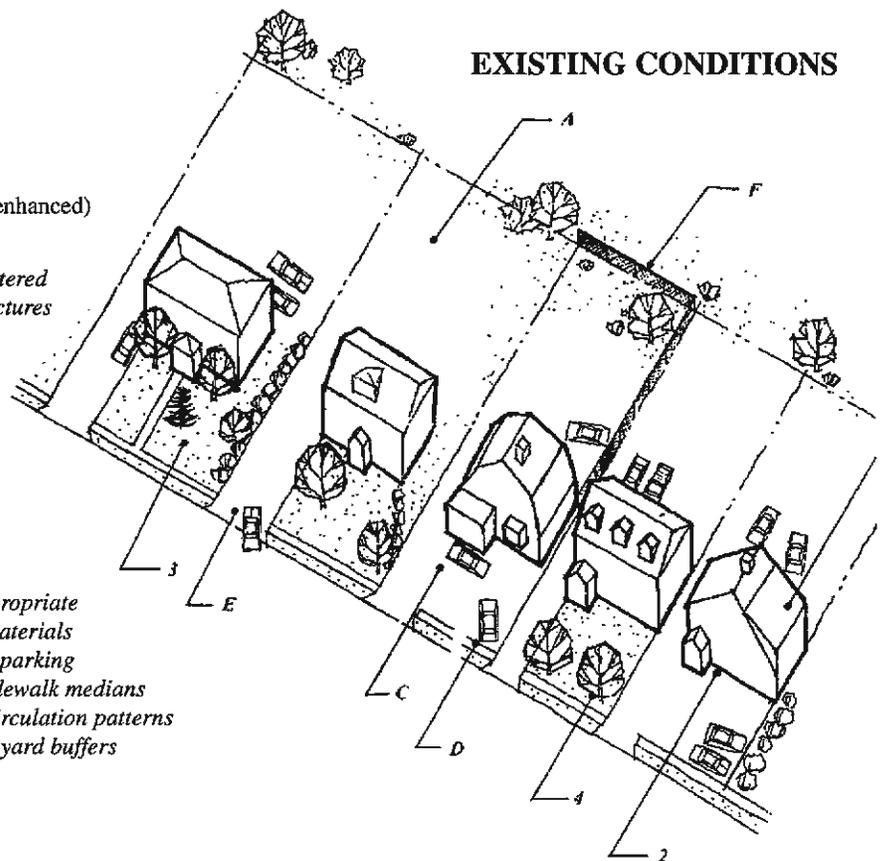
Character-Defining Features

(to be preserved, restored, maintained, and enhanced)

1. Two- and three-story side-gabled, centered gable, gambrel, and hipped roof structures
2. Uniform building setbacks
3. Front yard lawns
4. Staggered patterns of street trees

Constraints and Deficiencies

- A. Undifferentiated, inefficient parking lot configurations
- B. Insensitive building alterations, inappropriate signage, and incompatible building materials
- C. Non-conforming, front-yard off-street parking
- D. Lack of parking lot separators and sidewalk medians
- E. Numerous curb cuts and conflicting circulation patterns
- F. Insubstantial, poorly maintained rear yard buffers



II. DESIGN GUIDELINES

Highland Scenario 3: Office/Commercial-Mixed Use District (BE-3)

Analysis

Highland Scenario 3: Office/Commercial-Mixed Use District (BE-3)

Architectural Criteria- ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION

OBJECTIVES:

Preserve, restore, and maintain the architectural integrity of former residential structures with regard to style, scale, proportions, details, materials, and finishes

Preserve, restore, maintain, and complement the characteristic, uniform front yard setbacks

Preserve, maintain, and complement the contextual regularity, pattern, and scale of individual residential-style buildings spanning the avenue

Apply appropriate materials, finishes, and facade treatments in new construction to maintain and complement the prevailing residential architectural character of the area

Setbacks and Configurations

All alterations, additions, extensions, and new construction should conform – unless otherwise noted – to underlying bulk regulations as prescribed in the Code of the Town of Brighton Comprehensive Development Regulations.

All alterations, additions, extensions, and new structures should be set back uniformly from the property line, with no portion extending beyond the front building walls of adjacent properties except stoops, entryways, and bay windows.

All alterations, additions, and extensions involving former residential structures shall be constructed on the rear and sides of existing buildings provided that underlying bulk regulations are met and that such improvements are set back from the existing front building walls a minimum of 15 feet; two or more existing buildings may be connected by such improvements.

Any part of an alteration, addition, extension or new structure that is higher than 14 feet shall be constructed under a gable, hipped, gambrel, or pitched roof.

Alterations, additions, extensions, and new construction shall incorporate and adaptively reuse former residential structures; demolition of former residential structures shall not be permitted unless adaptive reuse is determined unfeasible.

New construction should be consistent with adjacent properties in proportion, scale, and details.

Facades

Building facades shall remain parallel to the avenue centerline.

Alterations to front facades of former residential buildings shall preserve, restore, and maintain the original facade character and details. Alterations to previously unaltered front facades of former residential buildings shall not exceed 10 percent of the total original facade area.

Alterations, additions, and extensions of former residential structures shall include wood or wood-clad windows consistent with the original architectural vocabulary including muntins and trim details.

Rear facades of former residential structures may accommodate larger storefront display windows and bays provided that they are compatible with the character and details of the structure.

Preserved and restored front building facades of former residential buildings shall be illuminated with incandescent flood lights to reinforce the building street wall presence at nighttime. Care should be taken that lightsource is not directly visible on street and that lights do not spill onto residential properties.

Materials and Finishes

Building materials and finishes used in all alterations, additions, and extensions involving former residential structures shall be limited to the original wood clapboard, wooden shingles, brick, and stone finishes of the respective structures.

Windows installed in former residential structures shall be made of wood, including muntins and trim.

Rear facade storefront windows and bays shall be made of wood.

Exterior chimneys shall be finished in brick.

Awnings should be fabric and compatible with architectural style of building.

Highland Scenario 3: Office/Commercial-Mixed Use District (BE-3)
Streetscape Criteria

OBJECTIVES:

Preserve, maintain, enhance, and restore the residential character of the pedestrian environment

Provide landscaping compatible with and complementary to the variable street tree planting patterns and characteristic vegetative open space

Preserve, maintain, enhance, and restore characteristic front yard lawns and vegetative open space

Landscaping

Existing trees of all caliper shall be encouraged to remain where use and grading requirements allow.

Linear street trees shall be installed on both sides of the street at no more than 50-foot intervals – measured diagonally across, or parallel to the street – whichever is greater.

Front yard plantings should respect the integrity of the street and primarily consist of lawn grasses and small shrubs. Plantings should not obscure the buildings and should respect views to and from streets and sidewalks.

Taller flowering, broadleaf, evergreen shrubs and perennial and annual flowers may be used in foundation and clustered planting schemes.

All shrubs should be planted in groups of at least 5 (of like species) rather than as individuals. (Minimum spacing of 2 feet on center up to a maximum of 5 feet on center maximum for open plantings).

Plantings in immediate proximity to buildings should respect the architectural lines (that is, should be seen as extensions of the architectural walls), whereas plantings toward the back of yards could take on more irregular and “naturalized” configurations and spacings.

Shade trees and plant beds of flowering and evergreen shrubs should be introduced at street intersections to accentuate the residential neighborhood character.

II. DESIGN GUIDELINES

Sidewalks and Edge Treatments

Contiguous concrete walks measuring 5 feet in width shall be maintained, improved, and installed in accordance with the standards prescribed in Section III, Design Standards.

Contiguous networks of pedestrian walkways extending from building entrances to sidewalks should be installed where use requirements allow.

Curbside lawn medians of a depth measuring no less than 3 feet 6 inches shall be maintained, improved, and installed along the property line frontages where use requirements allow.

Non-conforming off-street parking lots shall be separated from sidewalks by guard rails and vegetative medians of a depth measuring no less than 2 feet 9 inches. Such medians may include lawn grasses and low shrubs or a combination of these elements as prescribed in Section III, Design Standards.

Shade trees should be installed within 4 feet of the property line at non-conforming front yard parking lots at an average of 30-foot intervals.

For new construction, non-conforming front yard uses shall be brought into compliance; sidewalks shall be bordered by front lawns and vegetative medians only.

Site Furniture and Features

Streetlamps as prescribed in Section III, Design Standards, should be installed on both sides of the streets at no more than 50-foot intervals measured diagonally across the street.

Sidewalks at street intersections should be furnished with brick pavers, decorative planting rails, and bollards as prescribed in Section III, Design Standards.

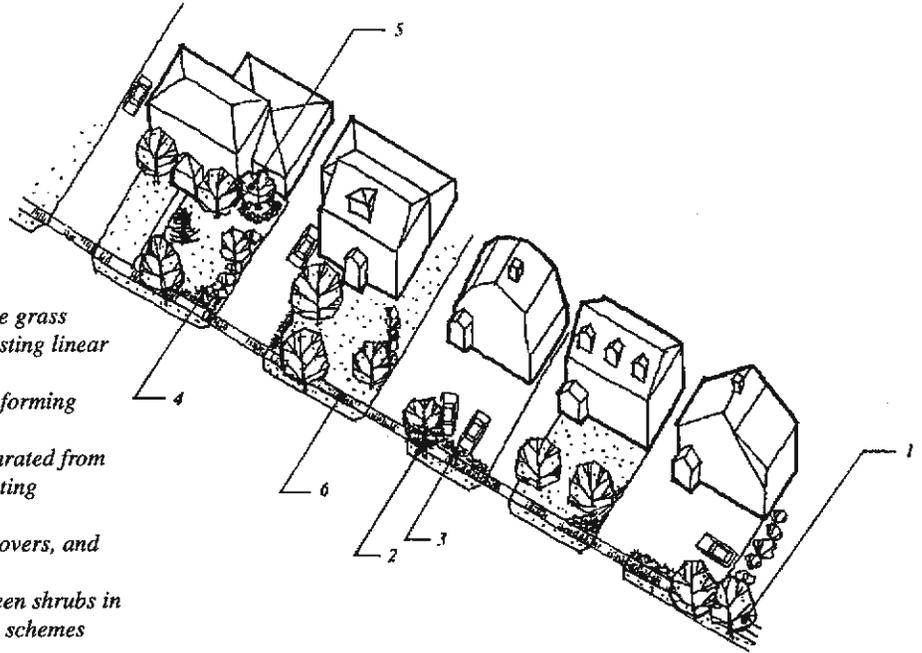
Site furniture should not be encouraged unless it complements or enhances the prevailing residential character of the pedestrian environment.

STREETSCAPE CRITERIA

Streetscape Features

Alterations and Improvements

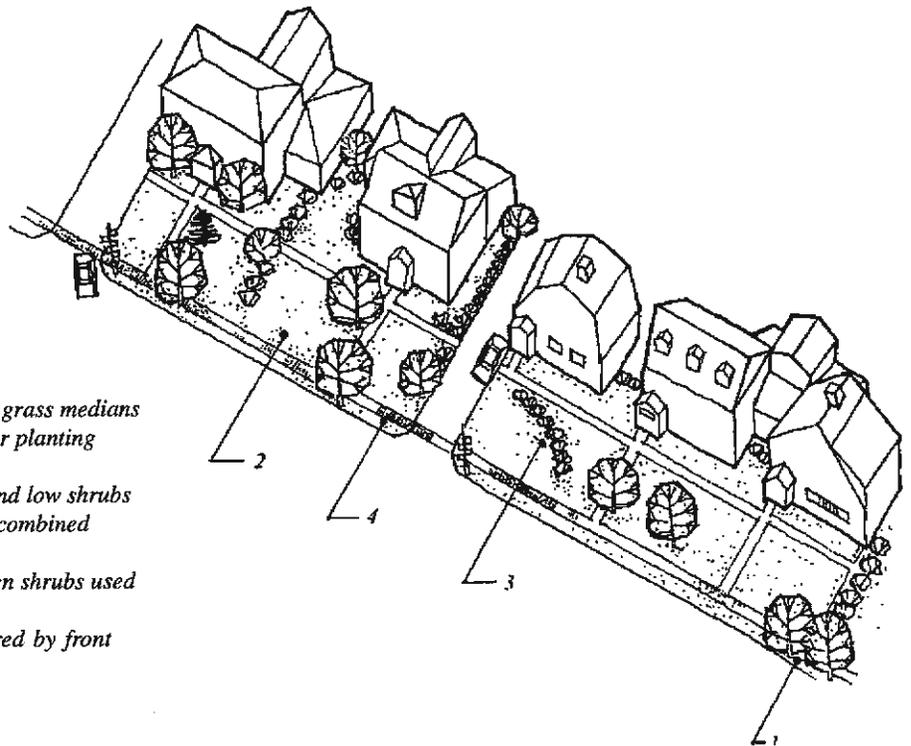
1. *Street trees planted along curbside grass medians to restore or enhance existing linear planting patterns*
2. *Trees installed in front of non-conforming front yard parking lots*
3. *Non-conforming parking lots separated from sidewalks by guard rails and planting medians with evergreen shrubs*
4. *Front yard lawn grasses, groundcovers, and low shrubs*
5. *Flowering, broadleaf, and evergreen shrubs in foundation and clustered planting schemes*
6. *Contiguous concrete walks*



Streetscape Features

New Construction

1. *Street trees planted along curbside grass medians to restore or enhance existing linear planting patterns*
2. *Restored front yard lawn grasses and low shrubs as a result of cross-easements and combined access points*
3. *Flowering, broadleaf, and evergreen shrubs used in clustered planting schemes*
4. *Contiguous concrete walks bordered by front lawns and grass medians*



II. DESIGN GUIDELINES

Highland Scenario 3: Office/Commercial-Mixed Use District (BE-3) Site Plan Criteria

OBJECTIVES:

Enhance vegetative open space along the perimeter of property and street frontages

Replace and enhance front yard lawn space where possible and appropriate. Increase, screening and buffering of rear yard off-street parking from adjacent residences

Protect adjacent residential areas by ensuring that all new construction and expanded uses are appropriately screened, buffered, and landscaped

Access Control and Off-Street Parking

Off-street parking lots shall be generally located at the rear or at the side of buildings and should be screened from the sidewalk by appropriate edge treatments.

Cross-easements shall be encouraged, where appropriate and feasible, to connect the parking areas in rear yards between two or more adjacent lots.

Adjacent parking lots shall have internal vehicular and pedestrian connections.

The reduction in the size and number of curb cuts and ingress/egress points shall be encouraged.

The required number of off-street parking spaces may be reduced if the possibility of shared parking can be demonstrated.

Rear Yard Buffers and Facilities

Opaque screens and buffers shall be provided in accordance with the landscaping guidelines prescribed in the Code of the Town of Brighton, Appendix Part 1.

Opaque screens and buffers should incorporate, where feasible, existing vegetation.

Where necessary, rear yard parking lots shall be illuminated with low mount light fixtures with sharp cutoffs of an average height no greater than 15 feet; such fixtures shall direct illumination toward parking areas and away from adjacent residential properties.

Utilities and trash containers shall be located within rear yard parking areas; such containers shall be screened on all sides by wood fences.

Topography

New site grading should maintain and accentuate the existing topographical features.

New landforms should be designed, where feasible, to screen parking lot pavement and the lower half of parked cars.

Open Space

New plantings of ornamental shrubs may be provided to achieve better spatial definition and to accentuate open space.

Wood Lots

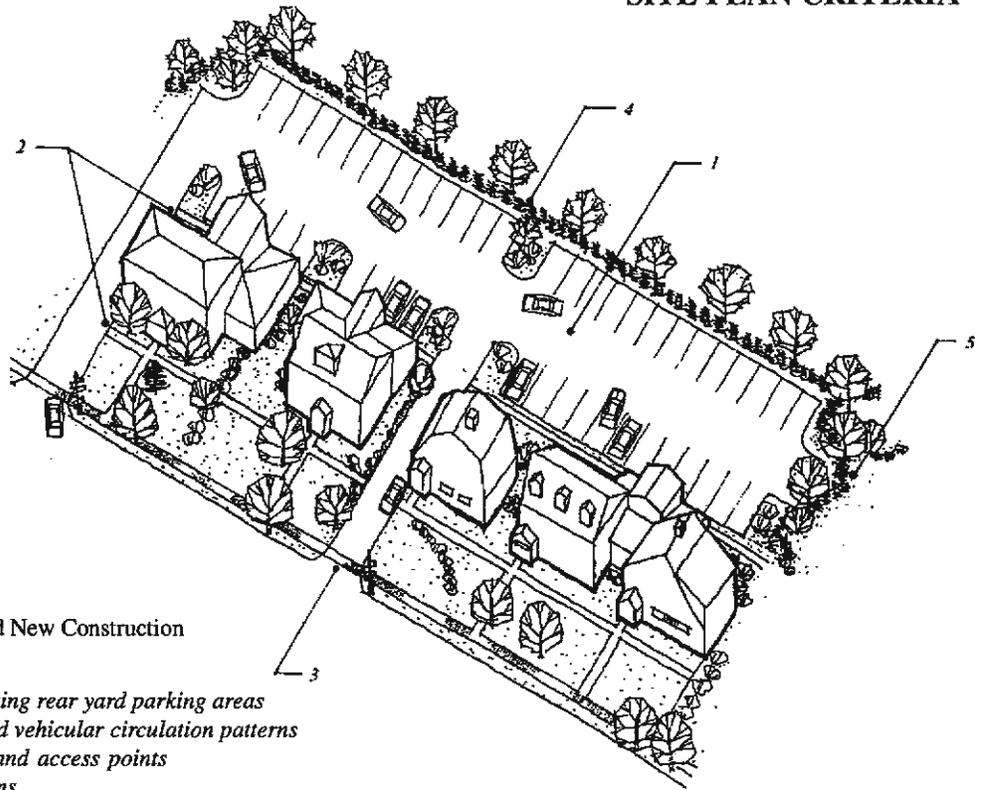
In the absence of existing wood lots and space for new wood lots, planting schemes should be used to “naturalize” property edges.

Water Features

Since there are no existing water features in the area, the construction of new water features shall not be encouraged.

II. DESIGN GUIDELINES

SITE PLAN CRITERIA



Site Plan Features

Alterations, Improvements, and New Construction

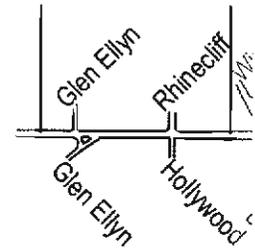
1. *Cross-easements connecting rear yard parking areas*
2. *Integrated pedestrian and vehicular circulation patterns*
3. *Reduction of curb cuts and access points*
4. *Opaque rear yard screens*
5. *Planting schemes "naturalizing" property edges*

Glen Ellyn

Location: Address Ranges

North side: Nos. 1712-1862

South side: Nos. 1703-1855



The Glen Ellyn area lies within the northern segment of the Monroe Avenue corridor's Neighborhood Commercial District (BF-1). Generally spanning northerly of Glen Ellyn Way and southerly toward Rhinecliff Drive, Glen Ellyn comprises a wide range of commercial uses, building types, and streetscape characteristics and conditions. The predominant physical context, however, is characterized by one-story, freestanding commercial buildings on larger lots surrounded by off-street parking lots.

Accordingly, the design plan and guidelines provide measures that establish Glen Ellyn as the northern anchor of the corridor's central business district and town center. The intent is to supply architectural and streetscape treatments that complement the avenue's residential character and pedestrian environment. At the same time, the aim is to allow buildings of greater mass to establish a town center.

Glen Ellyn Scenario 1: Office/Commercial - Mixed Use District (BE-3) abutting Neighborhood Commercial District (BF-1)

Existing Conditions

The character of the Highland area changes substantially toward Glen Ellyn Way. The predominant context established by smaller-scale, former residential buildings accommodating office and service uses (BE-3, Office/Commercial - Mixed Use District) gives way to a larger-scale context comprising freestanding commercial structures accommodating a wider range of uses (BF-1, Neighborhood Commercial District).

Along this portion of Monroe Avenue, the former residential structures on narrow lots exhibit variable setbacks. Most of the front yards accommodate non-conforming off-street parking lots. Consequently, there is little vegetative open space and an excessive number of curb cuts. In summary, the streetscape's appearance is significantly compromised and the haphazard circulation patterns cause considerable pedestrian and vehicular safety conflicts.

The design guidelines primarily seek to coordinate architectural, streetscape, and site plan criteria within a transitional context and across two disparate commercial zoning districts. With regard to site improvements, streetscape treatments should restore or enhance the appearance of vegetative front yards and open space. Building alterations should incorporate treatments that are compatible with and complementary to the area's character-defining architectural features. Furthermore, discretionary measures for new construction projects should ensure the following: adaptive reuse of existing structures; the restoration of front yard lawns and vegetative open space; the new construction of contextual structures accommodating mixed uses; and combined access points and off-street parking lots in rear yards.

II. DESIGN GUIDELINES

EXISTING CONDITIONS

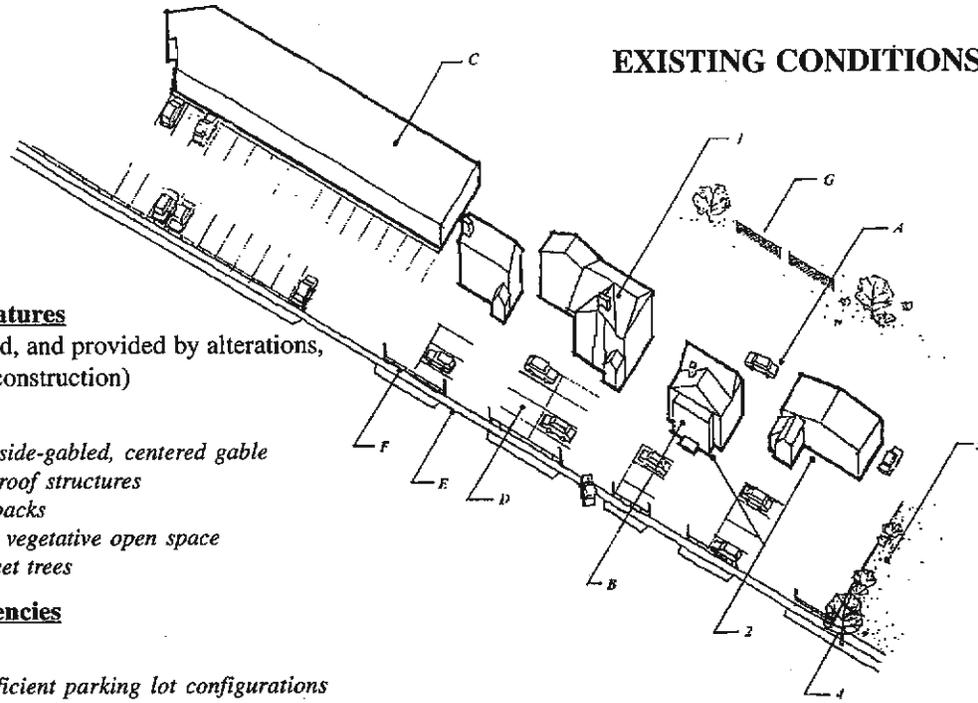
Character-Defining Features

(to be restored, maintained, and provided by alterations, improvements, and new construction)

1. Two- and three-story side-gabled, centered gable gambrel, and hipped roof structures
2. Variable building setbacks
3. Front yard lawns and vegetative open space
4. Linear patterns of street trees

Constraints and Deficiencies

- A. Undifferentiated, inefficient parking lot configurations
- B. Absence of street trees and front yard vegetative open space
- C. Insensitive building alterations, incongruous new construction, inappropriate signage, incompatible building materials
- D. Non-conforming, front yard off-street parking lots
- E. Excessive curb cuts and conflicting circulation patterns
- F. Insubstantial parking lot separators and lack of sidewalk medians
- G. Insubstantial, poorly maintained rear yard buffers



Glen Ellyn Scenario 1: Office/Commercial Mixed Use District (BE-3)

Analysis

Glen Ellyn Scenario 1: Office/Commercial Mixed Use District (BE-3)
Architectural Criteria

OBJECTIVES:

Preserve, restore, and maintain the architectural integrity of former residential structures with regard to style, scale, proportions, details, materials, and finishes

Maintain and complement the characteristic variable front yard setbacks

Preserve, maintain, and complement the contextual regularity, pattern, and scale of individual residential-style buildings spanning the avenue

Apply materials, finishes, and facade treatments in new construction that are compatible with the prevailing architectural features of residential neighborhood structures

Encourage the inclusion of residential uses (i.e., apartments and townhouse units) in mixed-use buildings (i.e., buildings with first floor retail or office space)

Setbacks and Configurations

All alterations, additions, extensions, and new construction should conform – unless otherwise noted – to underlying bulk regulations as prescribed in the Code of the Town of Brighton Comprehensive Development Regulations.

All alterations, additions, extensions, and new structures should be set back from the property line within a variable range of 40 feet to 70 feet (required minimum 30 feet). Structural treatments that conflict with the spatial configurations created by varied building lines should be avoided.

All alterations, additions, and extensions involving former residential structures should be constructed on the rear and sides of existing buildings provided that underlying bulk regulations are met and that such improvements are set back from the existing front building walls a minimum of 15 feet; two or more existing buildings may be connected by such improvements.

Any part of an alteration, addition, extension, or new structure that is higher than 14 feet should be constructed under a symmetrical gable or hipped roof.

Alterations, additions, extensions, and new construction should incorporate and adaptively reuse former residential structures.

New construction should be consistent with adjacent properties in proportion, scale, and details.

New mixed-use buildings should be no less than 2 stories in height.

II. DESIGN GUIDELINES

Facades

Building facades should remain parallel to the avenue centerline.

Alterations to front facades of former residential buildings should preserve, restore, and maintain the original facade character and details. Alterations to previously unaltered front facades of former residential buildings should not exceed 10 percent of the total original facade area.

Alterations, additions, and extensions of former residential structures should include wood or wood-clad windows consistent with the original architectural vocabulary including mountings and trim details.

Rear facades of former residential structures may accommodate larger storefront display windows and bays provided that they are compatible with the character and details of the structures.

Alterations to existing facades of freestanding commercial buildings should include covered walkways, open colonnades or arcades along no less than 80 percent of the front building wall.

Bay windows may be installed on the front facades of existing and new freestanding commercial buildings.

No part of the front building wall of a new freestanding building, regardless of bulk or use, should span more than 50 feet without a setback or recess of no less than 5 feet, spanning 10-20 feet. Such buildings may include covered walkways, open colonnades or arcades along 80 percent of the front building wall.

No part of an open colonnade or arcade should span more than 50 feet without structural variations such as decorative pediments, bay windows, and gable or hipped roofs supported by columns.

Altered and new building facades of freestanding commercial buildings should include, where appropriate, accentuated entryways and pedestrian walkways extending forward. Shelter entries with gable or hipped roofs supported by columns.

Preserved and restored front building facades of former residential buildings should be illuminated with incandescent flood lights to reinforce the building street wall presence at nighttime. Care should be taken that lightsource is not directly visible on street and that light does not spill onto residential properties.

Materials and Finishes

Building materials and finishes used in all alterations, additions, and extensions involving former residential structures shall be limited to the original wood clapboard, wooden shingles, brick, and stone finishes of the respective structures.

Windows installed in former residential structures shall be made of wood, including muntins and trim.

Rear facade storefront windows and bays shall be made of wood.

Building walls in alterations and new construction may be clad in the following: wood clapboard, wood dropsiding, wood board and batten, premium vinyl siding, brick, terra cotta, smooth stucco, or cast stone finishes.

Two or more wall materials may be combined on one facade horizontally only.

Windows and doors may be made of wood, vinyl-clad wood, or painted aluminum; they shall be glazed in clear glass with no more than 10 percent daylight reduction.

Bay windows on freestanding commercial buildings shall be made of wood.

Roofs may be clad with asphalt shingles, wood shingles, slate tile, concrete tile, or galvanized steel.

Columns, arches, posts, pediments, and piers may be made of wood, brick, or stucco.

Exterior chimneys shall be finished in brick or stucco.

Awnings should be fabric and compatible with architectural style of structure.

II. DESIGN GUIDELINES

ARCHITECTURAL CRITERIA

Architectural Features

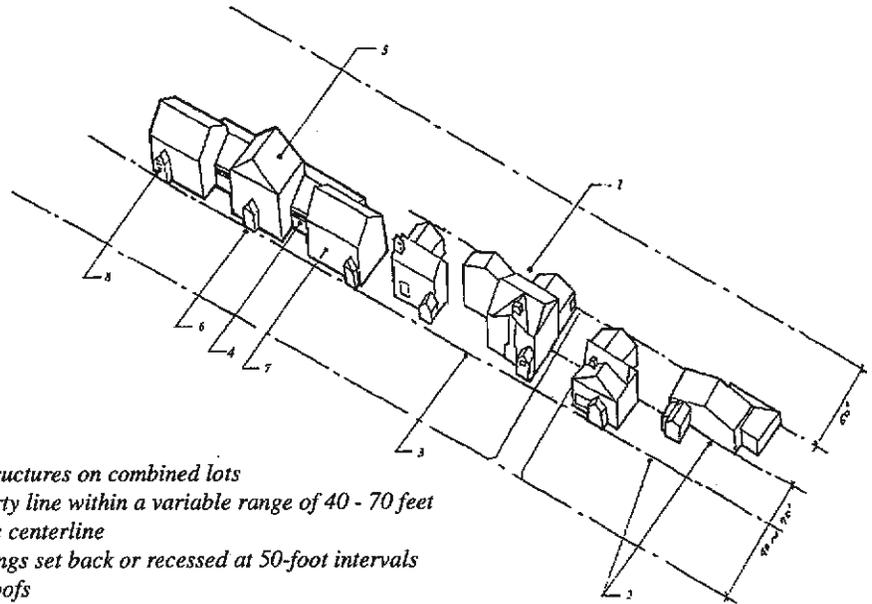
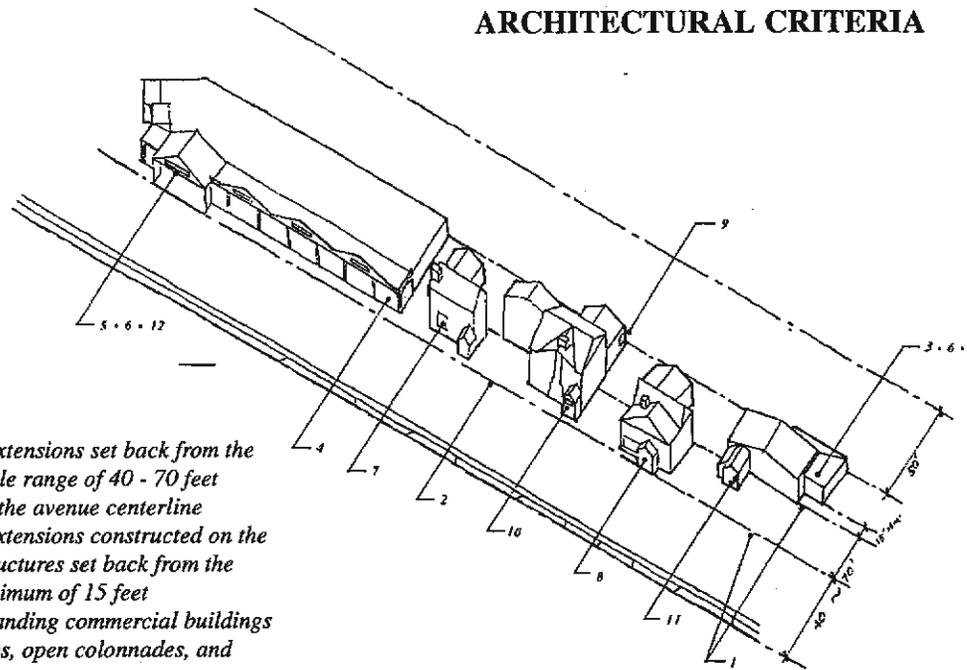
Alterations and Improvements

1. Alterations, additions, and extensions set back from the property line within a variable range of 40 - 70 feet
2. Building facades parallel to the avenue centerline
3. Alterations, additions, and extensions constructed on the rear and sides of existing structures set back from the existing building walls a minimum of 15 feet
4. Facade alterations on freestanding commercial buildings comprising covered walkways, open colonnades, and arcades
5. Facade variations incorporating pediments, bay windows, gable and hipped roofs, and compatible signs
6. Alterations, additions, and extensions with gable, hipped, gambrel, and pitched roofs
7. Facade alterations on former residential structures not exceeding 10 percent of the total area of previously unaltered facades
8. Preserved and restored original details on former residential structures
9. Larger storefront display windows on rear facades
10. Wood clapboard, brick, and stone building materials and finishes

Architectural Features

New Construction

1. Adaptive reuse of former residential structures on combined lots
2. New buildings set back from the property line within a variable range of 40 - 70 feet
3. Building facades parallel to the avenue centerline
4. Front walls of new, freestanding buildings set back or recessed at 50-foot intervals
5. New buildings with gable and hipped roofs
6. Accentuated entryways
7. Apartments and townhouse units incorporated in mixed-use buildings
8. Horizontal combination of wood clapboard and cast stone materials and finishes



Glen Ellyn Scenario 1: Office/Commercial Mixed Use District (BE-3)
Streetscape Criteria

OBJECTIVES:

- Preserve, maintain, enhance, and restore the residential character of the pedestrian environment*
- Provide landscaping compatible with and complementary to the variable street tree planting patterns and characteristic vegetative open space*
- Preserve, maintain, enhance, and restore the characteristic front yard lawns and vegetative open space*

Landscaping

Existing trees of all caliper are encouraged to remain where use and grading requirements allow.

Linear street trees should be installed on both sides of the street at no more than 50-foot intervals – measured diagonally across, or parallel to the street – whichever is greater.

Front yard plantings should respect the integrity of the street and primarily consist of lawn grasses, small shrubs, and hedges. Plantings should not obscure the buildings and should respect views to and from streets and sidewalks.

All shrubs should be planted in groups of at least 5 (of like species) rather than as individuals. (Minimum spacing of 2 feet on center for hedges up to a maximum of 5 feet on center for open plantings).

Plantings in immediate proximity to buildings should respect the architectural lines (that is, should be seen as extensions of the architectural walls), whereas plantings toward the back of yards could take on more irregular and “naturalized” configurations and spacings.

Shade trees and plant beds of flowering and evergreen shrubs should be introduced at street intersections to accentuate the residential neighborhood character.

II. DESIGN GUIDELINES

Sidewalks and Edge Treatments

Contiguous concrete walks measuring 5 feet in width should be maintained, improved, and installed in accordance with the standards prescribed in Section III, Design Standards..

Contiguous networks of pedestrian walkways extending from building entrances to sidewalks should be installed where use requirements allow.

Curbside lawn medians of a depth measuring no less than 3 feet 6-inches should be maintained, improved, and installed along the property line frontages where use requirements allow.

Non-conforming off-street parking lots should be separated from sidewalks by guard rails and vegetative medians of a depth measuring no less than 2 feet 9 inches. Such medians may include lawn grasses, low shrubs, and hedges or a combination of these elements as prescribed in Section III, Design Standards.

Shade trees should be installed within 4 feet of the property line at non-conforming front yard parking lots at an average of 30-foot intervals.

For new construction, non-conforming front yard uses should be brought into compliance; sidewalks should be bordered by front lawns and vegetative medians only.

Site Furniture and Features

Streetlamps as prescribed in Section III, Design Standards, should be installed on both sides of the streets at no more than 50-foot intervals measured diagonally across the street.

Freestanding business signs, as prescribed in Section III, Design Standards, may be installed when two or more properties integrate circulation patterns and combine access points.

Sidewalks at street intersections should be furnished with brick pavers, decorative planting rails, and bollards as prescribed in Section III, Design Standards.

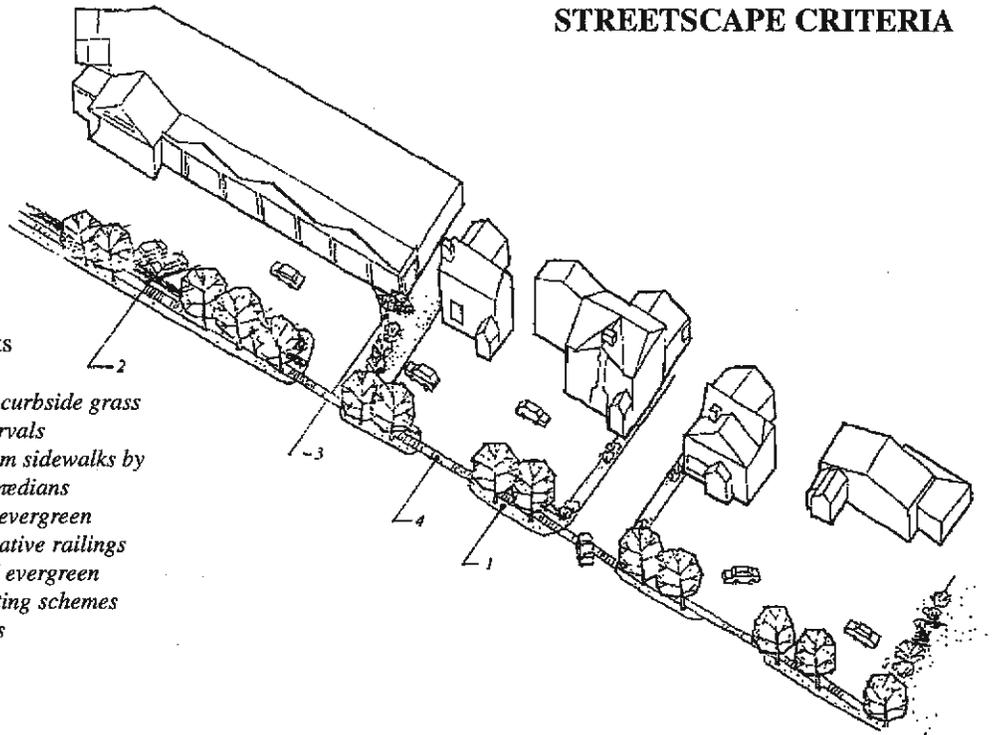
Decorative banners and poles should be located along curbside lawn medians at no more than 80-foot intervals – measured diagonally across the street, or parallel to the street – whichever is greater.

STREETSCAPE CRITERIA

Streetscape Features

Alterations and Improvements

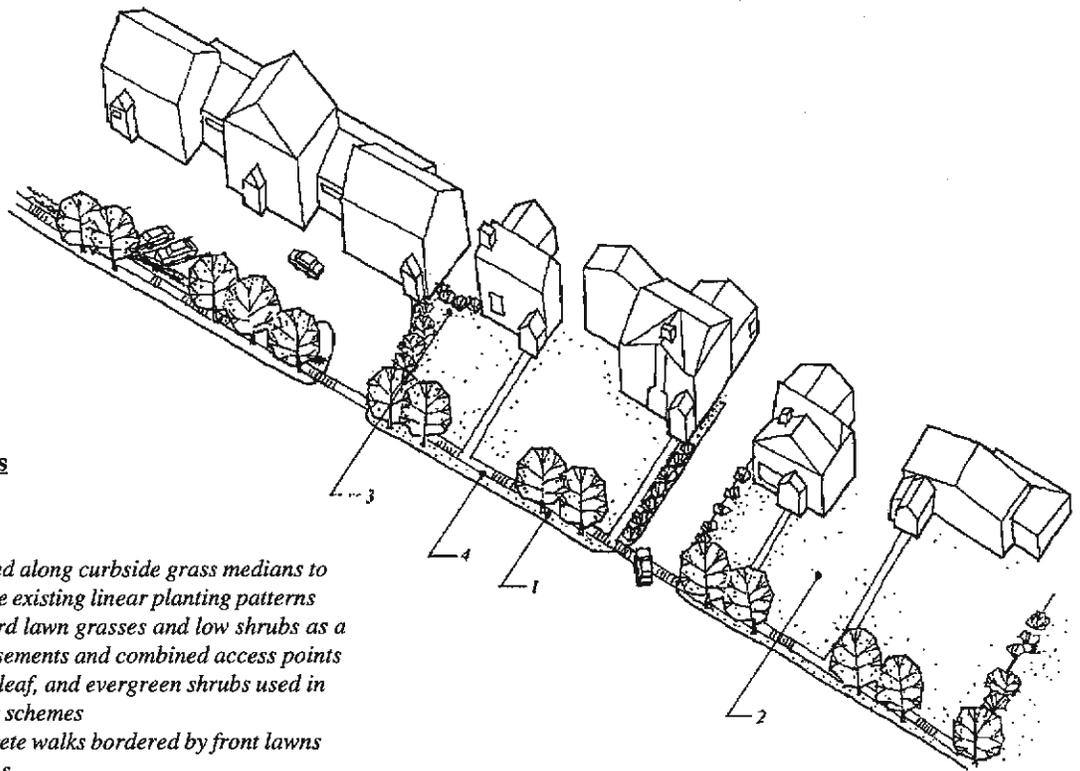
1. *Street trees planted along curbside grass medians at consistent intervals*
2. *Parking lots separated from sidewalks by guard rails and planting medians comprising lawn grasses, evergreen shrubs, hedges, and decorative railings*
3. *Flowering, broadleaf, and evergreen shrubs in foundation planting schemes*
4. *Contiguous concrete walks*



Streetscape Features

New Construction

1. *Street trees planted along curbside grass medians to restore or enhance existing linear planting patterns*
2. *Restored front yard lawn grasses and low shrubs as a result of cross-easements and combined access points*
3. *Flowering, broadleaf, and evergreen shrubs used in clustered planting schemes*
4. *Contiguous concrete walks bordered by front lawns and grass medians*



II. DESIGN GUIDELINES

Glen Ellyn Scenario 1: Office/Commercial Mixed Use District (BE-3) Site Plan Criteria- ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION

OBJECTIVES:

Enhance vegetative open space along the perimeter of property and street frontages

Replace or enhance front yard lawn space and increase rear yard off-street parking space

Protect adjacent residential areas by ensuring that all new construction and expanded uses are appropriately screened, buffered, and landscaped

Access Control and Off-Street Parking

Off-street parking lots should be generally located at the rear or at the side of buildings and should be screened from the sidewalk by appropriate edge treatments.

Cross-easements shall be encouraged, where appropriate and feasible, to connect the parking areas in rear yards between two or more adjacent lots.

Adjacent parking lots shall have internal vehicular and pedestrian connections.

The reduction in the size and number of curb cuts and ingress/egress points shall be encouraged.

The required number of parking spaces may be reduced if the possibility of shared parking can be demonstrated.

Rear Yard Buffers and Facilities

ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION:

Opaque screens and buffers should be provided in accordance with the landscaping guidelines prescribed in the Code of the Town of Brighton, Appendix Part 1.

Opaque screens and buffers should incorporate, where feasible, existing vegetation.

Where necessary, rear yard parking lots should be illuminated with low mount light fixtures with sharp cutoffs of an average height no greater than 15 feet; such fixtures should direct illumination toward parking areas and away from adjacent residential properties.

Utilities and trash containers should be located within rear yard parking areas; such containers should be screened on all sides by wood fences.

Topography

New site grading should maintain and accentuate the existing topographical features.

New landforms should be designed, where feasible, to screen parking lot pavement and the lower half of parked cars.

Open Space

New plantings of ornamental shrubs should be provided to achieve better spatial definition and to accentuate open space.

Wood Lots

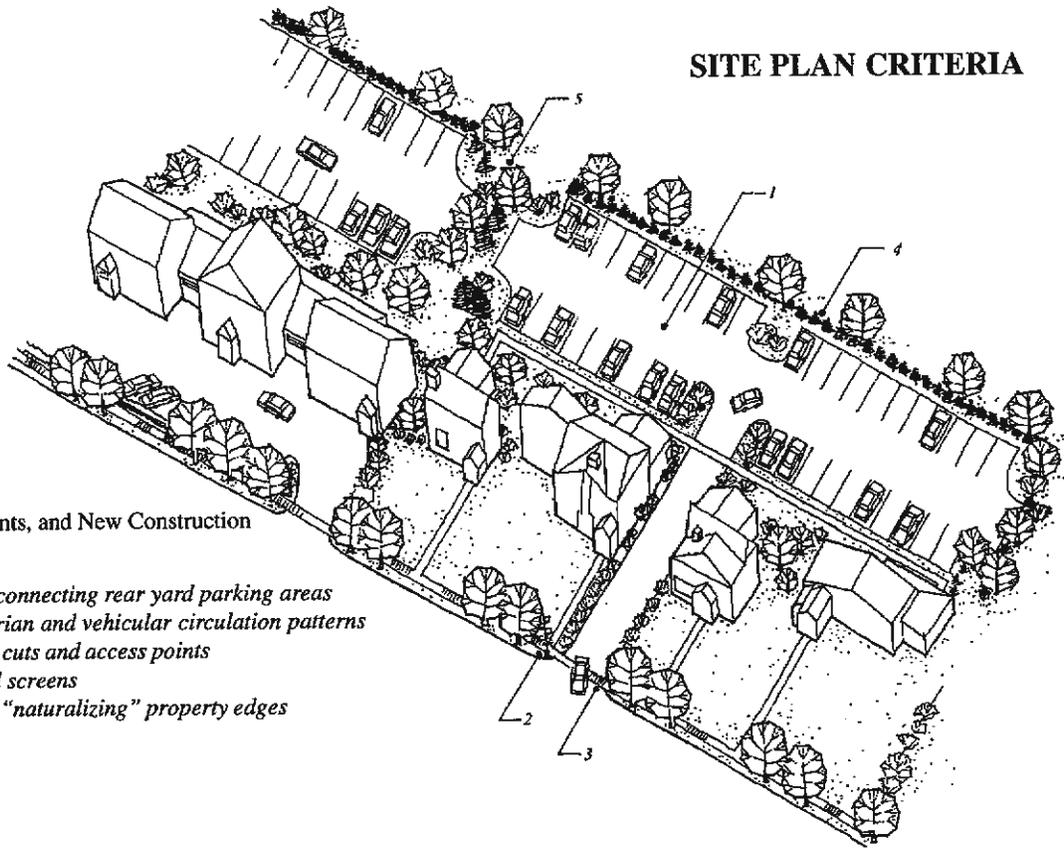
In the absence of existing wood lots and space for new wood lots, planting schemes should be used to "naturalize" property edges.

Water Features

The construction of new water features is not encouraged.

II. DESIGN GUIDELINES

SITE PLAN CRITERIA



Site Plan Features

Alterations, Improvements, and New Construction

1. *Cross-easements connecting rear yard parking areas*
2. *Integrated pedestrian and vehicular circulation patterns*
3. *Reduction of curb cuts and access points*
4. *Opaque rear yard screens*
5. *Planting schemes "naturalizing" property edges*

Glen Ellyn Scenario 2: Neighborhood Commercial District (BF-1)

Existing Conditions

Supporting a greater intensity of commercial activity, Glen Ellyn primarily bears few of the character-defining features prevalent in the corridor’s Highland area and the adjacent residential neighborhoods. A wide range of building types and materials exists, and building setbacks are variable in some segments, especially between Rhinecliff Drive and Winton Road. The predominating building type, however, is a one-story, flat roof commercial building or “strip” forming relatively uniform setbacks along the streetscape. Accordingly, Glen Ellyn Scenario 2 depicts this predominant condition.

Streetscape treatments and conditions vary widely. Furthermore, virtually all of the front and rear yards are paved in asphalt to accommodate off-street parking and vehicular circulation. As a result, there is little vegetative open space and few street trees.

Design measures should achieve a balance between a denser commercial context and the prevailing residential character of the surrounding context. To reinforce the segment’s commercial context, the desired character-defining features should include covered walkways, open colonnades, and arcades providing consistent pedestrian corridors along building facades. Other features to be encouraged are decorative sidewalks and street furnishings such as pedestrian rails, bollards, lighting, and banners. To complement the prevailing residential character, the character-defining features to be provided include street trees, planted medians, awnings, and gable roof additions and new structures.

EXISTING CONDITIONS

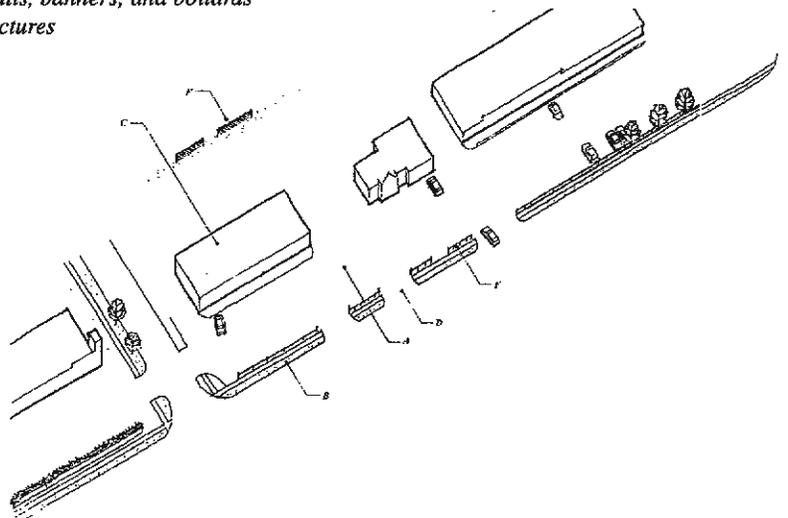
Character-Defining Features

(to be provided by alterations, improvements, and new construction)

- Covered walkways, open colonnades, and arcades spanning building facades
- Decorative pavements and sidewalks
- Street furnishings such as lighting, pedestrian rails, banners, and bollards
- Two- and three-story gable and hipped roof structures
- Uniform building setbacks
- Front yard vegetative open space
- Linear patterns of street trees

Constraints and Deficiencies

- A. Undifferentiated front yard parking lot configurations
- B. Absence of street trees and front yard vegetative open space
- C. Incongruous building alterations and new construction, inappropriate signage, incompatible building materials
- D. Excessive curb cuts and conflicting circulation patterns
- E. Insubstantial parking lot separators and absence of sidewalk medians
- F. Insubstantial, poorly maintained rear yard buffers



II. DESIGN GUIDELINES

Glen Ellyn Scenario 2: Neighborhood Commercial District (BF-1)

Analysis

<u>Glen Ellyn Scenario 2: Neighborhood Commercial District (BF-1)</u> Architectural Criteria

OBJECTIVES:

Complement the prevailing architectural character and scale of neighborhood residential structures while increasing massing and density to serve as a transitional "anchor" for the Twelve Corners "town center"

Maintain and complement the existing uniform front yard setbacks while accommodating intermittent variations

Apply materials, finishes, and facade treatments that are compatible with the prevailing architectural features of residential neighborhood structures

Encourage the inclusion of residential uses (i.e., apartments and townhouse units) in mixed-use buildings, where feasible.

Setbacks and Configurations

ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION:

All alterations, additions, extensions, and new construction should conform - unless otherwise noted - to underlying bulk regulations as prescribed in the Code of the Town of Brighton Comprehensive Development Regulations.

All alterations, additions, extensions, and new structures should be set back uniformly from the property line a minimum of 40 feet (required minimum setback 30 feet).

Any part of an alteration, addition, extension, or new structure that is higher than 14 feet should be constructed under a gable or hipped roof.

New mixed-use buildings should be no less than 2 stories in height.

Facades

Building facades should remain parallel to the avenue centerline.

Alterations to existing facades of freestanding commercial buildings should include covered walkways, open colonnades or arcades along no less than 80 percent of the front building wall.

Bay windows may be installed on the facades of existing and new freestanding commercial buildings.

No part of the front building wall of a new freestanding building, regardless of bulk or use, should span more than 50 feet without a setback or recess of no less than 5 feet, spanning 10-20 feet. Such buildings may include covered walkways, open colonnades or arcades along 80 percent of the front building wall.

No part of an open colonnade or arcade should span more than 50 feet without structural variations such as decorative pediments, bay windows, and gable or hipped roofs supported by columns.

Altered and new building facades of freestanding commercial buildings should include, where appropriate, accentuated entryways and pedestrian walkways extended forward and sheltered by gable or hipped roofs supported by columns.

Materials and Finishes

Building walls in alterations and new construction may be clad in the following: wood clapboard, wood dropsiding, wood board and batten, premium vinyl siding, brick, terra cotta, smooth stucco, or cast stone finishes.

Two or more wall materials may be combined on one facade horizontally only.

Windows and doors may be made of wood, vinyl-clad wood, or painted aluminum; they should be glazed in clear glass with no more than 10 percent daylight reduction.

Bay windows on freestanding commercial buildings should be made of wood.

Roofs may be clad with asphalt shingles, wood shingles, slate tile, concrete tile, or galvanized steel.

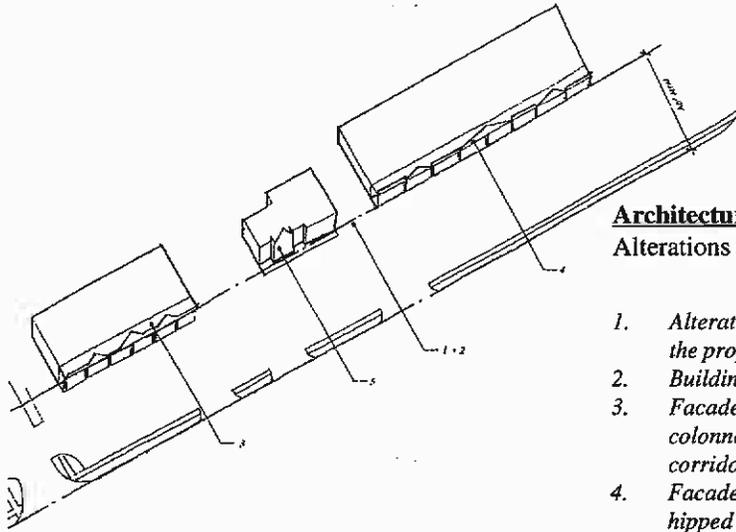
Columns, arches, posts, pediments, and piers may be made of wood, brick, or stucco.

Exterior chimneys should be finished in brick or stucco.

Awnings should be fabric and compatible with architectural style of structure.

II. DESIGN GUIDELINES

ARCHITECTURAL CRITERIA



Architectural Features

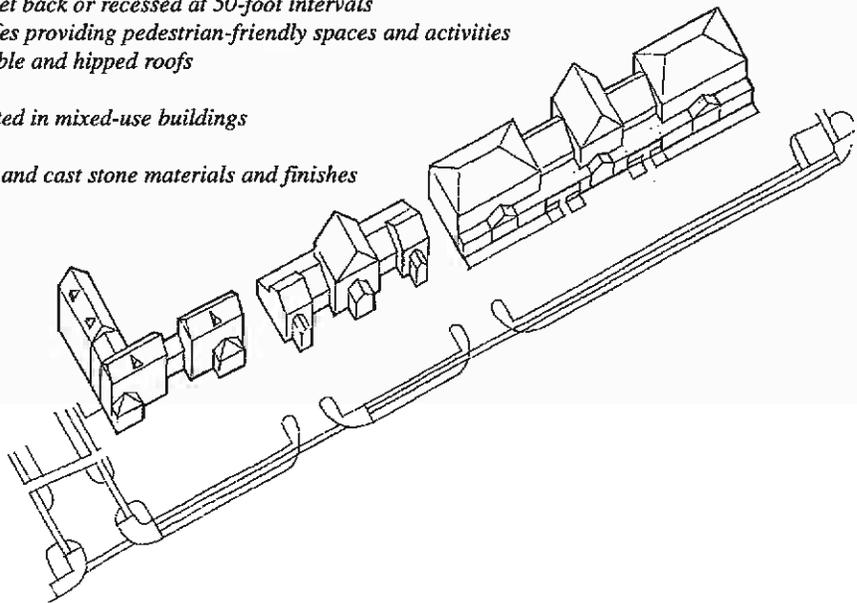
Alterations and Improvements

1. *Alterations, additions, and extensions set back uniformly from the property line a minimum of 40 feet*
2. *Building facades parallel to the avenue centerline*
3. *Facade alterations comprising covered walkways, open colonnades, and arcades providing a pedestrian-friendly corridor along building facades*
4. *Facade variations incorporating pediments, bay windows, gable and hipped roofs, and compatible signs*
5. *Wood clapboard, brick, terra cotta, stucco, and cast stone materials and finishes*

Architectural Features

New Construction

1. *New buildings set back from the property line a minimum of 40 feet*
2. *Building facades parallel to the avenue centerline*
3. *Front walls of new, freestanding buildings set back or recessed at 50-foot intervals*
4. *Open colonnades, arcades, and outdoor cafes providing pedestrian-friendly spaces and activities*
5. *New two- and three-story buildings with gable and hipped roofs*
6. *Accentuated entryways*
7. *Apartments and townhouse units incorporated in mixed-use buildings*
8. *Signs conforming to architectural features*
9. *Horizontal combination of wood clapboard and cast stone materials and finishes*



Glen Ellyn Scenario 2: Neighborhood Commercial District (BF-1)
Streetscape Criteria

OBJECTIVES:

Preserve, maintain, enhance, and restore the residential character of the pedestrian environment

Provide landscaping compatible with and complementary to the variable street tree planting patterns and characteristic vegetative open space

Furnish streetscape amenities to identify the area as a transitional “anchor” for the Twelve Corners “town center”

Landscaping

Existing trees of all caliper are encouraged to remain where use and grading requirements allow.

Linear street trees should be installed on both sides of the street at no more than 50-foot intervals - measured diagonally across, or parallel to the street - whichever is greater.

Front yard plantings should respect the integrity of the street and primarily consist of lawn grasses, small shrubs, and hedges. Plantings should not obscure the buildings and should respect views to and from streets and sidewalks.

All shrubs should be planted in groups of at least 5 (of like species) rather than as individuals. (Minimum spacing of 2 feet on center for hedges up to a maximum of 5 feet on center for open plantings).

Plantings in immediate proximity to buildings should respect the architectural lines (that is, should be seen as extensions of the architectural walls), whereas plantings toward the back of yards could take on more irregular and “naturalized” configurations and spacings.

Raised planters may be incorporated in sidewalk edge and facade treatments.

Shade trees and plant beds of flowering and evergreen shrubs should be introduced at street intersections to accentuate the residential neighborhood character.

II. DESIGN GUIDELINES

Sidewalks and Edge Treatments

Contiguous concrete walks measuring 5 feet in width should be maintained, improved, and installed in accordance with the standards prescribed in Section III, Design Standards.

Contiguous networks of pedestrian walkways extending from building entrances to sidewalks should be installed where use requirements allow.

Curbside lawn medians of a depth measuring no less than 3 feet 6 inches should be provided along the property line frontages where use requirements allow.

Sidewalks should be separated from front yard, off-street parking lots by guard rails and vegetative medians of a depth measuring no less than 2 feet 9 inches. Such medians may include lawn grasses, low shrubs, hedges, decorative planting rails, or a combination of the these elements as prescribed in Section III, Design Standards.

Shade trees should be installed within 4 feet of the property line at front yard parking lots at an average of 30-foot intervals.

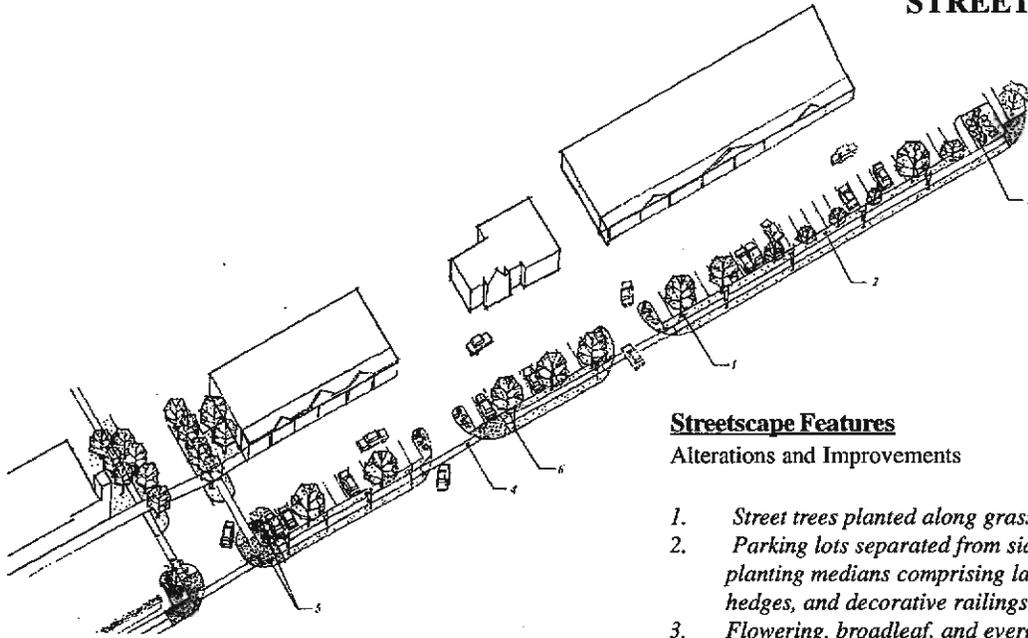
Site Furniture and Features

Streetlamps as prescribed in Section III, Design Standards, should be installed on both sides of the streets at no more than 50-foot intervals measured diagonally across the street.

Sidewalks at street intersections should be furnished with brick pavers, decorative planting rails, and bollards as prescribed in Section III, Design Standards.

Decorative banners and poles should be located along curbside lawn medians at no more than 40-foot intervals - measured diagonally across the street, or parallel to the street - whichever is greater.

STREETSCAPE CRITERIA



Streetscape Features

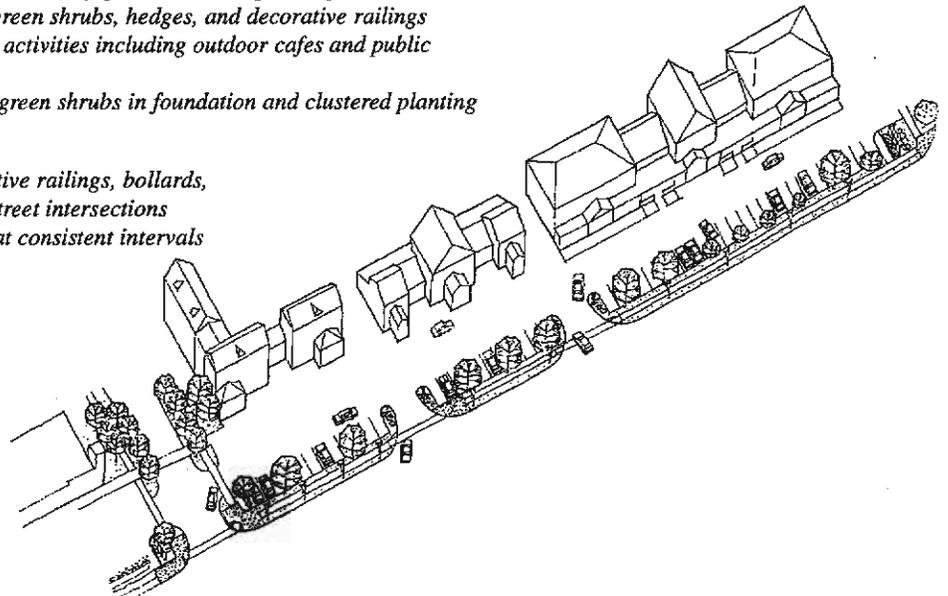
Alterations and Improvements

1. *Street trees planted along grass medians at consistent intervals*
2. *Parking lots separated from sidewalks by guard rails and planting medians comprising lawn grasses, evergreen shrubs, hedges, and decorative railings*
3. *Flowering, broadleaf, and evergreen shrubs in raised planters*
4. *Contiguous concrete walks*
5. *Street trees, plant beds, decorative railings, bollards, and brick pavers furnished at street intersections*
6. *Decorative banners and poles at consistent intervals*

Streetscape Features

New Construction

1. *Street trees planted along curbside grass medians at consistent intervals*
2. *Parking lots separated from sidewalks by guard rails and planting medians comprising lawn grasses, evergreen shrubs, hedges, and decorative railings*
3. *Pedestrian-friendly spaces and activities including outdoor cafes and public plazas*
4. *Flowering, broadleaf, and evergreen shrubs in foundation and clustered planting schemes*
5. *Contiguous concrete walks*
6. *Street trees, plant beds, decorative railings, bollards, and brick pavers furnished at street intersections*
7. *Decorative banners and poles at consistent intervals*



II. DESIGN GUIDELINES

Glen Ellyn Scenario 2: Neighborhood Commercial District (BF-1) Site Plan Criteria- ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION

OBJECTIVES:

Enhance vegetative open space along the perimeter of property and street frontages

Increase rear yard off-street parking space where appropriate screening and buffering from residential areas can be achieved

Protect adjacent residential areas by ensuring that all new construction and expanded uses are appropriately screened, buffered, and landscaped

Access Control and Off-Street Parking

Off-street parking lots should be generally located at the rear or at the side of buildings, wherever feasible, and should be screened from the sidewalk by appropriate edge treatments.

Cross-easements are encouraged, where appropriate and feasible, to connect the parking areas in rear yards between two or more adjacent lots.

Adjacent parking lots should have internal vehicular and pedestrian connections.

The integration of individual property circulation patterns should be encouraged to improve pedestrian and vehicular accessibility and safety.

The reduction in the size and number of curb cuts and ingress/egress points is encouraged.

The required number of parking spaces may be reduced if the possibility of shared parking can be demonstrated.

Rear Yard Buffers and Facilities

Opaque screens and buffers should be provided in accordance with the landscaping guidelines prescribed in the Code of the Town of Brighton, Appendix Part 1.

Opaque screens and buffers should incorporate, where feasible, existing vegetation.

Where necessary, rear yard parking lots should be illuminated with low mount light fixtures with sharp cutoffs with an average height no greater than 20 feet; such fixtures should direct illumination toward parking areas and away from adjacent residential properties.

Utilities and trash containers should be located within rear yard parking areas; such containers should be screened on all sides by wood fences.

Topography

New site grading should maintain and accentuate the formal, geometric lines and forms of existing topographical features.

Open Space

New plantings of ornamental shrubs should be provided to minimize incongruous development, achieve better spatial definition, and accentuate open space.

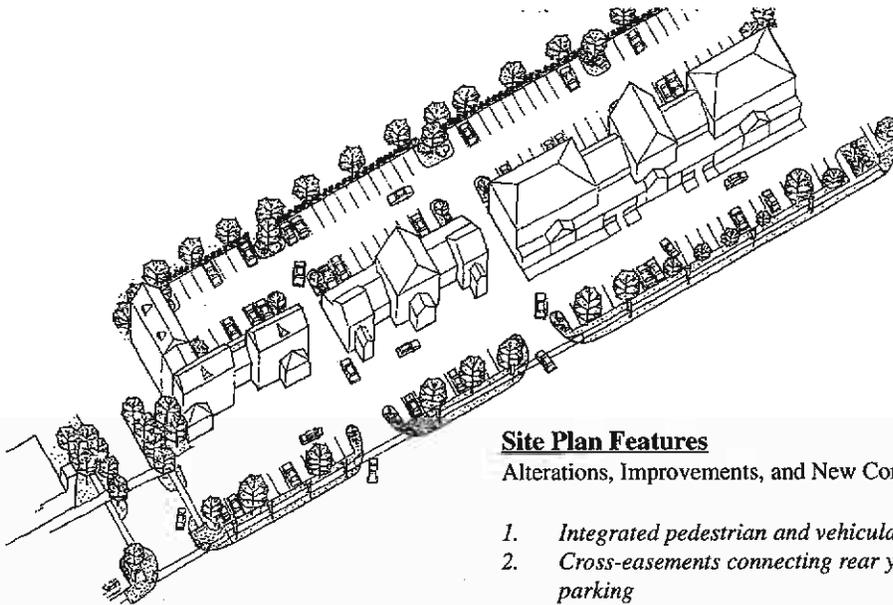
Wood Lots

In the absence of existing wood lots and space for new wood lots, planting schemes should be used to "naturalize" property edges.

Water Features

Alterations, improvements, and new construction may include decorative fountains and pools in site plans provided that they are consistent with the proportion and scale of the surrounding context.

SITE PLAN CRITERIA



Site Plan Features

Alterations, Improvements, and New Construction

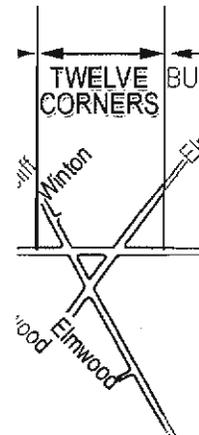
1. *Integrated pedestrian and vehicular circulation patterns*
2. *Cross-easements connecting rear yard parking areas for shared parking*
3. *Opaque rear yard screens*
4. *Planting schemes defining open space, screening commercial development, and "naturalizing" property edges*

Twelve Corners

Location: Address Ranges

North side: Nos. 1886-1950

South side: Nos. 1881-2035



Twelve Corners: Neighborhood Commercial District (BF-1)

Existing Conditions

Twelve Corners is ostensibly the geographical and historical center of Monroe Avenue and the Town of Brighton. The area supports the greatest intensity of commercial activity and density of built form. The triangular park at the center of Twelve Corners and the sizable open space surrounding it contribute to the area's potential of becoming Brighton's distinct town center.

The existing conditions characterizing Twelve Corners, however, significantly diminish the area's central importance with regard to the pedestrian environment, built form, land uses, and visual quality. In particular, the area's intense vehicular traffic and conflicting circulation patterns seriously impact pedestrian movement, comfort, and safety. Deteriorated sidewalks further diminish the quality of the pedestrian environment; virtually all of the front yard lots accommodate asphalt parking lots with little or no separation from pedestrian sidewalks and walkways. Consequently, there is little vegetative open space and few street trees.

Moreover, the existing built form and land uses fail to form a strong, distinctive enclosure for Twelve Corners Park. The Twelve Corners retail building to the northeast and the Twelve Corners Junior High School building to the southwest notably define an identifiable edge. The mixed automotive and service uses and buildings comprising the remaining blocks, however, substantially compromise the scale, proportion, appearance, and use of the central open spaces and connecting pedestrian corridors.

Design measures and treatments should ensure the establishment of Twelve Corners as Brighton's town center with a distinguishing architectural context and streetscape appearance. Alterations and new mixed-use buildings of greater mass incorporating open colonnades and arcades would form a consistent street wall enclosure for the area's central open space. The planting of street trees and the installation of streetscape amenities such as decorative brick pavers, banners, bollards, and pedestrian rails would reinforce the area's spatial centrality and commercial importance and vitality. Furthermore, the redesign of Twelve Corners park with elements such as seating and an enclosed pavilion would serve as a focal point for the Town's image and communal activity.

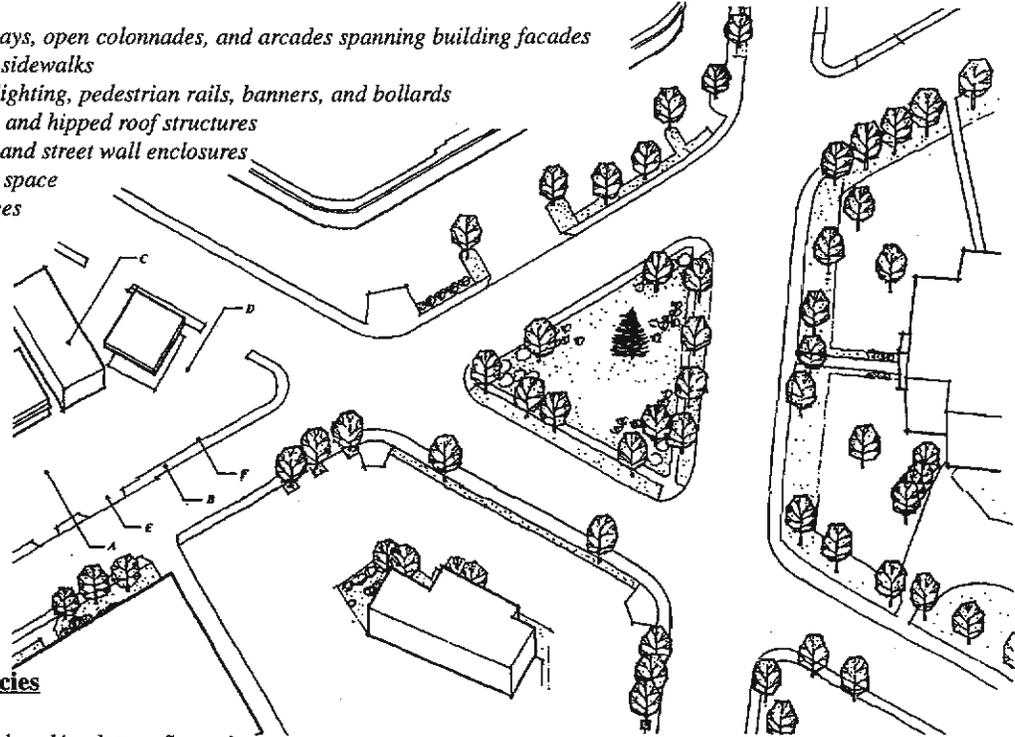
II. DESIGN GUIDELINES

EXISTING CONDITIONS

Character-Defining Features

(to be provided by alterations, improvements, and new construction)

- * Continuous covered walkways, open colonnades, and arcades spanning building facades
- * Decorative pavements and sidewalks
- * Street furnishings such as lighting, pedestrian rails, banners, and bollards
- * Two- and three-story gable and hipped roof structures
- * Uniform building setbacks and street wall enclosures
- * Front yard vegetative open space
- * Linear patterns of street trees



Constraints and Deficiencies

- A. Undifferentiated front yard parking lot configurations
- B. Absence of street trees and front yard vegetative open space
- C. Incongruous building alterations and new construction, inappropriate signage, incompatible building materials
- D. Incompatible land uses and densities
- E. Excessive curb cuts and conflicting circulation patterns
- F. Insubstantial parking lot separators and absence of sidewalk medians
- G. Insubstantial, poorly maintained rear yard buffers

Twelve Corners: Neighborhood Commercial District (BF-1)

Analysis

Twelve Corners: Neighborhood Commercial District (BF-1)
Architectural Criteria- ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION

OBJECTIVES:

Establish a distinguishing, denser architectural context to serve as a town center

Form a continuous building street wall enclosure for Twelve Corners park and central open spaces

Apply materials, finishes, and facade treatments that are compatible with the prevailing colonial revival architectural styles of neighborhood residential structures

Encourage the inclusion of residential uses (i.e., apartments and townhouse units) in mixed-use buildings, where feasible

Setbacks and Configurations

All alterations, additions, extensions, and new construction should conform - unless otherwise noted - to underlying bulk regulations as prescribed in the Code of the Town of Brighton Comprehensive Development Regulations.

All alterations, additions, extensions, and new structures should be set back uniformly from the property line a minimum of 40 feet (required minimum 30 feet).

Any part of an alteration, addition, extension, or new structure that is higher than 14 feet should be constructed under a symmetrical gable or hipped roofs.

New mixed-use buildings shall be no less than 2 stories in height.

II. DESIGN GUIDELINES

Facades

Building facades should remain parallel to the avenue centerline.

Alterations to existing facades of freestanding commercial buildings should include covered walkways, open colonnades or arcades along no less than 80 percent of the front building wall.

Bay windows may be installed on the facades of existing and new freestanding commercial buildings.

No part of the front building wall of a new freestanding building, regardless of bulk or use, should span more than 50 feet without a setback or recess of no less than 5 feet, spanning 10-20 feet. Such buildings may include covered walkways, open colonnades or arcades along 80 percent of the front building wall.

No part of an open colonnade or arcade should span more than 50 feet without structural variations such as decorative pediments, bay windows, and symmetrical gable roofs supported by columns.

Altered and new building facades of freestanding commercial buildings should include, where appropriate, accentuated entryways and pedestrian walkways extended forward and sheltered by symmetrical gable roofs supported by columns.

Materials and Finishes

Building walls in alterations and new construction may be clad in the following: wood clapboard, wood dropsiding, wood board and batten, premium vinyl siding, brick, terra cotta, smooth stucco, or cast stone finishes.

Two or more wall materials may be combined on one facade horizontally only.

Windows and doors may be made of wood, vinyl-clad wood, or painted aluminum; they should be glazed in clear glass with no more than 10 percent daylight reduction.

Bay windows on freestanding commercial buildings should be made of wood.

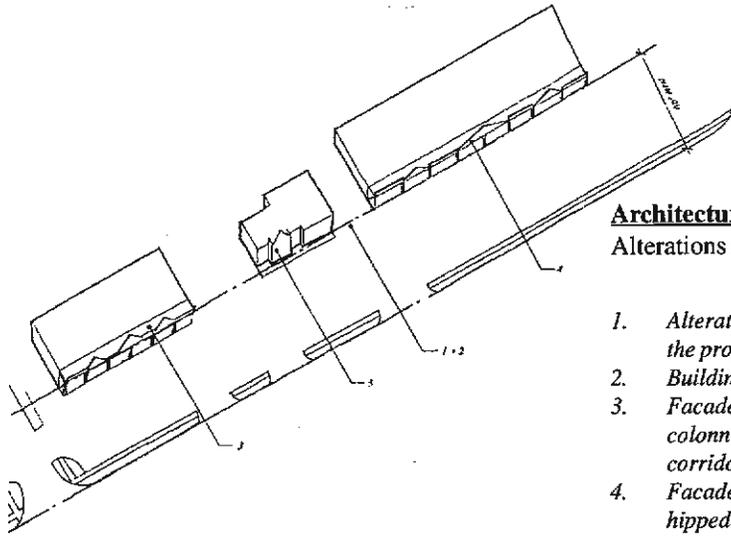
Roofs may be clad with asphalt shingles, wood shingles, slate tile, concrete tile, or galvanized steel.

Columns, arches, posts, pediments, and piers may be made of wood, brick, or stucco.

Exterior chimneys should be finished in brick or stucco.

Awnings should be fabric and compatible with architectural style of structure.

ARCHITECTURAL CRITERIA



Architectural Features

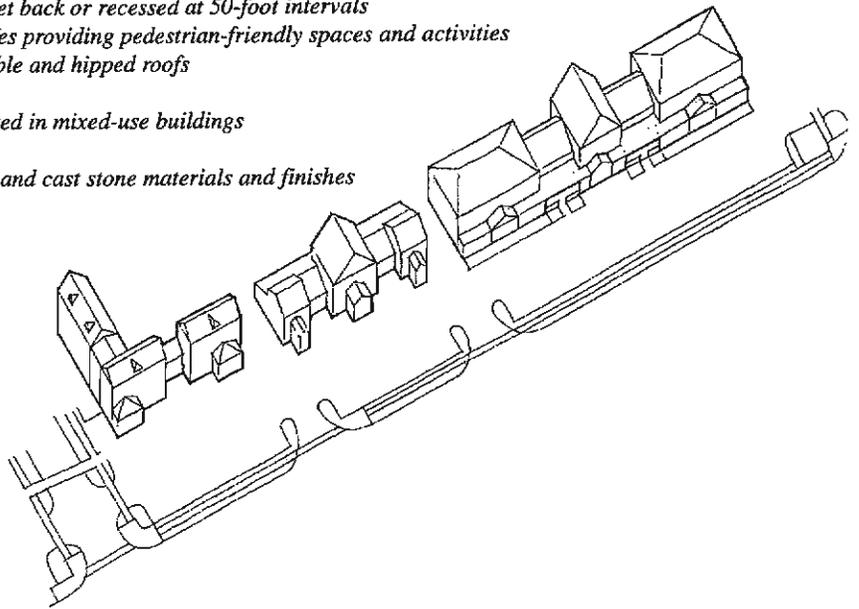
Alterations and Improvements

1. Alterations, additions, and extensions set back uniformly from the property line a minimum of 40 feet
2. Building facades parallel to the avenue centerline
3. Facade alterations comprising covered walkways, open colonnades, and arcades providing a pedestrian-friendly corridor along building facades
4. Facade variations incorporating pediments, bay windows, gable and hipped roofs, and compatible signs
5. Wood clapboard, brick, terra cotta, stucco, and cast stone materials and finishes

Architectural Features

New Construction

1. New buildings set back from the property line a minimum of 40 feet
2. Building facades parallel to the avenue centerline
3. Front walls of new, freestanding buildings set back or recessed at 50-foot intervals
4. Open colonnades, arcades, and outdoor cafes providing pedestrian-friendly spaces and activities
5. New two- and three-story buildings with gable and hipped roofs
6. Accentuated entryways
7. Apartments and townhouse units incorporated in mixed-use buildings
8. Signs conforming to architectural features
9. Horizontal combination of wood clapboard and cast stone materials and finishes



II. DESIGN GUIDELINES

Twelve Corners: Neighborhood Commercial District (BF-1) Streetscape Criteria

OBJECTIVES:

Preserve, maintain, enhance, and restore the residential character of the pedestrian environment

Provide landscaping compatible with and complementary to the variable street tree planting patterns and characteristic vegetative open space

Furnish streetscape features to identify Twelve Corners as Brighton's town center

Landscaping

Existing trees of all caliper are encouraged to remain where use and grading requirements allow.

Linear street trees should be installed on both sides of the street at no more than 50-foot intervals - measured diagonally across, or parallel to the street - whichever is greater.

Front yard plantings should respect the integrity of the street and primarily consist of lawn grasses, small shrubs, and hedges. Plantings should not obscure the buildings and should respect views to and from streets and sidewalks.

All shrubs should be planted in groups of at least 5 (of like species) rather than as individuals. (Minimum spacing of 2 feet on center for hedges up to a maximum of 5 feet on center for open plantings).

Plantings in immediate proximity to buildings should respect the architectural lines (that is, should be seen as extensions of the architectural walls), whereas plantings toward the back of yards could take on more irregular and "naturalized" configurations and spacings.

Shade trees and plant beds of flowering and evergreen shrubs should be introduced at street intersections to accentuate residential neighborhood character.

Sidewalks and Edge Treatments

Contiguous concrete walks measuring 5 feet in width should be maintained, improved, and installed in accordance with the standards prescribed in Section III, Design Standards.

Contiguous networks of pedestrian walkways extending from building entrances to sidewalks should be installed where use requirements allow.

Curbside lawn medians of a depth measuring no less than 3 feet 6 inches should be provided along the property line frontages where use requirements allow.

Sidewalks should be separated from front yard, off-street parking lots by guard rails and vegetative medians

of a depth measuring no less than 2 feet 9 inches. Such medians may include lawn grasses, low shrubs, hedges, decorative planting rails, or a combination of the these elements as prescribed in Section III, Design Standards.

Shade trees should be installed within 4 feet of the property line at front yard parking lots at an average of 30-foot intervals.

Site Furniture and Features

Streetlamps as prescribed in Section III, Design Standards, should be installed on both sides of the streets at no more than 50-foot intervals measured diagonally across the street.

Freestanding business signs, as prescribed in Section III, Design Standards, may be installed.

Sidewalks at street intersections should be furnished with brick pavers, decorative planting rails, and bollards as prescribed in Section III, Design Standards.

Decorative banners and poles should be located along curbside lawn medians at no more than 40-foot intervals - measured diagonally across the street, or parallel to the street - whichever is greater.

Twelve Corners: Neighborhood Commercial District (BF-1)

Site Plan Criteria- ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION

OBJECTIVES:

Enhance vegetative open space along the perimeter of property and street frontages

Increase rear yard off-street parking space

Protect adjacent residential areas by ensuring that all new construction and expanded uses are appropriately screened, buffered, and landscaped

Access Control and Off-Street Parking

Off-street parking lots should be generally located at the rear or at the side of buildings, wherever feasible, and should be screened from the sidewalk by appropriate edge treatments.

Cross-easements are encouraged, where appropriate and feasible, to connect the parking areas in rear yards between two or more adjacent lots.

Adjacent parking lots should have internal vehicular and pedestrian connections.

II. DESIGN GUIDELINES

The integration of individual property circulation patterns should be encouraged to improve pedestrian and vehicular accessibility and safety.

The reduction in the size and number of curb cuts and ingress/egress points is encouraged.

The required number of parking spaces may be reduced if the possibility of shared parking can be demonstrated.

Rear Yard Buffers and Facilities

Opaque screens and buffers should be provided in accordance with the landscaping guidelines prescribed in the Code of the Town of Brighton, Appendix Part 1.

Opaque screens and buffers should incorporate, where feasible, existing vegetation.

Where necessary, rear yard parking lots should be illuminated with low mount light fixtures with sharp cutoffs with an average height no greater than 20 feet; such fixtures should direct illumination toward parking areas and away from adjacent residential properties.

Utilities and trash containers should be located within rear yard parking areas; such containers should be screened on all sides by wood fences.

Topography

New site grading should maintain and accentuate the formal, geometric lines and forms of existing topographical features.

Open Space

New plantings of ornamental shrubs should be provided to minimize incongruous development, achieve better spatial definition, and accentuate open space.

Wood Lots

In the absence of existing wood lots and space for new wood lots, planting schemes should be used to "naturalize" property edges.

Water Features

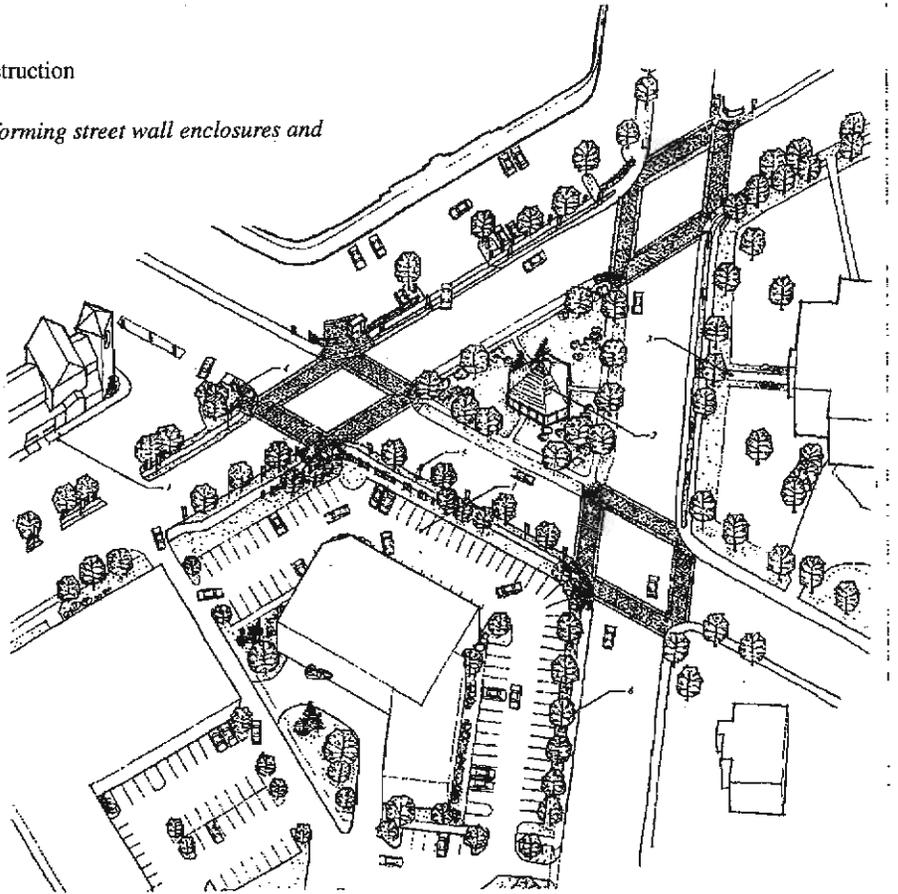
Alterations, improvements, and new construction may include decorative fountains and pools in site plans provided that they are consistent with the proportion and scale of the surrounding context.

STREETSCAPE AND SITE PLAN CRITERIA

Streetscape and Site Plan Features

Alterations, Improvements, and New Construction

1. *Features such as open colonnades forming street wall enclosures and pedestrian-friendly spaces with outdoor cafes and public plazas*
2. *Public seating, an enclosed pavilion, and planting schemes defining communal open space*
3. *Integrated pedestrian circulation patterns connecting Twelve Corners park and surrounding buildings and activities*
4. *Street trees, planting beds, decorative railings, bollards, and brick pavers furnished at street intersections*
5. *Decorative banners and poles at consistent intervals*
6. *Street trees planted along grass medians at consistent intervals*
7. *Parking lots separated from sidewalks by guard rails and planting medians comprising lawn grasses, evergreen shrubs, hedges, and decorative railings*

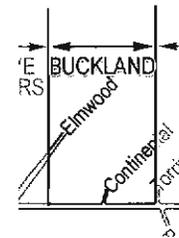


Buckland Creek

Location: Address Range

North side: Nos. 1966 - 2036

South side: Nos. 2035 -2079



Buckland Creek: Neighborhood Commercial District (BF-1)

Existing Conditions

The Buckland Creek area derives its name from the creek which perpendicularly intersects the corridor between Elmwood Avenue and Continental Drive. Like the adjoining Glen Ellyn and Twelve Corners areas, the Buckland Creek area accommodates a wide range of commercial uses and building types. The presence of the creek with its densely vegetated banks and large expanses of open space fronting both sides of the avenue distinguish the area.

The design guidelines seek to preserve and enhance the area’s natural and open space features as public amenities while encouraging improvements and new construction compatible with the Twelve Corners and Glen Ellyn areas. To reinforce the Buckland Creek area’s commercial context as the southern “anchor” of the corridor’s central business district, the preceding provisions for the Glen Ellyn and Twelve Corners areas generally apply. To enhance the prevailing character of open spaces, streetscape improvements should connect existing spaces to those surrounding Buckland Creek. Moreover, public and private improvements to the creek should include site features - such as creek overlooks with pedestrian bridge handrails and bollards - to establish Buckland Creek as a passive recreational amenity.

Character-Defining Features

To be preserved and enhanced:

- * *Buckland Creek and wooded embankments*
- * *Expansive front yard open space with staggered street tree patterns*
- * *Gable and hipped roof buildings and structures*
- * *Uniform building setbacks with intermittent variations*

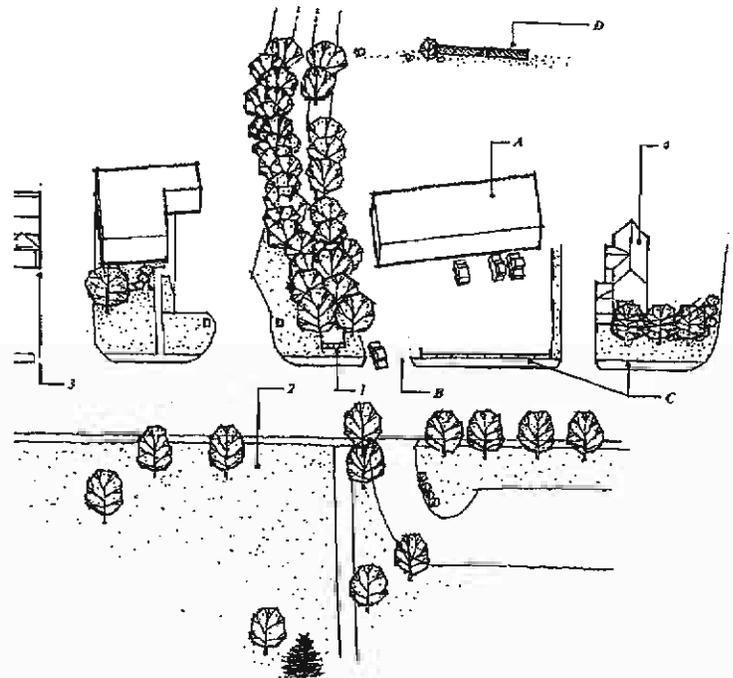
To be provided by improvements and new construction:

- * *Decorative pavements and sidewalks*
- * *Street furnishings such as pedestrian bridge overlooks with handrails and decorative bollards and banners*

Constraints and Deficiencies

- A. *Incongruous building alterations and new construction, inappropriate signage, incompatible building materials*
- B. *Excessive curb cuts and conflicting circulation patterns*
- C. *Insubstantial parking lot separators and absence of sidewalk medians*
- D. *Insubstantial, poorly-maintained rear yard buffers*

EXISTING CONDITIONS



II. DESIGN GUIDELINES

Buckland Creek: Neighborhood Commercial District (BF-1)

Analysis

Buckland Creek: Neighborhood Commercial District (BF-1)

Architectural Criteria

OBJECTIVES:

Complement the prevailing architectural character and scale of neighborhood residential structures while increasing massing and density to serve as a transitional "anchor" for the Twelve Corners "town center"

Maintain and complement the existing uniform front yard setbacks while accommodating intermittent variations

Apply materials, finishes, and facade treatments that are compatible with the prevailing architectural features of residential neighborhood structures

Encourage the inclusion of residential uses (i.e., apartments and townhouse units) in mixed-use buildings, where feasible.

Setbacks and Configurations

All alterations, additions, extensions, and new construction should conform - unless otherwise noted - to underlying bulk regulations as prescribed in the Code of the Town of Brighton Comprehensive Development Regulations.

All alterations, additions, extensions, and new structures should be set back uniformly from the property line a minimum of 40 feet (required minimum setback 30 feet).

Any part of an alteration, addition, extension, or new structure that is higher than 14 feet should be constructed under a gable or hipped roof.

New mixed-use buildings should be 2 stories in height.

Facades

Building facades should remain parallel to the avenue centerline.

Alterations to existing facades of freestanding commercial buildings should include covered walkways, open colonnades, or arcades along no less than 80 percent of the front building wall.

Bay windows may be installed on the facades of existing and new freestanding commercial buildings.

No part of the front building wall of a new freestanding building, regardless of bulk or use, should span more than 50 feet without a setback or recess of no less than 5 feet, spanning 10-20 feet. Such buildings may include covered walkways, open colonnades, or arcades along 80 percent of the front building wall.

No part of an open colonnade or arcade should span more than 50 feet without structural variations such as decorative pediments, bay windows, and gable or hipped roofs supported by columns.

Altered and new building facades should include, where appropriate, accentuated entryways and pedestrian walkways extended forward and sheltered by gable or hipped roofs supported by columns; lots adjacent to Buckland Creek should integrate such treatments with pedestrian access to the creek.

Materials and Finishes

Building walls in alterations and new construction may be clad in the following: wood clapboard, wood dropsiding, wood board and batten, premium vinyl siding, brick, terra cotta, smooth stucco, or cast stone finishes.

Two or more wall materials may be combined on one facade horizontally only.

Windows and doors may be made of wood, vinyl-clad wood, or painted aluminum; they should be glazed in clear glass with no more than 10 percent daylight reduction.

Bay windows on freestanding commercial buildings should be made of wood.

Roofs may be clad with asphalt shingles, wood shingles, slate tile, concrete tile, or galvanized steel.

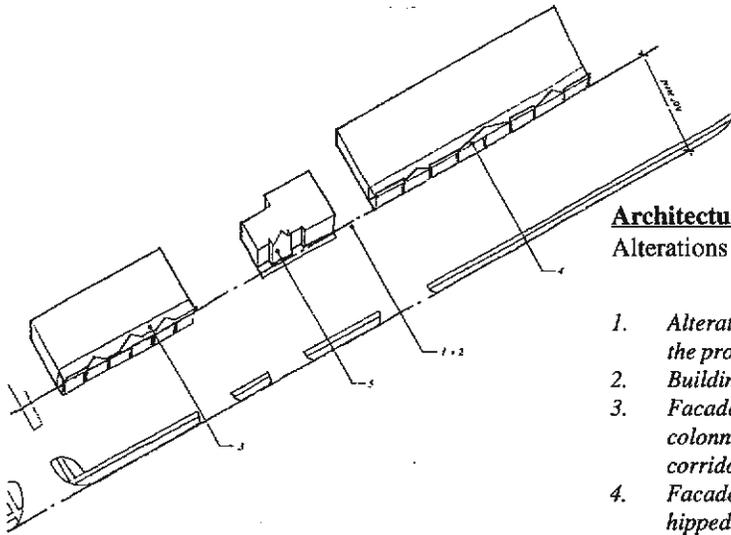
Columns, arches, posts, pediments, and piers may be made of wood, brick, or stucco.

Exterior chimneys should be finished in brick or stucco.

Awnings should be fabric and compatible with architectural style of structure.

II. DESIGN GUIDELINES

ARCHITECTURAL CRITERIA



Architectural Features

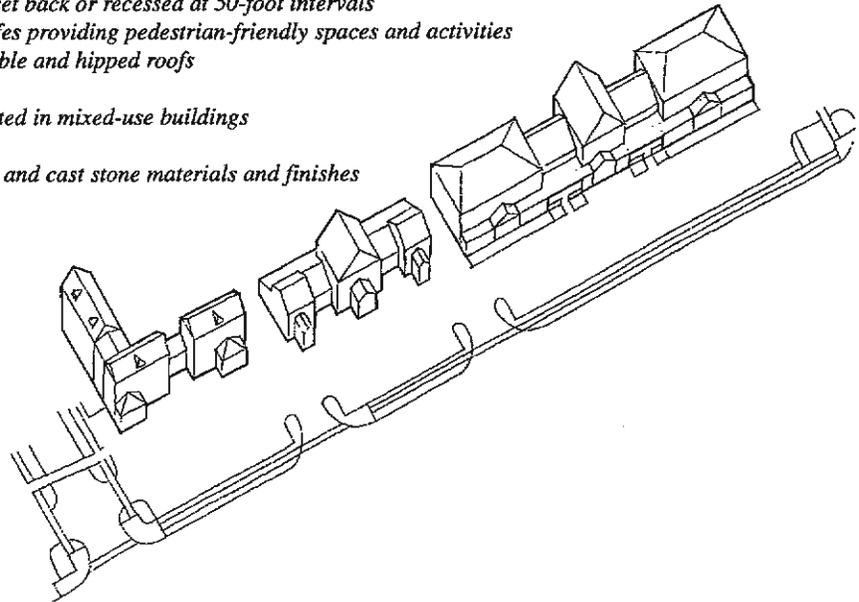
Alterations and Improvements

1. Alterations, additions, and extensions set back uniformly from the property line a minimum of 40 feet
2. Building facades parallel to the avenue centerline
3. Facade alterations comprising covered walkways, open colonnades, and arcades providing a pedestrian-friendly corridor along building facades
4. Facade variations incorporating pediments, bay windows, gable and hipped roofs, and compatible signs
5. Wood clapboard, brick, terra cotta, stucco, and cast stone materials and finishes

Architectural Features

New Construction

1. New buildings set back from the property line a minimum of 40 feet
2. Building facades parallel to the avenue centerline
3. Front walls of new, freestanding buildings set back or recessed at 50-foot intervals
4. Open colonnades, arcades, and outdoor cafes providing pedestrian-friendly spaces and activities
5. New two- and three-story buildings with gable and hipped roofs
6. Accentuated entryways
7. Apartments and townhouse units incorporated in mixed-use buildings
8. Signs conforming to architectural features
9. Horizontal combination of wood clapboard and cast stone materials and finishes



Buckland Creek: Neighborhood Commercial District (BF-1)
Streetscape Criteria

OBJECTIVES:

Preserve, maintain, enhance, and restore the residential character of the pedestrian environment

Provide landscaping compatible with and complementary to the characteristic vegetative open space along the avenue

Provide streetscape connections and furnishings to establish the Buckland Creek corridor as a passive recreational amenity

Landscaping

Existing trees of all caliper along avenue frontages are encouraged to remain where use and grading requirements allow.

Trees and vegetation should be selectively removed from the creek embankments on the north side of the avenue within the 40-foot street wall setback to achieve better spatial definition.

Clustered plantings may be installed along the creek embankments to define outdoor “rooms” and create passive recreational use areas.

Linear street trees should be installed on both sides of the street at no more than 50-foot intervals - measured diagonally across, or parallel to the street - whichever is greater.

Front yard plantings should respect the integrity of the street and primarily consist of lawn grasses, small shrubs, and hedges. Plantings should not obscure the buildings and should respect views to and from streets and sidewalks.

All shrubs should be planted in groups of at least 5 (of like species) rather than as individuals. (Minimum spacing of 2 feet on center for hedges up to a maximum of 5 feet on center for open plantings).

Plantings in immediate proximity to buildings should respect the architectural lines (that is, should be seen as extensions of the architectural walls), whereas plantings toward the back of yards could take on more irregular and “naturalized” configurations and spacings.

Raised planters may be incorporated in sidewalk edge and facade treatments.

Shade trees and plant beds of flowering and evergreen shrubs should be introduced at street intersections to accentuate the residential neighborhood character.

II. DESIGN GUIDELINES

Sidewalks and Edge Treatments

Contiguous concrete walks measuring 5 feet in width should be maintained, improved, and installed in accordance with the standards prescribed in Section III, Design Standards.

Contiguous networks of pedestrian walkways extending from building entrances to sidewalks should be installed where use requirements allow.

Pedestrian walkways should extend from building entrances on lots adjacent to Buckland Creek to paths along the creek corridor where use requirements allow.

Curbside lawn medians of a depth measuring no less than 3 feet 6 inches should be provided along the property line frontages where use requirements allow.

Sidewalks should be separated from front yard, off-street parking lots by guard rails and vegetative medians of a depth measuring no less than 2 feet 9 inches. Such medians may include lawn grasses, low shrubs, hedges, decorative planting rails, or a combination of the these elements as prescribed in Section III, Design Standards.

Shade trees should be installed within 4 feet of the property line at front yard parking lots at an average of 30-foot intervals.

Site Furniture and Features

Decorative pedestrian bridge handrails measuring no less than 15 feet in length should be installed along the sidewalks spanning both sides of Buckland Creek to form scenic overlooks.

Decorative bollards as prescribed in Section III, Design Standards, should be installed along the curbsides of creek overlooks spanning an equal length of the handrails.

Sidewalks along the creek overlook segments measuring no less than 15 feet should be paved with brick pavers in a bond pattern; brick pavers should be installed across the avenue to form a crosswalk between both sides of the creek overlook segments.

Streetlamps as prescribed in Section III, Design Standards, should be installed on both sides of the streets at no more than 50-foot intervals measured diagonally across the street.

Sidewalks at street intersections should be furnished with brick pavers, decorative planting rails, and bollards as prescribed in Section III, Design Standards.

Decorative banners and poles should be located along curbside lawn medians at no more than 40-foot intervals - measured diagonally across the street, or parallel to the street - whichever is greater.

Buckland Creek: Neighborhood Commercial District (BF-1)
Site Plan Criteria

OBJECTIVES:

Enhance passive recreational open space along Buckland Creek corridor

Enhance vegetative open space along the perimeter of property and street frontages

Increase rear yard off-street parking space where appropriate screening and buffering from residential areas is achievable

Protect adjacent residential areas by ensuring that all new construction and expanded uses are appropriately screened, buffered, and landscaped

Access Control and Off-Street Parking

Off-street parking lots should be generally located at the rear or at the side of buildings, wherever feasible, and should be screened from the sidewalk by appropriate edge treatments.

Cross-easements are encouraged, where appropriate and feasible, to connect the parking areas in rear yards between two or more adjacent lots.

Adjacent parking lots should have internal vehicular and pedestrian connections.

The reduction in the size and number of curb cuts and ingress/egress points is encouraged.

The required number of parking spaces may be reduced if the possibility of shared parking can be demonstrated.

Rear Yard Buffers and Facilities

Opaque screens and buffers should be provided in accordance with the landscaping guidelines prescribed in the Code of the Town of Brighton, Appendix Part 1.

Opaque screens and buffers should incorporate, where feasible, existing vegetation.

Where necessary, rear yard parking lots should be illuminated with low mount light fixtures with sharp cutoffs with an average height no greater than 20 feet; such fixtures should direct illumination toward parking areas and away from adjacent residential properties.

Utilities and trash containers should be located within rear yard parking areas; such containers should be screened on all sides by wood fences.

II. DESIGN GUIDELINES

Topography

Stepped rockfill and terraced earthwork may be installed along the Buckland Creek embankments to add visual interest and provide passive recreational use areas.

New site grading should maintain and accentuate the rolling topography in the immediate vicinity of the creek and the formal, geometric lines and forms characterizing the open space on the avenue frontages.

Open Space

New plantings of shade trees and ornamental shrubs should be provided to minimize incongruous development, achieve better spatial definition, and accentuate the formal lines of existing open space.

Wood Lots

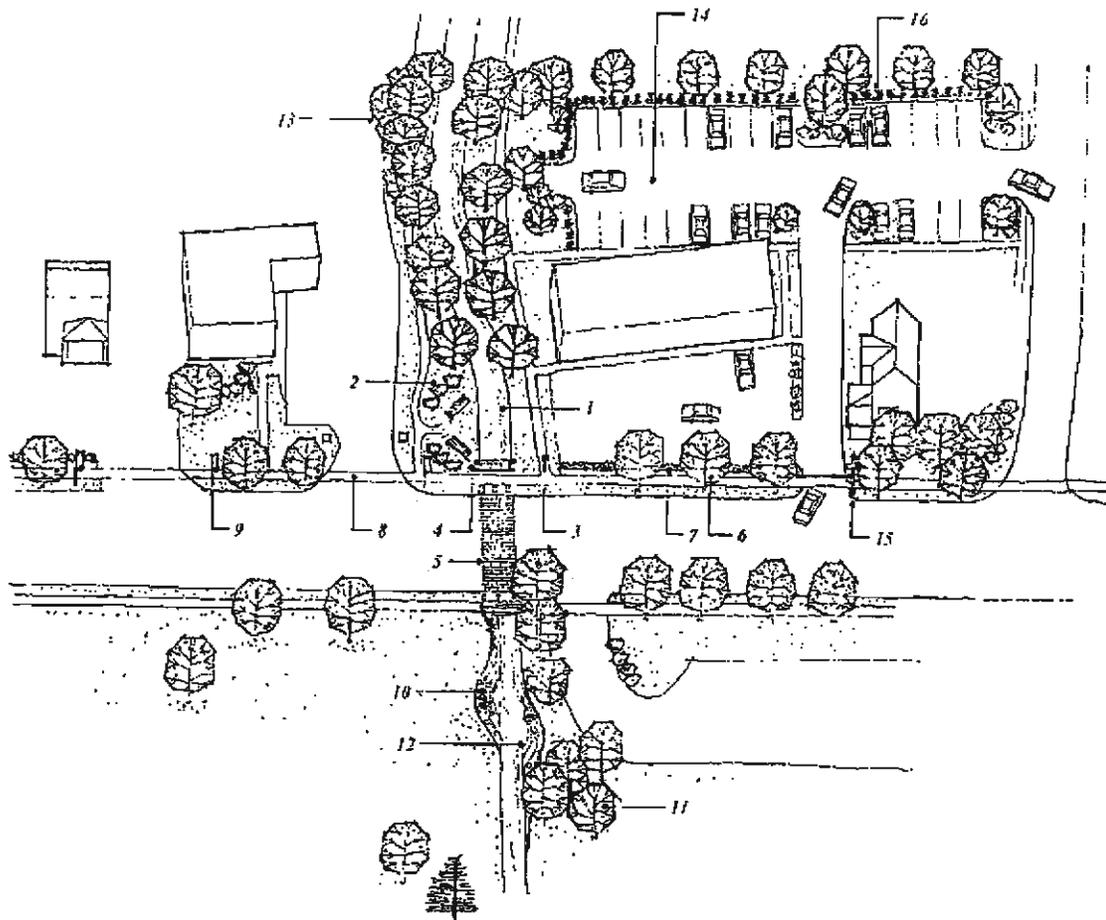
Wood lots surrounding the Buckland Creek embankments should be preserved beyond the 40-foot setback from the avenue frontage.

Small new wood lots or tree stands should be installed on the south side of the Buckland Creek corridor to enhance visual interest and spatial definition.

Water Features

The creek bed should be restored to its original meandering form and impoundments - especially on the south side of the avenue - provided that the following concerns are addressed in the design: water quality, water level fluctuation, and edge treatment.

STREETSCAPE AND SITE PLAN CRITERIA



Streetscape and Site Plan Features

Alterations, Improvements, and New Construction

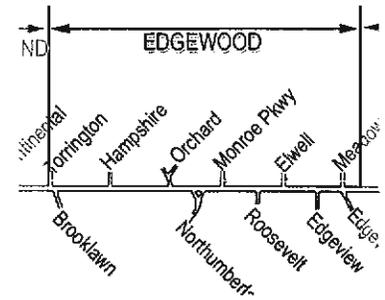
1. *Trees and vegetation selectively removed along creek embankments to achieve better spatial definition*
2. *Clustered plantings defining outdoor "rooms" and creating passive recreational use areas*
3. *Pedestrian walkways integrated with access to Buckland Creek*
4. *Decorative pedestrian bridge handrails, bollards, and brick pavers spanning both sides of Buckland Creek to form scenic overlooks*
5. *Crosswalk of brick pavers connecting creek overlooks*
6. *Street trees planted along grass medians at consistent intervals*
7. *Parking lots separated from sidewalks by guard rails and planting medians comprising lawn grasses, evergreen shrubs, hedges, and decorative railings*
8. *Contiguous concrete walks and pedestrian walkways*
9. *Decorative banners and poles at consistent intervals*
10. *Stepped rockfill and terraced earthwork along creek embankments*
11. *New tree stands and vegetation installed along creek corridor*
12. *Restored creek bed form and impoundments*
13. *Preserved wood lots beyond 40-foot setback*
14. *Cross-easements connecting rear yard parking areas for integrated pedestrian and vehicular circulation*
15. *Reduction of curb cuts and access points*
16. *Opaque rear yard screens*

Edgewood

Location: Address Ranges

North side: Nos. 2042-2428

South side: No. 2087-2407



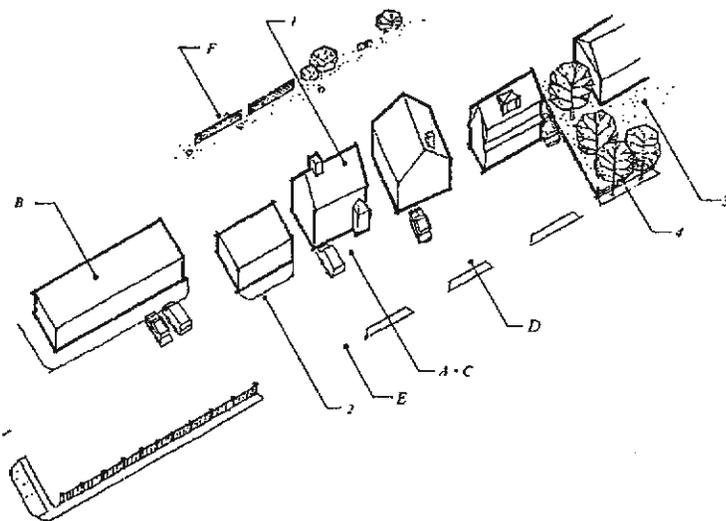
Edgewood: Low-Intensity Commercial District (BE-F)

Existing Conditions

The Edgewood area Low-Intensity Commercial District (BE-F) generally spans between Continental Drive and Meadow Drive and Brooklawn Drive and Edgewood Avenue. The large expanse links the larger-scale, freestanding commercial structures and uses characterizing Glen Ellyn, Twelve Corners and Buckland Creek to the northwest and those of the Clover area to the southeast. Exhibiting many of the characteristics of the Highland area, Edgewood is essentially a hybrid of two- and three-story, colonial revival-style former residential structures with uniform setbacks and single-story, freestanding commercial structures with varied setbacks. Most of the properties currently accommodate off-street parking in the front yard which is a non-conforming use. This non-conformance significantly compromises the desired uniform streetscape character.

With regard to building alterations and site improvements, architectural and streetscape treatments should complement the area's character-defining features by maintaining and restoring the appearance of vegetative front yards and linear street trees. In the event of new construction, discretionary measures should ensure that architectural, streetscape, and site plan solutions provide for the adaptive reuse of existing former residential structures to the fullest possible extent. Sensitive structural expansion and new construction should be encouraged in site plans providing increased vegetative open space and adequate, combined off-street parking lots in rear yards with appropriate screens.

EXISTING CONDITIONS



Character-Defining Features

(to be preserved, restored, maintained, and enhanced)

1. Two- and three-story side-gabled, centered gable, gambrel, and hipped roof structures
2. Deep uniform building setbacks with intermittent variations
3. Front yard lawns and vegetative open space
4. Staggered patterns of street trees

Constraints and Deficiencies

- A. Undifferentiated parking lot configurations
- B. Incongruous building alterations, styles, signage, and materials
- C. Non-conforming, front-yard off-street parking
- D. Lack of parking lot separators and sidewalk medians
- E. Excessive curb cuts and conflicting circulation patterns
- F. Insubstantial, poorly maintained rear yard buffers

II. DESIGN GUIDELINES

Edgewood: Low-Intensity Commercial District (BE-F)

Analysis

<p><u>Edgewood: Low-Intensity Commercial District (BE-F)</u> Architectural Criteria</p>

OBJECTIVES:

Preserve, restore, maintain, and complement the architectural integrity of former residential-style structures with regard to style, scale, proportions, details, materials, and finishes

Restore, maintain, and complement the characteristic, uniform front yard setbacks

Preserve, maintain, and complement the contextual regularity, pattern, and scale of individual residential-style buildings spanning the avenue

Apply appropriate materials, finishes, and facade treatments in new construction to maintain and complement the prevailing residential architectural character of the area

Encourage the inclusion of residential uses (i.e., apartments and townhouse units) in mixed-use buildings

Setbacks and Configurations

All alterations, additions, extensions, and new construction should conform - unless otherwise noted - to underlying bulk regulations as prescribed in the Code of the Town of Brighton Comprehensive Development Regulations.

All alterations, additions, extensions, and new structures should be set back uniformly from the property line, with no portion of a building extending beyond the front building walls of adjacent properties except stoops, entryways, bay windows, covered walkways, open colonnades, and arcades, provided that setback regulations are met.

All alterations, additions, extensions, and new construction should incorporate and adaptively reuse former residential structures; demolition of former residential structures should not be permitted unless adaptive reuse is determined unfeasible.

All alterations, additions, and extensions involving former residential structures should be constructed on the rear and sides of existing buildings provided that underlying bulk regulations are met and that such improvements are set back from the existing front building walls a minimum of 15 feet; two or more existing buildings may be connected by such improvements.

Any part of an alteration, addition, extension or new structure that is higher than 14 feet should be constructed under a symmetrical gable, hipped, or pitched roof.

New construction should be consistent with adjacent properties in proportion, scale, and details.

Facades

Building facades should remain parallel to the avenue centerline.

Alterations to front facades of former residential buildings should preserve, restore, and maintain the original facade character and details. Alterations to previously unaltered front facades of former residential buildings should not exceed 10 percent of the total original facade area.

Alterations, additions, and extensions of former residential structures should include wood or wood-clad windows consistent with the original architectural vocabulary including muntins and trim details.

Rear facades of former residential structures may accommodate larger storefront display windows and bays provided that they are compatible with the character and details of the structure.

Preserved and restored front building facades of former residential buildings should be illuminated with incandescent flood lights to reinforce the building street wall presence at nighttime. Care should be taken that light source is not directly visible on street and that light does not spill onto residential properties.

Altered and new building facades of freestanding commercial buildings should include structural details consistent with the architectural vocabulary of surrounding residential structures such as entryways with gable roofs supported by columns.

No part of the front building wall of an altered or new freestanding commercial building, regardless of bulk or use, should span more than 50 feet without a setback or recess of no less than 5 feet, spanning 10-20 feet. Such buildings may include covered walkways, open colonnades or arcades along 80 percent of the front building wall.

No part of an open colonnade or arcade should span more than 50 feet without structural variations such as decorative pediments, bay windows, and gable or hipped roofs supported by columns.

II. DESIGN GUIDELINES

Materials and Finishes

Building materials and finishes used in all alterations, additions, and extensions involving former residential structures should be limited to the original wood clapboard, wooden shingles, brick, and stone finishes of the respective structures.

Building walls in new construction and alterations of freestanding commercial buildings may be clad in the following: wood clapboard, wood dropsiding, wood board and batten, premium vinyl siding, brick, terra cotta, smooth stucco, or cast stone finishes

Windows and doors installed in former residential structures should be made of wood, including muntins and trim. Windows and doors of freestanding commercial buildings may be made of wood, vinyl-clad wood, or painted aluminum; they shall be glazed in clear glass with no more than 10 percent daylight reduction.

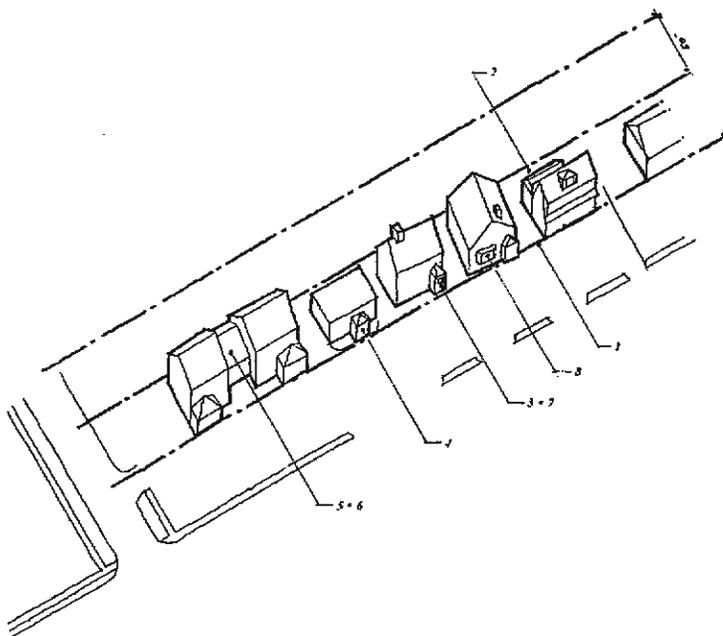
Roofs may be clad with asphalt shingles, wood shingles, slate tile, concrete tile, or galvanized steel.

Columns, arches, posts, pediments, and piers may be made of wood, brick, or stucco.

Exterior chimneys shall be finished in brick or stucco.

Awnings should be fabric and compatible with architectural style of structure.

ARCHITECTURAL CRITERIA



Architectural Features

Alterations, Improvements, and New Construction

1. Building facades parallel to the avenue centerline with 60-foot setbacks
2. Adaptive reuse of former residential structures with additions and extensions constructed on the rear and sides of former residential structures
3. Preserved and restored original details and materials of former residential structures
4. Facade alterations on freestanding commercial buildings comprising accentuated entryways, covered walkways, colonnades, and arcades
5. Additions, extensions, and new buildings with gable, hipped, and pitched roofs
6. Front walls of new buildings recessed at 50-foot intervals
7. Facade details, materials, and finishes consistent with the architectural vocabulary of surrounding residential structures

Edgewood: Low-Intensity Commercial District (BE-F)

Streetscape Criteria- ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION

OBJECTIVES:

Preserve, maintain, enhance, and restore the residential character of the pedestrian environment

Provide landscaping compatible with and complementary to the variable street tree planting patterns and characteristic vegetative open space

Preserve, restore and maintain front yard lawns and vegetative open space

Landscaping

Existing trees of all caliper are encouraged to remain where use and grading requirements allow.

Linear street trees should be installed on both sides of the street at no more than 50-foot intervals - measured diagonally across, or parallel to the street - whichever is greater.

Front yard plantings should respect the integrity of the street and consist of lawn grasses, groundcovers, and low shrubs. Plantings should not obscure the buildings and should respect views to and from streets and sidewalks.

Taller flowering, broadleaf, evergreen shrubs and perennial and annual flowers may be used in foundation and clustered planting schemes.

All shrubs should be planted in groups of at least 5 (of like species) rather than as individuals. (Minimum spacing of 2 feet on center up to a maximum of 5 feet on center for open plantings).

Plantings in immediate proximity to buildings should respect the architectural lines (that is, should be seen as extensions of the architectural walls), whereas plantings toward the back of yards could take on more irregular and "naturalized" configurations and spacings.

Shade trees and plant beds of flowering and evergreen shrubs should be introduced at street intersections to accentuate the residential neighborhood character.

II. DESIGN GUIDELINES

Sidewalks and Edge Treatments

Contiguous concrete walks measuring 5 feet in width should be maintained, improved, and installed in accordance with the standards prescribed in Section III, Design Standards.

Contiguous networks of pedestrian walkways extending from building entrances to sidewalks should be installed where use requirements allow.

Curbside lawn medians of a depth measuring no less than 3 feet 6 inches should be maintained, improved, and installed along the property line frontages where use requirements allow.

Non-conforming off-street parking lots should be separated from sidewalks by guard rails and vegetative medians of a depth measuring no less than 2 feet 9 inches. Such medians may include lawn grasses and low shrubs or a combination of these elements as prescribed in Section III, Design Standards.

Shade trees should be installed within 4 feet of the property line at non-conforming front yard parking lots at an average of 30-foot intervals.

For new construction, non-conforming front yard uses should be brought into compliance; sidewalks shall be bordered by front lawns and vegetative medians only.

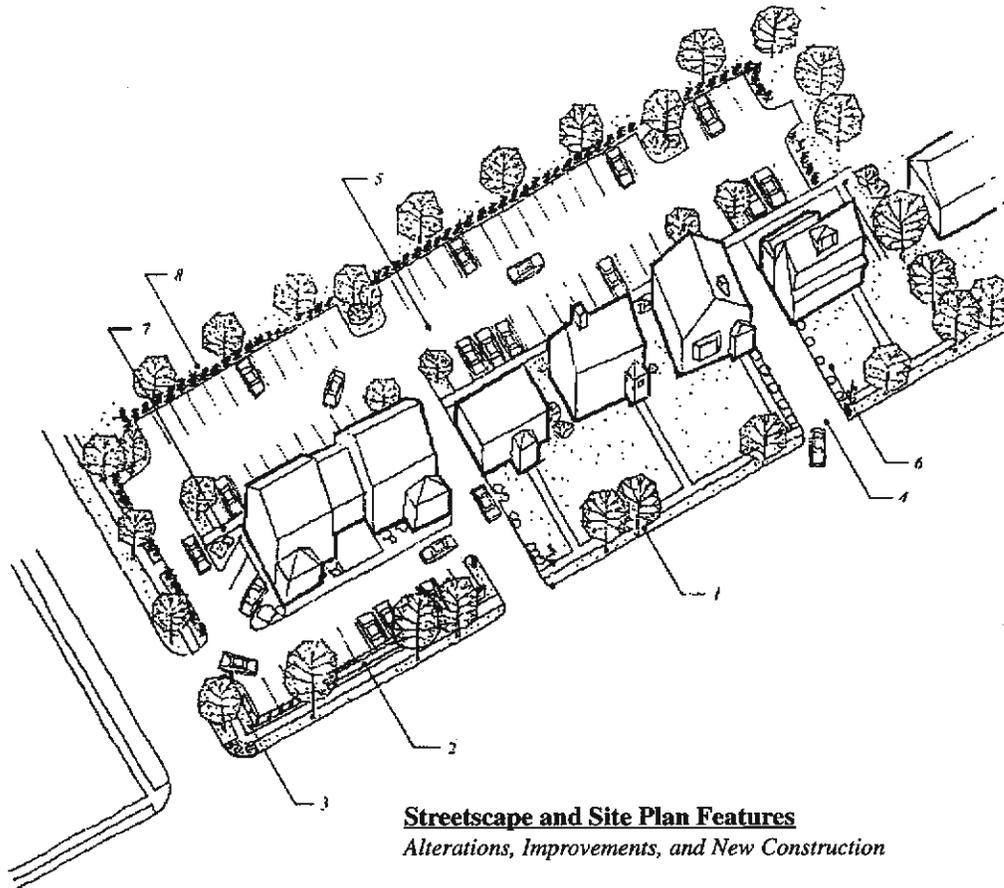
Site Furniture and Features

Streetlamps as prescribed in Section III, Design Standards, should be installed on both sides of the streets at no more than 50-foot intervals measured diagonally across the street.

Sidewalks at street intersections should be furnished with decorative planting rails and bollards as prescribed in Section III, Design Standards.

Site furniture should not be encouraged unless it complements or enhances the prevailing residential character of the pedestrian environment.

STREETSCAPE CRITERIA



Streetscape and Site Plan Features

Alterations, Improvements, and New Construction

1. *Street trees planted along concrete walks within curbside grass medians to restore linear planting patterns*
2. *Non-conforming parking lots separated from sidewalks by guard rails and planting medians with evergreen shrubs*
3. *Street trees, plant beds, decorative railings, and bollards furnished at street intersections*
4. *Cross-easements reducing curb cuts and access points*
5. *Cross-easements connecting rear yard parking areas*
6. *Restored front yard lawn grasses and low shrubs as a result of cross-easements and combined access points*
7. *Integrated pedestrian and vehicular circulation patterns*
8. *Opaque rear yard screens*

II. DESIGN GUIDELINES

Edgewood: Low-Intensity Commercial District (BE-F) Site Plan Criteria

OBJECTIVES:

Enhance vegetative open space along the perimeter of property and street frontages

Enhance front yard lawn space and increase rear yard off-street parking space where appropriate and where adequate screening and buffering of adjacent residences is achievable

Protect adjacent residential areas by ensuring that all new construction and expanded uses are appropriately screened, buffered, and landscaped

Access Control and Off-Street Parking

Off-street parking lots should be generally located at the rear or at the side of buildings where feasible and should be screened from the sidewalk by appropriate edge treatments.

Cross-easements is encouraged, where appropriate and feasible, to connect the parking areas in rear yards between two or more adjacent lots.

Adjacent parking lots should have internal vehicular and pedestrian connections.

The reduction in the size and number of curb cuts and ingress/egress points should be encouraged.

Rear Yard Buffers and Facilities

Opaque screens and buffers should be provided in accordance with the landscaping guidelines prescribed in the Code of the Town of Brighton, Appendix Part 1.

Opaque screens and buffers should incorporate, where feasible, existing vegetation.

Where necessary, rear yard parking lots should be illuminated with low mount light fixtures with sharp cutoffs of an average height no greater than 20 feet; such fixtures should direct illumination toward parking areas and away from adjacent residential properties.

Utilities and trash containers should be located within rear yard parking areas; such containers should be screened on all sides by wood fences.

Topography

New site grading should maintain and accentuate the existing topographical features.

New landforms should be designed, where feasible, to screen parking lot pavement and the lower half of parked cars.

Open Space

New plantings of ornamental shrubs should be provided to minimize incongruous development, achieve better spatial definition and accentuate open space.

Wood Lots

In the absence of existing wood lots and space for new wood lots, planting schemes should be used to "naturalize" property edges.

Water Features

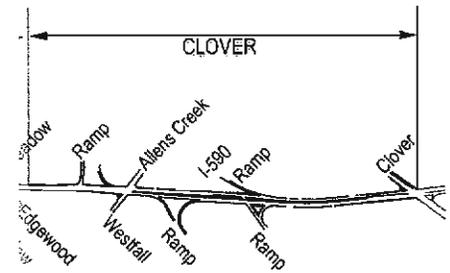
Since there are no existing water features in the area, the construction of new water features is not encouraged.

Clover

Location: Address Ranges

North side: Nos. 2030 - 2920

South side: Nos. 2423 - 2951



**Clover: Neighborhood Commercial District (BF-1)/
General Commercial District (BF-2)**

Existing Conditions

Accommodating the corridor’s widest range of commercial uses, the Clover area extends southeasterly from Meadow Drive to Clover Street. Clover exhibits few of the distinct architectural and streetscape features that characterize the Monroe Avenue corridor. Freestanding commercial buildings with extensive off-street parking lots predominate. Route 590 bisects the area and negatively impacts streetscape conditions and the pedestrian environment. Also bisecting the area, however, is Allens Creek which provides a potentially unifying and distinctive natural resource.

The salient aim of design applications is to restore the pedestrian environment with contiguous concrete walks, vegetative medians, and street trees. A distinguishing architectural context is necessary to reinforce the streetscape. This would include covered walkways, open colonnades, and arcades providing consistent street wall enclosure and pedestrian corridors along building facades. To establish a southern “gateway” to the corridor, street furnishings such as bollards, light standards, and banners should be installed strategically at Clover Street. Furthermore, site features such as creek overlooks with pedestrian bridge handrails should distinguish Allens Creek as a passive recreational amenity.

Character-Defining Features

To be preserved and enhanced:

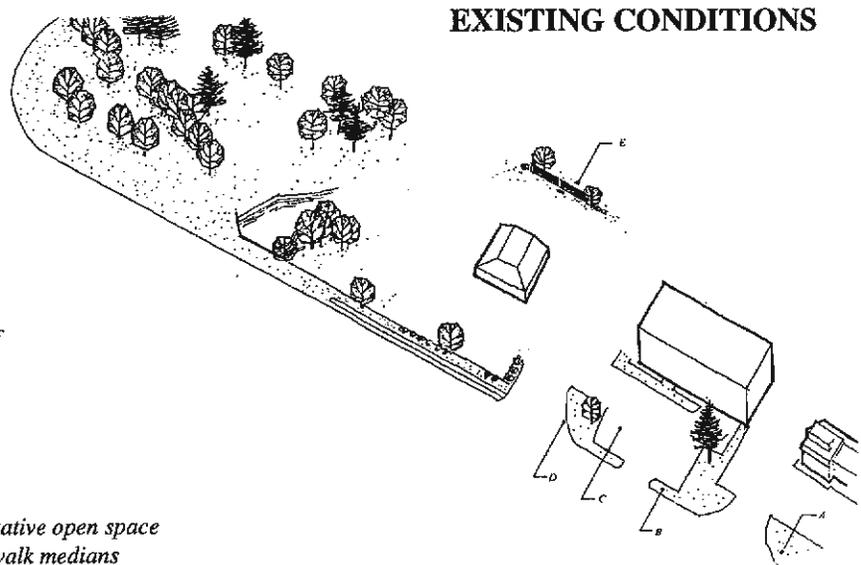
- * *Allens Creek wooded embankments and related open space*

To be provided by alterations, improvements, and new construction:

1. *Linear patterns of street trees*
2. *Decorative pavements and sidewalks*
3. *Street furnishings such as lighting, pedestrian rails, banners, and bollards*
4. *Covered walkways, open colonnades, and arcades spanning building facades*
5. *Two- and three-story gable and hipped roof structures*
6. *Uniform building setbacks with intermittent variations*
7. *Front yard vegetative open space*

Constraints and Deficiencies

- A. *Absence of street trees and front yard vegetative open space*
- B. *Absence of contiguous sidewalks and sidewalk medians*
- C. *Undifferentiated front yard parking lot configurations and insubstantial parking lot separators*
- D. *Excessive curb cuts*
- E. *Insubstantial rear yard buffers*



II. DESIGN GUIDELINES

<p><u>Clover: Neighborhood Commercial District (BF-1)/General Commercial District (BF-2)</u> Architectural Criteria- ALTERATIONS, IMPROVEMENTS, AND NEW CONSTRUCTION</p>
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OBJECTIVES:

Complement, enhance, and reestablish the prevailing architectural character and scale of neighborhood residential structures to serve as a transitional gateway for the Monroe Avenue corridor

Maintain and complement the existing uniform front yard setbacks while accommodating intermittent variations

Apply materials, finishes, and facade treatments that are compatible with the prevailing architectural features of residential neighborhood structures

Setbacks and Configurations

All alterations, additions, extensions, and new construction should conform - unless otherwise noted - to underlying bulk regulations as prescribed in the Code of the Town of Brighton Comprehensive Development Regulations.

All alterations, additions, extensions, and new structures should be set back uniformly from the property line a minimum of 60 feet.

Any part of an alteration, addition, extension, or new structure that is higher than 14 feet should be constructed under a gable or hipped roof.

Facades

Building facades should remain parallel to the avenue centerline.

Alterations to existing facades of freestanding commercial buildings should include covered walkways, open colonnades or arcades along no less than 80 percent of the front building wall.

Bay windows may be installed on the facades of existing and new freestanding commercial buildings.

No part of the front building wall of a new freestanding building, regardless of bulk or use, should span more than 50 feet without a setback or recess of no less than 5 feet, spanning 10-20 feet. Such buildings may include covered walkways, open colonnades or arcades along 80 percent of the front building wall.

No part of an open colonnade or arcade should span more than 50 feet without structural variations such as decorative pediments, bay windows, and gable or hipped roofs supported by columns.

Altered and new building facades of freestanding commercial buildings should include, where appropriate, accentuated entryways and pedestrian walkways extended forward and sheltered by gable or hipped roofs supported by columns.

Materials and Finishes

Building walls in alterations and new construction may be clad in the following: wood clapboard, wood dropsiding, wood board and batten, premium vinyl siding, brick, terra cotta, smooth stucco, or cast stone finishes.

Two or more wall materials may be combined on one facade horizontally only.

Windows and doors may be made of wood, vinyl-clad wood, or painted aluminum; they should be glazed in clear glass with no more than 10 percent daylight reduction.

Bay windows on freestanding commercial buildings should be made of wood.

Roofs may be clad with asphalt shingles, wood shingles, slate tile, concrete tile, or galvanized steel.

Columns, arches, posts, pediments, and piers may be made of wood, brick, or stucco.

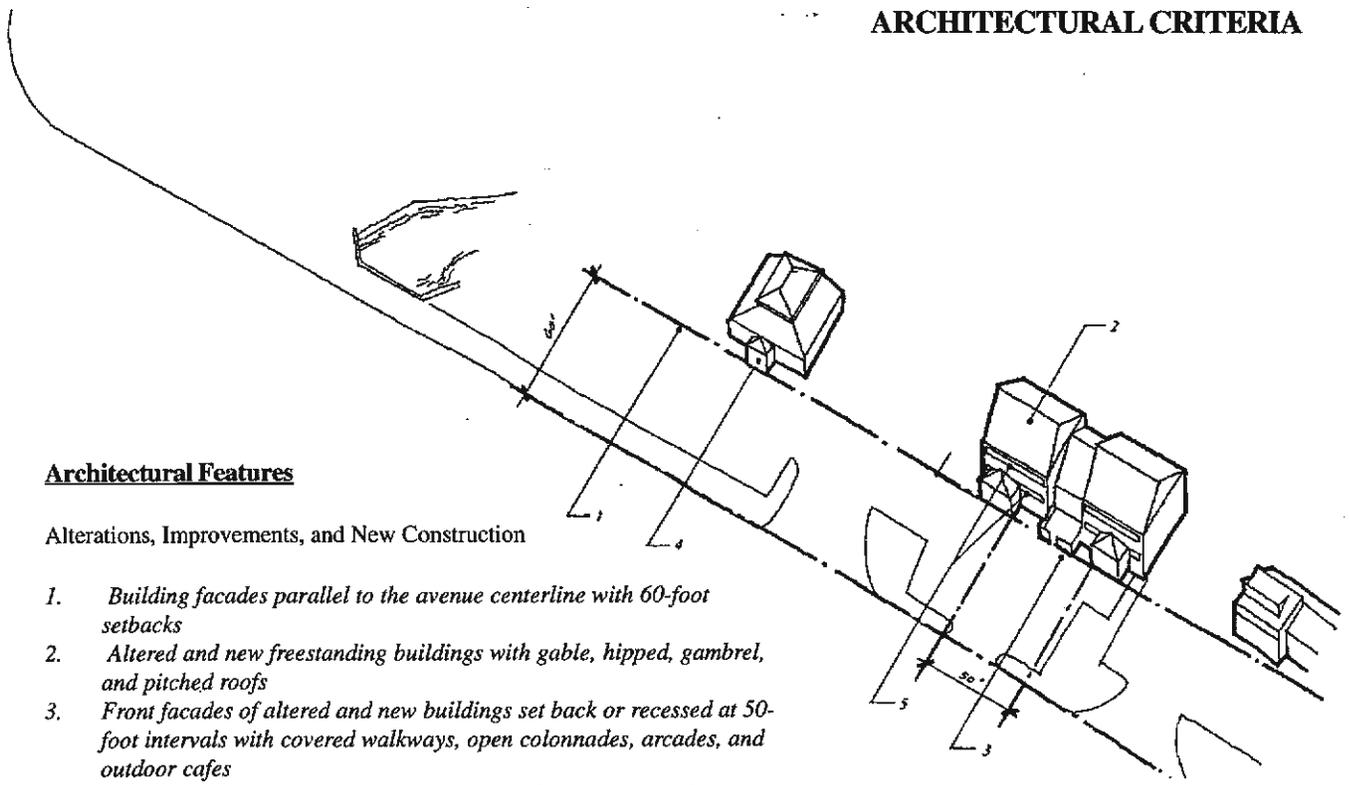
Exterior chimneys should be finished in brick or stucco.

ARCHITECTURAL CRITERIA

Architectural Features

Alterations, Improvements, and New Construction

1. Building facades parallel to the avenue centerline with 60-foot setbacks
2. Altered and new freestanding buildings with gable, hipped, gambrel, and pitched roofs
3. Front facades of altered and new buildings set back or recessed at 50-foot intervals with covered walkways, open colonnades, arcades, and outdoor cafes
4. Facade alterations incorporating accentuated entryways, pediments, bay windows, gable and hipped roofs, and compatible signs
5. Wood clapboard, brick, terra cotta, stucco, and cast stone materials and finishes



II. DESIGN GUIDELINES

Clover: Neighborhood Commercial District (BF-1)/General Commercial District (BF-2) Streetscape Criteria

OBJECTIVES:

Restore the residential character of the pedestrian environment

Provide landscaping compatible with and complementary to the variable street tree planting patterns and characteristic vegetative open space

Furnish streetscape amenities to identify the area as a transitional gateway for the Monroe Avenue corridor

Provide streetscape connections and furnishings to establish the Allens Creek corridor as a passive recreational amenity

Landscaping

Existing trees of all caliper are encouraged to remain where use and grading requirements allow.

Linear street trees should be installed on both sides of the street at no more than 50-foot intervals - measured diagonally across, or parallel to the street - whichever is greater.

Clustered plantings may be installed along the creek embankments to define outdoor "rooms" and create passive recreational use areas.

Front yard plantings should respect the integrity of the street and primarily consist of lawn grasses, small shrubs, and hedges. Plantings should respect views to and from streets and sidewalks.

All shrubs should be planted in groups of at least 5 (of like species) rather than as individuals. (Minimum spacing of 2 feet on center for hedges up to a maximum of 5 feet on center for open plantings).

Plantings in immediate proximity to buildings should respect the architectural lines (that is, should be seen as extensions of the architectural walls), whereas plantings toward the back of yards could take on more irregular and "naturalized" configurations and spacings.

Sidewalks and Edge Treatments

Contiguous concrete walks measuring 5 feet in width should be maintained, improved, and installed in accordance with the standards prescribed in Section III, Design Standards.

Contiguous networks of pedestrian walkways extending from building entrances to sidewalks should be installed where use requirements allow.

Curbside lawn medians of a depth measuring no less than 3 feet 6 inches should be provided along the property line frontages where use requirements allow.

Sidewalks should be separated from front yard, off-street parking lots by guard rails and vegetative medians of a depth measuring no less than 2 feet 9 inches. Such medians may include lawn grasses, low shrubs, hedges, decorative planting rails, or a combination of the these elements as prescribed in Section III, Design Standards.

Pedestrian walkways should extend from building entrances on lots adjacent to Allens Creek to paths along the creek corridor where use requirements allow.

Shade trees should be installed within 4 feet of the property line at front yard parking lots at an average of 30-foot intervals.

Site Furniture and Features

Streetlamps as prescribed in Section III, Design Standards, should be installed on both sides of the streets at no more than 50-foot intervals measured diagonally across the street.

Sidewalks at the Clover Street intersection should be furnished with brick pavers, decorative planting rails, banners, and bollards as prescribed in Section III, Design Standards.

Decorative pedestrian bridge handrails measuring no less than 15 feet in length should be installed along the sidewalk spanning the south side of Allens Creek to form a scenic overlook; the sidewalk should be paved with brick pavers in a bond pattern.

Decorative bollards as prescribed in Section III, Design Standards, should be installed along the curbside of the creek overlook spanning an equal length of the handrail.

II. DESIGN GUIDELINES

<p><u>Clover: Neighborhood Commercial District (BF-1)/General Commercial District (BF-2)</u> Site Plan Criteria</p>

OBJECTIVES:

Enhance vegetative open space along the perimeter of property and street frontages

Enhance passive recreational open space, especially along Allens Creek corridor

Increase rear yard off-street parking space

Protect adjacent residential areas by ensuring that all new construction and expanded uses are appropriately screened, buffered, and landscaped

Access Control and Off-Street Parking

Off-street parking lots should be generally located at the rear or at the side of buildings, wherever feasible, and should be screened from the sidewalk by appropriate edge treatments.

Cross-easements are encouraged, where appropriate and feasible, to connect the parking areas in rear yards between two or more adjacent lots.

Adjacent parking lots should have internal vehicular and pedestrian connections.

The integration of individual property circulation patterns should be encouraged to improve pedestrian and vehicular accessibility and safety.

The reduction in the size and number of curb cuts and ingress/egress points is encouraged.

The installation of freestanding business signs, as prescribed in Section III, Design Standards, should be allowed when two or more properties integrate circulation patterns and combine ingress/egress access points.

The required number of parking spaces may be reduced if the possibility of shared parking can be demonstrated.

Rear Yard Buffers and Facilities

Opaque screens and buffers should be provided in accordance with the landscaping guidelines prescribed in the Code of the Town of Brighton, Appendix Part 1.

Opaque screens and buffers should incorporate, where feasible, existing vegetation.

Where necessary, rear yard parking lots shall be illuminated with low mount light fixtures with sharp cutoffs with an average height no greater than 20 feet; such fixtures should direct illumination toward parking areas and away from adjacent residential properties.

Utilities and trash containers should be located within rear yard parking areas; such containers should be screened on all sides by wood fences.

Topography

New site grading should maintain and accentuate the prevailing existing rolling topography, especially in the vicinity of Allens Creek; the geometric lines and forms along avenue frontages should be maintained.

The embankments along Allens Creek should be restored to add visual interest and provide passive recreational use.

Open Space

New plantings of shade trees and ornamental shrubs should be provided to minimize incongruous development, achieve better spatial definition, and accentuate open space.

Wood Lots

Wood lots surrounding Allens Creek should be preserved; new tree stands should be installed to enhance visual interest and spatial definition.

New construction should be sited so as to preserve to the fullest extent existing wood lots.

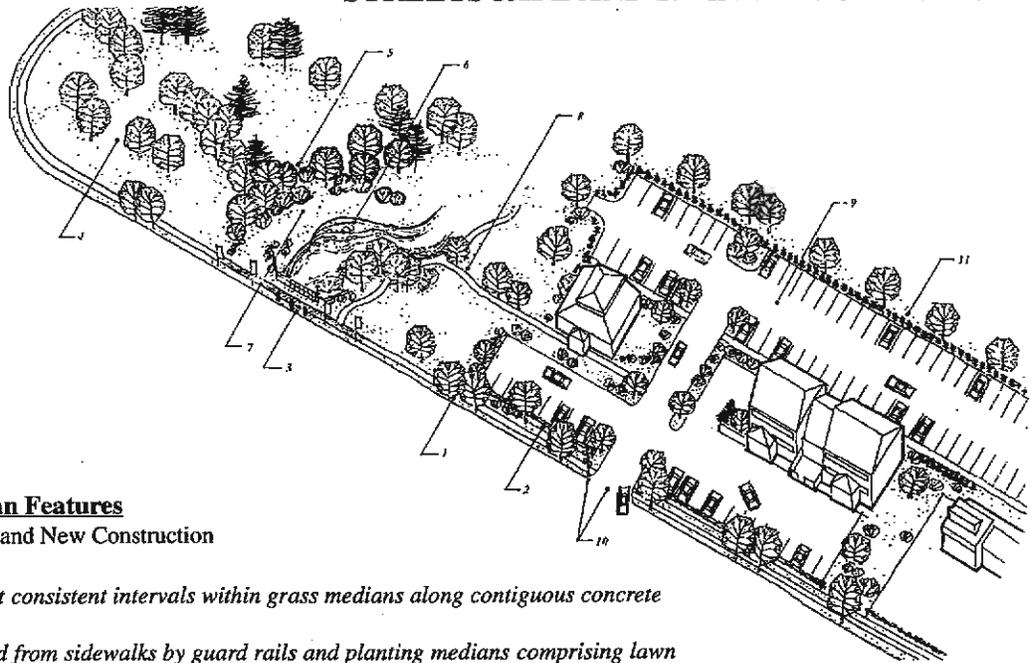
Planting schemes should be used to "naturalize" property edges.

Water Features

The water quality, water level fluctuation and edge treatments of the Allens Creek bed should be restored and preserved.

II. DESIGN GUIDELINES

STREETScape AND SITE PLAN CRITERIA



Streetscape and Site Plan Features

Alterations, Improvements, and New Construction

1. *Street trees planted at consistent intervals within grass medians along contiguous concrete walks*
2. *Parking lots separated from sidewalks by guard rails and planting medians comprising lawn grasses, evergreen shrubs, hedges, and decorative railings*
3. *Decorative pedestrian bridge handrails, bollards, brick pavers, and banners spanning Allens Creek to form scenic overlook*
4. *Preserved wood lots and open space*
5. *New tree stands and vegetation installed along creek corridor*
6. *Restored creek bed form and embankments*
7. *Clustered plantings defining outdoor "rooms" and creating passive recreational use areas*
8. *Pedestrian walkways integrated with access to Allens Creek*
9. *Cross-easements connecting rear yard parking areas for integrated pedestrian and vehicular circulation*
10. *Reduction of curb cuts and access points.*
11. *Opaque rear yard screens*

III. DESIGN STANDARDS

Design Prescriptions

The design and construction of public elements along the Monroe Avenue corridor shall adhere to specific design standards. Adopting design standards would establish a distinctive design vocabulary for all elements that might be installed within the public right-of-way. The standards should project the desired image of the corridor and the Town of Brighton. Some standards such as decorative banners have already been approved and adopted by the Design Steering Committee. Others require further refinement and evaluation. When fully developed, the design standards shall serve as the unifying component for the six distinct character areas. The standards shall comprehensively address the following.

- Signage (including public banners and commercial signs)
- Streetscape Furniture (such as benches and trash receptacles)
- Lighting (for vehicular, pedestrian and parking activity)
- Traffic Control Devices (including curbs, pedestrian rails, and bollards)
- Other Elements (such as planting schemes)

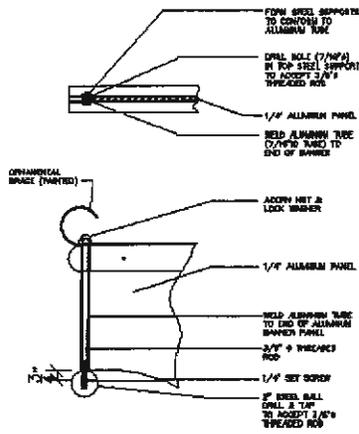
Implementation of design standards shall lead to the eventual realization of the Town of Brighton's vision for the Monroe Avenue corridor. Some of the design objectives to consider for refinement with regard to adopting standards include the following.

- Utilize precast concrete as a design material in streetscape elements to complement the existing historic concrete light poles in residential areas adjacent to the corridor
- Introduce street trees, ornamental vegetation and streetscape amenities at residential street intersections to maximize green space and accentuate the prevailing neighborhood identity
- Create gateways to residential neighborhoods using pedestrian rails as connective elements
- Install custom street signage that serves as a unifying element for the entire corridor
- Facilitate safety for motorists on Monroe Avenue by providing incentives to multiple property owners to consolidate curb cuts
- Permit freestanding signs at common curb cuts to identify businesses accessed by consolidated curb cuts
- Increase the complexity, intensity, and frequency of streetscape design elements moving from the corridor's outer boundaries toward the Twelve Corners area to establish the area as a town center

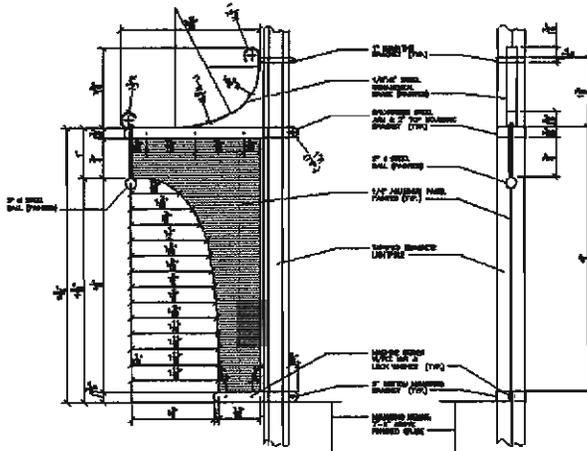
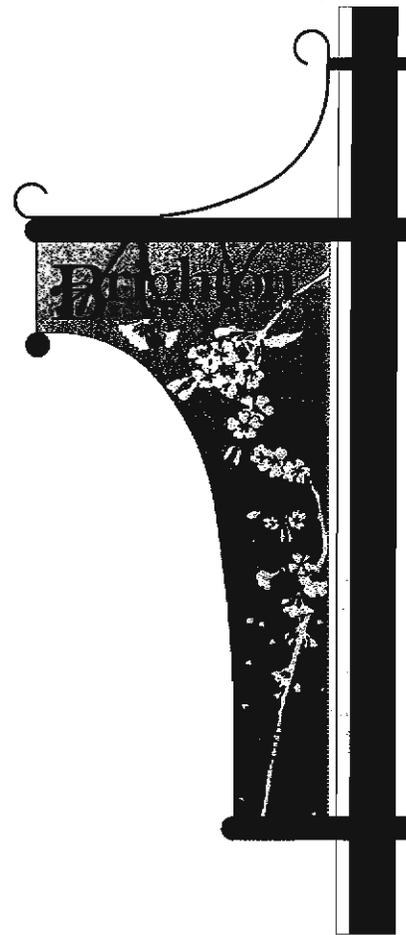
What follows is an inventory of approved and proposed design standards and alternatives. For more detailed information, see attachment: *Monroe Avenue Streetscape Standards and Construction Details*.

III. DESIGN STANDARDS

BANNER DESIGN AND INSTALLATION

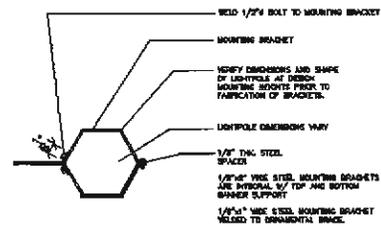


SECTION A - CONNECTION OF
TOP MOUNTING BRACKET TO BANNER
N.T.S.
(SEE ALTERNATES 2 & 3)



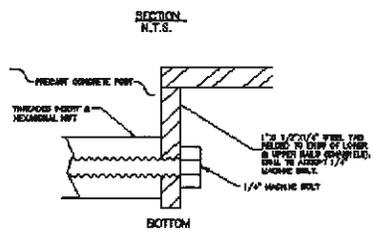
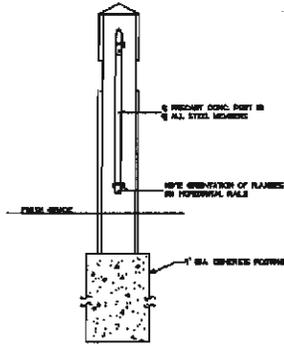
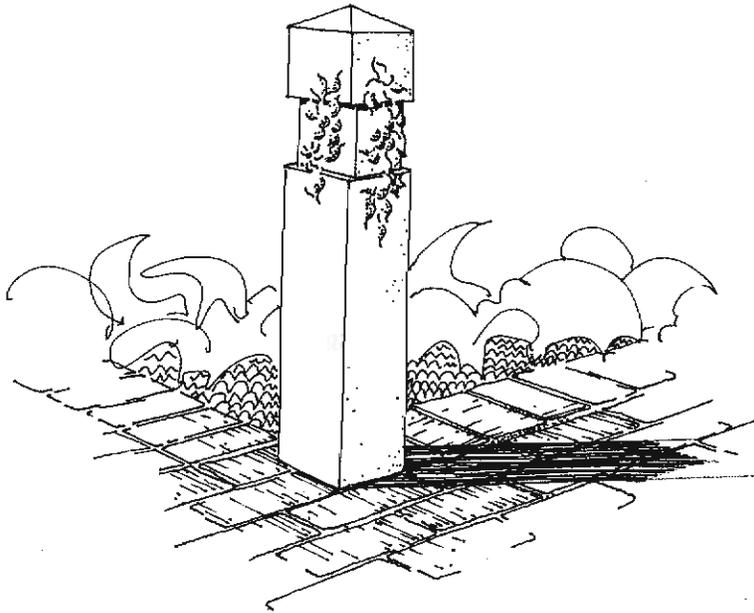
ELEVATION
SCALE 1/4\"/>

END VIEW
SCALE 1/4\"/>

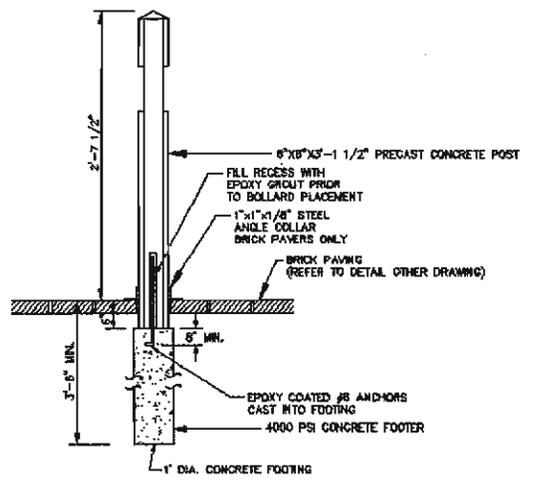


DETAIL - ORNAMENTAL BRACE CONNECTION
TO 1\"/>

BOLLARDS

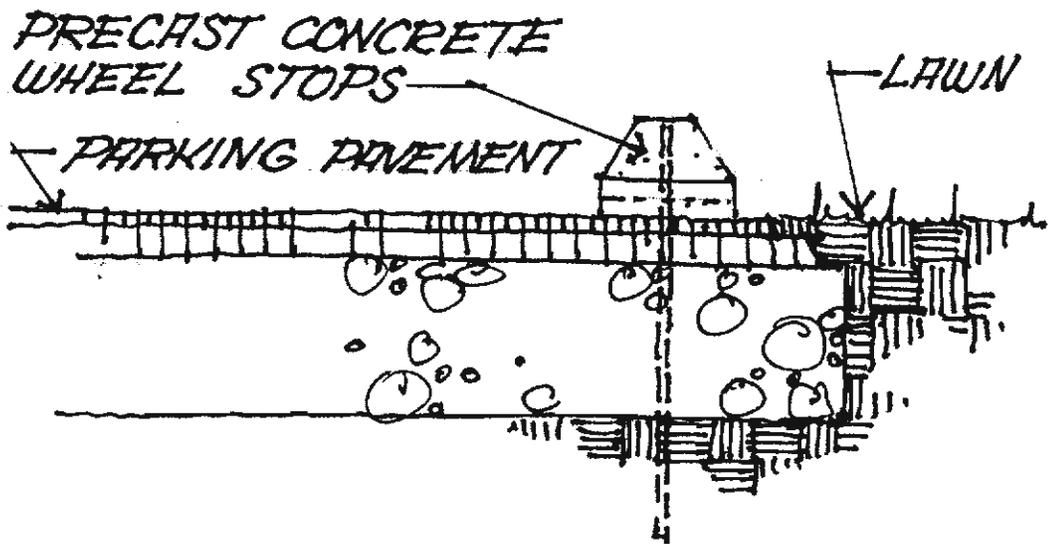
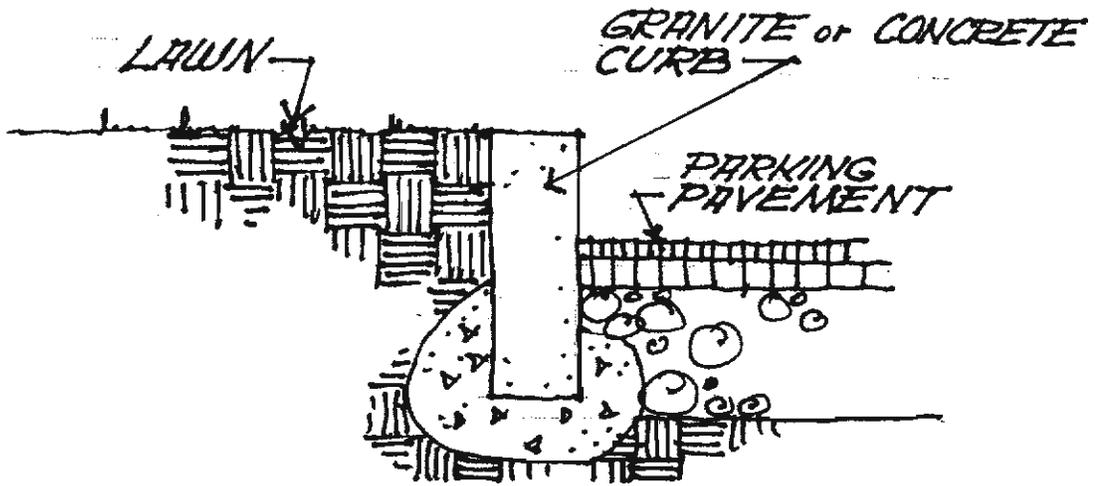


CONNECTION/TOP & BOTTOM HORIZ. RAIL TO CONG. BOLLARD

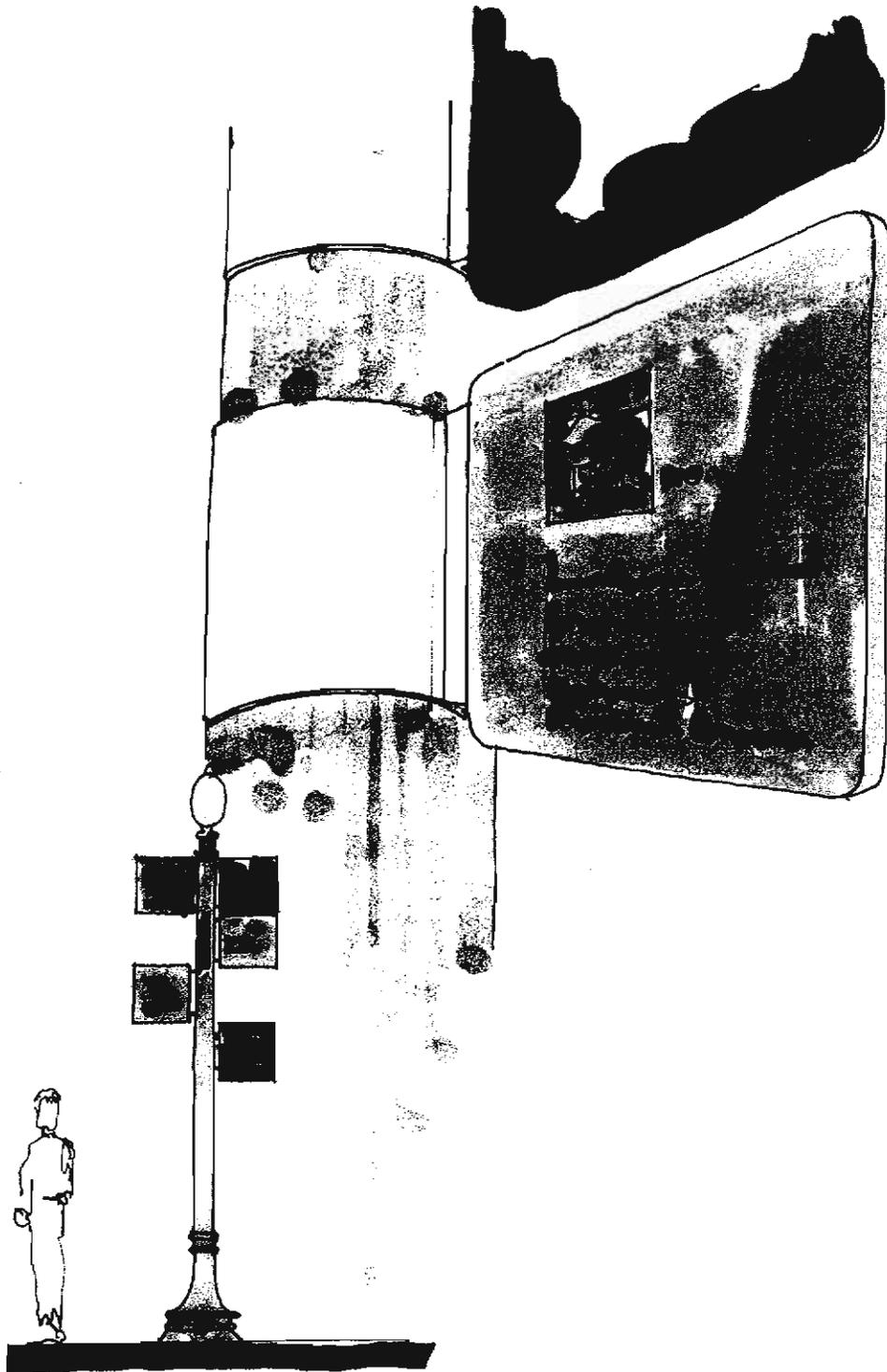


BOLLARD DETAIL
N.T.S.

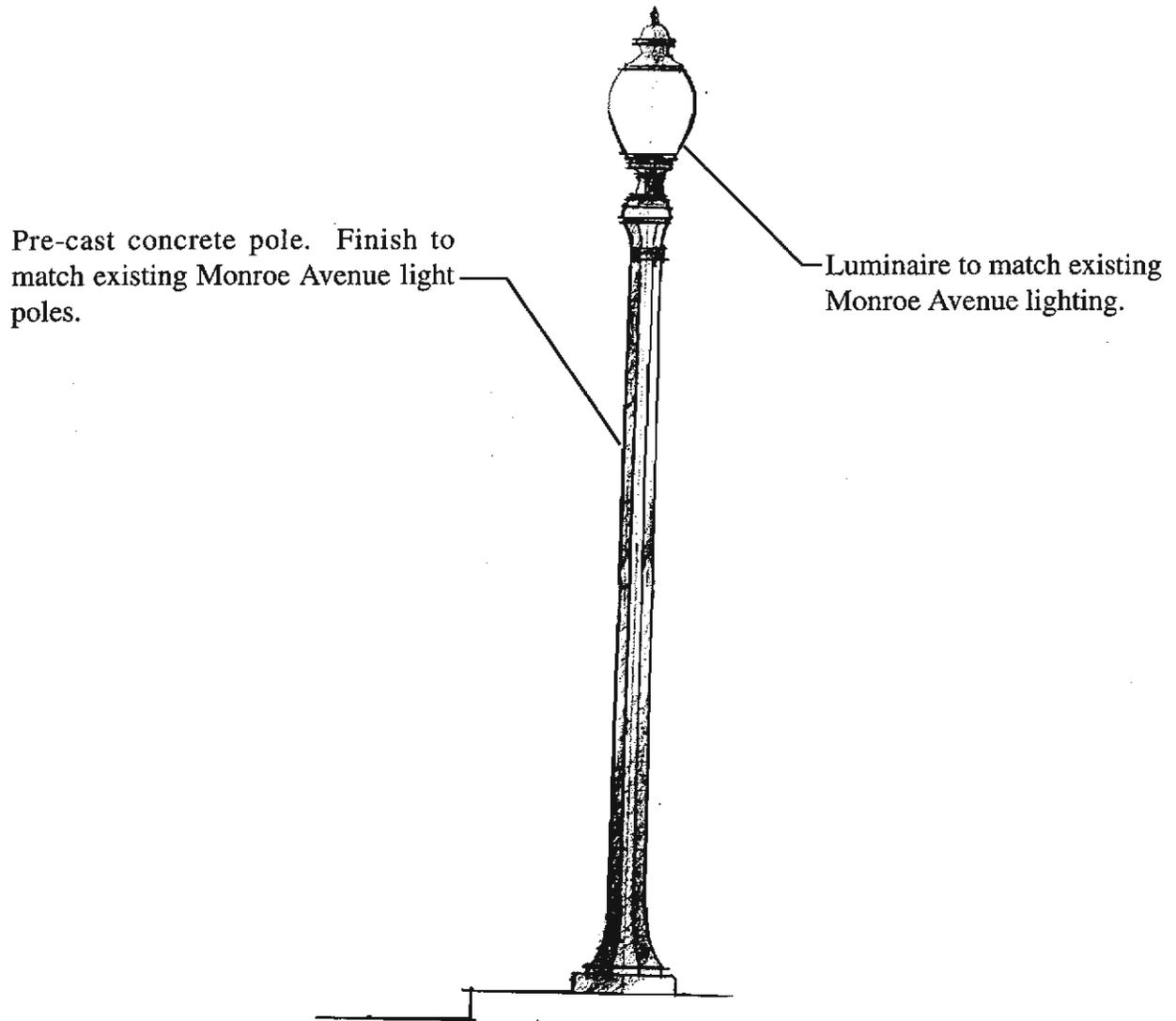
PARKING LOT SEPARATORS



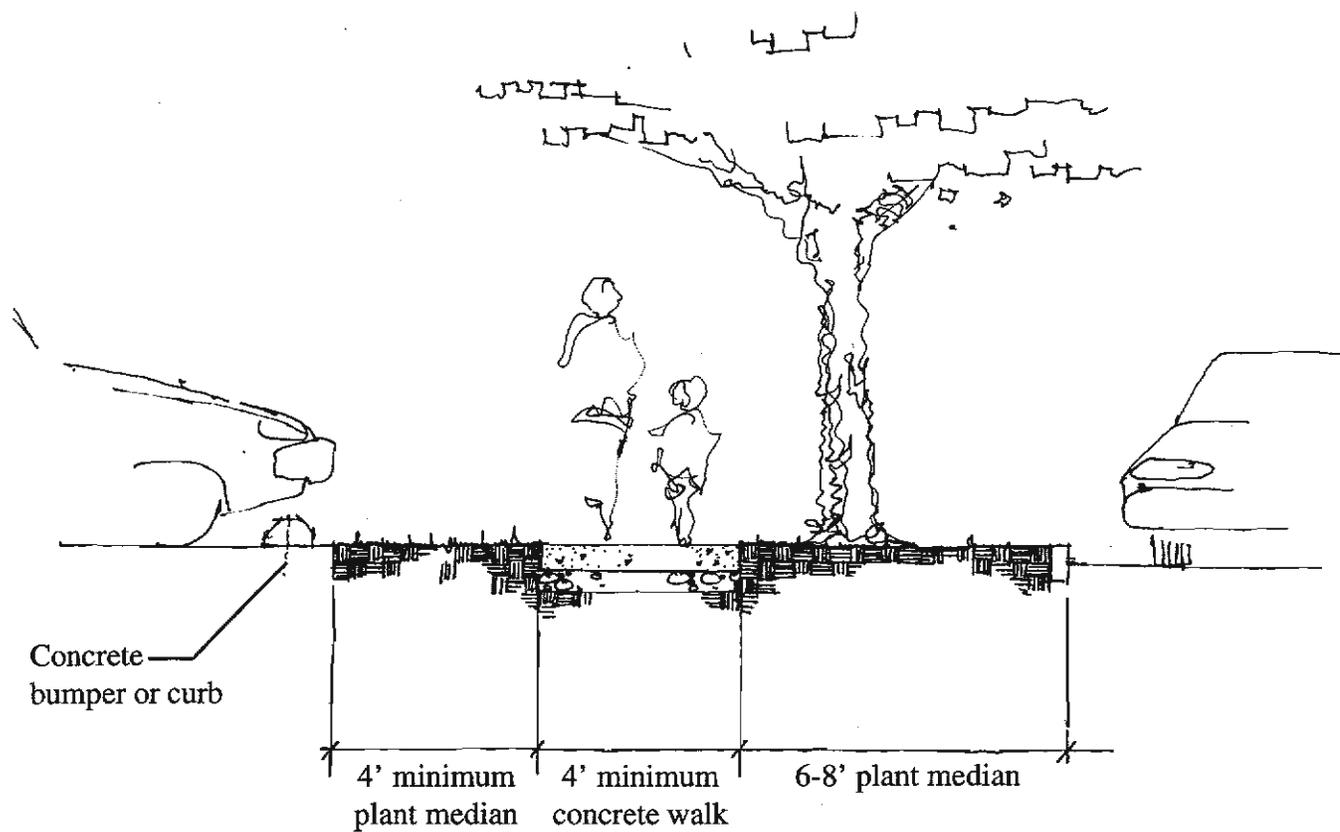
FREESTANDING SIGNAGE DESIGNS



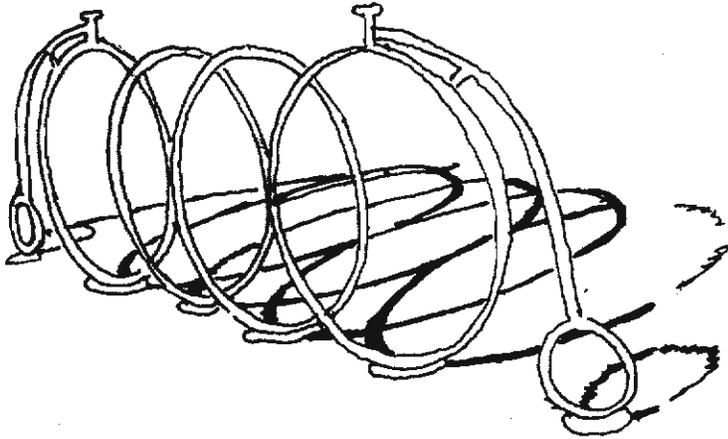
LIGHT STANDARDS



SIDEWALKS, MEDIANS AND DETAILS



SITE FURNITURE

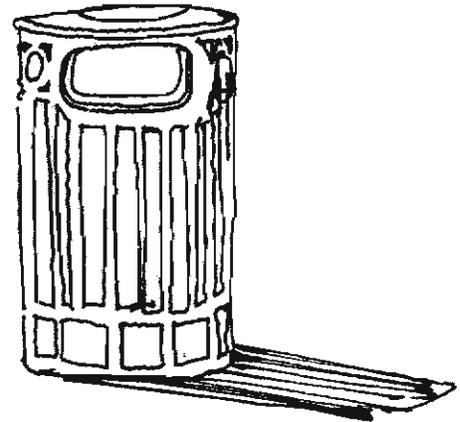


BIKE RACK

Model: Highwheeler HWZ-14

Manuf: BRP Enterprises, Inc.

Color: Dark Green to match poles and banners

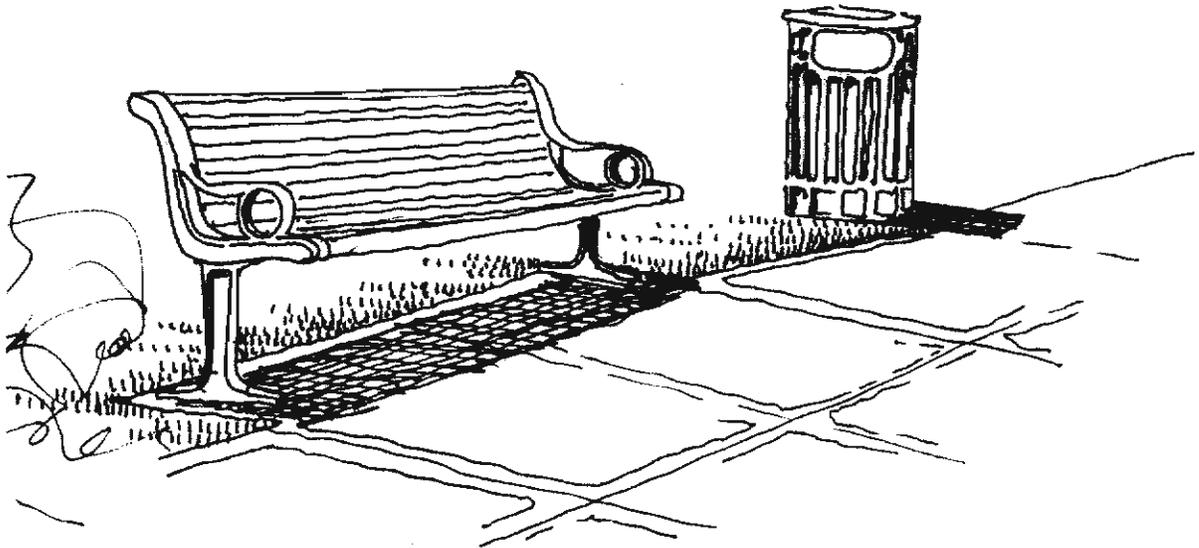


TRASH RECEPTACLE

Model: Pennsylvania Avenue 102

Manuf.: Canterbury International

Color: Dark Green to match poles and banners



TRASH RECEPTACLE AND BENCH

Model: 700 Embareadaro Bench

Manuf.: Canterbury International

Color: Dark Green to match poles and banners

IV. IMPLEMENTATION

Implementation

The implementation of the principles and standards identified in this manual is anticipated in the following ways:

1. To establish a shared image of how the Monroe Avenue Corridor should develop, the manual is to be used as a guide for members of the Town of Brighton review boards (i.e. Town Board, Planning Board, Zoning Board of Appeals, Historical Preservation Commission, Architectural Review Board, Conservation Board) when reviewing proposed renovations or new development within the Town of Brighton's Monroe Avenue Corridor.
2. As a public improvement program, to be undertaken by the Town of Brighton, for upgrading public amenities (i.e. street furniture, lighting, walks, benches, landscaping, signage, pedestrian rails/bollards) within the Town of Brighton's public right-of-way for Monroe Avenue.
3. As an information document for developers/property owners with plans to develop/renovate facilities within the Monroe Avenue Corridor. The purpose of the document is to inform them of the Town's preferred development patterns and design character, so they will be better prepared to reach a consensus on design/planning issues. The goal is a more efficient and effective review process and a higher quality of development.
4. To serve as an incentive for individual property owners or adjacent land owners to adopt these principals/standards for their properties (i.e. consolidation of curb cuts, facade improvements, landscaping).

IV. IMPLEMENTATION

Design Review Process

1. INQUIRY TO THE TOWN OF BRIGHTON: INITIAL DETERMINATION OF REVIEW REQUIRED

2. APPLICATION SUBMITTED WITH PLANS

3. REVIEW FOR COMPLIANCE WITH TOWN CODES: DETERMINATION FOR REFERRAL TO ZBA, BP & ARB

4. REVIEW BY ZBA, PB & ARB: DETERMINATION/CERTIFICATION OF COMPLIANCE WITH DESIGN GUIDELINES AND STANDARDS PERFORMANCE CRITERIA

5. SUBMITTAL OF BUILDING PLANS FOR TOWN REVIEW: DETERMINATION OF COMPLIANCE WITH NYS BUILDING CODES/CERTIFICATION OF COMPLIANCE WITH DESIGN PLAN

6. PERMITS ISSUED BY TOWN

7. INSPECTIONS BY TOWN

8. CO ISSUED BY TOWN

IMPLEMENTATION STRATEGIES

The following strategies have been identified as necessary steps for the successful implementation of the guidelines and standards identified in this report.

short term – first year
mid term – up to 3 years
long term – more than 3 years
ongoing – immediately and continuously

1. Revise zoning district sections of Comprehensive Development Regulations to refer to guidelines and standards.

Responsibility – Town Planner with adoption by Town Board
Time Frame – short term

2. Distribute approved guidelines and standards to all board/commission members. Hold training sessions with board members as soon as possible.

Responsibility – Town Planner
Time Frame – short term

3. Distribute approved guidelines and standards to Town of Pittsford and City. Include guidelines in discussion of joint planning efforts for Monroe Avenue.

Responsibility – Commissioner of Public Works
Time Frame – short term

4. Document the process of implementing the Glen Ellyn/Rhinecliff improvements for future referral. Use Glen Ellyn/Rhinecliff and Rite Aid streetscape improvement projects to evaluate streetscape design standards.

Responsibility – Commissioner of Public Works
Time Frame – short term

5. Develop schedule for public improvements, within the constraints of funds budgeted, implementing standards along the avenue. Public improvements to be used to leverage private improvements.

IV. IMPLEMENTATION

Responsibility – Commissioner of Public Works

Time frame – short to mid term

6. Develop incentive program for targeted private improvements to support goals of design plan.

Responsibility – Town Planner with public input and board approvals

Time frame – short to mid term

7. Revise sign regulations. Investigate permitting signs perpendicular to building face and freestanding signs for businesses that combine curb cuts. Use as a starting point consultant recommendations in Monroe Avenue Design Guidelines.

Responsibility – Town Planner with board approvals

Time Frame – mid term

8. Investigate the feasibility of installing block address range signs or other methods of assisting motorists in finding addresses along Monroe Avenue

Responsibility – Town Planner with board approvals

Time Frame – mid term

9. Work with NYSDOT to implement guidelines & standards. Any reconstruction of Monroe Avenue should not include widening of the street. Include removal of cobra-head streetlights where possible when in conflict with decorative light poles.

Responsibility – Commissioner of Public Works

Time Frame – ongoing

10. Include discussion of Business Improvement Districts (BIDs) in appropriate development workshop and project discussions. Use available tools, such as incentive zoning, to further the goals of the design guidelines.

Responsibility – Town Planner

Time Frame – ongoing

11. Include discussion of guidelines & standards in all development workshop sessions and other development project discussions dealing with Monroe Avenue.

Responsibility – Town Planner

Time Frame – ongoing

12. Distribute pertinent section of guidelines to Monroe Avenue project applicants.

Responsibility – Town Planner

Time Frame – ongoing

13. Review periodically the effect of guidelines and standards and revise as appropriate. An initial review will be an evaluation of the streetscape improvements at Glen Ellyn/Rhinecliff and the Rite Aid project at 12 Corners.

Responsibility – Town Planner with board approvals

Time Frame – ongoing

14. Encourage alternatives to the use of dumpsters.

Responsibility – Town Planner

Time Frame – ongoing

V. SIGNAGE RECOMMENDATIONS

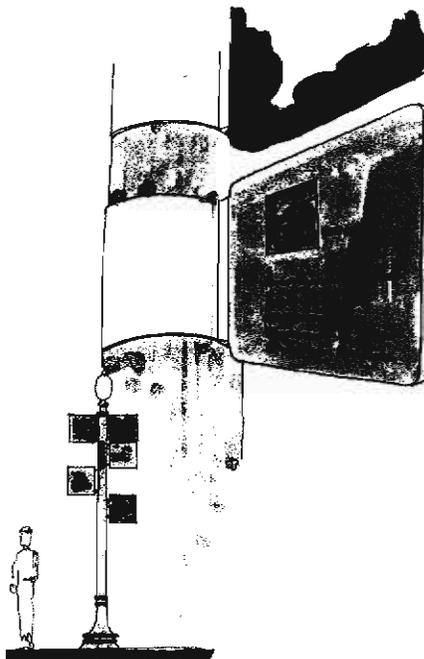
Signage Visibility And Appearance

The visibility and appearance of signage for commercial establishments affects the economic viability of businesses along the avenue and the corridor's overall aesthetic quality. Signs for commercial and retail establishments should be clearly visible from the street to ensure continued business patronage. They should also exhibit uniform characteristics that establish a distinctive image for the commercial district. Accordingly, there is a continued need for visible, uniform and distinctive signage along Monroe Avenue.

Signs attached to the building face of commercial and retail establishments are allowed subject to Planning Board and Architectural Review Board approval. Current signage regulations (Chapter 207, Article VI) also allow street address or entrance/exit signs without Architectural Review Board approval. The characteristics of Monroe Avenue properties, however, generally do not meet the requirements for the installation of freestanding signs.

Signage Recommendations

In order to achieve a comprehensive signage system that contributes to the quality of life on Monroe Avenue while meeting merchant and safety concerns within the corridor, the Town of Brighton's existing signage ordinance should be reviewed and updated. Consideration of the following signage issues should become an integral part of that revision.



Example of freestanding business signs

V. SIGNAGE RECOMMENDATIONS

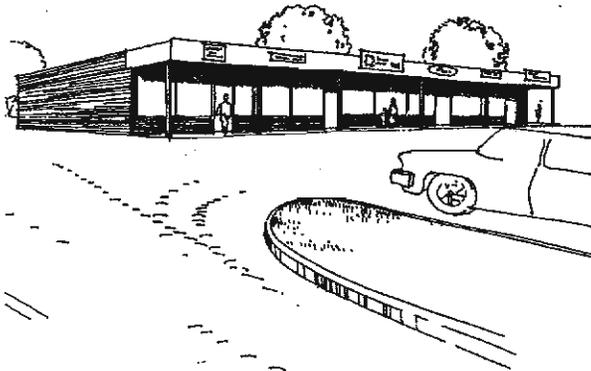
In many instances along Monroe Avenue, business signs form highly visible elements that obscure architectural features and detract from the overall uniformity and appearance of the corridor. Given the local orientation of pedestrian and automobile traffic to corridor businesses, the use of smaller, unobtrusive signs on the building facades should be considered. In larger-scale alterations and new construction projects, freestanding business signs could be allowed when two or more properties integrate circulation patterns and site access points.



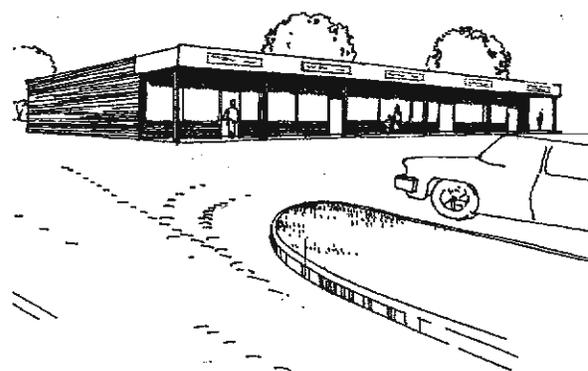
Unacceptable Business Signs on Building Facades



Acceptable Business Signs on Building Facades



Unacceptable Business Signs on Building Facades



Acceptable Business Signs on Building Facades

Additionally, the following standard should be investigated:

Signs mounted on brackets perpendicularly to the front facades of residential-style structures; such signs to be no larger than 36 inches in height and 36 inches in length.

Signs on the front facades of freestanding commercial buildings mounted to the building face should conform to the building's architectural features, should be no larger than 30 inches in height and 60 inches in length, and should be placed a minimum of 12 feet above the sidewalk level.

Signs should be front lit by offset lighting only; self-illuminated signs should not be permitted.

Install signage that is compatible with the area's residential character and prevailing architectural features with regard to type, size, materials, color, height, and positioning.

Signs should be made of wood or incorporated in canvas awnings.