



## AGENDA STAFF MEMO

**TO:** Honorable Mayor and City Council  
**FROM:** Robert Buscemi RA, Director of Special Projects  
**DATE:** May 14, 2025, For the City Council Meeting on May 19, 2025

Signed by:  
*Tracie Wildes*  
8668FD914CF24AA...

**AGENDA ITEM:** Resolution of the City of Milton Adopting the "Destination Deerfield Urban Design Manual" to be used as a Design Tool to Supplement the Deerfield Form Based Code and Guide the Look and Feel of Deerfield in the Future Development of this Area.

### SUMMARY:

In the spring of 2024, the Mayor and City Council directed City Staff to create an Implementation Plan for the Deerfield area known as "Destination Deerfield" that incorporates prior planning efforts that include but are not limited to the 2019 *Comprehensive Parks and Recreation Master Plan*, 2020 *Milton Community Trail Prioritization Plan*, *Urban Growth Boundary Resolution*, *Windward Parkway and Highway 9 Strategic Master Plan* and the *Comprehensive Transportation Plan 2023*.

The City hired a consultant in June of 2024 and identified stakeholders to be involved in the process of preparing an Implementation Plan for the Deerfield District in order to shape a unique identity for the area, creating a livable community and preparing the district for a sustainable economic future.

One of the deliverables for the project was an urban design manual called the "*Destination Deerfield Urban Design Manual*". Public meetings were conducted on August 24, 2024, September 17, 2024, and December 11, 2024, to receive input with respect to the future development of the Deerfield District which included the preparation of the "*Destination Deerfield Urban Design Manual*".

As a result of the input from the public meetings, stakeholders, consultant and City Staff, a draft "*Destination Deerfield Urban Design Manual*" was completed. This document will provide a design tool to supplement the Deerfield Form Based Code to guide the look and feel of Deerfield in the future.

### Joint Work Session of the Design Review Board and Planning Commission – May 6, 2025 –

Both the DRB and PC reviewed the document with Staff and the Consultant which resulted in some minor edits. A recommendation to count attics as a story when considering the maximum height of buildings was made to Staff. Currently, attics are not counted as a story and therefore, building heights appear taller than what is preferred in the Deerfield area.

### FUNDING AND FINANCIAL IMPACT:

There will be no funding or financial impact.

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**ALTERNATIVES:**

The City Council may choose not to adopt the attached Resolution.

**REVIEW & APPROVALS:**

Legal Review: Paul Frickey, Jarard & Davis, LLP – May 2025

Concurrent Review: Steven Krokoff, City Manager – May 2025

DocuSigned by:  
*Steven Krokoff*  
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**ATTACHMENT(S):**

Resolution for the Destination Deerfield Urban Design Manual which includes for Text Amendment RZ25-07 which includes Exhibit "A" that includes the entire Manual.



STATE OF GEORGIA

RESOLUTION NO. \_\_\_\_\_

COUNTY OF FULTON

**RESOLUTION OF THE CITY OF MILTON ADOPTING THE “DESTINATION DEERFIELD URBAN DESIGN MANUAL” TO BE USED AS A DESIGN TOOL TO SUPPLEMENT THE DEERFIELD FORM BASED CODE AND GUIDE THE LOOK AND FEEL OF DEERFIELD IN THE FUTURE DEVELOPMENT OF THIS AREA.**

**WHEREAS**, the City of Milton, Georgia (“City”) is a duly formed political subdivision of the State of Georgia, with all the powers attendant thereto; and

**WHEREAS**, the Mayor and City Council directed City Staff to create an Implementation Plan for the Deerfield area known as “Destination Deerfield” that incorporates prior planning efforts that include but are not limited to the *2019 Comprehensive Parks and Recreation Master Plan*, *2020 Milton Community Trail Prioritization Plan*, *Urban Growth Boundary Resolution*, *Windward Parkway and Highway 9 Strategic Master Plan* and the *Comprehensive Transportation Plan 2023*; and

**WHEREAS**, in June of 2024, the City hired a consultant and identified stakeholders to be involved in the process of preparing an Implementation Plan for the Deerfield District in order to shape a unique identity for the area, creating a livable community and preparing the district for a sustainable economic future; and

**WHEREAS**, one of the deliverables for the project was an urban design manual called the “*Destination Deerfield Urban Design Manual*”; and

**WHEREAS**, public meetings were conducted on August 24, 2024, September 17, 2024, and December 11, 2024, to receive input with respect to the future development of the Deerfield District which included the preparation of the “*Destination Deerfield Urban Design Manual*”; and

**WHEREAS**, as a result of the input from the public meetings, stakeholders, consultant and City Staff, a draft “*Destination Deerfield Urban Design Manual*” was presented to and reviewed by the Design Review Board and Planning Commission; and

**WHEREAS**, the “*Destination Deerfield Urban Design Manual*” attached hereto as Exhibit “A” is the result of the consultant, public, Design Review Board and Planning Commission work on this project; and

**WHEREAS**, this document provides a design tool to supplement the Deerfield Form Based Code to guide the look and feel of Deerfield in the future;

**NOW THEREFORE, BE IT RESOLVED,**

1. The City of Milton does hereby adopt the “*Destination Deerfield Urban Design Manual*”, attached hereto as Exhibit “A” and incorporated herein by reference, to be used as a design tool to guide the City’s consideration of future development of the Deerfield Form Based Code .
2. It is acknowledged that the “*Destination Deerfield Urban Design Manual*” does not provide any express regulations or restrictions without future reference or incorporation by City Ordinance.

**SO RESOLVED**, the public health, safety and welfare demanding it, this 19<sup>th</sup> day of May, 2025.

Approved:

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Peyton Jamison, Mayor

Attest:

[SEAL]

---

City Clerk



# DESTINATION DEERFIELD

URBAN DESIGN MANUAL

05/19/2025





# ACKNOWLEDGMENT

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## **City of Milton Mayor and Council**

- Mayor Peyton Jamison
- Council Member Carol Cookerly
- Council Member Phil Cranmer
- Council Member Doug Hene
- Council Member Jan Jacobus
- Council Member Juliette Johnson
- Council Member Andrea Verhoff

## **City Staff**

- Robert Buscemi, Director of Special Projects
- Jackie Jennings, Planner II
- Robyn MacDonald, Zoning Manager
- Tracie Wildes, Deputy Director Community Development
- Rob Dell-Ross, Deputy Director Public Works
- Greg Botelho, Communications Director

## **Design Review Board**

- Ken Warlick, Chair
- Samia Coker
- Anne D'Anella
- Danielle Gagne
- Celeste Jackson
- David Jackson

## **Planning Commission**

- Judy Burds, Chair
- Fred Edwards
- Trey James
- Brian McNeese
- Kurt Nolte
- Sumeet Shah
- Vic Jones

## **Board of Zoning Appeals**

- Hodge Patel

## **Community**

- Citizens of Milton
- Landowners

## **Cooper Carry Team**

- Allison Bickers
- Dana Martinez
- Gray Kiser
- Steve Rowe, AEC
- Kyle Talente, RKG
- Joel Mann, Stantec

## **Georgia Power**

- Brooke Perez

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An aerial perspective of a vibrant urban street scene. On the left, a large brick building with arched windows sits above a modern, dark-colored building with a white awning. A wide, paved pedestrian walkway runs down the center, lined with mature trees and greenery. Several people are walking along the path, some in groups, others alone. To the right of the walkway is a road with a white car and a blue car. A street sign on a black pole reads "destination DEERFIELD". The sky is a mix of blue and purple, suggesting dawn or dusk. The title "1. INTRODUCTION" is overlaid in large, bold, black letters, underlined with a thick orange line.

# 1. INTRODUCTION

# 1.1 OBJECTIVES & GUIDING PRINCIPLES

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## OBJECTIVES

This Design Manual is intended to supplement the Deerfield Form-Based Code and the Unified Development Code to help guide the look and feel of Deerfield in its next evolution as Milton's commercial core. The community collaborated with City Staff to identify Deerfield's unique elements and gave input on how to strengthen its connection to Milton's identity. The Manual provides a clear design framework to implement the community's vision for the District.



Trail Rendering

## GUIDING PRINCIPLES

- When you are in Deerfield, you know you are in Milton.
- Continue and grow as a place that businesses and local people WANT to be.
- Provides comfortable and safe places to walk.
- Creates improved connectivity by increased options.
- Defined by a vibrant and high quality public realm and architecture.
- Evokes a sense of beauty and shade through Landscape.



New Retail Street Rendering



## 1.2 HOW TO USE THE MANUAL

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The purpose of the Urban Design Manual (UDM) is to encourage and ensure the design of complete, effective, and sustainable development consistent with Milton's character and vision. All future development within the Deerfield District shall aspire to a greater architectural and design standard as outlined in this Manual. The UDM guides new development and redevelopment to become distinctive and unique while complementing the use, architecture, landscape, streetscapes, and other design elements in the Deerfield District. Using real and illustrative examples, the design guide focuses on creating a well-designed, unique, and sustainable district. Specifically, it provides certainty for developers, architects, planners, city staff, and stakeholders by offering consistent direction about the proposed development design guidelines to ensure that projects are of high quality, pedestrian-oriented, interconnected, and sensitive to the natural and built environment.

The UDM encourages design creativity while maintaining a high quality of life for the community and preserving Milton's unique identity. This manual accompanies the City of Milton's Form-Based Code, a regulating plan for the Deerfield District. The guidelines provide the policy foundation that underpins this design manual. The Deerfield Form-Based Code (DFBC) and the Deerfield Urban Design Manual are intended to be read together and complement one another.

Note: This manual serves as a guide and is not intended to replace or supersede any zoning code.



Multi-use Trail

## 1.3 MANUAL FORMAT

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The core aim of the UDM is to provide developers, designers, architects, and planners with the information and support they need. This document is organized as a series of guidelines, providing detailed direction for development in the City of Milton's public and private realms. In order to achieve the intent of each guideline, development is encouraged to be both creative and sensitive to existing and planned contexts.

### **INTRODUCTION**

This section provides an overview of the design objectives, guiding principles, and how this manual should be read and used by a range of users.

### **VISION**

This section provides the City's vision and design directions for the study area as a whole, sub-districts within Deerfield, and each public infrastructure and amenities.

### **DEERFIELD SUB-DISTRICTS**

This section elaborates on design guidelines specific to each sub-district. This includes architecture, form, landscape, civic space, transportation, and parking within the City's private realm.

### **PUBLIC REALM**

This section expands on the City's design direction for Deerfield's public realm. This includes design standards for streets such as street types and typical sections, landscape areas, sidewalks, mobility zones, amenity zones, different types of parks, and design elements for public amenities.

### **REDEVELOPMENT**

This section provides specific design guidelines for redevelopments within the City of Milton.

The content succinctly outlines building blocks, civic spaces, connectivity, architectural standards for different building uses in terms of massing, form, and materials, building placement, parking requirements, landscape design, and thoroughfare standards.



Civic Space creates a place for community

# 1.4 MANUAL AUDIENCE

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The Urban Design Manual has been developed for a specific set of users:

## **THE DEVELOPMENT COMMUNITY**

The primary user of the manual is intended to be the development community. This includes developers, architects, planners, professional consultants, and other proponents of development within the City of Milton.

## **CITY STAFF**

City Staff, primarily the city architect and design review board staff liaison will use the manual in the review and approval of development applications. Staff will review development proposals during pre-consultation meetings and will work with development professionals throughout the application process to find design strategies that achieve the intent of the design manual.

## **THE DESIGN REVIEW BOARD (DRB)**

Appointed by the Mayor and City Council, the DRB is charged with exercising its judgment in the public interest to further the public policy objectives of the Unified Development Code by guiding certain aspects of development to protect and enhance the visual qualities and character of Milton, and guide design professionals, property and business owners undertaking construction in the City. This manual helps the Board implement and further express the design aspirations for development in Deerfield District.

## **THE PUBLIC**

The UDM provides the public with confidence in the City's commitment to a high standard of urban design.



Redevelopment offers the opportunity to create more gathering spaces



# 1.5 APPROVAL PROCESS

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Applicant must determine if development proposals would require rezoning or use permit applications. If yes, proceed to STEP 1. If no, proceed to STEP 2A or Step 2B.

## **STEP 1: Rezoning/Use Permit & Concurrent Variance Process**

- Pre-application meeting.
- Application intake and review of submittals. Apply through the city's online permitting portal.
- Legal advertisement and adjacent property owners notification letters.
- Planning Commission liaison/planner writes an analysis report.
- Applications will be heard at the following public meetings.
- Community Zoning Information Meeting.
  - Design Review Board Meeting (courtesy review).
  - Planning Commission Meeting.
  - Mayor and City Council Meeting (zoning hearing – final decision).
  - Executed Ordinance (if an application is approved).

## **STEP 2a: Pre-Approval Process for Proposed Development Concept Plans**

- Submission of proposed development concept plan to Community Development staff.
- Staff preliminary review and feedback period.
- Developers and City Staff Consultation Meeting to discuss concept plan, application process, and next steps.



Increased Amenities and Civic Spaces are envisioned for Deerfield

# 1.5 APPROVAL PROCESS

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## **STEP 2B: Preliminary Plat Process**

- This is required when more than three lots are created in a development and does not require a Rezoning or Use Permit. This can include a mix of uses, non-residential, single family, or townhouse uses. Applicant submits form and the required submittals through the City's online permitting portal.
- Pre-application meeting.
- Submit preliminary plat through the City's online permitting portal.
- Staff review period.
- Address correction comments and resubmit updates.
- Once all comments are addressed, the preliminary plat will be put on the next available Planning Commission Meeting. (Must be able to meet advertising deadlines for Preliminary Plat.)
- Planning Commission forwards recommendations to the Community Development Director.
- Community Development Director approves preliminary plat.
- Applicant submits for LDP (Step 4).
- Applicant submits for Design Review Board (Step 3) for all buildings except single family detached homes.
- **Important notes:**
  - No land disturbance and building activities without obtaining the necessary city permits.

Applicant can submit LDP and Building Permit Applications concurrent with the DRB review and approval.

## **STEP 3: Design Review Board Process for Building/Architecture Plan Review and Site/Landscape Plan Review**

- Applicant submits form and the required submittals through the City's online permitting portal.
- Attend a regularly scheduled DRB Meeting. The item will be heard under Courtesy Review.
- Applicant resubmits plan for finality incorporating feedback from DRB.
- Attend the next regularly scheduled DRB Meeting. Item will be heard under Final Review.
- Resubmit the application form and final plans.
- Final approval of recommendations to the Community Development Department.
- Approval letter and issuance of Certificate of Endorsement.

### **Important notes:**

- No land disturbance and building activities without obtaining the necessary city permits.
- Applicant can submit LDP and Building Permit Applications concurrent with the DRB review and approval.

# 1.5 APPROVAL PROCESS

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## **STEP 4: Land Disturbance Permit (LDP) and Building Permit Approval Process**

### **Land Disturbance Permit Application.**

- Submit an LDP permit application through the City's online permitting portal.
- Staff review period.
- Address correction comments and resubmit updated plans.
- Approval and issuance of permit.

### **Building Permit Application.**

- Submit a Building permit application through the City's online permitting portal.
- Staff review period.
- Address correction comments and resubmit updated plans.
- Approval and issuance of permit.





# 2. VISION

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## 2.1 STUDY AREA CONCEPT

### VISION FOR DEERFIELD

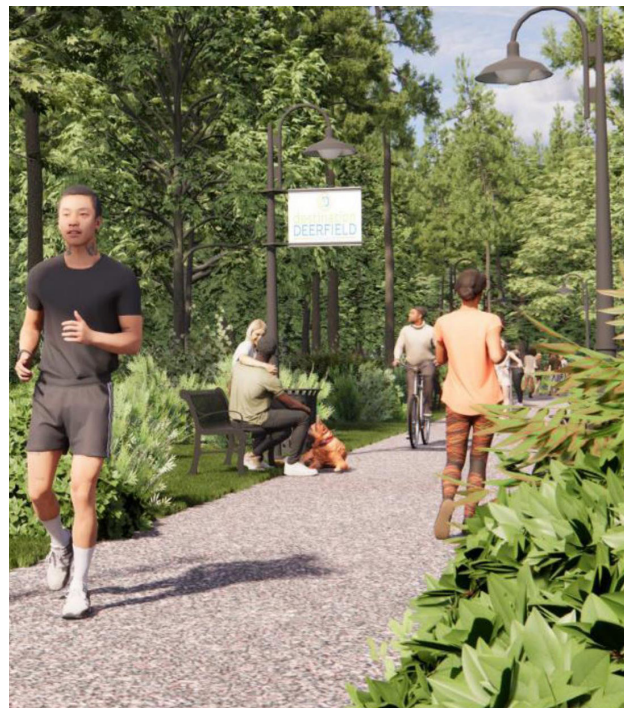
The Deerfield District, located in the easternmost part of Milton, serves as the city's Commercial Core and a vital hub of its tax base. The Urban Design Manual concept outlines a vision to preserve and enhance Deerfield's unique character while guiding redevelopment to reflect the district's identity as "uniquely Deerfield, uniquely Milton." This vision builds on Deerfield's community-identified strengths, including its convenient retail access, and provides direction for public and private investments to create a better-connected community with amenities such as trails, sidewalks, and pedestrian-friendly retail.

The vision diagram highlights distinct areas within the district. The northern portion, limited to parcels fronting Hwy 9, is less active and envisioned for low-scale commercial and residential development that transitions seamlessly into adjacent single-family neighborhoods. The southern portion is planned as a more vibrant commercial area with a mix of uses that will sustain its role as the city's most active commercial hub. This vision includes creating new amenities, public spaces, and improved connectivity through intentional design of public and private spaces, detailed further in this document.

A key element of the vision is enhanced connectivity, prioritizing pedestrians, cyclists, and personal transportation over automobiles. Proposed improvements include a multi-use trail system, expanded and upgraded sidewalks, and new connections through properties as they are redeveloped.

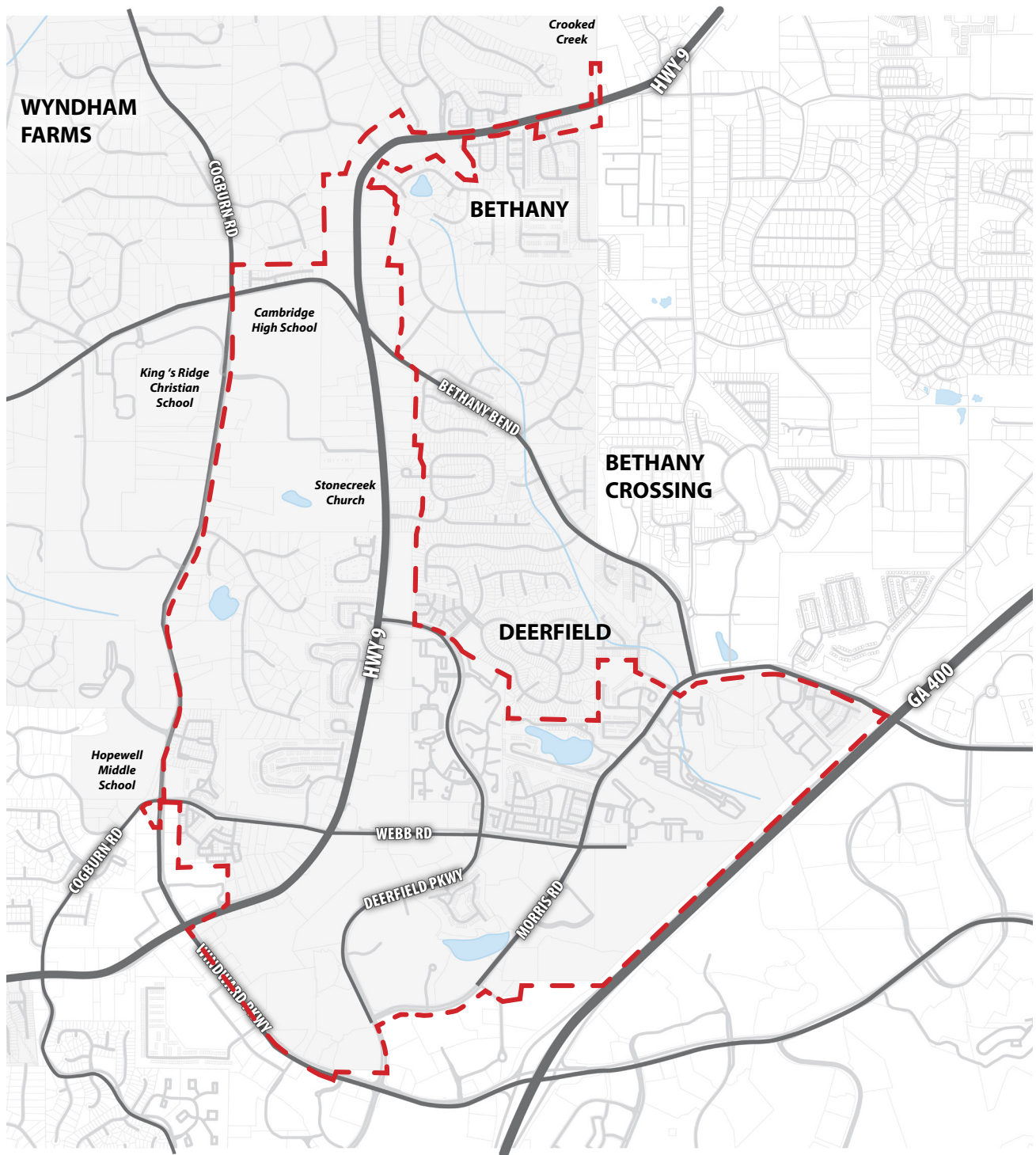


Deerfield Today




Vision for Connectivity

## 2.1 STUDY AREA



### KEY

 Study Area



## 2.2 SUB-DISTRICTS

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### ONE DISTRICT, FOUR SUB-DISTRICTS

Deerfield stands out for its distinct commercial character within Milton, but it is not uniform throughout. Common elements like streetlights, signage, gateway designs, and architectural and landscape details unify the district, while each sub-district varies in use, building height, and activity level.

- **North Deerfield:** A quieter area with mostly 1-story, some 2-story buildings, a stronger residential presence, and limited commercial activity.
- **Central Deerfield:** A neighborhood shopping area with predominantly 1 - to 2 - story buildings and minimal residential use.
- **South Hwy 9 and South Deerfield Parkway:** The most active sub-districts, featuring buildings 1-4 stories or taller.

Hwy 9 connects these sub-districts, with key gateway locations marking entrances to Deerfield and the City of Milton from neighboring jurisdictions.

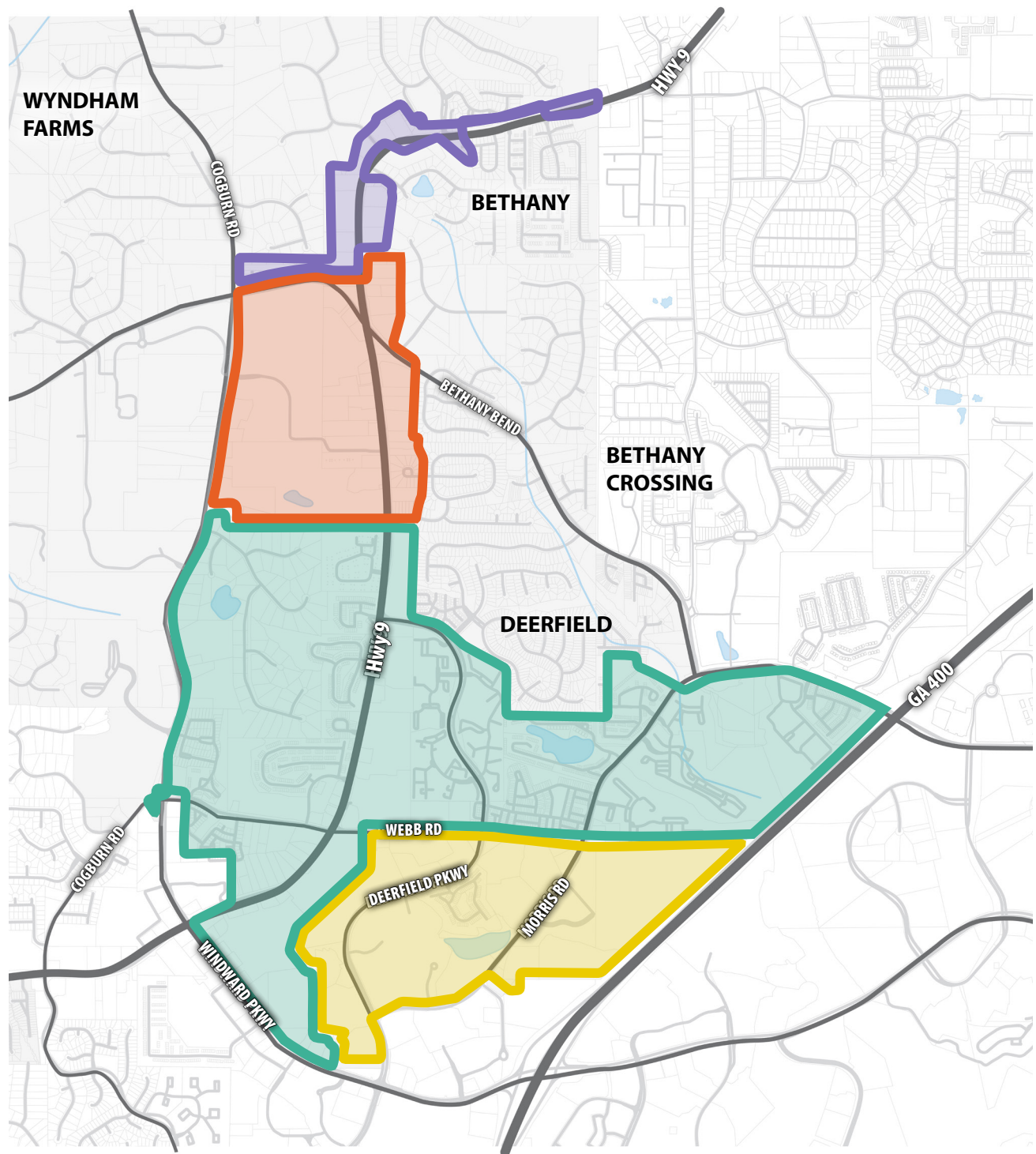


Freedom Park, South Deerfield Parkway



Rispa Plaza, North Deerfield

## 2.2 SUB-DISTRICTS



### KEY

- North Deerfield
- Central Deerfield
- South Hwy 9
- South Deerfield Parkway

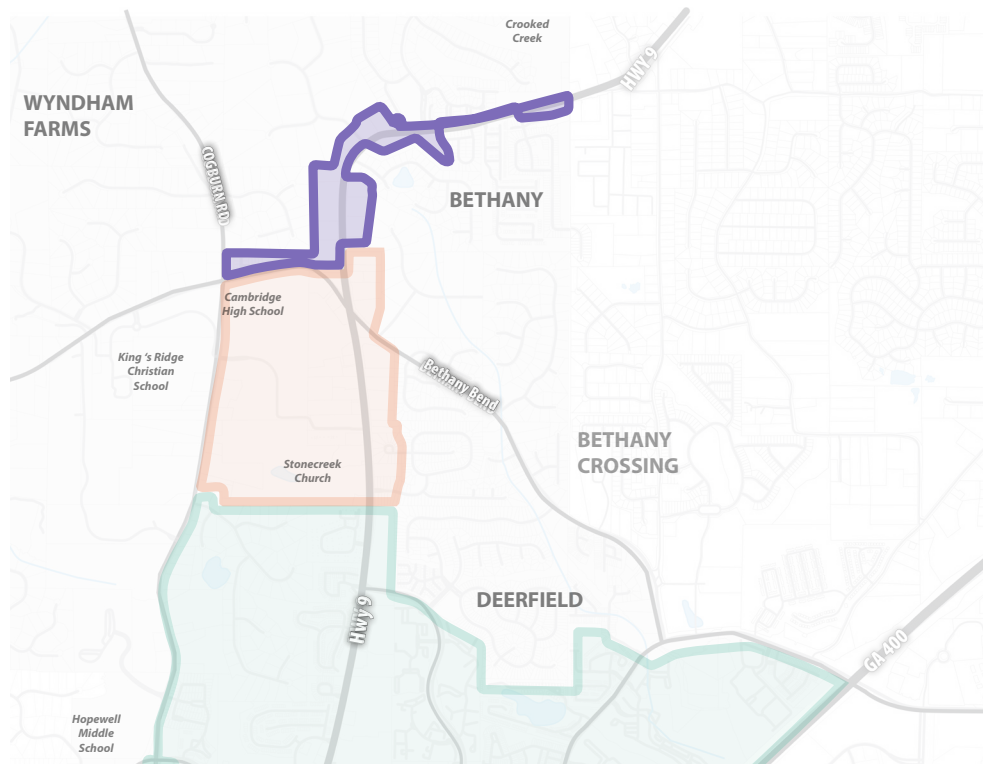


## 2.2 SUB-DISTRICTS

### NORTH DEERFIELD

**KEY**

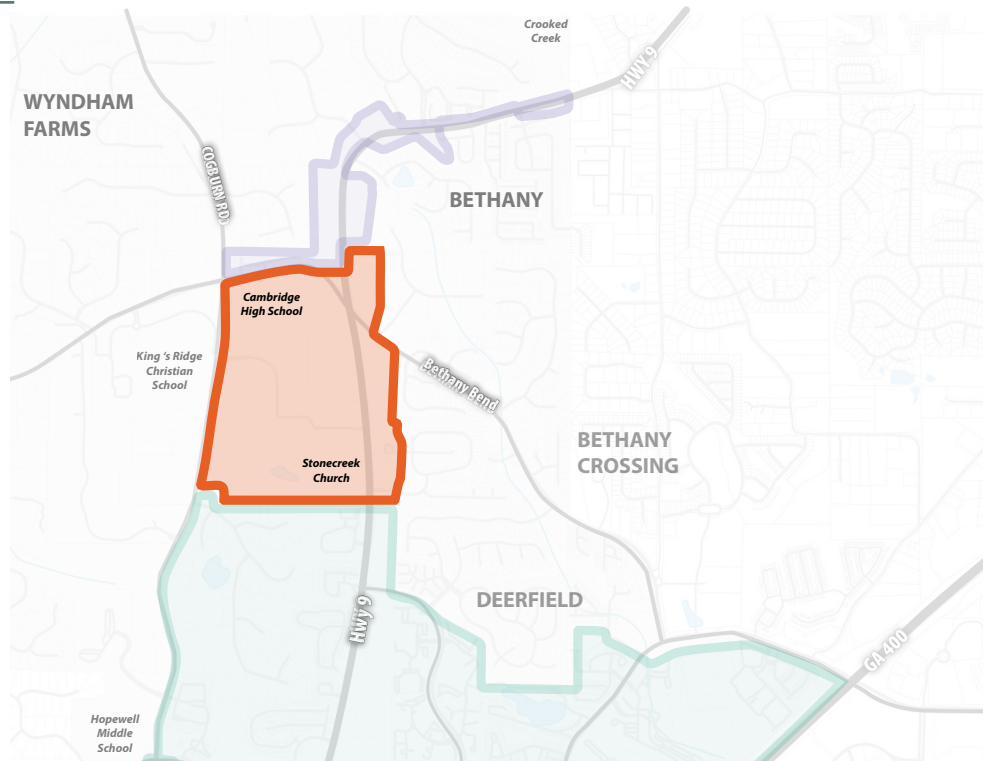
- North Deerfield
- Central Deerfield
- South Hwy 9
- South Deerfield Parkway



### CENTRAL DEERFIELD

**KEY**

- North Deerfield
- Central Deerfield
- South Hwy 9
- South Deerfield Parkway

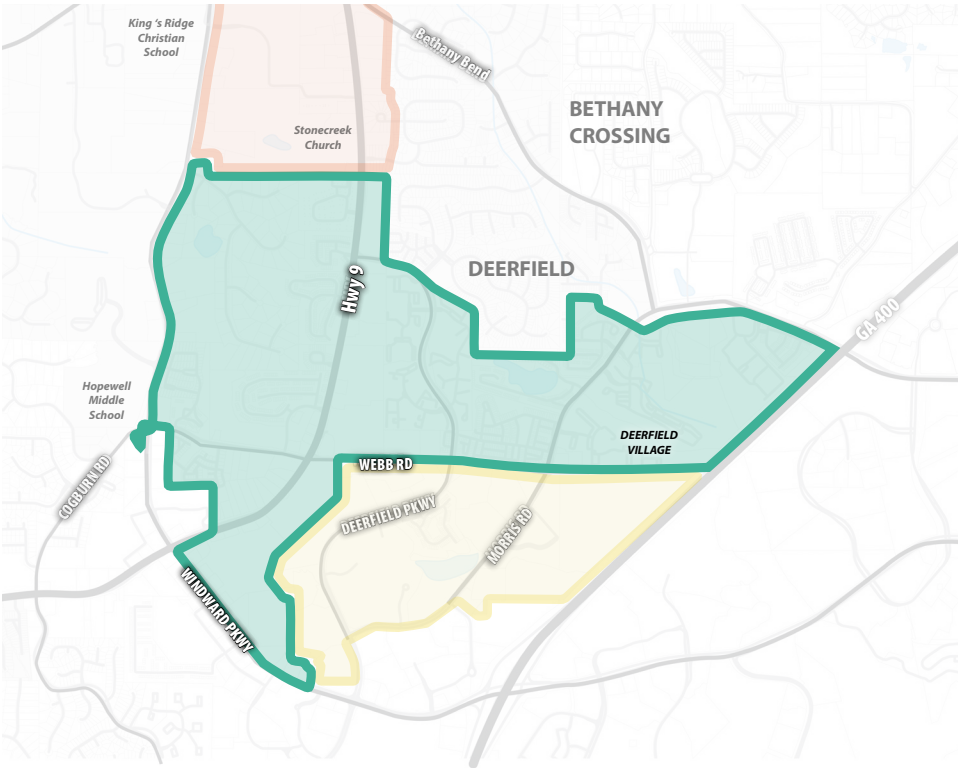


# 2.2 SUB-DISTRICTS

## SOUTH Hwy 9

**KEY**

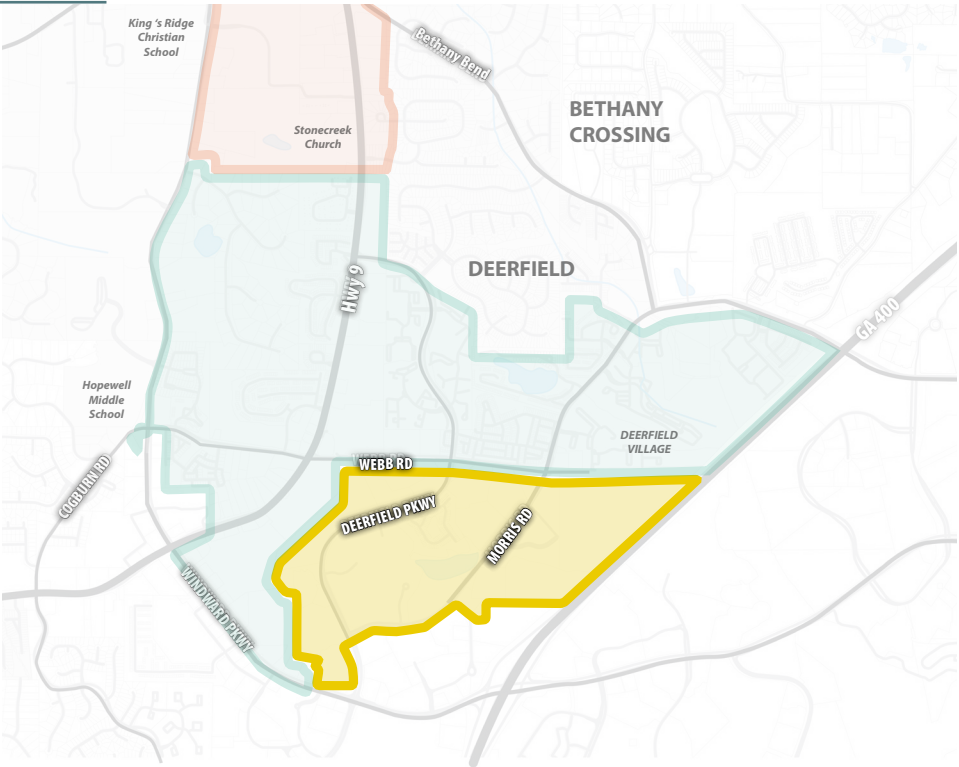
- North Deerfield
- Central Deerfield
- South Hwy 9
- South Deerfield Parkway



## SOUTH DEERFIELD PARKWAY

**KEY**

- North Deerfield
- Central Deerfield
- South Hwy 9
- South Deerfield Parkway



## 2.3 MOBILITY NETWORK

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### MOBILITY PLAN

The Deerfield District Mobility Plan serves as a framework for expanding travel options and improving the overall user's experience. It aims to link community amenities with surrounding neighborhoods and the broader Milton area. The plan emphasizes non-driving connections and envisions a collaborative effort between the City and private developments to build out the mobility network.

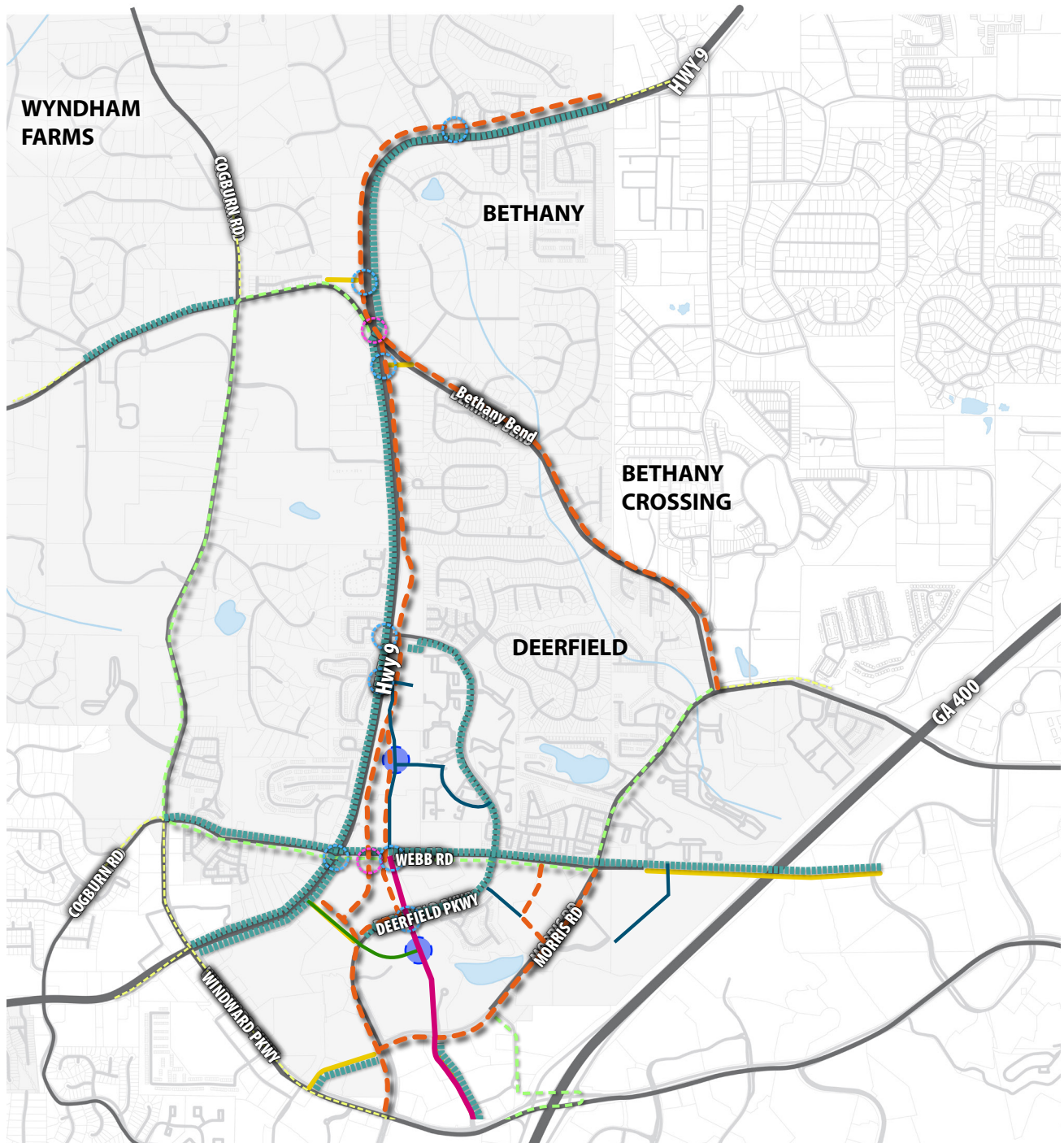
Key highlights include:

- **New Streets:**
  - Limited street connectivity in the district necessitates strategic new street connections, balancing network improvements with development flexibility.
  - A main street connection through the Southern Gateway between Webb Road and Deerfield Parkway is a central recommendation.
  - Streets will feature engaging ground-floor activities, on-street parking, pedestrian zones, and landscaping to enhance the district's mixed-use character.
- **Priority Multimodal Connections.**
  - Shared-use trails adjacent to major streets connect neighborhoods to community facilities and retail destinations.
  - Connections are prioritized into two tiers:
    - First Priority: Focused on near-term connections critical to linking neighborhoods with key destinations.
    - Second Priority: Supports broader mobility goals, leveraging existing features such as Deerfield Parkway's trail.
  - These trails integrate into the city's overall trail system, with design standards detailed in the Multi-Use Trail network.
- **Traffic Control and Spot Treatments**
  - Traffic control devices at key pedestrian and cyclist locations ensure safety and convenience, especially at high-demand crossings such as Webb Road and Hwy 9. Options include mid-block crossings or new intersections to facilitate safer travel. Rapid Rectangular Flashing Beacons (RRFB's) and Pedestrian Hybrid Beacons (PHB's) are specific tools for pedestrian-based traffic control.
- **Mobility Hubs.**
  - Two Mobility hubs will consolidate multiple travel modes, including shared and private bicycles, micromobility options, and transit services. Standardized design, signage, and branding will integrate these hubs into the broader mobility system.

By prioritizing connectivity, safety, and multimodal transportation, the plan sets the foundation for a vibrant, accessible Deerfield District while aligning with Milton's broader development goals.



## 2.3 MOBILITY NETWORK



### KEY

- First Priority Multimodal Connection
- Second Priority Multimodal Connection
- Multimodal Connections from other Plans

### New Street Connections

- Walkable Mixed-Use Street
- Southern Gateway (Retail & Thoroughfare)
- Park Street
- Street from other City plans & efforts

### Traffic Control

- Full Signal
- Pedestrian-Based
- Potential Mobility Hub Locations

## 2.4 MULTI-USE TRAILS

### TRAIL SYSTEM SUMMARY

Multi-use trail systems function as the lifelines of a city, essential for fostering healthy, vibrant communities. They connect neighborhoods, amenities, and services, encouraging movement through coherent, engaging, and joyful trailways. By integrating trails, sidewalks, and trailways, these systems promote healthy lifestyles, reduce reliance on automobiles, alleviate traffic and parking demands, and minimize stress. Trails not only link neighborhoods, schools, retail, and services but also connect parks, open spaces, and recreational areas, often transforming into linear parks or green spaces that provide peaceful respites within the urban landscape. This Deerfield system of trails will be part of a broader city-wide trails network.

### THE DEERFIELD LOOP TRAIL SYSTEM

The proposed Deerfield Loop Trail System supports the district's development and enhances community health through four key benefits:

- **Creates Identity:** Establishing a pedestrian-oriented trail system gives Deerfield a refreshed identity as a lively, interconnected community. Residents and visitors can live, work, shop, dine, and play while engaging with unique amenities, building social bonds, and fostering pride. By branding the trail system with distinctive graphics, materials, furnishings, and events, Deerfield strengthens its identity as a central part of Milton. Future connections to city, county, and regional trail networks can further attract visitors and highlight Deerfield's appeal.
- **Provides Transportation Alternatives:** The trail system offers residents and visitors the option to access retail, entertainment, workplaces, schools, recreation, and dining without cars. Within a reasonable travel distance (0.75 miles walking; 1 mile cycling; or 1.6 miles for personal electric vehicles), people can easily navigate Deerfield. Reduced car dependence brings health and environmental benefits, such as decreased traffic and parking demands, contributing to overall community well-being.



Trail Along Retail Street



Alternative Transportation Modes on Trails



## 2.4 MULTI-USE TRAILS

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- **Links Disconnected Neighborhoods and Amenities:** The community noted that neighborhoods and existing amenities are not well-connected for pedestrians or non-automobile transportation. Paths enable people to experience their community at a human scale, overcoming barriers created by car-centric development. A robust path network provides safe routes for children walking to school, families heading to dinner, or joggers exploring the area. Paths can also open previously inaccessible areas, offering new recreational opportunities, access to nature, and shortcuts across Deerfield.
- **Supports Greenspaces:** The path system integrates with existing and proposed parks, open spaces, and recreational facilities. Where space permits, paths can include enhanced landscaping, seating, and programmed elements, functioning as linear parks. These features create immersive, nature-focused experiences, making the path system a destination in itself.



Path Linking Neighborhoods and Activity



Webb Preserve Loop

## 2.4 MULTI-USE TRAILS

### TRAIL DESIGN AND IMPLEMENTATION

The Deerfield Loop Multi-Use Trail System builds on existing and proposed mobility infrastructure to maximize connectivity. It uses public rights-of-way and private property to establish a hierarchy of trail types. Trails shall be publicly accessible even if located on private property.

- **Primary Loop:** Main trailways connecting key destinations.
- **Secondary Connectors:** Routes linking neighborhoods and amenities.
- **Auxiliary Trails:** Smaller trails providing access to specific areas.

Trailheads, designed as branded nodes at key entry points, will feature clear signage and serve as collectors for the network. The City will require redevelopment projects on specific parcels to include privately funded trail connections that meet City standards, ensuring seamless circulation. Developers are encouraged to integrate trail spurs with civic space improvements, such as parks and plazas, to maximize trail use and reduce automotive impact.

The Deerfield Loop Trail System will also tie into adjacent pedestrian and trail systems identified in prior planning initiatives, enhancing regional connectivity and ensuring Deerfield remains a vital and accessible part of Milton.



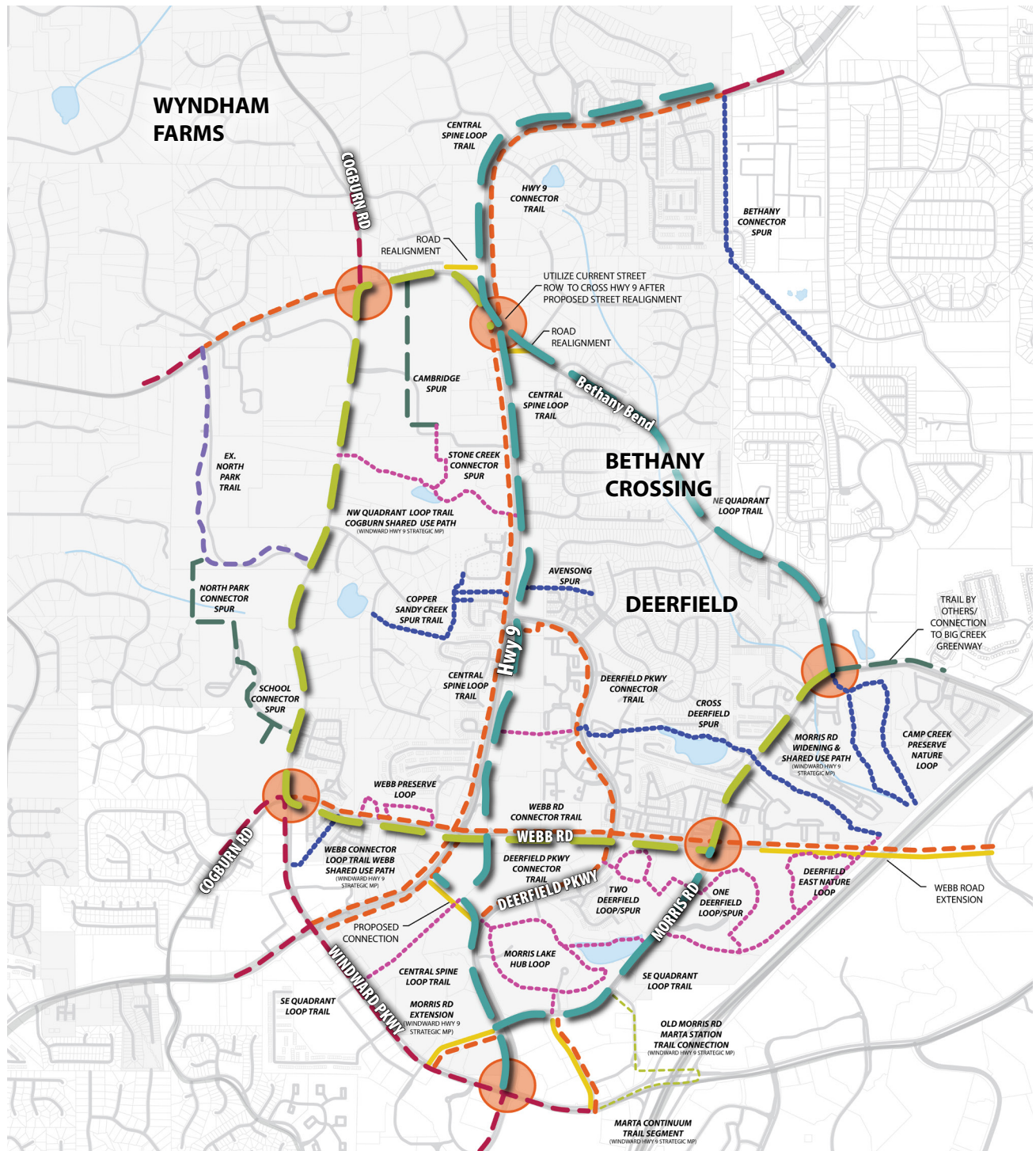
Primary Loop is a Main Trailway to Retail and Community Amenities



Auxiliary Trails Provide Access for Neighborhoods



## 2.4 MULTI-USE TRAILS



### KEY

- Trailhead
- Primary Loop Trail
- Secondary Connector Trail
- Auxiliary Trail
- Potential Future Connections; Specific location to be determined at later date.
- Existing Trail
- Existing Sidewalk
- Road Extension
- Windward Parkway & Hwy 9 Strategic Master Plan

\* If any of these trails shown are on private property they would need landowner/HOA approval prior to implementation.

## 2.5 CIVIC SPACE PLAN

### CIVIC SPACE SUMMARY

Civic space in Deerfield serves as the connective tissue between public and private life, fostering community and supporting Deerfield’s transformation into a vibrant, diverse district. These spaces enrich the area socially, economically, culturally, and environmentally. Civic spaces take many forms—streetscapes, parks, plazas, trails, and cultural or civic hubs—where people come together to engage in public life.

As Deerfield redevelops, the City will incentivize private developers to incorporate privately owned public spaces within their plans that allow the public access and usage of a variety of amenities and typologies as a requirement of plan approval. The public realm will be defined by a Deerfield design standard of materials, forms, furnishings, and dimensions, but each individual space will be responsive to its unique setting and offer programs that are contextual to the property.

### PRINCIPLES FOR COMMUNITY

#### FOCUSED CIVIC SPACES

Civic spaces will honor Milton’s history and rural aesthetic while addressing local needs and celebrating community assets in both public and private developments.

- **Place Over Design:** Designs will enhance, not overshadow, the sense of place. Spaces will feel authentic and welcoming, encouraging organic community interactions.
- **Responsive:** Civic spaces will evolve over time, adapting to community needs and priorities to remain relevant and cherished assets for generations.
- **Vision-Led:** The community will shape guiding principles for the public realm to reflect Deerfield’s values and aspirations. These guidelines will remain flexible, adapting to changing needs and successes.
- **Use and Activation:** Spaces will cater to all ages and groups, offering a mix of events, activities, and flexible design



Plaza Space for Residents and the Community



Well-designed Milton Spaces Build Community



## 2.5 CIVIC SPACE PLAN

elements. Static designs will be avoided to ensure spaces feel authentic and encourage repeat visits.

- **Sociability:** Designs will encourage social interactions and gatherings, accommodating groups of various sizes and fostering a sense of community.
- **Resilient and Sustainable:** Civic spaces will prioritize environmentally responsible development, promoting health, well-being, and ecological balance through green infrastructure and sustainable materials.
- **Comfort and Image:** Spaces will be safe, clean, and welcoming. Their success depends on responsiveness to community needs and meaningful input.
- **Access and Linkages:** The public realm will prioritize connectivity and pedestrian movement. Designs will ensure seamless transitions between spaces and convenient circulation, strengthening community connections.

### Civic Space Categories in Deerfield

- Streetscapes
- Deerfield Loop Trail System
- Parks
- Plazas
- Hubs

These guidelines ensure Deerfield's civic spaces foster vibrant, connected, and enduring community life.

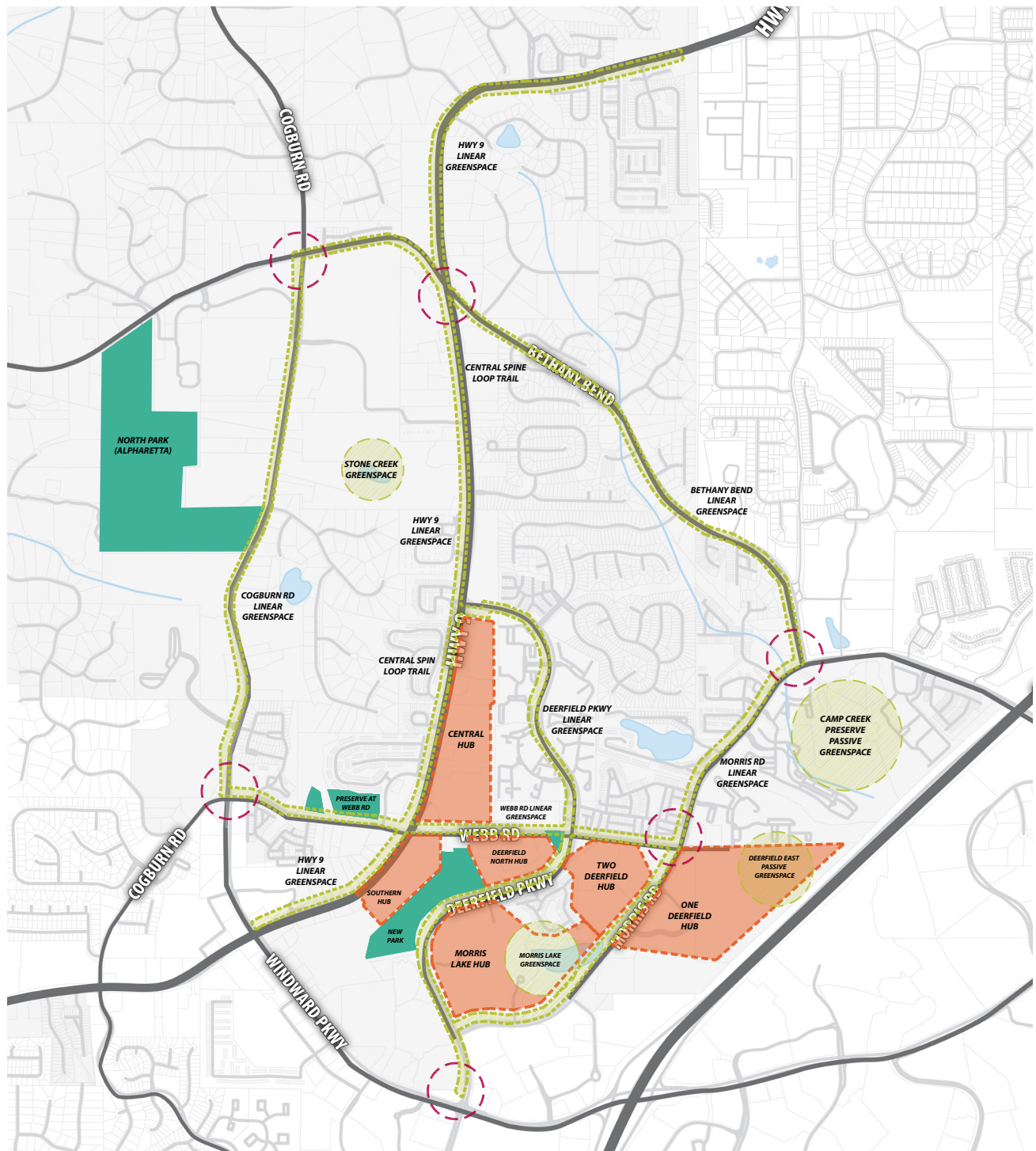


Bioswales Integral to Civic Space



Civic Spaces Give Access to Retail

## 2.5 CIVIC SPACE PLAN



### KEY

- Hubs developments
- Green Space - Proposed
- Parks - Existing
- Gateway

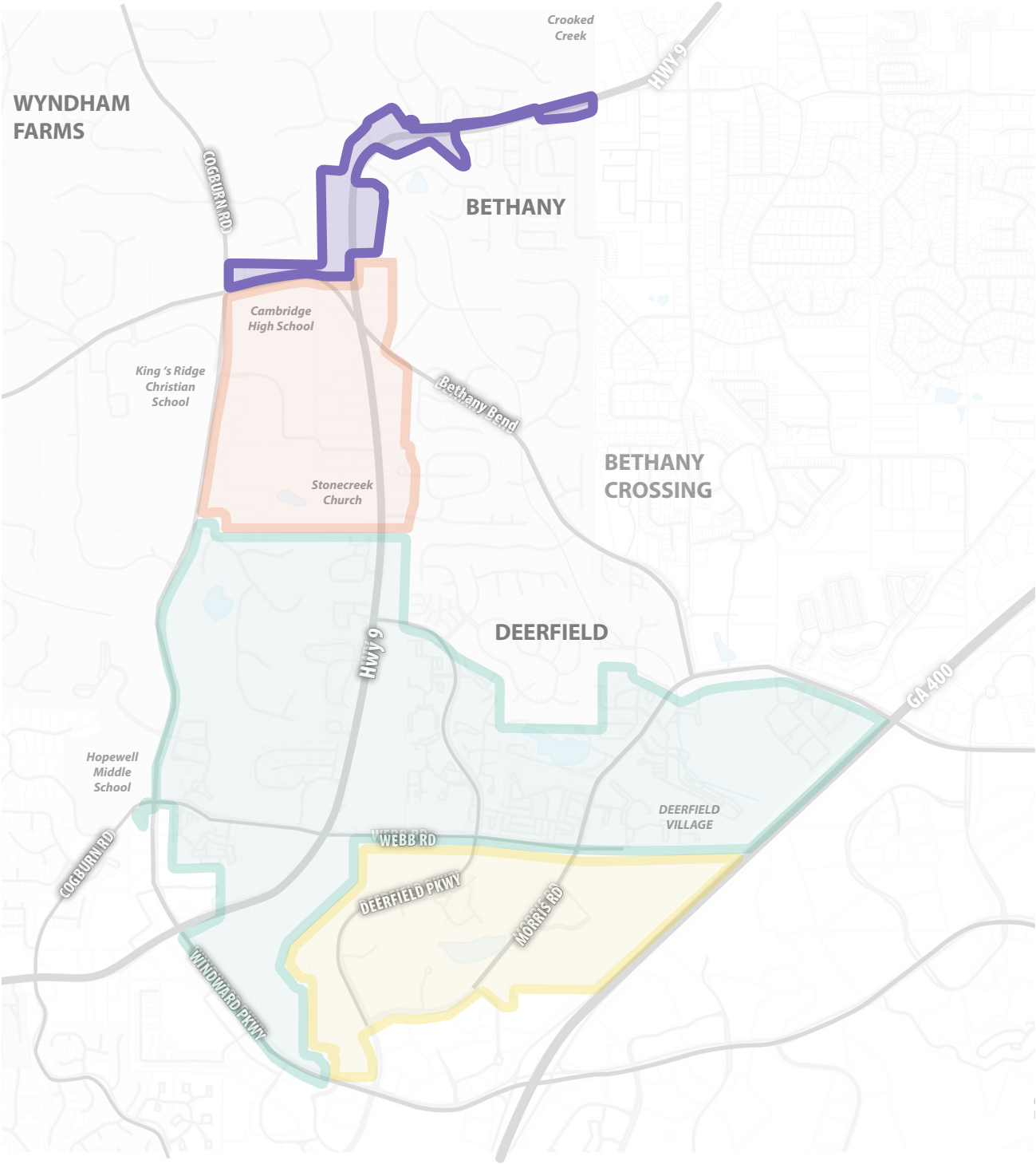
\*Hubs are defined on page 60.



An architectural rendering of a modern urban development. The scene features a multi-story building with a light-colored, textured facade and large windows. A prominent rooftop terrace with a dark railing is filled with people, suggesting a social or dining area. Below the terrace, a wide, brick-paved pedestrian walkway runs alongside the building. Several people are shown walking, including a woman in a long coat and a man in a suit. A person is also riding a bicycle on the path. To the left, a white golf cart is parked on a paved area. The background shows lush green trees and a clear sky. The overall atmosphere is one of a vibrant, walkable community.

# 3. DEERFIELD SUB-DISTRICTS

# 3.1 NORTH DEERFIELD



**KEY**

- North Deerfield
- Central Deerfield
- South Hwy 9
- South Deerfield Parkway



## 5.3 LIGHT INDUSTRIAL - BUILDING AESTHETICS

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### ACCEPTABLE DESIGN



### UNACCEPTABLE DESIGN





## 3.1 NORTH DEERFIELD

### SUB-DISTRICT DESCRIPTION

North Deerfield is characterized by single-family homes, townhome neighborhoods, and limited low-scale neighborhood commercial areas. The design priority is to enhance pedestrian connectivity while preserving the area's low-scale character, in accordance with the Deerfield Form-Based Code.

Key priorities for this sub-district include:

- **Gateway Element:** Establish at the jurisdictional border with Forsyth County.
- **Multi-Use Trail:** Develop along the northern and western sides of Hwy 9.
- **Interconnected Streets:** Add new streets between parcels wherever feasible during redevelopment.
- **Sidewalk Improvements:** Upgrade and expand sidewalks on all streets where right-of-way (ROW) permits to a minimum of 5' wide.
- **Unique Design Elements:** Incorporate architectural features identified by the community as distinctly Milton, as outlined in the Architecture section of this document.



Existing North Deerfield



Existing North Deerfield

## 3.1 NORTH DEERFIELD

### DESIGN CHARACTER

#### Architecture & Form

Architecture and Form in North Deerfield should begin a rhythm of high quality, pedestrian oriented buildings on Hwy 9 that establish the Deerfield look and feel when approaching the District from the North. The sub-district is wholly in the T-4 Permissive zone. Redevelopment should infill with the following forms and uses:

- Single Story, Single Use Commercial that front Hwy 9
- 1-2 Story Single Family Residential

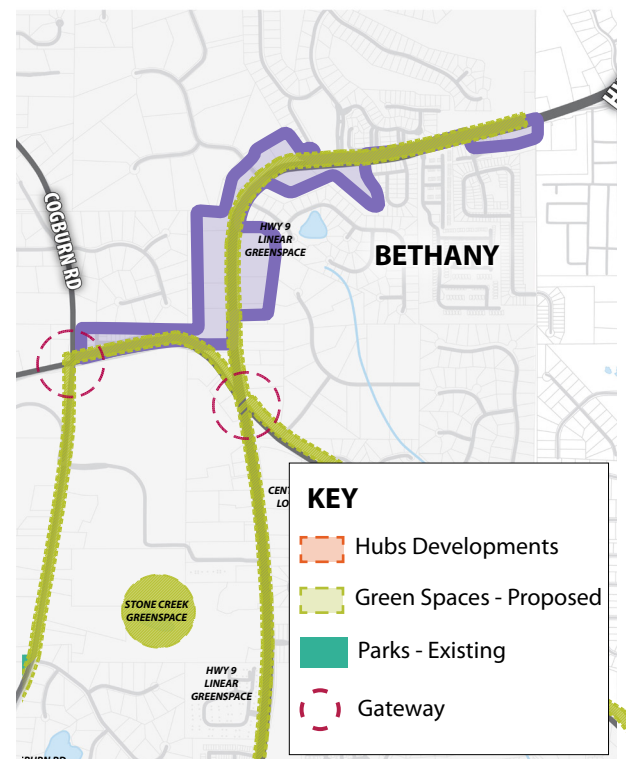
The architecture is further detailed in Section 5 of this manual.



Residential Facing Linear Park

#### Landscape & Civic Space

- North Deerfield should be designed with an emphasis on the rural landscape. Prioritize environmental sustainability with a focus on a native/naturalized plant palette, careful water management through integrated green infrastructure implementation, and respectful integration of hardscape elements. The result will be a visually appealing landscape that blends seamlessly with the natural surroundings, supports local biodiversity, and enhances the beauty of the community's farm-centric lifestyle.
- As parcels redevelop, the frontage to Hwy 9 should include street trees on all public and private streets.
- Redevelopments over 4 acres or more should include a civic space accessible to residents.



Civic Space Plan, North Deerfield



## 3.1 NORTH DEERFIELD

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### Mobility

North Deerfield has limited redevelopment areas that facilitate new multimodal road infrastructure, but there are opportunities for improving the existing infrastructure.

- Create a street connection between parcels on the south side of Hwy 9 that connects from the existing North Deerfield shopping center moving east to Legacy Lane. Access to Hwy 9 should align with Creek Club Drive on the north side of Hwy 9.
- Implement Deerfield Loop Trail Plan described in Section 4.2.
- Create a minimum of 5' sidewalks on the south and east side of Hwy 9 during the widening project.



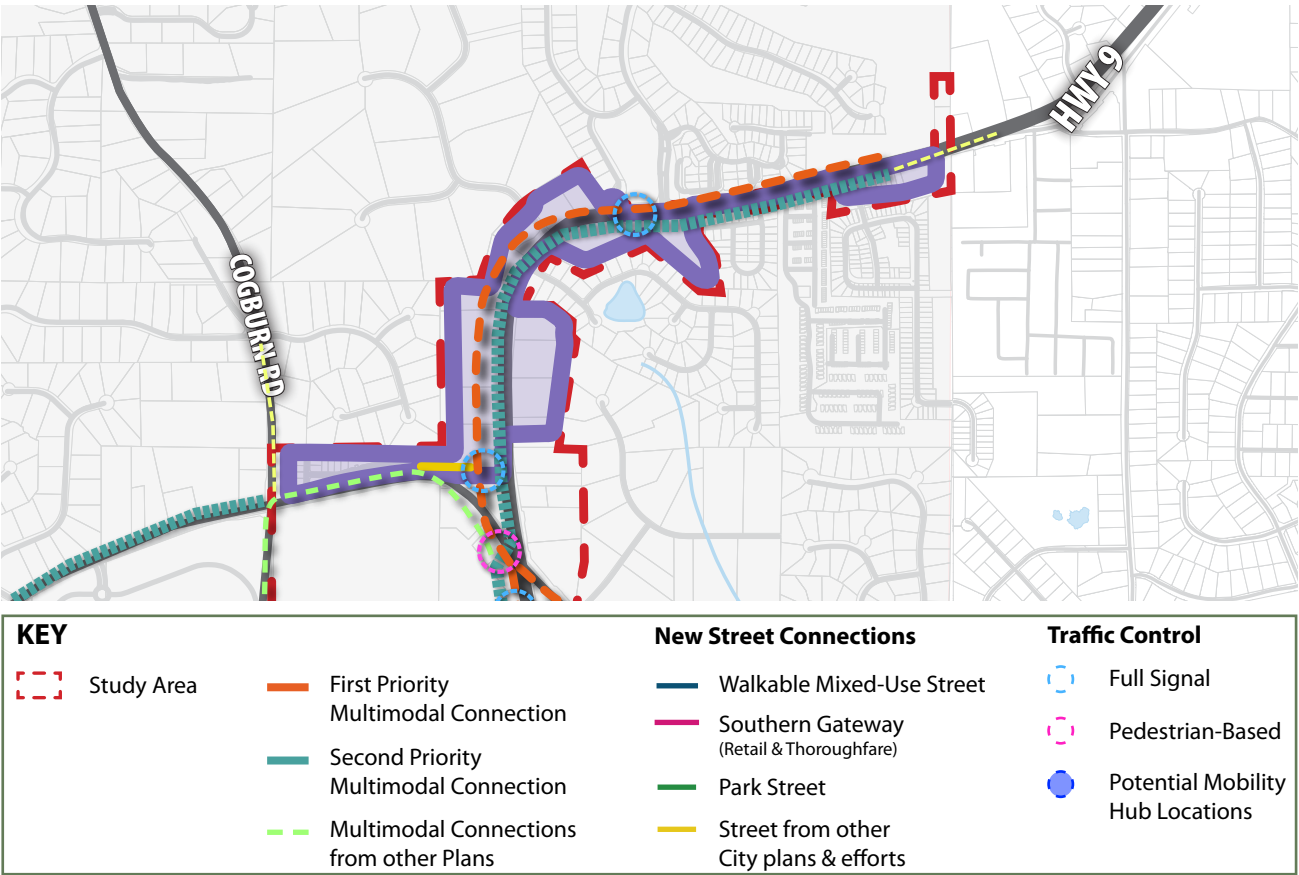
Deerfield Loop Trail will Improve Mobility



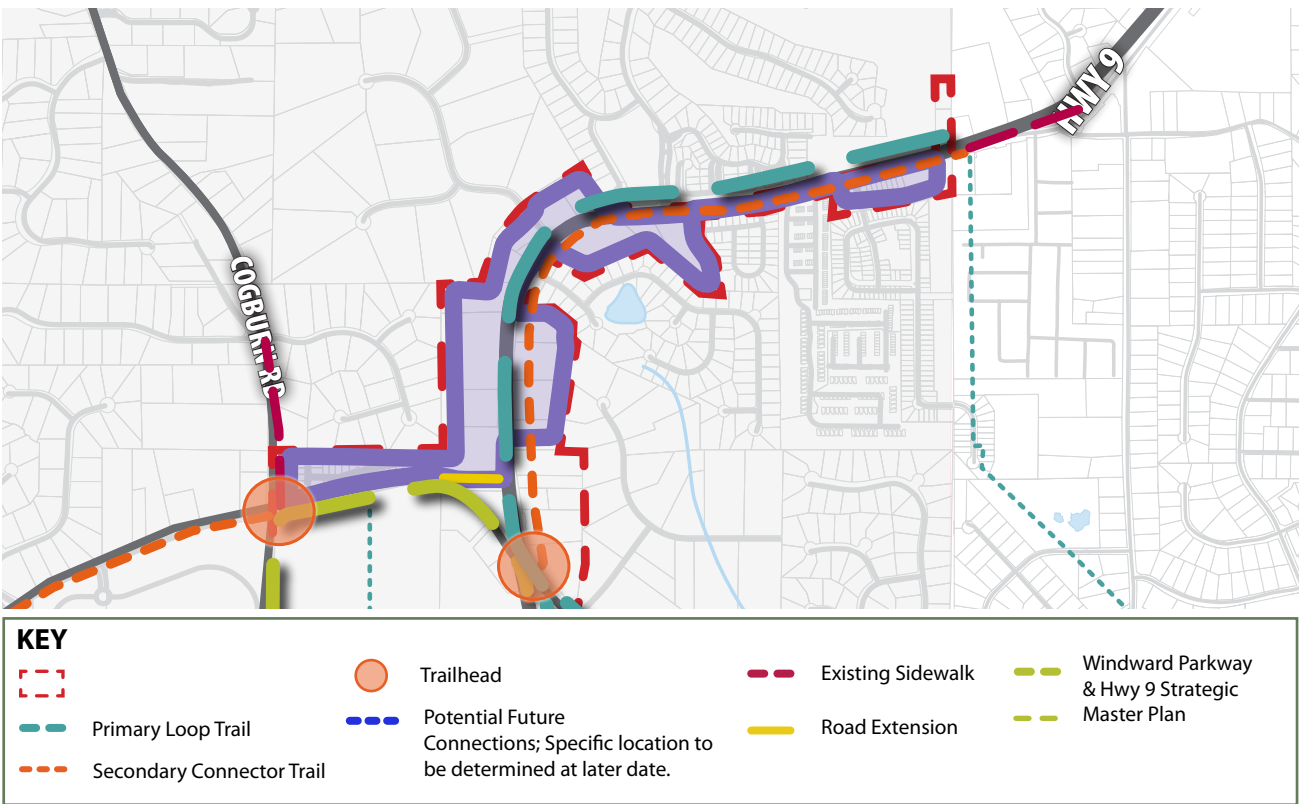
Safe Crosswalks and Sidewalks with Hwy 9 Redesign are Desired by the Community

# 3.1 NORTH DEERFIELD

Mobility Plan, North Deerfield

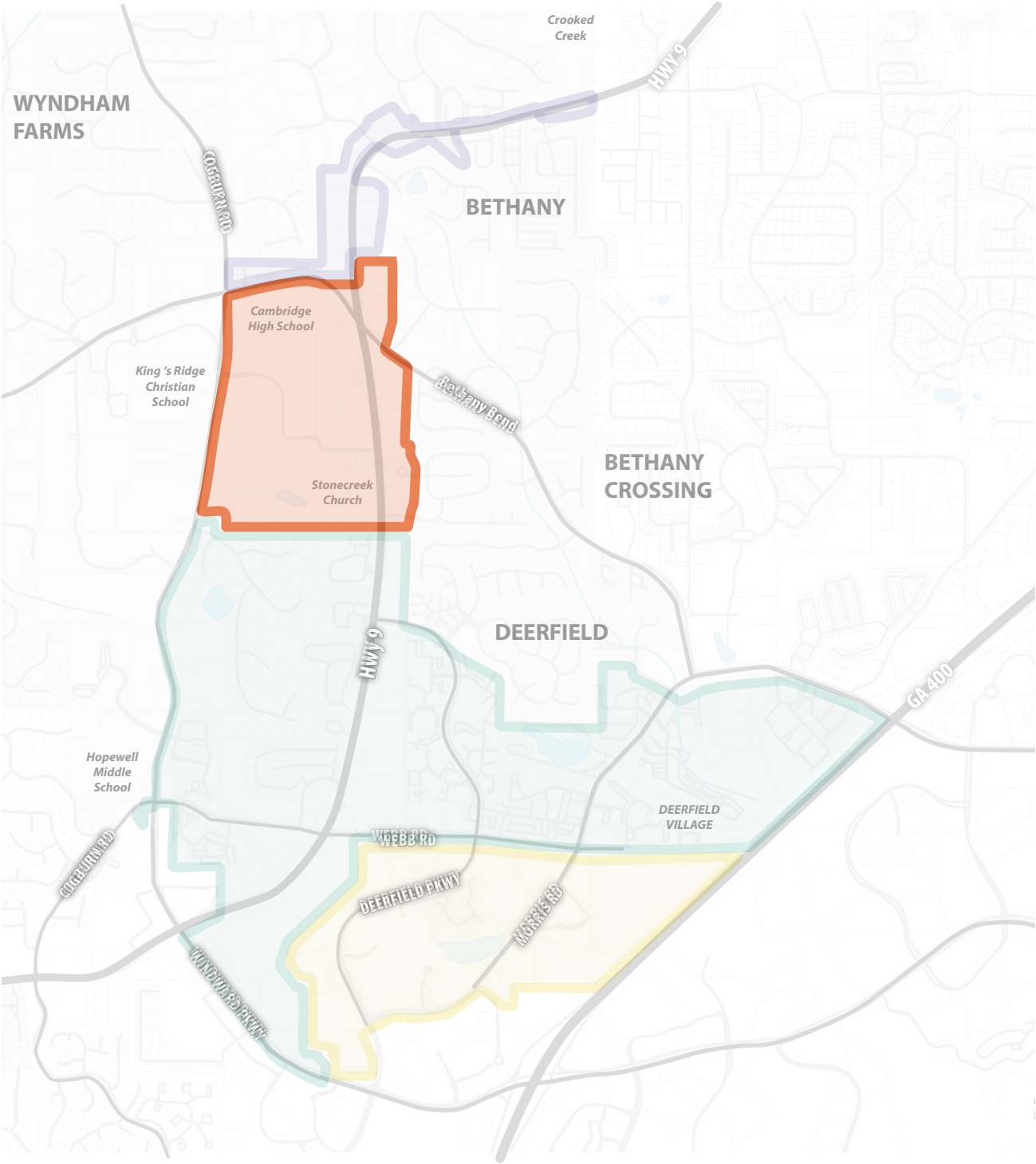


Multi-Use Trail, North Deerfield





# 3.2 CENTRAL DEERFIELD



**KEY**

- North Deerfield
- Central Deerfield
- South Hwy 9
- South Deerfield Parkway

## 3.2 CENTRAL DEERFIELD

### SUB-DISTRICT DESCRIPTION

Central Deerfield is characterized by low-scale neighborhood community serving retail and commercial with the potential for additional residential in the form of single-family and townhome residential. The sub-district also includes important Civic Uses that are defining design elements: Cambridge High School and the Public Safety Complex. The design priority is to enhance pedestrian connectivity while preserving the area's low-scale character, in accordance with the Deerfield Form-Based Code.

Central Deerfield should be designed with an aesthetic that will emphasize a rural landscape, environmental sustainability, native plantings, and respectful integration of the built environment.

Key priorities for this sub-district include:

- **Bethany Bend Greenway:** With reconfiguration, the Bethany Bend intersection with Hwy 9, use the old ROW to create a Greenway/Multi-use Trail.
- **Multi-Use Trail:** Develop along the northern and eastern sides of Hwy 9.
- **Public Art:** Locate at the Bethany Bend Greenway
- **Interconnected Streets:** Add new streets between parcels wherever feasible during redevelopment.
- **Sidewalk Improvements:** Upgrade and expand sidewalks on all streets where right-of-way (ROW) permits to a minimum of 5' wide.
- **Addition of Civic Space:** As parcels redevelop, add publicly accessible Civic Spaces.
- **Unique Design Elements:** Incorporate architectural features identified by the community as distinctly Milton, as outlined in the Section 5 of this document.



Milton Public Safety Complex



Pike Nurseries



## 3.2 CENTRAL DEERFIELD

### DESIGN CHARACTER

#### Architecture & Form

Architecture and Form in Central Deerfield should begin a rhythm of high quality, pedestrian oriented buildings on Hwy 9 that transitions from the active commercial South Hwy 9 sub-district to the south and the smaller scale North Deerfield sub-district. The sub-district includes Civic, T2, and T5. Redevelopment should infill with the following forms and uses:

- 1-2 Story, Single Use Commercial and Civic buildings that front Hwy 9 or secondary streets connected to Hwy 9
- 1-2 Story Attached or Detached Single Family Residential

The architecture is further detailed in Section 5 of this manual.

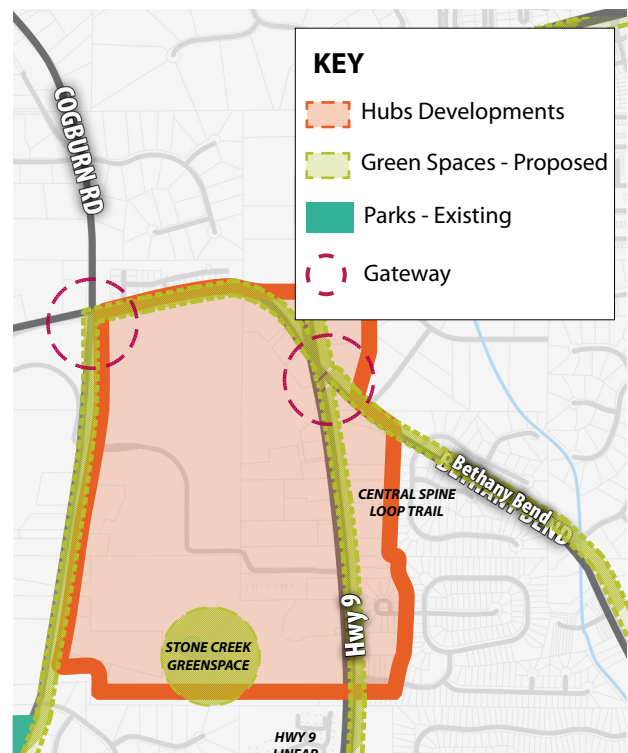
#### Landscape & Civic Space

The design principles for Central Deerfield must prioritize connectivity, accessibility, and the creation of a unified landscape that weaves together public and private spaces, spotlighting an interconnected trail system and walkable environments.

- “This area has added complexity with a large semi-public space and public school (Cambridge High School). This is an important civic space that will require seamless integrations with the District’s civic spaces.”
- As parcels redevelop, the frontage to Hwy 9 should include street trees on all public and private streets.
- Redevelopments over 4 acres or more should include a civic space accessible to residents.
- Develop a Civic Space on the east side of Hwy 9 at the vacated Bethany Bend ROW /intersection.



Small Lot Single-Family



Civic Space Plan, Central Deerfield



## 3.2 CENTRAL DEERFIELD

### Mobility

Central Deerfield has redevelopment opportunities that can facilitate new multimodal road infrastructure. There are also opportunities for improving the existing infrastructure.

- Create the Bethany Road Greenway once the existing ROW is abandoned for vehicular use. It should include a minimum of 10' multi-use trail connected to the Primary Loop.
- Implement Deerfield Loop Trail Plan described in Section 4.2.
- Create a safe crossing of the multi-use trail/Bethany Bend Greenway at the intersection of Hwy 9. This should include a Pedestrian Hybrid Beacon (PHB) signal and ample on-street striping for clear visibility of all users of the crossing.
- Create a minimum of 5' sidewalks on the west side of Hwy 9 during the widening project.
- Create secondary street connections within the redevelopment of the Stonecreek Church Parcels that allow circulation to the north and east.



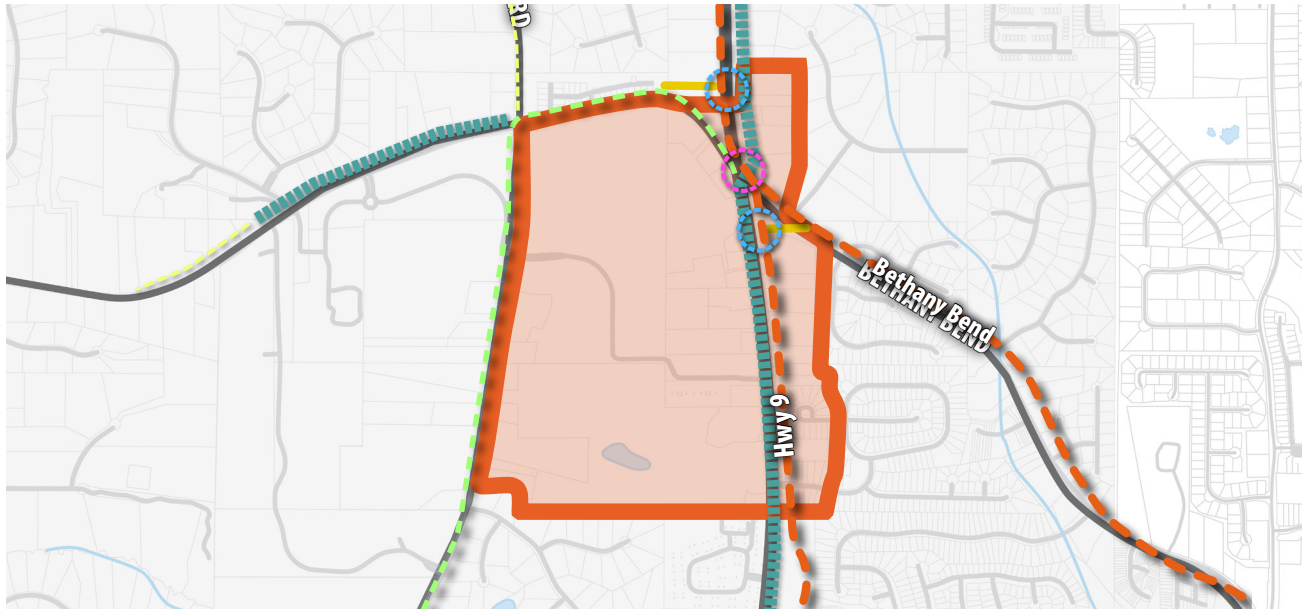
Utilizing the Abandoned Bethany Bend ROW for the Loop will Create More Green Space



Pedestrian Hybrid Beacon (PHB) Signals Create Safe Bike/Ped Crossings

## 3.2 CENTRAL DEERFIELD

### Mobility Plan, Central Deerfield



#### KEY

- First Priority Multimodal Connection
- Second Priority Multimodal Connection
- - - Multimodal Connections from other Plans

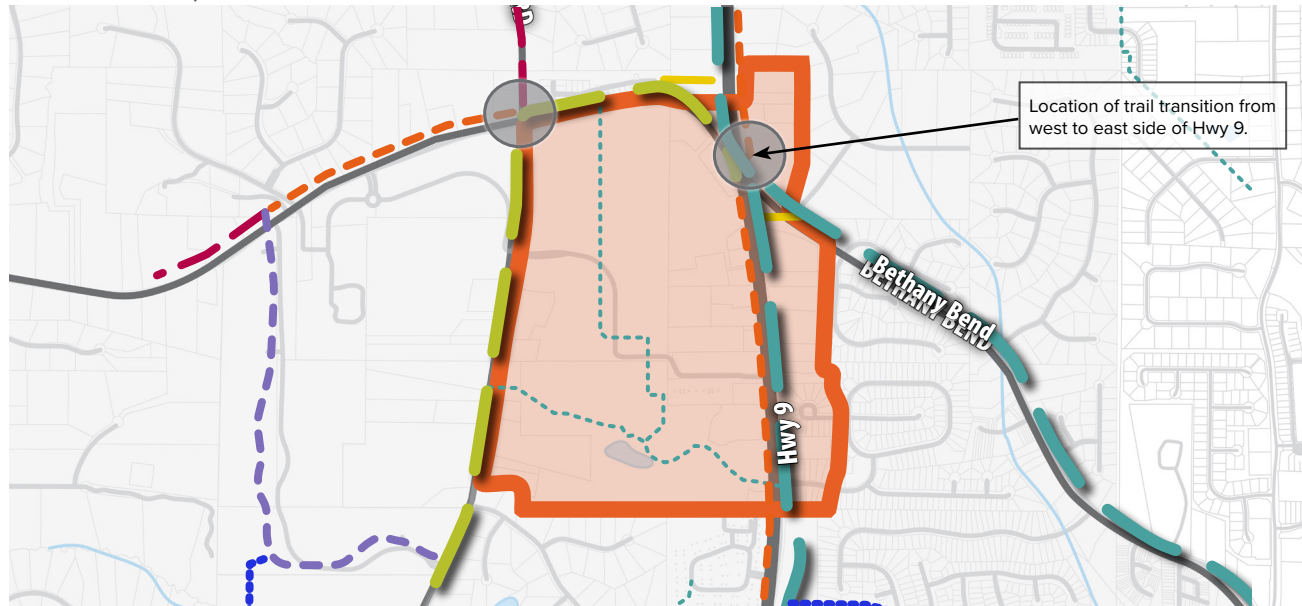
#### New Street Connections

- Walkable Mixed-Use Street
- - - Southern Gateway (Retail & Thoroughfare)
- Park Street
- - - Street from other City plans & efforts

#### Traffic Control

- - - Full Signal
- - - Pedestrian-Based
- Potential Mobility Hub Locations

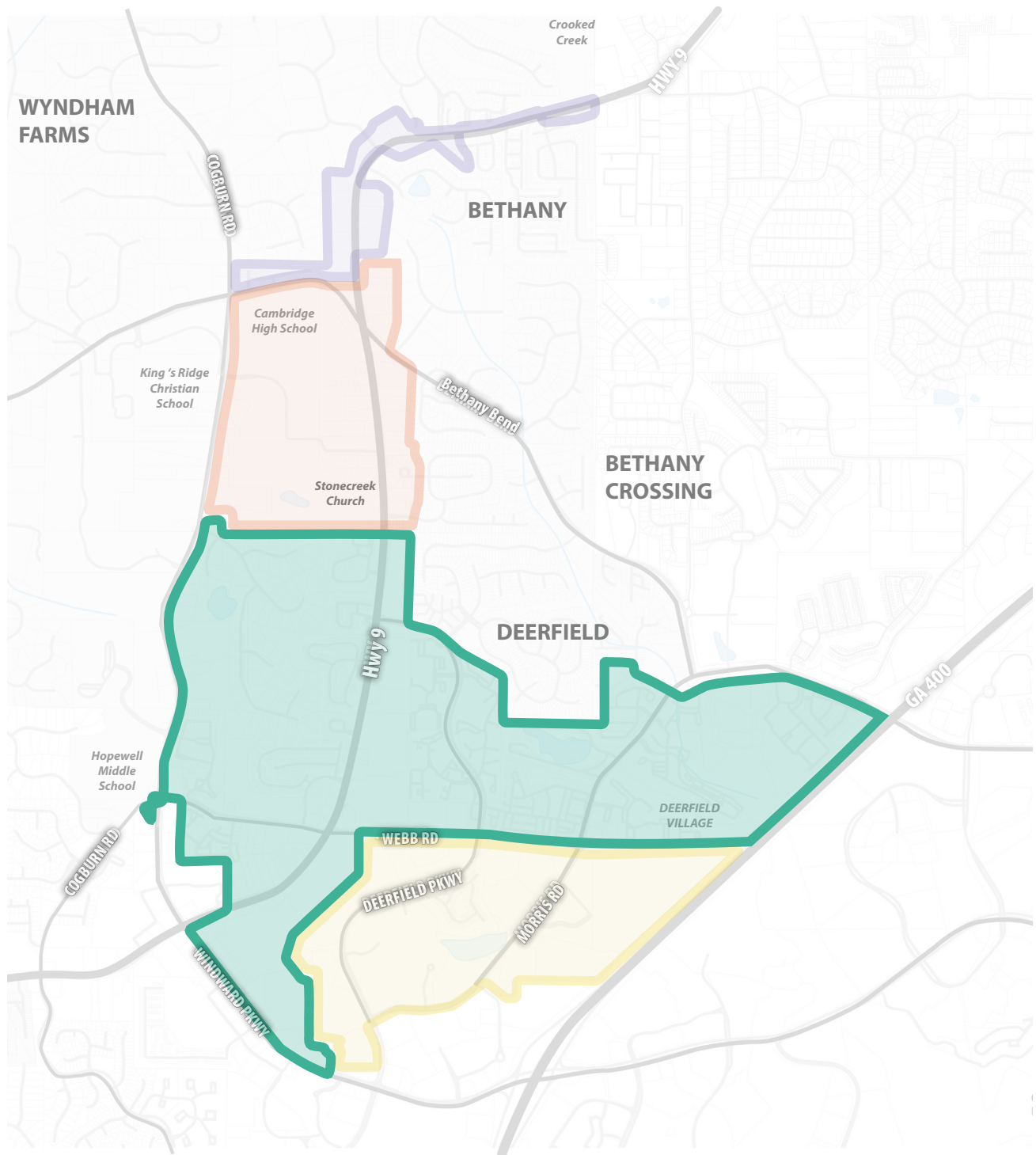
### Multi-Use Trail, Central Deerfield



#### KEY

- Primary Loop Trail
- - - Secondary Connector Trail
- - - Existing Trail
- - - Potential Future Connections; Specific location to be determined at later date.
- - - Existing Sidewalk
- - - Road Extension
- Trailhead
- - - Windward Parkway & Hwy 9 Strategic Master Plan

### 3.3 SOUTH Hwy 9



#### KEY

- North Deerfield
- Central Deerfield
- South Hwy 9
- South Deerfield Parkway



## 3.3 SOUTH Hwy 9

### SUB-DISTRICT DESCRIPTION

South Hwy 9 features community and regional retail, commercial areas, and potential for townhome and multi-family residential development. Defined by Hwy 9, the sub-district will be significantly impacted by GDOT's road expansion. The design priority is to enhance pedestrian connectivity and improve the public realm through redevelopment, following the Deerfield Form-Based Code. A key focus is increasing Civic Spaces of various sizes on both public and private parcels. The landscape should create a welcoming, cohesive environment that complements and enhances the architecture of the sub-district.

Key priorities for this sub-district include:

- **Hwy 9 Landscape:** With the reconfiguration the Hwy 9, create increased landscape in both the median and along the side of the ROW.
- **Multi-Use Trail:** Develop along the eastern side of Hwy 9, with connections to existing and redeveloped properties, potentially extending onto private parcels.
- **Gateways and Public Art:** Install at locations identified in the Civic Space Plan.
- **Interconnected Streets:** Add new streets between parcels during redevelopment where feasible.
- **Sidewalk Improvements:** Upgrade and expand sidewalks on all streets where right-of-way (ROW) permits.
- **Addition of Civic Space:** Include publicly accessible Civic Spaces as parcels redevelop.
- **Unique Design Elements:** Incorporate architectural features identified by the community as distinctly Milton, as outlined in the Architecture section of this document.



South Hwy 9



South Hwy 9

## 3.3 SOUTH Hwy 9

### DESIGN CHARACTER

#### Architecture & Form

Architecture and Form in South Hwy 9 should be defined by high quality, pedestrian oriented buildings on Hwy 9 that create the retail heart of Deerfield. The sub-district is in the T-5 and T-5 limited zone. Redevelopment should infill with the following forms and uses:

- Mix of 1-2 Story single use Retail Commercial buildings that front Hwy 9 or secondary streets connected to Hwy 9.
- 1-3 Story Attached Single Family Residential.
- Up to 4 story Residential, Mixed-Use, and Commercial Buildings, with a maximum of 3 stories on Hwy 9.

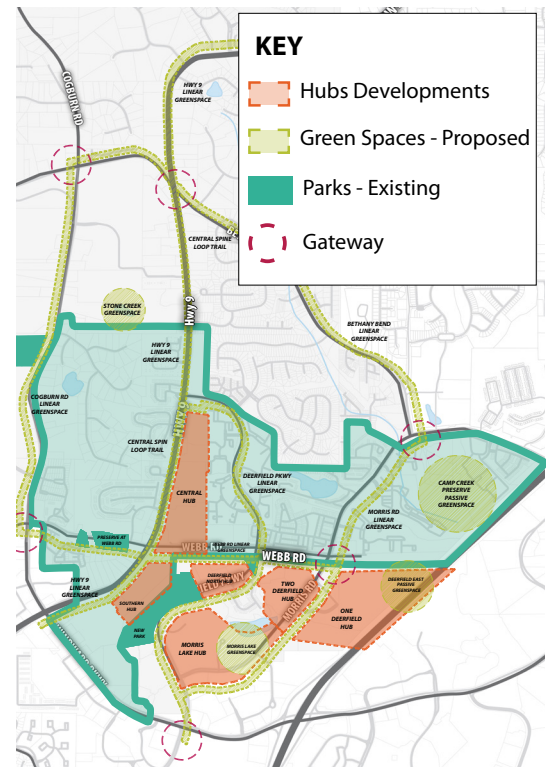
The architecture is further detailed in Section 5.



Vibrant Retail

#### Landscape & Civic Space

- The landscape should soften the structures with varied textures, heights, and colors, fostering a unified and visually appealing aesthetic. It should respond to the commercial architecture while reinforcing the “Deerfield Aesthetic” through a consistent and recognizable design language.
- Native and naturalized plantings should remain a cornerstone of the area, complemented by similar hardscape elements. This approach ensures the unique identity of Deerfield is seamlessly carried into its more “urban” spaces.
- As parcels redevelop, the frontage to Highway 9 should include street trees on all public and private streets.
- Redevelopments over 4 acres or more should include a publicly accessible civic space.
- Develop a Linear Park on the east side of Hwy 9 during the redevelopment by Hwy 9 to include the multi-use trail; this could be on private property.



Civic Space Plan, South Hwy 9



## 3.3 SOUTH Hwy 9

### Mobility

South Hwy 9 has redevelopment opportunities that can facilitate new multimodal road infrastructure. There are also opportunities for improving the existing infrastructure.

- Create a minimum 10' multi-use path on the east side of Hwy 9 to coincide with the linear park during the Hwy 9 widening project.
- Create secondary 8'-10' multi-use path through larger redevelopment sites to create connections to commercial activity.
- Create a 8' multi-use path loop in the Webb Preserve.
- Complete 8'-10' multi-use path on Morris Road north of Webb Road.
- Complete 10' multi-use path on Webb Road and Cogburn Road.
- Create a safe crossing of Hwy 9 between Deerfield Parkway and Webb Road. This should include a HAWK signal and ample on-street striping for clear visibility of the pedestrians, personal transportation vehicles, and others using personal transportation.
- Create a minimum of 5' sidewalks on the west side of Hwy 9 during the widening project.
- Create a minimum of 5' sidewalks on all roadways, including the widening Morris Road.
- Create secondary street connections within the redevelopment of large parcels that allow additional circulation through these sites and connect to primary streets.
- Develop a street or boulevard connection between Hwy 9 and Deerfield Parkway beginning at the former Frye's parcel and connection through the City-owned park parcel to the former Verizon site.
- A 10' multi-use path should follow a path through the park, either with the new



Multi-modal Trail Connections Create More Opportunities to Travel in Deerfield Without a Car

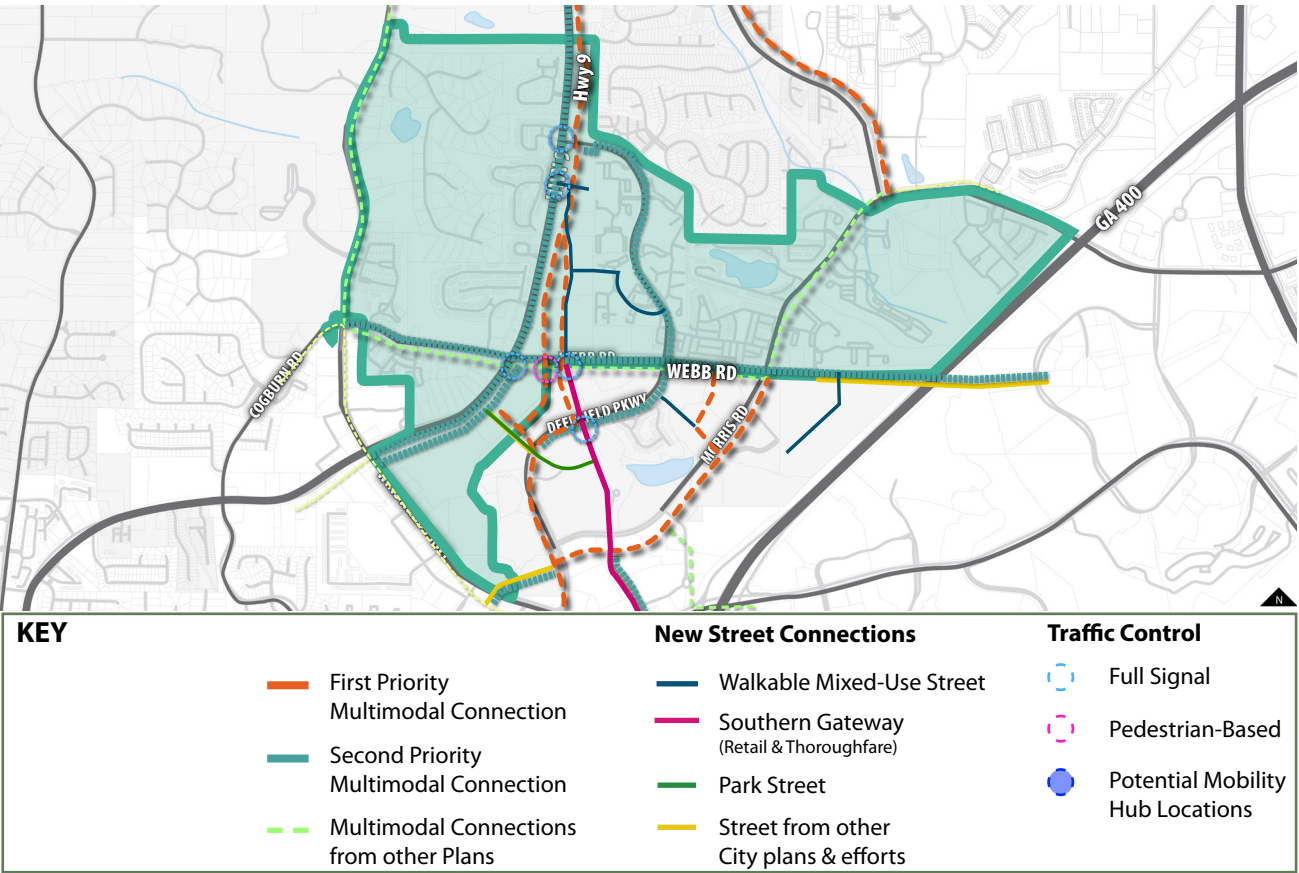


Secondary Street Connections in Redevelopment

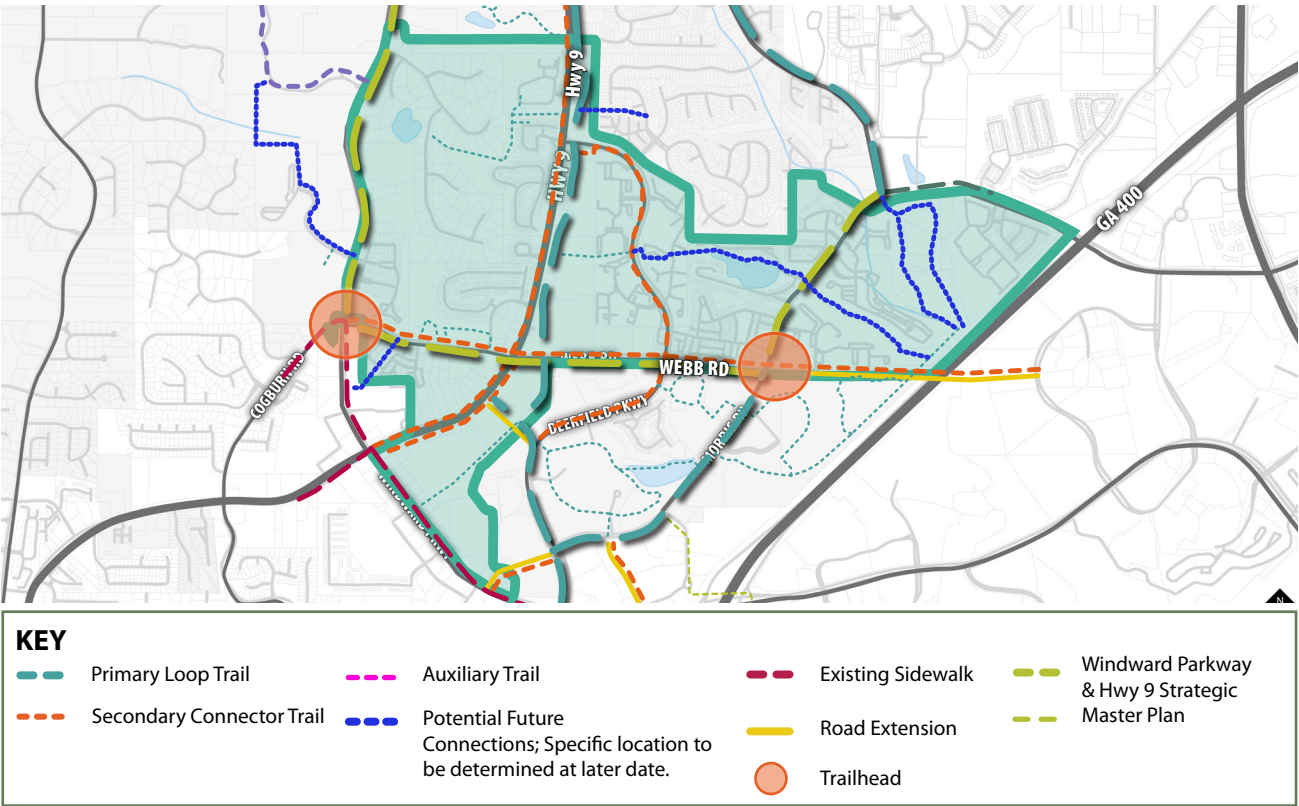


# 3.3 SOUTH Hwy 9

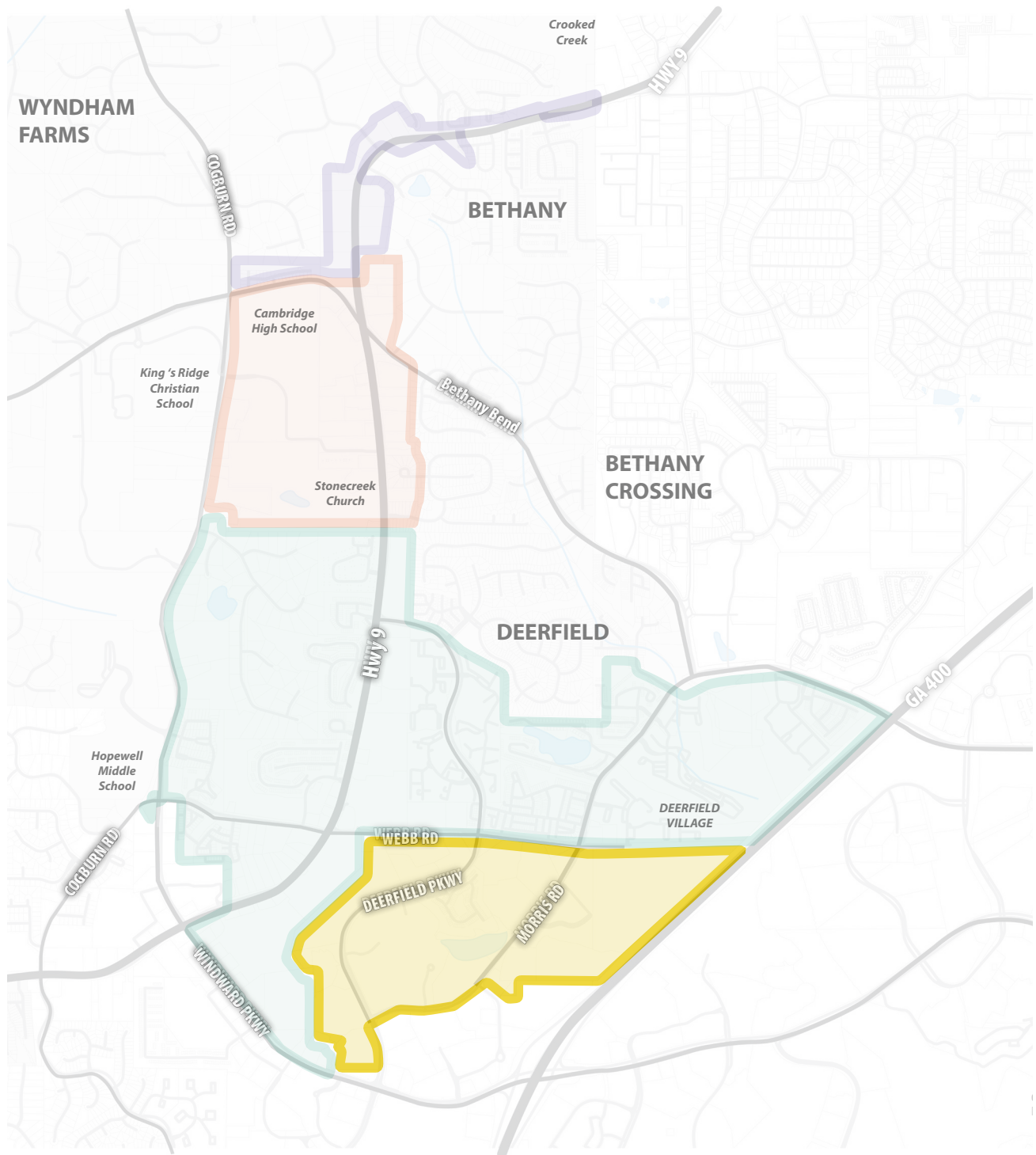
Mobility Plan, South Hwy 9



Multi-Use Trail, South Hwy 9



## 3.4 SOUTH DEERFIELD PARKWAY



### KEY

- North Deerfield
- Central Deerfield
- South Hwy 9
- South Deerfield Parkway



## 3.4 SOUTH DEERFIELD PARKWAY

### SUB-DISTRICT DESCRIPTION

South Deerfield Parkway features community and regional retail, major commercial in the form of Suburban office parks, and potential for townhome and multi-family residential development, hotel, and other commercial uses. The area is defined by the Deerfield Parkway Office and established residential concentrated on Morris Road. The design priority is to enhance pedestrian connectivity and improve the public realm through redevelopment, following the Deerfield Form-Based Code. A key focus is increasing Civic Spaces of various sizes on both public and private parcels. The South Deerfield Parkway sub-district serves as the public open space destination of Deerfield, with a blend of office parks, new active park development, and a highly mature landscape that defines its character.

Key priorities for this sub-district include:

- **Multi-Use Trail:** Develop the Multi-Use Trail on both public and private rows and identified on the Multi-Use Trail plan to create connections to existing and redeveloped properties.
- **Gateways and Public Art:** Install at locations identified in the Civic Space Plan.
- **Interconnected Streets:** Add new streets between parcels during redevelopment where feasible
- **Sidewalk Improvements:** Upgrade and expand sidewalks on all streets where right-of-way (ROW) permits.
- **Addition of Civic Space:** Include publicly accessible Civic Spaces as parcels redevelop.
- **Unique Design Elements:** Incorporate architectural features identified by the community as distinctly Milton, as outlined in the Architecture section of this document.



South Deerfield Today



South Deerfield Today



## 3.4 SOUTH DEERFIELD PARKWAY

### DESIGN CHARACTER

#### Architecture & Form

Architecture and Form in South Deerfield Parkway should be defined by high quality, pedestrian oriented buildings. The sub-district is in the T-6 and T-5 Limited zone. Redevelopment should infill with the following forms and uses:

- Mix of 1-2 Story single use Retail Commercial buildings.
- 1-3 Story Attached Single Family Residential.
- Up to 4 story Residential and Mixed-Use Buildings.
- Up to 8 Story Office Commercial Buildings.

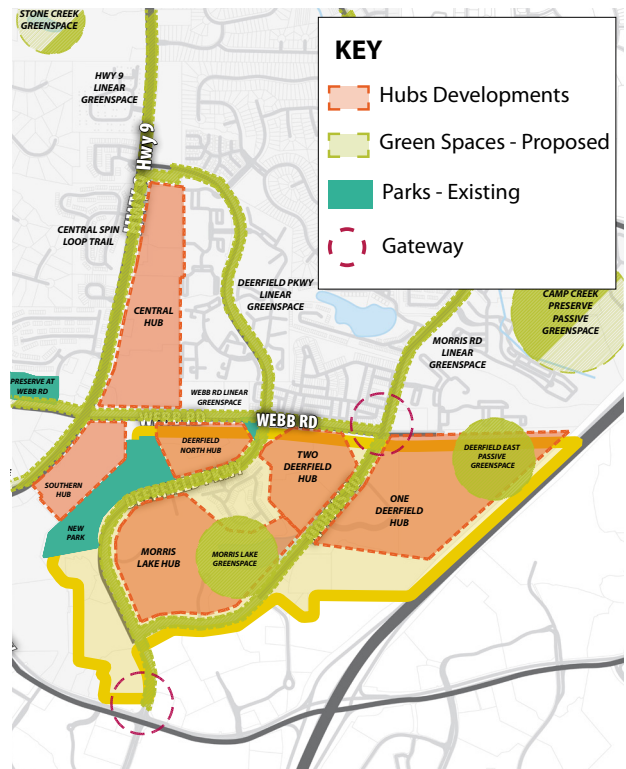
The architecture is further detailed in section 5. of this manual.

#### Landscape & Civic Space

- The landscape design for this sub-district must integrate seamlessly with the existing mature landscape while complementing the existing and proposed architecture.
- Similar to the South Hwy 9 sub-district, proposed landscaping will respond to the commercial architecture through consistent, identifiable design language. With a focus on environmental sustainability and storm water management, the design will enhance the sub-district's role as a tranquil and accessible public space for both work and recreation.
- As parcels redevelop, the frontage to Hwy 9 should include street trees on all public and private streets.
- Redevelopments over 4 acres or more should include a pocket park or plaza accessible to residents.
- Incorporate the lake on Morris Road at the former Verizon site into a Civic Hub.
- City-owned park to be developed on Deerfield Parkway.



Mixed-use Building



Multi-Use Trail, South Deerfield Parkway

## 3.4 SOUTH DEERFIELD PARKWAY

### Mobility

South Deerfield Parkway has redevelopment opportunities that can facilitate most of the District's new multimodal road infrastructure. There are also opportunities for improving the existing infrastructure.

- Create a minimum 10' multi-use path along the Deerfield Parkway south of the City Park and Morris Road south of Webb Road.
- Create secondary 8'-10' multi-use path through larger redevelopment sites to create connections to commercial activity.
- Create a minimum of 5' sidewalks on all roadways.
- Create secondary street connections within the redevelopment of large parcels that allow additional circulation through these sites and connect to primary streets.
- Create a safe crossing of Deerfield Parkway at the intersection with the new roadway connection.



The Loop Trail will add Recreation Opportunities



Sidewalks and Landscape on Webb Road



# 3.4 SOUTH DEERFIELD PARKWAY

Mobility Plan, South Deerfield Parkway



## KEY

- First Priority Multimodal Connection
- Second Priority Multimodal Connection
- - - Multimodal Connections from other Plans

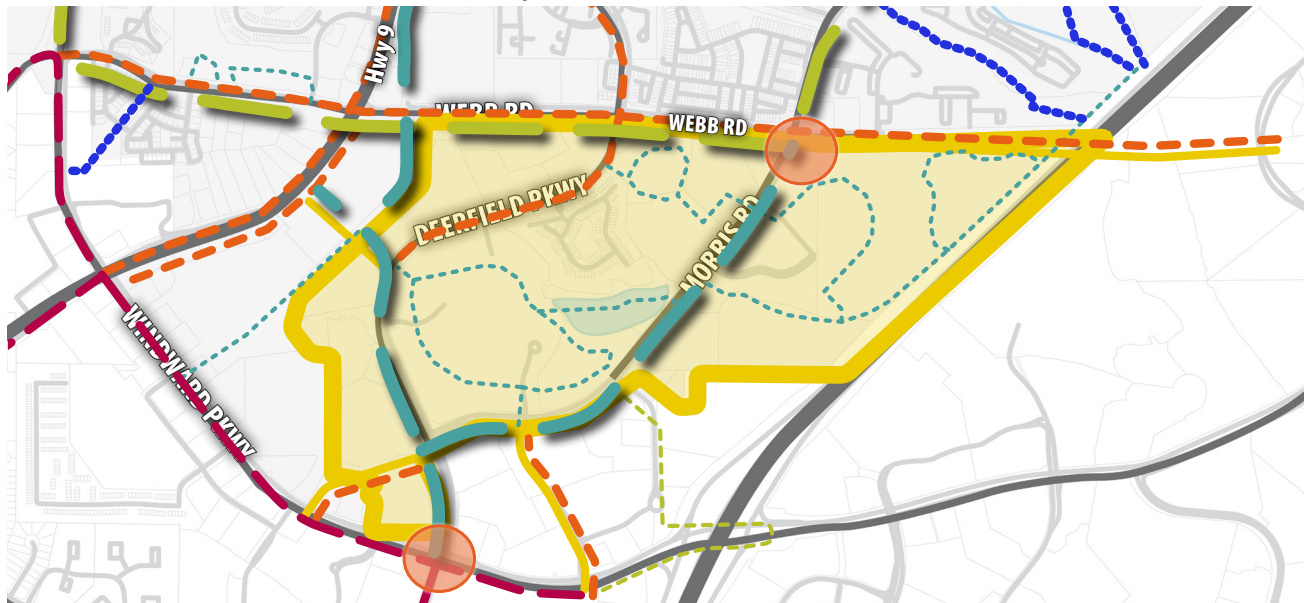
## New Street Connections

- Walkable Mixed-Use Street
- Southern Gateway (Retail & Thoroughfare)
- Park Street
- Street from other City plans & efforts

## Traffic Control

- [ ] Full Signal
- [ ] Pedestrian-Based
- Potential Mobility Hub Locations

Multi-Use Trail, South Deerfield Parkway



## KEY

- |   |   |  |   |
|---|---|--|---|
| <span style="color: teal;">—</span> Primary Loop Trail              | <span style="color: magenta;">- - -</span> Auxiliary Trail  | <span style="color: darkred;">—</span> Existing Sidewalk | <span style="color: green;">—</span> Woodward Parkway & Hwy 9 Strategic Master Plan |
| <span style="color: orange;">- - -</span> Secondary Connector Trail | <span style="color: blue;">- - -</span> Potential Future Connections; Specific location to be determined at later date. | <span style="color: yellow;">—</span> Road Extension     | <span style="color: green;">—</span> Strategic Master Plan                          |
|   |   | <span style="color: orange;">●</span> Trailhead          |   |



## 3.4 SOUTH DEERFIELD PARKWAY

### REDEVELOPMENT

Infill development in South Hwy 9 can take many forms. Below are some sample blocks of redevelopment with a mix of low scale residential, hotel, office, and retail looking north on Deerfield Parkway towards Central Deerfield.

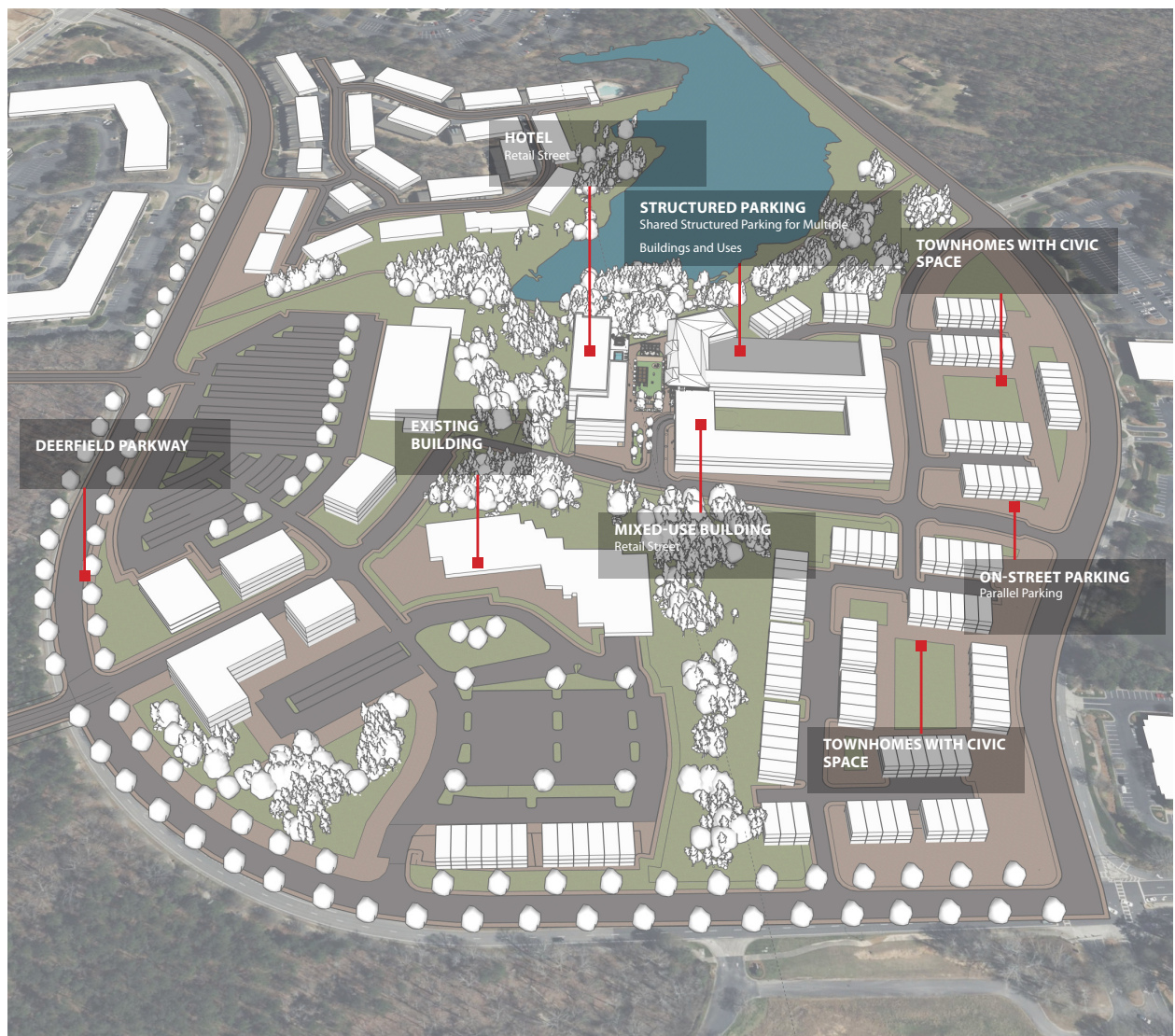


Redevelopment Potential, South Hwy 9

## 3.4 SOUTH DEERFIELD PARKWAY

### REDEVELOPMENT

Below are some sample blocks of redevelopment with a mix of low scale residential, residential with structured parking, hotel, office, and retail looking north on Deerfield Parkway towards Central Deerfield.



Redevelopment Potential, South Hwy 9





# 4. PUBLIC REALM

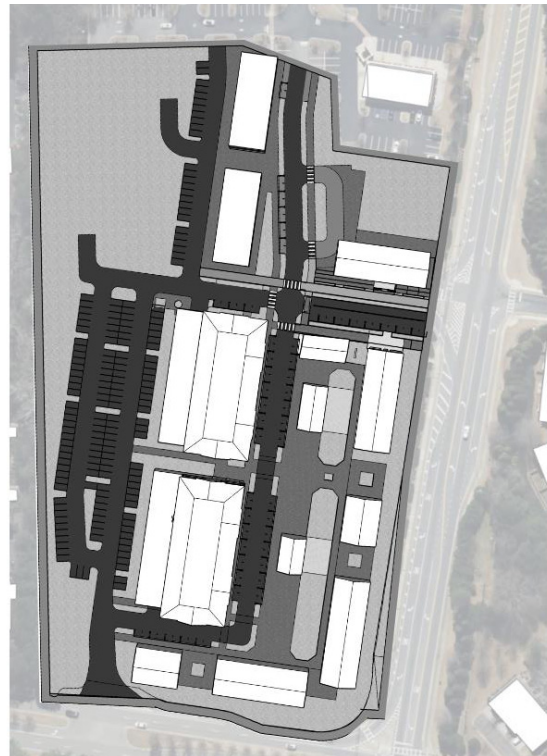
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## 4.1 STREETS AND BLOCKS

### STREETS AND BLOCKS

Deerfield's previous development pattern created a series of site developments that are not all inter-connected. Seldom do parcels connect other than through major collector roads like Hwy 9, Deerfield Parkway, and Webb Road. Development and redevelopment should focus on creating a system of blocks with streets that are well-connected to allow people to walk, bike, or take alternative transportation comfortably throughout the District. While specific street and block size will vary site by site, the objective for all is to create a better connected Deerfield through streets and trails that are welcoming and create a vibrant public realm.

- A network of streets should be created with infill development to create better District connectivity, reduce congestion on collector streets, and promote alternatives to the automobile for transportation.
- New streets should be based on creating a grid pattern that connects existing streets, respects the natural features of the site, and create blocks for a hierarchy of buildings and civic spaces.
- Block sizes should accommodate a diversity of uses and building forms lining the streets.
- Buildings should be oriented on blocks and streets to create a vibrant streetscape with building facades directly facing publicly accessible sidewalks and civic spaces.



A Network of Streets Creates Flexibility



Buildings Oriented to Streets



# 4.1 STREETS AND BLOCKS

## BLOCK GUIDELINES

- Block depths should allow for buildings oriented on streets and/or civic spaces, adequate setbacks, amenity spaces, service and parking, pedestrian trails, and transition zones.
- For large redevelopment sites within the South Hwy 9 and South Deerfield Parkway Sub-districts, introduce new streets and blocks that organize new buildings and civic spaces to create a grid. This should involve a mix of uses and building forms, a variety of civic spaces, and a series of blocks that can be infilled over time and responds to market conditions.



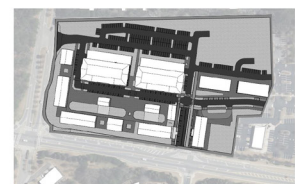
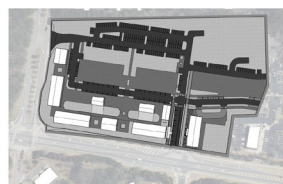
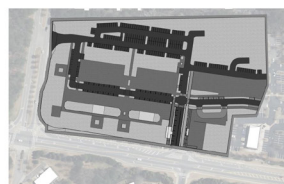
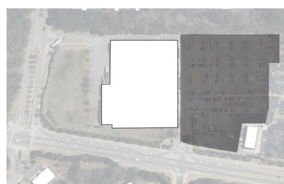
Low-Intensity block



Mid-intensity block



High-Intensity block



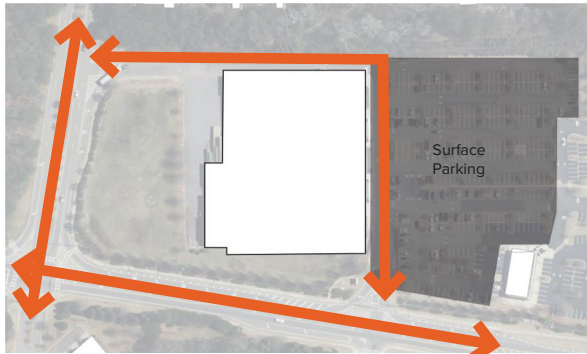
Existing Sites Evolve With Proper Pedestrian-Friendly Street And Block Infrastructure

## 4.1 STREETS AND BLOCKS

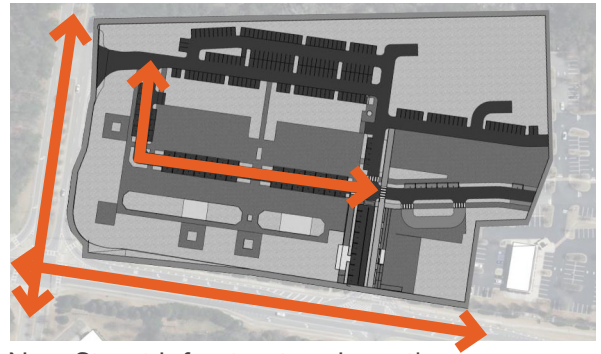
| <b>Design Parameter</b>  | <b>General Guidance</b>   | <b>Special Considerations</b>   |
|--------------------------|---|---|
| What Constitutes a Block | Blocks are created when sites of up to 10 acres are subdivided with internal streets, or parallel streets to a major street thoroughfare are created, regardless of dimension.  |   |
| Block Lengths            | <p>Total perimeter of a block should not exceed 2,000'.</p> <p>Blocks exceeding 350' in length on any single side shall provide a mid-block pedestrian passage through the block generally perpendicular to that side.</p>  | Maximum single-side length and/or perimeter may be exceeded when a block includes water features or open space that with direct public-street access from at least two sides. |
| Block Dimensions         | <p>For residential blocks: blocks should allow two rows of parcels, each at least 150' when measured from the roads giving primary frontage.</p> <p>For commercial and mixed-use blocks: blocks should have two sides designated with primary frontage and adequate parcel depth from these primary frontage streets to support land uses.</p> <p>Mid and high-intensity development blocks should be a minimum of 270' deep to accommodate a transition of building heights and sizes.</p> | Length of blocks (measured along the streets giving primary frontage to developed property) should generally not be shorter than block depths.                                |
| Intersection Spacing     | Minimum 300' from other public street intersections, maximum 800'.  |   |
| Intersection Layout      | <p>90 degree angles at intersections preferred; no angle of street centerlines at an intersection shall be less than 75 degrees.</p> <p>Intersection corner curb radii should have a minimum radius of 20' , and 25' from major streets.</p>  |   |



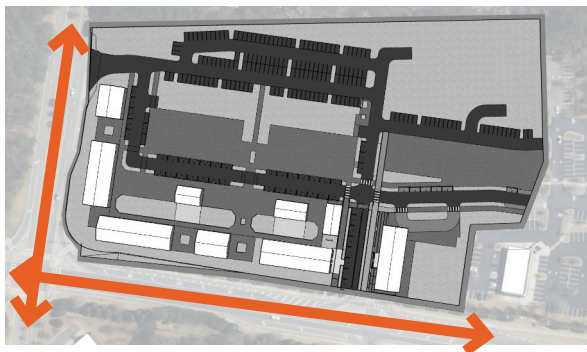
## 4.1 STREETS AND BLOCKS



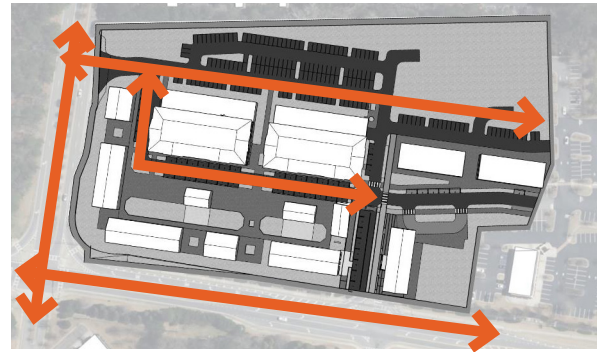
Current Block with only Major Streets, Drive Aisles, and Surface Parking.



New Street Infrastructure Lays the Foundation for to Create a Vibrant Public Realm, Creating Walkable Block Sizes and Potential Locations for Future Connections to Adjacent Parcels with Future Redevelopment.



Walkable Uses and Civic Spaces Infill New Street and Block Network in Early Phases of Redevelopment. Buildings begin to infill with the new infrastructure.



Later Phases of Redevelopment Add More Uses to the Redevelopment, Surface Parking Converts to Structured Parking. Additional buildings begin to infill with the new infrastructure.

## 4.1 STREETS AND BLOCKS

### STREETS AND BLOCKS

The purposes of an expanded network of streets and blocks in the Deerfield district are to:

1. Provide additional circulation routes and distribute traffic over a more extensive network and set of intersections.
2. Create a framework making it easier for the City to maintain trails, and other non-motorized connections through the district, as coupling these connections with vehicular streets whenever possible facilitates access of maintenance vehicles and other equipment.

The first of these two reasons is especially important along the Hwy 9 corridor, as GDOT's current plans for capacity expansion on that street are likely to result in greater limitations on property access than what exists today: fewer new driveway connections allowed, limited right-in/right-out driveways when they are allowed (as opposed to driveways also allowing left turns in and out), and spacing of driveways from street intersections (and other driveways) that may not be ideal for a given site's development.

Building a more expansive network of streets and blocks is retained as a key strategy to allow development to address this and have more site-appropriate access from different streets than Hwy 9. The City should work with development applicants to find creative solutions to the network links presented in this plan, should those links create unreasonable challenge or burden for a site's development, to continue to work toward at least one connection each between the following pairs of streets:

- Hwy 9 and Deerfield Parkway south of Webb Road.
- Webb Road and Deerfield Parkway east of Hwy 9.
- Deerfield Parkway and Morris Road west of the Deer Park townhome subdivision.
- Deerfield Parkway and Morris Road east of the Deer Park townhome subdivision.
- Morris Road and Windward Parkway east of Deerfield Parkway.

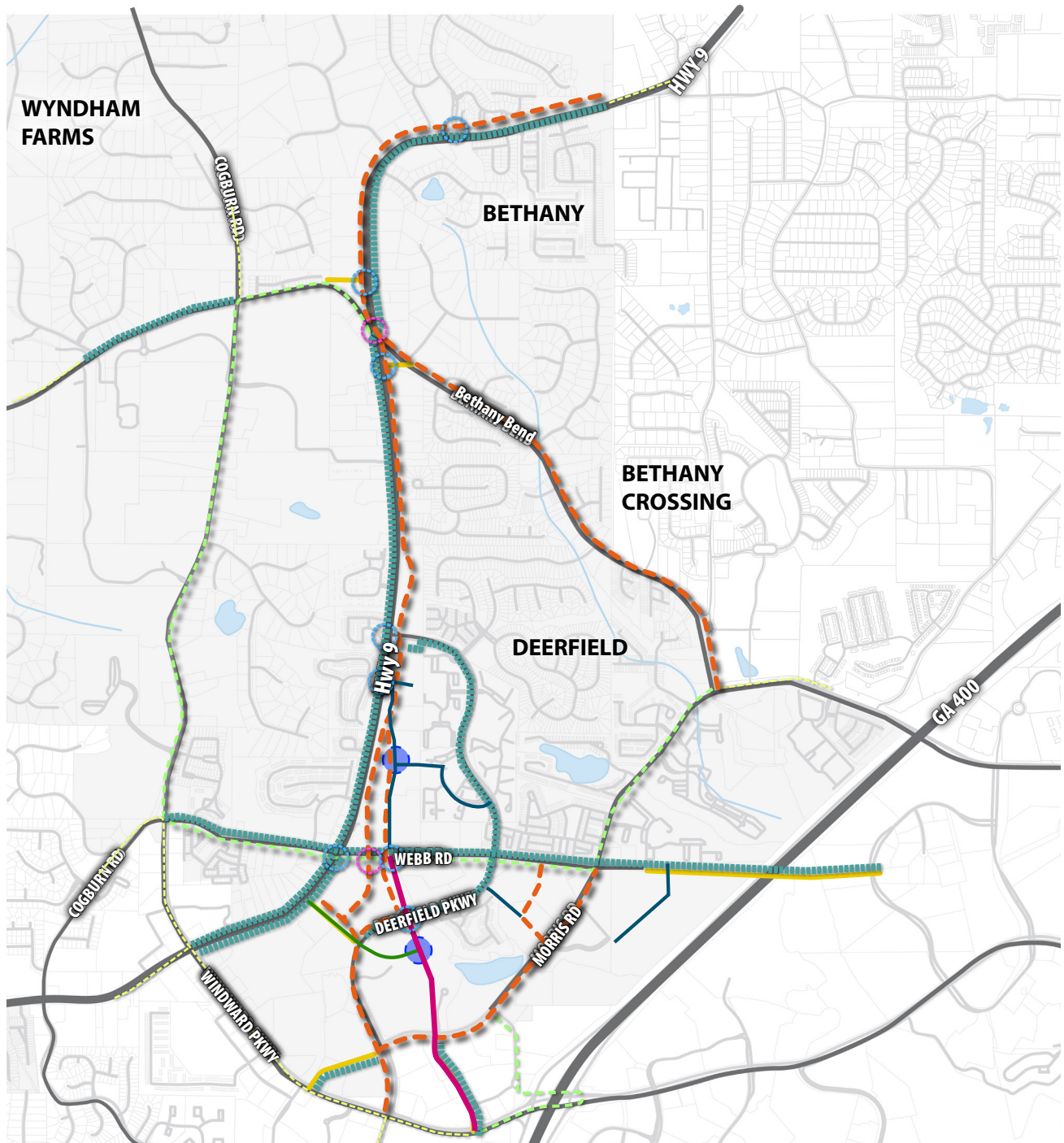
The layout of new streets as shown on the Mobility Plan is intended to approximate locations of the streets but should not be seen as an absolute alignment. Site conditions, desired building layouts, and other factors may mean these connections follow slightly different alignments, but the previous block guidelines should be considered as foundations for network additions with new development.



A Proper Street and Block Network Creates Vibrant Pedestrian Places



## 4.1 MOBILITY PLAN



### KEY

- First Priority Multimodal Connection
- Second Priority Multimodal Connection
- Multimodal Connections from other Plans

### New Street Connections

- Walkable Mixed-Use Street
- Southern Gateway (Retail & Thoroughfare)
- Park Street
- Street from other City plans & efforts

### Traffic Control

- ⬢ Full Signal
- ⬢ Pedestrian-Based
- Potential Mobility Hub Locations

# 4.1 MOBILITY PLAN

## MOBILITY PLAN OVERVIEW

This mobility plan is intended as a framework for expanding travel options in the Deerfield district, particularly non-driving connections that make the district more walkable and bikeable, with community amenities better linked to surrounding neighborhoods and other parts of Milton.

These design guidelines do not identify discrete capital projects that make up this plan, but they do outline where contributions to the mobility network are expected to be led by the City and tied to larger transportation investments. Other parts of the network are envisioned to be built out through development of the district's sites, with larger sites providing substantial potential for a parallel street network that provides alternative circulation options to major thoroughfares such as Hwy 9 and Webb Road.

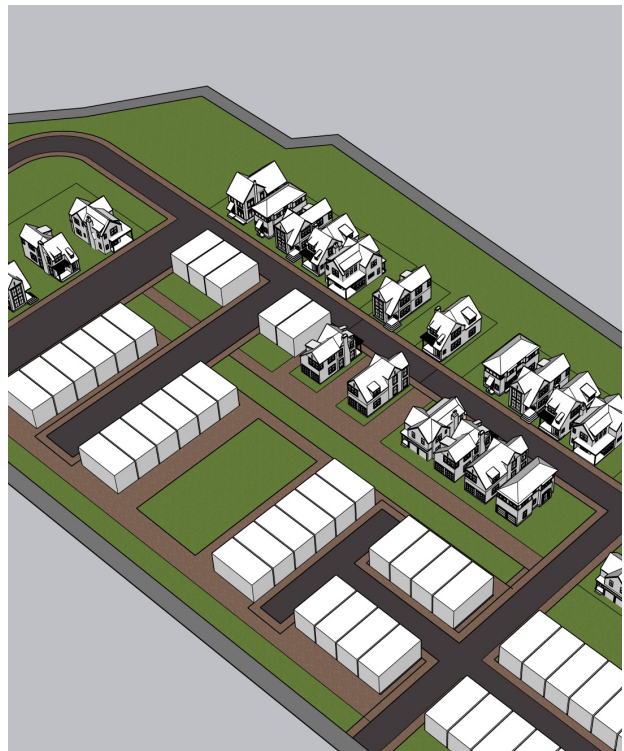
The mobility plan's different components are discussed in the following sections.

**New Streets:** The Deerfield district has limited street connectivity with many key potential development sites only accessed from one road, although the dimensions of these sites are not large enough to support extensive internal street connections once development occurs. For this reason, new street connections are recommended judiciously and in a balance between a more connected street network and maximizing flexibility of the sites to accommodate new development and land uses. The most important new street connection recommended in the network is a main street connection through the Southern Gateway portion of Deerfield between Webb Road and Deerfield Parkway.

Most of the mobility plan's street connections



Mobility via Trails Increases Overall Connectivity



New Streets Increase Connectivity



## 4.1 MOBILITY PLAN

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are intended to support active ground-floor uses and an overall mixed-use character, featuring on-street parking, ample space for pedestrian circulation, and landscape and street furnishing zones that allow growth of canopy trees for shade and will safely fit street furniture and bicycle storage.

**Priority Multimodal Connections:** These are shared-use trail connections primarily located adjacent to major streets around the district. Some have been recommended in previous plans, with a subset of these included in currently programmed capital projects, while others are presented as new concepts with this plan. This plan has further divided these into first and second priority multimodal connections, with first priorities intended to make near-term connections from surrounding neighborhoods to community facilities, services, and retail land destinations. Second priority connections are also important to achieve this, but are either designated on streets that have some degree of advanced multimodal design features today (such as the wider trail on Deerfield Parkway) or are less central to the overall district's development opportunities.

### MOBILITY/TRANSIT HUB

At key locations, small facilities focused on bicycle and personal mobility storage can anchor trail services and support shared parking facilities. This should include shade, restrooms, bike parking, and water. Hubs are distinctive from trail heads in that they are co-located with public parking and occur less frequently.

It is important to note that many of these connections are identical to connections in the Multi-Use Trail network identified in Section 4.2 of this chapter. They are presented in the Mobility Plan for their contributions to an overall system network (and the City's desired priorities in implementing them); their role in Section 4.2 is to define them as part of a trail system with a different design hierarchy.

### **Traffic Control and other Spot Treatments:**

Also important to the safety of cyclists and pedestrians, the placement of traffic control devices, especially on main thoroughfares in the district, should include consideration of key locations where pedestrian travel demand is likely to increase with new land uses. One notable example of this in the Mobility Plan is where a central trail adjacent to Hwy 9 crosses Webb Road: this could potentially be located far enough from the Hwy 9 intersection with Webb Road to warrant a special mid-block crossing, or may be incorporated into a new full street intersection. Rapid Rectangular Flashing Beacons (RRFB's) and Pedestrian Hybrid Beacons (PHB's) are specific tools for pedestrian-based traffic control.



Mobility Hub Concept can be Incorporated into Milton

## 4.1 STREET TYPES

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### **STREET TYPES**

Throughout the Deerfield district, these street types will be used to meet different functional purposes and needs for a balanced transportation system. These make up the New Streets component of the Mobility Plan first introduced on page 50, and this includes adding local streets intended primarily to support a district-based circulation pattern and access to private properties, but it also includes primary streets intended to connect sites and blocks to the larger roadway network—especially regional mobility connections such as State Routes 9 and 400.

The street types making up new street connections as described in the Mobility Plan are discussed in additional detail here.



Create Streets for People

### **Hwy 9**

Milton's primary street through Deerfield is a regional thoroughfare connection owned and maintained by the Georgia Department of Transportation. Through the 2020s, GDOT was leading a project to expand the previous two lanes of capacity to a four-lane street with medians and left turn lanes at intersections. The City of Milton will lead the design that incorporates the spirit of the guidelines in this document and creates a street that is at once a key link to the Atlanta region but also a distinctive main street for the overall city.

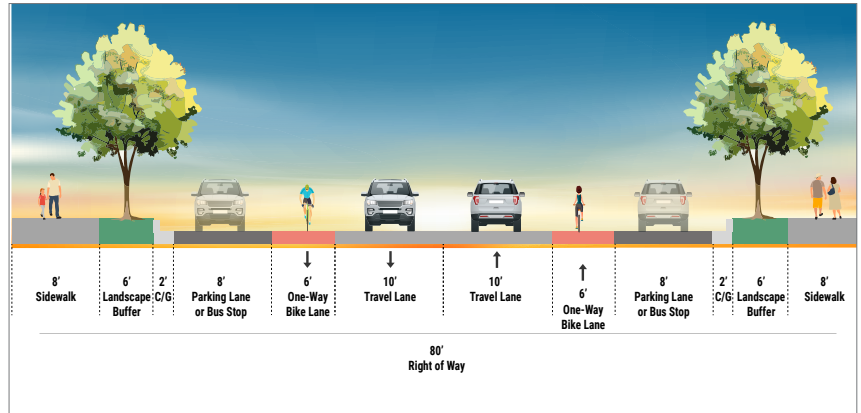
This street type is one-of-a-kind: it will not be influenced by development in the same manner as the other street types presented here, but will include multimodal accommodation—especially in shared-use trails and trails—that private development may help to achieve through selected use of easements and other special arrangements to be located these multimodal facilities outside of Hwy 9's right-of-way.



# 4.1 STREET TYPES

## SOUTHERN GATEWAY RETAIL STREET

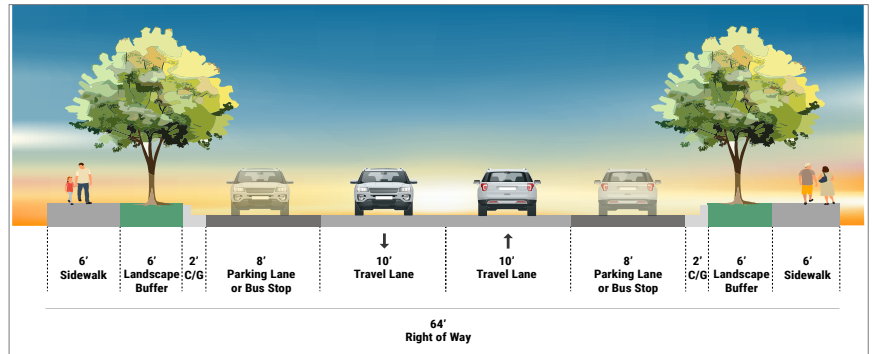
Deerfield's development opportunities for new retail land uses will likely be near forthcoming investments in a retail main new park, and anchored by a main street.



Southern Gateway Retail Street

## WALKABLE MIXED-USE STREET

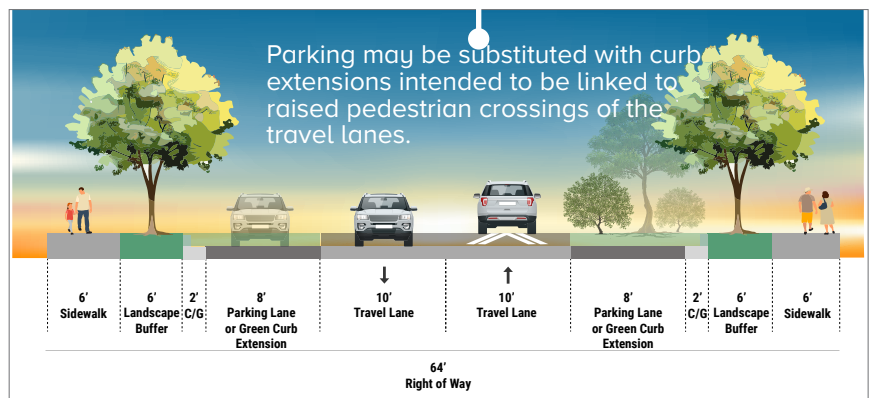
These streets are intended to serve the greatest variety of purposes and thus require a careful balance in design to preserve pedestrian comfort and safety, enable safe traffic circulation, and allow features that support active ground-floor uses, such as on-street parking, and streetscapes featuring shade trees and appropriate furnishings.



Walkable Mixed Use Street

## PARK STREET

This special street type is intended to serve parks, with right-of-way adjacent on one or both sides by parks, recreational properties, and other open space. They resemble a Walkable Mixed-Use Street in their overall layout, but are intended to provide more seamless connections into parks—both from the standpoint of walking and access, but also natural systems, storm water management, and ease of crossing.



Park Street

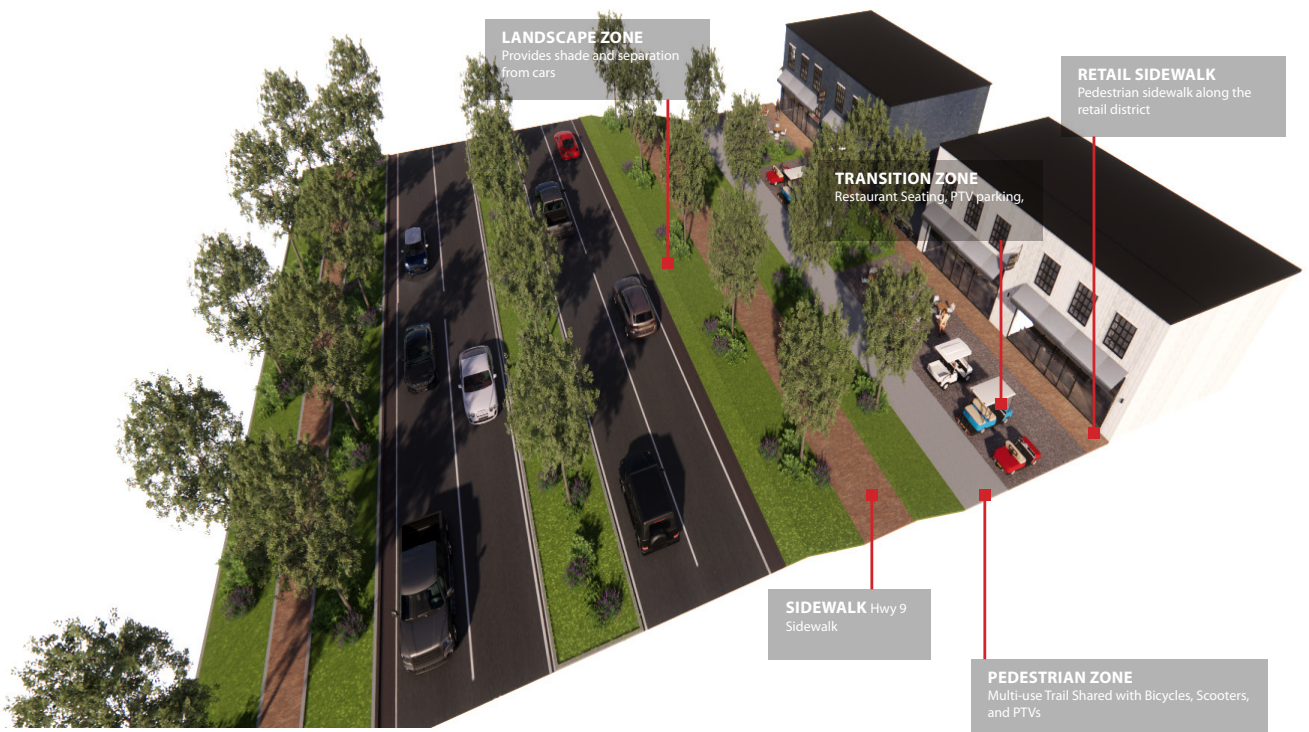
## 4.1 SIDEWALKS AND PEDESTRIAN ZONES

### SIDEWALKS AND PEDESTRIAN ZONES

- All new streets provided as part of the Mobility Plan shall include sidewalks on both sides of the street, unless the City determines that a clear obstacle or limitation makes this impractical for a street.
- In cases where only a single side of a street is provided with a sidewalk, minimum pedestrian zone dimensions of that sidewalk shall be increased to a minimum of eight to ten feet (8'-10'), and the street should include marked crossings and curb extensions allowing the trail of ending sidewalks to be continued across the street.
- Landscape area should be create buffer between pedestrian zone and street.
- Highly visible and accessible crosswalks should connect at intersections and block breaks.



Street with Ample Sidewalk and Crosswalks



Pedestrian Zone Diagram - Hwy 9



## 4.1 BICYCLE FACILITIES

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### **BICYCLE PARKING AND STORAGE**

In a multimodal network, safe and secure storage for bicycles and other lightweight transportation is as important as bike lanes and trails. These guidelines are intended to make placement of these facilities clearly visible within street rights-of-way or convenient for users if they are located on private properties. The guidelines are also intended to identify product types for bicycle racks and other forms of storage that are appropriate to Milton's character.

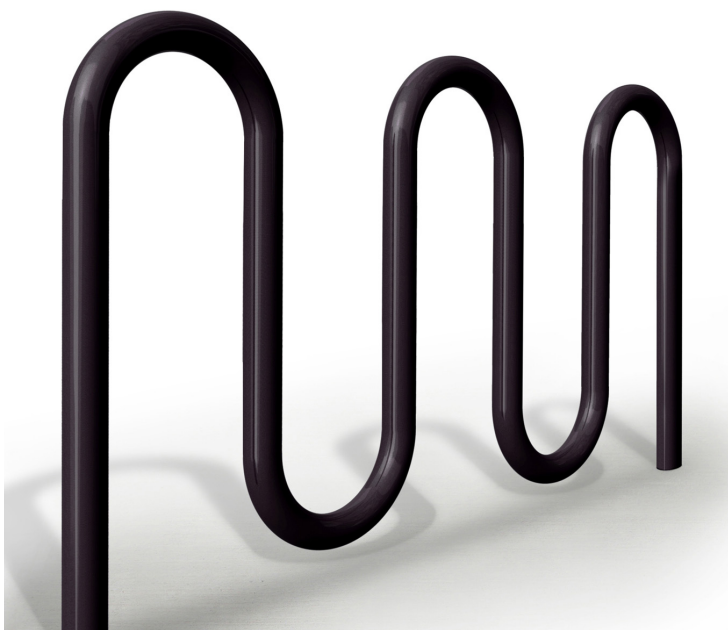
#### **Bicycle parking within street sections or public right-of-way**

Place racks and other storage within furniture zones of street sections. This may allow bicycles to encroach into the pedestrian zone of sidewalks, as to not encourage more than one foot (1') of this encroachment.

Open-air parking and storage racks may include product types that allow a bicycle

frame to rest against the rack at two points, and racks must be mountable to the street surfaces or installed with flanges and mounting hardware under hardscape materials. Racks must allow both bicycle frames and wheels to be locked. The Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines reference manual may be used as an industry-standard, regularly updated reference for state of the practice in bicycle storage types and installation methods.

Bicycle corrals may be located in the street section space used for curbside parking and loading if space is not available in furniture zones of streets. Corrals should be limited to the length of a single parallel parking space at a time (e.g. no more than 22 to 24 feet along the length of the street) and not longer as not to encourage cluttered and disorderly parking of bicycles. Corrals may be covered, but cover structures should not encroach public right of way.



### **BIKE STORAGE**

- Bike Racks – Victor Stanley Cycle Sentry Collection, BRCS-105, black, or similar.

## 4.1 ON-STREET PARKING

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### **GENERAL GUIDELINES**

On-street parking is an important component of street sections in areas with active ground-floor uses and often accounts for the most desirable and convenient parking of an area. It is recommended as standard in the local business district and park street types as discussed previously in this section, and should be added where feasible on other street types.

The dimensions of sites in the Deerfield district suggest that street designs will favor parallel parking as a way of managing the right-of-way needed for public streets, and this is the de facto arrangement shown in the typical sections of these guidelines. However, the City or a developer may elect to use an angled on-street parking configuration providing additional yield of parking spaces per block.



On Street Parking and Pedestrian Environment



# 4.1 OFF-STREET PARKING

## GENERAL GUIDELINES

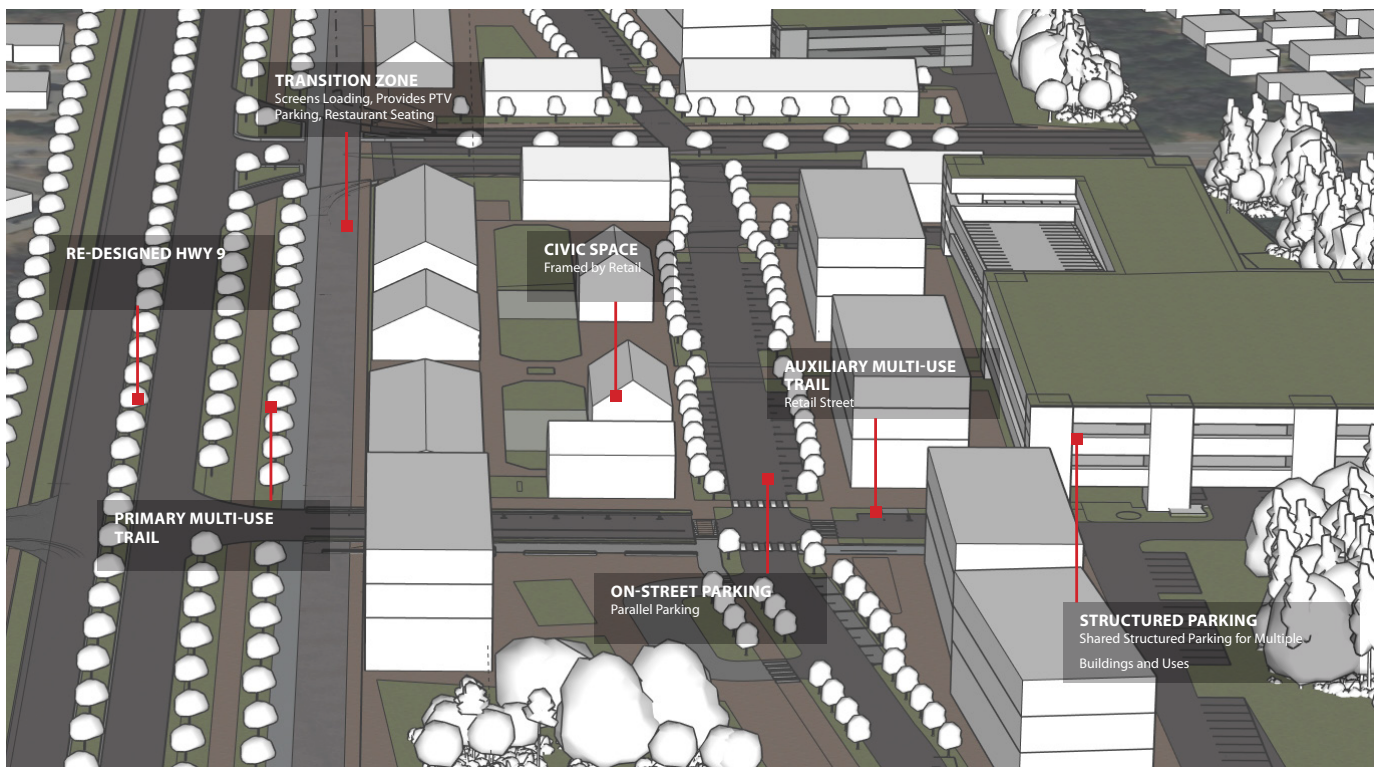
Although off-street parking and loading requirements are defined for different land uses in Article VIII of the Milton Unified Development Code (specifically Section 64-1410), these guidelines are intended to influence where off-street parking is placed within the Deerfield district. In general, parking should be located away from view from public rights-of-way, not between streets and buildings, and connected with clear and direct trails to building entrances. The parking deck facades should also be designed to match the architecture of the surrounding buildings. Each deck should evoke a human-scaled massing and contribute to rather than distract from a vibrant public realm. Subterranean parking is encouraged as an option to preserve ground-level activation and reduce visual impact. Parking decks may have lighting on the top deck for safety, but large goose neck lighting is prohibited. When parking structures are provided to serve a site or series of sites, these should be designed and

constructed to facilitate placement of bicycle storage, transit passenger waiting facilities, and other multimodal features on the ground level of structures so that these structures can evolve into mobility hubs that anchor multiple travel options for the district.

## SHARED PARKING

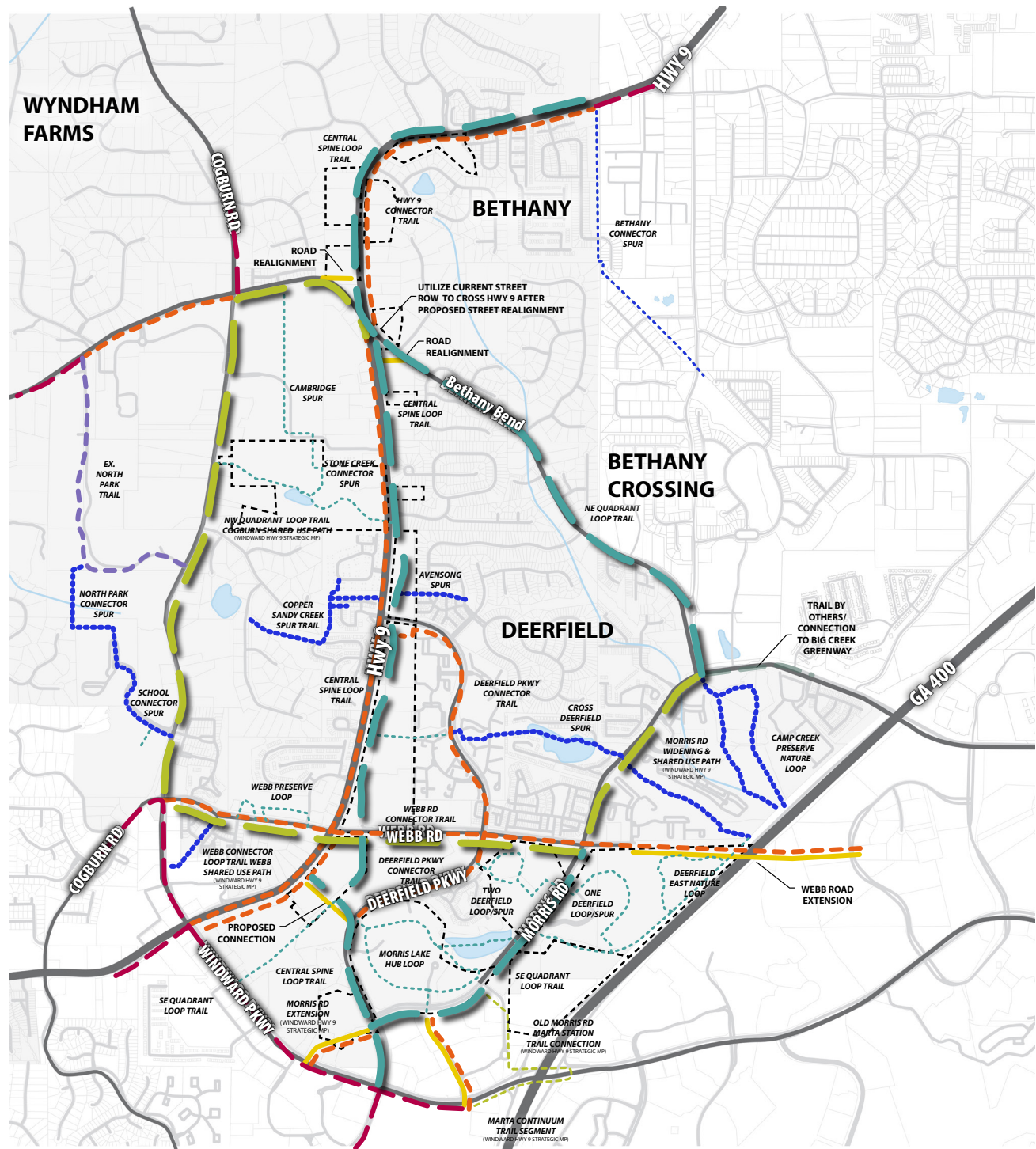
Milton's Unified Development Code includes allowances for shared parking between land uses on a site, with a calculation methodology for determining overall parking need based on the changing levels of parking occupancy for different land uses throughout a typical day.

Developments within the Deerfield district may opt to consider the uses of adjacent properties in calculating potential shared parking. This allows developments to reduce on-site parking demand by leveraging underutilized spaces on neighboring parcels.



Structured Parking Hidden from Public ROW as Part of a Mixed-Use Block

## 4.2 MULTI-USE TRAILS



### KEY

Opportunity Sites

Trailhead

Secondary Connector Trail

Auxiliary Trail

Potential Future Connections; Specific location to be determined at later date.

Existing Trail

Existing Sidewalk

Road Extension

Windward Parkway & Hwy 9 Strategic Master Plan



## 4.2 MULTI-USE TRAILS

### DEERFIELD LOOP TRAIL

The landscape design language for the trail network in Deerfield should create a recognizable experience for users, regardless of the type of trail—whether on the primary loop, secondary, or auxiliary. To achieve this, the trail system should feature design elements that create visual continuity and a unified sense of place.

Key elements such as signage, trail markers, and trail heads will serve as signature features along all trails. Landscape treatments should include the repetition of native trees, shrubs, grasses, and perennials that are common across all trails.

Durable furniture and light fixtures should be strategically placed to blend seamlessly into the surroundings. By using these cohesive design elements, the trail network will have an easily identifiable character that ties the entire system together, enhancing the sense of connectivity throughout Deerfield.

### PRIMARY LOOP TRAIL

10'-12' width concrete trail in existing ROW with min. 6' landscape buffer strip between trail and

back of curb, and within private development with variable conditions.

### SECONDARY CONNECTOR TRAIL

8 - 10' width concrete trail in existing ROW or proposed ROW. Within private development provide a 6' landscape buffer between trail and back of curb where site conditions allow.

### AUXILIARY TRAIL

5' - 10' width concrete or pervious trail spur or loop to service hubs of private development, neighborhood connectivity, or natural areas. These auxiliary trails should connect through private development and have no dead-ends.

### ROAD EXTENSION

Alignments are schematic for design intent Woodward Parkway and Hwy 9 Strategic Master Plan Projects.

- Morris Road Extension.
- Hwy 9 to Deerfield Parkway Connector.
- Woodward-Morris Connector.
- Webb Road Extension.



Primary Loop Trail with Retail, Seating, and Personal transportation vehicle Parking

## 4.2 MULTI-USE TRAILS

### HARDSCAPE MATERIALS

The Deerfield Loop Trail system will utilize a clean, modern palette of materials and forms. Simple elements will evoke warmth and welcomeness that reinforce Milton's rural and equestrian aesthetic. Natural materials of neutral tones (whites, creams, grays, and earthy browns) in combination with rustic materials and textures (stone, aged metal, reclaimed wood, decomposed granite) will combine in designs of nostalgic forms updated with bold lines and minimalist approach.

- **Primary Loop and Secondary Connector Trails** to be ADA accessible with maximum slopes under 5%. Stairs and ramps are discouraged within the Deerfield Loop Trail system, but when required to provide access from existing site conditions, those elements shall be submitted to the DRB for approval and appropriateness. Auxiliary Trails shall be designed as ADA accessible when concrete construction, and wherever site

conditions allow for impervious trails.

- **Concrete Paving:** The primary trail construction shall be 4000 psi reinforced concrete sidewalk, 5" thick slab with 6" depth compacted stone base and 6" depth compacted earth subbase. Primary Loop Trail paving shall have continuous central joint separating trail into two equal halves, the eastern half shall be finished in a medium heavy acid etched finish, the western half shall be finished in a smooth broom finish perpendicular to trail of travel. Secondary and Auxiliary Trails shall be finished in a smooth broom finish perpendicular to the trail of travel. All trails shall provide sawcut joints at even intervals, maximum spacing of 12', and expansion joints at maximum spacing of 60' and at points of sidewalk intersection. Joints shall be offset across central division on Primary Loop Trail sections.



Primary Loop with Concrete Paving



## 4.2 MULTI-USE TRAILS

- **Pervious Paving:** Where trails enter into natural or sensitive areas, the walking surface may be decomposed granite with binder course, 6" depth and stainless steel edging, poured in place rubberized mulch, ½" wear course, 3" cushion course over 4" depth compacted stone base and stainless steel edging, or loose shredded hardwood mulch at a minimum 4" depth and landscape timber edging.
- **Bridges / Boardwalks:** For areas the trail enters environmentally fragile areas, or existing topography/site conditions require an elevated trail, boardwalk construction and bridge crossings are allowed. Boardwalks and bridges shall maintain minimum widths as determined by trail type. Boardwalks and bridges shall be prefabricated systems (Contech Pedestrian Big R Rolled Girder as basis of design) or custom construction on private property responsive of site conditions. All boardwalks and bridges shall be submitted to DRB for approval and appropriateness.
- **Fences:** Wooden, three horizontal rail, 36" height, black stained wood fence to be provided at trail intersections, trail heads, and where physical separation is required between land uses. At intersections. Fences to extend min. 24' in both directions to define trail trails of travel. Outside of the Deerfield HOA area, equestrian fencing as described in Div. 3, Section 64-440 of the UDC is also acceptable.
- **Walls:** Where required for retaining purposes under 36", or where desired for aesthetic/seating purposes, site walls to be stone or high quality stone veneer. Wall thickness to be 14" unless site conditions dictate otherwise. Reinforcement and footings to be designed by Structural Engineer. All proposed walls within trail system to be submitted to City for review.



Pervious Trail in Natural Area



Boardwalk Trail

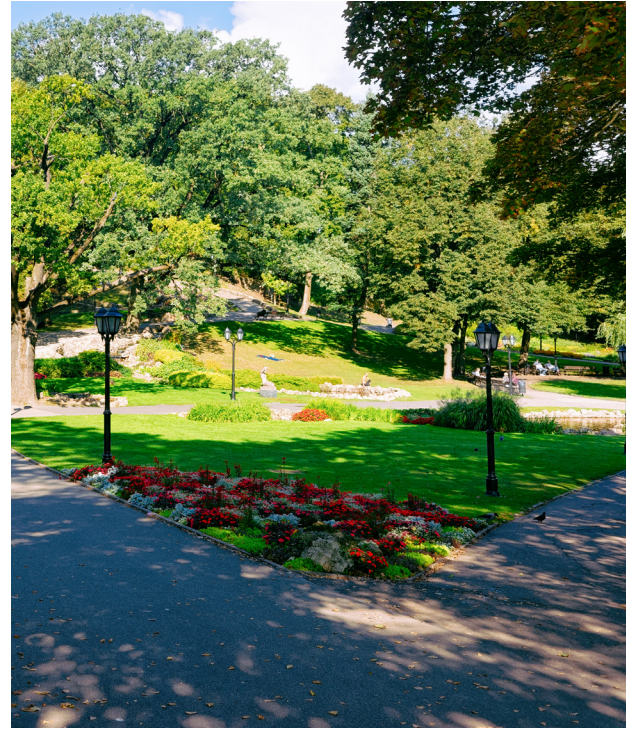


## 4.2 MULTI-USE TRAILS

### LANDSCAPE MATERIALS

Landscape adjacent to the Deerfield Loop Trail System to be coordinated with existing tree regulations set forth in Deerfield Form Based Code Article 4, Section 4.11, existing vegetation, and view corridors for safety and screening. Conservation of existing vegetation and habitat to be prioritized during design of trail layouts. New plantings shall be native or naturalized species (defined as any non-native, non-invasive plant material that survives and reproduces in this area with no additional input from humans upon establishment) used in groupings that mimic natural swathes/drifts for movement, texture, color, and seasonality, with emphasis on ornamental grasses and perennials as accents. Plants to be used to help define spaces and uses (hedges, windbreaks, entry delineation, etc.), mitigate views, and the organic forms serve as counterpoint for design tension, interest and depth against hardscapes and architecture. In conjunction with Landscape Standards as defined in Deerfield Form Based Code Article 4, Section 4.11, landscape to contribute to identity of Deerfield Loop Trail System by establishing an identifiable aesthetic of naturalistic planting groups combined with open vistas, and shaded trails.

- **Trees:** All proposed trees to conform with City of Milton Tree Species List, native trees to be given priority, naturalized trees subject to approval by City Arborist. Trees planted between trail and street to be coordinated with streetscape planting regulations and existing utilities. To reinforce Deerfield Trail Loop identity the following trees are required in planting strip between trail and back of curb:
- **Primary Loop Trail:** Upright, standard native or naturalized trees, 4" minimum caliper, min. mature height 35', with red fall color, spaced a maximum of 40' on center. Examples species: Acer, Nyssa, Oxydendrum, Parrotia, Quercus
- **Secondary Connector Trail:** Upright, standard native or naturalized trees, 4" minimum caliper, min. mature height 35', with orange fall color, spaced a



Turf Grass Lines Multi-use Trail in Civic Space



Trees Provide Shade and Safety On Webb Rd



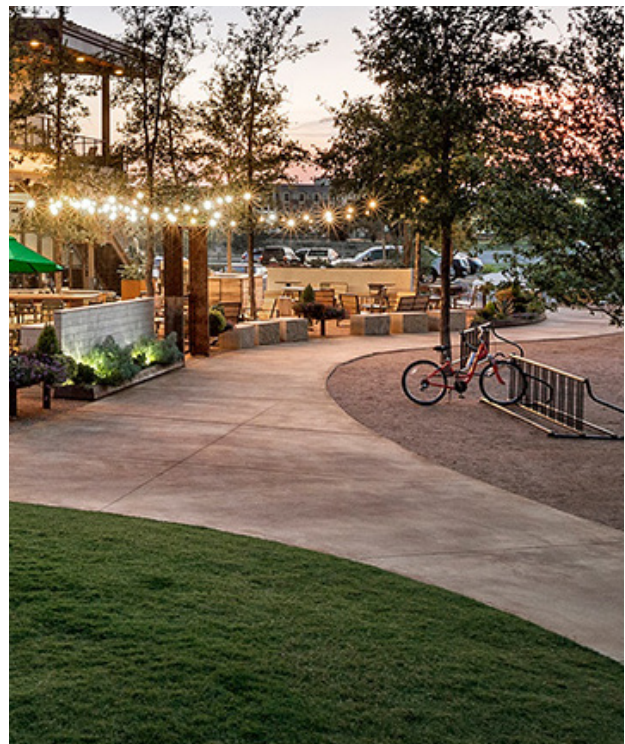
## 4.2 MULTI-USE TRAILS

maximum of 40' on center. Example species: Acer, Carpinus, Liquidambar, Pistacia, Quercus, Taxodium.

- **Auxiliary Trail:** Upright, native or naturalized trees, minimum 3" caliper, minimum mature height 30', with yellow fall color, spaced a maximum of 50' on center. Example species: Betula, Koelreuteria, Liriodendron, Parrotia, Quercus, Tilia, Ulmus.
- **Shrubs / Ornamental Grasses:** All disturbed areas related to trail implementation shall be replanted with a mix of native and naturalized shrubs and ornamental grasses in defined groupings to achieve massing drifts, and grouped around the ends of fences, walls, or other significant features. Shrubs and ornamental grasses shall be a minimum of 3 gallon size at time of installation. Plantings may be on either side of the trail (excluding landscape strip on back of curb), and should be grouped to accent topography or other natural features along full length of trail segment. Disturbed areas shall be planted with minimum 20% of area to be covered by shrubs and ornamental grasses at time of installation.
- **Groundcovers:** Evergreen groundcovers to be used in conjunction with tree and shrub plantings to help stabilize disturbed slopes, and as accent plantings at trail heads, trail intersections, and where appropriate to define feature, circulation, or space.



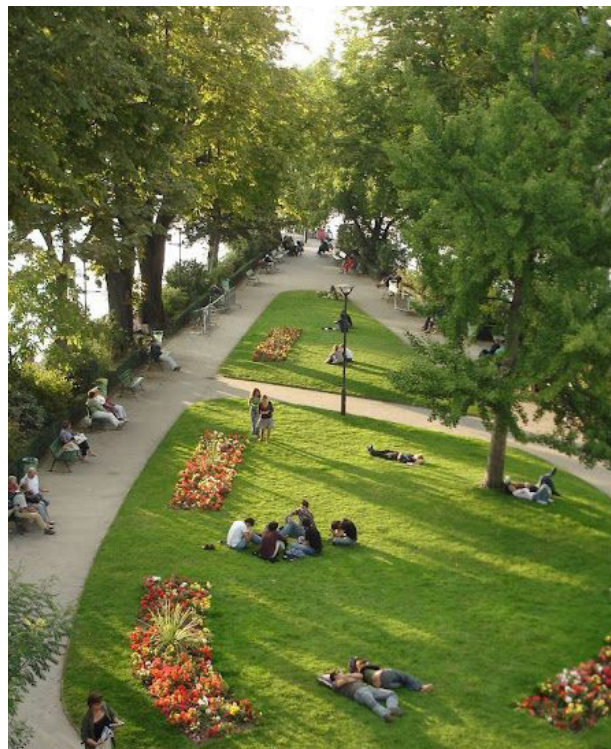
Shrubs/Ornamental Grasses and Trees



Landscape and Hardscape create a Trail head at a Civic Space.

## 4.2 MULTI-USE TRAILS

- **Perennials:** Groupings of mixed perennial beds to be installed along trail corridors. Groupings must demonstrate seasonal interest maintaining live growth all twelve months of the year. Perennials shall be minimum of 4" pot size at time of installation and groupings a minimum of 20 square feet in area. Plantings may be on either side of the trail (excluding landscape strip on back of curb), and should be grouped to accent topography or other natural features along full length of trail segment. Disturbed areas shall be planted with a minimum 10% of area to be covered by perennials at time of installation.
- **Turf Grass:** All landscape strips between back of curb and edge of trail to be planted with sodded turf, *Zoysia japonica* 'El Toro,' or approved equal. Sodded turf may be used to plant all other disturbed areas along trail installation not planted with shrubs, ornamental grasses, groundcovers, and perennials on slopes less than 2:1. Total coverage of sodded turf designed to exceed 60% of disturbed area, to be approved by Design Review Board.



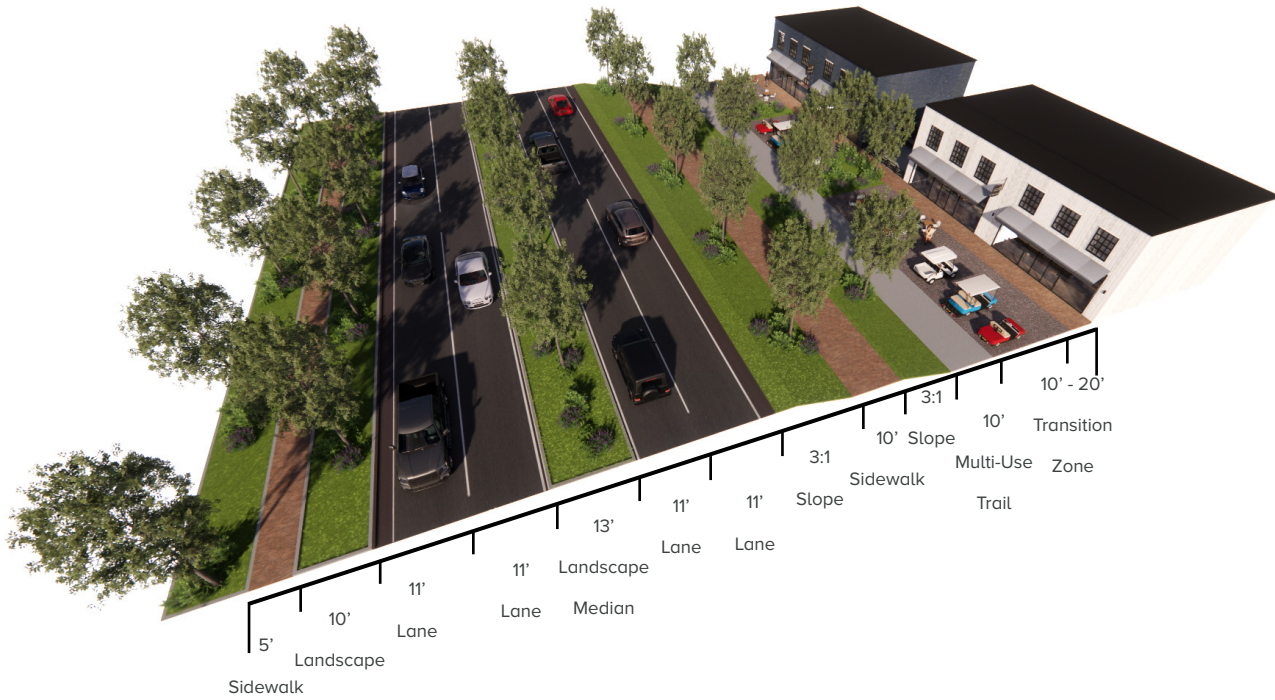
Flowers, Turf Grass and Trees



Trail Lined with Trees and Ornamental Grasses while it Fronts Retail and Water



## 4.2 MULTI-USE TRAILS



Primary Loop - Looking North Hwy 9 Street Section

### SECTION DESCRIPTION

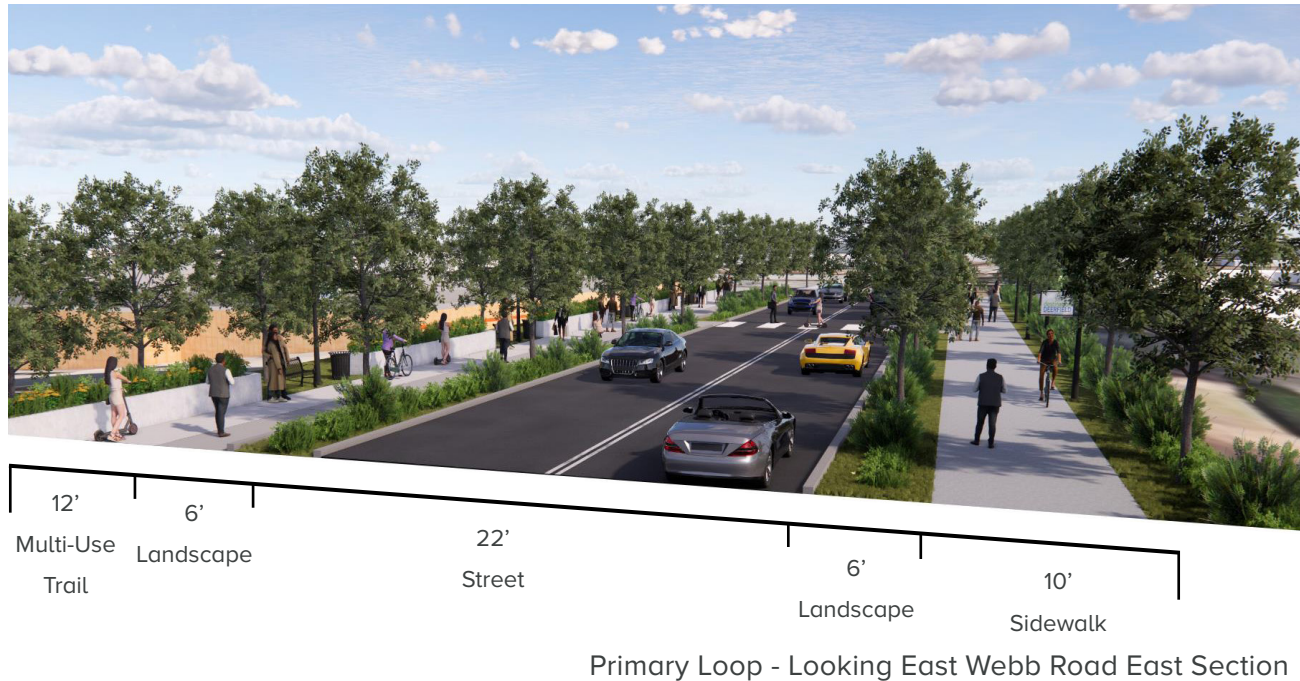
The Primary Loop Trail along Hwy 9 shall be a combination of a minimum of 10' wide multi-use trail (rated for personal transportation vehicle traffic), and a minimum 10' sidewalk separated from trail by 6' wide or greater landscape strip. The sidewalk will be located a minimum of 6' from back of curb. The Primary Loop system will always have a corresponding Secondary Connector trail on the opposite side of the street, as this corridor has been identified as critical to providing safe, intuitive pedestrian circulation. The multi-use trail may be altered as it interfaces with the hardscape design of privately developed Hub sites to reflect elements of private development design in materiality, furnishings, or accent features, but the trail design aesthetic should be apparent throughout. Designers may propose design modifications to be reviewed and approved by the City for specific locations' adjacent development. Personal EV parking to be provided by property owner and coordinated with trail layout.

Base trail construction to be concrete per trail typography as defined in Section 4.2.

A landscape buffer is provided between back of curb and trail, 6' minimum width. Trees to be planted in buffer strip per trail typology as defined in Section 4.2. Landscape strip between trail and sidewalk to be planted per Section 4.2.

Site furnishings associated with private development to be located outside of trail in Flex Zone.

## 4.2 MULTI-USE TRAILS



### SECTION DESCRIPTION

The Primary Loop Trail along Webb Road shall be a singular multi-use trail, minimum 10' width. The sidewalk will be located a minimum of 6' from back of curb. The Primary Loop system will always have a corresponding Secondary Connector trail on the opposite side of the street, as this corridor has been identified as critical to providing safe, intuitive pedestrian circulation. The multi-use trail may be altered as it interfaces with the hardscape design of privately developed sites to reflect elements of private development design in materiality, furnishings, or accent features, but the trail design aesthetic should be apparent throughout. Designers may propose design modifications to be reviewed and approved by the City for specific locations adjacent development. Personal EV parking to be provided by property owner and coordinated with trail layout.

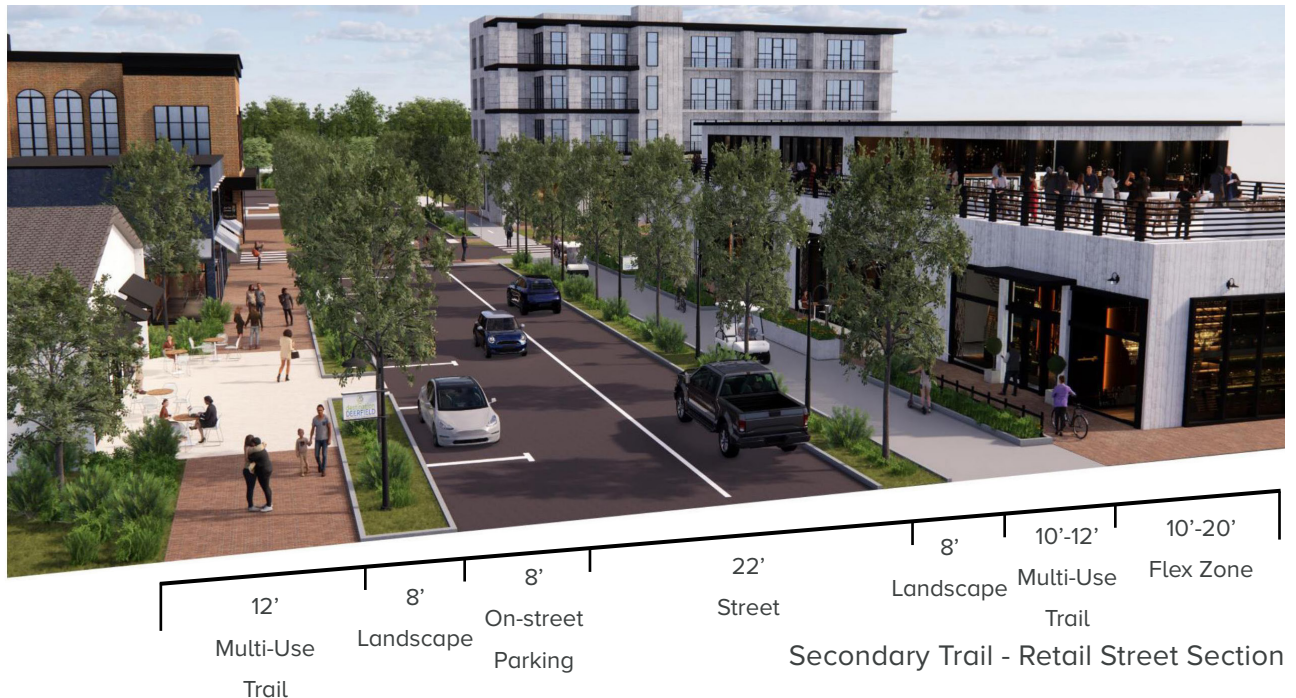
Base trail construction to be concrete per trail typography as defined in Section 4.2.

A landscape buffer is provided between back of curb and trail, 6' minimum width. Trees to be planted in buffer strip per trail typology as defined in Section 4.2. Landscape strip between trail and sidewalk to be planted per Section 4.2.

Site furnishings associated with private development to be located outside of trail in Flex Zone.



## 4.2 MULTI-USE TRAILS



### SECTION DESCRIPTION

Secondary trails located in Hub developments, or areas of higher density, shall be minimum 10' wide multi-use trails that overlay the streetscape and work in conjunction with the Flex Zone between face of building and edge of trail to provide flexible dining, display, or assembly space. Trail hardscape may be modified in these areas to reflect elements of private development design in materiality, furnishings, or accent features, but the trail design aesthetic should be apparent throughout. Designers may propose design modifications to be reviewed and approved by the City for specific locations' adjacent development.

Base trail construction to be concrete per trail typography as defined in Section 4.2.

A landscape buffer is provided between back of curb and trail, 6' minimum width. Trees to be planted in buffer strip per trail typography as defined in Section 4.2.

Site furnishings associated with private development to be located outside of trail in Flex Zone.

## 4.2 MULTI-USE TRAILS



10' Trail

Secondary Trail - Morris Road Lake Section

### SECTION DESCRIPTION

Away from the density of more urban sites, the Secondary Connector Trails may be routed away from existing streets to grant users a more serene, protected experience which takes advantage of a site's natural topography and features.

Base trail construction to be concrete per trail typography as defined in Section 4.2. As the trails access more ecologically sensitive areas such as wetlands, streams, or ponds, construction may be transitioned to raised boardwalk to minimize impact to site while allowing for access to unique landscape features. Where perimeter edge is required for safety or to restrict pedestrian activity, the trail standard three rail wood fence shall be installed.

Landscape design shall be designed contextually to site where trail enters more natural areas, with plantings to accentuate views and features. Plantings within 6' of trail to be species with mature height no greater than 4', plantings beyond may be of varied heights per designer intent.

Site furnishings (benches and trash receptacles) should be located to take advantage of unique views along trail. Benches and receptacles to be set off trail on pads minimum 6' x 3'.



## 4.2 MULTI-USE TRAILS



8' Trail

Auxiliary Trail - Webb Preserve Section

### SECTION DESCRIPTION

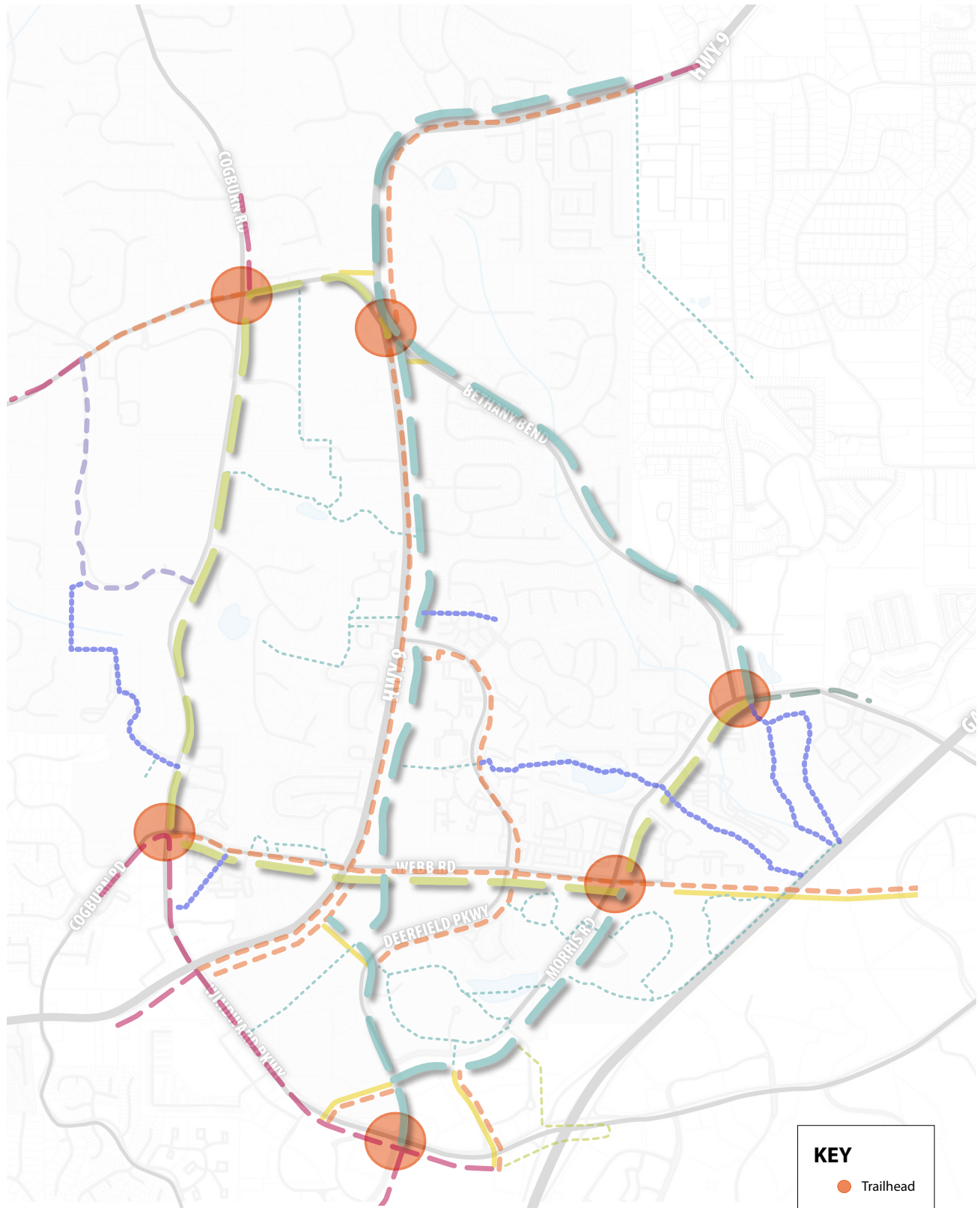
Auxiliary trail segments are designed to grant access to areas or make connections between sites that offer users a variety of recreational and travel opportunities. These trails will generally traverse more naturalized areas, and will be designed and routed accordingly to have minimal impact on existing ecology and site, while providing entry to currently closed spaces.

Base trail construction to be concrete per trail typography as defined in Section 4.2, but designers are encouraged to explore pervious construction types where concrete will generate disturbance to sensitive sites. Decomposed granite, poured rubber mulch, elevated boardwalks, and loose hardwood mulch, are all acceptable alternate trail materials subject to review by City on case-by-case basis dependent on existing site conditions.

Landscape design shall be designed contextually to site where trail enters more natural areas, with planting to accentuate views and features. Plantings within 6' of trail to be species with mature height no greater than 4', plantings beyond may be of varied heights per designer intent.

Site furnishings (benches and trash receptacles) should be located to take advantage of unique views along trail. Benches and receptacles to be set off trail on pads minimum 6' x 3'.

## 4.2 MULTI-USE TRAILS



Multi-Use Trails, Trail head Locations



## 4.2 MULTI-USE TRAILS

### TRAIL HEADS

Seven targeted locations for Deerfield Loop trail heads have been identified in Section 4.2 that align with corner intersections of entry points to the Primary Loop. These trail heads shall be enhanced hardscape and landscape features that expand the trail into a small plaza space.

Detailed trail head related to branding and wayfinding: These trail heads should be both uniquely Milton and clearly Deerfield. In particular, the trail heads at Central Deerfield, on Morris Road, and at South Deerfield Parkway should also be designed as gateways into the City of Milton.

These trail heads should match the Crabapple District wayfinding signs unless a new design is created during a comprehensive Deerfield District wayfinding process.

Trash cans and benches should be located along the trail and spaced approximately 200' apart.

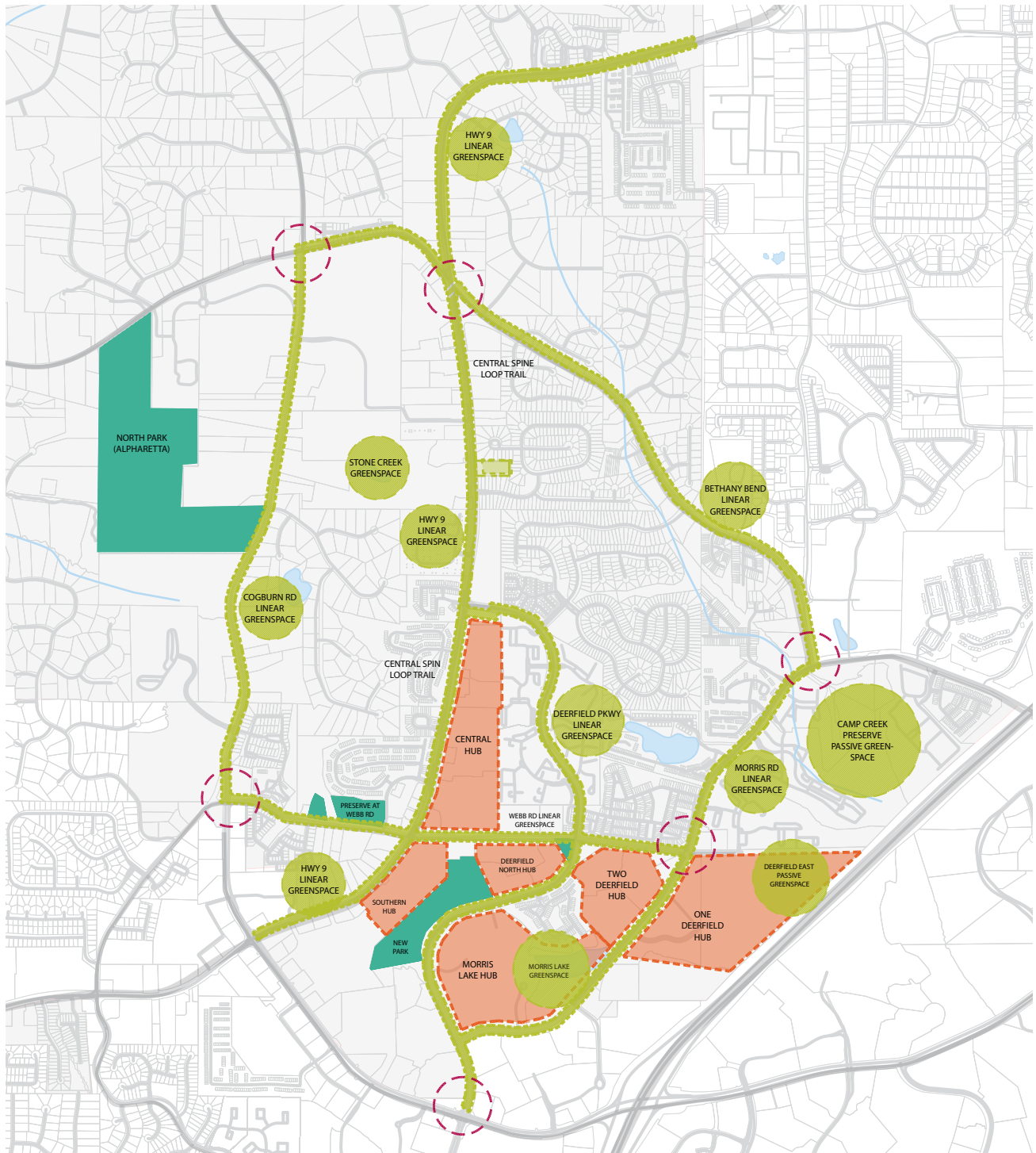


Trail Heads Provide Information



Distinctive Trail heads

## 4.3 CIVIC SPACE PLAN



### KEY

- Hubs developments
- Green Space - Proposed
- Parks - Existing
- Gateway

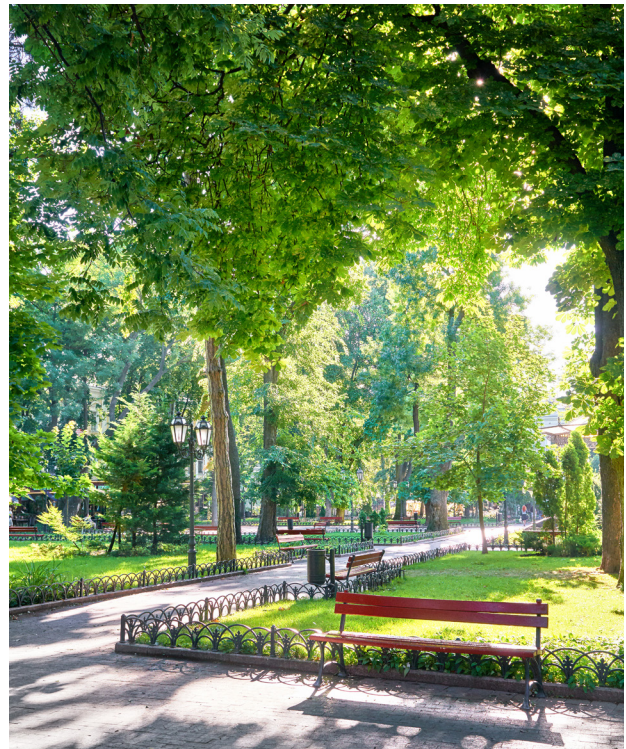


## 4.3 CIVIC SPACE

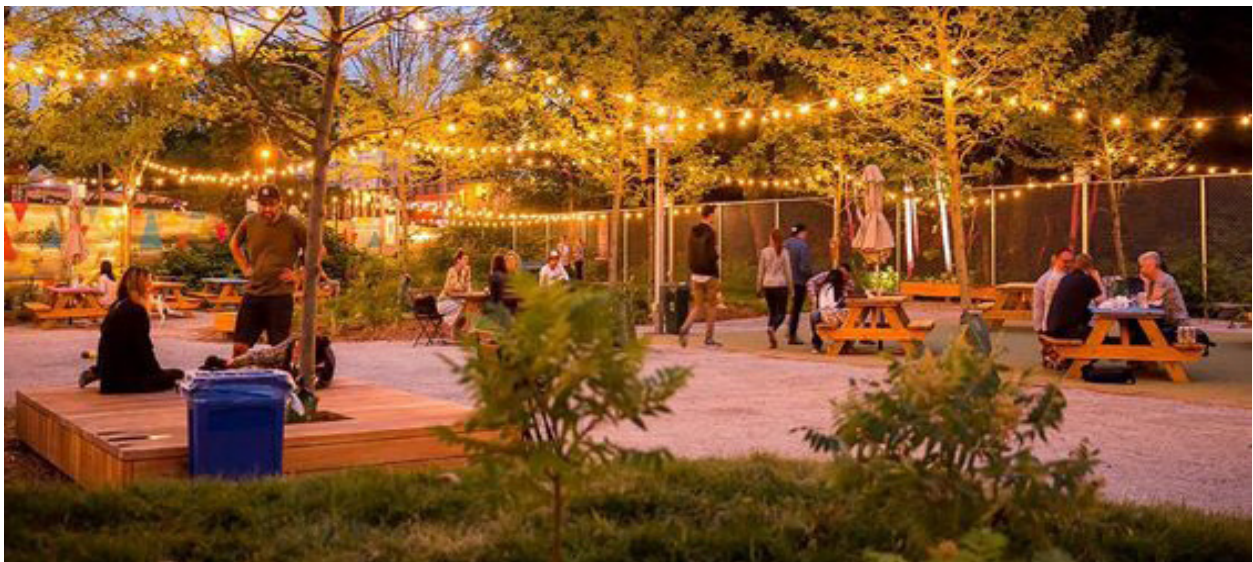
### CIVIC SPACE

Building community through healthy, verdant, varied, and needed public spaces is paramount to the success of creating a revitalized Deerfield. When designed and implemented thoughtfully and correctly, a combination of civic spaces work together to create:

- **Place attachment:** feeling at home - Community satisfaction, a sense of connectedness, a sense of ownership, and long-term integration. Civic Space can have special lighting and seating to create this feeling.
- **Place Identity:** physically bounded sense of community with character - Uniqueness or distinctiveness, continuity, significance, congruence/compatibility, and cohesiveness.
- **Social Interaction:** designed as formal or informal social opportunity - Neighboring, community participation, and social support.
- **Pedestrian Oriented:** walking promotes social contact, improved identity, and robust attachment. Walkability, pedestrian propinquity, public transit, and pedestrian scaled street activity.



Civic Space with Tree Canopy, Seating, and Trail



Neighborhood Gathering Space



## 4.3 CIVIC SPACE

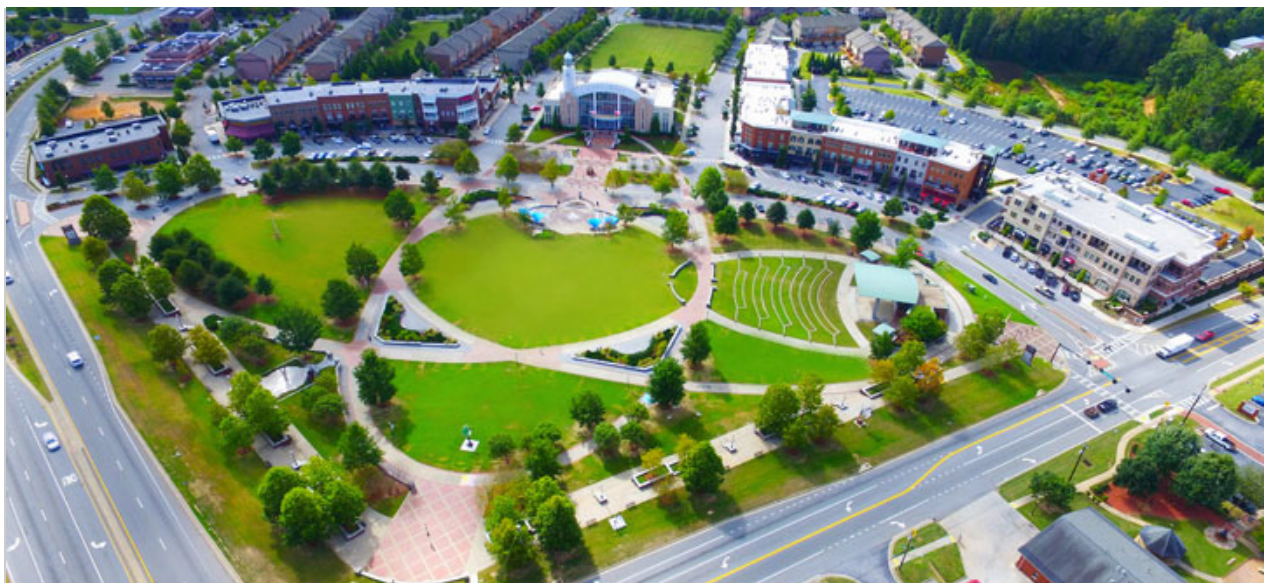
### GREEN SPACE

Civic or private realm green spaces shall be designed to support and coordinate with public green spaces and the trail system that accesses them. They will be used for recreation, socialization, respite, communing with nature, screening, buffering, defining space, and green infrastructure best management practices. In the private realm these spaces will often have emphasis on flexibility of design so that they may be utilized for gatherings or community events such as; festivals, fairs, markets, and others. Therefore these green spaces will need to be designed specific to each site in a way that they may be free of obstructions that would preclude gatherings. Attention to micro-climate is critical to successful exterior spaces, and all landscape plans will be responsively designed to site exposure.

Plantings along the perimeter of these spaces, or plantings required to screen/buffer adjacent uses, service yards, loading zones, etc., will follow the same native/naturalized plant palette used throughout Deerfield. Designers are encouraged to propose materials and elements for each green space that contribute to a unique sense of identity.



Green Space Provides Social Spaces Free of Obstruction and Well-defined.



Greens Can Host Large Events Without Obstruction.



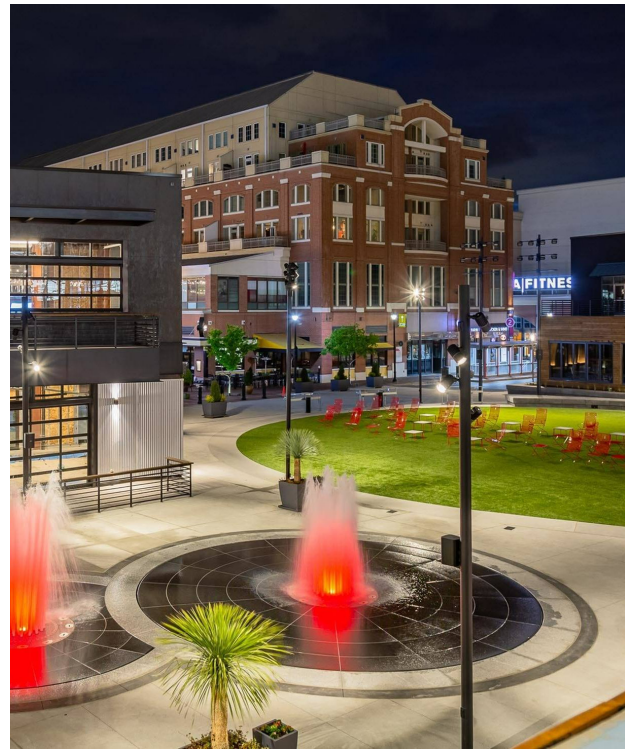
## 4.3 CIVIC SPACE

### PLAZAS

Plazas within civic or private realm spaces should be designed as inviting outdoor spaces that foster socialization and emphasize environmental sustainability. They should encourage people to want to stay a while, with a variety of seating options such as movable tables and chairs, seat walls, and benches, offering flexibility and comfort for different activities. While the design should align with Deerfield's overall aesthetic, each plaza should also have its own unique identity, incorporating materials and plantings that relate to the surrounding architecture while maintaining the broader plant palette used throughout Deerfield.

To enhance the sense of place, each plaza can feature distinctive art pieces and design elements that reflect its individual character. Plantings should include a mix of unique colors, textures, and seasonal flowers, adding vibrancy and seasonal interest. Additionally, thoughtful attention to the microclimate is crucial; shade should be provided through elements like trellises, pergolas, or canopy trees, ensuring a comfortable environment for socializing and gathering throughout the day.

Plaza spaces will be scaled to respond to a development's layout, with a variety of spaces being offered. Some plazas shall function as extensions of architecture, offering expanded use of interior spaces and promoting cross-pollination of visitors between businesses. Larger plazas shall establish themselves as destinations, defining the development and providing a placemaking space that encourages a variety of programmed and impromptu activities.



Plazas Offer Distinctive Features Including Lighting, Water features, and Seating.



Plazas Can Mix Hard and Softscape.

## 4.3 CIVIC SPACE

### LINEAR PARKS

A linear park system shall be integrated into Deerfield's circulatory infrastructure improvements. These green spaces will enhance the trail network, offering recreational, environmental, social, and economic benefits by promoting pedestrian activity, connecting developments, and accommodating green infrastructure along roads and trails.

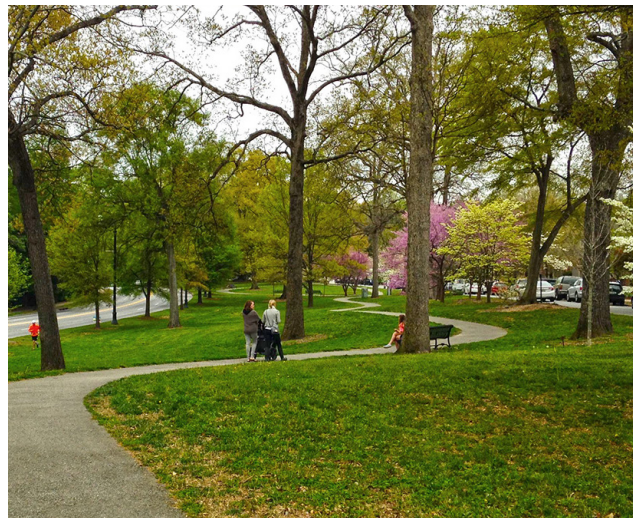
These corridors maximize open space, fostering community and improving physical and mental health. The design of each linear park will respond to adjacent land uses and available space within the trail corridor. Trails themselves are key components of the linear park system, physically linking larger green spaces and providing opportunities for walking, biking, and jogging.

By connecting neighborhoods and development nodes, the trail and park network offers alternatives to vehicle travel and encourages community interaction. These “green fingers” tie adjacent uses together and can support park-fronting businesses. Properties along linear parks often see increased land values, as demonstrated by the Atlanta BeltLine, Atlanta's Olmsted Linear Park, Sandy Spring Abernathy Greenway Park, New Orleans' Crescent Park, and Alpharetta's AlphaLoop—each catalyzing redevelopment and demand in previously underutilized areas.

In addition to their economic and social benefits, the linear park system will provide key environmental functions to help offset the impacts of urbanization in Deerfield. Parks will incorporate green infrastructure—such as swales, rain gardens, and bioretention areas—to slow, filter, and infiltrate stormwater, improving water quality, reducing localized flooding, and supporting biodiversity. These systems also offer educational opportunities by making ecological processes visible and celebrated within the public realm. Linear greenspaces will help mitigate the

urban heat island effect by providing shade and replacing heat-retaining surfaces with reflective and absorptive materials that improve the microclimate. Vegetation will contribute to air quality through natural filtration, while the pedestrian and bike-friendly network will reduce reliance on vehicles, further lowering air pollution.

All plantings within the linear parks shall use native or naturalized species, subject to City approval and in accordance with these guidelines. For areas incorporating green infrastructure, a licensed Civil Engineer or Landscape Architect must submit performative plant lists for City review.



Homes along this Linear Park are almost Hidden from View



Linear Parks Can Have Play Areas



## 4.3 CIVIC SPACE

### HUBS

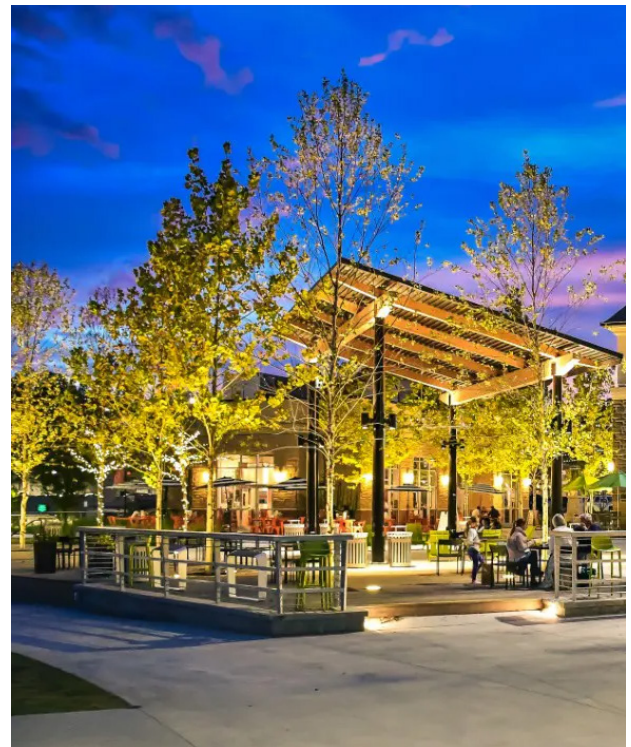
Hubs are a Civic Space that occur at select locations to maximize community benefits in a central location. They can be a green space, a plaza, and include park space. As the Civic Space plan indicates, these Hubs occur in South Hwy 9 and South Deerfield Parkway sub-districts. These hubs are where public and private investment converge on large redevelopment parcels.

The guiding principles needed to plan for vibrant, successful Hubs are:

- **Flexibility and Vision** Create a framework that allows for organic change that responds to market shifts, consumer preferences, and relationships among uses.
- **Plan for Complexity:** Leverage experience, organization, and good capital management to craft a resilient approach that is maintainable into operating period.
- **Integrate Multiple Uses:** Create a sense of place by integrating multi-layered circulation with a variety of uses that include residential, office, retail, entertainment, hospitality, and open space in a multi-use model that functions both day and night for residents, workers, and visitors.
- **Respect Market Realities:** Evaluate components together to determine compatibility to create an environment attuned to the market that supports it – population, income, growth, competition, and access.
- **Connect to the Community:** Establish the distinct public centers and commercial developments to reflect community values and create a sense of ownership by the community through contextual design cues
- **Enduring and Memorable Public Realm:**

Provide a central place where commerce, social interaction, and leisure mix in an attractive, pedestrian friendly indoor/outdoor environment.

- **Density Benefits:** Achieve vibrancy with density at a human scale. Density creates walkability, housing choice, transportation options, community fiscal health, and security,
- **Invest in Sustainability:** A holistic approach to balance economic, social, and environmental considerations to create an enduring and adaptable place.
- **Share the Risk, Share the Reward:** Merge public and private interests and resources into collaborative partnerships.



Synergy of Public and Private Investments  
Create Places for Gathering

## 4.3 CIVIC SPACE

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### **CIVIC SPACE AND RETENTION**

- Integrate storm water retention spaces into the Civic Spaces wherever possible.
- Design efforts should manage storm water as close to the source as possible to minimize pipe conveyance.
- If ponds must be utilized, the side slopes should be graded at 4:1 or shallower for a natural look.

### **INTEGRATED STORM WATER**

- Integrate storm water management into streetscapes to improve water quality and reduce runoff speed and volume, using permeable pavement, water-absorbing landscapes, and pavement reduction where feasible.
- Use low-water native plants instead of lawns and create slightly depressed areas to capture runoff from sidewalks. In new developments, consider pervious pavement and subsurface detention systems.

- Design soft landscapes in connective spaces to retain and infiltrate storm water; use pervious pavements in high-traffic areas.
- Use storm water storage systems beneath pervious pavement to enhance retention and infiltration.
- Develop rain gardens in low points to capture and detain runoff from paved areas, mitigating both water quality and quantity.
- Implement Best Management Practices (BMPs) like planted filter strips in parking lots, pervious pavements, storm water storage under pavements, and separator catch basins to improve water quality and reduce runoff.



Civic Space with Integrated Storm Water, Multi-use Trail, and Public Art



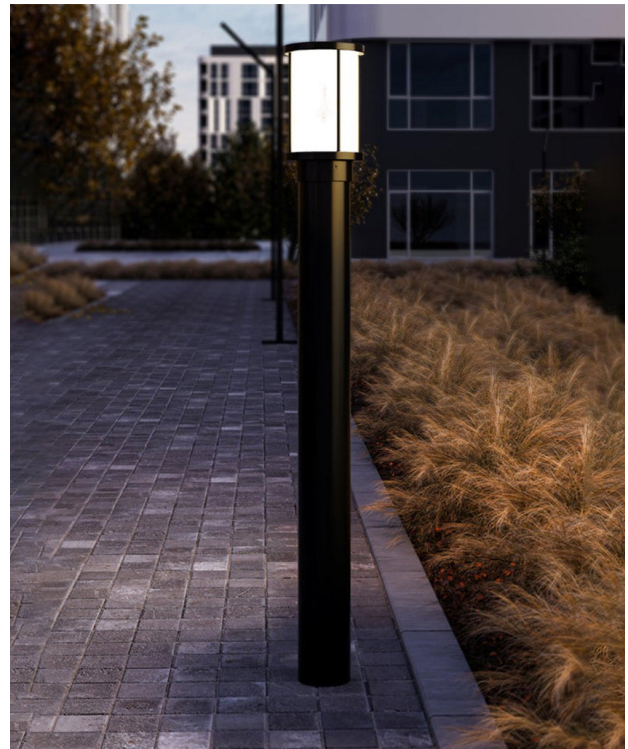
## 4.4 AMENITY STANDARDS

### **LIGHTING**

All proposed lighting to conform to Deerfield Form Based Code and City of Milton Code. Products specified below are basis of design. Substitutions may be proposed for approval by the Design Review Board.

- Pedestrian Pole Light – Philips Lumec Domus Series LED post top on 4” round Steel Pole w/ 18” Bottleneck Base.
- Space to provide minimum 0.2 footcandles, maximum 10 footcandles.
- Pedestrian pole lights required on all Primary Loop Trail segments.
- Bollard Light – Philips Lumec Domus Bollard Small 20W LED.
- Space to provide minimum 0.2 footcandles, maximum 10 footcandles.
- Landscape Uplight – Hadco Accent. Aluminum Bullyte, Black, 100W.
- Inground Uplight – Hadco Inground Ultem Micro, Bronze 35W
- Catenary Lighting – Selux Lanova Catenary, Clear tapered Cylinder, Black.

Additional lighting not outlined here may be proposed by designer for review and approval by the City. All lighting levels provided in public realm to follow guidelines set forth in Deerfield Form Based Code and UDC.



Lighting

### **SEATING**

All proposed site furnishings to conform to Deerfield Form Based Code and City of Milton Code. Products specified below are basis of design. Substitutions may be proposed for approval by the Design Review Board

- Bench – Victor Stanley Classic Series CR-138, Black, no center arm rest
- Additional seating or other site furnishings in the public realm may be proposed by designer for review and approval by the DRB.



Seating

## 4.4 AMENITY STANDARDS

### TRASH RECEPTACLE

- Trash Receptacle – Victor Stanley Steelsites Collection A-36, Black.
- Recycling Station – Victor Stanley Steelsites Collection RSDC-36is maintained across all developments.

### PUBLIC ART

The City shall engage in a public art program in conjunction with identified regional arts partners to provide a variety of art in the public realm and in publicly accessible private spaces. These placemaking interventions may be permanent, site specific pieces, or rotating temporary displays, abstract or realistic, functional or purely decorative. The goal of the public art program in Deerfield shall be to visually connect civic spaces, reinforce the character of the community, and inspire residents and visitors alike.

#### Potential Categories

- Experiential Graphics – City controlled signage, banners, trail markers, etc.
- Water Features – interactive or decorative.
- Freestanding and Integrated Sculptures.
- Murals.
- Lighting Displays.
- Sound Displays.
- Land Sculptures.
- Playscapes – custom interactive environments to encourage interpretive play.

Private developments must provide one public art opportunity per 20 acres and support City-led art initiatives on their site. All public art is reviewed by the Design Review Board (DRB) and the Milton Arts Council (MAC) as a courtesy. Final approval rests solely with the City Council. The MAC does not have approval authority.



Mural on Retail Street



Playscape in Civic Space





# 5. ARCHITECTURE & REDEVELOPMENT



# 5.1 REDEVELOPMENT BUILT FORMS

## OVERALL DEVELOPMENT FORM

While each redevelopment opportunity ranges in size, environmental assets and limitations, and potential level of development, the aim is to create a cohesive look and feel that raises the level of urban design and experience for Deerfield. To do this, there are elements that are important to incorporate with each redevelopment. Building on the Deerfield Form Based Code, the following elements must be included in each redevelopment:

- **Civic Space:** Each site shall incorporate civic space, which can include multiple types of space, as outlined in 4.3.
- **Connectivity:** Redevelopment of sites must include new secondary street connections.
- **Landscape:** In addition to creating Civic Spaces, each redevelopment site must include landscape that maintains and expands what make Deerfield uniquely Milton - tree canopy and a rustic landscape.
- **Reduction in Surface Parking:** Where possible reduce surface parking through shared parking, reduced parking requirements by use, and structured parking.



Rendering of New Buildings Fronting a Multi-use Path



Infill of Townhomes and Multi-Family



## 5.2 BUILD ORIENTATION

### **BUILDING ORIENTATION AND LAYOUT**

Buildings should relate to streets, civic spaces, and one another in order to diminish the dominance of automobile and maximize the pedestrian experience. Well-positioned buildings frame these pedestrian spaces to create a vibrant public realm.

- **Orientation:** Buildings should be oriented to face a street or, in some cases, a primary civic space. This means that the primary building entrance door and windows are located on this facade. Buildings that occupy a corner should have engaging storefronts and entrances on the primary and secondary street.
- **Pedestrian Accessibility:** Pedestrian accessibility to building entrances should be clear and safe and connect to the broader sidewalk and path network, adjacent blocks, civic spaces, amenity areas, and parking areas. See Hardscape standards for specific design details.
- **Building Amenities:** Buildings that are adjacent to civic spaces should locate compatible amenities adjacent to the civic space.
- **Loading:** Loading should be located on a secondary street, alley, or equivalent. Loading should not impact the normal operation of primary streets. High quality screening is required and can include wood fencing, landscaping, or other architectural features.
- **Parking:** Off-Street Parking should be located on a secondary street, alley, or equivalent. Specific design elements are outlined in Section 4.1



Buildings Oriented to a Street and Civic Space, Loading and Parking off a Secondary Street

## 5.3 BUILDING AESTHETICS

### MATERIALS AND ARTICULATION

Buildings in Deerfield should reflect what it means to be uniquely Milton and clearly Deerfield in their aesthetic qualities. Milton is predominantly rural, but Deerfield is a commercial district. The buildings in Deerfield may be larger and a part of a more intense development pattern that other parts of Milton, but still relate architecturally.

- While buildings may vary in height and size in Deerfield, facades should be articulated to create visual interest along the street and civic spaces. Create variation in colors and materials; architectural elements and details; roof line changes; projecting and recessing walls and elements; and window size. Coordinating these design elements with surrounding context and other buildings within the same redevelopment site.
- Design buildings to create an accessible and vibrant public realm and pedestrian environment, incorporating high-quality materials.
- Facades that front a primary or secondary street, or civic space should have includes substantial amount of windows that are proportionate to the size of the building facade. No false facades.
- Windows should allow for visual penetration.
- Buildings should have high quality building materials. Stucco, mirrored or heavily tinted glass panels, and concrete block should not be used.
- Primary building entrances should be clearly visible for the street and/or adjacent civic spaces. Use of lighting, signage, and architectural details should be utilized to increase visibility.



Design Buildings to Maximize Vibrant Public Realm



High Quality Materials Create Visual Interest



## 5.3 BUILDING AESTHETICS

- Buildings located at intersections of primary and secondary streets, at the terminus of important view sheds, or at a significant location on a civic space should have distinct architectural elements to create a focus point. Limit the number of buildings within a redevelopment with this higher level of architectural distinction for emphasis.
- Larger buildings should use projecting and recessing surfaces to provide the sense of a smaller building. Change in materials, colors, and roof line should also be used on taller buildings to contribute to a human-scaled environment.
- Buildings that are located facing pathways of high pedestrian activity should provide architectural and building accessory details that creates visual interest and an inviting pedestrian environment. Umbrellas, seating, awnings, and other accessories are encouraged but should no encroach on the pedestrian zone.
- Rooftop amenities are encouraged for all uses. Privacy screening with landscape or architectural details will be necessary in some locations. Where privacy is not a concern, visibility of these spaces to and from streets and civic spaces is encouraged in order to add to the sense of vibrancy.
- Mechanical equipment must be screened from view from public spaces in a manner that is complimentary to the architecture of the building.
- Building facades should have finished materials on all sides of the buildings, prioritizing higher articulation on public-facing facades. Less articulation is required for facades facing private courtyard spaces that are not within the public view.



Significant Corners Should have Distinctive Design



Residential on Ground Floor

## 5.3 BUILDING AESTHETICS

### RETAIL

Single use retail buildings and retail as a part of mixed-use buildings must have a design that prioritizes creating a lively pedestrian environment, with active street frontages with the main entrance on a publicly accessible sidewalk. The frontage should either be on an active street or civic space.

### LOOK AND FEEL

- Single use retail should be 1-2 stories in all sub-districts
- Retail as the base of the mixed-use buildings should be 1 story in most cases. This retail can be 2 story in marquee locations on select active retail streets
- Retail storefronts should have large, inviting windows that can be storefront glass, NanaWall systems, and on a limited number of locations, glass garage doors
- 2 story retail locations can have second story dining or other active gathering on the roof of the first level
- External decorative stairs may be located on a secondary facade to allow access to rooftop dining, but external fire access stairs are not allowed.
- Stucco is prohibited as a retail exterior material.
- For buildings that front a linear park or civic space, the primary facade shall be located on the public space.

### SIGNAGE AND RETAIL ACCESSORIES

A key element of a vibrant retail street are the accessories such as signage and accessories like seating and awnings are critical to making a vibrant pedestrian environment that the Milton and Deerfield community envisions for their commercial core:



Two Story Retail



Single Story Retail



## 5.3 BUILDING AESTHETICS

- **Signage:** Blade signs, wall signs, and creative signage are encouraged and should be prominent. At special locations, mural signs are allowed. Permitted locations to be determined during planning process with Staff. Painted awning signs are permitted but should be only comprise a total of 1/3 of one awning on the retail facade. Internally illuminated box signs are not permitted. Signage should not obscure windows/storefront glass.
- **Outdoor Dining:** Outdoor dining is encouraged throughout the year. A dining zone can be directly against the building or on the outside of the sidewalk zone, but a clear 6'-10' sidewalk must be maintained with clear access to all retail on the street. Temporary plastic walls are not permitted, but NanaWalls or similar system is permitted to maintain climate for outdoor dining.
- **Public Art:** Public Art on retail streets is encouraged. This can be in the form of murals at specified locations or art installations. Must be located strategically to enliven civic spaces and/or facades adjacent to pedestrian zones. Buildings may have a facade with fewer openings if enlivened with a mural that addresses a public space or a sidewalk. Murals should not face a primary street. This will be approved by the City Council. There will be a courtesy review by the DRB.
- **Awnings:** Awnings should be shed style awnings within the permitted color palette defined in the Deerfield Form Based Code. Awnings should be 10' in height. Awnings should not have back lighting.
- **Lighting:** Retail facades shall be well lit. Goose neck lighting or similar is encouraged to light signage and entrances. String lighting or other decorative lighting to create comfortable gathering places is also encouraged, so long as these do not encroach on the public ROW and are at least 9' clear in height at their lowest point.

### SERVICE & LOADING

Service must be minimized from view. For retail that does not require a loading dock, trash and loading areas/grease traps must be screened with landscaping. This must be located on a secondary facade or not facing a civic space. A transition zone between loading/service and civic space will allow for landscape screening.



Blade Sign and Awning Create Interest



Public Art on a Retail Building



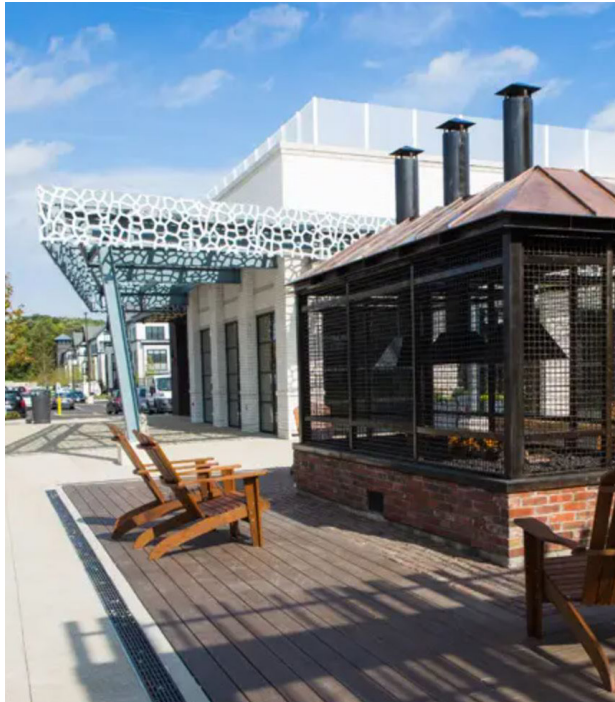
## 5.3 RETAIL - BUILDING AESTHETICS

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### ACCEPTABLE DESIGN



### UNACCEPTABLE DESIGN





## 5.3 BUILDING AESTHETICS

### LOW-RISE RESIDENTIAL

Low-rise residential buildings are those buildings that are single detached, semi-detached and townhomes. In most cases, these are 3 stories or less. In some instances, townhomes may be 4 stories. These buildings relate to nearby single-family neighborhoods in scale and also provide a transition in height from mid-rise buildings.

### EXTERIOR LOOK AND FEEL

- **Massing:** Low-rise buildings are limited in height to 2 stories in North Deerfield and Central Deerfield. In South Highway 9, and South Deerfield Parkway sub-districts, townhomes have a maximum height of 4 stories.
- **Setback:** 6' setback above 3 stories is required for facades facing City Streets.
- **Street Facades:** Flat facades are prohibited for all street facing facades. Must have variety in articulation as defined in the Deerfield Form-Based Code on all exterior facades. The intent is to create an environment that feels human-scaled. Variation in front yard setbacks should be implemented on long streets. Haphazard variation should be avoided. Projections such as porches and bay windows may provide some of this variation.
- **Siting:** Buildings should be siting on the lot to maximize an attractive and active streetscape. As defined in the Deerfield Form-Based Code, there should be an appropriate relationship between the residence and the street.
- **Exterior Materials:** High quality materials are required. Materials should have proven quality and longevity. Brick, natural stone, manufactured stone, fiber cement panel and similarly high quality material. Design variation within blocks is encouraged.
- **Roof:** Pitch roof is required on all



Front Doors on Pedestrian Zone



3 and 4 Story Townhomes



Zero Lot Line Single Family



## 5.3 BUILDING AESTHETICS

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Primary and City Streets. Flat roof on a building that is located on non-City secondary streets is acceptable.

- **Front Doors:** The main entrance of each residence must be on a publicly accessible sidewalk on a primary or secondary street or significant Civic Space. In the case of through-lots, the primary entrance should be on the higher order street. Doors should not be located at grade, but should be between 1.5' and 3' above grade.
- **Front Facades:** Front facades should have a high level of fenestration. Functional front porches are encouraged. Garages on the front facade are not permitted. Avoid blank facades.
- **Rear Facades:** Rear facades should also have high quality material. Attached garages should have not visually dominate the rear facade. Avoid blank facades.
- **Driveways:** Driveways on City Streets and Primary Streets are prohibited. Access should be from an alley. Driveways should occur minimally on secondary streets. Driveway size should be wider than the garage to reduce pervious surface and interruption of the streetscape.
- **Walkways:** A clear path from the front door to the sidewalk should be provided for each residence.

### SERVICE/UTILITIES

- Trash service should utilize alleys and secondary streets. Unless site does not permit, trash cans are prohibited on Primary Streets.
- Utilities such as HVAC units should be hidden from view from the Street.



Townhomes with Entrances facing Secondary Street



Single Family Residential Clusters Around Civic Space



## 5.3 LOW-RISE - BUILDING AESTHETICS

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### ACCEPTABLE DESIGN



### UNACCEPTABLE DESIGN





## 5.3 BUILDING AESTHETICS

### MULTI-FAMILY RESIDENTIAL

Multi-family residential buildings must also have a strong presence on a street and contribute to a pedestrian centered environment. The main entrance of each building must be on a publicly accessible sidewalk on a primary or secondary street. This design direction should be carefully integrated with the Streets and Blocks guidance in section 4.1.

### EXTERIOR LOOK AND FEEL

- **Massing:** Multi-family buildings are limited in height to 2 stories in North Deerfield and Central Deerfield. In South Hwy 9 and South Deerfield Parkway Sub-districts, multi-family buildings have a maximum height of 4 stories.
- **Setback:** 20' setback above 3 stories is required for facades facing City Streets. If there is a shared property line with existing single-family detached residences, there should be a 30' setback above 3 stories. Building setbacks should be designed to accommodate usable outdoor amenity space.
- **Siting:** Buildings should be siting on the lot to maximize an attractive and active streetscape. As defined in the Deerfield Form-Based Code, there should be an appropriate relationship between the residence and the street.
- **Street Facades:** Flat facades are prohibited for all street facing facades. Facades should have visual breaks approximately every 60'. Must have variety in articulation as defined in the Deerfield Form-Based Code on all exterior facades. The intent is to create an environment that feels human-scaled. The length of a single facade should not be longer than 200'.
- **Exterior Materials:** High quality materials are required. Materials should have proven quality and longevity. Brick, natural stone, manufactured stone, metal panel, fiber cement panel and similarly high quality material. Stucco is prohibited.



Multi-family Residential on Retail Street



Multi-family Massing on Primary City Street



Multi-family and Retail on Primary Street and Civic Space



## 5.3 BUILDING AESTHETICS

### MULTI-FAMILY RESIDENTIAL CONT'D

- **Roof:** Pitch roof is required on all Primary and City Streets. Flat roof on a building that is located on non-City secondary streets is acceptable.
- **Balconies:** No projecting balconies allowed without a compelling design. Must be recessed and be a minimum 8' deep to allow for comfortable seating. Juliette balconies are not allowed.
- **Outdoor Amenity Space:** Mid-Rise residential buildings should have a private outdoor amenity space for residents. If this space is on the ground level, it should be enclosed by low walls, fencing, or landscaping. Roof top terraces that on 4th floor can have canopies/shade, but those should be set back from roof edge by at least 20'. Illumination of terrace is allowed, but subject to photometric study for appropriateness.
- **Courtyard/Private Facades:** Facades that face a private interior courtyard do not need to have the same level of variation, but should have high quality materials.



Pitched Roof and a Variety of Materials



Residential on Ground Floor and Building Broken Up to Prevent Long Facades



## 5.3 BUILDING AESTHETICS

### MULTI-FAMILY RESIDENTIAL CONT'D

- **Residential Ground Floor:** Distinguish the ground floor of the building regardless of use. If the multi-family building has residential units on the ground floor, exterior doors to each unit are required, with a 6' wide semi-private zone connected to the public sidewalk. Other architectural elements can include canopies, doors, windows, and a variety of high quality materials and colors to create a strong street environment.
- **Retail Ground Floor:** The retail portion of the building should be located on primary and secondary facades on a public accessible street or civic space. See Retail section of 5.3 for guidance.
- **Building Entrance:** Building Lobby and The main entrance of each building must be on a publicly accessible sidewalk on a primary or secondary street or significant Civic Space. Building entrance should be well lit and inviting. Above the entrance have a high quality sign with building name. When part of a mixed-use building, the residential entrance should be easily differentiated. Signage is required to meet UDC guidelines.
- **Active Ground Floor:** Portions of the ground floor not activated by retail or with ground floor residential units must be activated with residential amenity uses such as gym, business center, and shared spaces.
- **Art:** Art should be a component of the interior and exterior public spaces. This art can be a varieties of forms, including wall-mounted, free-standing, media, or art integrated into an active ground floor facade. This will be approved by the City Council. There will be a courtesy review by the DRB.



Multi-family Residential with Residential on Ground Floor



Multi-family With Office on Ground Floor



Multi-family Massing on Civic Space



## 5.3 BUILDING AESTHETICS

### MULTI-FAMILY RESIDENTIAL CONT'D

#### INTERIOR LOOK AND FEEL

- **Lobby:** Building lobby should include elevator and ample public space with seating. Lobby entrance and window openings should be predominantly glass to create an active street-front.
- **Units:** All units should have their own washer and dryer, full size appliances, and high quality finishes.
- **Interior Corridors:** No exterior corridors allowed. No open air breezeways.
- **Interior Finish Floor:** All residential floors shall have ceiling height that is a minimum 9' clear.

#### RESIDENTIAL AMENITIES

- Each multi-family building should provide ample amenities including private outdoor amenities, a gym, a pool, or equivalent.
- Pools should be screened from public right-of-way, preferably set in a private courtyard or on roof terrace.

#### SERVICE / LOADING

- Service must be minimized from view. For buildings that does not require a loading dock, trash and loading areas must be screened with landscaping. This must be located on a secondary facade on not facing a civic space.
- Trash compactors should be fully screened from view.
- Trash should be managed through internal trash chutes.



Multi-family Residential Lobby



Multi-family Amenity



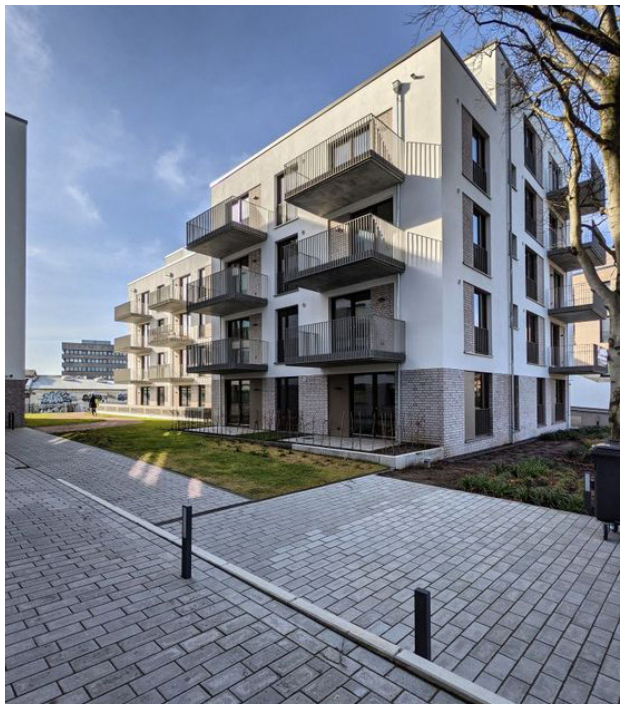
## 5.3 MULTI-FAMILY - BUILDING AESTHETICS

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### ACCEPTABLE DESIGN



### UNACCEPTABLE DESIGN





## 5.3 BUILDING AESTHETICS

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### OFFICE

New and existing office is an important economic driver of activity for the Deerfield District. New office should help establish and maintain an active public realm and create a street life for its employees to enjoy day and evening.

### EXTERIOR LOOK AND FEEL

- **Massing:** Office buildings are limited in height to 4 stories, regardless of ground floor use in the Central Deerfield and South Hwy 9 Sub-districts. Up to 8 stories in the South Deerfield Sub-district. Higher building height can be considered in accordance with the Form-Based Code in the T-6 zone.
- **Setback:** 20' setback above 3 stories is required for facades facing City Streets. If there is a shared property line with existing single-family detached residences, there should be a 30' setback above 3 stories. Building setbacks should be designed to accommodate usable outdoor amenity space.
- **Street Facades:** Flat facades are prohibited for all street facing facades. The intent is to create an environment that feels human-scaled. The length of a single facade should not be longer than 200'. See the ground floor requirements for further details.
- **Exterior Materials:** High quality materials are required. Materials should have proven quality and longevity. Brick, natural stone, manufactured stone, metal panel, fiber cement panel and similarly high quality material. Stucco is prohibited.
- **Siting:** Office buildings should be sited on the lot to maximize an attractive and active streetscape and create either a distinctive corner or mid-block entrance. As defined in the Deerfield Form-Based Code, there should be an appropriate relationship between the building and the street.



Office Sited on Primary Street

## 5.3 BUILDING AESTHETICS

- **Gateway Locations:** In the South Deerfield Parkway Sub-district, office buildings located at gateway locations for highly visible sites should include significant architectural features such as enhanced elevation treatments, unique massing or roof lines, and entry features.
- **Roof:** Roof lines should include a strong cornice line and change in materials to create a sense of scale and interest for the pedestrian.
- **Office Ground Floor:** Distinguish the ground floor of the building regardless of use. Architectural elements can include canopies, doors, windows, and a variety of high quality materials and colors to create a strong street environment. The ground floor should incorporate clear glazing to create a high level of visibility and create visual interest for pedestrians. The ground floor should also be a minimum 20' in floor-to-floor height.
- **Retail Ground Floor:** The retail portion of the building should be located on primary and secondary facades on a public accessible street or civic space. Materials and colors should distinguish the retail from the office above. See Retail Section of 5.3 for guidance.
- **Building Entrance:** Building Lobby and The main entrance of each building must be on a publicly accessible sidewalk on a primary or secondary street or significant Civic Space. Building entrance should be well lit and inviting. The entrance should create interest at the corner of two streets/civic space or mid-block.
- **Outdoor Amenity Space:** Office buildings should have a private outdoor amenity space for employees. Where possible, this outdoor amenity space should be a forward facing locations to create a lively public realm. If this space is on the ground level, it should be enclosed by low walls, fencing, or landscaping.
- **Courtyard/Private Facades:** Facades that

face a private interior courtyard do not need to have the same level of variation, but should have high quality materials.

- **Art:** Art should be a component of the interior and exterior public spaces. This art can be a varieties of forms, including wall-mounted, free-standing, media, or art integrated into an active ground floor facade. This will be approved by the City Council. There will be a courtesy review by the DRB.

### SERVICE / LOADING

- Service and loading docks must be minimized from view. For buildings that do not require a loading dock, trash and loading areas must be screened with landscaping. This must be located on a secondary facade or not facing a civic space.
- Trash compactors should be fully screened from view.
- Trash should be managed through internal trash chutes.
- Rooftop mechanical or telecommunications equipment should be integrated as part of the rooftop design.



Medical Office on Primary Street



## 5.3 OFFICE - BUILDING AESTHETICS

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### ACCEPTABLE DESIGN



### UNACCEPTABLE DESIGN



## 5.3 BUILDING AESTHETICS

### HOTEL

Hotels can be an important use that adds vibrancy to a mixed-use development. The design of hotels in Deerfield should prioritize leverage a hotel's active public spaces to contribute to the community's vision for a vibrant public realm. The design should also be distinctively Milton in look and feel - not a duplicate simple brand standards in materials and scale seen in many other locations.

### EXTERIOR LOOK AND FEEL

- **Massing:** Hotel are limited in height to 4 stories, regardless of ground floor use in the Central Deerfield and South Hwy 9 Sub-districts. Up to 8 stories in the South Deerfield Sub-district. Higher building height can be considered in accordance with the Form-Based Code in the T-6 zone.
- **Setback:** 20' setback above 3 stories is required for facades facing City Streets. If there is a shared property line with existing single-family detached residences, there should be a 30' setback above 3 stories. Building setbacks should be designed to accommodate usable outdoor amenity space.
- **Street Facades:** Flat facades are prohibited for all street facing facades. The intent is to create an environment that feels human-scaled. The length of a single facade should not be longer than 200'. See the ground floor requirements for further details.
- **Siting:** Buildings should be siting on the lot to maximize an attractive and active streetscape. As defined in the Deerfield Form-Based Code, there should be an appropriate relationship between the building and the street.
- **Exterior Materials:** High quality materials are required. Materials should have proven quality and longevity. Brick, natural stone, manufactured stone, metal panel, fiber cement panel and similarly high quality

material. Stucco is prohibited.

- **Porte-cochere:** For hotels that require porte-cochere or drop-off areas for guests, these should ideally be designed to occur at the street edge along the curb zone, and should not impose large curb cuts and circular driveways that interrupt the sidewalk. When such off-street vehicular access must be provided, it should be done only on a secondary street. The width of the pedestrian zone should be maintained throughout.
- **Roof:** Roof lines should not be continuous and where possible, include projections, changes in pitch, and prominent building elements to creation visual interest for the pedestrian well. Building and site entrances should include special roof and/or design elements.



Mixed-Use Hotel



## 5.3 BUILDING AESTHETICS

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- **Hotel Ground Floor:** Distinguish the ground floor of the building regardless of use. Architectural elements can include canopies, doors, windows, and a variety of high quality materials and colors to create a strong street environment. The ground floor should incorporate clear glazing to create a high level of visibility and create visual interest for pedestrians. Active hotel programming should be located on the ground floor, including restaurant, bar, and gym. The ground floor should also be a minimum 20' in floor-to-floor height.
- **Retail Ground Floor:** The retail portion of the building should be located on primary and secondary facades on a public accessible street or civic space. See Retail section of 5.3 for guidance.
- **Building Entrance:** Building Lobby and the main entrance must be on a publicly accessible sidewalk on a primary or secondary street or significant Civic Space. Building entrance should be well lit and inviting. Above the entrance have a high quality sign with building name.
- **Outdoor Amenity Space:** Hotel buildings are encouraged to have semi-private outdoor amenity spaces. Where possible, this outdoor amenity space should be a forward facing locations to create a lively public realm. If this space is on the ground level, it should be enclosed by low walls, fencing, or landscaping.
- **Courtyard/Private Facades:** Facades that face a private interior courtyard do not need to have the same level of variation, but should have high quality materials.
- **Art:** Art should be a component of the interior and exterior public spaces. This art can be a varieties of forms, including wall-mounted, free-standing, media, or art integrated into an active ground floor facade. This will be approved by the City Council. There will be a courtesy review by the DRB.

### SERVICE / LOADING

- Service and loading docks must be minimized from view. For buildings that do not require a loading dock, trash and loading areas must be screened with landscaping. This must be located on a secondary facade on not facing a civic space.
- Trash compactors should be fully screened from view.
- Trash should be managed through internal trash chutes.
- Rooftop mechanical or telecommunications equipment should be integrated as part of the rooftop design.



Porte-Cochere in Alley off Public Street



## 5.3 HOTEL - BUILDING AESTHETICS

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### ACCEPTABLE DESIGN



### UNACCEPTABLE DESIGN





## 5.3 BUILDING AESTHETICS

### CIVIC

Civic buildings are important in creating a distinctive location, set apart of surrounding buildings and inviting the broader community to come and stay. It can be a conditioned, fully enclosed structure or a open amphitheater. These buildings should be placed prominently on-axis with streets and be a focal point. The architecture should be distinctive from surrounding buildings.

### EXTERIOR LOOK AND FEEL

- **Massing:** Civic buildings massing and architecture should set a high standard of design and have massing that is complementary to and distinctive from surrounding buildings. The civic building is meant to create a visually dominant feature in the community.
- **Street Facades:** Flat facades are prohibited for all street facing facades. The intent is to create an environment that feels human-scaled. The length of a single facade should not be longer than 200'. See the ground floor requirements for further details.
- **Exterior Materials:** High quality materials are required. Materials should have proven quality and longevity. Brick, natural stone, manufactured stone, metal panel, fiber cement panel and similarly high quality material. Civic Buildings should standout from neighboring buildings with materials that offer a contrast but also complement nearby buildings. Stucco is prohibited.
- **Roof:** Roof lines should not be continuous and where possible, include projections, changes in pitch, and prominent building elements to creation visual interest for the pedestrian well. Roof lines of civic buildings can be more dramatic and differ in pitch and materials from neighboring buildings.

### SERVICE / LOADING

- Service must be minimized from view. For buildings that do not require a loading dock, trash and loading areas must screened with landscaping. This must be located on a secondary facade on not facing a civic space.
- Trash compactors should be fully screened from view.
- Trash should be managed through internal trash chutes.



Amphitheater



A Theater Makes a Distinctive Mark

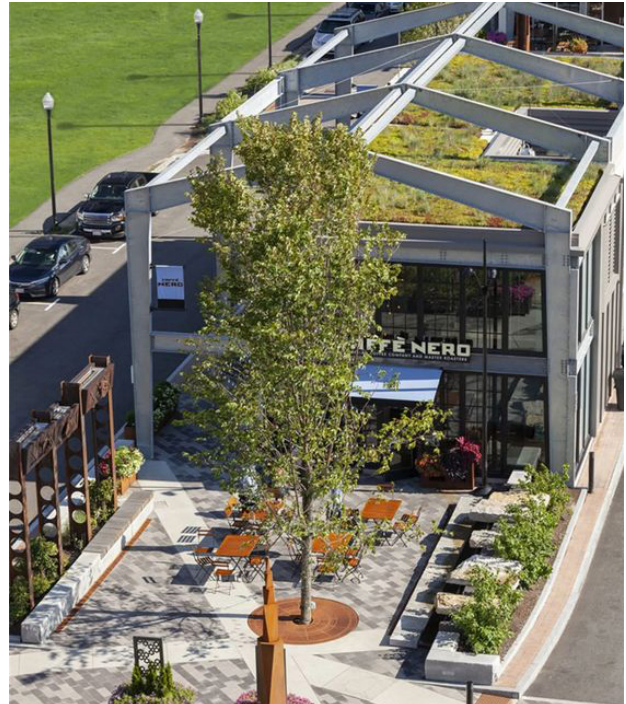
## 5.3 CIVIC - BUILDING AESTHETICS

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### ACCEPTABLE DESIGN



### UNACCEPTABLE DESIGN





## 5.3 BUILDING AESTHETICS

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### LIGHT INDUSTRIAL / OTHER COMMERCIAL

Light industrial may include a wide variety of uses including a mix of retail, warehouses, offices, and light manufacturing. These buildings should be designed to minimize nuisance from operations. Buildings should employ quality design and access to all modes of transportation.

### EXTERIOR LOOK AND FEEL

- **Massing:** Light industrial massing and architecture should set a high standard of design and reflect the scale and character of the surrounding blocks and create a visually dominant feature in the community.
- **Setback:** 20' setback above 3 stories is required for facades facing City Streets. If there is a shared property line with existing single-family detached residences, there should be a 30' setback above 3 stories. Building setbacks should be designed to accommodate usable outdoor amenity space.
- **Street Facades:** Flat facades are prohibited for all street facing facades. The intent is to create an environment that feels human-scaled. The length of a single facade should not be longer than 200'. See the ground floor requirements for further details.
- **Exterior Materials:** High quality materials are required. Materials should have proven quality and longevity. Brick, natural stone, manufactured stone, metal panel, fiber cement panel and similarly high quality material. Civic Buildings should stand out from neighboring buildings with materials that offer a contrast but also complement nearby buildings. Stucco is prohibited.
- **Roof:** Roof lines should not be continuous and where possible, include projections, changes in pitch, and prominent building elements to creation visual interest for the pedestrian well. Roof lines of civic buildings can be more dramatic and differ in pitch and materials from neighboring buildings.

### SERVICE / LOADING

- Service must be minimized from view. For buildings that do not require a loading dock, trash and loading areas must be screened with landscaping. This must be located on a secondary facade or not facing a civic space.
- Trash compactors should be fully screened from view.
- Trash should be managed through internal trash chutes.



Public Facing Facade on Civic Space

## 5.3 BUILDING AESTHETICS

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### LIGHT INDUSTRIAL/OTHER COMMERCIAL

Light industrial may include a wide variety of uses including a mix of retail, warehouses, offices, and light manufacturing. Other specific uses that may fall into this category of design can include self-storage. These buildings should be designed to minimize nuisance from operations. Buildings should employ quality design and access to all modes of transportation.

### EXTERIOR LOOK AND FEEL

- **Massing:** Light industrial buildings should be limited to 20' tall on City Street and Primary Streets, with the building beyond limited to 60' unless otherwise demonstrated and approved by the City Council.
- **Street Facades:** Long blank facades are prohibited for all street facing facades. The intent is to create an environment that feels human-scaled. The length of a single facade facing a street should not be longer than 200'. Facades not on a primary or secondary street may be longer if operational need is demonstrated, landscaping should be an integral part of the building and site design to break up these facades. All publicly visible facades should be articulated with
- **Exterior Materials:** High quality materials are required for facades facing primary or secondary streets. Materials should have proven quality and longevity. Brick, natural stone, manufactured stone, metal panel, fiber cement panel and similarly high quality material. Light industrial should stand out from neighboring buildings with materials that offer a contrast but also complement nearby buildings.



Light Industrial



Self-Storage



## 5.3 BUILDING AESTHETICS

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- **Siting:** Buildings should be sited on the lot to maximize an attractive and active streetscape. As defined in the Deerfield Form-Based Code, there should be an appropriate relationship between the residence and the street. The public facing operation of the building should be sited on Street while the portion of the building used for manufacturing, warehousing, or other industrial use should be located behind the public facing portion and off street. Buildings should also be sited to be limit nuisance effects from operations on adjacent properties, such as noise, odor, and illumination.
- **Walkways:** Pedestrian walkways should be provided to connect industrial buildings to streets, sidewalks, multi-use trails, civic spaces, amenity areas, and on-site parking areas.
- **Roof:** Roof lines of public facing operation portions of the building should not be continuous and where possible, include projections, changes in pitch, and prominent building elements to creation visual interest for the pedestrian well.

### SERVICE / LOADING

- Sufficient area should be provided for loading and maneuvering of vehicles requiring access to the site out of view from primary streets and civic spaces. Such maneuvers should not occur in the public right of way.
- Service must be minimized from view. For buildings that do not require a loading dock, trash and loading areas must be screened with landscaping. This must be located on a secondary facade or not facing a civic space.
- Trash compactors should be fully screened from view.
- Trash should be managed through internal trash chutes.



Light Industrial with Walkways and Landscaping