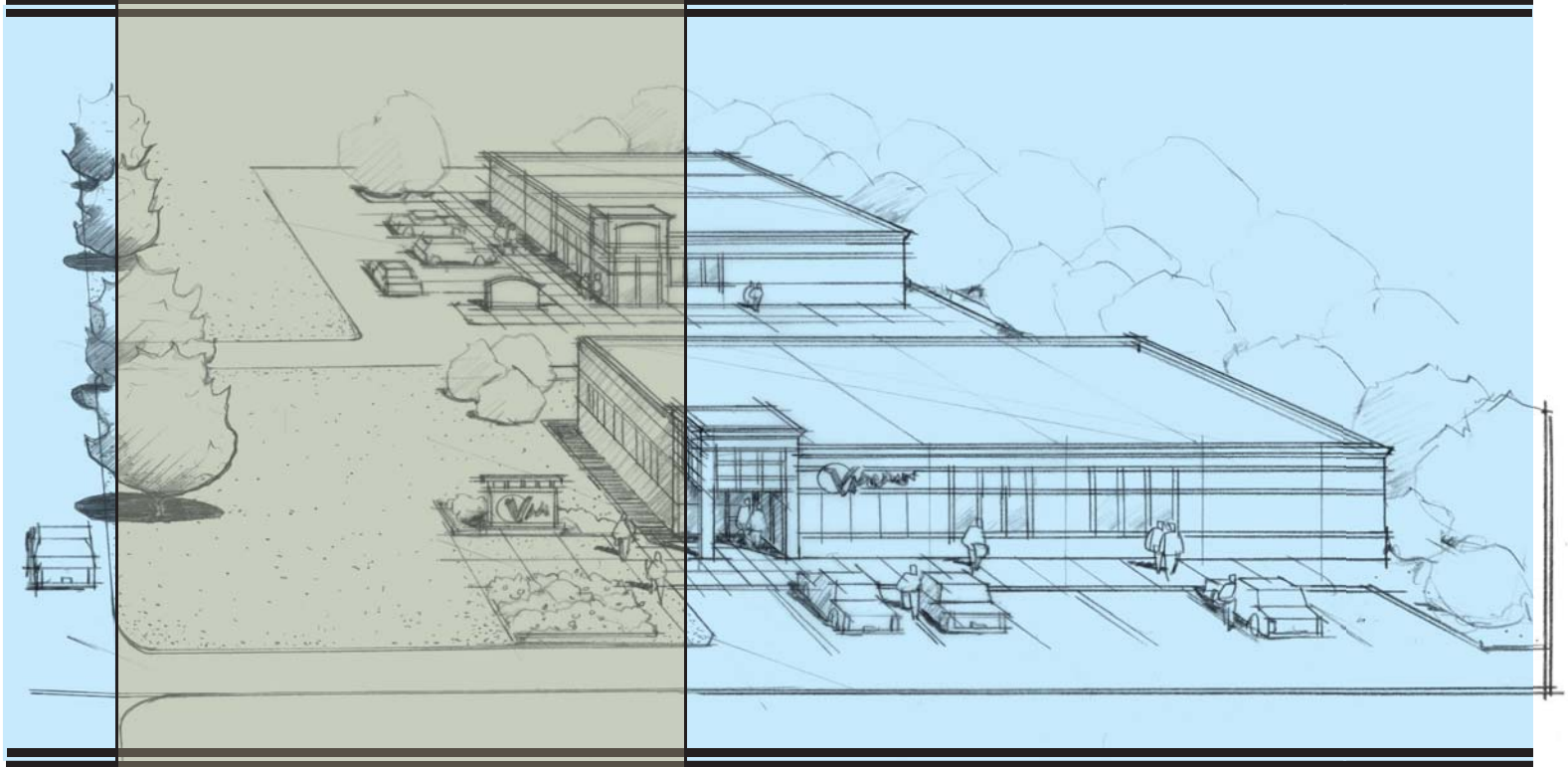
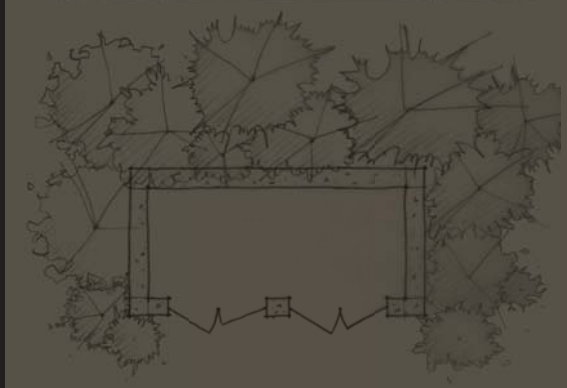




Interchange Area Design Guidelines

Town of Dekorra, Wisconsin

Adopted by Plan Board: May 10, 2005

Vandewalle & Associates

Acknowledgements

Town of Dekorra Board:

Fred Teitgen, Chair
Kim Lindholm
Randy Crawford
Larry Gates
Tim Wiesner
Ken Erdahl, Former Member

Town Plan Commission:

Don Jessup, Chair
Chris Haukom
Ken Erdahl
Bill Morris
Mike Ollhoff
Gerd Zoller
Albert Peterson
Larry Gates, Board Alternate

Town Staff:

Sue Finstad, Clerk
106 Main St., P.O. Box 536
Poynette, WI 53955-0536
(608) 635-2014

Planning Assistance by:

Vandewalle & Associates
Mark Roffers, AICP, Project Manager
Dustin Wolff, Associate Planner, Co-Author
Jeff Maloney, Associate Urban Designer
Andrew Curtiss, Cartographer
Ellen Hall, Communications Manager
Amy Babula, Presentation Specialist

120 East Lakeside Street
Madison, WI 53715
(608) 255-3988
www.vandewalle.com

Purpose and Overview of Design Guidelines

This document contains guidelines for building and site design for new and expanded development projects near the interchange of Interstate 39/90/94 and County Trunk Highway CS in the Town of Dekorra. This area is planned for "Commercial/Industrial Mix" uses in the Town of Dekorra Comprehensive Plan (Map 6), with the desired use mix further detailed in Map 7 of the Comprehensive Plan. This area includes the Town of Dekorra Utility District #1, along with potential long-range expansions to that utility district.

The purpose of these design guidelines is to:

- Assure that interested parties—including property owners, business owners, and developers—understand the Town's aspirations and desires for new development in the Interchange Area before they make development proposals, and
- Assist Town and County governments and committees in their review of all development proposals fairly and consistently, in order to create an attractive business destination and facilitate high quality economic development.

The Town will encourage compliance with these guidelines to the extent desirable and practical. However, these guidelines are not intended as mandates, zoning requirements, or hard-and-fast rules. Due to unique site conditions, existing development, or other factors that were not anticipated at the time these guidelines were written, perfectly acceptable projects may not be able to meet one or more of the guidelines. Failure to meet a few guidelines will not disqualify a project from approval. That being said, failure to meet more than a few of the guidelines likely signals a need for project adjustments before approval is considered.

Relationship to Other Plans and Ordinances

These design guidelines should be used in conjunction with other adopted plans and ordinances that affect future land development in the Interchange Area, including:

- The Town of Dekorra Comprehensive Plan, which suggests general design themes and appropriate land uses for the Interchange Area over the 20-year planning period, as a basis for later zoning decisions.
- The Columbia County Zoning Code, which specifies zoning districts, the range of allowable uses in those districts, and other development design and performance standards.
- The Town of Dekorra Site Plan Review ordinance, which requires developers of all new and expanded commercial, industrial, and multiple family residential projects to submit site, building, and related plans for Town approval before a building permit is issued.
- Land division and subdivision ordinances of both the Town of Dekorra and Columbia County, which provide standards for the creation of new lots and construction of public facilities like roads.
- The Town of Dekorra Sign Ordinance (pending at time of adoption).
- Driveway, highway access control, stormwater management, and erosion control ordinances of the Town, County, and State.

It is the property owner's or developer's obligation to understand the recommendations and requirements of these plans and ordinances before making development proposals.

Desired Land Uses

The Town's range of desired future land uses for different parts of the Interchange Area is depicted generally on Map 7 of the Town's Comprehensive Plan. Overall within this area, the Town finds land uses such as the following to be desirable for the Interchange Area:

- Auto repair & towing, indoor
- Banking & financial services
- Clinics
- Computer & electronics sales & service
- Community Center/Town Hall
- Distribution/warehousing (with controlled impacts)
- Gas and convenience store
- Gallery
- Health club
- Hotel or motel
- Light industry (with controlled impacts)
- Movie theater
- Office (contractor, business, corporate)
- Research & development
- Restaurant
- Retail, including related service uses
- Senior housing
- Park and ride
- Professional and personal services
- Training/education centers

The above list does not supercede permitted and conditional use lists for different zoning districts in the Columbia County Zoning Code. The Town does intend to use the County zoning processes—such as rezonings and conditional use permits—to attempt to achieve a land use pattern that reflects its desires.

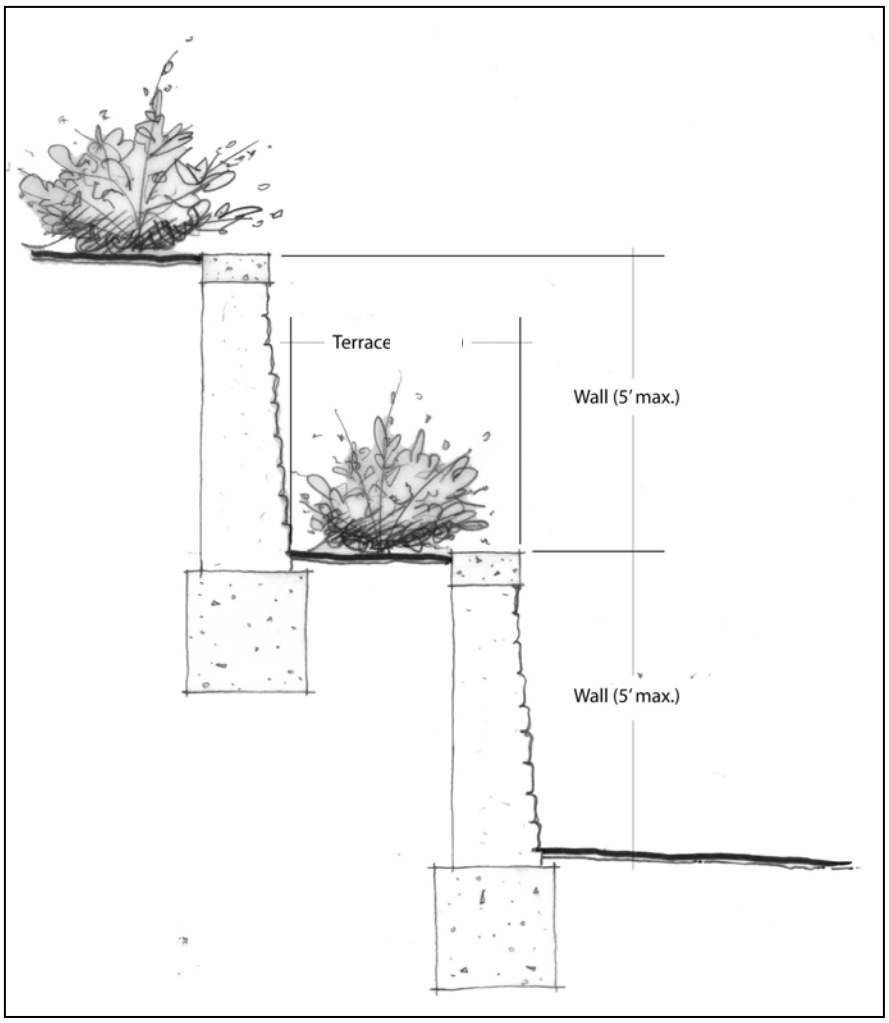
General Design Standards

The design standards in this section described the Town's preferred "look" for new and expanded development projects in the Interchange Area. The Town intends to use its Site Plan Review ordinance's review process to promote compliance with these standards. The Town's Site Plan Review ordinance includes general site design requirements that should also be followed. The Town may require a development agreement with the property owner to assure compliance with the terms of site plan approval.

The following design standards fall into several categories related to site layout, building design, signage, and other site features. They should be used by developers and property owners in the preparation of site and building plans, and by the Town Plan Commission in the review and consideration of such plans.

Site Preparation Standards

- Blend grading design with natural topography, and with the topography of adjacent properties.
- Preserve pre-existing landforms, terrain, and vegetation in their natural state to the extent practical, by minimizing modifications in areas not essential to project development.
- Generally make man-made slopes no steeper than 1 vertical foot for every 3 horizontal feet.
- Meet town, county, and state erosion control and stormwater management regulations.
- Where retaining walls will be visible from public streets, design them to not generally exceed ten feet in total height, to be set back from lot lines, and to be constructed with stone or block. Terraces within staggered retaining walls should be landscaped.



Example of Terraced Retaining Wall Design and Landscaping

- Retain existing high-quality trees wherever practical as site amenities and buffers, particularly mature, non-plantation trees. Developers of sites with existing mature (12+ inch diameter) trees should show such trees as part of their site plan submittals. Preservation of mature trees may allow for credits against landscape planting requirements. Mature trees identified for preservation should be protected during construction with the erection of barrier fencing at the drip lines.

Building Orientation

- With regard to building placement and orientation, respect the placement and orientation of surrounding buildings and streets for cohesion between sites and an attractive street scene.
- Orient building facades parallel to the primary abutting street, with entrances and storefronts oriented towards that street.
- Make public building entrances clearly identifiable and accessible.
- Site buildings to allow for safe and connected pedestrian and vehicular circulation.
- Avoid deep building setbacks behind large expanses of parking lot or vacant land.
- Avoid linear, "strip commercial" development patterns within multi-occupant development projects. Such buildings and occupant spaces should instead be arranged and grouped so that their orientation complements adjacent, existing development and frames the development site and parking areas.

Less and More Desirable Site Design and Building Orientation for Multi-Occupant Project

Dimensional Standards

Dimensional standards cover issues like lot sizes, building setbacks, landscape percentages, and exterior building wall surfacing. The following dimensional standards reflect the Town's desires for different future types of uses, as advised in Map 7 of the Town's Comprehensive Plan. The Columbia County Zoning Code also includes dimensional standards that should be referenced prior to preparation of site and building plans. In many, but not all, cases, the Town's desired dimensional standards reflect County minimums.

Standard	For Planned Business and Senior Housing Uses	For Planned Industrial Land Uses
Minimum Lot Size	20,000 square feet	20,000 square feet
Minimum Lot Frontage Width	100 feet	100 feet
*Minimum Street Yard Setback**	12 feet from street right-of-way	12 feet from street right-of-way
*Minimum Interior Side Yard Setback**	10 feet from lot line	10 feet from lot line
*Minimum Rear Yard Setback**	12 feet from lot line	12 feet from lot line
Minimum Landscaped Surface Percentage (including natural areas)	25% of lot area	20% of lot area
Maximum Building Height	80 feet	80 feet
*Minimum Non-Metal Façade Surface***	75% of street-visible façade	See page 15 of this document
Minimum Parking Space Area	216 square feet per stall	216 square feet per stall
Minimum Driveway Width	10 feet for 1-way traffic; 20 feet for 2-way	10 feet for 1-way traffic; 20 feet for 2-way

NOTES:

* Setbacks should be maintained as landscaped areas. Setbacks should not be used for outdoor storage or display of equipment, vehicles, or merchandise; for parking or loading (except for shared parking areas between lots); or for driveways (except for driveways required to access the site from the public street or adjoining sites).

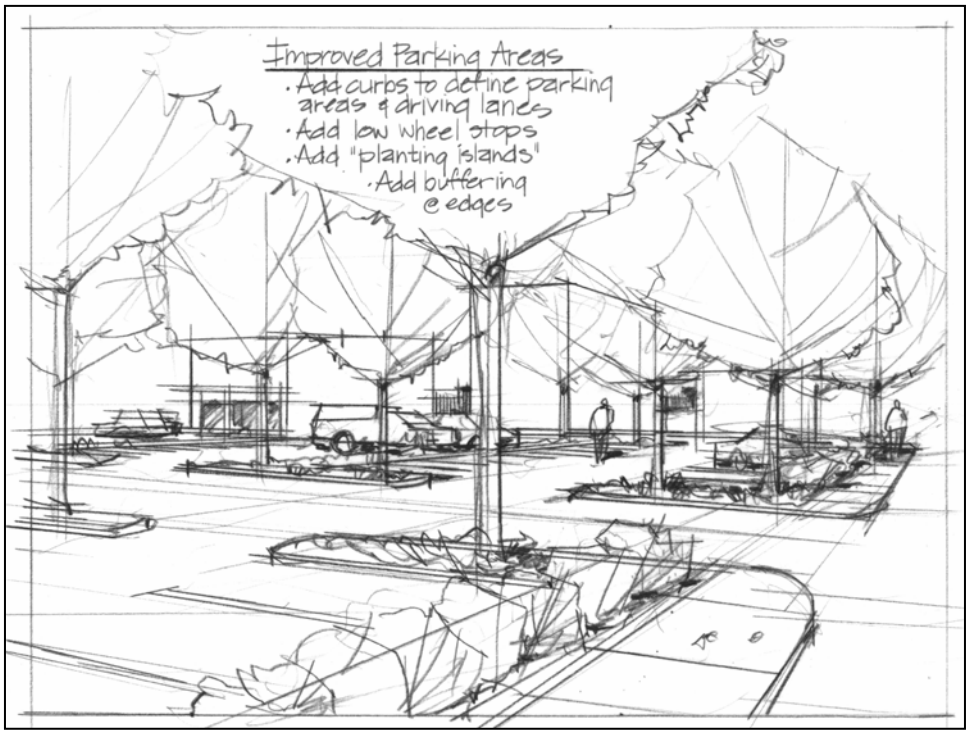
** Refers to lower-grade, generally corrugated metal siding. High-quality flat metal panels, when skillfully incorporated into building design, may be acceptable as a greater percentage of façade area.

Traffic Access and Circulation

- Provide safe, efficient, and convenient vehicular and pedestrian access and circulation patterns within and between buildings, both within the project site and to adjacent sites.
- Accommodate access requirements of emergency vehicles and services.
- Provide a number and location of vehicle entrance driveways consistent with the existing or anticipated design of adjacent streets. The placement of vehicle entrances is subject to the approval of the Wisconsin Department of Transportation, Columbia County Highway Department, and/or the Town of Dekorra. Criteria include the location of median breaks; separation requirements between the entrance and street intersections; separation requirements between entrances; the interest in providing shared access to adjacent parcels; the interest in aligning with driveways on the opposite side of the street; and the number of entrances needed to move traffic onto and off the site safely and efficiently.
- Provide clear, direct, and continuous driveways from the public street to the building's main customer entrance, to outlot sites, and to parking lots. Minimize parking spaces along such driveways.
- Provide driveways meeting the width standards in the above table and with adequate room for vehicle stacking to avoid interference with public streets. In general, there should be a minimum throat length of 25 feet between the street edge and the start of the first parking space.
- Separate loading and delivery facilities from customer parking lots, pedestrian walkways, and public streets.
- To the extent feasible, provide driveway connections between adjacent development sites, and access easements to ensure that adjacent parcels are afforded adequate permanent access.
- Design on-site pedestrian walkways to provide direct access and connections to and between building entrances, parking areas, and any walkways along streets or adjacent properties.
- Where pedestrian routes cross vehicular routes, provide striping or other pavement marking to improve visibility and safety.

Parking

- Minimize the visual impact of motor vehicles from public streets. This may be accomplished by siting parking to the rear or non-street side of the main building wherever possible and by landscaping.
- Provide as many parking spaces in locations other than between the front of the main building and the public street, unless additional buildings in a multi-building development will be located between the main building and the street.
- Locate parking lots to the inside of all required front, side, and rear building setbacks (to not encroach in setback areas), except for approved shared parking areas.

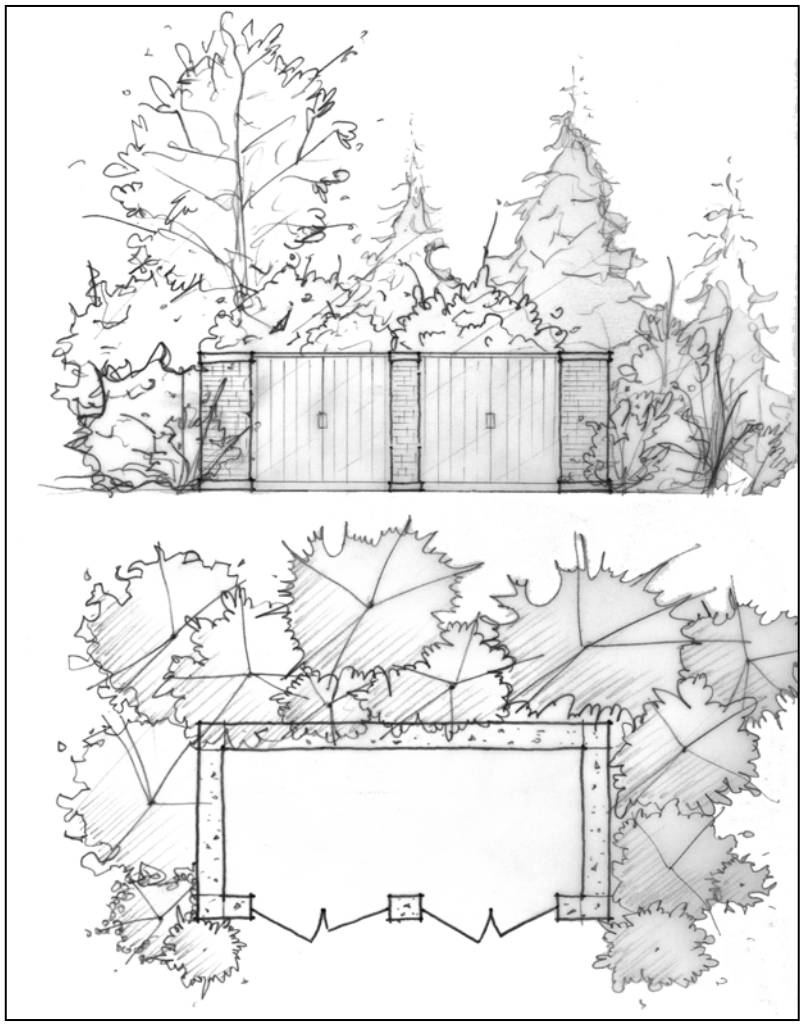


Example of Parking Lot Design Standards

- Provide landscaped islands, each with a minimum size of 200 square feet, and at the minimum rate of one island for every 20 parking spaces. Alternative treatments may be considered for parking lots and clusters of parking with fewer than 30 to 40 parking spaces, such as generous landscaping around the perimeter of the parking lot. See also the Columbia County Zoning Code.
- Pave all parking areas with a dustless, all-weather, hard surface like asphalt or concrete.
- Provide vehicle stall striping for all parking spaces.
- Meet parking space size and numerical standards in the Columbia County Zoning Code.

Outdoor Storage and Display

- Store vehicles, equipment, manufactured goods, and raw materials to ensure minimal visual impact on neighboring uses and the public.
- Maximize the amount of storage and display of materials within buildings.
- Place outdoor storage or display areas outside of all required front, side, and rear building setbacks.
- Include adequate, accessible, and convenient areas for collecting and loading trash and recyclables. Trash enclosures should screen dumpsters and be constructed of sturdy, durable, opaque materials compatible with the building design, and should not be located in a street-facing yard.
- Permanently define and screen all outdoor storage areas with dense landscaping, opaque walls and/or opaque fences. Materials, colors, and design of screening walls and/or fences should be compatible with the building. The height of stored or displayed materials should not exceed the height of the screening wall or fence. Walls and fences should be constructed of high quality materials, such as decorative block, brick, stone, treated wood, or wrought iron.



Desirable Dumpster Enclosure and Landscaping

- Set back fences and walls from the lot line to allow a landscaped area in between.
- Locate outdoor merchandise display areas near the building entrance, without affecting traffic flow.

Landscaping

- Use the following point-based system in the preparation and review of landscape plans:

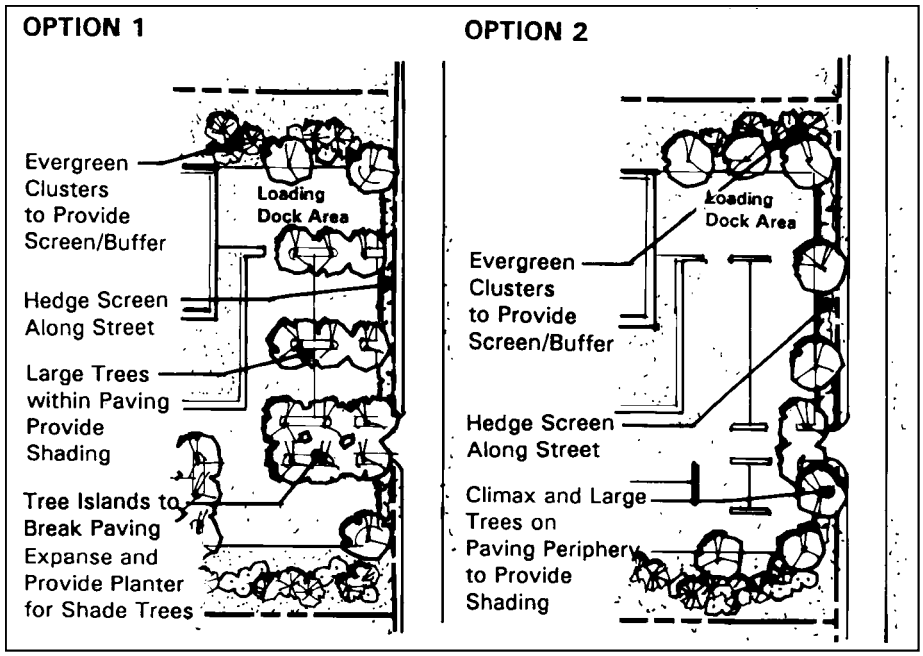
Category of Plant	Expected Mature Height	Minimum Size at Time of Planting	Landscaping Points for Each Plant	Examples of Appropriate Species within this Category
Large Deciduous Tree	Greater than 25 feet	2 inch diameter	150	Oak, Maple (not Norway), Honeylocust, Ginko (male), Aspen, Linden, Hazelnut, Hackberry, Basswood, White Ash, Green Ash, Elm
Small Deciduous Tree	25 feet or less	1½ inch diameter	60	Birch, Cherry, Serviceberry, Hawthorn, Redbud, Callery Pear, Flowering Crab, Ironwood, Japanese Tree Lilac, Hornbeam, Amur Corktree
Evergreen tree	Usually greater than 10 feet	4 feet tall	60	Fir, Pine, Spruce, Hemlock, Cedar
Shrub (deciduous or evergreen)	Usually less than 10 feet	2 feet in height or 2 gallon pot	20	Dogwood, Viburnum, Cotoneaster, Forsythia, Hazelnut, Hydrangea, Dwarf-Bush Honeysuckle, Potentilla, Burning Bush, Rose, Lilac, Weigela, Spirea, Barberry, Arborvitae, Juniper, Yew
Planting bed	Varies	Varies	20 points for every 20 sq ft of bed	Black-eyed Susan, Catmint, Coneflower, Lily, Daylily, Hosta, Ornamental grasses, Lady's Mantle, Columbine, Aster, Astilbe, Peony, Sedum

- Mark project entryways from streets with decorative plantings, such as ornamental trees, flowering shrubs, perennials, and ground covers.
- Install large deciduous trees along the public street, at average intervals of not greater than 50 feet, and considering vehicle sightlines, entrances, and traffic control devices.

- Install parking lot landscaping at a rate of one large deciduous tree plus 60 points of additional landscaping for every 1,500 square feet of paving (about the area required for 5 parking spaces and driveway), and in accordance with one or some combination of the following locational options:

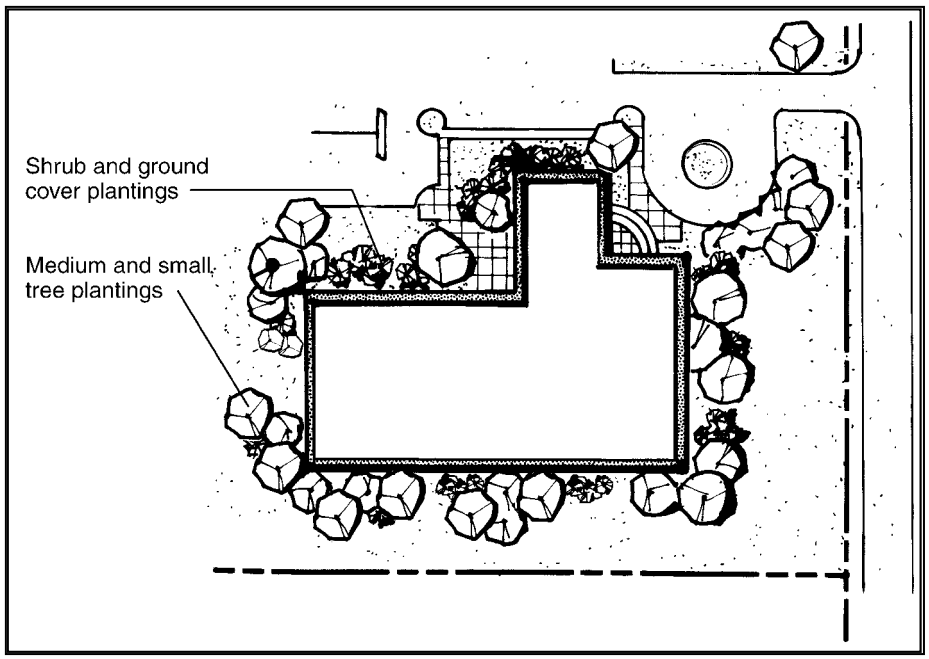
  ⇒ Option 1: One protected landscaped island for every 20 parking spaces, each with a minimum size of 200 square feet, or landscaped medians.

  ⇒ Option 2: An area within 15 feet of the parking lot where trees and shrubs are planted.



Parking Lot Landscaping Options

- Screen all mechanical equipment, utilities, outdoor storage areas, dumpster enclosure areas, and loading areas with appropriate landscaping and/or berming, in addition to any required walls or fences. Transformers and meters may not be enclosed; attempt to locate them so they are unobtrusive.

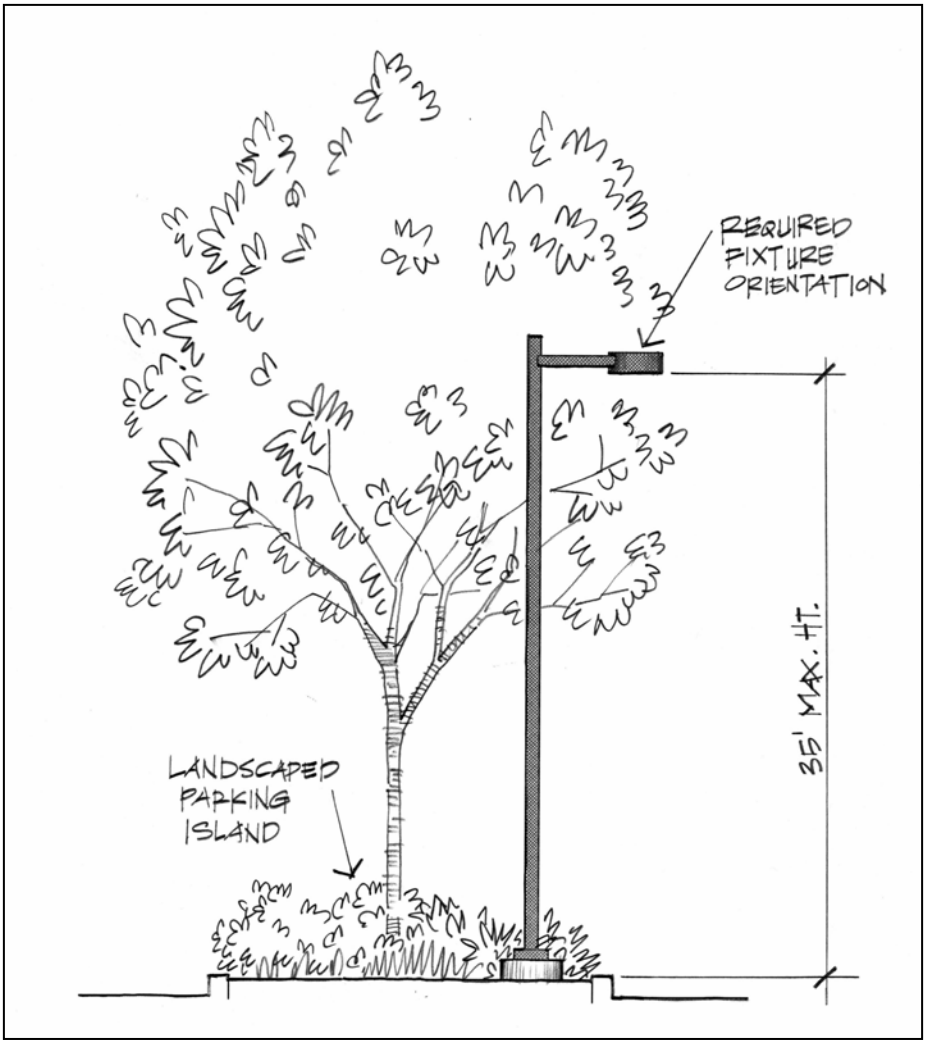


Appropriate Building Foundation Plantings

- Install landscaping around building foundations, focusing on ornamental trees and flowering shrubs and perennials. 150 points of foundation landscaping should be installed for each 100 lineal feet of wall visible from public streets.
- Include additional plants for visual appeal on the rest of the lot, emphasizing groups of shrubs and ornamental trees. 200 landscaping points should be planted for each 10,000 square feet of total lot area.
- Encourage use of berms, topography, and existing, high-quality vegetation as a part of site landscaping.

Exterior Lighting

- Locate exterior light fixtures at least three feet from all lot lines and within landscaped islands or outside of parking lot edges wherever possible to minimize the need for tall concrete bases.
- Utilize incandescent or high-pressure sodium (HPS) light fixtures, except where "true-color" rendition is required, metal halide (MH) fixtures may be permitted.
- Use ninety-degree (90°) down-cast, cutoff fixtures (without drop lenses) for all lighting over 150 watts, including lighting under gas canopies and mounted to buildings.
- Install lights not greater than 35 feet in height, measured from grade to the fixture.
- Avoid lighting "hot-spots". Average illumination levels in parking lots should not exceed 5 footcandles and lighting below gas canopies should not exceed 30 footcandles.
- Keep lighting levels at lot lines to a maximum of 0.5 footcandles.
- Building-mounted lighting may be used to highlight architectural features or main building entrances. Avoid general floodlighting or the neon outlining of building façades.

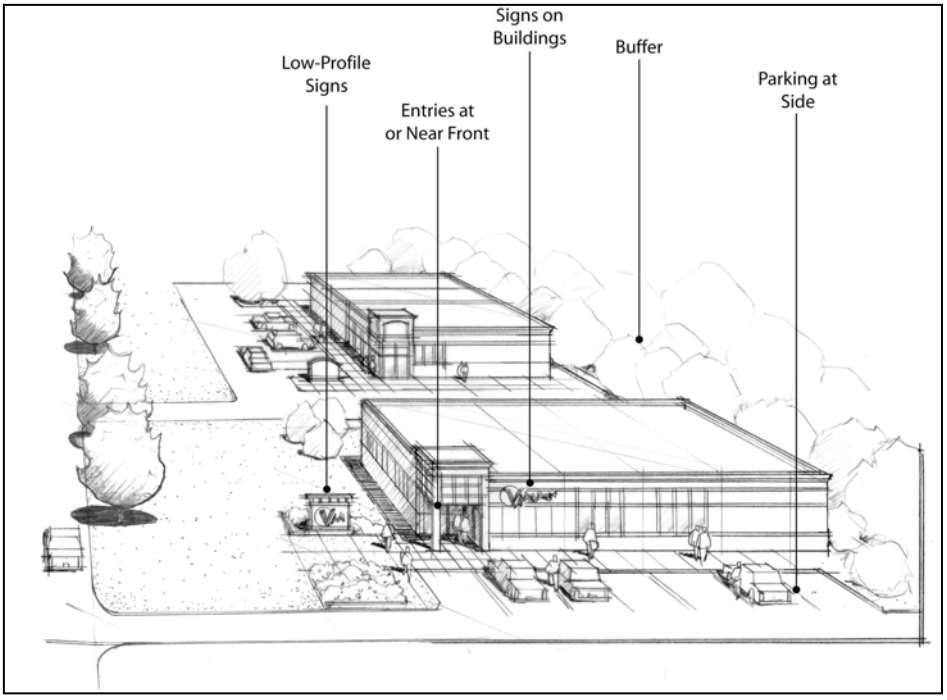


Desired pole lighting height, orientation, and placement

Building Design

- Promote high-quality building design by architects and design professionals.
- Architectural style is not restricted. Corporate identity may be apparent yet reserved. Standard prototype corporate architecture is discouraged.
- Continue an architectural theme, design elements, and detailing on all sides of a building through the use of compatible building materials and designs.
- Design buildings so that their height and scale is compatible with surrounding buildings, or at least provide appropriate transitions.
- Vary building facades by using different but complementary colors, material arrangements, wall setbacks (staggered facades), roof lines, and/or windows.
- For larger buildings, use various techniques to reduce apparent scale and monotony, such as proper use of window patterns, structural bays, articulated entryways, roof overhangs, siding, awnings, moldings, and fixtures. See also specific standards for large commercial buildings below.

Architectural detailing and varied material on larger commercial building

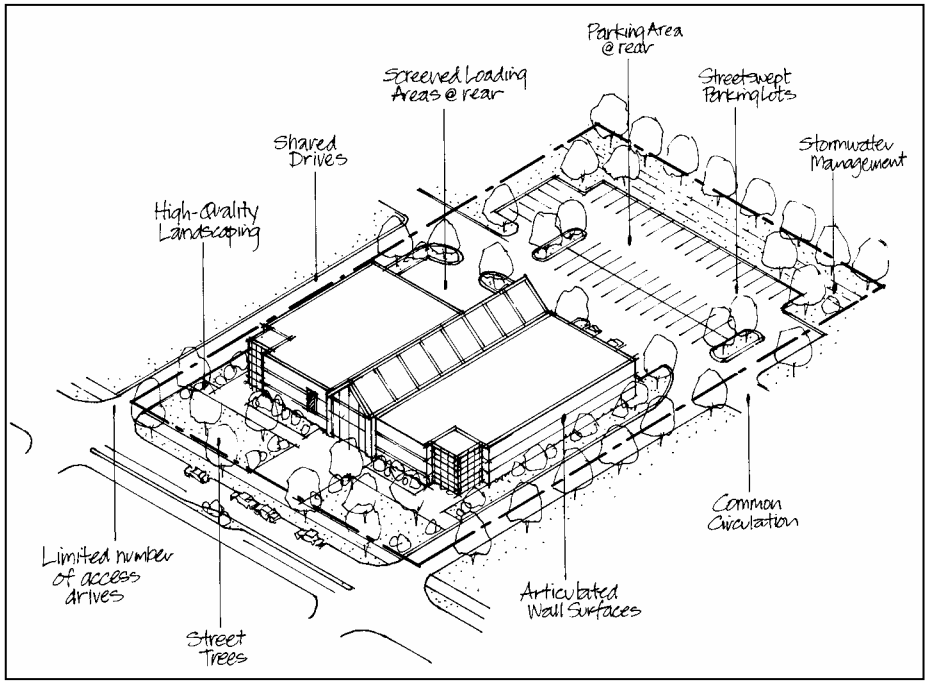


Example of commercial development design standards

- For multiple building projects, design each building to create a visual relationship among all buildings.
- For industrial buildings, portray a quality office appearance at entries and around public/office spaces.

Building Materials

- Select building materials with lasting architectural character (strength, durability and quality), with respect for existing high-quality buildings in the area.
- Incorporate similar or architecturally harmonious materials for all exterior building walls and other building components visible from public streets.
- Encourage use of the following exterior wall materials: brick, decorative masonry block, architectural grade metal panels, cedar siding, stone, architectural pre-cast concrete panels, Exterior Insulation and Finish System (EIFS), Dry-vit, and glass.



Example of industrial development design standards

- Design commercial service and retail buildings so that corrugated-type metal or steel external siding is generally not more than 25% of all street visible facades.
- Design industrial, wholesaling, and distribution buildings so that corrugated-type metal or steel external siding is generally not more than 33% of all street visible facades fronting on CTH CS, CTH J, and Smokey Hollow Road, and when the façade is highly visible from the Interstate.
- Design industrial, wholesaling, and distribution buildings so that corrugated-type metal or steel external siding is generally not more than 75% of all street visible facades fronting on secondary roadways within the Planned Industrial designated area.
- Allow future expansion walls on industrial buildings, provided that there is a definitive plan for finishing the building and appropriate landscaping or other measures to soften the appearance of the future expansion wall in the interim period.

Building Colors

- Encourage use of earth tone colors, such as gray, green, brown, burgundy, and tan. Discourage florescent, bright, and brilliant colors.
- Modify standardized prototype and corporate franchise colors where necessary to contribute to the desired rural character and image of the Town and area.

Building Attachments

- Incorporate loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions into the overall design of the building, so that the visual and acoustic impacts of these functions are contained and they are generally out of view from adjacent sites and public streets.
- Locate loading facilities to the rear or non-street side of the building, and away from residential properties. Loading maneuvers should not take place on a public street.
- Integrate the placement and screening of mechanicals into the building architecture, so as to not give the appearance of being "tacked on" to exterior wall and roof surfaces.

Signage Design

- Permit ground mounted and wall mounted signs per the Town's Sign Ordinance.
- Do not permit the following types of signs: off-site advertising and directional signs including billboards; roof signs; temporary signs displayed for more than ten consecutive days or 30 total days in a calendar year; inflatable signs or displays; portable signs such as mobile trailer signs; changeable message or streaming message signs; flashing signs; exposed neon signs; LED signs; rippling or sparkling signs; spotlights; and a wide variety of strings of lights, "tinsel", "pom pons", "pinwheels", pennants, banners, streamers, and related attention-getting devices.
- Encourage monument signs where ground mounted signs are proposed, instead of pylon signs.
- For ground mounted signs, use durable base materials that are similar to main building materials, and place landscaping near the base. Exposed supports or guy wires to stabilize signs are strongly discouraged.

Example of appropriate monument sign and industrial building design

- Encourage combining signage onto one ground mounted sign where there is more than one business on a lot, rather than having a separate ground mounted sign for each business.
- Architecturally integrate signs with their surroundings in terms of size, shape, color, texture, and lighting. Signs should be complementary to the overall design of the building and project, and not in visual competition with other signs in the area.

- Design signs to be proportionate to the dimensions of their location. Signs that overwhelm their location should not be used.
- Avoid repetitious signage information on the same building façade or street frontage, regardless of the sign area square footage allowed.
- Encourage signs with individual letters or with dark colored backgrounds. Stark white or extremely bright background colors—such as red, orange or yellow—are discouraged.
- Frame wall mounted signs to create a clearly defined edge, provide shadow relief, and a substantial appearance.
- Screen external spot or flood lighting of signs from direct view from public streets, driveways, or adjacent properties, and to avoid light spill-over into the night sky.

Specific Design Standards

The following specific standards should be applied to in the design and review of particular uses that may create unique challenges for the Interchange Area. These standards should be applied in addition to the general design standards listed in the previous section and in the Town's Site Plan Review Ordinance.

Drive-through, Drive-up, or Drive-in Establishments

- Discourage standardized franchise or corporate architecture, and bright or highly contrasting color schemes. New buildings should be designed to be compatible with the desired rural character of the Town and the Interchange Area.
- Integrate drive-through elements (food ordering and pick-up areas, menu boards, etc.) into the building and site designs, rather than having drive-through elements appear to be "stuck-on" the building or placed as unrelated stand-alone elements. Locate drive-throughs on non-street sides of the building.
- Provide a logical and safe vehicle and pedestrian circulation pattern. Circulation should allow for adequate length of queuing lines for drive-through lanes that do not interfere with parking, nor result in traffic congestion on the public street.
- Design outdoor seating areas, play areas and equipment, and perimeter fencing to be compatible and integrated with the main building architecture.
- Avoid the use of attention-getting devices such as excessive or regular temporary signage, roof lighting, backlit canopies, neon building edging, and signage that does not meet the standards in these design guidelines or the Town's Sign Ordinance.

Gas Stations and Convenience Stores

- For projects located at street corners, provide some structural element or strong design element to anchor the corner. This may be accomplished by using a building, wall, or strong landscaping features.
- Include adequate driving space to maneuver vehicles around cars parked at the pumps, with attention to the circulation of vehicles not involved in fuel purchase.

Non-standard building design and landscaping helps soften gas and convenience store design

- Limit the amount of unrelieved paved area on the site through the use of landscaping and other site design techniques.
- Design buildings to provide an attractive appearance that is compatible with the surrounding area. Prefabricated buildings are discouraged.
- Design separate structures (canopy, carwash, cashier's booth, etc.) on the site with consistent materials, architectural details, and design elements for a cohesive project.
- Carefully plan for car wash facilities. The car wash opening should be sited so that it is not directly visible as the primary view from the street. Site design should also address the issues of off-site noise, adequate drainage systems to keep water off public streets and adjacent properties, circulation and vehicle stacking, and placement of vacuums.
- Avoid the use of attention-getting devices such as excessive or regular temporary signage, roof lighting, backlit canopies, banners, pennants, neon building edging, and signage that does not meet the standards in these design guidelines or the Town's Sign Ordinance.

Automobile Sales and/or Service

- Direct special attention towards landscaping between the public street and auto display or storage areas.
- Incorporate landscaped islands with trees in outdoor vehicle display areas to provide both shade and visual relief.
- Design buildings to provide an attractive appearance that is compatible with the surrounding area and provide a strong and unique visual identity for the auto dealership. Prefabricated buildings are discouraged.
- Bring indoor showroom/office space to the front of the site to enhance the appearance from public streets.
- Screen all service areas and service bays so they are not visible from the street.
- Design the building and site so that vehicles under repair are kept either inside a building or in an area which is screened from views from the public street and adjacent properties.
- For perimeter fencing, security fencing, or gateways, use attractive materials that are compatible with the design and materials used throughout the project. Razor wire or electric fencing should not be allowed and chain link fencing is strongly discouraged.
- Avoid the use of attention-getting devices such as excessive or regular temporary signage, roof lighting, backlit canopies, banners, pennants, spotlights, neon building edging, and signage that does not meet the standards in these design guidelines or the Town's Sign Ordinance.

Large-Scale Retail and Commercial Service Buildings

- Unify the design of the building exterior throughout the building and integrate windows into building design.
- Employ varying building setbacks, heights, roof treatments, door and window openings, and other structural and decorative elements to reduce apparent building size and scale. A minimum of 20% percent of all of the combined façades of the building should employ actual façade protrusions or recesses. A minimum of 20% of all of the combined linear roof eave or parapet lines should employ differences in height.

- Design customer building entryways to be clearly defined and highly visible, incorporating some of the following design features: canopies or porticos, overhangs, projections, arcades, peaked roof forms, arches, outdoor patios, display windows, distinct architectural details. Incorporate a customer building entryway on all sides of the building that directly face or abut a public street or public parking area.

For large scale retail uses, variations in building materials, rooflines, and wall setbacks reduce apparent mass and add interest.

- For screening of mechanical equipment, refuse containers, and any permitted outdoor storage or display areas, use materials similar to those used on the building exterior. Loading areas should be internal to buildings, enclosed by screen walls which match the building exterior, enclosed by fully opaque landscaping at time of planting, or some combination.
- Design vehicle access to accommodate peak on-site traffic volumes without disrupting traffic on public streets or impairing pedestrian safety. This should be accomplished through adequate parking lot design and capacity; access drive entry throat length, width, design, location, and number; traffic control devices; and pedestrian walkways. The site design should provide direct connections to adjacent land uses if required by the Town.
- Prior to development approval, the applicant's traffic engineer should complete and present a traffic impact analysis, which may form the basis for required off-site improvements to the public street network.
- Design parking lots in which the number of spaces significantly exceeds the minimum number of parking spaces required by the Columbia County Zoning Code only with specific and reasonable justification.
- Incorporate landscaped medians to break large parking lots into smaller pods, with a maximum of 100 spaces in any one pod.
- Provide a central area or feature, such as a patio/seating area, pedestrian plaza with benches, outdoor playground, water feature, and/or other such deliberately designated area or focal point. All such areas should be designed with materials compatible with the building and remainder of the site, and maintained over the life of the building and project.
- Provide a minimum of one cart return area for every 100 parking spaces. Cart corrals should be of durable, all season construction, and should be designed and colored to be compatible with the building.