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112 Attachment 4

APPENDIX D.

Route 209 Design Guidelines

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APPENDIX D: Route 209 Design Standards and Guidelines

I. INTRODUCTION.

A. Intent. The Route 209 Design Guidelines are intended to serve as a guide for the development of resort, commercial and industrial uses on all parcels that abut Route 209 in Wawarsing outside of the Mixed Use districts for Kerhonkson and Napanoch, and to be applied to development within the PCIM and RED zoning districts. These Standards and Guidelines provide a framework by which the Town Board, Planning Board, other town agencies and organizations as well as developers and private land owners can promote attractive, economically viable development for the Route 209 corridor. The guidelines provide specific guidance about steps that can be taken to assure that each individual development will be part of a larger effort that strengthens Wawarsing's scenic and rural character, quality of life and its long-term economic and fiscal viability. These Guidelines serve to shape development so that, to the greatest extent possible:

- (1) Development takes place in a manner that protects that natural resources and reflects scenic beauty of Wawarsing.
- (2) The design of the buildings, landscaping and other features reflect the historic character of the Town of Wawarsing, particularly the architectural styles found in the central business districts of its hamlets.
- (3) Development is able to be reached by multiple transportation modes, including automobiles, transit, walking and cycling.

In cases in which special conditions exist that are not specifically addressed by the standards, the intent statement should serve as the basis for determining the appropriateness of the proposed design.

Design Guidelines versus Standards. The text indicates whether the proposed criteria are a "Guideline" or a "Standard". Guidelines ("should") are advisory, but strongly recommended; and standards ("shall") are mandatory.

B. General process. Set forth below are the key steps in the development process and points at which the design standards should be consulted and applied:

- (1) Locate the property and identify the applicable zoning district.
- (2) Discuss the proposed project with town staff (informal discussion only--typically pre-design).
- (3) Review the design standards and guidelines.
- (4) Understand and document the context of the building site; inventory adjacent land uses.
- (5) Develop the site plan and building design using the standards in conjunction with Town of Wawarsing zoning laws and applicable development regulations and policies.
- (6) Contact staff regarding a pre-application meeting.
- (7) Complete the developer's checklist to ensure compliance with the design standards. (See attachment to this document.)
- (8) Submit the project for formal review per relevant procedures as set forth in the laws and regulation of the Town of Wawarsing.

Section III of this document sets forth specific commercial design standards that are organized in a format that contains design principles, guidelines, and regulatory language. Section IV contains design standards and guidelines for residential development along the Route 209 corridor. Note that for multifamily buildings which are allowed in the PCIM zone, the parking provisions and building design provisions refer to the standards for commercial development outlined in Section III.

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II. GENERAL PROVISIONS.

- A. Applicability. These Design Standards and Guidelines shall apply to all new development with frontage along the Route 209 Corridor outside of the hamlets of Kerhonkson and Napanoch, and within the PCIM and RED zoning districts, that involves the following:
- (1) a zoning amendment petition;
 - (2) site plan application, and a revised preliminary plan where a public hearing is necessary
 - (3) a special use approval; or,
 - (4) a major rehabilitation of an existing commercial structure, as determined by the Code Enforcement Officer. Major rehabilitation shall mean any renovation, restoration, modification, addition, or retrofit of a structure or site that exceeds fifty percent (50%) of the current appraised value of any structure or site as established by the Town Assessor. Rehabilitation costs shall be aggregated over a five-year period to determine whether the development is subject to these rules. Major rehabilitation shall not include routine maintenance and repair of a structure or other feature on the surrounding site, such as roof replacement or general repairs to a parking area or other site feature.
- B. Review Process.
- (1) General: The Design Standards and Guidelines shall be applied, as applicable, in the normal review processes for re-zonings, site plans, special use permits and development plans as set forth in the Town of Wawarsing Zoning Regulations.
 - (2) Review Criteria. Each rezoning, site plan, subdivision, or development plan application for commercial development shall evidence compliance with these Design Standards and Guidelines.
- C. Variances and modifications allowed.
- (1) Variances. The Zoning Board of Appeals may grant variances from the standards contained in these Design Standards and Guidelines according to provisions for variances as outlined in the Town regulations and consistent with state law.
 - (2) Modifications to allow alternative compliance. The Town Board and Planning Board may also waive or modify any design standard contained in these Design Standards and Guidelines to encourage the implementation of alternative or innovative practices that implement the intent of the modified standard(s) and provide equivalent public benefits without significant adverse impacts on surrounding development.
 - (3) Conditions of approval. In granting a variance, waiver or modification, the Zoning Board of Appeals and/or the Planning Board or Town Board may require conditions that will substantially secure the objectives of the modified standard and that will substantially mitigate any potential adverse impact on the environment or on adjacent properties, including but not limited to additional landscaping or buffering.
- D. Conflicting provisions. If the provisions of these Design Standards and Guidelines are inconsistent with one another, or if they conflict with provisions found in other regulations of the Town of Wawarsing, the more restrictive provision will control unless otherwise expressly provided.

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III. COMMERCIAL DESIGN STANDARDS AND GUIDELINES.

A. Site Planning.

- (1) Intent. These Standards and Guidelines are intended to encourage an orderly and logical pattern of commercial development that is easily recognized by local residents, and that enhances the convenience and attractiveness of the Route 209 Corridor. It is also the intent that these Standards and Guidelines encourage forethought and consideration of both a development's external relationships as well as its internal organization.
- (2) Required scope of development plans. The design issues inherent in commercial development are generally easier to resolve if the full extent of commercial development at a particular location is dealt with as one unified project, rather than split into a number of isolated projects. Although ownership patterns and the geography of the Route 209 corridor may limit the degree to which large parcels can be assembled, preliminary development plans should contain all contiguous land under the developer's control, including land that is zoned for uses other than commercial. Cooperative planning between adjacent property owners is encouraged and may, in some cases, be required. Preliminary development or site plans for new commercial development subject to these Commercial Design Standards and Guidelines shall include the full development of the site, even where final development will be phased. The preliminary development plan or site plan shall show all contiguous land under the applicant's control, including land that is zoned for uses other than commercial.

B. Site Layout/Development Pattern (including building orientation)

- (1) Intent. Site layout and building orientation often define the focus of activity that occurs at the front door or along the street. These standards are intended to use site planning and building orientation in order to:
 - (a) Create a sense of place for users and passers-by;
 - (b) Ensure that buildings relate appropriately to surrounding developments and streets and create a cohesive visual identity and attractive street scene;
 - (c) Ensure that site circulation promotes contiguous pedestrian and vehicle circulation patterns;
 - (d) Ensure that parking areas provide safe and efficient access to buildings; and
 - (e) Create a high-quality image for development in the Route 209 Corridor as illustrated in Figure 1.

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Figure 1— The type of high quality development for Route 209 intended to be encouraged by these design standards and design guidelines.

The right design elements preserve rural quality of life while allowing development.



Ample landscaping helps buffer and beautify the corridor.



High quality building materials matter.



Consistency in building form makes the corridor more attractive.



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- (2) Multiple building standard. When there is more than one (1) building in a development, all primary and outlying buildings shall be arranged and grouped so that their primary orientation complements adjacent, existing development and either:
- (a) Frames the corner of an adjacent street intersection:
 - (b) Frames and encloses on at least three sides public spaces, or other site amenities.
 - (c) Alternatives. An applicant may submit an alternative development pattern, provided such pattern achieves the intent of the above standards and this section. To the maximum extent feasible, strictly linear or "strip commercial" development patterns shall be avoided.

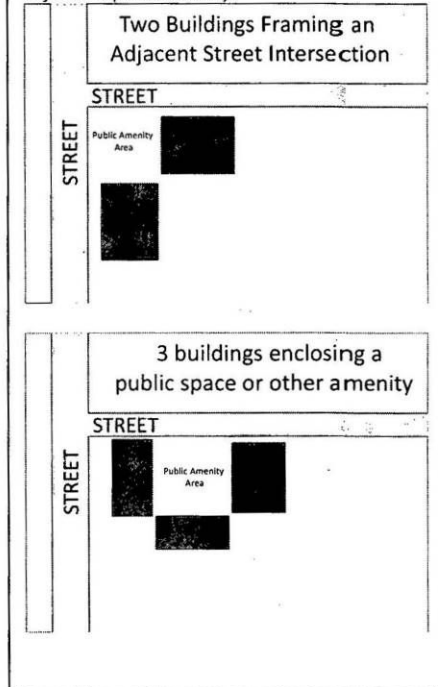
- (3) Single building standard. Unless part of a larger planned development or commercial center, when there is only one (1) building in a proposed commercial development, the development shall comply with the following standards.

- (a) Single-tenant building. When there is only one (1) building in a proposed commercial development that will be occupied by a single tenant, such building shall be oriented toward the primary abutting street and shall otherwise comply with standard III.E.2. (*Location of Parking*). Deep setbacks behind large expanses of parking areas or vacant land shall be avoided.
- (b) Multi-tenant building. When there is only one (1) building in a proposed commercial development that will be occupied by multiple tenants, at least fifty percent (50%) of the building's "active" wall shall be oriented toward the primary abutting street and shall otherwise comply with standard III.E.2 (*Location of Parking*) above. Deep setbacks behind large expanses of parking areas or vacant land shall be avoided. For purposes of this standard, the "active" wall shall be the side of the building containing the majority of storefronts, customer entrances, and windows.

- C. Relationship to surrounding development. Typical tools for making the transition between commercial development and other, less intensive land uses have included back-to-back building orientation, large distances between uses, and heavily-landscaped buffer areas, often with fences and walls. However, some of the unintended results of this include excessive land consumption and lack of pedestrian and vehicle connections.

Accordingly, the following design Standards and Guidelines ensure that new commercial development, where practicable, provides convenient pedestrian and vehicle access and connections to adjacent uses. In addition, they urge the use of alternative transitions, including architectural transitions such as reducing the scale of commercial building mass next to residential uses and at least some front-to-front building orientations, and development of less intense land

Figure 2— Using multiple building development to frame a public amenity.



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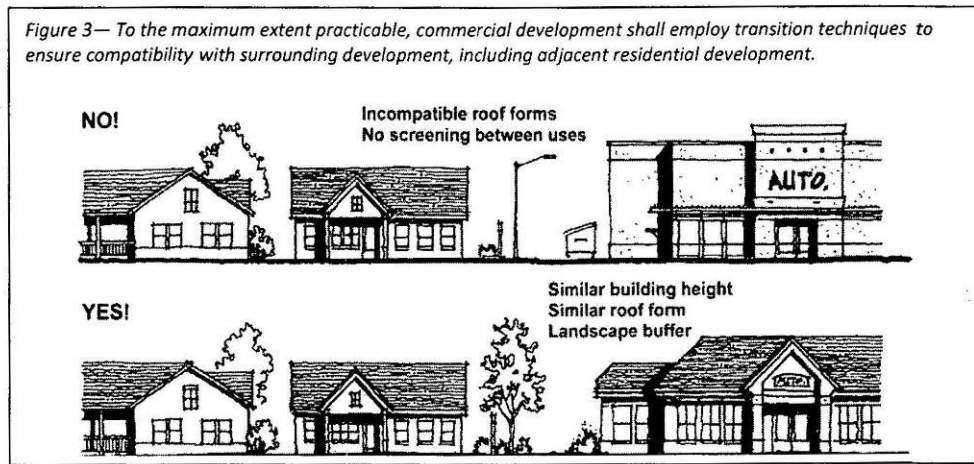
uses between commercial and single-family residential areas, such as neighborhood-scale retail, lower-intensity office, civic/open space, or multi-family land uses.

Limited operational compatibility standards are offered as a tool to further ease transitions from more intense to less intense land uses. Landscaped buffers, walls, and fences are used only when these other alternative transitions are not effective, not possible, or not desirable given prevailing development patterns in a specific area.

- (1) Connectivity between land uses. See Section III.D (Vehicular and Pedestrian Access and Circulation) below for applicable Standards and Guidelines.)
- (2) Transitions between land uses. The Planning Board may require transitions from a project to the surrounding areas in the following situations:
 - (a) A difference in use between the proposed project and adjoining properties, especially from commercial to residential;
 - (b) A difference in intensity of use between the proposed project and adjoining properties, such as a dense mixed use project compared to moderate density multi-family residential area; and
 - (c) Views, uses, or activities on the commercial development site that could be a nuisance for neighbors, such as commercial loading and service areas.
- (3) Transition techniques. An application shall incorporate Architectural Transitions and Green/Open Space Transitions and Lesser Intensive Uses as Transitions to the maximum extent practicable before employing more traditional Landscaping and Screening Transitions. Operational compatibility standards (section III.C(3)(c) below) shall apply to all commercial development, regardless of type of transition technique used; however, the combination of Architectural Transitions, Green/Open Space Transitions, and operational compatibility standards should work to reduce the need for more intensive Landscaping and Screening Transitions. When a transition is required, an applicant shall incorporate, to the maximum extent practicable, the architectural and green/open space transition techniques tools in subsections (3)(a) and (3)(b) below:
 - (a) Architectural transitions. To the maximum extent practicable, commercial development shall employ a minimum of three (3) of the following techniques to ensure compatibility with surrounding development, including adjacent residential development:
 - [1] Use similar building setback.
 - [2] Use similar building height.
 - [3] Use similar roof form. (See Figure 3 for illustration of these three transitions.
 - [4] Mitigate the larger mass of commercial buildings with façade articulation (see section III.F.(1), *Building Massing and Façade Treatment*, below).

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(b) Green/Open Space transitions (see Figures 4 and 5). Commercial development may employ the following technique to provide transitions and ensure compatibility between the commercial development and surrounding development:

- [1] Use small green spaces, courts, squares, parks, plazas, and similar spaces that can also function as community gathering places.
- [2] Use existing natural features as transitions, including natural differences in topography (not retaining walls), streams, existing stands of trees, and similar features. When existing natural features are used as transitions, the Town may still require that adequate pedestrian connections to adjacent land uses be accommodated (see section III.D. below).

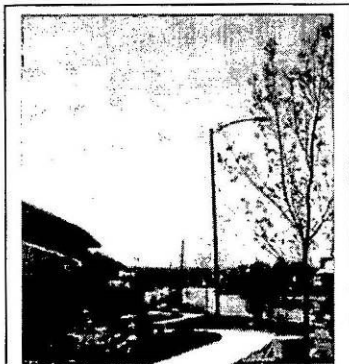


Figure 4— Each boundary to be screened between the commercial development and the adjacent use shall be landscaped with at least 4 trees and 20 shrubs per 100 linear feet of edge

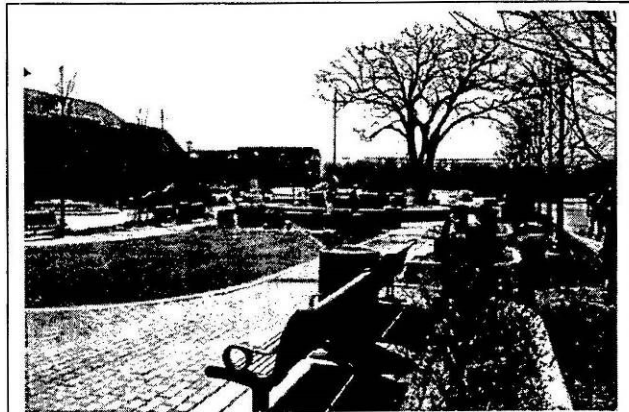


Figure 5— Commercial developments may use small green spaces, courts, squares, parks, plazas, and similar spaces that can also function as community gathering places to provide transitions and ensure compatibility with surrounding non-commercial uses.

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(c) Landscaping and screening transitions. Where other transition tools are not possible, or where the Town determines other transition tools by themselves do not create an adequate transition to, or buffer for, less intensive land uses, the following landscaping and screening requirements shall apply:

- [1] Amount of landscaping required. Each boundary to be screened between the commercial development and the adjacent use shall be landscaped with at least four (4) trees and twenty (20) shrubs per one-hundred linear feet (100') of edge, with fractional requirements rounded up. Conifers may be substituted for shrubs at a ratio of one (1) conifer for every four (4) shrubs.
- [2] Supplemental fences and walls. When necessary to further assure an adequate buffer between the commercial development and adjacent use, fences and walls meeting the requirements of Section III.G.(7) (*Fencing and Walls*) below may be used in combination with the landscaping provided in subsections (b) above.

(d) Operational compatibility standards. The Town may impose conditions upon the approval of land use applications to ensure that new commercial development will be compatible with existing neighborhoods and uses, including, but not limited to, conditions on the following:

- [1] Placement of trash receptacles;
- [2] Location of delivery and loading zones; and
- [3] Placement and illumination of outdoor vending machines.

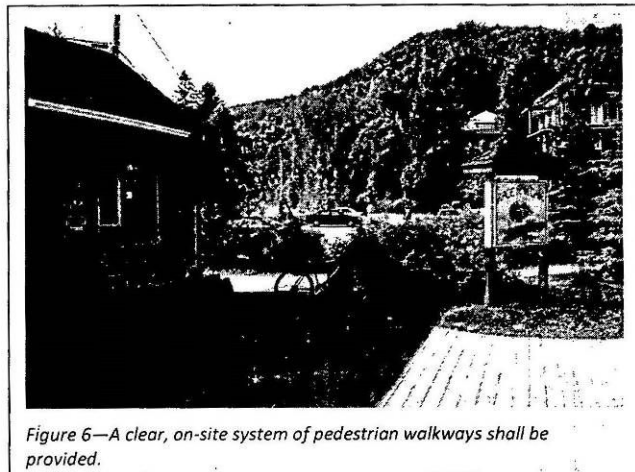
D. Vehicular and pedestrian access and circulation. It is the intent of these standards and guidelines to provide safe, efficient, and convenient vehicular and pedestrian access and circulation patterns within and between developments. By creating a safe, continuous network of pedestrian walkways within and between developments, pedestrians will feel more inclined to safely walk (rather than drive) between stores. A pedestrian network that offers clear circulation paths from the parking areas to building entries creates a friendlier, more inviting image.

- (1) Vehicle access and circulation - primary vehicle entrances. The number and location of vehicle entrances to a commercial development shall be consistent with the existing or anticipated design of adjacent streets. The specific locations of primary vehicle entrances are subject to the approval of the Planning Board and will be largely dependent on the following factors:
 - (a) Separation requirements between the entrance and major intersections;
 - (b) Separation requirements between adjacent entrances (or minor intersections);
 - (c) The need to provide shared access to adjacent parcels of land;
 - (d) The desirability of aligning with previously-approved or constructed access points on the opposite side of the street (if the intersection is to be signalized); and
 - (e) The minimum number of entrances needed to move traffic onto and off the site safely and efficiently.
- (2) On-site truck traffic/loading and circulation.
 - (a) Every shopping center will be required to provide loading and delivery facilities separate from customer parking and pedestrian areas.
 - (b) Due to their greater size and lower maneuverability, truck circulation paths should be designed with larger curve radii and more maneuvering room.
 - (c) As the size of the development and the volume of trucks increase, internal circulation patterns should reflect an increasing separation between automobile and truck traffic in order to minimize accidents and congestion.

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- (3) Vehicle connections with adjacent properties.
- (a) Adjacent non-residential uses. To the maximum extent feasible, common or shared service and delivery access shall be provided between adjacent parcels and/or buildings. The Town may require access easements to ensure that buildings or adjacent parcels have adequate access if ownership patterns change.
 - (b) Adjacent residential uses. Commercial drives or on-site streets shall not align with access adjacent residential developments. Exceptions may be made in cases where physical constraints dictate that no other option is possible.
 - (c) Emergency access. All commercial developments shall comply with the currently-adopted building code provisions regarding emergency vehicle access and fire lanes.
- (4) Pedestrian Access and Circulation. Applicants shall submit a detailed pedestrian circulation plan with all development applications that shows compliance with the following Standards and Guidelines:
- (a) Required pedestrian connections. An on-site system of pedestrian walkways shall be designed to provide direct access and connections to and between the following:
 - [1] The primary entrance or entrances to each commercial building, including outlying buildings;
 - [2] Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the commercial development;
 - [3] Any public sidewalk system along the perimeter streets adjacent to the commercial development;
 - [4] Where practicable and appropriate, adjacent land uses and developments, including but not limited to adjacent residential developments, retail shopping centers, office buildings, or restaurants; and
 - [5] Where practicable and appropriate, any adjacent public park, greenway, or other public or civic use including but not limited to schools, places of worship, public recreational facilities, or government offices.
 - (b) Minimum walkway width. All site walkways connecting parking areas to buildings shall include a 5-foot minimum walkway with planting areas. This area shall be a minimum of fifteen (15) feet wide to accommodate car overhangs.
 - (c) Walkways along primary buildings. Continuous pedestrian walkways no less than eight (8) feet wide shall be provided along the full length of a primary building along any façade featuring a customer entrance and along any façade abutting customer parking areas. Such walkways shall be located at least six (6) feet from the façade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the façade.



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E. Parking layout and design. Parking areas should be designed for a safe and orderly flow of traffic throughout the site.

(1) General guideline. Major circulation patterns within parking areas should be well-defined with curbs and landscaped islands (see Section III.E.(4), *Parking Lot Landscaping*, below for parking lot landscaping requirements), and parking spaces along main circulation drives should be avoided. To the maximum extent practicable, dead-end parking lots shall be avoided.

(2) Location of parking. In order to reduce the scale of the paved surfaces and to shorten the walking distance between the parked car and the building, off-street parking for all commercial developments shall be located according to one of the following options:

- (a) A minimum of seventy percent (70%) of the off-street surface parking spaces provided for all uses contained in the development's primary building shall be located other than between the front façade of the primary building and the primary abutting street (e.g., to the rear or side of the primary building(s); or
- (b) More than thirty percent (30%) of the off-street surface parking spaces provided for all uses contained in the development's primary building may be located between the front façade of the primary building(s) and the primary abutting street, provided the amount of interior and perimeter parking lot landscaping required by section III.E.(4) (*Parking Lot Landscaping*) below is increased by fifty percent (50%).

(3) Parking blocks required.

- (a) In order to reduce the scale of parking areas, the total amount of parking provided shall be broken up into parking blocks containing no more than 40 spaces.
- (b) Parking blocks shall be separated from each other by landscaping, access drives or public streets, pedestrian walkways, or buildings.
- (c) Each parking block or pod shall have consistent design angles for all parking within the block.

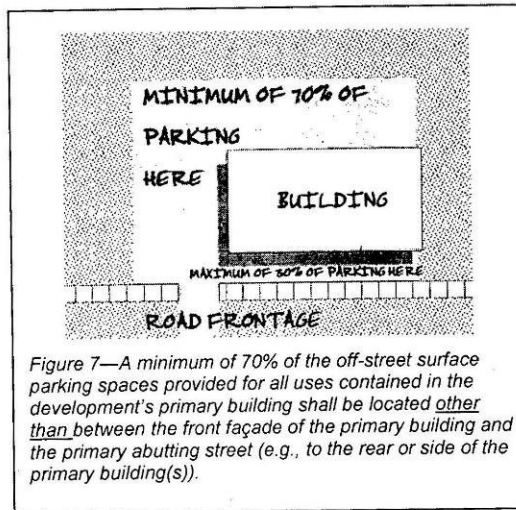


Figure 7—A minimum of 70% of the off-street surface parking spaces provided for all uses contained in the development's primary building shall be located other than between the front façade of the primary building and the primary abutting street (e.g., to the rear or side of the primary building(s)).

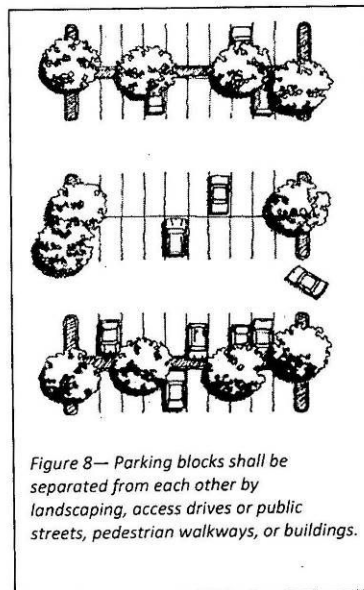


Figure 8— Parking blocks shall be separated from each other by landscaping, access drives or public streets, pedestrian walkways, or buildings.

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- (d) Parking blocks should be oriented to buildings to allow pedestrian movement down and not across rows (typically with parking drive aisles perpendicular to customer entrances).
 - (e) Where parking blocks are not easily defined, there shall be no more than (10) parking spaces without an intervening landscape island at least nine (9) feet wide.
- (4) Parking Lot Landscaping. Provide an attractive, shaded environment along street edges that gives visual relief from continuous hard street edges, provides a visual cohesion along streets, helps buffer automobile traffic, focuses views for both pedestrians and motorists, and increases the sense of neighborhood scale and character.
- (a) Parking area edges shall be screened from public streets and sidewalks, public open space, and adjacent properties.
 - (b) The perimeter of all parking areas shall be screened from adjacent streets, public sidewalks, and adjacent uses by either of the following methods:
 - [1] A berm three feet (3') high with a maximum slope of 3:1 in combination with coniferous and deciduous trees and shrubs, or
 - [2] A low continuous landscaped hedge at least three feet (3') high, planted in a triangular pattern so as to achieve full screening at maturity; or
 - [3] A low decorative masonry wall at least three feet (3') high in combination with landscaping; or
 - [4] A combination of any of these methods.
 - (c) The interior of all uncovered parking blocks containing ten (10) or more spaces shall be separated from other parking blocks by a landscaped median or berm that is at least ten feet (10') wide, or by a pedestrian walkway or sidewalk within a landscaped median (minimum width of ten feet (10')), or by a low decorative fence or wall (maximum height three feet (3')) bordered by landscaping on at least one side.
 - (d) The primary landscaping materials used in parking lots shall be trees, which provide shade or are capable of providing shade at maturity. Shrubbery, hedges and other planting materials may be used to complement the tree landscaping but shall not be the sole means of landscaping. Effective use of earth berms and existing topography is also encouraged as a component of the landscaping plan.

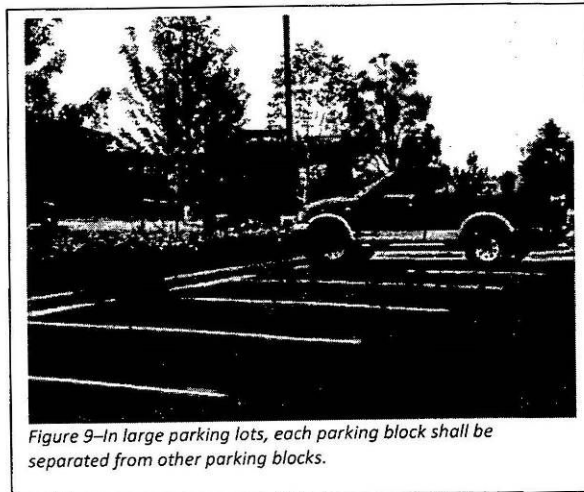


Figure 9—In large parking lots, each parking block shall be separated from other parking blocks.

- F. Building Design. Create commercial developments (and multifamily housing) with a recognizable image as a distinct place; vary massing to provide visual interest; as applicable, ensure compatibility with surrounding developments; and use building height and massing to emphasize important corners, designate points of entry, and create a built environment that reflects the existing scale and character of Wawarsing.

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(1) Building massing and façade treatment. Except where noted, all new commercial development and multifamily housing shall comply with the following standards.

(a) Variation in massing. A single, large, dominant building mass shall be avoided.

b) Building façade treatment. All building walls shall have architectural interest and variety to avoid the effect of a single, long or massive wall with no relation to human scale. The building design shall be consistent with the following standards:

[1] Minimum wall articulation. There shall be no blank, unarticulated building walls exceeding 30 feet in length. All building walls shall be designed to meet all the following standards:

[a] All buildings walls shall consist of a building bay or structural building system that is a maximum of thirty feet (30') in width. Bays shall be visually established by architectural features such as columns, ribs or pilasters, piers, changes in wall planes, changes in texture or materials, and fenestration pattern no less than twelve inches (12") in width.

[b] Any wall exceeding 30 feet in length shall include at least one change in wall plane, such as projections or recesses, having a depth of at least three percent (3%) of the entire length of the façade and extending at least twenty percent (20%) of the entire length of the façade.

[c] All building walls shall include materials and design characteristics consistent with those on the front.

[2] Building walls facing public areas. In addition to (b)[1] above, facades that face public streets, connecting walkways, or adjacent development shall be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, trellises with vines, or alternate architectural detail that defines human scale, along no less than sixty percent (60%) of the façade.

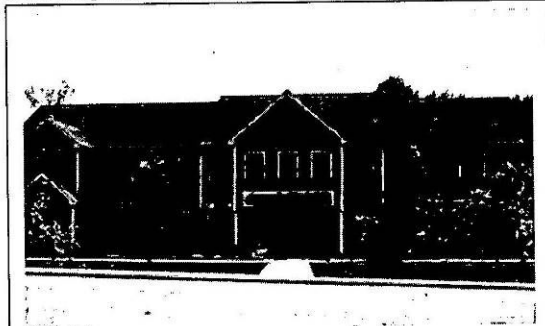


Figure 10— No wall that faces a street or connecting pedestrian walkway shall have a blank, uninterrupted length exceeding thirty (30) feet without including architectural features such as columns, ribs, pilasters or piers, changes in plane, changes in texture or masonry pattern, or an equivalent element that subdivides the wall into human scale proportions.



Figure 11—Facades that face public streets or adjacent development shall be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, trellises with vines, along no less than 60% of the façade.

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(c) Customer or primary residential entrances. All commercial development shall comply with the following design Standards and Guidelines:

1] Prominent entrances required. Each primary building on a site, regardless of size, shall have clearly-defined, highly-visible customer entrances or resident entrances. It should feature no less than three (3) of the following:

- [a] Canopies or porticos;
- [b] Overhangs;
- [c] Recesses/projections;
- [d] Arcades;
- [e] Raised corniced parapets over the door;
- [f] Peaked roof forms;
- [g] Arches;
- [h] Outdoor patios;
- [i] Display windows;
- [j] Architectural detail such as tile work and moldings integrated into the building structure and design; or
- [k] Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.



Figure 12— Each primary building on a site, regardless of size, shall have clearly-defined, highly-visible customer entrances.

(d) Awnings.

- [1] Awnings shall be no longer than a single storefront.
- [2] Fabric awnings are encouraged; canvas awnings with a matte finish are preferred. Awnings with high gloss finish are discouraged. Illuminated, plastic awnings are prohibited.
- [3] Rigid frame awnings are allowed but shall stop at the top section and shall not be included in the valence.
- [4] Awning colors shall be compatible with the overall color scheme of the façade from which it projects. Solid colors or subtle striped patterns are preferred.
- [5] Awnings for rectangular openings shall be simple, shed shapes.

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- (2) Multi-Story buildings. In addition to subsection (1) above, the following standards shall apply to all buildings, including hotels and motels, and multifamily housing with more than two stories:

(a) The composition of the building shall present a clearly-recognizable base, middle, and top, or a clearly-defined alternative building composition.

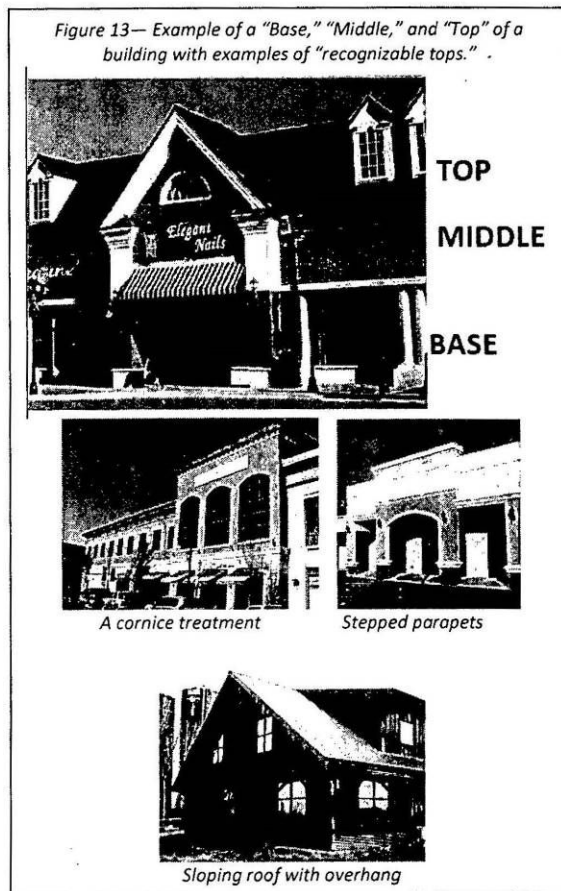
(b) A recognizable "base" may consist of, but is not limited to:

- [1] Thicker walls, ledges, or sills;
- [2] Integrally-textured materials such as stone or other masonry;
- [3] Integrally-colored and patterned materials such as smooth-finished stone or tile;
- [4] Lighter or darker colored materials, mullions, or panels;
- or
- [5] Planters.

(c) A recognizable "top" may consist of, but is not limited to:

- [1] Cornice treatments, other than just colored "stripes" or "bands," with integrally-textured materials such as stone or other masonry or differently colored materials;
- [2] Sloping roof with overhangs and brackets;
- [3] Stepped parapets; or

- [4] Horizontal rhythms, such as openings and articulations, shall logically align between levels (see Figure 13).



- (3) Building materials/colors. The usage of metal sided buildings as façades for primary structures shall be minimized, especially in highly visible areas along the Route 209 corridor. All new construction or redevelopment of a property shall, to the greatest practical extent, utilize materials and design that is either evocative or respectful of a rural setting. This should include wood and stone for primary façades.

- G. Landscaping and Screening. Landscaping is a visible indicator of quality development and must be an integral part of every commercial project, and not merely located in leftover portions of the site. Landscaping is intended to visually tie the entire development together, define major entryways and circulation (both vehicular and pedestrian) and parking patterns, and, where appropriate, help buffer less intensive adjacent land uses.

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- (1) Plant materials. Incorporate plant species found throughout the region into the planting plan, and visually soften paved areas and buildings. Use and repeat plant materials throughout the development to visually tie the commercial center together. For Design Standards and Guidelines, refer to the Town of Wawarsing requirements regarding the submission of landscaping plans and minimum plant sizes. Each area required to be landscaped shall be covered in live material. Live material includes trees, shrubs, ground cover, and sod. Areas not covered in live material may be covered by woody mulch, other organic or inorganic mulch, rock mulch, or other natural materials other than exposed gravel and aggregate rock.
- (2) Entryway landscaping. Entryway landscaping announces and highlights entries into the development for the visiting public. The following standards and guidelines apply:
 - (a) Development entryways shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
 - (b) Landscaping should break down in scale and increase in detail, color, and variety to mark entryways into developments.
 - (c) Planting shall be massed and scaled as appropriate for the entryway size and space.
- (3) Parking lot landscaping. See Section III.E(4) "Parking Layout & Design"
- (4) Building setback landscaping. Building setback areas along thoroughfare, collector, or residential streets, or along private drives, shall be landscaped with a minimum of one (1) tree per thirty-five feet (35') of linear frontage.
- (5) Service area screening. Service areas create visual and noise impacts on surrounding uses and neighborhoods. These standards visually screen on-site service areas, including loading docks, trash collection areas, outdoor storage, and similar service uses, from public rights-of-way and adjacent uses.
 - (a) To the maximum extent feasible, areas for outdoor storage, truck parking, trash collection or compaction, loading, or other such service areas shall not be visible from abutting streets and shall be oriented toward on-site service corridors.
 - (b) No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within twenty feet (20') of any public street, public sidewalk, or internal pedestrian walkway.
 - (c) Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Screening materials shall be the same as, or of equal quality to, the materials used for the primary building and landscaping.
 - (d) Non-enclosed areas for the storage and sale of seasonal inventory and/or vending machines shall be permanently defined and screened with landscaping, walls and/or fences. Materials,

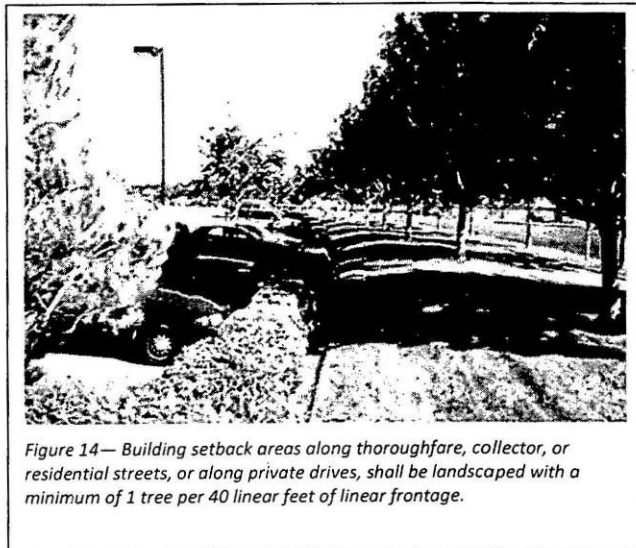


Figure 14— Building setback areas along thoroughfare, collector, or residential streets, or along private drives, shall be landscaped with a minimum of 1 tree per 40 linear feet of linear frontage.

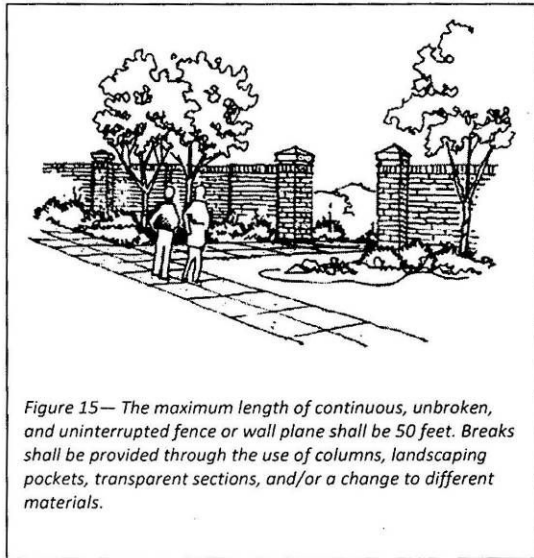
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colors, and design of screening walls and/or fences, and of any covering for such area, shall be compatible with those used as predominant materials and colors on the primary building(s). The height of stored or displayed inventory shall not exceed the height of the screening wall or fence. In addition, all fences/walls shall comply with the standards set forth in section III.G.(7) (*Fencing and Walls*) below.

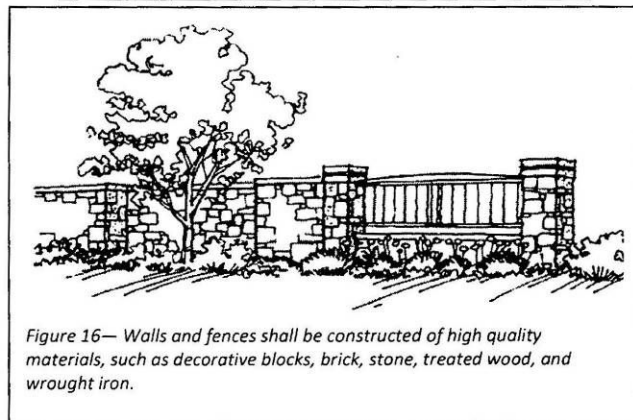
- (6) Mechanical/Utility equipment screening. Mechanical and utility equipment can detract from the quality of a development and the character of an area. These standards mitigate the negative visual and acoustic impacts of mechanical and utility equipment systems located in a commercial development.

- (a) Mechanical/utility screening shall be an integral part of the building structure and architecture and not give the appearance of being “tacked on” to the exterior surfaces. The building parapet shall be the primary means of screening roof top equipment.
- (b) All mechanical equipment and utilities shall be screened.



- (7) Fencing and walls. While fences and walls are often necessary to buffer uses, they can create a visually-monotonous streetscape. These standards provide fencing and walls that are visually-appealing, complement the design of the overall development and surrounding properties, and provide visual interest to pedestrians and motorists. When a commercial development includes a fence or wall, the following Standards and Guidelines apply:

- (a) The maximum height of a fence or wall shall be eight feet (8').
- (b) Walls and fences shall be constructed of high-quality materials, such as decorative blocks, brick, stone, treated wood, and wrought iron.
- (c) Breaks in the length of a fence shall be made to provide for required pedestrian connections to the perimeter of a site or to adjacent development (see section III.D.(4) (*Pedestrian Access and Circulation*) above).



- (d) The maximum length of continuous, unbroken, and uninterrupted fence or wall plane shall be fifty feet (50'). Breaks shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials.

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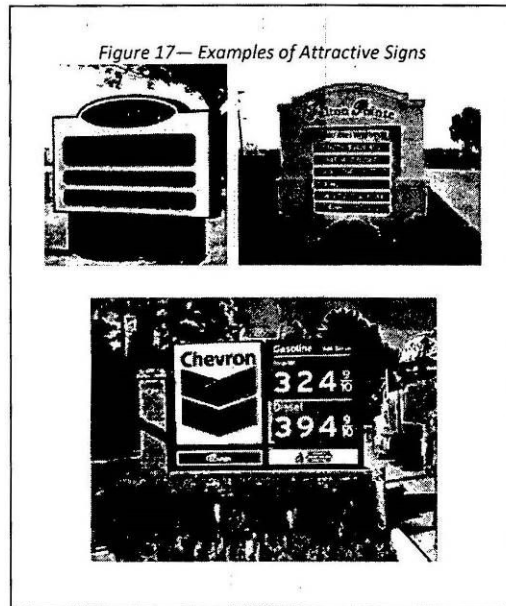
- (e) Fences and walls shall be set back from the property line to allow a landscape setback area. Such setback area shall be landscaped with a turf, shrubs, and/or trees, using a variety of species to provide seasonal color and plant variety.
 - (f) Use of landscaping beyond the minimum required in these standards is strongly encouraged to soften the visual impact of fences and walls.
- H. Lighting. Eliminate adverse impacts of light through spillover; provide attractive lighting fixtures and layout patterns that contribute to unified exterior lighting design of non-residential developments; and provide exterior lighting that promotes safe vehicular and pedestrian access to and within a development, while minimizing impacts on adjacent properties.
- (1) Lighting shall be appropriate to the rural setting. For example, do not “over light” (too many lights or lights that are too bright), always include full shielding to eliminate glare, and outside of hamlet areas and large parking lots, minimize lighting to preserve dark skies and limit light pollution.
 - (a) In general, lighting shall conform to these regulations or the lighting regulations found elsewhere in the Town of Wawarsing Code, whichever is more restrictive.
 - (b) In general, lighting fixtures should not be taller than the buildings that they illuminate.
 - (c) Strong contrasts between lit and unlit portions of a site should be avoided, in favor of lower-powered more evenly distributed lighting.
 - (d) Canopy lighting shall be fully recessed.
 - (e) Light fixtures shall use cut-off lenses or hoods to prevent glare and light spill off the project site onto adjacent properties, buildings, and roadways.
 - (f) Lighting fixtures should be color-correct types such as LED, halogen or metal halide to ensure true-color at night and ensure visual comfort for pedestrians.
 - (2) Architectural building-mounted lighting.
 - (a) Building-mounted lighting may be used only to highlight specific architectural features or primary customer or building entrances. General floodlighting of building façades is not permitted.
 - (b) Building-mounted neon lighting is allowed only when recessed or contained in a cap or architectural reveal.
 - (3) Parking lot lighting.
 - (a) The mounting height for luminaire fixtures shall not exceed twenty-five feet (25') as measured to the top of the fixture from grade.
 - (b) Luminaire fixtures shall be arranged to provide uniform illumination throughout the parking lot of not more than a 6:1 ratio of average to minimum illumination, and not more than 20:1 ratio of maximum to minimum illumination.

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I. Signage. Promote attractive signs which clearly present their visual messages in a manner that is compatible with their surroundings; to reduce sign or advertising distractions and obstructions that may contribute to traffic accidents.

- (1) Keep signs simple. Too many combinations of colors, typefaces and symbols can result in visual chaos.
- (2) Lower, monument style signs are preferred where visibility from the right-of-way is not an issue. Preferred monument signs are low, horizontal with raised lettering set off by flowers, shrubs, or lawn.
- (3) Sign materials should relate to the materials and style of the building(s) they serve. Plastic signs, banners, or flags that include loud colors, particularly colors not pertaining to the building materials or style, are discouraged.
- (4) The pole element of a pole-mounted sign should be architecturally pleasing and in proportion to the sign that it carries.
- (5) Ample landscaping should be provided at the base of signs.
- (6) In general, multiple tenant signs are discouraged, especially where building mounted signs are easily read from the main traveled way upon which the businesses front. In such cases, a single, plaza sign, denoting the name of the plaza, is preferred.
- (7) A Master Sign Plan is required of establishments that share a lot, parcel or are part of a shopping center. The Plan is a sign system to create visual unity among the signs within the Plan area and to ensure compatibility with surrounding establishments and structures. The Plan shall include specifications to which all signs within the Plan area shall conform, including: sign size, height, shape, materials, lighting, and location on the establishment.
- (8) Aside from individual establishments, the shopping center shall be allowed one free standing monument-style of no more than 5 feet in height above the existing finished grade level that contains the name of the center and/or its principal tenant. In addition, as part of the Master Sign Plan, the center may erect a directory sign of no more than 20 square feet within 20 feet of the main building to guide shoppers walking from the parking areas and/or sidewalks to individual stores.



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IV. RESIDENTIAL DESIGN STANDARDS & GUIDELINES.

A. Single-family residential design.

(1) Site Design

- (a) Preserve natural vegetation on site as much as practical to protect the natural environment. Existing mature trees on site should be preserved, unless doing so would result in a hazardous or unhealthy condition or if required for fire safety considerations. If vegetation must be removed, provide replacement landscape areas on site for additional plantings. Clear cutting method of site preparation should be strictly avoided.

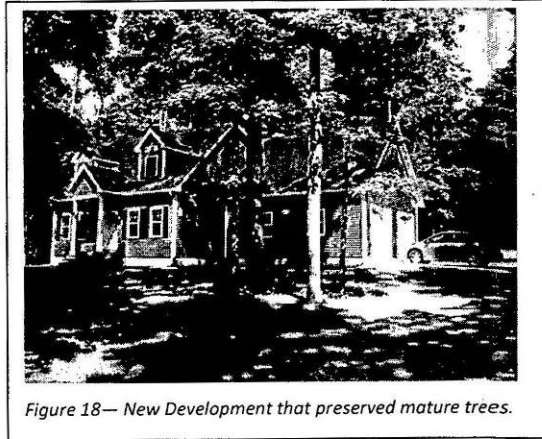


Figure 18— New Development that preserved mature trees.

- (b) Minimize soil erosion due to stormwater run-off. Minimize impervious areas by preserving open spaces, existing drainage ways, and natural vegetation on site. Utilize permeable pavement surfaces such as porous asphalt and concrete, grasscrete and/or traditional-looking block pavers that have the aesthetic appeal of brick or stone while reducing storm water runoff. Stormwater from building roofs should be reused as much as possible for nonpotable uses on site such as watering of lawns, trees, or plants. Provide catchments and swales that allow stormwater to return naturally to the water table.
- (c) Minimize grading to protect the existing characteristics of the site. Design buildings to conform to the natural topography rather than grading the site to accommodate development. When grading is necessary, create smooth contours instead of sharp cuts and fills to create a more natural-looking appearance. Major site modifications are strongly discouraged in an effort to preserve the natural environment. Construction on steep slopes (greater than 15%) and/or on soils with poor soil bearing capacity should be strictly avoided. Whenever practical, the use of stormwater from parking lots should be used to water plants within the parking islands and perimeter planting areas.

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- (d) Create variety in site design within a framework of streets to prevent monotonous appearance.
In more rural areas, vary setbacks and lot widths along local streets to create different pockets of visible open space — generally, the pattern of development should preface the natural environment.
A good rule of thumb to follow: the larger the lot, the greater the front setback.

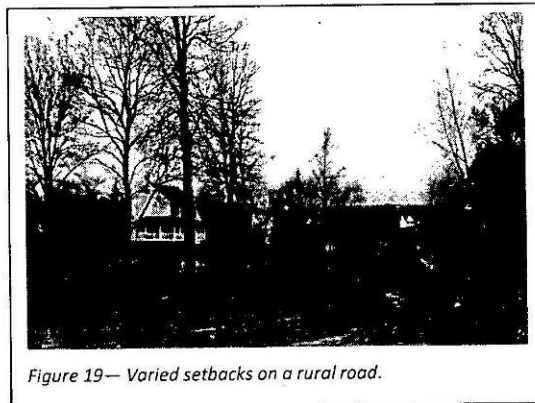


Figure 19— Varied setbacks on a rural road.

- In more populated areas such as hamlets and along development corridors, maintain even setbacks and lot widths to create a stronger sense of place — generally, the pattern of development should be based on narrower lots and buildings that formally address the street. Setbacks and lot widths should increase as the landscape becomes more rural. Vary shapes and sizes of housing on adjacent sites.
Maintain adequate setbacks for buildings on hilltops or ridgelines, and provide a landscape buffer within the inner boundary of the setback to blend with the surrounding natural environment.
Structures on slopes should use upper-level setbacks to help maintain views for residents and adequate open space between structures when viewed from afar.
- (e) Eliminate garages facing the street to provide a more encouraging pedestrian-oriented streetscape.
Position garages in alternate locations to avoid uninterrupted garage walls along the street. Garages facing the street should be recessed at least ten feet from the front façade of the house.
- (f) Driveway surface area should be minimized as much as possible.
Driveways should narrow to 10 feet where they meet the street.
Wider portions of the driveways that provide additional parking and access should be screened from public view with the use of landscaping.

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- (2) **Building design.** Single-family homes should possess architectural variety in terms of massing, design and detail, and yet contribute to the overall existing character of the surrounding area. In general, new buildings should evoke the character of traditional buildings found in the area.
- (a) Evaluate proposed building design elements (proportion, scale and detail) in relation to existing traditional structures in the surrounding area.

Bulk, Mass, and Scale of the Structures

New houses should evoke the character of existing traditional buildings in the surrounding area with respect to the following:

Height, bulk and general massing

Roof styles and pitch

Façades, fenestration ratio (proportion of openings in the building), window styles

Building materials, color, texture, usage of

stylistic elements

Relation to the street.

Encourage construction of single-family homes with varied massing—refrain from boxlike homes with little visual appeal.

Façade Treatment

Clearly define the main entrance to the house with the help of porches, steps or porticos.

Avoid long uninterrupted walls on the front

elevation: instead include wall offsets,

projections and/or changes in floor levels to create architectural variety.

Windows should range from a 1:2 to a 3:5 ratio of width to height.

Use consistent window styles along the exterior façade of a building.

Use colors that blend with the surrounding natural environment.

Orientation

Orient buildings to maximize views for occupants and preserve privacy while minimizing the visual impact of the building on existing viewsheds.

Orient buildings to maximize solar gain in the winter—use deciduous vegetation to shade in the summer.

Avoid this type of design:



Use traditional house design:



Figure 20— Avoid “boxlike” designs for homes.

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Roofing

Gable roofs with a minimum pitch of 8/12 and eaves of at least one foot beyond the building wall should be used.

Flat roofs and mansard roofs do not blend with the preferred roof styles in Wawarsing and are discouraged. Rooflines on hilltops, ridgelines and crests should be generally parallel to the slope to maintain the natural character of the topography.

Mechanical Equipment

All mechanical equipment such as heating and air conditioning units should be placed in areas that have minimum visual and noise impacts on adjacent properties and should be adequately screened from direct public view with landscaping and/or screen walls.

Driveways

Asphalt driveway areas should be kept to a minimum.

- (3) Landscaping. Provide landscaping that blends with the surrounding environment.

Trees/Planting Material

Preserve existing mature trees and natural vegetation on site that are in good and healthy condition and belong to a species that is long-lived. Use native and indigenous plant and tree species along the edges of properties to blend in with the natural environment.

Use landscaping to create and define exterior space and to enhance the overall architecture of the site.

Utilize a variety of plant and tree material to create interest in landscape during all seasons of the year.

Use plant material hardy in Plant Hardiness Zone 5 that is culturally suited for proposed locations.

Location

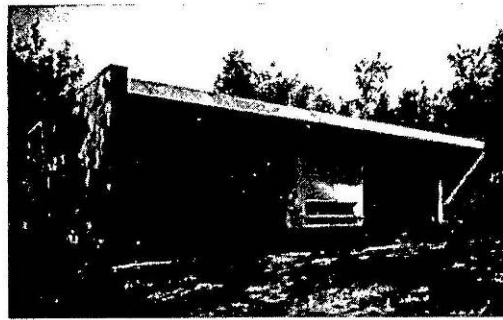
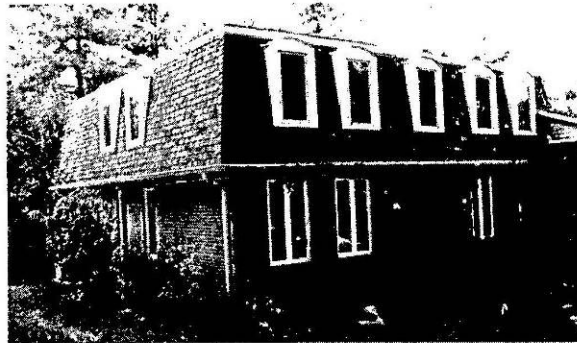
Conserve energy by planting deciduous trees on the western sides of buildings that allow sunshine through in the winter and provide shade in the summer.

Figure 21— Acceptable and Unacceptable Rooflines

YES: Gable roofs



NO: Mansard & Flat roofs.



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Buffer homes from adjacent uses through effectively placed landscaping to minimize adverse impacts due to noise or traffic.

Plant new trees to complement the streetscape and create an attractive tree canopy .

Plant trees in strategic locations rather than at regular intervals to create a more rural looking and naturalistic environment.

Wherever appropriate, cluster trees to define property edges, frame views from the street, and to help provide privacy between residences.

- (4) Sidewalks/Fences. Consider various pavement treatments for sidewalks such as unit pavers and other natural hard surfaces or concrete edged with granite.

If fences are to be incorporated in site design, use fieldstone walls or natural indigenous stone walls is encouraged, High quality wood or recycled plastic fencing may be used.

B. Multifamily residential design.

- (1) Site design.

- (a) Preserve natural vegetation on site as much as practical to protect the natural environment. Existing mature trees on site should be preserved, unless doing so would result in a hazardous or unhealthy condition or if required for fire safety considerations.

If vegetation must be removed, provide replacement landscape areas on site for additional plantings.

Clear cutting method of site preparation should be strictly avoided.

- (b) Minimize soil erosion due to stormwater run-off.

Minimize impervious areas by preserving open spaces, existing drainage ways, and natural vegetation on site.

Protect any water bodies passing through the site such as, streams, lakes, etc. Utilize permeable pavement surfaces such as porous asphalt and concrete, grasscrete and/or traditional-looking block pavers that have the aesthetic appeal of brick or stone while reducing storm water runoff.

Stormwater from building roofs and parking lots should be reused as much as possible for non-potable uses on site such as watering of lawns, trees, or plants.

Provide catchments and swales that allow stormwater to return naturally to the water table.

Site drainage (stormwater) management systems should be designed to return as much runoff as possible to the natural environment and water table. Strategies include the use of detention ponds, swales and infiltration basin that store water quality volume before it is infiltrated into the ground.

These detention/infiltration elements should be integral to the site design. For example, swales can also serve as green buffers where they are needed and ponds can provide an attractive landscaping focal point on a site.

Retention and drainage features should resemble natural features such as streams, ponds found throughout the Town. Manmade looking drainage features should be avoided unless they contribute to the overall aesthetic quality of the site's design.

Drainage features that hold water should be fenced with aesthetically pleasing fencing constructed of high-quality materials such as wood (recycled plastic fencing may be acceptable) that fits in with the surrounding natural environment.

- (c) Minimize grading to protect the existing characteristics of the site.

Design buildings to conform to the natural topography rather than grading the site to accommodate development.

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When grading is necessary, create smooth contours instead of sharp cuts and fills to create a more natural-looking appearance.

Major site modifications to the site are discouraged to preserve the natural environment. Construction on steep slopes (greater than 15%) and/or on soils with poor soil bearing capacity is prohibited.

Use upper-level setbacks on structures on slopes to maintain views for residents and preserve adequate open space between structures when viewed from afar.

Preserve historic resources existing on site.

Maintain adequate setbacks from slope for buildings on hilltops or ridgelines and provide a landscape buffer within the inner boundary of the setback to blend building with the surrounding natural environment.

Whenever practical, the use of stormwater from parking lots should be used to water plants within the parking islands and perimeter planting areas.

- (d) Maximize opportunities to create useful, well-integrated open spaces.
- Vary the shapes and sizes of buildings to create meaningful spaces and visual interest.
- Group buildings around central open spaces that are easily accessible to all residents.
- Avoid open spaces around buildings that generally get little use—such spaces are not a replacement for a well-designed central open spaces.

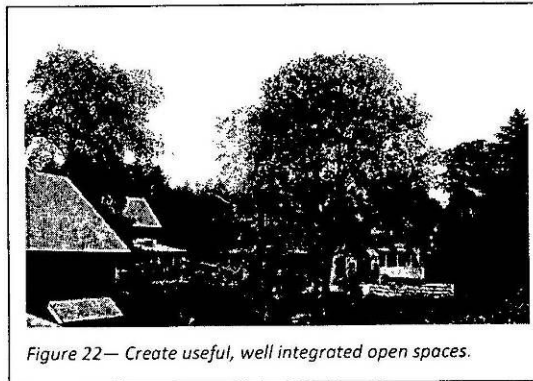


Figure 22— Create useful, well integrated open spaces.

Design communal open spaces to maximize sunlight.

Screen communal open spaces from busy traffic streets and direct public view.

Locate parking lots away from communal open spaces, screen when necessary.

- (e) Provide safe and effective pedestrian and vehicular circulation patterns within multifamily developments.
- Provide pedestrian walkways to connect open spaces, residents' units, parking areas, and other on-site amenities such as playgrounds, laundry facilities, mail boxes, etc.
- Provide clearly identifiable pedestrian entryways that are separate from vehicular driveways.
- Create a hierarchy of internal driveways with varying speed limits to connect to the public street system and regulate traffic flow within the development.
- Driveways should not dominate the development process in site design.
- Use a variety of designs, materials and alignments to distinguish pedestrian and bicycle paths from vehicular driveways.

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- (f) Provide adequate parking facilities on-site to meet resident demand and avoid negative impacts on the adjacent uses. Provide at least two parking space per unit. Locate pockets of parking at multiple locations that are convenient to residents instead of large lots. Screen the smaller lots to create aesthetically pleasing streetscapes. Use carports or garages wherever appropriate on site, instead of open off-street surface parking lots. Where garages are visible along the front elevation of buildings, set the garage back from front façade and/or use front porches/entryways to enhance architectural interest. Ideally, garages should not cover more than one-third of a front façade of a building. Refer to section III.E "Parking layout and design" for guidance.

Avoid "snout" houses:



Keep the garage entrance setback:



Figure 23— Avoid protruding garages.

- (2) Building design.
- (a) Multifamily buildings should minimize impact on surrounding properties and should possess architectural unity in terms of design and detail, and yet be compatible in scale with the overall existing character of the surrounding area.
 - (b) In general, new buildings should evoke the character of traditional buildings found in the area.
 - (c) Orient buildings to minimize intrusion of privacy of residents in adjacent buildings.
 - (d) Windows should not overlook the living areas of adjacent buildings.
 - (e) Use green buffers or parking areas with buffers to separate buildings from adjacent properties.
 - (f) Orient buildings to maximize view for occupants while minimizing the visual impact of the building on existing viewsheds. Orient buildings to maximize solar gain in the winter—use deciduous vegetation to shade in the summer. Incorporate upper-level setbacks so that upper level windows in two adjacent buildings are at a sufficient distance from each other, thus blocking views.
 - (g) Windows overlooking central open spaces and children's play areas are generally recommended.
 - (h) For all other design standards refer to Section III.F Building Design.

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(3) Landscaping.

- (a) Landscaping should enhance new multifamily development and soften its impact on existing and adjacent buildings.

Trees/Planting Material

Wherever possible, preserve existing mature trees and natural vegetation on site that are in good and healthy condition and belong to a species that is long-lived.

Use native and indigenous plant and tree species along the edges of properties to create buffers and to blend in with the natural environment.

Use native and indigenous plant and tree species along internal pedestrian pathways and along the perimeter of multifamily development.

Use urban tolerant species within paved parking areas.

Utilize a variety of plant and tree material to create interest in landscape during all seasons of the year.

Use plant material hardy in Plant Hardiness Zone 5 that is culturally suited for proposed locations.

Select plants and trees that are easy to maintain and require low levels of maintenance.

Sidewalks/Pedestrian Walkways

Provide pedestrian sidewalks with a grass median along the street perimeter of the multifamily development.

Consider various pavement treatments for sidewalks such as unit pavers and other natural hard surfaces or concrete edged with granite.

If fences are incorporated into site design, high quality wood or recycled plastic fencing may be used.

Use landscape buffers in addition to walls and/or fences to soften the visual impact between parking areas, commercial buildings, street frontages, and adjacent properties.

Location

Conserve energy by planting deciduous trees on the western sides of buildings that allow sunshine through in the winter and provide shade in the summer.

Buffer multi-family homes from adjacent uses through effectively placed landscaping to minimize adverse impacts due to noise or traffic.

Plant new trees to complement the existing streetscape.

Wherever appropriate, cluster trees to define property edges, frame views from the street, and to help provide privacy between buildings and adjacent uses.

Provide landscape in front and side yards of each unit on the ground level.

Provide attractive and easy to maintain landscapes in central courtyards that add to the visual interest in the development.



Figure 24— Place trees and other vegetation strategically to enhance views, protect privacy, etc.

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Use landscaping to create and define exterior spaces and to enhance the overall architecture of the site.

Adequately screen parking areas from residents' windows and from public view from street

Enhance the entrance to the development through the use of landscape and adequately placed signage.

Open Spaces

Use landscaping elements such as gazebos, trellises, benches, rocks, water fountains, raised planters, and decorative fieldstone or brick walls up to a maximum height of three feet within and around the central courtyards to create visual and social focus.

Provide adequate lighting for open spaces without causing spillover on to adjacent properties.

Parking Lots

The impact of parking areas should be minimized. Refer to section III.E "Parking Areas" for guidance.

Signage and Lighting

Enhance entrances to the development through well-designed signage.

Front-lit carved wood and/or sandblasted, raised letter signs are preferable for their historical look and image.

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V. DEFINITIONS

As used in this document, the following terms shall mean:

Adjacent or Abutting—To physically touch or border upon, or to share a common property line or border. "Adjacent" or "abutting" shall include properties or uses that are separated by a drive, street, or other public-dedicated right-of-way.

Arcade—A series of arches supported on piers or columns.

Berm—An earthen mound designed to provide visual interest, screen undesirable views, decrease noise, and/or control or manage surface drainage.

Block Face—The properties abutting one side of a street and lying between the two nearest intersecting or intercepting streets, or nearest intersecting or intercepting street and railroad right-of-way, unsubdivided land, watercourse or town boundary.

Buffer—Open spaces, landscaped areas, fences, walls, berms, or any combination thereof, used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances.

Building Form—The shape and structure of a building as distinguished from its substance or material.

Building Mass—The three-dimensional bulk of a building height, width, and depth.

Building Scale—The size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

Commercial Center—contains one or more commercial buildings or establishments.

Façade—Front or principal face of a building, and any side of a building that faces a street or other open space.

Fence—An artificially constructed barrier of any material or combination of materials erected to enclose, screen, or separate areas.

Guidelines—Shall mean advisory regulations. Guidelines are indicated by use of the terms "may" and "should."

Thoroughfare Street—"Thoroughfare street" shall mean streets designated by the town's Master Plan as thoroughfares (arterials).

Maximum Extent Feasible—No feasible and prudent alternative exists, and all possible efforts to comply with the regulation or minimize potential harm or adverse impacts have been undertaken. Economic considerations may be taken into account but shall not be the overriding factor in determining "maximum extent feasible."

Maximum Extent Practicable—Under the circumstances, reasonable efforts have been undertaken to comply with the regulation or requirement, that the costs of compliance clearly outweigh the potential benefits to the public or would unreasonably burden the proposed project, and reasonable steps have been undertaken to minimize any potential harm or adverse impacts resulting from the noncompliance.

Mixed-Use Development—A single building containing more than one principal permitted land use or a single development of more than one building containing more than one principal permitted land use. Such land uses may include office, retail, residential, or service uses such as hotels and motels. In a mixed-used development, the different types of land uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of vehicular and pedestrian access and parking areas.

Natural Features—"Natural features" include but are not limited to flood plains and surface drainage channels, stream corridors and other bodies of water, steep slopes, prominent ridges, bluffs, or valleys, and existing trees and vegetation.

Orient—To bring in relation to, or adjust to, the surroundings, situation, or environment; to place with the most important parts facing in certain directions; to set or arrange in a determinate position: as in 'to orient a building.'

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Primary Abutting or Access Street—The street abutting a commercial development that carries the most traffic volume. If a commercial development abuts two streets that have traffic volumes within twenty percent (20%) of each other, the applicant shall designate which street is the "primary abutting or access street."

Primary or Principal Building—The building or structure on a commercial development site used to accommodate the majority of the principal permitted use(s). When there are multiple buildings on a commercial development site, such as in a shopping center, the primary or principal building shall be the one containing the greatest amount of gross floor area. Outlying buildings or free-standing kiosk/ATM machines cannot be "primary" or "principal" buildings.

Setback Line—A line, parallel to the respective lot line and internal to the lot, that defines the required building setback.

Sign—Any object, device, display or structure, or part thereof, situated outdoors or indoors, that is used to advertise, identify, display, direct, or attract attention to an object, person, institution, organization, business, product, service event or location by any means, including words, letters, figures, design, symbols, fixtures, colors, illumination, or projected images.

Sign, Directory—A sign listing the tenants or occupants of a building or group of buildings and that may also indicate their respective professions or business activities.

Standards—Shall mean mandatory regulations. Standards are indicated by use of the terms "shall" and "must."

Transitions—Generally, an array of tools and techniques designed to ensure compatibility between adjoining land uses that may differ by type and in intensity, including the following techniques:

1. *Architectural Transitions*—Designing and adapting the form of a building to take into consideration neighboring buildings and land uses.
2. *Landscape Buffer and Screening Transitions*—The use of landscaping, berms, fences, walls, or any combination of these, to buffer and screen a more intense land use from an adjacent, less intense land use.

ZONING

APPENDIX D: Route 209 Design Standards and Guidelines

ATTACHMENT 1: Design Guidelines Checklist for Commercial Development in Section III.

This checklist is intended to guide applicants through the application review process and ensure that projects comply with the Town of Wawarsing Design Standards and Guidelines. The numbers and letters in parentheses refer to relevant sections in the Design Standards and Guidelines. Please refer to these sections for further details.

Required Scope of Development Plans (III)

Preliminary development plans include the full development of the site, even where final development will be phased (A.2)
Preliminary development plans contain all contiguous land under the developers control including land that is zoned for uses other than commercial (A.2)
Site Layout/Development Pattern (including building orientation)
Building oriented toward the primary abutting street
Relationship to Surrounding Development
Orients potentially bothersome or nuisance features or uses away from neighboring uses
If necessary, site includes a minimum of three of the architectural transition techniques in section (C.3.a)
If necessary, employs green/open space transitions (C.3.b)
Where other transitions are not possible or adequate, landscape screening transitions are employed (C.3.c)

Vehicular and Pedestrian Access and Circulation (III.D)

Number and location of vehicle entrances to a commercial development consistent with the existing or anticipated design of adjacent streets (D.1)
Shopping centers provide loading and delivery facilities separate from customer parking and pedestrian areas (D.2)
Common or shared service and delivery access used between adjacent parcels and buildings (D.3.a)
Commercial drives or on-site streets do not align with access to adjacent residential developments (D.3.b)
Complies with emergency vehicle access provisions and fire lanes (D.3.c)

Parking Layout and Design (III.E)

Meets parking location requirements (E.2)
All parking blocks containing 10 or more spaces shall be landscaped according to (E.3)
Perimeter parking areas shall be landscaped according to (E.4.)

Building Design (III.F)

No single, large, dominant building mass (F.1)
No blank, unarticulated walls exceeding 30 ft. (F.1.)
All building walls facing public areas subdivided and proportioned using features such as windows, entrances, etc along no less than 60% of the façade. (F.1.)
Clearly defined entrances with no less than 3 of the architectural features in (F.1.c)
Multi story buildings must have a clearly recognizable base, middle, and top (F.2)
Submit a palette for all building material and colors that is evocative or respectful of a rural setting to be approved by the Planning Board. (F.3)

WAWARSING CODE

APPENDIX D: Route 209 Design Standards and Guidelines

Landscaping and Screening (III.G)

- Meets Town of Wawarsing requirements regarding the submission of landscaping plans and minimum plant sizes (G.1)
- Development entryways shall be planted with ornamental plant material massed and scaled as appropriate for the entryway size and space (G.2)
- Building setback areas landscaped with a minimum of one tree per 35 linear feet of linear frontage (G.4.)
- Service area screening (G.5):
 - Service areas not visible from abutting streets (a)
 - No trash areas with 20ft of any public street or pedestrian area (b)
 - Truck, storage, and trash areas are incorporated into the overall design so that the visual and acoustic impacts are contained. (c)
 - Non -enclosed areas for storage and sale of seasonal inventory and/or machines shall be permanently define and screened with landscaping, walls, and/or fences (d)
 - All screens, walls, and fences shall be compatible in quality, material, color, and height, with the primary building (iii, iv)
 - All mechanical equipment and utilities shall be screened, said screening is an integral part of building structure. (G.6)

Fencing and Walls (III.G.7)

- Maximum height: 8 ft (a)
- Constructed of high quality materials (wood, brick, stone, wrought iron) (b)
- Adequate breaks in fence to accommodate required pedestrian connections (c)
- Maximum length of unbroken fence: 50 ft (d)
- Set back to allow landscaping (e)

Lighting (III.H)

- Lighting complies with Town of Wawarsing's "dark sky" standards (a)
- Lighting fixtures no taller than the buildings they illuminate (b)
- Lighting is evenly distributed (c)
- Canopy lighting fully recessed (d)
- Cut-off lenses or hoods used to reduce light spill (e)
- Color-correct lighting fixtures (f)

Signage (III.I)

- Simple, low monument style, sign materials should relate to building materials, pole element architecturally pleasing, ample landscaping at base of sign (2)
- Master Sign Plan for shopping centers (7)

Additional Instructions for Multiple Building Developments (III.B2):

- All primary and outlying buildings shall be arranged so that their primary orientation complements adjacent, existing development and either:
 - Frames the corner of an adjacent street intersection
 - Frames and encloses on at least three sides parking areas, public spaces, or other site amenities