Gateway Corridor Design Guidelines

Grow the Gateways: Thompson-Monticello Strategic Plan for the Gateway Corridor

September 2017

GROW THE GATEWAYS
MONTICELLO – THOMPSON

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Introduction

Purpose

These design guidelines describe the development expectations for the corridors roughly bounded by NYS Route 17 Exits 104 to 107 in the Town of Thompson and Village of Monticello. They provide design recommendations for applicants wishing to develop or redevelop properties in the *Grow the Gateways* project area and guidance for municipal officials. The design guidelines are intended to (1) ensure that development and redevelopment that occurs in the study area enhances the area's visual appearance, (2) provide clarity on the desired design of projects to developers interested in building in the corridor, (3) Offer a common reference for municipal officials reviewing project proposals. By doing so, the guidelines are expected to:

(1) Streamline the review process and reduce development costs
(2) Improve property values and encourage business development
(3) create a safe, friendly, and pleasant environment for people of all ages and abilities that encourages area residents and regional visitors to walk and shop in the corridor.

Adopting the design guidelines will help expedite the project review and approval process by having a clear set of standards for projects to adhere to. These guidelines will also help to achieve the following Grow the Gateways project vision:

The Monticello-Thompson Gateway Corridor will be a destination for visitors to the area's world class resorts and attractions, and for people who want a high quality of life in a rural small town surrounded by the natural beauty of the Sullivan Catskills. The area will offer affordable homes for all income levels and household types in close proximity to good jobs and quality schools. A rejuvenated downtown core will feature a traditional walkable streetscape with historic architecture and compatible infill development, hosting a vibrant mix of uses including restaurants, shops, offices, residences, boutique hotels, and places of entertainment, culture and recreation. Commercial and industrial growth will be accommodated outside the core, while abundant landscaping, well-designed signage, lighting, and other attractive design elements provide a cohesive appearance and sense of place. The Gateway Corridor will be safe, clean and well-maintained. It will support the full range of transportation options including driving, walking, cycling and transit.

Process

To develop design guideline recommendations, the consultant team conducted a design analysis of the study area. The analysis included a walking and driving tour, interviews with building and business owners, and an assessment of aerial images. The following categories were considered in the analysis:

- General appearance and functionality
- Walkability (pedestrian "friendliness")
- Road and sidewalk condition
- Appearance of buildings
- Building size, spacing, orientation, and setback from road

- Landscaping
- Lighting and signage
- Vacant/underutilized sites
- Access Management
- Any other special or unique considerations

Applicability

These guidelines apply to all newly-constructed buildings (including multi-family buildings of three or more units) and major rehabilitation to existing structures (where cost of improvement exceeds 50% of the assessed value). Improvements to existing properties where the cost of improvements is less than 50% of the assessed value must comply with the applicable guidelines related to the specific improvement; for example, a new or reconstructed parking area or façade should comply with the guidelines even if the cost of improvements does not exceed the threshold for the whole property compliance.

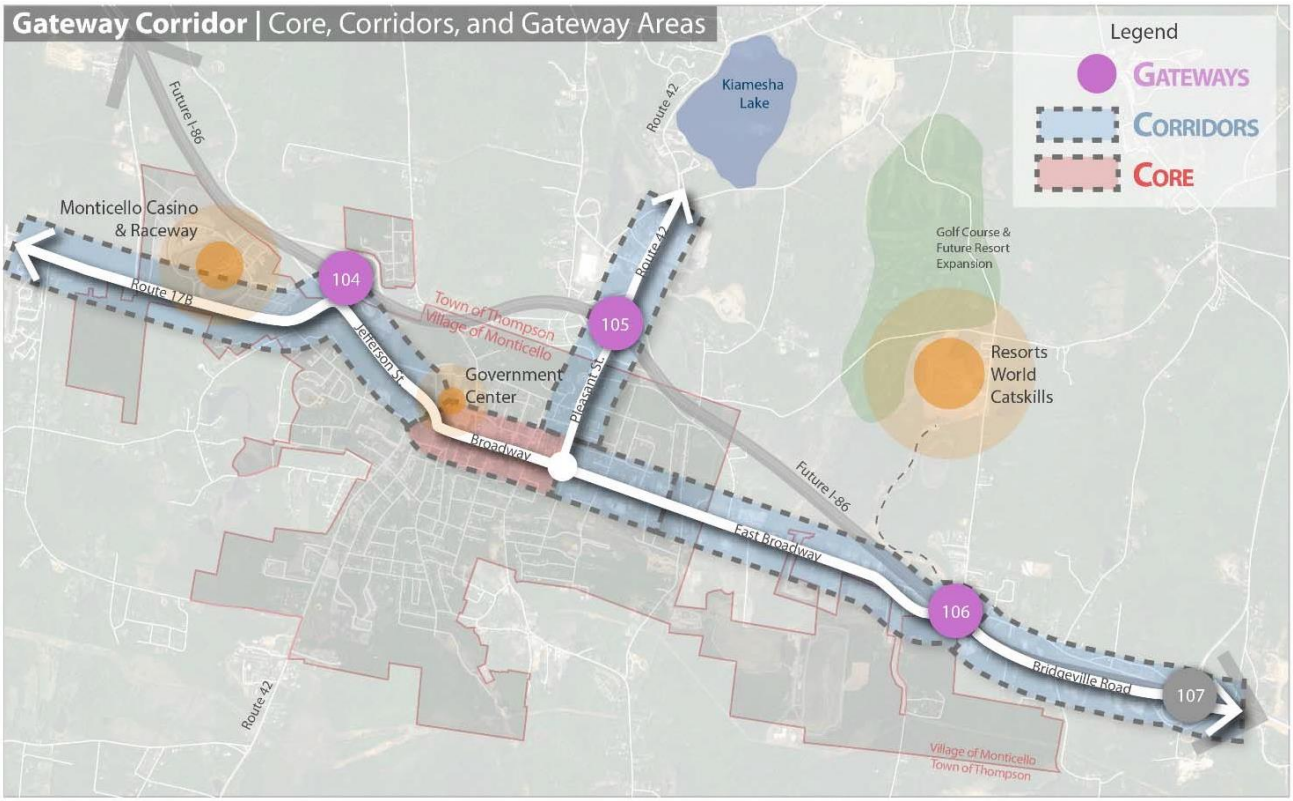
These guidelines apply within the following boundary.

- Both sides of NYS Route 17B from Kaufman Road to Jefferson Street;
- Both sides of Jefferson Street from Exit 104 to Broadway;
- Both sides of Broadway from NYS Route 17B to Rock Ridge Avenue;
- Both sides of NYS Route 42 from Broadway to Concord Road;
- Both sides of East Broadway/Old Route 17 from Rock Ridge Ave. to the roundabout at Exit 106;
- The south side of Bridgeville Road from the roundabout at Exit 106 to Heiden Road.

Some of the guidelines are specific to the areas defined as *Core, Corridors and/or Gateways*, defined as follows:

- **Core:** Guidelines for new development and redevelopment in Downtown Monticello along the Broadway corridor.
- **Corridor:** Guidelines for new development and redevelopment in transitional areas around Exit 104/Route 17B and Jefferson Street; Exit 105 and NYS Route 42; Exit 106 and East Broadway, and Exit 107.
- **Gateways:** Design recommendations for Exits 104, 105 and 106 (primarily will refer to elements in the public realm).

The core, corridor, and gateway areas are shown on the following map.



Organization

The design guidelines are organized by the following categories:

1. Site Layout Guidelines
2. Access Management and Parking
3. Pedestrian Amenities
4. Lighting
5. Landscaping
6. Building Design and Appearance

1. Site Layout Guidelines

Existing Conditions

Development patterns along the corridor, especially outside of the downtown core, are generally haphazard with buildings having little relationship to one another and failing to create a cohesive sense of place. Additionally, many commercial properties have parking areas in front, giving parking lots visual prominence along throughout the corridor.

Character Zone-Specific Guidelines

Core

- **Setbacks.** New development should strive to create a continuous street wall by maintaining the same setback as neighboring buildings. When development occurs between two buildings with different setbacks, the buildings should not be setback any farther than the average of the two setback distances.

- **Alignment & Spacing.** Infill development should maintain the same building alignment and spacing between buildings as neighboring buildings to maintain a consistent character. Development should maintain the "Main Street" character downtown where existing buildings abut one another on the side and are not setback from the sidewalk.

- **Alleys.** Alleys between buildings should be discouraged. Any alleyways that are created and publicly accessible should be a minimum of 12' wide and should be well lit. Pedestrian accessible

Downtown Monticello has two distinct character styles including "Main Street" (top) and converted residential (bottom). Development in each of these areas should be context sensitive to these characters.

alleyways should feature landscaping, public art, outdoor dining, and/or outdoor seating. Gated or otherwise blocked alleyways should utilize attractive gates and other visual appealing features.

Downtown has unattractive alleyways (left). Outdoor dining and seating is an encouraged use in alleys (right).

- **Setbacks.** Buildings should have the same setbacks as neighboring buildings to create a continuous row of buildings. Buildings should have a maximum setback of 25’ so that they provide a sense of enclosure along the corridor rather than having large vacant spaces in front of buildings.

- **Pedestrian Circulation.** The site design should be conducive to pedestrian circulation and connections, which means spacing buildings within walking distance of one another and avoiding buildings separated by large expanses of parking.

- **Residential Design.** New residential areas should use a pedestrian friendly, compact and interconnected street pattern that is tied to the corridor.

Corridors

- **Setbacks.** Building setbacks should be similar to those of adjoining buildings. Buildings setback further than the local character of the corridor should include a landscaped buffer along the street (see landscaping).

- **Pedestrian Circulation.** For sites that are likely to generate pedestrian activity (including, but not limited to hotels, restaurants, mixed-use, retail, and residential developments) and other development nodes, the site design should feature sidewalks and pedestrian connections.

A delineated handicap accessible crosswalk.

- **Sidewalks.** Sidewalks along building frontages should be no less than 6' in width to accommodate pedestrians. Wider sidewalks are encouraged in areas where it is possible to accommodate adjacent building uses (i.e., outdoor seating for restaurants etc.) and streetscape amenities such as benches, trash receptacles, bike racks, lighting and street trees. Sidewalks should connect parking lots to

A wide sidewalk can accommodate multiple uses, such as outdoor dining and pedestrian traffic, with the street trees creating a pleasant, shaded street

existing sidewalks and pedestrian paths. Pedestrian circulation shall be clearly defined at roadway intersections by crosswalks and be handicapped accessible.

- **Roads & Circulation Patterns.** Sites should have circulation patterns that are conducive to both automobile and pedestrian circulation. Large sites should be broken up into walkable blocks. Walkable blocks are generally recommended to be 300 to 400 feet long. Block lengths from 500 to 600 feet should feature pedestrian pass-throughs mid-block. Large parking expanses should be discouraged such as strip malls with one large parking lot and buildings around the periphery of the parking lot.

Large parking lot expanses (top) should be discouraged in favor of more compact and walkable development patterns (bottom).

1. Access Management & Parking

Current Conditions

The corridor currently has significant access management deficiencies with uncontrolled access from commercial parking areas into the corridor. Many commercial properties have longer or more curb cuts than necessary, creating large expanses of paved areas without adequate room for landscaping and streetscape elements. This disrupts the pedestrian environment and adversely impacts traffic and pedestrian safety while also diminishing the aesthetic quality of the corridor.

Example of uncontrolled access in the corridor

Objective:

The goal of these guidelines is to promote safety for both motorists and pedestrians of all ages and abilities throughout the corridor. The guidelines are intended to minimize the number of access points to parking areas along the corridor, which will create longer uninterrupted stretches of sidewalks and limit dangerous pedestrian connections across parking area entrances.

Full Corridor Guidelines:

- **Curb Cuts**. Parking for businesses along the corridor should be located in parking lots defined by a curb and accessible by a single curb cut. Undefined (no curb) parking areas along the corridor should be avoided where possible.

- **Connected Lots.** Adjacent parking lots should be connected when feasible to minimize the number of curb cuts on the street. Shared access to parking lots between businesses is encouraged. Where no development is planned in the adjacent lot, the site plan should indicate a potential connection.

- **Parking Lot Setback.** Parking lots should not extend to a property boundary with an adjacent parcel. A parking lot setback of 6’ from the property boundary should be applied whenever possible.

- **Rear Access Roads.** Rear access roads should be built when feasible to minimize traffic and safety impacts along the main corridor. Rear access roads run paralleled to the main corridor and provide alternative access to commercial properties. Access roads should funnel vehicular traffic to signalized intersections when possible.

Example of a rear access road

- **Parking Lot Markings.** Parking lots should be clearly demarcated with striping and/or curbs. Avoid large expanses of unmarked pavement; paved areas should be clearly delineated as parking areas, travel lanes, loading areas, or pedestrian walkways. Travel lanes in parking areas should be designed at a minimum 22' width to accommodate bi-directional traffic with appropriate sightlines to promote vehicular safety.

- **Continuous Sidewalks.** The sidewalk shall continue uninterrupted across driveways with minimal surface grade change.

- **Accessibility.** Handicapped accessible parking shall conform to the most recent ADA guidelines for design, dimensions, and

Sidewalks should continue across parking lot driveways, as shown in the image above.

layout. Notwithstanding the ADA requirements:

- Handicapped accessible entrances shall not be located in loading or service entrances.
- No less than two (2) handicapped accessible spaces should be provided for all new parking areas, regardless of the total number of spaces provided in the parking lot
- Handicapped accessible parking spaces should be located no more than forty (40) linear feet from a public entrance to the structure for all new construction.

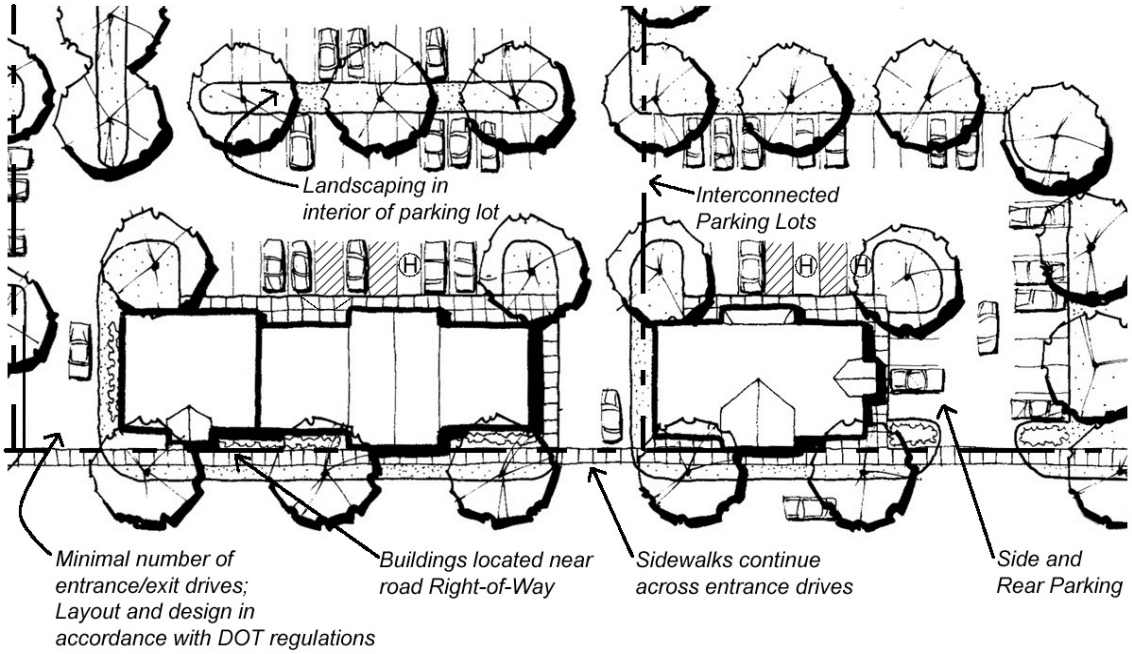
Character Zone-Specific Guidelines:

Core

- **Parking Lot Placement.** Parking should not be in front of businesses. Parking areas should be located behind buildings as a first priority or between buildings if necessary.
- **Parking Lot Buffers.** Any Parking areas in front of businesses should include a landscape buffer between the sidewalk along the public street and parking area of between 5’ and 10’ in width. Larger buffers are encouraged when conditions permit widths greater than 10’.

Corridors

- **Parking Lot Placement.** Parking in front of buildings should be discouraged in favor of parking behind or to the side of businesses. A small proportion (up to 25% of all parking) of convenience parking may be allowed in front of a building, but the majority of parking should be located to the side and/or behind buildings.
- **Parking Lot Buffers.** Any parking areas in front of businesses should include at a minimum a 10’ landscape buffer between the road and parking lot. If 10’ is not feasible, the width of the buffer should be as wide as possible.



Conceptual site plan illustration of encouraged design elements.

3. Pedestrian Amenities & Streetscape

Existing Conditions:

The corridor has segments that provide an insufficient pedestrian environment. This includes missing, interrupted, or deteriorated sidewalks, as well as areas that lack separation between pedestrian zones and automobile zones. There are also stretches of the corridor that lack adequate landscaping such as street trees.

An example of a poor pedestrian environment along the corrido with lacking sidewalks, landscaping and trees, and separation from automobile zones.

Objective:

Pedestrian amenities should be prioritized in order to create safe and attractive places throughout the corridor where pedestrian activity is most likely to occur now and in the future including along the street and within commercial lots.

Full Corridor Guidelines:

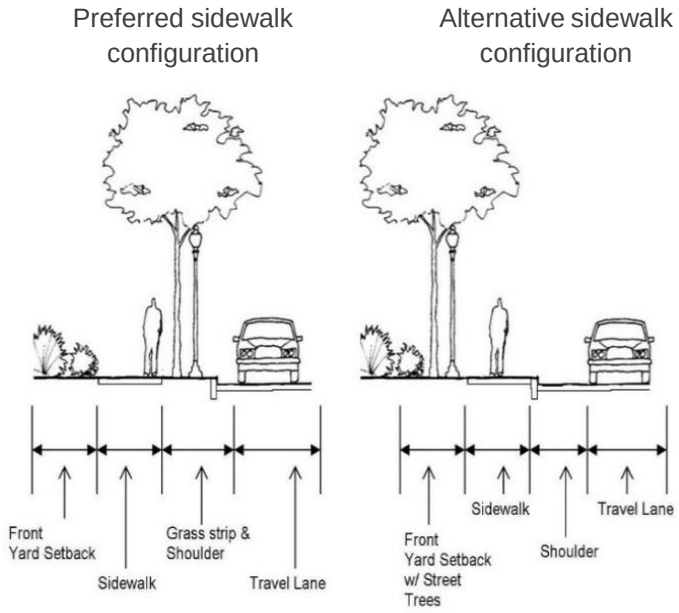
- **Connections.** The site layout should include logical connections between public sidewalks, building entrances, and parking areas. Pedestrian connections should be the shortest, most direct route to the desired destination. The use of sidewalks, striped paving, and plantings should be utilized to separate pedestrian connections from traffic within the parking area and adjacent roadways. The need to walk in vehicle-oriented areas, such as travel lanes in parking lots, entrance drives, and loading areas should be minimized or eliminated.

Pedestrian connection between parking areas and building areas

A buffered sidewalk through a parking area

- **Safe Passage.** Pedestrian routes that pass-through vehicle areas should be striped as a crosswalk. The use of pedestrian crossing signs within parking lots is encouraged.

- **Separation from Traffic.** Where possible, a minimum four (4) foot wide (minimum) grass strip between the sidewalk and street should be included to buffer pedestrians from traffic. Shade trees should be planted in this strip. If the inclusion of this grass strip is not feasible due to the roadway configuration, street trees should be planted within the front yard setback for the lot.



A good example of landscaped separation between the road and sidewalk. A buffer of 10' exceeds the minimum recommendation of 4'. Note the landscape buffer screening the parking lot.

An example of inadequate separation between the sidewalk and road and insufficient soil capacity for the trees. Note the lack of a landscape buffer to screen the parking lot.

- **Accessibility.** Walkways should be a minimum of five (5) feet wide and shall be compliant with the most recent ADA guidelines for design, material and layout.

Character Zone-Specific Guidelines:

Core

- **Outdoor dining and seating.** Outdoor and sidewalk dining and seating areas should be encouraged in front of buildings. Dining areas should not obstruct pedestrian movement.

An example of an outdoor dining area in Monticello that enhances downtown vibrancy.

Corridors

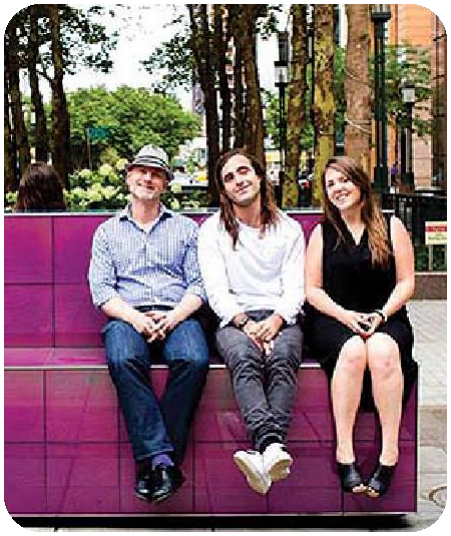
- **Pedestrian Connections.** Pedestrian connections should be made between adjacent commercial and residential developments, including sidewalks and paths.
- **New Streets.** New and upgraded streets within and adjacent to sites should have sidewalks. Any new streets should provide landscape buffers, street trees, and sidewalks in accordance with the design guidelines.

Gateways

- **Public Art.** Public art should be encouraged in gateway areas to help create a sense of "arrival" into a unique place. Examples may include painted sidewalks or utility poles, sculptures, or other elements.

An example of public art in the form of a painted crosswalk.

Painted utility poles can be an effective gateway design element



Unique street furniture indicates entrance into a unique place

An example of public art in a gateway area.

4. Lighting & Utilities

The goal of these guidelines is to encourage the use of attractive, appropriately scaled lighting which does not contribute to light pollution within the corridor and creates a safe and inviting environment after dark.

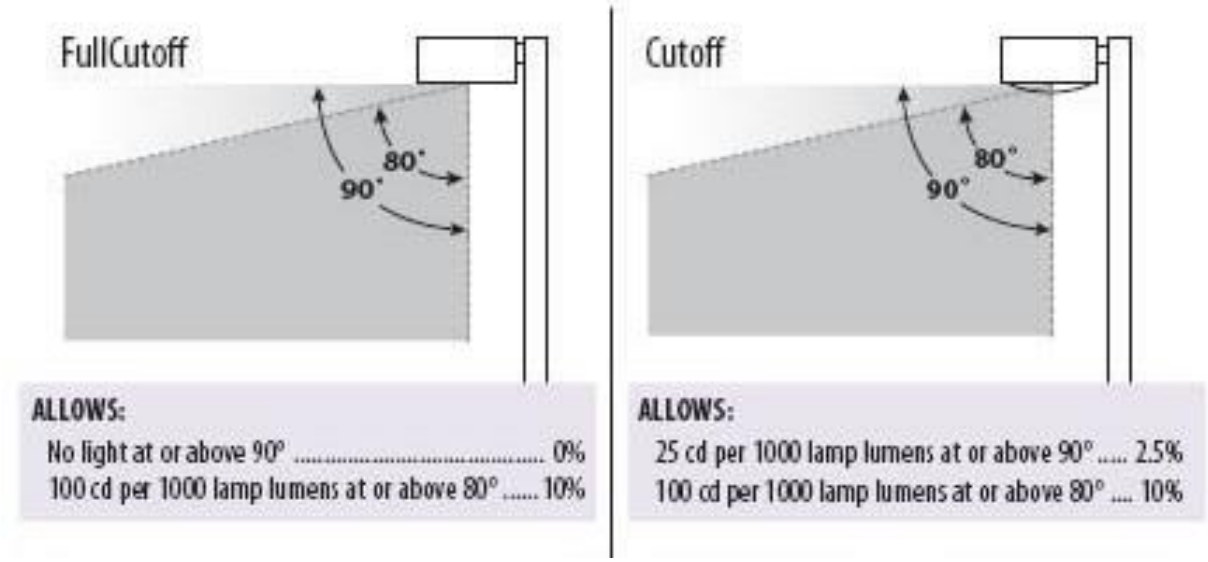
Existing Conditions:

Lighting along the corridor in downtown is pedestrian in scale and reflects the traditional character of the area. Outside of downtown, lighting is inconsistent and includes typical "highway" style street lights that lack distinct character. Lighting on private sites is also inconsistent in design and application.

Full Corridor Guidelines:

- **Parking Area Lighting.** Light poles in parking areas should not exceed eighteen (18) feet or the height of the primary structure, whichever is less.
- **Pedestrian Lighting.** Pedestrian-scaled lighting should be featured in public spaces and sidewalks. Poles should be no higher than twelve (12) feet. Ornamental light fixtures are encouraged.
- **Building Lighting.** Building-mounted lighting should be consistent with the architecture, building materials, and signage.
- **Light Pollution Mitigation.** To minimize off-site, upward light spillage, full cut-off or cutoff style luminaries should be used as a minimum (shown in the following diagram). The minimum light level necessary to promote safety should be used.

Pedestrian-scale lighting helps create an inviting and safe environment.



Classification	Definition	Benefits	Limitations
Full Cutoff	Zero intensity at or above horizontal (90 degree above nadir) and limited to a value not exceeding 10% of lamp lumens at or above 80 degrees.	Limits spill light onto adjacent property, reduces glare. No light is emitted directly from the luminaire into the sky.	May reduce pole spacing to maintain uniformity and increase pole and luminaire quantities.
Cutoff	Intensity at or above 90 degrees (horizontal) no more than 2.5% of lamp lumens, and no more than 10% of lamp lumens at or above 80 degrees.	Small increase in high-angle light allows increased pole spacing.	May allow some uplight from luminaire. Typically, a small overall impact on sky glow.

- **Site Lighting.** Sites should be evenly lit and avoid contrasting areas of lit and unlit portions of the site.

An example of high quality building lighting.

An example of bollard lighting along a walkway

- **Visibility of Utilities.** Utilities, dumpsters or loading areas shall not be visible from the public right of way. Roof- or building-mounted utilities shall be screened with parapets or architectural elements. Ground-mounted utilities and dumpsters shall be screened with solid fencing and/or landscaping consistent with the architectural style of the structure. For refuse storage, enclosed structures that complement the project architecture are encouraged.

An attractive shed provides adequate visual screening of a dumpster (top). Landscaping can provide effective visual screen of utilities (bottom).

Character Zone-Specific Guidelines:

Core

- **Alley Lighting.** Lighting should be added to illuminate publicly-accessible alleys between buildings and spaces behind buildings, especially those connecting sidewalks on Broadway to parking lots located behind buildings. Alley lighting should be downward facing.
- **Pedestrian Lighting.** Pedestrian-scale lighting should be similar in scale and design to existing lighting found in the downtown area. Lights should have a consistent design and scale along Broadway and extend into transition areas, especially Upper East Broadway, to tie these areas together

through common elements. Lighting elements should extend into areas directly adjacent to the core area including parking lots and side streets.

- **Utility Placement.** Utilities such as electrical and telephone lines should be located underground to the extent possible to minimize adverse visual impacts.

Corridors

- **Pedestrian Lighting**. Pedestrian lighting should be placed along sidewalks where the corridor borders residential areas, as is the case along Upper East Broadway. Pedestrian scale lighting should be added to pedestrian connections along portions in close proximity to the corridor, including sidewalks along side streets.
- **Utility Placement.** Utilities should be located underground to the extent possible, especially along Upper East Broadway. Above ground utilities should be clustered and screened with landscaping.
- **Pedestrian Lighting.** Special attention should be made to providing pedestrian-scale lighting as part of internal pedestrian circulation paths in developments.

Gateways

- **Unique lighting.** Gateway area lighting should feature high quality lamp post fixtures affixed with banners.

Gateway areas should feature premium light fixtures with banners.

5. Landscaping & Sustainability

Existing Conditions:

Many segments of the corridor are lacking adequate landscaping, including street trees, grass strips, and other vegetation. There is also little no green infrastructure along the corridor that handles stormwater runoff through impervious surfaces, rain gardens, bioswales and other elements.

Portions of the corridor lack adequate landscaping, like the stretch shown above.

Objective:

Landscaping and sustainability guidelines will reduce the environmental impacts of new development while creating areas that are visually appealing and inviting to the public. Studies have shown the people will travel further, shop longer, and spend more in commercial retail areas with quality landscaping.

Full Corridor Guidelines:

Example of good landscaping added with new development i the Exit 105 commercial area

- **Landscaping.** Landscaping should be added to sites when new development is built or existing buildings undergo significant upgrades or renovations.

- **Plant Material.** Plant material should be compatible with the site and the intended design. The mature height of trees should be between 15’ to 20’. Selected plants should be from the Zone 5b plant hardiness zone. Planting should be able to withstand poor and compacted soil conditions while providing shade, screening and enhancing the aesthetics through the general beatification of the corridor. Plant selection should be conscious of the local diseases and insects to insure the health of tree population. The location of overhead and underground utilities should be taken into consideration to maintain the health of trees by not compromising their root system or making them unstable through over-pruning

Examples of improper tree planting. Due to the lack of soil provided for trees.

- **Landscaping Placement.** Use landscaping along building facades to soften architecture, especially along portions of buildings without ground-floor display windows, such as side and rear elevations. Locate street trees so that they do not block views of important elements of commercial facades, such as signs, entrances, or windows.

Landscape placement along a city street

- **Landscape Buffers Between Properties.** When landscaping is applied between adjoining properties, the landscaping should appear as a single cohesive buffer. Whenever possible, each property should dedicate a 6' buffer along the property edge to form a single landscape buffer with a total width of 12.'

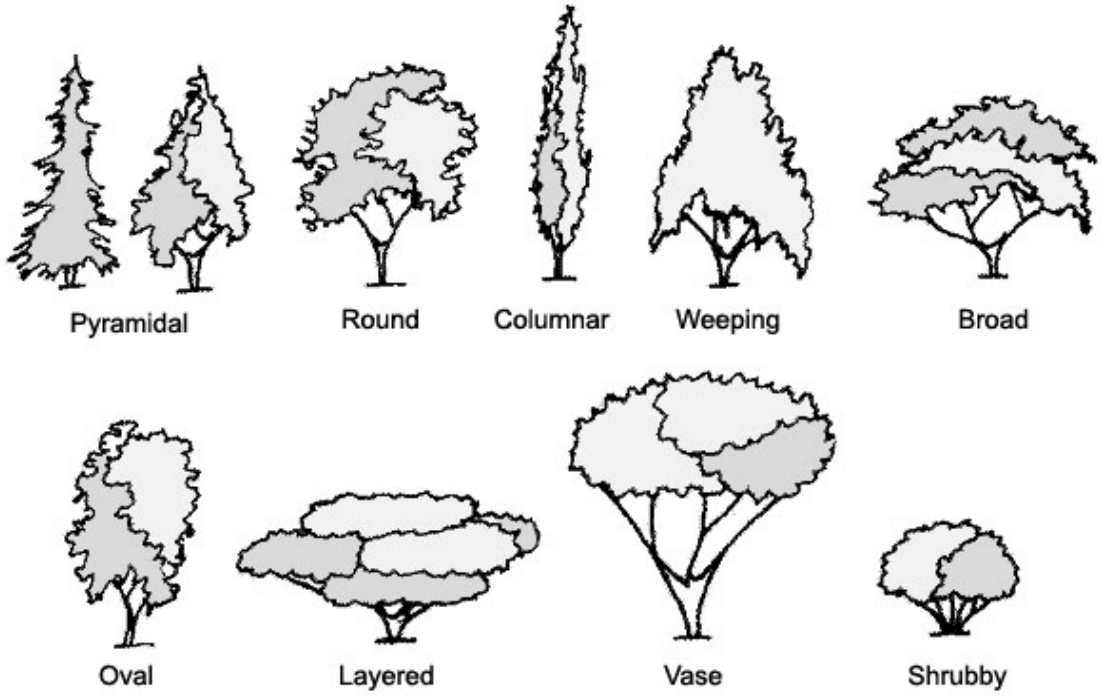
- **Avoid Obstruction.** For plant materials in vehicular areas, such as parking lots, plant material shall maintain the sight lines necessary for safe circulation. A minimum branch height of eight (8) feet shall be maintained from all trees located along walkways, sidewalks, and streets to promote pedestrian safety. Landscape plantings shall be species that do not have fruit, and or large cones that seasonally fall in order to minimize cleanup. Street tree species shall not be dwarf varieties in order to maximize shade and reinforce the street edge through their height and canopy cover.

- **Conservation.** All measures shall be taken to save and preserve existing trees. Clusters of existing trees on project parcels should be prioritized for conservation.

- **Green Space.** Green space areas such as forest areas, grass, parks, etc. should be set aside or provided whenever possible.

- **Parking Lot Landscaping:** Both internal and peripheral landscape plantings shall be included in parking lots. Selected plantings should be able to withstand the stresses of urban conditions such as poor soils and prolonged exposure to the sun. Height of tree plantings should be a minimum of 15' to 20' in height. In areas where space allows, mature height of trees can be greater than 20'. Trees planting should be pruned so they do not inhibit the sight lines of

vehicles entering and exiting the lot, pedestrian circulation around and through the area, and the surrounding buildings. Tree planting should have a crown shape that takes into consideration its immediate and adjacent location. Round, oval, pyramidal and columnar tree canopy shapes are preferred



Example of tree crown shape. Round, oval, pyramidal and columnar tree canopy shapes are preferred for parking lot areas.

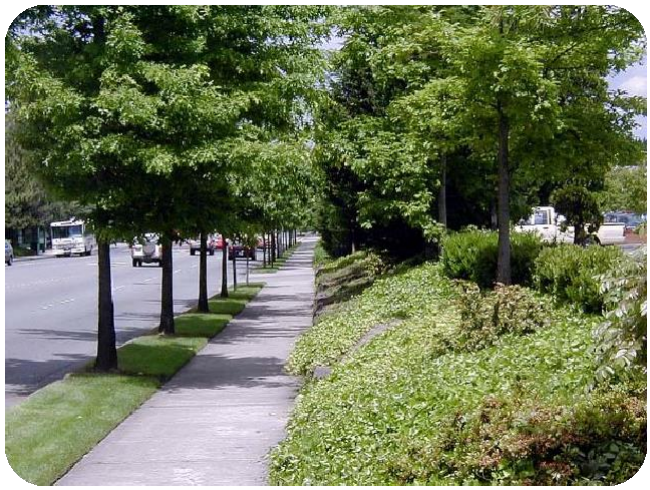
- Parking lots should have a total of 10% landscaped area within the interior of the lot.
- Landscape islands that contain plant material that are completely surrounded by pavement should have no dimensions less than nine (9) feet.
- Parking lots located in side yards shall be buffered from sidewalks,

Parking lots should feature interior landscaping like "end row bulb outs" shown above.

when feasible, with landscaping and/or fencing, or a combination of both. Fences should be between 2’ in height and be constructed solely or in combination of wood, brick and stone. Chain link fences are not allowed.

- Parking lots should incorporate green infrastructure elements such as permeable pavement, rain gardens, bioswales, and others.

Examples of green infrastructure integrated into parking lot design. Green infrastructure allows for natural stormwater management by collecting runoff in permeable landscaped areas.



An example of a landscaped parking lot buffer.

6. Building Design and Appearance

Existing Conditions:

Buildings along the corridor lack a uniform appearance in terms of architectural style, scale, materials, facades, transparency, and other characteristics.

Objective:

Building Design and appearance guidelines are intended to provide a more uniform and cohesive look to the buildings along the corridor to enhance the sense of place.

Full Corridor Guidelines:

- **Renovations.** When previously residential structures are converted to a primary commercial use, the renovation shall retain the residential character of the structure. Elements such as windows, entrances, awnings, signage, and materials should reflect the residential character of the building.

- **Materials.** Preferred materials are durable, have aesthetic appeal, and are associated with higher-quality architecture, including: brick, stone, glass, and wood siding and trim. Lower quality materials such as concrete masonry units and vinyl and metal siding should be limited to areas unlikely to receive up-close scrutiny, such as upper floors or facades not visible from the public right-of-way.

- **Style and Character.** The architectural design of new structures shall be consistent with the character and architectural style of the area surrounding the development to reinforce the identity of the corridor, with new structures avoiding the formulaic architecture typically found

The corridor features some newer buildings that have incorporated high quality materials such as stone. Stone cladding, shown above on buildings in the corridor, is a desirable design element and is encouraged.

in corporate chains. The design of the structure should promote a pedestrian friendly, visually appealing environment. The first floor of buildings shall be for commercial and or office uses with the upper floors for residential and or office uses. In structures that are solely residential, the first floor shall be used as a lobby and for residential services.

- **Colors.** The colors of the building should be consistent with the architectural style and materials used, rather than pre-determined business colors. Primary colors should not be used for the entirety of a building façade, and should be used on trims, moldings and for fine ornamentation.

- **Second Floor Windows.** All structures with more than one story should feature windows on the second floor, as appropriate to the architectural style of the building.

- **Ground-floor Windows.** Ground-floor windows should be included in building facades to promote building transparency and promote an appealing, walkable public realm. Visible and transparent windows and doors contribute to the human-scale of buildings and break up large walls to create interest and rhythm in the building facade. The use of un-tinted glass is encouraged. Ground floor façade transparency should be 30% for apartment/ multi-family buildings, 70% for single story shopfronts, 65% for mixed-use buildings, and 50% for other buildings.

Large flat and blank facades (top) should be discouraged in favor of facades that use features that enhance visual interest (bottom).

- **Entrances.** Each principal building on a site should have clearly defined, highly visible customer entrances featuring elements such as, but not limited to: outdoor patios; raised cornice parapets over the door; recesses/projections; peaked roof forms; arcades, canopies or porticoes; arches; display windows.
- **Industrial Uses.** Large metal shed buildings are discouraged.

Industrial metal sheds like that shown here are discouraged because of their lack of visual appeal.

Character Zone-Specific Guidelines:

Core

- **Storefront Windows.** The focal point of commercial ground floor façades that face public streets or parking areas should be display windows. Other features, such as porches, arcades, entry areas, and landscaping, may supplement the visual interest for these facades. Ground-floor windows should occupy a large proportion of the façade, but should begin 1' 6" above the ground.
- **Facades.** The design of building facades should be respectful of neighboring buildings by aligning architectural elements and styles with adjacent facades.
- **Building Heights.** Single-story buildings should be discouraged. The ideal height of buildings along the corridor in Downtown is 2- to 3-stories up to 35 feet tall. There should not be a more than 2-story height difference between adjacent buildings.

Corridors

- **Building Entrances.** Building entrances should face the street and provide a direct connection to any sidewalk systems. A second entrance may be placed to the side or rear to accommodate visitors entering from parking areas or handicap accessibility.
- **Facades.** Facades that face public streets should be subdivided using features such as windows, materials, entrances, arcades, arbors, and other elements to increase visual interest.

Recommended Administration Language

The following administration structure and language is recommended for the design guidelines:

Administration of these guidelines is the responsibility of the Town of Thompson Planning Board and the Village of Monticello Planning Board, which may be assisted by the Code Enforcement Officers of each municipality, as needed. Should a conflict arise between these guidelines and other municipal land use regulations, the most restrictive standard will apply. Resolution of conflicts will be determined by the Town and Village Planning Board with the assistance of the Code Enforcement Officers, as needed.