Williams Drive Study - Challenges & Recommendations

Aesthetic Enhancements

CEDAR LAKE TO SERENADA - RECOMMENDATIONS

EXISTING CONDITIONS

<table>
<thead>
<tr>
<th>Right-of-Way</th>
<th>100' to 135'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoulder Width (2)</td>
<td>10'</td>
</tr>
<tr>
<td>Travel Lane Width (4)</td>
<td>11.5'</td>
</tr>
<tr>
<td>Center Turn Lane Width (1)</td>
<td>12'</td>
</tr>
<tr>
<td>Total Pavement Width</td>
<td>80'</td>
</tr>
</tbody>
</table>

SOLUTIONS

CAUSES

- Older developments built without zoning codes or through iterations of codes
- Landscaping, signage, parking lots, front yard/gateway treatments – nonconforming to today’s standards

- Consider new Gateway design standards
- Consider zoning solutions for older properties to offer flexibility for redevelopment
- Adjust non-conforming site requirements to ensure incremental improvements and upgrades

EXISTING CONDITIONS

Frontage
- 30' wide landscape buffer planted with native vegetation.
- Buildings pulled up to internal sidewalk or set behind a double row and aisle of parking.
- Curb cuts consolidated, backage road provides inter-parcel connectivity.

Pedestrians/Cyclists
- 12' wide multi-use path on north-side of Williams Drive.
- 12' wide tree lawn with formalized street tree planting.

Automobiles
- 11' wide travel lanes.
- 12' wide tree lawn with formalized street tree planting.

GOLDEN OAKS TO RIVERY - RECOMMENDATIONS

EXISTING CONDITIONS

<table>
<thead>
<tr>
<th>Right-of-Way</th>
<th>70' to 120'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoulder Width</td>
<td>--</td>
</tr>
<tr>
<td>Travel Lane Width (4)</td>
<td>11.5'</td>
</tr>
<tr>
<td>Center Turn Lane Width (1)</td>
<td>12'</td>
</tr>
<tr>
<td>Total Pavement Width</td>
<td>60'</td>
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Frontage
- Scenic corridor and mature tree canopy preserved.
- 40' wide frontage.
- Where practical, no parking between building and street.
- Where possible, driveways consolidated and shared.

Pedestrians/Cyclists
- 8' wide sidewalk on both sides of street.
- 6' wide tree lawn, supplement preserved front yard trees.
- Primary bike route off of Williams Drive (Dawn Drive).

Automobiles
- 11' wide outside travel lane.
- 10.5' wide inside travel lane.
- 14' wide center turn lane (too many small lots with individual driveways to loose center turn lane).

Buildings
- Small scale structures with building length restrictions.
- Limited transparency and entrance spacing.