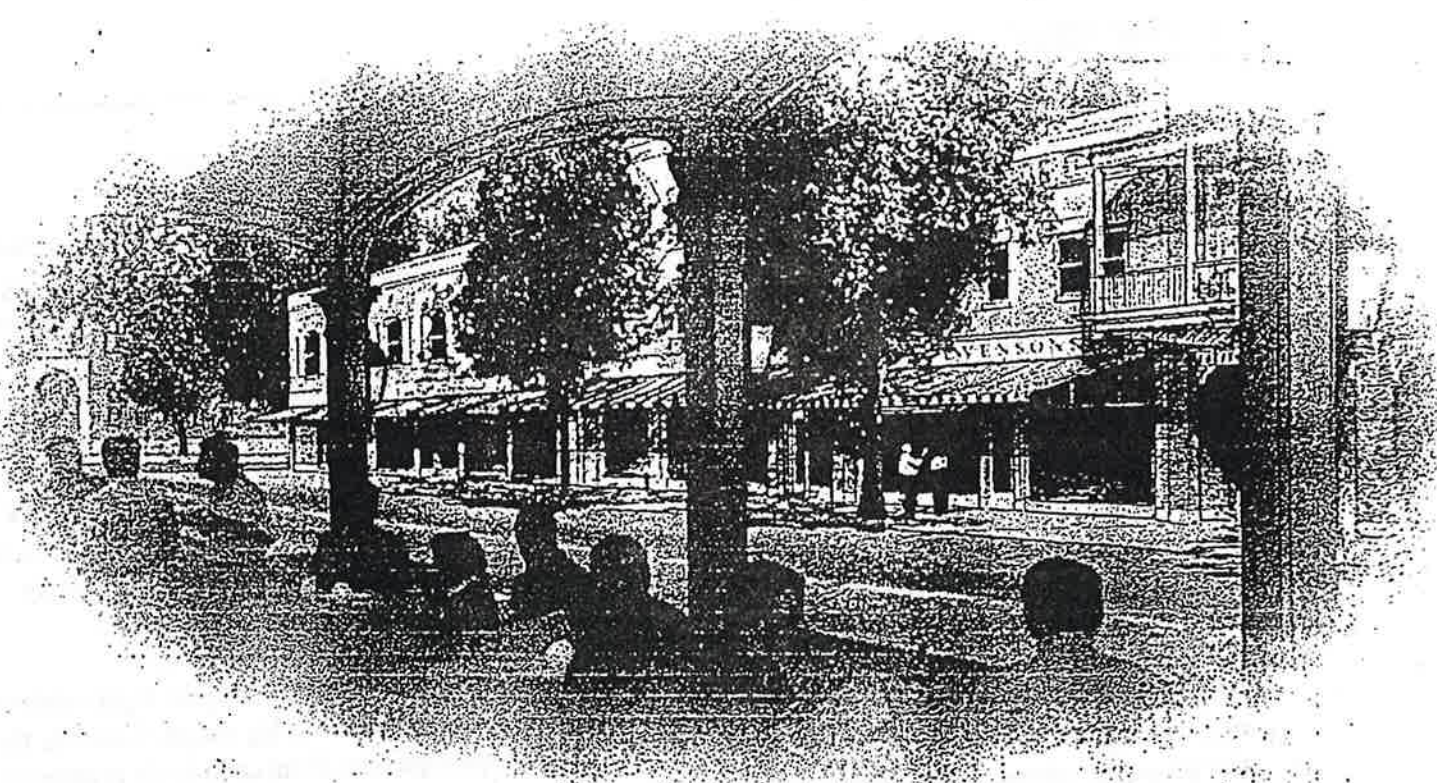


000392--

UNIVERSITY HEIGHTS & COLLEGE PARK NEIGHBORHOODS *Streetscape Guidelines*

Gainesville, Florida
May, 1999



DOVER, KOHL & PARTNERS
town planning

Glattig Jackson Kercher Anglin Lopez Reinhart, Inc.
Transportation Planning

UNIVERSITY HEIGHTS & COLLEGE PARK
NEIGHBORHOODS
STREETScape GUIDELINES

DOVER, KOHL & PARTNERS
TOWN PLANNING
1000 UNIVERSITY AVENUE
GAINESVILLE, FLORIDA 32601
TEL: 352/336-1111
FAX: 352/336-1112

Page 1 Overview

Page 2 General Principles

1. The Building to Street Relationship
2. The Sidewalk and Street
3. Crosswalks
4. Traffic Control devices
5. Bus Stops
6. Street Furniture
7. Trees and Shade
8. Public Spaces

Page 10 Specific Areas

- A. University Avenue
- B. SW 2nd Avenue
- C. College Park Residential Streets

OVERVIEW

This document is intended to assist the City of Gainesville when making decisions regarding capital improvements within the public rights-of-way. General suggestions apply to all the streets in the two neighborhoods and specific suggestions apply to particular streets.

The visual and physical character of a street sets the tone for the whole neighborhood. The first impression visitors have of a commercial street determines whether they will come back to spend money at a store, open a business, or buy real estate. On a residential street the impression influences the decision to rent an apartment, buy a house, or perhaps whether to revisit a friend. Common sense tells you that a negative appearance can do drastic damage to the property values, while a shaded, tidy street will enhance property values.

This document does not address maintenance issues, but focuses on the physical relationships between objects such as curb location, landscaping, and other objects in the public right-of-way. This document does not provide a blueprint for construction but instead identifies issues and makes suggestions when the time comes to hire a landscape architect or engineer to design and re-construct the streets,

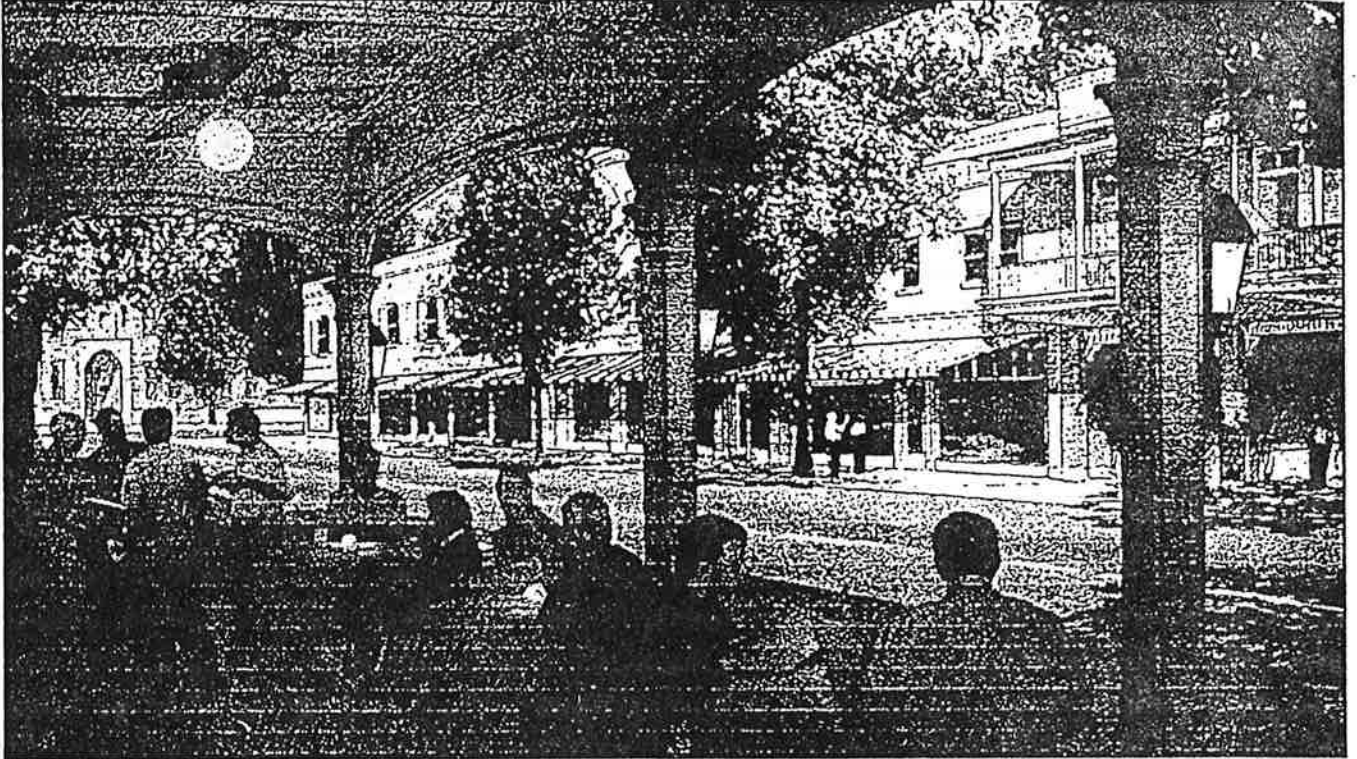
sidewalks, and landscaping.

Many of the suggestions in this document were formed during an intense design session, called a "charrette" in October 1998. Approximately 70 community participants attended the event led by town planners Dover, Kohl & Partners with transportation planners Glatting Jackson Kercher Anglin Lopez Reinhart. The charrette lasted six days. Community participants included property owners, neighbors, business people, developers, the Mayor and City Council, City Staff, and others.

Participants gathered around eight tables and drew their ideas on big maps. Later in the day, a spokesperson from each table presented their main ideas to the larger group.



GENERAL DESIGN FUNDAMENTALS



University Avenue has the potential to be redeveloped as a vital main street. The details such as awnings and articulated building facades make the street more appealing to investors, business owners and patrons.

1. THE BUILDING TO STREET RELATIONSHIP

Memorable streets are always well designed public spaces. Streets derive their character from a deliberate, relationship between the buildings, sidewalk and the street. Generally, pedestrians are the most comfortable in relatively enclosed spaces that result from having buildings close to the sidewalk.

- Streets that have offices and retail stores should:
 1. require buildings to be constructed up to the front property line with either no setback or a minimal one.
 2. require buildings to be constructed with a minimum height of two stories.

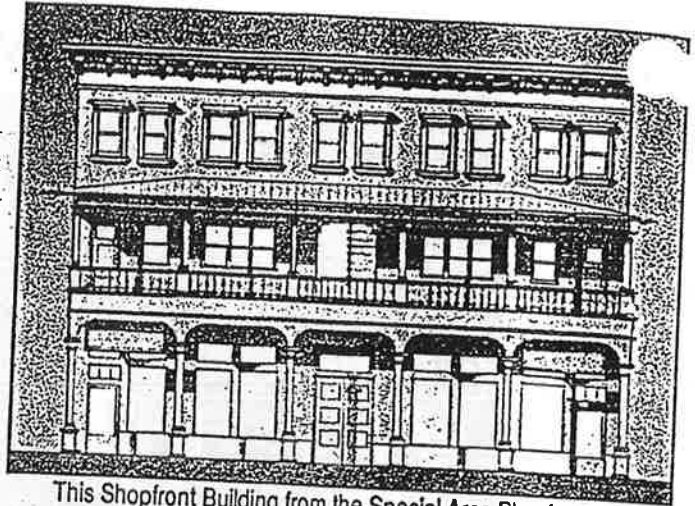


Park Avenue in Winter Park, Florida has the physical qualities that make a good retail street, such as wide sidewalks, big display windows, frequent spacing between doors and on-street parking.

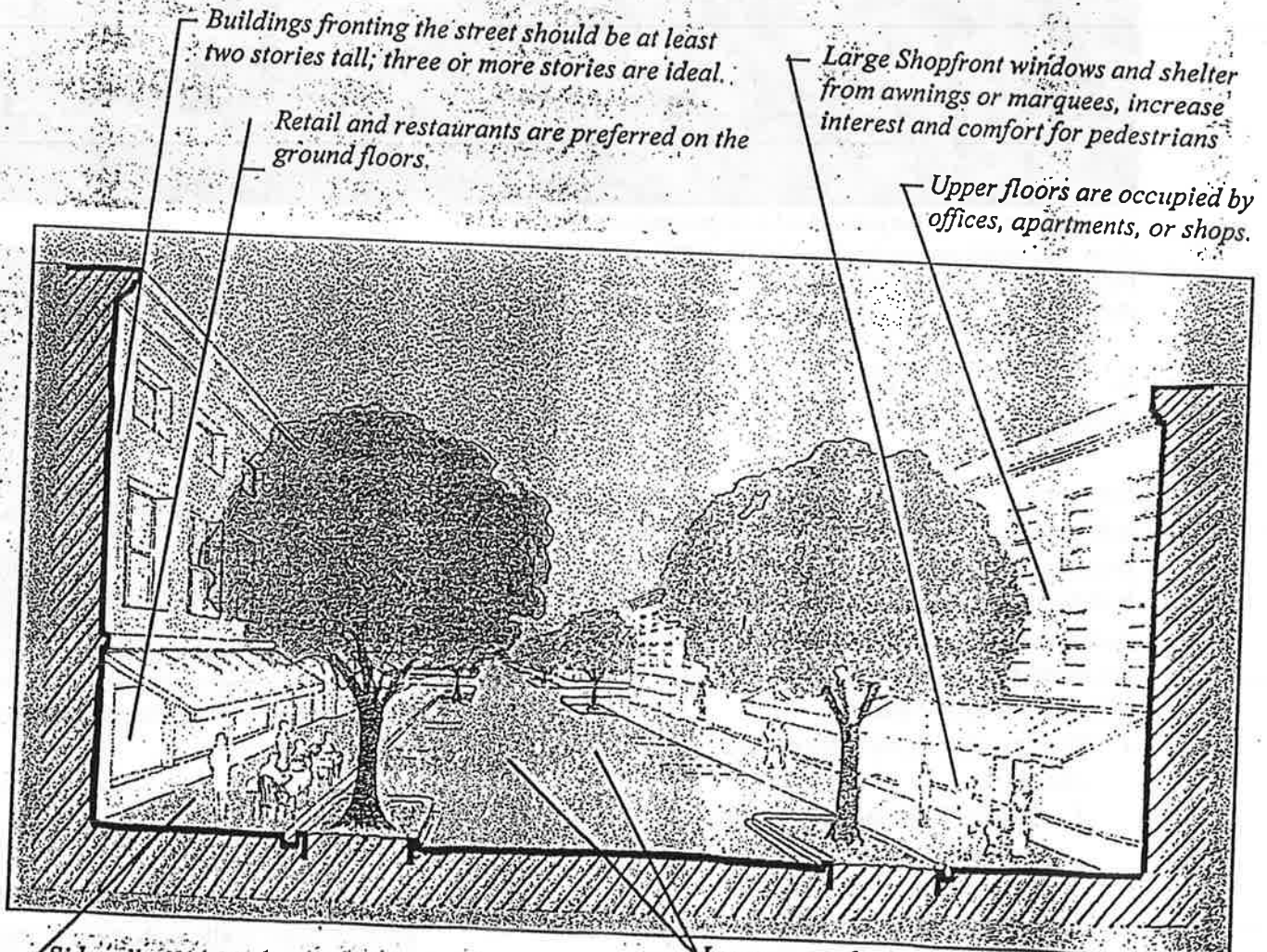
- Streets that have apartments or rowhouse should follow the same suggestions above.
- Streets that have single family houses should allow fences, walls or hedges along the front property lines.

Building Types and Facades

People walk more when the scene is sufficiently comfortable and interesting. The University Heights Special Area Plan encourages shopfront buildings to create visual interest by regulating design elements of the Building. Buildings should conform to the requirements specified in the University Heights Special Area Plan. Requirements include: building length, door and window placement, storefronts, and shading devices



This Shopfront Building from the Special Area Plan is an example of how a building could look on a commercial street.



Buildings fronting the street should be at least two stories tall; three or more stories are ideal.

Retail and restaurants are preferred on the ground floors.

Large Shopfront windows and shelter from awnings or marquees, increase interest and comfort for pedestrians

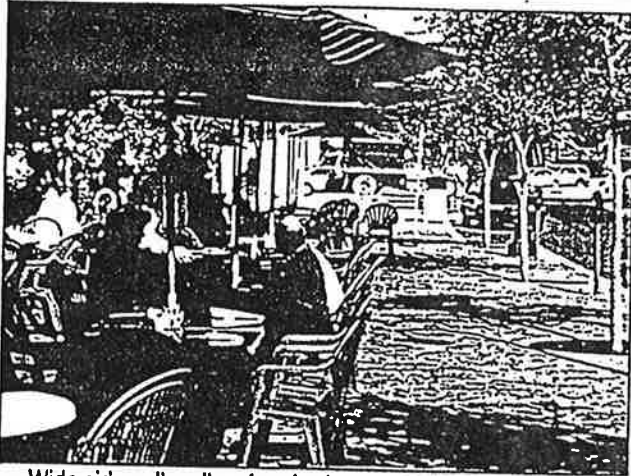
Upper floors are occupied by offices, apartments, or shops.

Sidewalks should be a minimum of 12 feet wide, allowing enough space for outdoor dining, walking and shade trees.

Lanes are wide enough for easy maneuvering of cars and at the same time traffic calm. Parking spaces are 8.5 feet wide, travel lanes are 11 feet.

2. THE SIDEWALK & STREET ON COMMERCIAL STREETS

The relationship of the sidewalk, on-street parking and the street is critical for creating a successful retail environment.



Wide sidewalks allow for shade trees and outdoor dining.

Sidewalks:

- Sidewalks should be a minimum of 12 feet wide. Two people should be able to walk next each other, or pass others easily.
- When there is outdoor dining and fixed objects such as trees, trash receptacles, and newspaper boxes, there should be at least a five foot wide clear path for pedestrians.
- Seating for outdoor dining can occur near the curb or next to the building.

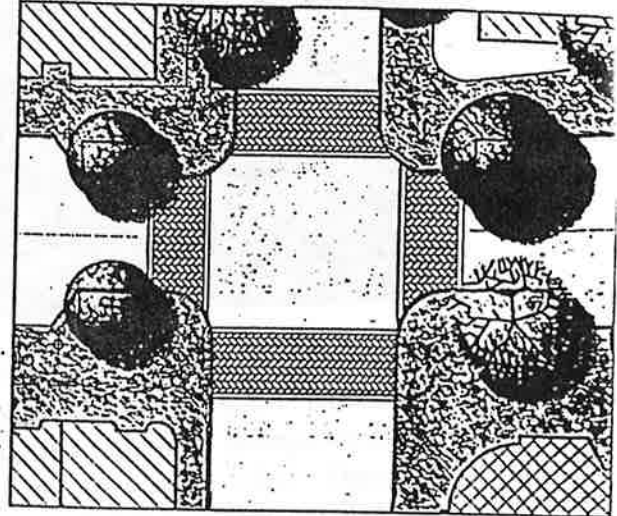
On-street parking:

- Should be provided on all streets

On-street parking adds "teaser" spaces in front of the shops. Parked cars create a safety barrier between pedestrians on the sidewalk and moving cars in the travel lane. This safety

barrier also protects outdoor dining patrons. People walk more and perhaps shop more, when the sidewalk feels safe, comfortable and interesting.

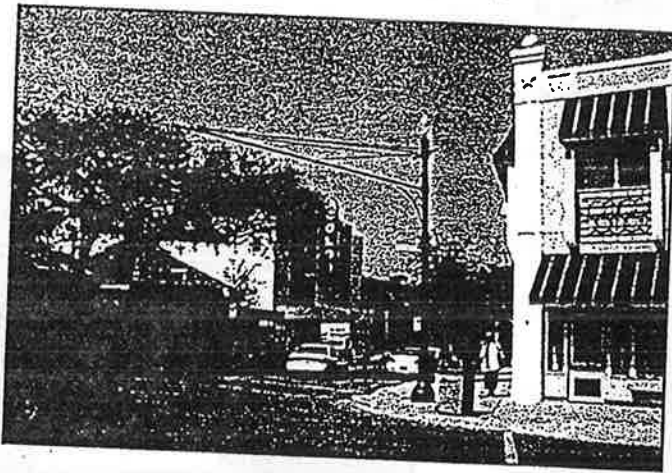
3. CROSSWALKS



- Crosswalks should be clearly identified at all intersections on busy streets.
- Bricked crosswalks should be used when traffic calming is an intended benefit. The brick provides texture that alerts the driver to be cautious in addition to making the sidewalk more visible.
- Brick or paver crosswalks should be set in one foot wide concrete bands. The bands identify the edges of the crosswalks. Pavers usually do not provide the texture and traffic calming advantages of brick.
- Crosswalks do not need to be clearly marked on typical residential streets unless there is moderate to heavy vehicular traffic.

4. TRAFFIC CONTROL DEVICES

Mast Arm Signals



Concrete poles with suspended traffic signals should be replaced with Mast Arm Signals. Mast Arm Signals of traditional character are more aesthetically pleasing and will offer a distinguished main street appearance. Mast arms should not be overly decorative or distracting.

Pedestrian Signals

Pedestrian signals, where needed, can be integrated into the design of the Mast Arm Signal. Pedestrian signals should be of a traditional sculpted form and modestly sized so as not to dominate the street scene.

5. BUS STOPS

* Bus drop/off or turnout spaces are not necessary. Buses stopping in the travel lane is now considered the modern practice; bus turnouts have lost favor because the buses often stop halfway in the lane and thus block traffic anyway. The bus turnouts also create problems when the bus driver attempts to rejoin traffic. The valuable supply of on street parking spaces is reduced with turnouts. This matter should be reviewed with the transit agency.

6. STREET FURNITURE

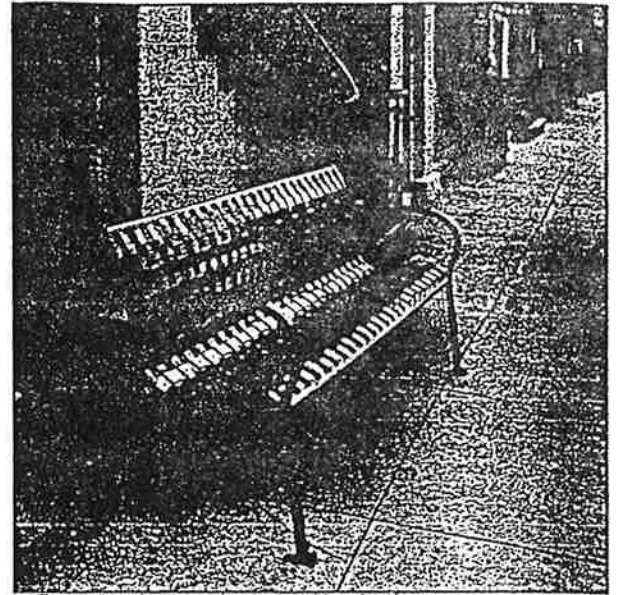
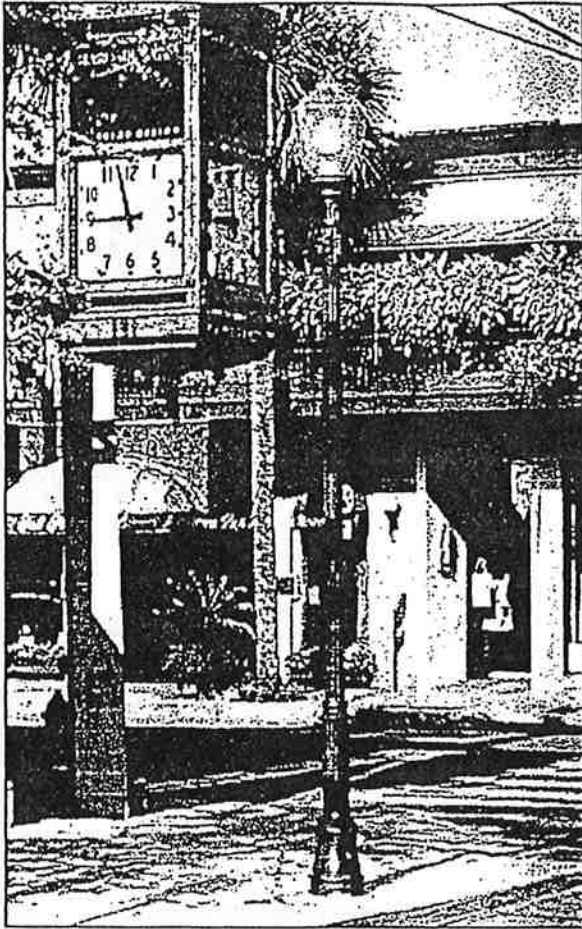
Good building facades create a rich urban experience. By the same token, new street furniture should respond to layering of building styles and images. Street furniture should create an *ensemble* for the street. Individual pieces should compliment each other, but need not be of one distinct style. The ensemble of street furniture should respect the scale of the street by having simple lines that are not ostentatious. The goal is for the street furniture to appear natural, not a contrived, over-designed "streetscape" that draws attention to itself.

A matte black finish is acceptable for the street furniture. This classic finish will tie the ensemble together. Black will not have a dated look. Using color causes problems because the factory colors offered by the manufacturer of the lampposts are likely to be different from the manufacturer of the newspaper boxes or trash receptacles or the bicycle racks. When the colors are off, even by a slightly different shade, the result looks awkward and disorderly.

Streetlights

Streetlights should be carefully selected. The posts and luminaires should fit with the character and context of the street. Poorly chosen or overly ornate streetlights can be an eyesore and dominate the street scene.

- Street Light fixtures should appear balanced in their detail and proportion. A luminaire oversized is undersized for its supporting base is not well balanced
- The fixtures should be sized to an appropriate scale with the buildings and street.
- On commercial streets at night, storefronts should remain unshuttered and lit from within, adding luminance to the sidewalk.



Example of a metal bench with a back.

- Streetlights should be located 55 to 100 feet apart and not create "hot spots". Spacing need not be consistent, but should appear somewhat regular.
- Streetlights should not be aligned to the front door of a shop.
- Cut-off light sources are recommended to reduce glare or undesirable light spillage.
- Using a monumental or distinct fixture at corners can emphasize important street intersections.

Benches

Various options for benches are acceptable. In some locations benches may not need to have a back. Backless benches will often be located within the planting strip area, closest to the curb where trees are located. Benches with backs are

more typically found next to shopfronts or arranged back to back. A combination of backed and backless benches is acceptable. Benches should be either metal or wood. Metal benches have a proven track record of being sturdy and reliable enough for urban settings. Wood benches require regular maintenance and are not graffiti proof. Using both wood and metal benches on the same street is acceptable and will provide an uncontrived appearance.

7. TREES AND SHADE

Having trees on a main street such as University Avenue is a recent practice and is not traditional to main streets. Emphasis on shade trees goes against modern retail planning, which places a greater premium on clear views to signage. Newly planted shade trees will not provide immediate shade. The City should encourage shops to provide awnings or marquees at a minimum depth of 5 feet to provide shade on streets that have retail or offices. Newly planted trees on commercial streets should be of a large size and limbed up.

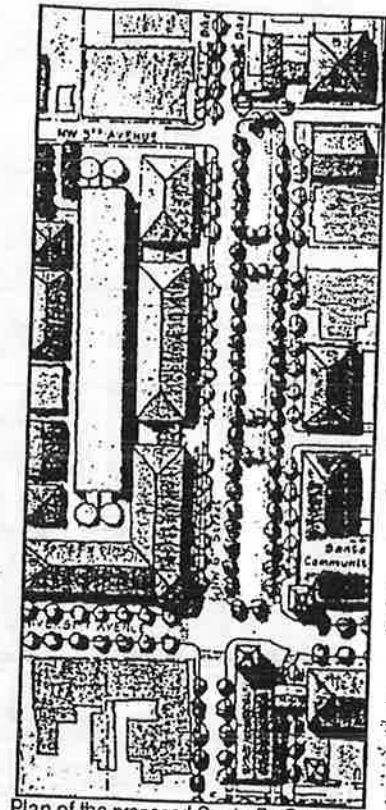
Tree locations on University Avenue or similar streets should be *opportunistic*, that is trees should be added where room exists to do so:

- Trees should not create pinch points for pedestrians, a minimum 5 foot clear path should always be present.
- Trees should not be aligned to the front door of a shop.
- Wherever possible, position trees to align between two buildings.
- Trees should be spaced a minimum of 30 feet apart so as not to appear "streetscaped". A spacing of 40 feet or more is encouraged. The spacing distance between trees need not be constant, but should appear somewhat regular.

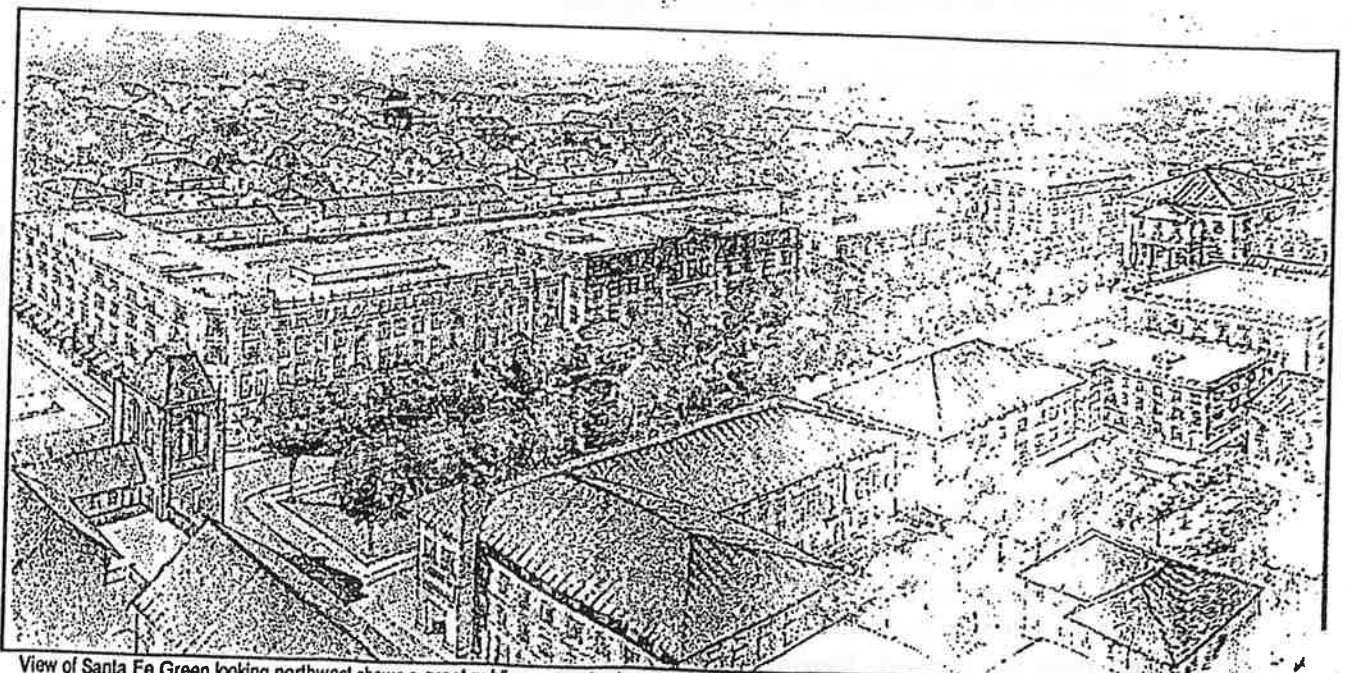
8. PUBLIC SPACES

Public spaces such as greens or squares have some basic needs to be successful.

- Buildings should face the square or green with doors and windows to create natural surveillance and pedestrian activity.
- A street should define the edge of the green or square on at least three sides.
- Buildings should be tall enough to define the edges of the green or square.



Plan of the proposed Santa Fe Green



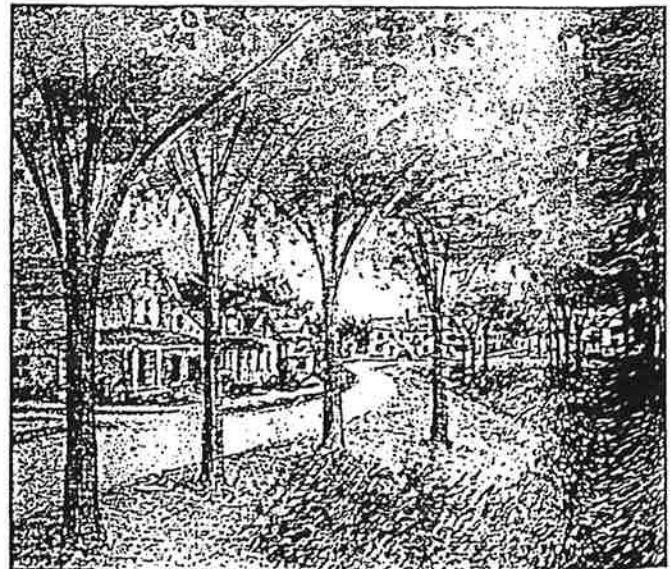
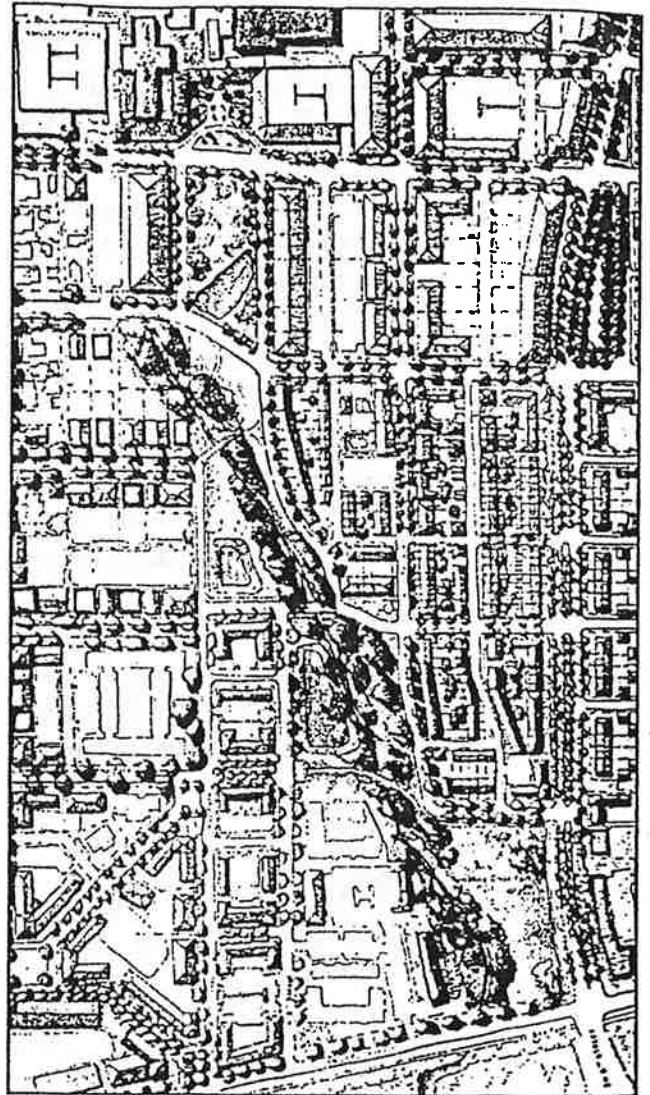
View of Santa Fe Green looking northwest shows a great public space. Anchored by mixed-use buildings on the west side of the green and Santa Fe Community College on the east side of the green. The shops will benefit from having students and faculty as daily customers. Students will have the convenience of jobs nearby. The green can become the natural place for everything from community gatherings to holiday events.

- The center of the space should remain open so that it may be used for community gatherings and holiday events.
- For public safety, landscaping should be simple and not hinder visibility across the square or green. Limbs on trees should be trimmed high and shrubs clipped low.
- Street furniture such as benches, trash receptacles, streetlights and traffic signals should be functional and not visually dominate the scene.

Tumblin Creek offers the opportunity to create a park in the center of an urban area. Parks have the same basic urban design needs as squares and greens. To transform the existing Tumblin Creek into a successful public space, several urban conditions need to change:

- Streets with fronting buildings should define the edges of the park wherever possible. Well-defined edges will make the park feel like a public space, not someone's private property.
- Orientation and way finding for pedestrians is important for the design of the park. Paths should be clearly defined and well lit at night. Trees should be limbed up to create visibility and safety throughout the park.
- A large community park such as Tumblin Creek should have several entrances and paths that provide options for walking through the park.
- Entrances to the park should be clearly identified with either signage, or landscaped feature.

Tumblin Creek needs a park master plan. The University Heights Master Plan depicts a defined block structure around Tumblin Creek. Once adopted, the park master plan should guide the planting. This planting should begin as soon as possible so that the park has the opportunity to mature. As new surrounding development occurs. The park can provide the recreational needs of the community and the much-needed access to open space.



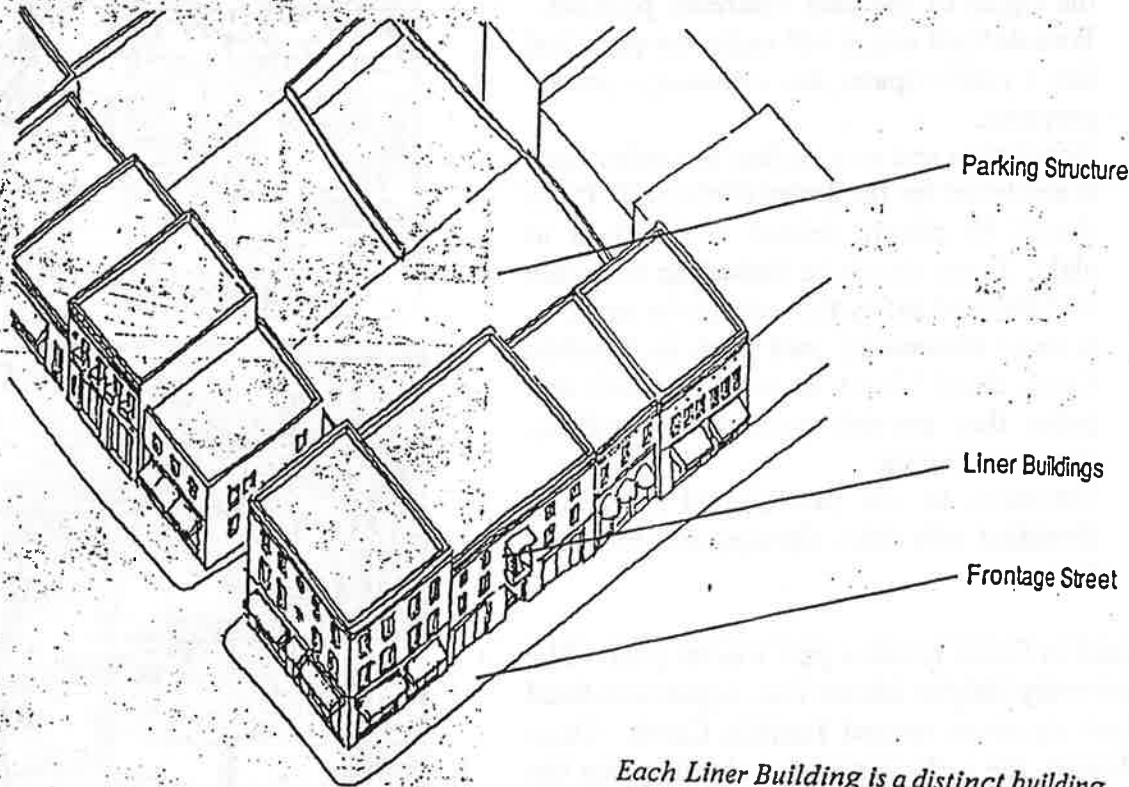
Houses should face the park with a neighborhood street in front.

11. SHARED PARKING & STRUCTURED PARKING

- Parking should be treated in a district wide approach so that available spaces are shared.
- Parking structures should be set back a minimum of 50 feet from the property line of all adjacent streets.
- Liner buildings should wrap structured parking between the setback and the front property line to improve the street scene. Liner buildings provide destinations on the street and its inhabitants provide natural surveillance.
- The liner building should have a height greater than or equal to the parking structure. Liner buildings may be detached from or incorporated in parking structures.



Although a ground floor retail use is preferable to car storage directly abutting the sidewalk, the built result is not always successful. Upper-floor facades with garage openings do not produce the natural surveillance of real windows with human presence. Instead, a liner building looks and functions like a full sized building from the street.

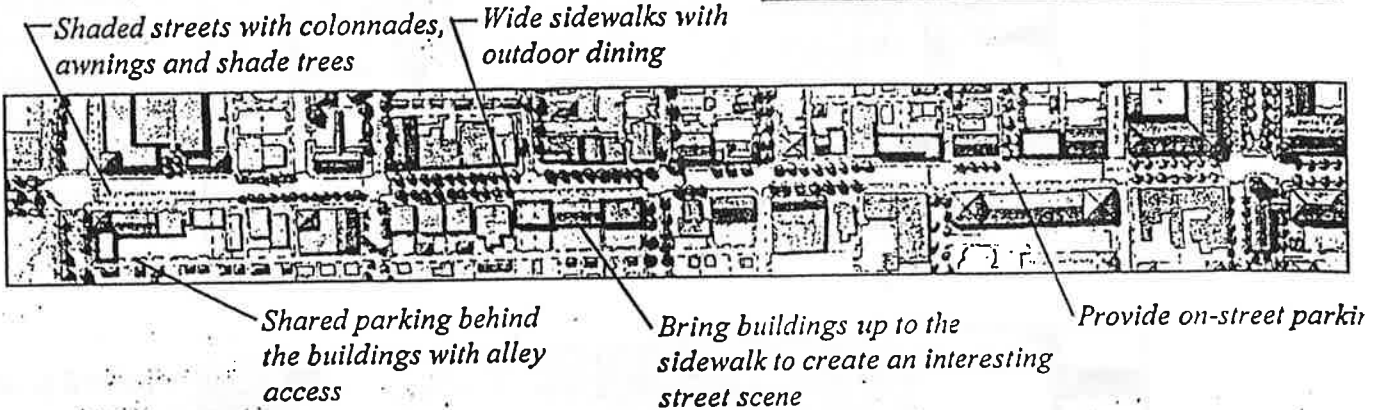
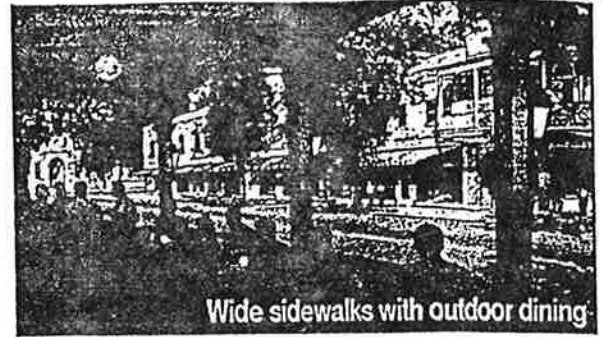


Each Liner Building is a distinct building that is architecturally different from the others.

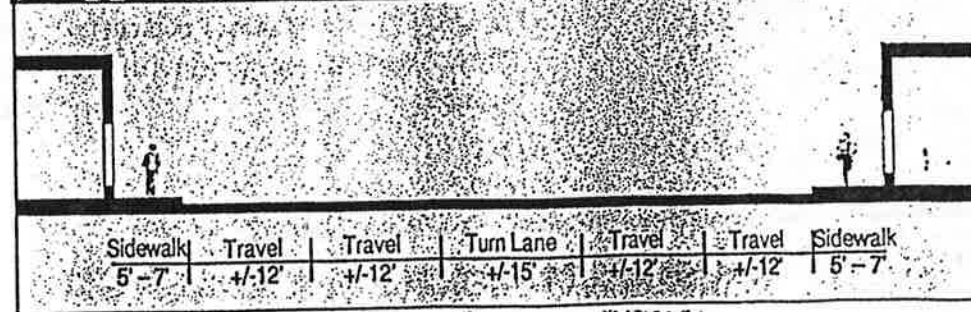
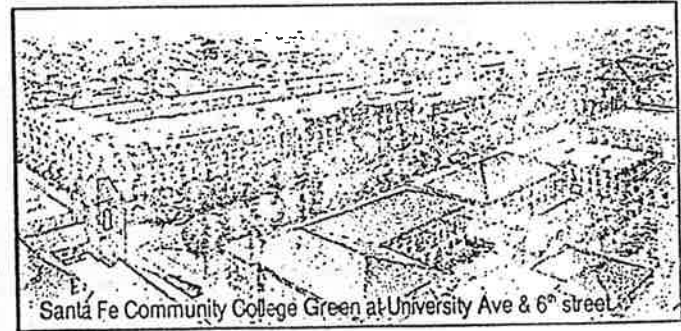
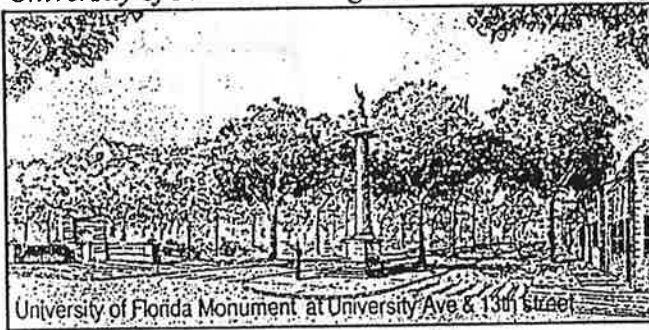
SPECIFIC AREAS

A. UNIVERSITY AVENUE

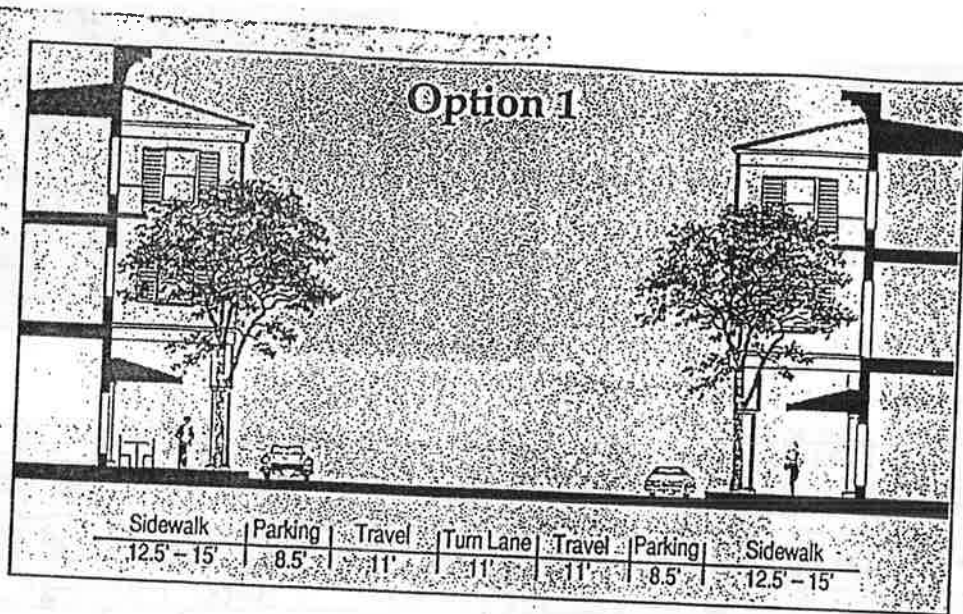
The October 1998 charrette resulted in common goals for University Avenue. Highlights of the plan include:



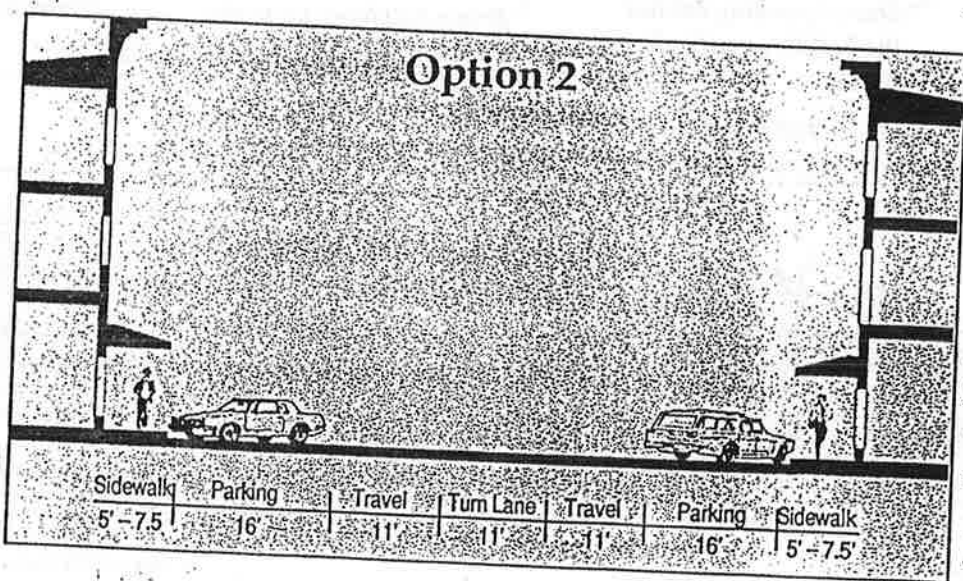
Entrances to the neighborhood are defined by the institutions; a monument at the University of Florida and a green at Santa Fe College



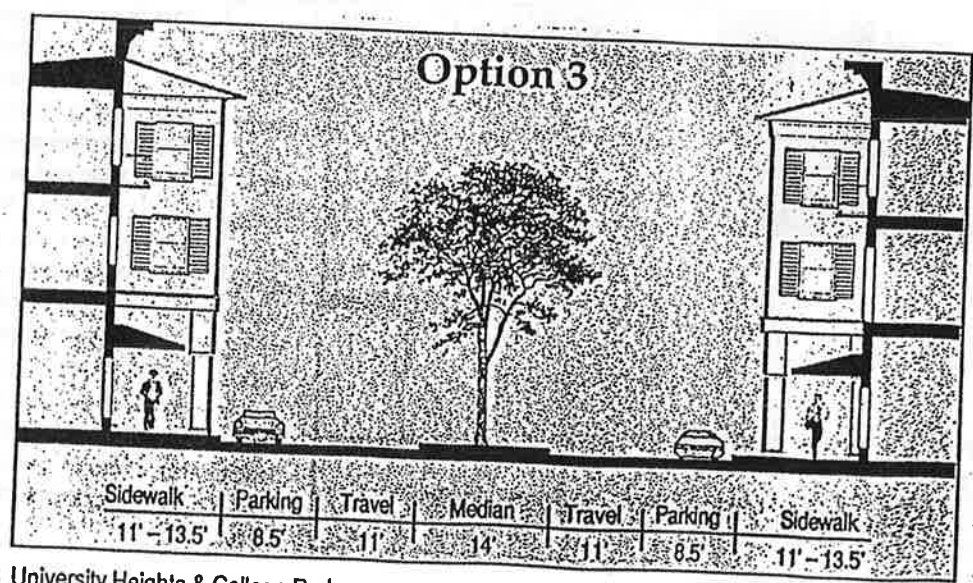
University Avenue has a right-of-way of 75 feet. The Avenue's current configuration accommodates two travel lanes of cars in each direction and a center turn lane, for a total of five lanes. The travel lanes are wide, encouraging motorists to speed. Sidewalks are approximately 5 to 7 feet wide and are located next to the travel lanes. Walking on narrow sidewalks adjacent to moving cars increases pedestrian fear of being struck by car, that feeling discourages people from walking and shopping. The lack on-street parking has required buildings to be replaced by parking lots, chipping away the block edges that create a sense of place.



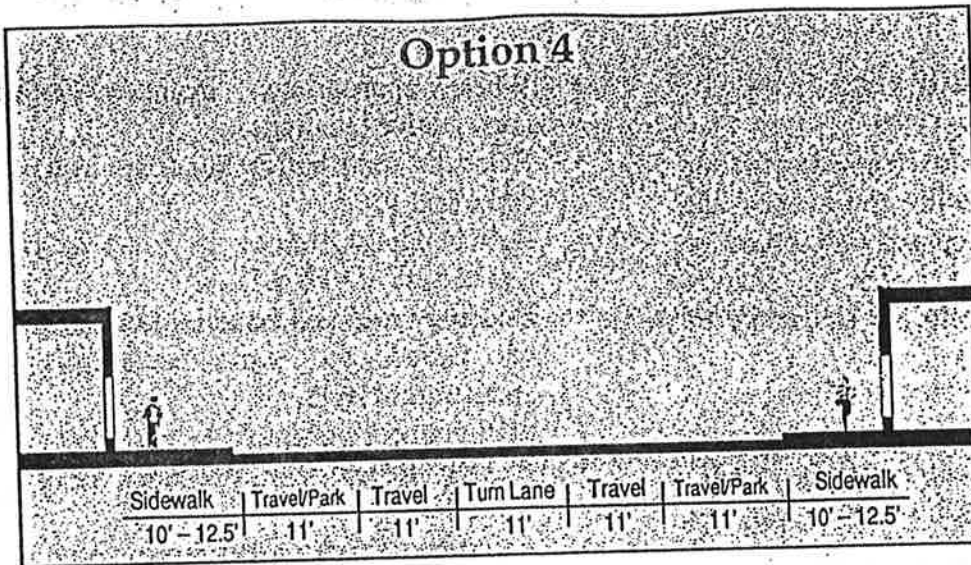
Option 1 shows the cross section of a typical main street. A desirable "park once" destination occurs when offices and apartments are located above shops and restaurants. Sidewalks are sufficiently wide to accommodate pedestrians, outdoor dining, and street trees. Some buildings could have colonnades that extend over portions of the sidewalk, providing shade and shelter.



Option 2 provides diagonal parking instead of parallel parking. Diagonal parking increases the number of parking spaces but reduces the available sidewalk width. Space for outdoor dining, street trees, and the narrower sidewalks. The narrow sidewalk width makes colonnades impossible.



Option 3 provides parallel parking and a median with turn lanes. Medians are not ideal for retail streets. The median planting impedes visibility to retail stores. This could distract pedestrians and motorists from the storefronts.



Option 4 provides lanes the function as both travel lane and parking lanes depending on the time of day. Additional enforcement will be required that increase costs. The temporary on-street spaces may cause local merchants to get few customers during peak hours.

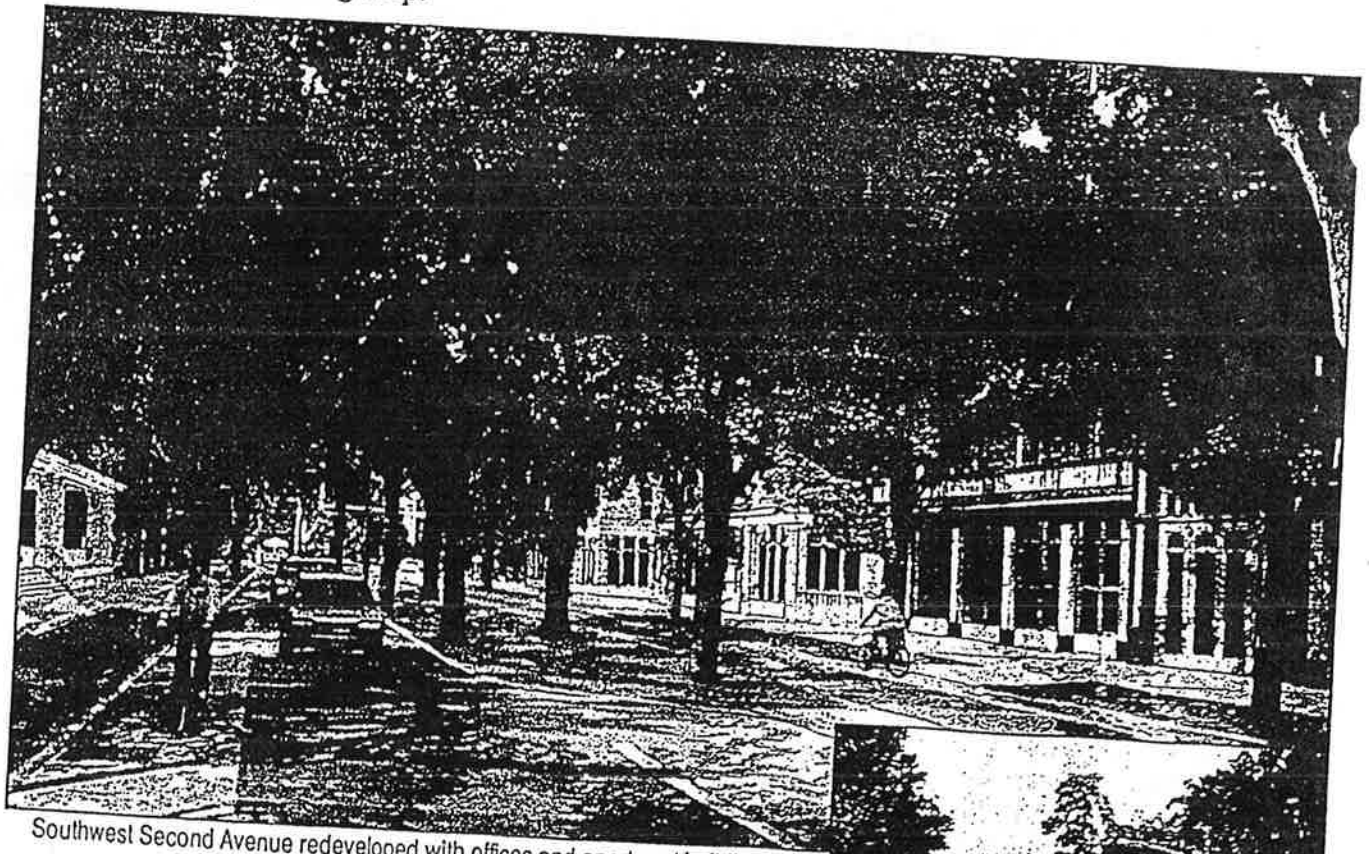
B. SECOND AVENUE

Currently SW 2nd Avenue is designed with four travel lanes. The lots facing the avenue are approximately 120 feet deep and also served by alleys. The avenue is adjacent to Shands Hospital and terminates onto the University of Florida Campus.

Southwest Second Avenue has the ability to provide many of the community's needs. Institutions such as the Universities and the Hospital are in need of office space and educational facilities. More apartments and offices can be developed on the Avenue.

- Sidewalks are widened.
- Travel and turn lanes are narrowed.
- Additional shade trees are provided in the median and planting strip.

- When appropriate, maintain existing contributive buildings.
- Relocate contributive buildings instead of demolish.
- New buildings fronting the street should be a minimum of two stories.
- Building types and building facades should be varied to avoid conformity of architectural style.
- Onstreet parking should be provided.
- Parking behind the buildings is shared through the alleys.
- A system of parking structures throughout the neighborhood is needed to provide additional spaces.



Southwest Second Avenue redeveloped with offices and apartment buildings.



C. COLLEGE PARK RESIDENTIAL STREETS

Described below are some specific sections for University Avenue in University Heights, as well as some typical sections suitable for other conditions that exist in University Heights and College Park. These typical street sections are general recommendations and are not specific to any street. Traffic counts and other back-up data required for site specific design.

University Avenue

The sidewalks on University have the potential for increased width. The illustrated options provide the required dimensions for travel and parking lanes. All other available right-of-way can be used for sidewalk.

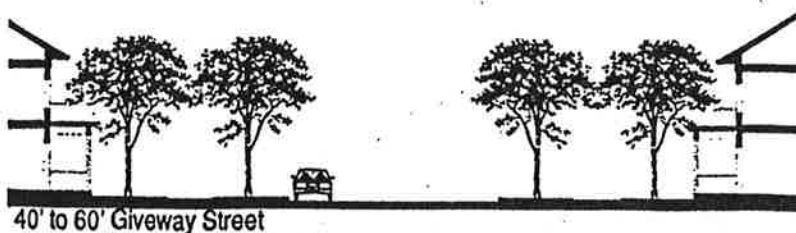
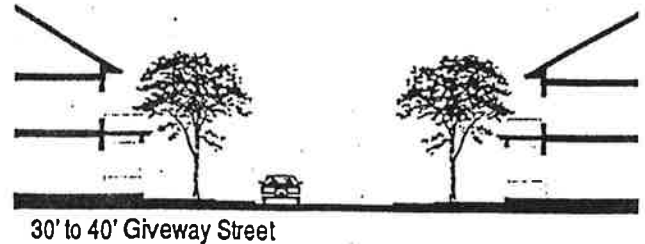
Giveway Streets

University Heights and College Park both have two lane north-south streets. Some streets currently need to be brought up to standard, others will be rebuilt in the future. In either case, the rights-of-way range from 40' to 60'. Streets that do not carry a significant number of automobiles and can be designed as "give-way" streets. Give-way streets share a travel lane for both directions. Instead of providing 8 to 12 feet per travel lane, for a total of 16 to 24 feet in travel lanes. "Give-way" streets provide a travel lane in which cars give way, the lane width being 10 to 15' in width. Give-way streets have

several benefits. First, narrower travel lanes and provide traffic calming. Second, the remaining right-of-way can be used for much needed sidewalks and planting strips.

One Way or Give Way Lanes

A few rights-of-way exist which are between 30 and 40 feet. Travel can be accommodated with a one-way travel lane or a two-way give-way street, 10 to 12' in width. Parking can occur on one side of the street. The side of the street with parking may switch back and forth throughout the length of the street. The side High curbs, 6 to 8 inches tall should be used, not rolled curbs. When there isn't enough room or shade trees within the public right-of-way, shade trees shall be planted within the public right-of-way.



Faint, illegible text at the top left of the page.

Faint, illegible text at the top right of the page.

Second block of faint, illegible text on the left side.

Second block of faint, illegible text on the right side.



Third block of faint, illegible text on the right side.

Fourth block of faint, illegible text on the right side.

Faint text at the bottom left corner.

Faint text at the bottom right corner.