

ORDINANCE NO. 970452
0-98-61

An ordinance of the City of Gainesville, Florida, imposing the Special Area Plan overlay zoning district for the “Traditional City” on certain property located generally south of N. 8th Avenue, west of E. 11th Street, north of Depot Avenue and W. University Avenue, and east of W. 27th Terrace; adopting a Special Area Plan for this property; providing directions to the codifier; providing a severability clause; providing a repealing clause; and providing an immediate effective date.

WHEREAS, the City Plan Board authorized the publication of notice of a Public Hearing that the text of the Land Development Code of the City of Gainesville, Florida, be amended; and

WHEREAS, notice was given and publication made as required by law and a Public Hearing was then held by the City Plan Board on December 17, 1997; and

WHEREAS, notice was given and publication made of a Public Hearing which was then held by the City Commission on March 5, 1998; and

WHEREAS, pursuant to law, an advertisement no less than 2 columns wide by 10 inches long was placed in a newspaper of general circulation notifying the public of this proposed ordinance and of a Public Hearing in the City Commission Auditorium, City Hall, City of Gainesville, at least 7 days after the day this advertisement was published; and

WHEREAS, a second advertisement no less than 2 columns wide by 10 inches long was placed in the same newspaper notifying the public of the second Public Hearing to be held at the adoption stage at least 5 days after the day this advertisement was published; and

1 **WHEREAS**, the Public Hearings were held as advertised and the parties in
2 interest and all others had an opportunity to be and were, in fact, heard;

3 **NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF**
4 **THE CITY OF GAINESVILLE, FLORIDA:**

5 **Section 1.** The Special Area Plan overlay district is imposed on certain property
6 generally south of N. 8th Avenue, west of E. 11th Street, north of Depot Avenue and W.
7 University Avenue, and east of W. 27th Terrace, as shown on the map attached hereto as
8 Exhibit "A," and made a part hereof as if set forth in full.

9 **Section 2.** The Special Area Plan of the Traditional City (Exhibit "B") is hereby adopted.
10 The specific regulations of the Special Area Plan for the aforementioned property and the
11 administration and enforcement of these regulations as delineated in Exhibit "B" shall be
12 made a part hereof as thought set forth in full.

13 **Section 3.** The City Manager is authorized and directed to make these changes in the
14 zoning map in order to comply with this ordinance and administer the provisions of the
15 Traditional City Special Area Plan.

16 **Section 4.** It is the intention of the City Commission that the provisions of the special
17 area plan adopted by this ordinance shall become and be made a part of Land
18 Development Code of the City of Gainesville, Florida, and that the Sections and
19 Paragraphs of the plan may be renumbered or relettered in order to accomplish such
20 intentions.

1 **Section 5.** If any section, sentence, clause or phrase of this ordinance is held to be invalid
2 or unconstitutional by any court of competent jurisdiction, then said holding shall in no
3 way affect the validity of the remaining portions of this ordinance.

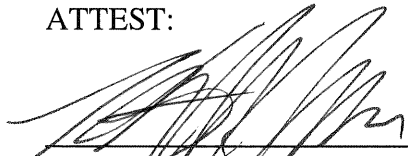
4 **Section 6.** All ordinances, or parts of ordinances, in conflict herewith are to the extent of
5 such conflict hereby repealed, except as stated in this ordinance.

6 **Section 7.** This ordinance shall become effective immediately upon final adoption.


7
8 **PASSED AND ADOPTED** this 22nd day of June, 1998.

9
10 
11 _____
12 PAULA M. DeLANEY
13 MAYOR
14

15
16 ATTEST:

17 
18 _____
19 KURT M. LANNON
20 CLERK OF THE COMMISSION
21

Approved as to form and legality

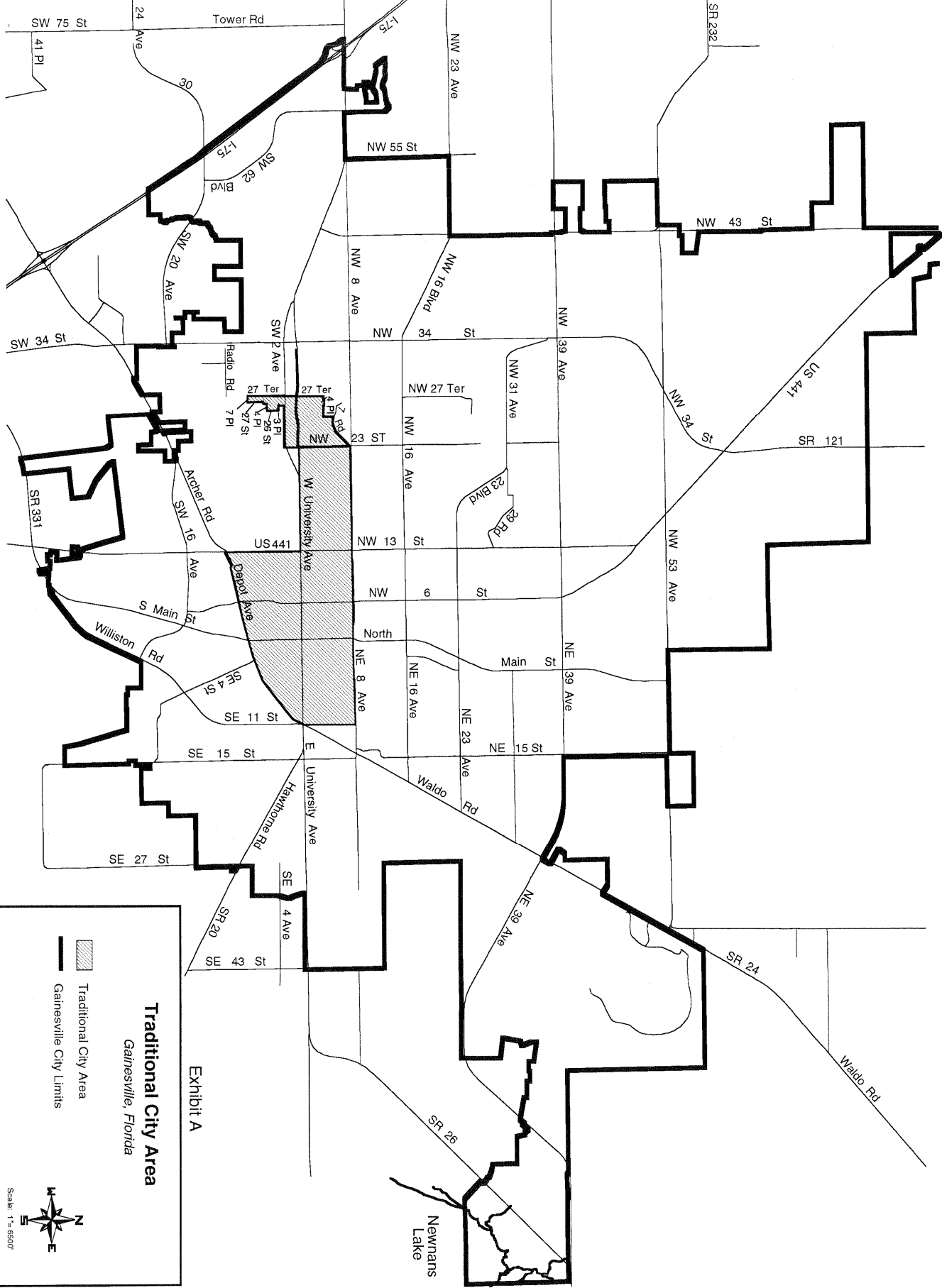
22 
23 _____
24 MARION J. RADSON
25 CITY ATTORNEY
26

JUN 25 1998

22 This Ordinance passed on first reading this 26th day of May, 1998.



23 This Ordinance passed on second reading this 22nd day of June,
24 1998.


25
26 carter:ordinances:186TCH-97PB-TCA



Traditional City Area
Gainesville, Florida

Exhibit A

 Traditional City Area
 Gainesville City Limits


 Scale: 1" = 6500'

Prepared by the Dept. of Community Development
City of Gainesville, Florida, 03/13/98

1 EXHIBIT "B"

2 **Appendix A. Special Area Plans**

3

4 **Section 4. The Traditional City Area**

5 Minimum Development Standards

6

7 **(a) Purpose.** The Traditional City is established to improve the sense of place and
8 community; improve the environment for businesses, including smaller, locally-owned
9 businesses; support a healthy economy by providing a vibrant mix of commercial, office,
10 retail and residential uses in close proximity; reduce crime by encouraging a 24-hour mix
11 of uses and a significant number of pedestrians; strike a balance between the needs of the
12 car and pedestrian by creating a pleasant ambiance and interesting people-scaled features,
13 and make the pedestrian feel safe and inconvenienced; increase transit viability; and
14 improve independence of people without access to a car. (see figures 1 & 1A). The
15 standards are designed to make Gainesville a more vibrant, livable place, and increase
16 citizen pride in its development and downtown. The standards are designed to establish
17 an important engine in job creation, a strengthened tax base, and an incubator for new,
18 entrepreneurial, locally-owned businesses and entry-level job opportunities. The
19 standards are also intended to protect the property values of nearby residential areas.

20

21 **(b) Effect of Classification.** The Traditional City standards are an overlay zoning
22 district. They shall operate in conjunction with any underlying zoning district in the
23 subject area. The regulations of the underlying zoning district, and all other applicable
24 regulations, remain in effect and are further regulated by the Traditional City standards.
25 If provisions of the Traditional City standards conflict with the underlying zoning, the
26 provisions of the Traditional City standards shall prevail.

27

28 **(c) Annual Evaluation.** The City Plan Board shall conduct an evaluation of these
29 standards on an annual basis.

30

31 **(d) Exceptions.** Exceptions to these standards can be granted by the appropriate
32 reviewing board, city manager or designee, upon a finding that either of the following
33 criteria are met:

34

- 35 1. The proposed construction is consistent with the overall intent of these
36 minimum development standards; or
 - 37 2. The applicant proves an undue hardship, owing to conditions peculiar to the
38 land or structure and not the result of the action of the applicant, would result
39 from strict adherence to these standards.
- 40

41 In addition to the exceptions that may be granted above, exceptions to the *build-to line*
42 may be granted if the proposed construction includes an existing structure which has been
43 designated as an historic property, or has historic significance because it is potentially
44 eligible for listing on the national or local register, and maintaining a view of the existing
45 historic structure is in the public interest.

1
2
3 **(e) Right to Appeal.**
4

- 5 1. Any person aggrieved by a decision rendered by the appropriate reviewing
6 board, city manager or designee, may appeal the decision to the City
7 Commission within 14 days from the date the decision by the appropriate
8 reviewing board, city manager or designee, is reduced to writing and served by
9 certified mail, return receipt requested, to such person. The appeal shall be
10 made by filing a written notice of appeal within the above-proscribed time
11 period with the Community Development Department. The notice shall set
12 forth concisely the decision under appeal and the reasons or grounds for the
13 appeal.
14
- 15 2. The Community Development Department shall prepare the appeal for the City
16 Commission. The appeal shall be de novo and shall be heard by the City
17 Commission at its next regular meeting, provided at least 14 days have
18 intervened between the time of the filing of the notice of appeal and the date of
19 such meeting. The City Commission shall consider evidence and testimony
20 placed before it, and shall render its decision promptly. The City Commission
21 may affirm, amend or reverse the decision of the appropriate reviewing board,
22 city manager or designee, based on competent, substantial evidence. The
23 decision by the City Commission shall be reduced to writing and shall constitute
24 final administrative review. Appeals from decisions of the City Commission
25 may be made to the courts as provided by law.
26

27 **(f) Definitions.**
28

29 *Adjacent.* Property that physically abuts the subject property on the same side of the
30 street.
31

32 *Arcade.* An exterior covered passageway along a building facade open to the street
33 frontage. (see figures 2 & 2A)
34

35 *Build-to line.* The line at which construction of a building facade is to occur on a lot. A
36 build-to line runs parallel to the front property line and is established to create an even (or
37 more or less even) building facade line on a street.
38

39 *Civic or civic use.* Administrative and legislative government offices, schools, postal
40 facilities, cultural facilities (such as libraries and museums), places of religious assembly,
41 meeting halls, child care centers, clubhouses, bandshells, pavilions, and the like.
42

43 *Facade.* The principal face, front elevation, or vertical surface of a building which is set
44 along a frontage.
45

1 *Formal landscaping.* Street trees or shrubs, sometimes placed in tree grates, brick-paved
2 sidewalks, planters, or distinctive screening walls, that form an aligned street wall parallel
3 to the street. This tree arrangement forms an intimate, comfortable, dignified public place
4 along a corridor. The arrangement is often useful to visually “narrow down” a corridor
5 when facing buildings on a street are set too far apart or are of insufficient height to
6 establish the preferred street width to building height ratio of 1:1 to 3:1. (see Figure 3)

7
8 *Freestanding retail.* A retail building in which the entire building is used by a single
9 retailer. A single- rather than mixed-use retail building. Retail shall not include
10 entertainment activities.

11
12 *Frontage.* That side of a lot abutting a street right-of-way. When a lot abuts more than
13 one street, it is that side that abuts the more primary street or the street designed for the
14 highest pedestrian volume. For a corner lot, all sides abutting a street shall be considered
15 frontage.

16
17 *Glazed area.* Combined geometric surface area of fixed or operable window units,
18 storefront windows and glass doors. Glazed area does not include glass block.

19
20 *Main entrance.* That entrance of the building which is most architecturally prominent
21 and contains operable doors.

22
23 *Mechanical equipment.* A heating, ventilation, or air conditioning unit placed outside of
24 a building.

25
26 *Parapet.* A low, solid, protective screening or decorative wall; often used around a
27 balcony or balconet, or along the edge of a roof. (see Figure 4)

28
29 *Parking structure.* A multi-story structure containing vehicle parking. Does not include
30 a single-level parking area, commonly known as a “surface parking lot.”

31
32 *Pedestrian-style/scale or people-scaled.* The establishment of appropriate proportions for
33 building mass and features in relation to pedestrians and the surrounding context.

34
35 *Pilaster.* A rectangular or round column or shallow pier attached to a wall constructed to
36 coordinate with the style of the building. (see Figure 5)

37
38 *Rhythm.* Regularly recurring facade elements, features, or building masses.

39
40 *Screening wall.* A wall made of fieldstone, brick, stucco, wrought-iron (or equivalent to
41 wrought-iron), or a combination of these materials, excluding round industrial railing and
42 chain link. The wall shall create a visual buffer and shall be at least 25 percent solid.

43
44 *Setback.* The required minimum horizontal distance from a building structure to a street
45 or property line within which a structure may not be erected.

1
2 *Street edge.* The vertical face formed by building facades, street trees, and screening
3 walls which is aligned along a street, forming a comfortable people-scaled space.
4

5 Notes:
6

- 7 • Above-defined terms are italicized in the text for convenience.
- 8 • Drawings are illustrative only. They do not represent required designs.
9

10 **(g) Delineation of Traditional City Overlay District**
11

12 Properties adjacent on both sides of streets along the borders of the area in the Traditional
13 City overlay district are within the Traditional City. Distances from the Traditional City
14 to structures outside the Traditional City shall be measured from the outer curb or edge of
15 pavement along the Traditional City border.
16

17 **(h) Required Compliance**
18

19 All new commercial, office, *civic* and multi-family buildings and developments shall be
20 required to comply with the sections of the text labeled “standards.”
21

22 **(1) Presumptive vested rights.** Developments shall be presumptively vested
23 for the purposes of consistency with this overlay if they have filed a valid
24 application for a preliminary development order issued by the city, as specified by
25 Article VII, Division 1, prior to the effective date.
26

27 **(2) Non-conforming uses and buildings:**
28

29 **a. Continuation of use.** A nonconforming use may be continued as
30 provided in section 30-23, Non-Conforming Use, and section 30-346,
31 Non-conforming Lots, Uses or Structures.
32

33 **b. Expanding existing non-conforming uses.** A special use permit
34 may be issued for expansion of uses made non-conforming by these
35 Traditional City standards when the City Plan Board makes findings that
36 the proposed expansion is in compliance with Article VII, Division 4,
37 Special Use Permit.
38

39 In addition, no permit for expansion of a non-conforming use shall be
40 issued unless the City Plan Board makes the following findings concerning
41 the proposed expansion:
42

- 43 1. The expansion complies with the Traditional City standards, as
44 applicable;

2. Auto Dealers, Auto Service and Limited Auto Services, and Gas Service Stations shall comply with sections 30-93 and 30-94;
3. Carwashes shall comply with section 30-95;
4. Outdoor Storage shall comply with section 30-97;
5. Parking Lots, as the principal use other than structured parking or the use of existing parking lots, shall comply with section 30-114;
6. The expansion shall not reduce pedestrian safety by increasing driveway widths, adding a new driveway crossing to a sidewalk or crosswalk, or increasing the number of driveway lanes;
7. The expansion shall not increase the size of signs on the site;
8. The non-conforming use shall not be changed (except to a conforming use) as a result of the expansion;
9. The expansion shall not result in a conversion of the non-conforming use from a seasonal to a year-round operation, nor shall it result in the use expanding its hours of operation;
10. Outdoor storage areas shall not be expanded or located any closer to residential development as a result of the expansion; and
11. The proposed expansion shall not add more than 25 percent of new floor area to existing buildings on the site.

c. Change of use. A non-conforming use may only be changed to a conforming use.

d. Development, enlargement, or modification of a non-conforming building. A non-conforming building may be modified without requiring conformance with this overlay if the change would not increase the degree of non-conformity with the following standards: Build-to Line, Parking, Trash and Recycling Receptacles and Loading Docks, Sidewalks, Building Orientation, Building Wall Articulation, Mechanical Equipment, Landscaping or Lighting.

e. Exception for College Park Special Area. Only the following standards of this overlay shall apply in the College Park Special Area Plan area: Build-to line, Sidewalks, Building orientation, and Mechanical equipment.

(i) Build-to line

(1) Intent. The intent of a *build-to line* is to pull the building *facade* close to the street and streetside sidewalk. By doing so, building *facades* along a block face will be aligned to form a *street edge* that frames the public realm, while retaining sufficient width for people to walk, and sufficient space to provide a formal landscape created by street trees. (see figures 6 & 7) The *street edge* shapes the public realm to provide a sense of comfort and security for the public space. The *build-to line* prevents overly large *setbacks*. Overly large *setbacks* are

1 inconvenient and unpleasant for pedestrians. They increase walking distances
2 from the public sidewalk. They prevent the pedestrian on the public sidewalk
3 from enjoying building details and activity within the building. Similarly, overly
4 large *setbacks* contribute to sign proliferation and visual blight because a building
5 set back a large distance often needs to “shout”, with signs, at passing motorists
6 and transit users, bicyclists, and pedestrians in order to be noticed. Buildings
7 pulled up to the street sidewalk have more of a human scale, and allow for the
8 construction of canopies which create shade and shield the pedestrian from wet
9 weather.

10
11 In general, the goal of a commercial *build-to line* should be that the width of the
12 street corridor (as measured by opposing building *facades*) and the height of the
13 buildings shall be at least a ratio of 1:1 to 3:1. (The width should be no more than
14 three times the height. See Figure 8.) When the building across the street is not
15 properly pulled up to the street, the desired ratio is 1.5:1 as measured from the
16 street centerline.

17
18 **(2) Standard.** The *build-to line* (see Figure 9) shall be that which achieves
19 the above-stated intent, as determined by the appropriate reviewing board, city
20 manager or designee, and shall apply even if the *facade* faces a street outside of
21 the overlay affected area. Building walls along a street that are not within the
22 overlay affected area that are entirely more than 250 feet from the Traditional City
23 shall be exempt from the Build-to Line standard. If a portion of the wall along a
24 street is within 250 feet, all of the wall is affected by the standard. In most
25 instances, the *build-to line* shall be 20 feet from the curb or edge of pavement for
26 at least 70 percent of the building *facade*. Factors to be considered for variations
27 to this *build-to line* shall be as follows:

- 28
29 • When considering a closer *build-to line*, the building *facade* shall, in most
30 instances, be no closer than 14 feet from the curb or edge of pavement along
31 an arterial, 12 feet along a collector, and 11 feet along a local street, in order to
32 leave space for adequate sidewalks and tree strips (see Map A).
33
- 34 • When the proposed building is *adjacent* to existing buildings on an abutting
35 property the *facade* shall, in most instances, be built at the *facade* of the
36 *adjacent* building closest to the street, or at the 20-foot *build-to line*,
37 whichever is closer to the street. (see Figure 10)
38
- 39 • The appropriate reviewing board, city manager or designee can approve a
40 *facade* closer to the curb or edge of pavement than the previously listed
41 distances so that a consistent *street edge* of *adjacent* buildings can be
42 maintained.
43

- 1 • Buildings on corner lots or buildings on more than one street *frontage* shall, in
2 most instances, have the 20-foot *build-to line* requirement on the more
3 primary street *frontage* area.
- 4
- 5 • Buildings may have a *build-to line* that exceeds (is deeper than) the above
6 requirement in order to create a courtyard or outdoor sidewalk cafe, if a
7 *screening wall* 3 feet to 4 feet in height is provided at the required *build-to*
8 *line*.
- 9
- 10 • Places of religious assembly and other *civic* buildings may have a build-to line
11 up to 60 feet to allow congregational/assembly/open space, as long as at least
12 50 percent of the building *facade* is built at the required 20-foot *build-to line*.
- 13
- 14 • The appropriate reviewing board, city manager or designee may approve a
15 greater *build-to line* (farther from the street) than the required *build-to line*
16 when site constraints such as significant tree features, or significant design
17 features warrant it. If such approval by the appropriate reviewing board, city
18 manager or designee is granted, the front yard area must be landscaped to
19 provide shade for pedestrians with tree plantings and to establish the *street*
20 *edge* articulation.
- 21
- 22 • The standards described in this subsection shall supersede any landscape
23 buffer width requirements found in Article VIII of the Land Development
24 Code for *frontage* areas, except in front of surface parking lots.
- 25

26 Stoops, stairs, chimneys, and bay windows are allowed to extend beyond the
27 *build-to line* as long as they do not exceed more than 25 percent of the front
28 *facade*. Open porches, projecting signs, balconies, *arcades*, awnings and outdoor
29 cafes may also extend beyond the *build-to line*. However, at least 5 feet of
30 unobstructed sidewalk width and room for any required tree strip must be
31 retained.

32

33 **(j) Parking.**

34

35 **(1) Intent.** Parking is one component of the successful commercial area, but
36 should not dominate the streetscape, degrade the public realm, or excessively
37 inconvenience pedestrians or transit users in the Traditional City. A good
38 pedestrian environment is important competitive leverage for the Traditional City
39 over other commercial areas. Parking areas located in front of buildings are
40 inconvenient and unpleasant for pedestrians. They significantly increase walking
41 distances from the public sidewalk. They create hot expanses of asphalt, prevent
42 the pedestrian on the public sidewalk from enjoying building details and activity
43 within the building, and increase safety problems since pedestrians must dodge
44 cars in the parking area. In addition, they prevent the building from contributing
45 to an intimate, comfortable *street edge*. Buildings pulled up to the street without

1 intervening parking area have more of a human scale. A larger curb turning
2 radius at a parking area ingress and egress point allows vehicles to negotiate a turn
3 rapidly, whereas a smaller radius forces a vehicle to slow down.
4

5 **(2) Standard.**

6 a. No motor vehicle parking is required. All motor vehicle parking,
7 except for single-family residential dwellings, shall be located in the rear
8 or interior side of the building, or both. (see figures 11, 11A, 11B, & 14).
9 No parking is allowed between the *build-to line* and the front property line,
10 except that structured parking may be allowed in front if retail or office
11 uses are provided on the first floor abutting all public streets and
12 sidewalks. (see Figure 12) However, driveway entrances and exits to
13 parking areas shall be allowed on the front side of the building. No
14 parking lot areas shall extend for a width of more than 70 feet along any
15 street *frontage*, without a building, outdoor cafe, or other *pedestrian scale*
16 amenities interrupting the parking streetscape. Parking areas shall not abut
17 the more primary street intersection (see Figure 13), or occupy lots which
18 terminate a street vista.
19

20 b. When a parking area is adjacent to a street, it shall be buffered with
21 a *screening wall* 3 feet to 4 feet in height in order to enclose the portion of
22 the parking exposed at the front yard. (see Figure 15) Alternatively,
23 landscaping 3 to 4 feet high may be used if it adequately defines the street
24 corridor and screens the parking area with at least 75 percent opacity.
25 However, such walls or landscaping must be broken up at intervals no
26 greater than 50 feet to allow pedestrian access. Chain link fences are not
27 permitted along a parking area or between buildings.
28

29 c. No parking area shall be larger than 1.5 acres in first floor area
30 unless divided by a street or building. In no case shall parking areas use
31 more than 50 percent of the site. The minimum number of motor vehicle
32 parking spaces required by section 30-332 is the maximum number
33 allowed. However, there shall be no limit on the number of parking
34 spaces in *parking structures*.
35

36 d. The Central City District Parking Exempt Area shall not apply to
37 bicycle parking in the Traditional City. Instead, bicycle parking spaces
38 shall be installed as called for by section 30-332 (a)-(d). Such parking
39 may encroach into the public right-of-way or beyond the *build-to line* as
40 long as at least 5 feet of unobstructed sidewalk width and any required tree
41 strip is retained. Bicycle parking requirements may be waived if public
42 bicycle parking exists to serve the use.
43
44

45 **(k) Trash and recycling receptacles, and loading docks.**

1
2 (1) **Intent.** Trash and recycling receptacles, grease containers, and loading
3 docks typically provide an unsightly appearance and odor problem. Improperly
4 located and screened receptacles and docks can cause noise problems for nearby
5 land uses when receptacles and packages are being loaded or unloaded.
6 Therefore, they should be located as far from public sidewalks as possible and
7 screened from view.
8

9 (2) **Standard.** All solid waste, recycling, and yard trash containers (except
10 litter containers), grease containers, and loading docks shall be located in parking
11 areas or in a location remote from the streetside sidewalk. When in a parking
12 area, solid waste, recycling, and yard trash containers (except litter containers),
13 grease containers, and loading docks shall be located in that portion of the parking
14 area furthest from the streetside sidewalk, or at least 20 feet from a streetside
15 sidewalk. (see figures 16 & 16A) Solid waste, recycling, and yard trash
16 containers (except litter containers), grease containers, and loading docks shall be
17 screened to minimize sound to and visibility from abutting streets or residences.
18

19 (I) **Sidewalks.**
20

21 (1) **Intent.** Sidewalks, when properly designed and maintained, provide the
22 pedestrian with a pleasant, safe, and convenient place to walk, and mitigate traffic
23 impacts by making the area more walkable. They are therefore an important
24 public space in the Traditional City. Sidewalks which are too narrow are
25 inconvenient, especially in areas with large volumes of pedestrians, for
26 pedestrians walking side-by-side (which requires a minimum sidewalk width of 5
27 feet unobstructed), and for people using wheelchairs. In addition, sidewalks that
28 are too curvilinear or that wrap around large block faces are an impediment to
29 pedestrian convenience.
30

31 (2) **Standard.**

32 a. All buildings or developments must provide sidewalks along the
33 *street edge(s)* of their property. Sidewalks shall be placed to align with
34 existing sidewalks. Sidewalk connections from the principal building to
35 the public sidewalk must be provided, and be aligned to minimize walking
36 distance. Curvilinear sidewalks are not allowed unless they are necessary
37 to avoid significant trees, stormwater basins, or topography, as determined
38 by the appropriate reviewing board, city manager or designee.
39

40 b. The maximum length of a block face shall be 480 feet, unless
41 shortened with cross-access sidewalks, *arcades* or alleys, so that the face is
42 no more than 480 feet.
43
44
45

c. Minimum sidewalk widths:

| Street Classification | Multi-Family Residential/ Industrial | Commercial/ Institutional/Office/ Mixed Use |
|-----------------------|--------------------------------------|---|
| Local | 6 feet | 7 feet |
| Collector | 7 feet | 8 feet |
| Arterial | 7 feet | 10 feet |

The minimum unobstructed width shall be 2 feet less than the required sidewalk width, as long as at least 5 feet of unobstructed width is retained. At transit stops, the minimum width is 8 feet of unobstructed width. Minimum width for a tree strip shall be 4 feet, or such other width as may be adequate for tree placement, unless the tree strip requirement is waived by the appropriate reviewing board, city manager or designee.

d. In order to maintain a consistent *street edge of adjacent* buildings, the appropriate reviewing board, city manager or designee may modify the required sidewalk width and the tree strip width in order to achieve the above-stated intent. In areas where a sidewalk pattern as to materials and width has been adopted, the appropriate reviewing board, city manager or designee can allow the pattern to be continued by each new development. If the sidewalks installed are less than the minimums provided above, sufficient space shall be provided in order for these minimum sidewalk widths to be added in the future.

(m) **Building orientation.**

(1) **Intent.** A successful commercial district must have vital streetfronts. Neighborhoods with lively streetfronts become the healthiest for business. Streetfront entrances provide convenience for customers and residents by minimizing walking distances from public sidewalks and nearby buildings. Rear or side entrances, or entrances oriented toward a parking lot, when no streetfront entrance is available, make travel highly inconvenient for pedestrians and transit users, cuts the building off from street life, “turns the building’s back” to the public realm, and hides architectural character from public view. When a building is located at an intersection, the most convenient entrance is usually abutting the public sidewalks at the corner of the intersection.

(2) **Standard.** The *main entrance* of buildings shall be on the first floor on the more primary street, even if the more primary street is outside of the overlay affected area. The Building Orientation standard applies if a portion of the wall along the more primary street outside of the overlay affected area is within 250

1 feet of the overlay affected area. The *main entrance* shall not be oriented toward a
2 parking lot. Direct access to the building shall be provided from the street (see
3 Figure 17). Buildings on a corner lot or a lot fronting on two streets shall place
4 the *main entrance* on the more primary street, even if the more primary street is
5 outside of the overlay affected area (either street if they are similar) or at the
6 corner of the intersection. This standard does not preclude additional rear or side
7 entrances facing parking areas.

8
9
10 **(n) Building wall articulation.**

11
12 **(1) Intent.** All buildings and development shall be designed to provide
13 streetfront vitality. Long expanses of blank walls tend to be monotonous.
14 Windows attract pedestrians, who act as a security system for the business. Like
15 the *build-to line*, windows put “eyes on the street,” which establishes citizen
16 surveillance of the streetside sidewalk. Buildings without relief and interest tend
17 to create a “massive scale”, and make the public realm impersonal.

18
19 **(2) Standard.**

20 a. No more than 20 feet of horizontal distance of wall shall be
21 provided without articulation or architectural relief for building walls
22 facing the street, even if the building wall faces a street outside of the
23 overlay affected area, but only if this street is more primary. Building
24 walls along a street that is not within the overlay affected area and that are
25 entirely more than 250 feet from the Traditional City shall be exempt from
26 the Building Wall Articulation standard. If a portion of the wall along a
27 street is within 250 feet, all of the wall is affected by the standard. Walls
28 along rear or side service areas or parking may be exempted by the
29 appropriate reviewing board, city manager or designee. Building wall
30 articulation or architectural relief can include, but is not limited to
31 *pilasters*, windows, pedestrian entrances, *arcades*, awnings, shutters and
32 canopies, or other types of building massing that modulates the building
33 mass or surface texture. Building wall articulation shall maintain a
34 distinction between the street-level story and upper stories.

35
36 b. Development shall generally maintain the *rhythm* established by
37 the repetition of *facade* elements. The relationship of the new building’s
38 width to its height, particularly in lower floor bays, should be similar, if
39 possible, to buildings in the same block face. (see figures 18 & 18A)
40 Traditional, established breaks that occur between buildings, such as
41 alleys, should not be eliminated.

42
43 c. Building walls facing the more primary street shall have non-
44 reflective, transparent windows or *glazed area* covering at least 30 percent
45 of the surface at pedestrian level (between 3 feet above grade and 8 feet

1 above grade) on the first floor, even if the wall faces a street outside of the
2 overlay affected area. Operable entrance doors shall be excluded from the
3 calculation of total *facade* surface area. Windows or *glazed areas* facing a
4 sidewalk on the first story of a commercial building shall use glass which
5 is at least 80 percent transparent. Building walls along a street that is not
6 within the overlay affected area and that are entirely more than 250 feet
7 from the Traditional City shall be exempt from the Building Wall
8 Articulation standard. If a portion of the wall along a street is within 250
9 feet, all of the wall is affected by the standard.

10
11
12 (o) **Mechanical equipment.**

13
14 (1) **Intent.** *Mechanical equipment*, when improperly located on a site or
15 improperly screened, can contribute to noise problems and create visual blight.

16
17 (2) **Standard.** All *mechanical equipment* must be placed on the roof, in the
18 rear or side of the building, or otherwise visually screened from the street. In no
19 case shall *mechanical equipment* be allowed along street *frontage(s)*. (see Figure
20 19) *Mechanical equipment* on the roof shall be screened from abutting streets
21 with *parapets* or other types of visual screening.
22

23
24 (p) **Landscaping.**

25
26 (1) **Intent.** In the Traditional City area, landscaping should be used both to
27 soften the “hardness” of the urban area for the pedestrian, and make the pedestrian
28 feel more comfortable by providing shade, reducing glare and helping to form
29 public spaces, “outdoor rooms,” and street corridor edges. Such formality of
30 landscaping adds dignity to the Traditional City area.
31

32 (2) **Standard.**

33
34 a. When installed, landscaping fronting on a street must be aligned to
35 provide a pleasant pedestrian atmosphere. Landscaping *adjacent* to
36 existing and proposed street sidewalks must be *formal landscaping* and
37 include shade trees and hedges that help to frame and define the public
38 space. When installed, large shade street trees reaching at least 40 feet in
39 height at maturity must be planted at no more than 40-foot intervals along
40 streets.

41
42 b. For commercial development, the spacing shall be designed to
43 avoid obscuring entrances and building signs.
44
45

1 (q) **Lighting.**

2
3 (1) **Intent.** Appropriate lighting can enhance the intimate, pleasant, romantic
4 character the City seeks to promote in the Traditional City area. Lighting
5 designed for cars tends not to be human-scaled and detracts from a pleasant
6 ambiance. Lights on tall structures cause light pollution by casting light into areas
7 not needed by pedestrians. In addition, the lights present a poor, bleached out
8 atmosphere as the pedestrian views an area from afar, and hides the nighttime sky
9 completely.

10
11 (2) **Standard.** Lighting, if installed, shall be *pedestrian-style* lighting along
12 all sidewalks and around bicycle parking areas. If lighting is installed, structures
13 must be no more than 20 feet high in pedestrian-oriented and parking areas and no
14 more than 30 feet high if they are street lights. (see Figure 20).

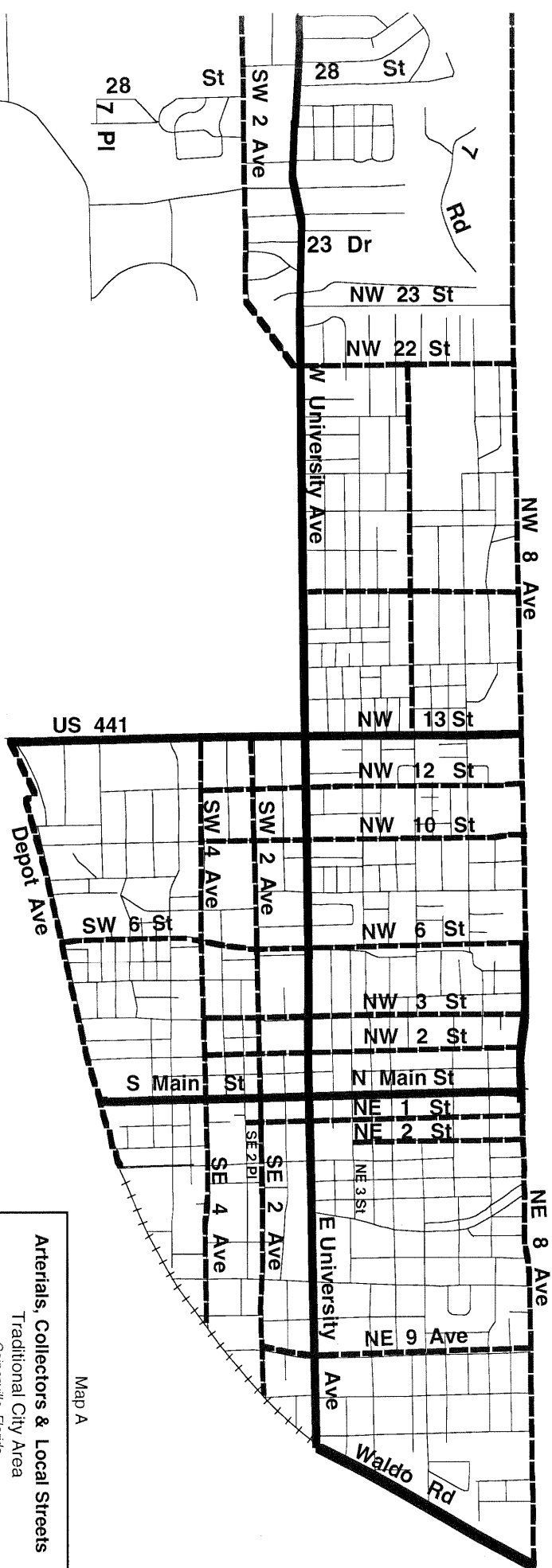
15
16 Building, wall, and freestanding exterior lighting fixtures shall be directed
17 downward in order to reduce glare onto *adjacent* properties and streets.

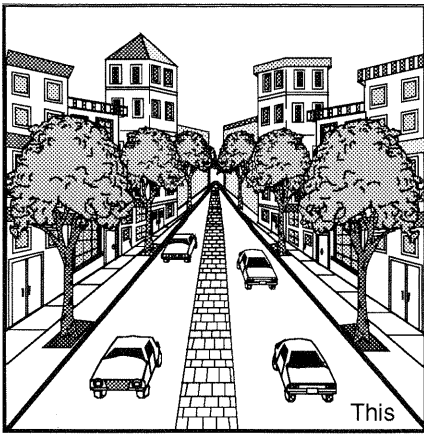
18
19
20 (r) **Prohibited Uses.**

21
22 (1) **Intent.** Certain uses decrease streetfront vitality, and are so exclusively
23 oriented toward or designed to attract motor vehicles, that they contribute to visual
24 blight, and lack of human scale for a traditional area. As a result, such uses are
25 not compatible with the Traditional City area.

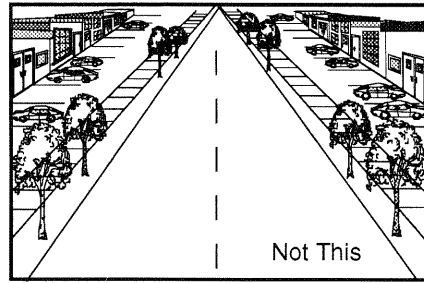
26
27 (2) **Standard.** The following uses are prohibited:

- 28
29 • Auto Dealers, Auto Service and Limited Auto Services (IN-5511, MG-
30 753)
31 • Carwashes (IN-7542)
32 • Gas Service Stations (IN-5541)
33 • Parking Lots as the principal use, other than structured parking (IN-
34 7521). Any existing surface parking lot may continue, and any
35 existing accessory surface parking lot may be converted to principal
36 use.
37 • Outdoor Storage as the principle use
38 • *Freestanding Retail* greater than 30,000 square feet in first floor area.
39
40

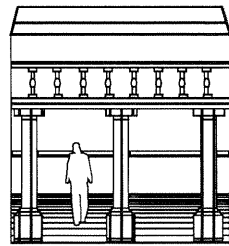




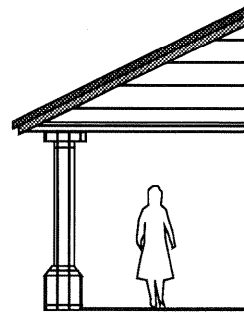
#1 The Traditional City



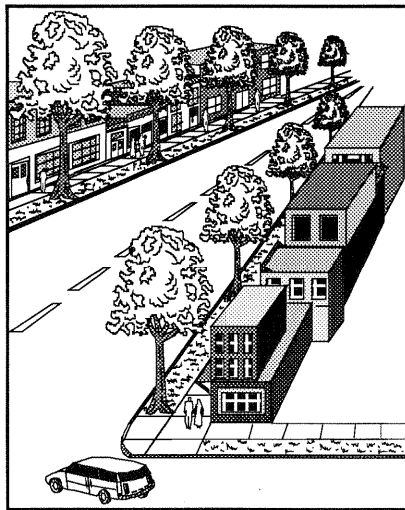
#1A The Traditional City



#2 Arcade front view



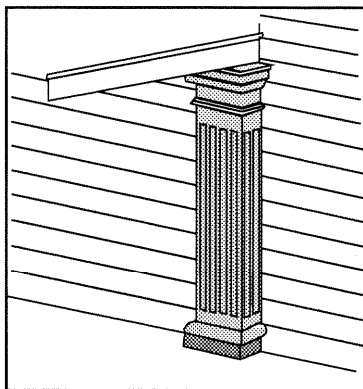
#2A Arcade side view



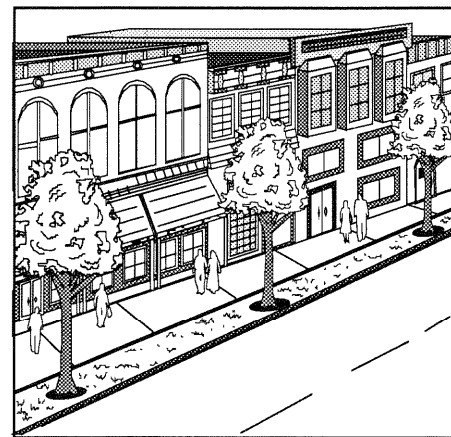
#3 Formal landscaping



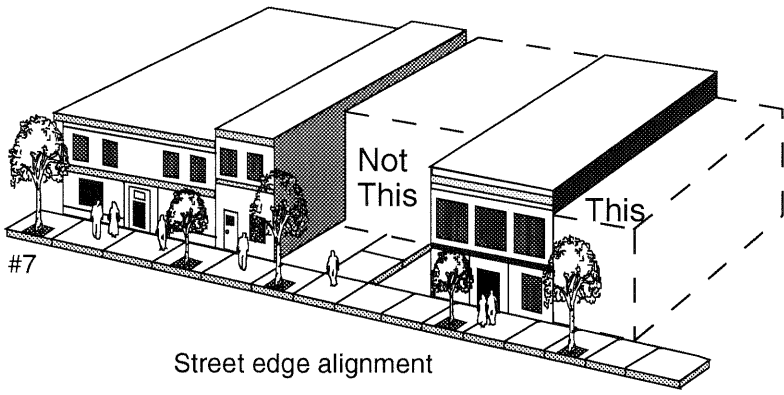
#4 Parapet



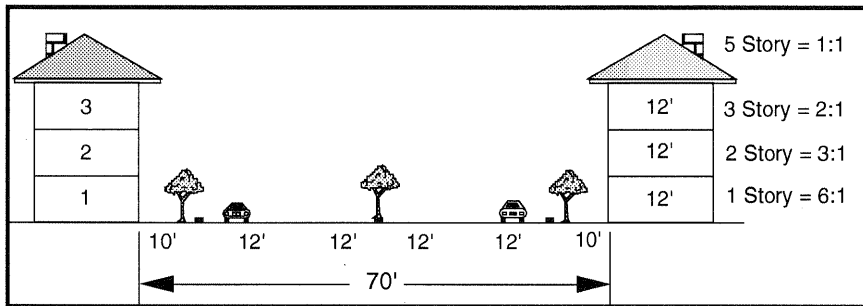
#5 Pilaster



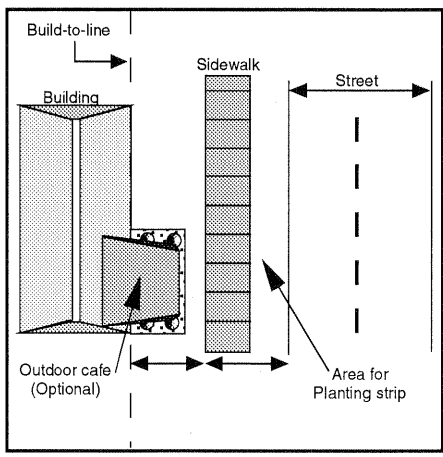
#6 Building facades pulled up to sidewalk



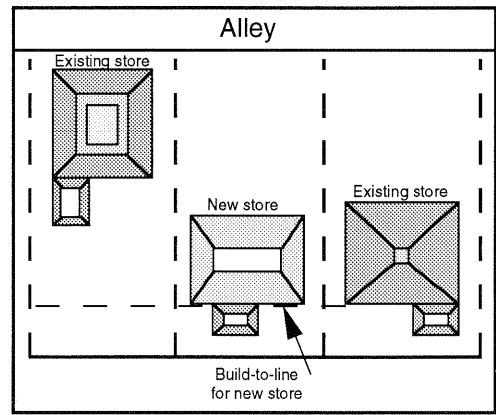
#7 Street edge alignment



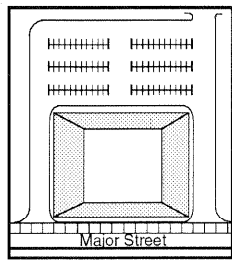
#8 Width-to-height ratio



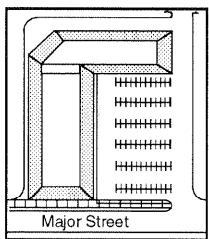
#9 Build-to-line



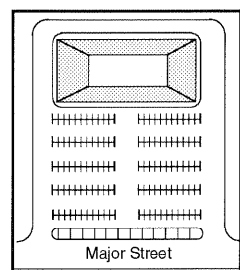
#10 Build-to-line with adjacent buildings



#11 This

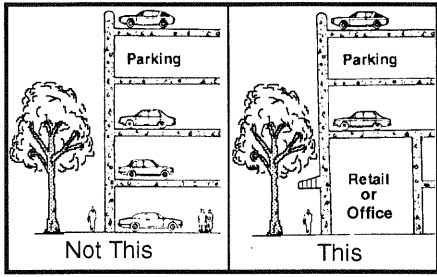


#11A This

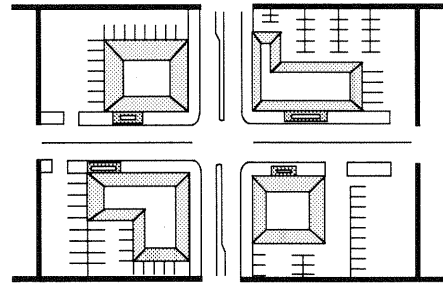


#11B Not This

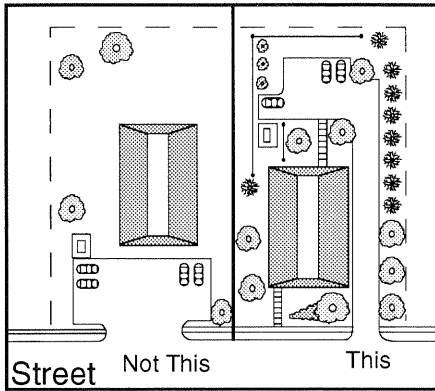
Commercial parking location



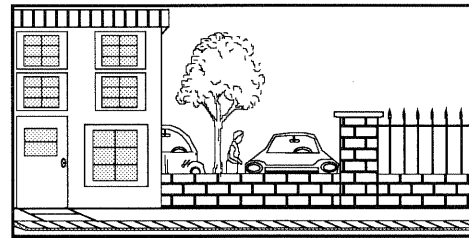
#12 Structured Parking



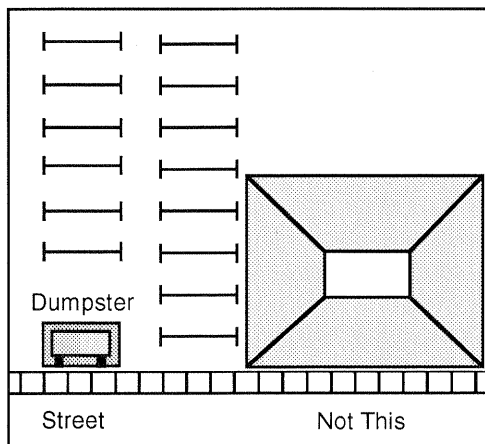
#13 Buildings, not parking abut intersection



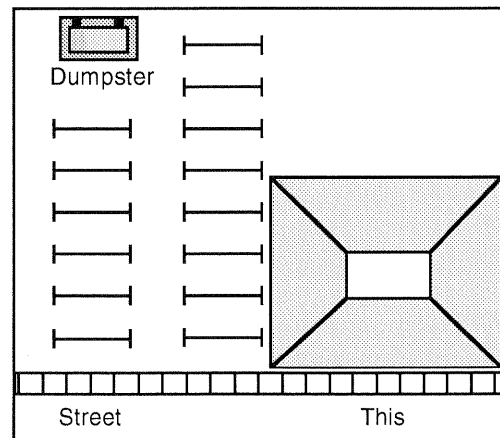
#14 Parking lot location



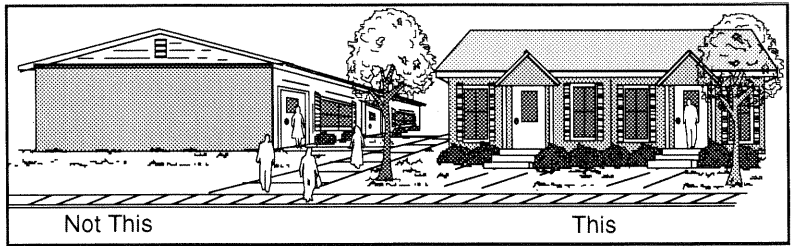
#15 Screening wall



#16 Dumpster location



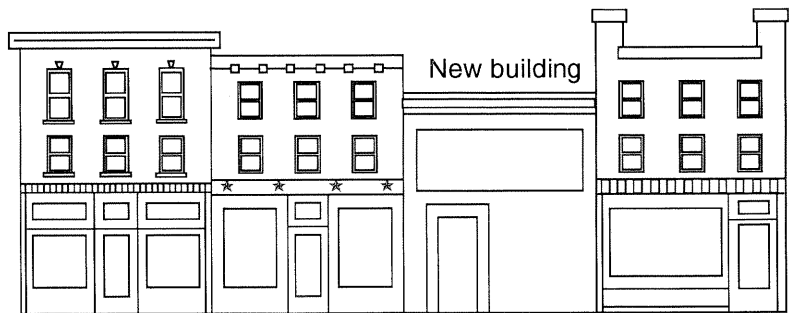
#16A Dumpster location



#17 Main entrance orientation



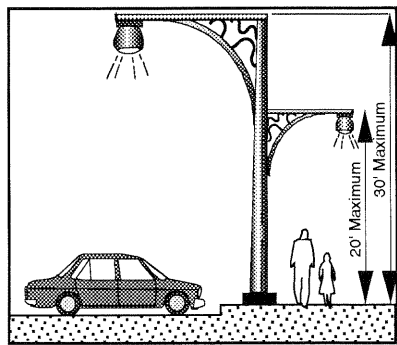
#18 This Commercial rhythms



#18A Not This Commercial rhythms



#19 Inappropriate front location for mechanical equipment



#20 Street and pedestrian lighting maximums