City of

Gainesville

City Outdoor Lighting Summary
February 5, 2021

The City's Outdoor Lighting ordinance has been through several modifications: 2002, 2012 and 2014.

2002: City Commission approved Petition 147TCH-00-PB : Pedestrian Lighting was addressed

The current ordinance Sec. 30-6.12 reflects the following intent:

- **Protect and promote the public health, safety, and welfare;**
- **Promote safety and security in vehicular use areas and pedestrian walkways;**
- **Protect adjacent properties, the environment, and the night sky from adverse lighting impacts such as light pollution, light trespass, glare, excessive lighting, and offensive light sources;**
- **Promote energy and resource efficient lighting; and**
- **Encourages the use of crime prevention through environmental design (CPTED) fundamentals in new developments and the design and installation of lighting.**

2012: Petition PB-12-40 TCH : Addressed general site lighting, lighting intensities and Parking Structures. Touched on some pedestrian related concerns within parking structures

2014: Petition PB-14-122 TCH: A more comprehensive revision that addresses multiple elements of outdoor lighting including pedestrian lighting and mandatory use of LED lights.

Department of Sustainable Development ***Prepared by Lawrence Calderon***

Legistar # 200737.

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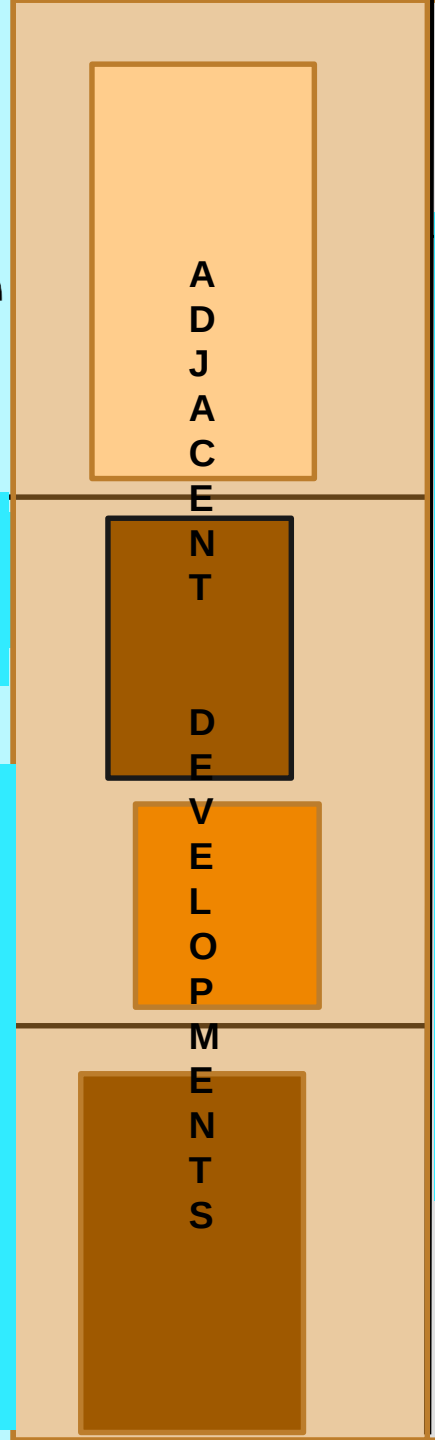
The current Outdoor Lighting ordinance only addressed individual site lighting. The adjacent right-of-way lighting is EXEMPT.

LDR addresses Pedestrian Lighting as follows:

Building Entrances, Exterior and Site Security:
Stairways:
Ramps:
Main Walkways, dumpsters:
Site accessory structures:
Pedestrian Entrances/Exits:
Vehicular Use Areas:



Building Entrances, Exterior and Site Security: 5.0fc.; Uniformity Ratio: 6:1; Maximum Uniformity Ratio: 10:1

Stairways: 10.0 fc.

Ramps: 2.0 fc.

Main Walkways, dumpsters: 1.0 fc.

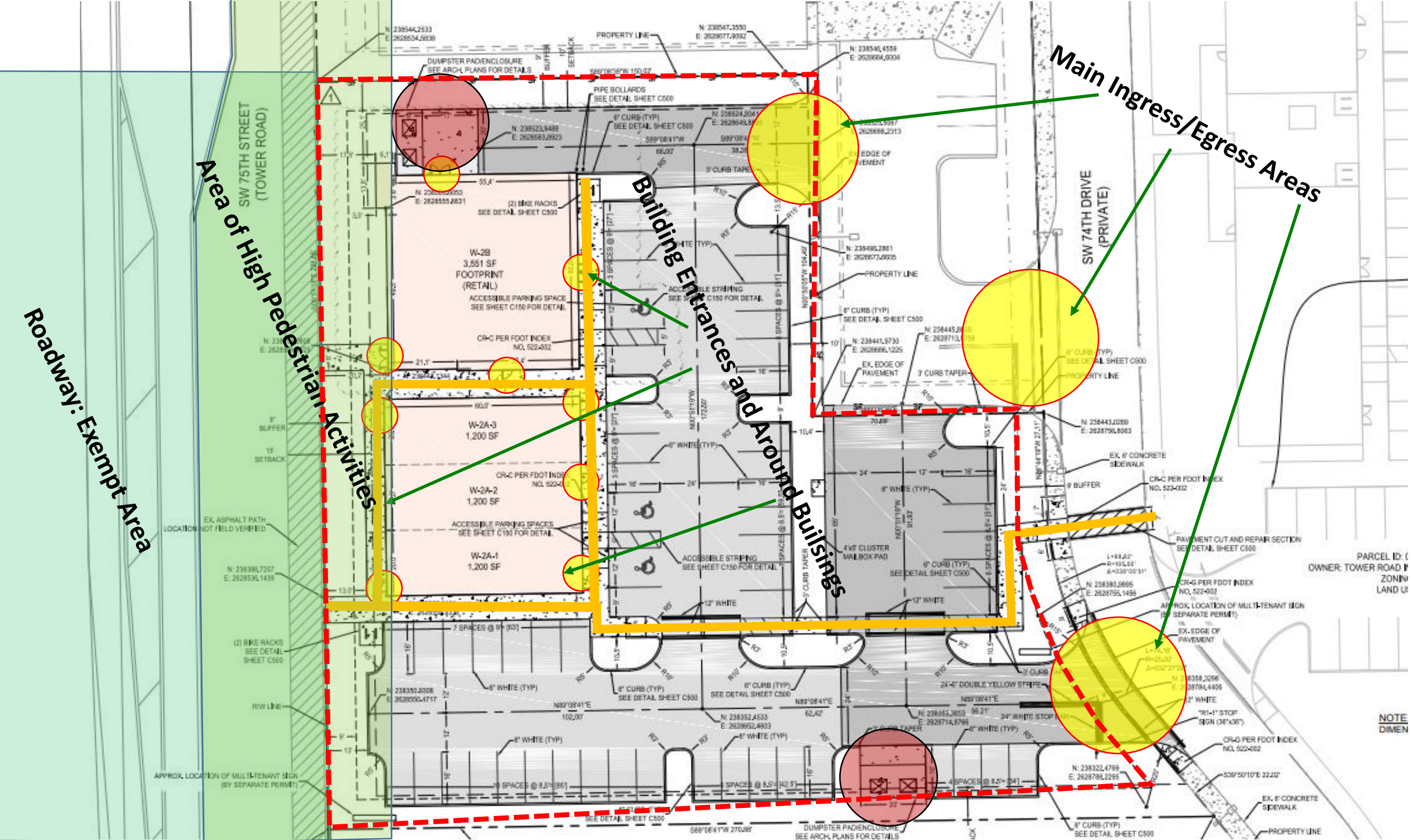
Site accessory structures:1.0 fc.

Pedestrian Entrances/Exits: 5.0 fc.

Vehicular Use Areas:2.5 fc.


Airport 25 – 40 fc.


Gym 40 – 55 fc.


Roadway: Exempt Area
Area of High Pedestrian Activities
Building Entrances and Around Buisings
Main Ingress/Egress Areas
SW 75TH STREET (TOWER ROAD)
SW 74TH DRIVE (PRIVATE)
W-2B 3,551 SF FOOTPRINT (RETAIL)
W-2A-3 1,200 SF
W-2A-2 1,200 SF
W-2A-1 1,200 SF
PROPERTY LINE
EX. EDGE OF PAVEMENT
EX. 6' CONCRETE SIDEWALK
6" CURB (TYP) SEE DETAIL SHEET C500
ACCESSIBLE PARKING SPACE SEE SHEET C150 FOR DETAIL
ACCESSIBLE STRIPING SEE SHEET C150 FOR DETAIL
(2) BIKE RACKS SEE DETAIL SHEET C500
DUMPSTER PAD/ENCLOSURE SEE ARCH. PLANS FOR DETAILS
PIPE BOLLARDS SEE DETAIL SHEET C500
APPROX. LOCATION OF MULTI-TENANT SIGN (BY SEPARATE PERMIT)
EX. ASPHALT PATH LOCATION NOT FIELD VERIFIED
24'-6" DOUBLE YELLOW STRIPE
24" WHITE STOP BAR
"R1-1" STOP SIGN (36"x36")
PAVEMENT CUT AND REPAIR SECTION SEE DETAIL SHEET C500
4'x5' CLUSTER MAILBOX PAD
CR-C PER FDOT INDEX NO. 522-002
CR-G PER FDOT INDEX NO. 522-002
PARCEL ID:
OWNER: TOWER ROAD
ZONIN
LAND U
NOTE
DIMEN

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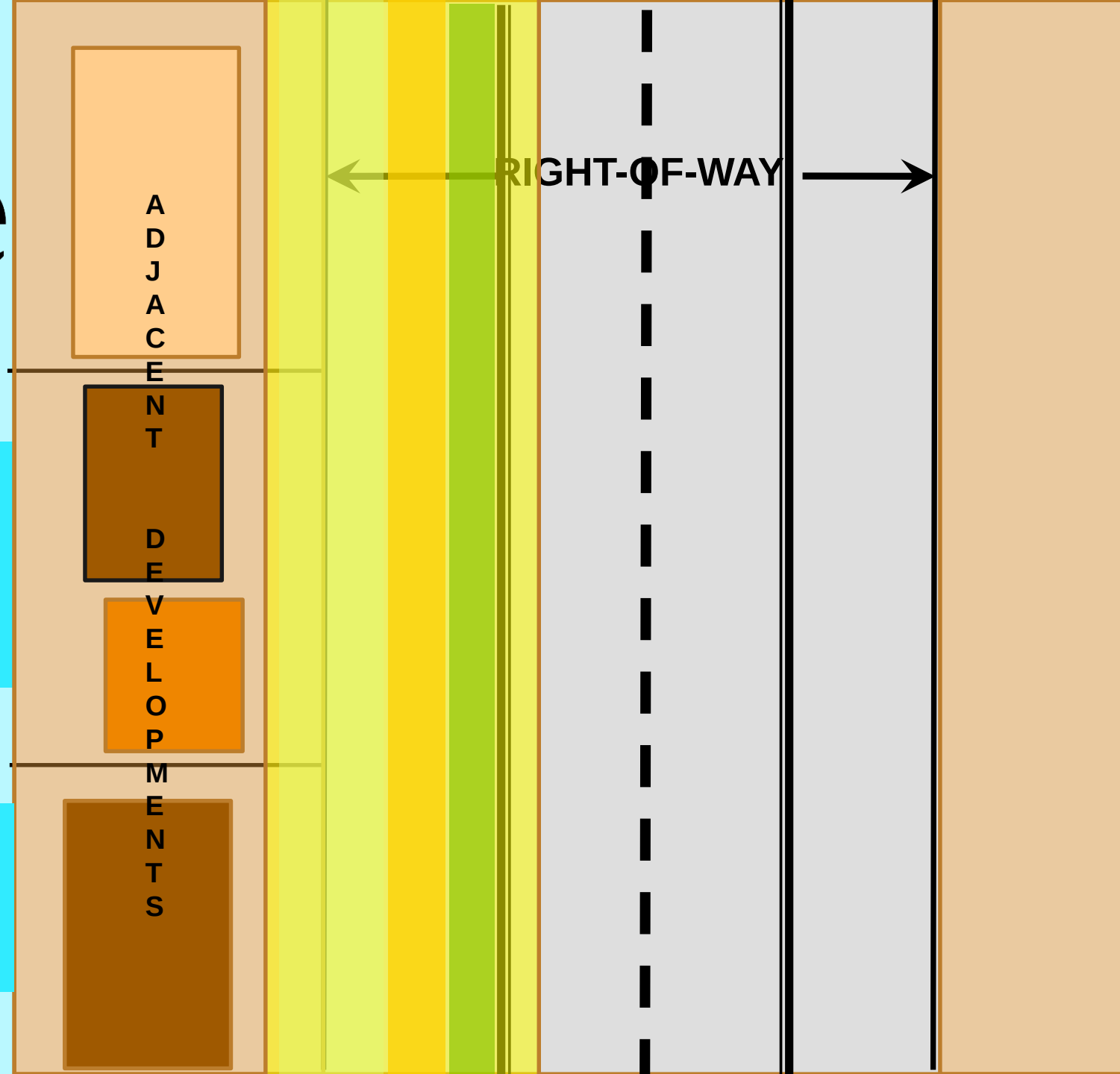
The area highlighted in Yellow is an area of high pedestrian activity which is not addressed adequately.



- Lighting of mid-block pedestrian crossings at 2.0 foot candles of average maintained *vertical* illumination should be provided when night time pedestrian activity is expected.

Rights of way with pedestrian sidewalks and/or bikeways adjacent to the roadway should first address lighting requirements for the roadway to assure it is continuously illuminated.

Additional lighting for a sidewalk or shared use path maybe necessary if it is substantially set back from the roadway, at the discretion of the responsible/maintaining agency.

Pedestrian sidewalks and/or bikeways should not be illuminated in lieu of lighting the adjacent roadway in order to avoid glare or potential lighting distractions to drivers.

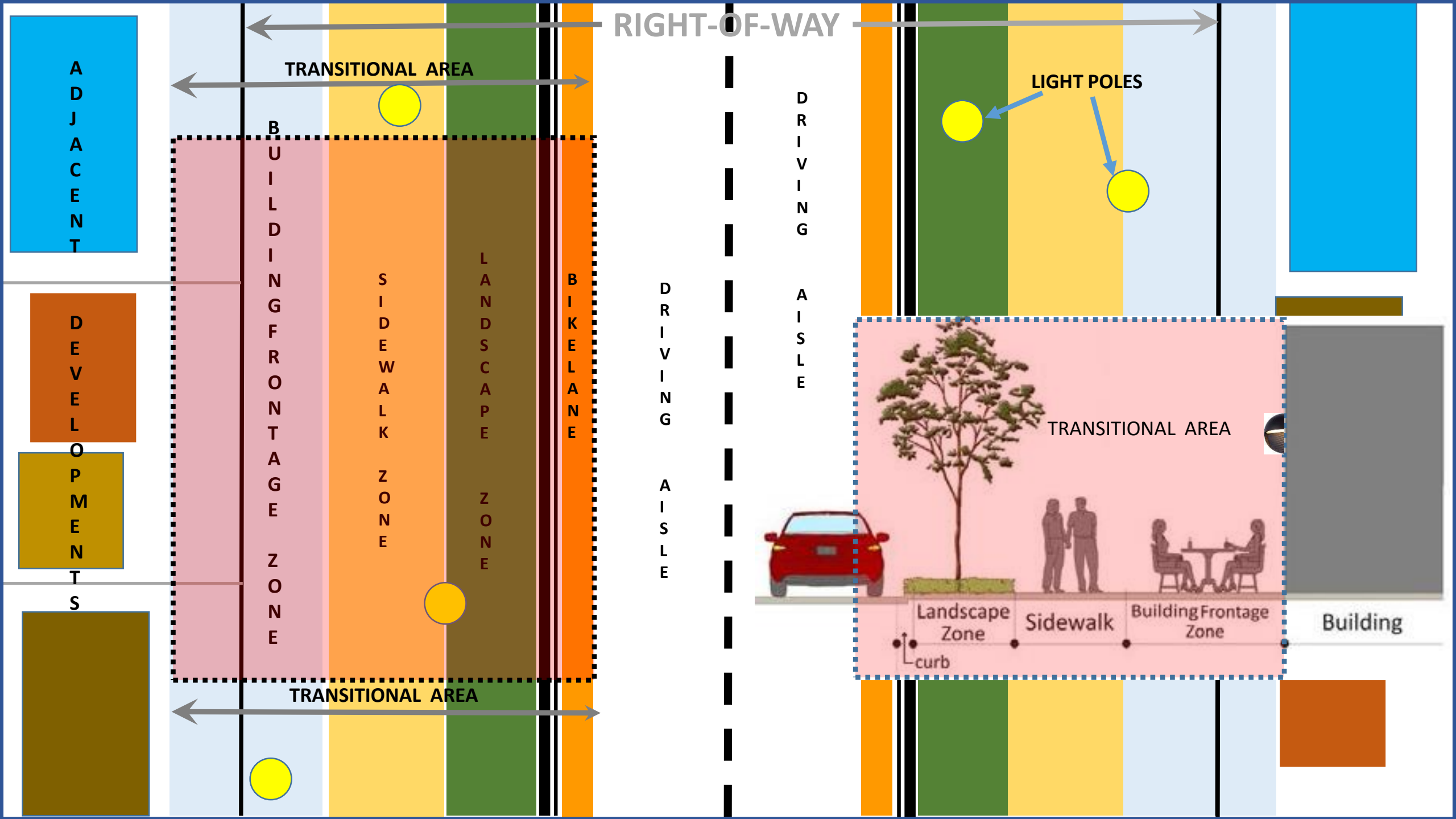
TABLE 6 – 1
Level of Illumination for Streets and Highways
(Continued)

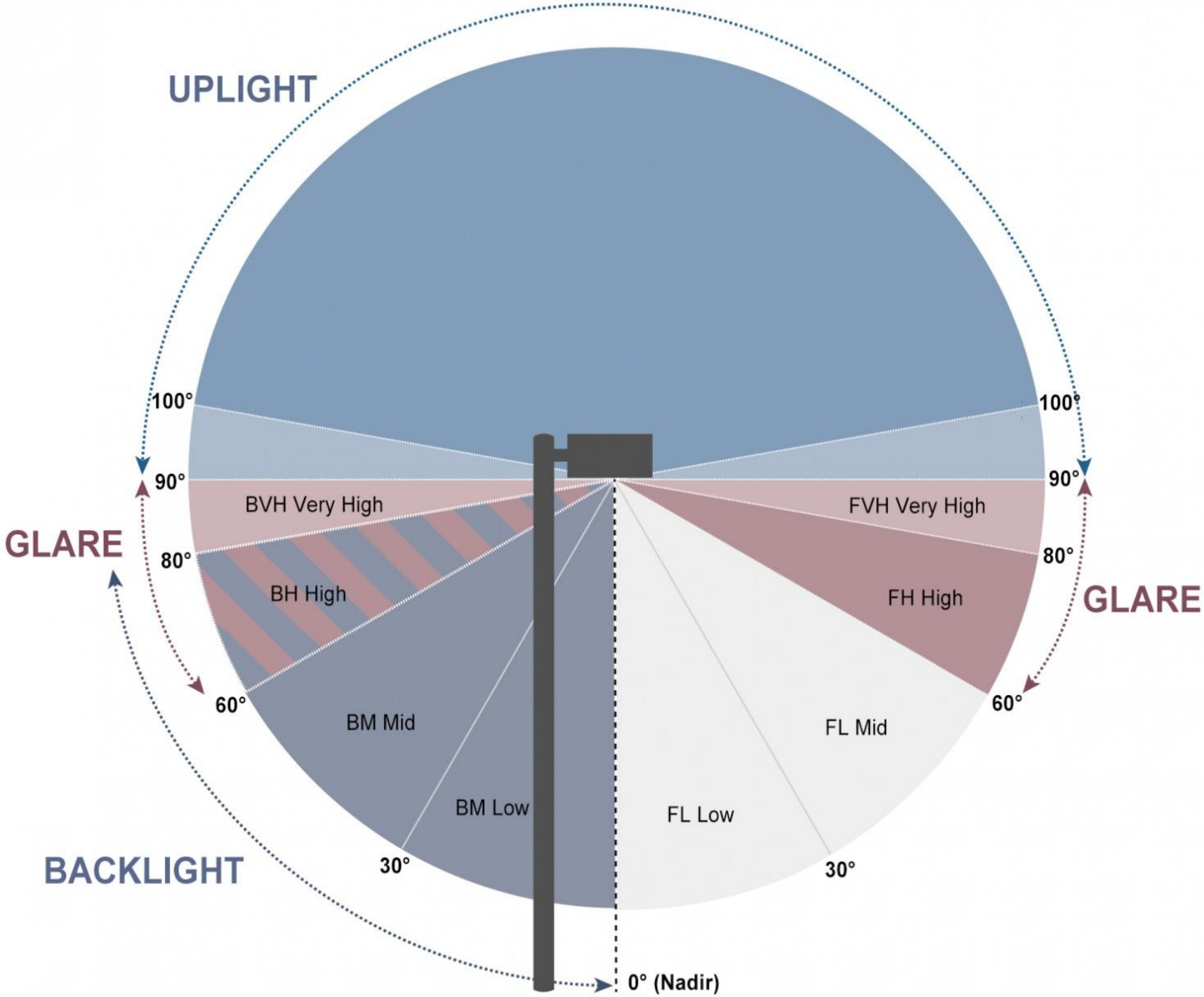
Sidewalks	Commercial	0.9	1.3	1.3	1.2	3:1	Use illuminance requirements
	Intermediate	0.6	0.8	0.8	0.8	4:1	
	Residential	0.3	0.4	0.4	0.4	6:1	
Pedestrian Ways and Bicycle Ways[2]	All	1.4	2.0	2.0	1.8	3.1	

Notes

1. Meet either the Illuminance design method requirements or the Luminance design method requirements and meet veiling luminance requirements for both illuminance and Luminance design methods.
2. Assumes a separate facility. For Pedestrian Ways and Bicycle Ways adjacent to roadway, use roadway design values. Use R3 requirements for walkway/bikeway surface materials other than the pavement types shown.
3. Lv (max) refers to the maximum point along the pavement, not the maximum in lamp life. The Maintenance factor applies to both the Lv term and the Lavg term.
4. There may be situations when a higher level of illuminance is justified. The higher values for freeways may be justified when deemed advantageous by the agency to mitigate off-roadway sources.
5. Physical roadway conditions may require adjustment of spacing determined from the base levels of illuminance indicated above.
6. Higher uniformity ratios are acceptable for elevated ramps near high-mast poles.
7. See AASHTO publication entitled, "A Policy on Geometric Design of Highways and Streets" for roadway and walkway classifications.
8. R1, R2, R3 and R4 are Road Surface Classifications, defined in the AASHTO Roadway Lighting Design Guide and further described in Table 6.2.


5 OAKS MALL
RTS


RIGHT-OF-WAY
TRANSITIONAL AREA
ADJACENT
DEVELOPMENTS
BUILDING FRONTAGE ZONE
SIDEWALK ZONE
LANDSCAPE ZONE
BIKE LANE
TRANSITIONAL AREA
DRIVING AISLE
DRIVING AISLE
LIGHT POLES
TRANSITIONAL AREA
Landscape Zone
Sidewalk
Building Frontage Zone
curb
Building


UPLIGHT
100°
100°
90°
90°
BVH Very High
FVH Very High
GLARE
80°
80°
BH High
FH High
GLARE
60°
60°
BM Mid
FL Mid
BM Low
FL Low
30°
30°
BACKLIGHT
0° (Nadir)