

April 23, 2008

Special Area Plan (SAP) Overlay District for the South East Gainesville Renaissance Initiative (SEGRI) Area

I. *PURPOSE.*

The purpose of the SEGRI Area SAP Overlay District (Overlay District) includes the following:

- A. To develop urban form and design guidelines that implement planning and design studies conducted for the SEGRI Area that can be incorporated into the City's Land Development Code (LDC);
- B. To provide appropriate standards to ensure a high quality appearance for new developments in the SEGRI Area and promote pedestrian-friendly design while also allowing flexibility, individuality, creativity, and artistic expression;
- C. To protect and enhance established residential neighborhoods and other areas by encouraging physical development that is of high quality;
- D. To encourage developments that relate well to adjoining public streets, open spaces, and neighborhoods; and
- E. To provide for and encourage development and redevelopment that contains a compatible mix of residential and nonresidential uses within close proximity to each other, rather than separating uses.

II. *LOCATION.*

The Overlay District shall generally apply to all lands within the boundaries as defined in **Exhibit A, SEGRI Area Boundary**. Where streets form a boundary line of the Overlay District, the first 150 feet of property depth adjacent to and enjoying frontage on such streets along the borders of the Overlay District shall be considered within the SEGRI Area. This shall not apply to instances where adjacent properties are located outside of the City limits of Gainesville or within the boundaries of another City of Gainesville designated Special Area Plan boundary.

III. *BACKGROUND.*

The SEGRI Area is located within close proximity to downtown Gainesville. It is generally centered by Williams Elementary School and Lincoln Middle School, providing educational and recreation amenities, accessed by the City at large. Several established residential neighborhoods exist surrounding the schools; however, the broader area lacks in physical connectivity, nonresidential uses to support the neighborhoods, and an overall development character identity to foster a “sense of place”. Also, there remain numerous undeveloped and underdeveloped properties in the area. As the SEGRI Area moves toward redevelopment, it is important that certain policies and safeguards are in place so that a distinct identity can be realized. Through the establishment of the SEGRI Area SAP Overlay District development standards, future development, redevelopment and infill development can be guided into a more cohesive urban form that offers existing residents enhanced opportunities for mobility and access to neighborhood amenities as well as an overall higher quality of life.

IV. *INTENT / OBJECTIVE.*

The following standards for this Overlay District are intended to achieve the following:

- A. Ensure that new buildings create a cohesive visual identity and attractive street scene.
- B. Ensure that new site design promotes efficient pedestrian and vehicle circulation patterns.
- C. Ensure the inclusion of a high-quality street and sidewalk environment that is supportive of pedestrian and transit mobility and that is appropriate to the roadway context.
- D. Ensure that new trees or man-made shading devices are used to create a pedestrian-friendly environment both alongside roadways and connecting roadside sidewalks to businesses;
- E. Ensure that buildings relate appropriately to their roadway context, allowing for easy pedestrian access to buildings and providing well-defined edges to the roadway environment;

- F. Ensure that building entranceways are convenient to and easily accessible from the roadside pedestrian system;
- G. Provide opportunities for roadside uses that enliven and enrich the roadway and pedestrian environment, such as outdoor dining, porches, patios, and landscape features;
- H. Ensure that vehicular parking is accommodated in a manner that enriches and supports, rather than diminishes, the roadside pedestrian environment, and that does not create a barrier between the roadside environment and the roadside buildings; and
- I. Ensure that large sites are developed in a manner that supports and encourages connectivity and creates a cohesive visual identity and attractive street scene.

V. *EFFECT OF CLASSIFICATION.*

These SEGRI standards are an overlay zoning district. They shall operate in conjunction with any underlying zoning district in the subject area. The regulations of the underlying zoning district, and all other applicable regulations, ordinances and/or standards, remain in effect and are further regulated by the SEGRI Overlay District standards and the City of Gainesville Land Development Code, Section 30-80. If provisions of these standards conflict with the underlying zoning, the provisions of these standards shall prevail.

VI. *ADDITIONAL USES PERMITTED.*

In addition to those uses permitted by authority of the underlying zoning classification, the following additional uses are permitted within the SEGRI Area:

Home occupations (In accordance with the conditions and requirements of article IV, Section 30-58.

VII. *APPLICABILITY.*

- A. Existing development shall be subject to this section when seeking any one of the following:
 - i). Cumulative expansion after the effective date of these regulations (XXXX, 2008) of at least 50 percent of the improved (building and land) square

footage existing at the time of the effective date of these regulations (XXX, 2008).

ii). Any cumulative *substantial remodeling*, as defined by this overlay plan, of an existing use after the adoption effective date of these regulations (XXXX, 2008).

B. New development on unimproved property.

C. Change in principal use.

VIII. *EXCEPTIONS.*

Exceptions to the regulations found in this special area plan can be granted on the finding of the appropriate reviewing board, City Manager, or designee that the proposed development meets both of the following criteria:

A. The proposed construction is consistent with the overall intent of the SEGRI Overlay District and;

B. The applicant proves an undue hardship, owing to conditions peculiar to the existing structure and not the result of the action of the applicant, would result from the strict adherence to these standards because:

i) The structure is officially designated as historically significant and these standards conflict with standards established for the preservation of historic structures, or;

ii) The application of these standards would result in the project being made financially infeasible.

IX. *PRESUMPTIVE VESTED RIGHTS.*

Developments shall be presumptively vested for the purposes of consistency with this overlay if they have filed a valid application for a preliminary development order issued by the city, as specified by Article VII, Division 1, prior to the effective date.

X. *NON-CONFORMING USES AND BUILDINGS.*

- A. Continuation of use. A nonconforming use may be continued as provided in section 30-23, Non-Conforming Use, and section 30-346, Non-conforming Lots, Uses or Structures.
- B. Expanding existing non-conforming uses.
 - i) A special use permit may be issued by the appropriate reviewing board, City Manager, or designee, for the expansion of uses which were made non-conforming by these standards.
 - ii) In addition, unless otherwise noted within the Overlay District standards, no permit for expansion of a non-conforming use shall be issued unless the City Plan Board makes one of the following findings concerning the proposed expansion:
 - a) The expansion complies with the Overlay District standards, as applicable;
 - b) Auto Dealers, Auto Service and Limited Auto Services, and Gas Service Stations shall comply with sections 30-93 and 30-94;
 - c) Carwashes shall comply with section 30-95;
 - d) Outdoor Storage shall comply with section 30-97;
 - e) The expansion shall not reduce pedestrian safety by adding a new driveway crossing to a sidewalk or crosswalk, or increasing the number of driveway lanes;
 - f) The expansion shall not alter non-conforming signs on the site, except to bring into conformity of this overlay plan's sign standards;
 - g) The non-conforming use shall not be changed (except to a conforming use) as a result of the expansion;
 - h) 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;
or

- i) Outdoor storage areas shall not be expanded or located any closer to residential development as a result of the expansion;
 - j) The proposed expansion shall not add more than 500 square feet or 25 percent, whichever is less, 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. Enlargement or modification of a non-conforming building. A non-conforming building may be enlarged or modified without requiring conformance with this overlay if the change would not result in a change of the building's footprint and or increase the degree of non-conformity with the standards in this Overlay District.

XI. *RIGHT TO APPEAL.*

The Right to Appeal process for all regulations within this document shall follow the existing City of Gainesville Land Development Code Right to Appeal process.

XII. *ADDITIONAL USES PROHIBITED.*

In addition to those uses prohibited by authority of the underlying zoning classification, the following additional uses are prohibited within the SEGRI Area:

- A. Gated residential communities
- B. Surface parking lots (as principal uses)
- C. Package liquor stores (excluding situations where the use is secondary to different principal uses such as grocery stores)
- D. Adult and sexually-orientated establishments
- E. Automobile dealers, stand alone out-parcel carwashes and other similar automobile service-oriented uses

- F. Outdoor display of automobile/motorized vehicles for sale or rental except for automobile rentals associated with hotels or motels
- G. Recreational vehicle parks/camp sites
- H. Social service homes or halfway houses
- I. Rehabilitation centers
- J. Industrial uses (excluding medical related services/uses)
- K. Pawnshops
- L. Outdoor storage facilities (as principal uses)
- M. Excavation

XIII. DEVELOPMENT STANDARDS.

A. Residential

1) GENERAL DEVELOPMENT STANDARDS

These standards apply to all residential development.

- a) Block Length. Development projects shall be required to infill a local street network, where possible, with a recommended maximum block length of 700 linear feet. Cul-de sacs and streets resulting in dead-ends are prohibited, unless the street is designed to be a stubbed street that will connect to a future development. Exceptions to this provision may be granted if environmental conditions and/or odd-shaped parcels prevent such street design. If the recommended block length standard cannot be met, blocks that do not exceed a perimeter 2,400 linear feet are an acceptable alternative.
- b) Lighting. Lighting shall be provided to ensure a safe environment, but shall not cause areas of intense glare. Pedestrian-scaled lighting at an appropriate height determined by the City shall be placed along the public sidewalk in the buffer area or on the edge of the sidewalk nearest to the street at a spacing of no greater than eighty (80) feet.
- c) Street Trees. Minimum three-inch caliper street trees, of a species acceptable to the City and as measured at planting, shall be planted along the public right-of-way, adjacent to the public sidewalk (if applicable), with a maximum spacing of 30 feet for the entire public right-of-way length of a development project. When existing, physical conditions preclude the planting of trees per the required spacing standards, an alternative design which most closely replicates the required standards shall be implemented following city staff approval.
- d) Transit stop connection. When an existing or planned transit stop is located adjacent to a development project, a sidewalk connection shall be provided between the development project and the off-site sidewalk that leads to the transit stop. This would also include a sidewalk connecting a bus pad with the public sidewalk.
- e) Public Sidewalks. Sidewalks shall be required on at least one side of the street within public street right-of-way, in front of townhouse dwellings / buildings with a minimum width of 5 feet, unless a finding by the

appropriate reviewing board, City Manager, or designee determines that the a greater width is necessary in such location; OR a greater width is necessary due to the width of an existing, connecting sidewalk. Decorative paving shall be utilized to define safe, clearly marked and attractive pedestrian walkways which cross traffic lanes and provide pedestrian connections between buildings and adjoining commercial and residential areas.

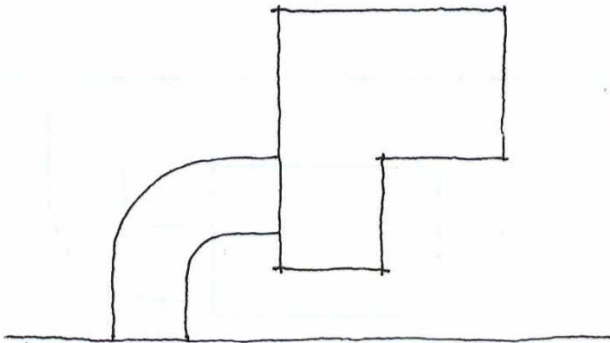
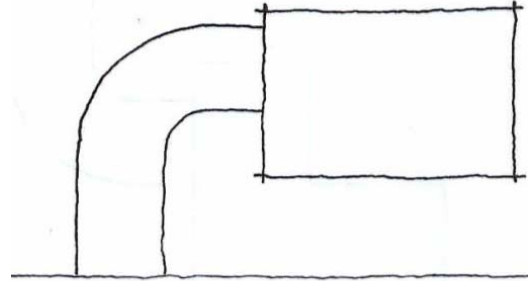
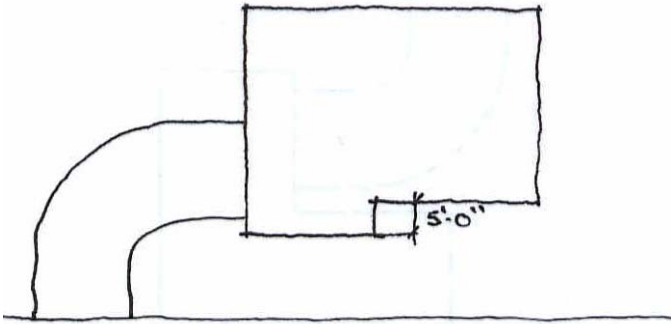
2) **DETACHED SINGLE FAMILY**

A single-family residential dwelling unit is arranged intended or designed for one family on its own zoning lot.

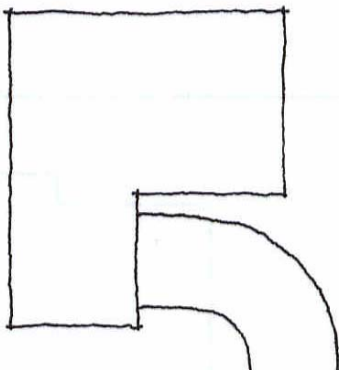
- a) Front Yard Setbacks. The required front yard building setback for new detached single family homes shall be a minimum of 10 feet and a maximum of 20 feet, measured from the front property line to the primary structure's front wall.
- b) Front Porches. A front porch, stoop or patio is required on all new detached single family homes.
- c) Garage Placement. Garage placement and orientation shall be varied. Detached or rear loaded or side loaded garages by way of alley access or alternative site designs are encouraged when feasible.
 - i) When front-loaded garages are proposed, the following shall apply:
 - 1) The exterior garage facade wall shall be set back at least 20 feet from the back of sidewalk and shall not project forward of the front facade of the dwelling unit.
 - 2) Exterior front garage facade walls shall be designed and architecturally treated in such a way as to diminish the overall presence of the garage door.
 - 3) Front facade walls of detached garages shall be placed at or behind the primary front facade wall of the dwelling unit.
 - ii) When side loaded garages are proposed, the following designs shall apply:
 - 1) Vehicular garage access shall be by way of doors located on the dwelling unit's exterior wall adjacent to the property's side yard.

- 2) The exterior front facade wall of the garage shall be designed and architecturally treated in such a way that it is harmonious in look and scale with the remainder of the dwelling unit's façade.

Permitted side loaded garage designs



Prohibited side loaded garage design



- d) Accessory Dwelling Units. (Granny-flat / Mother-in-law suite / Garage Apartment) A permanent dwelling unit, for use as a complete independent living facility, located on the same zoning lot as a detached single-family or attached single-family dwelling. The second unit is created auxiliary to, and is always smaller than the detached single-family or attached single-family dwelling.
- i) Building design. ADUs may be developed provided all setbacks and lot coverage standards are met. ADUs shall conform to the dimensional standards of the zone in which they are located, including setbacks, height and coverage. Notwithstanding a maximum allowable gross floor area of six hundred (600) square feet, the accessory dwelling unit shall not exceed forty percent (40%) of the gross floor area of the primary structure.
- ADUs shall be consistent with the building type, architectural style, and color of the principal unit. Any unit or structure designed as mobile or semi-permanent shall not be permitted as an ADU in any zone.
- ii) Entrances. ADU pedestrian entrances shall be screened from the street view (not including alley ways). Exterior stairways may not be constructed on any street-facing side of an ADU.
- e) Sidewalks. Sidewalks shall be required on both sides of the street and placed within public street right-of-way when any of the following apply:
- i) At least four dwelling units are proposed; OR
- Less than four dwelling units are proposed; however, it is determined that there is likelihood of future construction to such proposed development; OR
- Less than four dwelling units are proposed; however, the development is within, or will connect to, an existing residential development with sidewalks. In such instance, sidewalks will be required on the street side(s) where existing.
- ii) Standard single family residential sidewalk widths shall be six feet, unless a finding by the appropriate reviewing board, City Manager, or designee determines that a greater width is necessary

in such location; OR a greater width is necessary due to the width of an existing, connecting sidewalk.

- f) Front Yard Fences. Accent or decorative fencing shall be permitted in the front yard and exterior side yard along corner lots. Such fencing material may be wood, PVC, aluminum or wrought iron. Aluminum or wrought iron picket fencing shall have either a decorative finish on the top of each picket or a cap rail. Any front yard fencing must be no more than 40% opaque and no more than 48 inches in height. The front face of a front yard fence must be placed between 6 inches and 48 inches from the front (or exterior side) property line, within the subject property. Materials such as chain link, sheet metal/aluminum, barbwire, chicken wire, and other similar materials are prohibited.

3) ATTACHED MULTI-FAMILY (townhomes, rowhouse, etc.)

A single-family dwelling unit, located on its own zoning lot, that shares one or more common or abutting walls with one or more dwelling units. An attached single-family dwelling does not share common floor/ceilings with other dwelling units. An attached single-family dwelling is also called a townhouse, rowhouse or common-wall house. Each unit shall have a separate front entrance to the streetside sidewalk from the outside at ground level.

Attached single family dwelling units shall be considered and developed as part of the overall neighborhood fabric and shall be designed as a pedestrian oriented development. Furthermore, such units shall be considered, in part, as viable transitional land use options between single family residential areas and higher density multiple family residential areas as well as retail / commercial / office uses.

- a) Architecture. The architectural elements used in the design of new buildings should create and/or maintain continuity of the street facade. New building facades shall employ multiple architectural devices that provide for a pedestrian friendly atmosphere, with elements such as massing, articulation, fenestration, facade treatment, changes in color and building materials and access.
- i) Massing and Articulation. In order to minimize the appearance of expansive horizontal structures, attached single family buildings shall incorporate certain design features and techniques along all visible facade frontages in order to address the context, scale and transition with other surrounding structures.

- ii) Facade Treatments and Windows. Details such as windows, awnings, balconies, cornices, overhangs, window moldings and reveals which cast shadows, add depth, and create visual interest.
 - iii) Exterior Building Materials and Color. Use a variation of color palettes and building materials which reduces the buildings mass, differentiates between dwelling units, relates to the human scale and compliments the buildings architectural details and adjacent buildings.
- b) Dwelling Unit Grouping. A minimum of three and a maximum of 10 attached single family dwellings shall be contiguous. No contiguous dwelling group (i.e. attached single family building) shall exceed 250 feet in width. Spaces created between the buildings should provide opportunities for public open spaces such as plazas, courtyards and similar outdoor areas.
- c) Front Yard Setbacks. The required front yard building setback shall be a minimum of five feet and a maximum of 15 feet, measured from the front lot line. Front porches and associated roof overhangs may project as much as four feet into the required minimum front yard setback.
- d) Building Height. The maximum building height shall be 40 feet (measured to eave of roof.)
- e) Garage Placement. Garages shall be rear loading, unless they are located at ground level, occupying the ground floor, with the primary first floor of the associated dwelling unit located above. Detached garages must be rear loading.
- f) Accessory Dwelling Units. (Granny-flat / Mother-in-law suite / Garage Apartment) One stacked Accessory Dwelling Unit (ADU) located on a floor above a detached garage is permitted.
 - i) Building design. ADUs may be developed provided all setbacks and lot coverage standards are met. ADUs shall conform to the dimensional standards of the zone in which they are located, including setbacks, height and coverage. Notwithstanding a maximum allowable gross floor area of six hundred (600) square feet, the accessory dwelling unit shall not exceed forty percent (40%) of the gross floor area of the primary structure.

ADUs shall be consistent with the building type, architectural style, and color of the principal unit. Manufactured, mobile or modular homes may not be used as ADUs in any zone.

- ii) Entrances. ADU pedestrian entrances shall be screened from the street view (not including alley ways). Exterior stairways may not be constructed on any street-facing side of an ADU.
- g) Sidewalks. Sidewalks shall be required along attached single family building frontages. When such buildings front public street right-of-way(s), sidewalks shall be required within such right-of-way(s). Sidewalks shall also be required to connect dwelling unit entrances to associated parking areas and other existing sidewalks adjacent to the development, when applicable.
 - i) Standard single family residential sidewalk widths along public street right-of-way shall be six feet, unless a finding by the appropriate reviewing board, City Manager, or designee determines that a greater width is necessary in such location; OR a greater width is necessary due to the width of an existing, connecting sidewalk.
 - ii) In instances other than public street right-of-way, sidewalks shall be a minimum four feet in width.
- h) On-Street Parking. On-street parking is encouraged along streets adjacent to attached single family buildings; however, such parking shall not be counted towards a project's total required parking spaces.

4) MULTIPLE FAMILY (apartments, condominiums, lofts)

A multiple-family dwelling unit is a structure that contains two or more dwelling units that share common floor/ceilings with one or more units. The land underneath the structure is not divided into separate zoning lots. Multi-dwellings include structures commonly called apartments, condominiums and lofts.

- a) Architecture. The architectural elements used in the design of new buildings should create and/or maintain continuity of the street facade. New building facades shall employ multiple architectural devices that provide for a pedestrian friendly atmosphere, with elements such as massing, articulation, fenestration, facade treatment, changes in color and building materials and access.

i) **Massing and Articulation.** In order to minimize the bulk and massive appearance of large structures, multiple family buildings shall incorporate certain design features and techniques along all visible facade frontages in order to address the context, scale and transition with other surrounding structures.

Multiple family buildings shall have clearly defined base and roof edges so that a visible facade frontage has a distinct base, middle and top that relates to the human scale.

ii) **Facade Treatments and Windows.** Details such as windows, awnings, balconies, cornices, overhangs, window moldings and reveals which cast shadows, add depth, and create visual interest.

iii) **Roof Lines.** Incorporate varied roof lines by using varied slope, heights, direction and shape to visually break up the structure.

iv) **Color.** Use a variation of color palettes which reduces the buildings mass and compliments the buildings architectural details and adjacent buildings.

v) **Exterior Building Materials.** Buildings shall have clearly defined base and roof edges so that a visible facade frontage has a distinct base, middle and top that relates to the human scale.

- b) **Street Setbacks.** Multiple family buildings shall front the public street and shall be set back a minimum of 10 feet and a maximum of 25 feet from such streets, as measured from the property line.
- c) **Ground Floor Height.** Ground floor nonresidential uses shall have a minimum floor to ceiling height of 12 feet.
- d) **Dwelling Unit Orientation.** Dwelling units shall be oriented along the outer edges of multiple family buildings with parking areas placed in the interior and/or rear of the property.
- e) **Stairways and Elevators.** All access to upper floors shall be provided internally to the building.
- f) **Sidewalks.** Sidewalks shall be required along multiple family building frontages. When such buildings front public street right-of-way(s), sidewalks shall be required within such right-of-way(s). Sidewalks shall also be required to connect residential building entrances to associated

parking areas and other existing sidewalks adjacent to the development, when applicable.

- i) Standard multiple family residential sidewalk widths along public street right-of-way shall be six feet, unless a finding by the appropriate reviewing board, City Manager, or designee determines that a greater width is necessary in such location; OR a greater width is necessary due to the width of an existing, connecting sidewalk.
 - ii) In instances other than public street right-of-way, sidewalks shall be a minimum four feet in width.
- g) On-Street Parking. On-street parking is encouraged along streets adjacent to multiple family buildings; however, such parking shall not be counted towards a project's total required parking spaces.
- h) Surface Parking. Parking shall be provided in the interior and/or rear of the property, or internal to the building.
- i) Parking Structures. Wherever possible, parking structures shall be designed to be interior to the building and/or block surrounded by residential and/or non-residential uses. Where a parking structure has one or more walls facing the public right-of-way, the facade(s) of the parking structure shall be designed to incorporate certain design features and techniques along all visible facade frontages such as:
- i) Non-residential and/or residential uses along the ground floor along the public street right-of-way. Non-residential uses shall be designed to generate pedestrian activity.
 - ii) Windows, trellis work, planter boxes, or other architectural features to minimize the visual impact of the parking structure.

B. NONRESIDENTIAL AND MIXED-USE

This category generally includes nonresidential land uses such as but not limited to **Commercial, Retail, Office and Mixed-use** development. Mixed-use as permitted can include residential uses; however, the primary uses should be nonresidential.

1) Site and Building Design

- a) Architecture. The architectural elements used in the design of new buildings should create and/or maintain continuity of the street facade. New building facades shall employ multiple architectural devices that provide for a pedestrian friendly atmosphere, with elements such as massing, articulation, fenestration, facade treatment, changes in color and building materials and access.
- i) Massing and Articulation. In order to minimize the bulk and massive appearance of large structures, nonresidential buildings shall incorporate certain design features and techniques along all visible facade frontages in order to address the context, scale and transition with other surrounding structures.
 - ii) Entryways. Construct entryways that are inviting, reinforce the character of the building, add visual interest, break up the monotony of flat surfaces and add a vertical element.
 - iii) Facade Treatments. Details such as awnings, balconies, cornices, overhangs, window moldings and reveals which cast shadows, add depth, and create visual interest
 - iv) Color. Use a variation of color palettes which reduces the buildings mass and compliments the buildings architectural details and adjacent buildings.
 - v) Exterior Building Materials. Buildings shall have clearly defined base and roof edges so that a visible facade frontage has a distinct base, middle and top that relates to the human scale.
 - vi) Roof Lines. Incorporate varied roof lines by using varied heights, direction and shape to visually break up the structure.

- vii) **Storefronts.** Promote an active pedestrian experience by incorporating attractive and functional storefronts into the buildings design.
- b) **Street Setbacks.** Nonresidential buildings shall front the public street and shall be set back a minimum of five feet and a maximum of 15 feet from the lot line along such street. Buildings with uses that provide outdoor public seating of at least 10 feet in depth may be set back an additional 5 feet.
- c) **Ground Floor Height.** Ground floor nonresidential uses shall have a minimum floor to ceiling height of 12 feet.
- d) **Transparency.** Window and door openings shall provide transparency into the ground floor of nonresidential development. For any facade that faces a street right-of-way, a minimum of sixty (60) percent of the ground level facade shall be transparent (including windows and door openings) for any building containing non-residential uses on the ground level.
- e) **Use Orientation.** Ground floor uses shall be oriented along and directly accessible to the public street(s) to which a building enjoys frontage.
- f) **Drive-thru facilities.** Drive-thru facilities, when permitted, shall be oriented at the interior side or rear of the subject property in order to minimize the visual and functional impact of the drive-thru facility to the public street.
- g) **Public Spaces.** For nonresidential developments on properties of at least four acres in size, 15 percent of the overall property area shall be developed as usable public open space. Public open space shall be provided as gardens, plazas, pocket parks, neighborhood parks, greenways, recreation parks and amphitheaters. Definitions of different types of usable open space that shall be considered in the overall design are provided in the appendix.

2) **Parking Areas**

- a) **On-Street Parking.** On-street parking is encouraged along streets adjacent to multiple family buildings; however, such parking shall not be counted towards a project's total required parking spaces.
- b) **Surface Parking.** Parking shall be provided to the sides or rear of buildings or internal to the building and shall provide sidewalks that

connect parking areas to building entrances. Parking is prohibited between the front of the building and the street.

- c) Parking Structures. Wherever possible, parking structures shall be designed to be interior to the building and/or block surrounded by residential and/or non-residential uses. Where a parking structure has one or more walls facing the public right-of-way, the facade(s) of the parking structure shall be designed to incorporate certain design features and techniques along all visible facade frontages such as:
 - i) Non-residential and/or residential uses along the ground floor along the public street right-of-way. Non-residential uses shall be designed to generate pedestrian activity.
 - ii) Windows, trellis work, planter boxes, or other architectural features to minimize the visual impact of the parking structure.

3) **Streets and Blocks**

- a) Cross-access. Wherever possible, recorded cross-access agreements shall be required between adjacent parcels to minimize the number of access points and to improve local connectivity. Developing parcels shall incorporate internal streets and access points into the site design that stub at the boundary with adjacent parcels, and which shall provide cross-access upon development or redevelopment of the adjacent parcels. For developing parcels adjacent to a parcel with a previously approved development plan indicating a stubbed street or access point, the developing parcel shall incorporate the continuation of the street or access point into the site design. Where vehicular cross-access is not feasible, pedestrian cross-access shall be provided at a minimum.
- b) Sidewalks (public). Sidewalks shall be required along subject property lines abutting public street right-of-way and shall be placed within such right-of-way. Standard public sidewalk widths shall be six feet, unless a finding by the appropriate reviewing board, City Manager, or designee determines that a greater width is necessary in such location; OR a greater width is necessary due to the width of an existing, connecting sidewalk.
- c) Sidewalks (internal). Developments shall be responsible for providing, constructing and maintaining a continuous on-site sidewalk network, to be provided throughout the development and connecting to adjacent

developments. The sidewalk network shall connect to all buildings, common open space, transit stops, parking areas, adjacent properties, and public sidewalks. Internal sidewalks shall be a minimum of four feet in width and may be raised and curbed along buildings. Internal sidewalks may be located within landscaping buffers when necessary to achieve connectivity.

- d) Lighting. Lighting shall be provided to ensure a safe environment, but shall not cause areas of intense glare. Pedestrian-scaled lighting at an appropriate height determined by the City shall be placed along the public sidewalk in the buffer area or on the edge of the sidewalk nearest to the street at a spacing of no greater than eighty (80) feet. Lighting shall be located as close as possible to the center-point between adjacent street trees to avoid interference by the tree canopy.
- e) Streetscape / Landscaping. Landscaping shall be used to provide an attractive pedestrian experience; soften hard contours; shade walkways, parking areas and other large expanses of pavement; buffer and/or merge various uses and to function as screening.

Screening using walls or landscaping shall be used to screen trash and garbage service areas, ground utilities, mechanical and electrical equipment (transformers, a/c compressors, panels, disconnects, meter banks, etc.) located at the ground level so not to conflict with pedestrian pathways and public spaces.

- f) Street Frontage. Street trees shall be included as part of the landscape design along all streets. Street trees shall be placed as per the City of Gainesville Land Development Code, Chapter 30, Article VII, Division 2.
- g) Street Trees. Minimum three-inch caliper street trees, of a species acceptable to the City and as measured at planting, shall be planted along the public right-of-way, adjacent to the public sidewalk (if applicable), with a maximum spacing of 30 feet for the entire public right-of-way length of a development project.
- h) Transit Stop Connection. When an existing or planned transit stop is located adjacent to a development project, a sidewalk connection shall be provided between the development project and the off-site sidewalk that leads to the transit stop. This would also include a sidewalk connecting a bus pad with the public sidewalk.

- i) Bicycle Spaces. Bicycle spaces shall be provided per the Land Development Code, Sec. 30-332. Mixed-use and commercial/office development projects may also provide additional improvements to encourage bicycle trips for commuting purposes such as covered parking facilities and on-site shower facilities.

4) **Stormwater Attenuation**

- a) Irrigation. The use of appropriate native plants and Xeriscaping landscape design shall be required in order to reduce the daily irrigation needs of the landscaping.
- b) Stormwater Attenuation. Dry and wet stormwater ponds shall not be located adjacent to primary rights-of-ways in order to minimize the visual impact unless technically unavoidable. To reduce the size of stormwater retention and detention ponds, the following are recommended when feasible:
 - i) Rain gardens
 - ii) Underground ex-filtration
 - iii) Pervious pavers
 - iv) Green Roofs
 - v) Stormwater Park/Facility

5) **Signage**

- a) General Provisions. Signage shall only be allowed on facades that have nonresidential entrances to the building and be provided using the following standards:
 - i) An address marker shall be provided at the main entrance of the building.
 - iii) The gross area of signs mounted parallel to the building facade (including storefront signs, awning or marquee signs, window signs, and projecting signs, and directory signs) shall not exceed 10% or 100 square feet of the total facade area, whichever is less, and shall be divided between all signs for multi-tenant buildings.

- b) Types. The following types of signs shall be permitted:
- i) *Awnings or marquees*. A horizontally oriented sign that is printed on an awning or mounted on a marquee. Awning or marquee signs are oriented towards pedestrians and vehicles. The following standards apply to awning and marquee signs:
 - a) Signs shall only be allowed on the front face of the awning.
 - b) Lettering shall not exceed 8 inches in height
 - c) External or backlighting of the sign shall be allowed.
 - ii) *Storefront Sign*. A horizontally oriented sign that is mounted flat on the facade above the entrance to the ground floor storefront. The following standards apply to storefront signs:
 - a) Signs shall be oriented towards both pedestrians and vehicles.
 - b) Signs shall not exceed 36 inches in height.
 - c) Signs shall not exceed 50% of the facades width.
 - d) External or backlighting of the sign shall be allowed.
 - iii) *Projecting and Hanging Signs*. A double-sided sign that projects perpendicular to the building facade and hangs from a mounted wall brace or from the ceiling of a balcony, arcade, or colonnade. The following standards apply to projecting signs:
 - a) Signs shall be oriented toward the pedestrian.
 - b) The maximum area per face of a single projecting sign shall not exceed 10 square feet.
 - c) Projecting signs that are mounted to a pole or wall shall not extend more than three feet from the wall or pole.
 - d) Projecting signs that hang from the ceiling of a balcony, colonnade or arcade shall not exceed a width of four feet and shall be centered within the balcony, colonnade or arcade.

- e) Only one projecting sign shall be allowed per storefront entrance.
- iv) *Historic Landmark Plaque.* A small sign or plaque attached to the facade of a building or pole mounted and identifying a registered historic landmark.
- v) *Directory Sign.* A small sign that is attached flat against the facade at eye level. The following standards apply to directory signs:
 - a) Only one directory sign shall be provided per storefront, lobby entrance or stairway/elevator access.
 - b) Directory signage on buildings with multiple tenants shall be limited to prevent sign clutter. Individual signs for tenants with ground floor entrances are permitted. A directory sign with the names and suites of all other non-ground floor storefront entrances may be provided.
- vi) *Window Signs.* Temporary or permanent signs that are placed on or within 18 inches of a storefront window or entry door (including posters for advertisements and sales, product merchandise posters or displays, and “open” and “closed” signs). Window signs are only allowed on the ground and second floors of buildings.
 - a) Window signs shall not exceed 24 feet or 15% of the window area, whichever is less.
- vii) *Monument Sign.* Monument signs shall be designed with a solid base that the sign face is installed upon. The style of the sign and its base shall be consistent with the architecture of the buildings on the site. They are typically oriented perpendicular to the adjacent street and sidewalk and have a maximum of two parallel sign faces. Monument signs provide opportunities for landscaping to enhance their appearance.
 - a) Only one monument sign is permitted per premises, per street frontage.
 - b) Monument signs may be a maximum of 24 square feet. The maximum height of a monument sign is 6 feet. Where two or

more uses are located on the same premises, the sign area for monument signs must be shared.

- c) Illumination of monument signs if desired shall be with external illumination or halo lighting. Internally-illuminated cabinet signs are prohibited.
- viii) *Free Standing Sign.* Free-standing post signs are primarily used to identify office uses, especially where a former residence has been converted into an office. Free standing signs shall be designed with two support posts, rather than a solid base, with a single sign face. The colors and materials used for the sign must be compatible with the associated building design. Sign shall be oriented parallel to the sidewalk.
- a) Only one free-standing post sign is permitted per premises, per street frontage.
 - b) The maximum sign area for free-standing post signs is 20 square feet and shall not be taller than 5 feet, measured from the ground to the top of the sign structure. Where two or more uses are located on the same premises, the sign area for free-standing post signs must be shared.
 - c) Illumination of free-standing post signs shall be externally illuminated.
- ix) *Ground and Pole Sign.* Ground and Pole signs are primarily intended to communicate with people in automobiles. The sign structure is typically located on a single pole, but other types of supports may be used.
- a) Ground and Pole signs shall only be located along arterial streets.
 - b) One ground or pole sign is permitted per premises along an arterial street frontage.
 - c) Pole signs may have a maximum height of 16 feet and a maximum area of 72 square feet. Where two or more uses are located on the same premises, the sign area for pole signs must be shared.
 - d) Illumination by any means is permitted.

c) Prohibited signs. The following signs are prohibited:

- i) Billboards
- ii) Permanent Inflatable or windblown signs
- iii) Signs that produce smoke or sound
- iv) Signs with windblown features
- v) Roof-mounted signs

C. BULK STANDARDS

These standards apply to all new residential and/or non residential development.

- 1) **Pedestrian crosswalks.** Pedestrian crosswalks may be provided at proximate intersections at mid block where blocks are longer than 500 feet. Pedestrian crosswalks shall be marked with a contrasting pavement color, texture and/or reflective materials, and shall provide ADA accessibility.
- 2) **Transit Improvements. Enhanced Transit Stop/Shelter.** An enhanced transit stop/shelter shall include a shelter, benches, pedestrian scale lighting, waste receptacle, and similar facilities.

D. RECOMMENDED STANDARDS

- 1) **Green building and LEED.** The use of green building techniques is recommended but shall not be required. Leadership in Energy and Environmental Design (LEED) certification as it pertains to the reduction of single-occupant vehicle trips, vehicle miles traveled and the reduction of a project's carbon footprint would allow it to earn impact fee credits and/or to meet concurrency requirements. The project must be registered and certified with the U.S. Green Building Council. The minimum number of points for LEED certification must be satisfactorily achieved as documented by the applicant.
- 2) **Crime prevention through environmental design (CPTED).** There are four general principles that guide the CPTED concept, which shall be generally incorporated into development design. The principles are as follows:
 - a) **Natural Surveillance** - A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.
 - b) **Territorial Reinforcement** - Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. This is promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences.

- c) Natural Access Control - A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. This is gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.
- d) Target Hardening - Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, interior door hinges.
- e) The following specific CPTED design features are applicable to street design:
 - i) Ensure that hedges and shrubs are no taller than 3 feet for maximum visibility.
 - ii) The lower branches of existing trees should be kept at least ten feet off the ground.
 - iii) Provide lighting systems that make pedestrians more visible to motorists and can illuminate other vehicles and objects that should be avoided.
 - iv) Parking areas should be visible from windows and doors; side parking areas should be visible from the street pollution and light trespass. Provide lighting that is even, uniform and does not produce dark areas or sharp contrasts for concealment.
 - v) When creating uniform lighting consider the type of fixture, the height of the poles, the direction the light needs to go and the spacing of the fixtures.
 - vi) Use perpendicular parking in front of stores, rather than parallel, to allow greater visibility between cars.
 - vii) Avoid exterior walls devoid of windows.
 - viii) Public entrances should be clearly defined by walkways and signage.

- ix) Building entrances should be accentuated through architectural elements, lighting, landscaping and/or paving stones.
- x) Windows should face rear parking lots for increased visibility
- xi) Clear visibility should be maintained from the store to the street, sidewalk, parking areas and passing vehicles.

APPENDIX

I. PUBLIC OPEN SPACE TYPES.

A. Plaza

The most formal of public spaces and is generally less than half the size of a block. Typically devoted to civic and commercial uses and is surrounded by buildings on all sides. Landscaping is composed primarily of pavement and formally planted trees. Significant architectural features such as fountains and statues are often used to mark the significance of the plaza.



Reference: Plan East Gainesville.

B. Pocket Park

A pocket park is a small park that often occupies space between buildings. Pocket parks are block fragments that provide vegetation, shade, seating and open space within densely built areas. Pocket parks predominantly serve immediately adjacent buildings.



Reference: Plan East Gainesville.

C. Neighborhood Park

A neighborhood park is an open space serving a residential area. The space may be used for civic gatherings and recreation. The space may incorporate public facilities such as neighborhood amphitheaters which are proportionate to the surrounding area. Neighborhood parks provide a safe open area away from moving traffic. Neighborhood parks may

be bound by residences or small scale civic buildings to form a common green.



Reference: Plan East Gainesville.

D. Recreation Park

A recreation park is an open public space reserved for civic gatherings and recreation. Recreational parks are designed around existing natural features. Its landscape consists primarily of grassy areas, paved and unpaved walks/paths and shade trees. Formal playing fields and/or courts may be established to serve community needs and demands. The park should be surrounded by a mix of uses, such as residential, commercial and civic.



Reference: Plan East Gainesville.

E. Greenways

Greenways can range in form and size from narrow urban trails to wider forest-like landscape trails. All greenways corridors have a certain number of common characteristics, however combined with the geographical differences, the function of each greenway will be slightly to dramatically different.

DEFINITIONS

Accessory Dwelling Unit (ADU). (Granny-flat / Mother-in-law suite / Garage Apartment) A dwelling unit, for use as a complete independent living facility, located on the same zoning lot as a detached single-family or attached single-family dwelling. The second unit is created auxiliary to, and is always smaller than the detached single-family or attached single-family dwelling.

Alley. A right-of-way that provides vehicle access to a lot or common parking area.

Attached Single Family Dwelling (townhome, rowhouse, etc.). A single-family dwelling unit, located on its own zoning lot, that shares one or more common or abutting walls with one or more dwelling units. An attached single-family dwelling does not share common floor/ceilings with other dwelling units. An attached single-family dwelling is also called a townhouse, rowhouse or common-wall house. Each unit shall have a separate front entrance to the streetside sidewalk from the outside at ground level.

Architectural Character shall mean the basic detailing, architectural rhythm, architectural style, appearance and historic period of a building or group of buildings or structures, including the site and landscape development.

Architectural Detailing shall mean the exterior placement and/or construction of the different architectural features including all horizontal or vertical surfaces.

Architectural Feature shall mean a prominent or significant part or element of a building, structure, or site. Architectural features may include special lines, massing, projections, recesses, and texture.

Commercial use. An occupation, employment, enterprise or activity that is carried on for profit, or not for profit, by the owner, lessee or licensee.

Design Guidelines. A set of design parameters for development which apply within a design district, subdistrict, or overlay district. The guidelines are adopted public statements of intent and are used to evaluate the acceptability of a project's design.

Detached Single Family Dwelling. A single residential building consisting of one dwelling unit that is arranged intended or designed for one family on its own zoning lot.

Dwelling unit. Any building or portion thereof designed, occupied or intended for occupancy as a complete, independent living facility for the exclusive use of one family, including permanent full provisions for sleeping, eating, cooking and sanitation. A dwelling unit shall have no more than one kitchen and shall provide complete internal access to all rooms in the unit. Buildings with more than one set of cooking facilities are considered to contain multiple dwelling units unless the additional cooking facilities are clearly incidental and accessory, such as an outdoor grill.

Drive-Thru. A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site.

Established Neighborhood. A neighborhood in which it is more than 75% built out and the character and fabric of the area has been established.

Exterior Alteration. A physical change to a site that is outside of any buildings. Exterior alteration does not include normal maintenance and repair or total demolition. Exterior alteration does include the following:

- Changes to the facade of a building;
- Increases or decreases in floor area that result in changes to the exterior of a building;
- Changes to other structures on the site or the development of new structures;
- Changes to exterior improvements;
- Changes to landscaping; and
- Changes in the topography of the site.

Exterior Improvements. All improvements except buildings or other roofed structures. Exterior improvements include surface parking and loading areas, paved and graveled areas, and areas devoted to exterior display, storage, or activities. It includes improved open areas such as plazas and walkways, but does not include vegetative landscaping, natural geologic forms, or unimproved land.

Facade. The exterior face of the building.

Front Facade. The face of a building adjacent to a street.

Front Lot Line. A lot line or segment of a lot line that abuts a street. On a corner lot, the front lot line is the shortest of the lot lines that abut a street. A

through lot has two front lot lines regardless of whether the street lot lines are of equal or unequal length.

Front Setback. A setback that is measured from a front lot line.

Garage Entrance Setback. A setback that is measured from a street lot line to the entrance to a garage or carport. It is essentially a minimum driveway length.

Historic Landmark. Historic Landmark designations may include buildings, a portion of a building, sites, trees, statues, signs, or other objects or spaces that the City or the Keeper of the National Register of Historic Places has designated or listed for their special historic, cultural, archaeological, or architectural merit.

Home Occupation. A business activity that is carried out on the same site as a dwelling unit, and which is accessory to the Household Living use on the site.

Live/work unit. A structure or portion of a structure combining a residential living space with an integrated workspace principally used by one of the residents.

Loft. A type of multiple family residential dwelling unit that is typically grouped within a warehouse-style building. See Multiple Family Residential Dwelling

Mixed-use Building / Development is a development type and/or building that includes at least two different use types and which the primary use(s) consists of nonresidential uses. Residential and/or public and quasi-public uses may be included as subordinate uses.

Multiple Family Residential Dwelling. (apartments, condominiums and/or lofts)
A structure that contains two or more dwelling units that share common walls or floor/ceilings with one or more units. The land underneath the structure is not divided into separate zoning lots. Multi-dwellings include structures commonly called apartments, condominiums and lofts.

Nonresidential Building / Development may include a single or mix of uses such as commercial, retail, and office. Residential and/or public and quasi-public uses may be included as subordinate uses.

Office. A building, or portion of a building, wherein activities are performed involving predominately administrative, record keeping, professional, and/or clerical operations and, where in the case of professions such as dentists,

physicians, lawyers or engineers, the facility where such professional services are rendered.

Office or clinic, medical or dental uses. A facility engaged in the examination, diagnosis and treatment of medical chiropractic, ophthalmologic, dental, and pediatric or other health care patients; includes administrative and clerical operations of the practice; does not include overnight facilities for patients.

Pedestrian Access / Connection. A pedestrian connection generally provides a through connection for bicyclists and pedestrians between two streets or two lots. It may be a sidewalk that is part of a street that also provides vehicle access, or it may be a self-contained street created solely for pedestrians and bicyclists.

Pedestrian-Oriented Development. Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.

Projections shall mean items such as sills, eaves, cornices, canopies, balconies, porches, and chimneys.

Recesses shall mean portions of the building both in the horizontal and vertical planes that are setback from the building wall either for pedestrian articulation, to provide space for windows and/or doors or to create special architectural detailing.

Rhythm shall mean the recurrence at regular or uniform intervals of features especially windows, masonry, textures, etc. of a building or group of buildings.

Rowhouse. See Attached Single Family Residential Dwelling.

Scale shall mean a proportional relationship of the size of parts to one another and to the human figure.

Setback. The minimum distance required between a specified object, such as a building and another point. Setbacks are usually measured from lot lines to a specified object. Unless otherwise indicated, an unspecified setback refers to a building setback.

Substantial remodel. The removal, in whole or in part, of a structure. A structure shall be deemed to have been substantially remodeled or demolished if at least 50 percent of exterior walls have been relocated or removed for any duration of time. In determining whether a project is a substantial remodel, a wall shall be deemed to be demolished if the structural supporting members (columns, two-by-fours, or other such elements) of the wall have been removed or are no longer attached to the foundation. The roof structure must also be retained unless the roofline is being modified or additional floors are being added, in which case the roof structure may be removed.

Townhouse. See Attached Single Family Residential Dwelling.

Transit Stop. A location where regularly scheduled transit service stops to load and unload passengers. For purposes of measuring, the transit stop is the location of a sign and/or transit stop shelter denoting the transit stop.

Xeriscape. The use of innovative design to achieve a landscape needing relatively little water, fertilizer, pesticides and maintenance.