

Southeast Gainesville Renaissance Initiative (SEGRI)



Special Area Plan (SAP)
Overlay District

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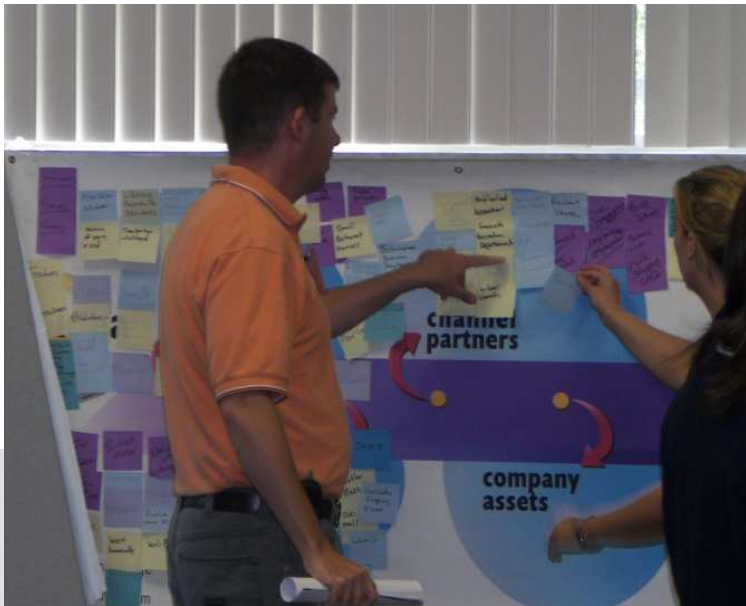
Agenda

- SEGRI History
- Special Area Plan Process
- Overlay District
 - Administrative Procedures
 - Residential
 - Non-Residential
 - Signage
 - Open Space
- The Next Steps

SEGRI Master Plan Area



SEGRI Master Plan Public Involvement



SEGRI Design Concepts



Focus Site 3: Entry on SE 8 Avenue showing live/work units along the street frontage



SEGRI Master Plan

Urban Design Themes

- High Quality Architecture
- Enhanced Relationship between Buildings and Streets
- Interconnected Streets and Sidewalks
- Pedestrian Friendly Design
- Desirable Land Uses

Special Area Plan Process

- City Outreach
- Draft Document
- Community Meeting
- Draft Revisions
- Final Document
- City Commission Presentation
- City Led Adoption



Overlay District Objectives

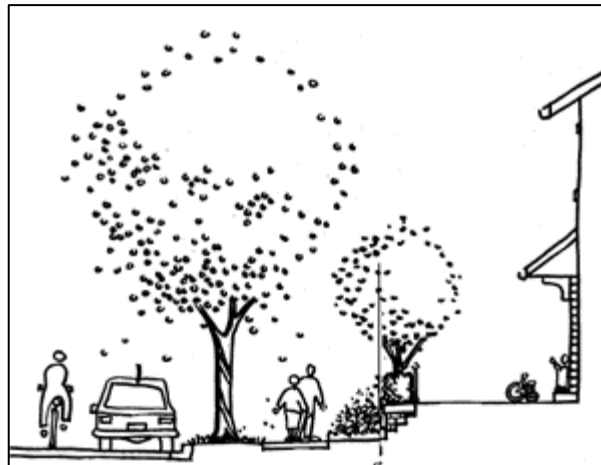
Variety of Housing

- Preservation of existing neighborhoods
- Transition appropriate densities
- Compatibility
- Neighborhoods that support transit and pedestrian traffic



Pedestrian Oriented Streets

- Connectivity
- Enhanced Sidewalks and Streetscapes
- Pedestrian Shade
- Pedestrian Amenities



Parking Solutions

- On Street
- Surface
 - Side or Rear
- Structure



Create Visual Interest

- Break up mass with architectural elements such as changes in color, texture, and height.
- Provide a variety of entries, porches, windows, bays and balconies along the street.



Exemptions

- Established Neighborhoods
- Historic Landmarks



Development Standards

Residential Standards

Detached Single Family

- New homes should be compatible with existing single family neighborhoods and transition smoothly.
- Front porches, stoops and patios create visual interest.
- Detached or side or rear loaded garages act to not detract from the homes facade.
- Sidewalks located on both sides of the streets encourage walking and interconnectivity to surrounding neighborhoods.



Residential Standards

Attached Single Family

- Attached single family units should be developed as part of the overall neighborhood fabric.
- Minimum and maximum dwelling unit groupings create street blocks consistent with the existing neighborhoods.
- Rear loaded garages encourage pedestrian friendly streets.



Residential Standards

Multi-Family

- Visible facade frontages with a distinct base, middle, and top creates a human scale relationship.
- Dwelling units oriented along the outer edge of buildings encourage walking and pedestrian connections.
- Spaces between buildings provide public open space opportunities.
- Sidewalks incorporated along all building frontages and as connections to parking areas.



Non-Residential Standards

Commercial, Retail, Office, Mixed Use

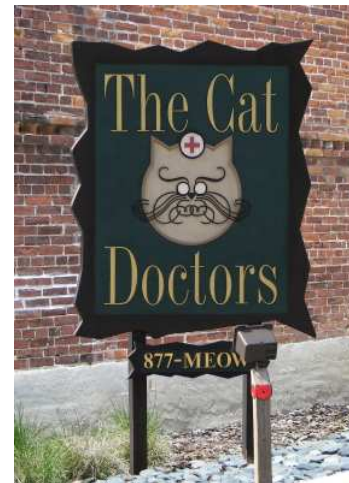
- Active ground floor uses create a pedestrian friendly atmosphere.
- Elements such as enhanced entryways, balconies, and a variation of color palettes, roof lines, and building materials address building context, articulation, and scale.
- Required public open spaces within non residential developments create gathering places.



Sign Standards

Signs should be:

- Consistent with building design, style, and scale.
- Incorporate design elements, such as size, shape, materials, lighting, and color that compliment the building.
- Oriented towards pedestrians and vehicles.



Streets and Blocks

- Cross access helps to minimize vehicular access points and improves connectivity.
- Internal and public sidewalks provide a network to residential and non residential buildings, common open spaces, and transit stops.
- Pedestrian amenities such as lighting, benches, and trash receptacles offer an attractive pedestrian experience.
- Streetscapes and landscaping offer a transition between pedestrian and vehicular areas, and act as screening for trash and building mechanicals.
- Enhanced transit stops and bicycle parking encourage alternative modes of transportation and reduce vehicle trips.



Recommended Standards

Green building and LEED

- Encourage through incentives, sustainable building which helps to reduce single-occupant vehicle trips, vehicle miles traveled and the project's overall environmental impacts.
- Possible incentives could be, earned impact fee credits, density bonus, fee reductions, and/or fast-track permitting.
- The project must be registered and certified with the U.S. Green Building Council.

Next Steps

- City Commission move to accept Document
- City Led Adoption

Questions?