

## Chapter 6: *Urban Design*

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### *Introduction*

A vibrant Community Redevelopment Area can be achieved incrementally over time using Tax Increment Financing with an approach that seizes every opportunity to effect change and advance the larger vision of a CRA free of slum and blight. Public and private capital projects can be leveraged in a number of ways. For example, the cyclical reconstruction of streets, sidewalks, services and utilities is an opportune time to make design changes for a relatively small incremental cost by integrating urban design considerations into normal capital budget preparation. CRA monies cannot be used for any projects in the Capital Improvement Plan, but design suggestions made by the CRA can alter the design. The CRA can add value to those improvements, such as through the addition of street furniture. Each redevelopment creates an opportunity to reshape a portion of the public realm.

Design suggestions and streetscaping should reflect the concepts expressed in the Community Redevelopment Plan. For example, the design standards for streets should provide a greater emphasis on greening the streets, enhancing street furniture and improving multi-use of the street corridor. Parking, signage and appropriate foliage are typical improvements that will need to be codified with street improvement design standards.

The primary urban design issues to be addressed concern the appropriate character of development and defining and supporting the public realm. High quality urban design is not an “extra” that detracts from the financial viability of a project. By creating a better product and contributing to the quality of the total urban environment, it ultimately adds value to both the project and the long-term sustainability of the CRA.

The broad urban design directions established in the Comprehensive Redevelopment Plan itself are more general than the detailed design work needed to move ahead specific proposals of urban design initiatives. Detailed design guidelines and the establishment of a design review by the CRA advisory board or the CRA board will be established over time to ensure that maximum benefit is achieved from every project and development.

The Community Redevelopment Plan describes a process in which districts, nodes or other features of particular focus would be studied in greater detail when development opportunities arise. The CRA design vision for city blocks, buildings and public spaces would be advanced, identifying combined public/private opportunities to achieve larger goals of the elimination of slum and blight. Significant changes could be initiated by the CRA on its own or the CRA in partnership with developers or groups of area stakeholders. The vision for each design district would set out a guideline for each of these areas including such things as general distribution of uses and activities, densities

and intensities, floor area ratios, building footprints and block layouts; building envelopes and illustrative building designs; phased plans etc.

Detailed design guidelines would allow for design review and the opportunity to clarify expectations regarding the treatment of key relationships. An example of this is the relationship of a new building to its neighbors and to streets, as well as the vertical and horizontal articulation of building façades and the treatment and position of entrances.

The objective of the design districts is to achieve complete, viable and fully functioning mixed use and neighborhood settings. Ultimately the design districts should fit seamlessly into the existing zoning, making the zoning regulations simpler and more streamlined.

Short of requiring a builder or developer to copy specific prototypes, legislating good design is virtually impossible. No single set of rules can anticipate all the situations and conflicts that will eventually surface; rules designed to prevent something bad from happening can also prevent something good from happening.

Design review can do what controls cannot: monitor the quality of design and the success with which it achieves urban design objectives. For it to work, the following criteria should be met:

- Design objectives should be clearly stated. The developer and the architects should know in advance what criteria will be applied to the proposed project.
- The design directions should remain consistent over time. Refinements and minor adjustments are possible but major shifts in character are to be avoided.
- The bases for exceptions should be spelled out and the rationale open to public scrutiny.

The design guidelines for the CRA are intended to provide a resource and starting point for the CRA board to give direction as to how redevelopment occurs within the CRA.

### ***Purpose & Intent***

The purpose of the following text is to illustrate forms of redevelopment and selected design guidelines for them. The intent is to present options for consideration by the Community Redevelopment Agency to guide redevelopment/infill projects that will be constructed within the Community Redevelopment Area. Definitions are mostly taken from the Illustrated Book of Development Definitions by Lindbloom and Moskowitz.

## ***Explanation of Concepts & Terms***

Terms and concepts applicable to the redevelopment forms include:

***Bicycle-Friendliness:*** As with pedestrian-friendliness, design elements can contribute both positively and negatively toward achieving bicycle-friendliness. However, because bicycles are allowed by law to use roadways, their interaction with motorized vehicles is qualitatively different than that faced by pedestrians. Roadway characteristics such as in-line, parallel slotted drain grates, potholes and manhole covers, narrow lanes, and lack of bicycle pathway/lane maintenance all contribute to bicycle unfriendliness.

Positive design elements that promote bicycle-friendliness include sufficient, safe and secure bicycle parking facilities; workplace cleanup facilities; well-maintained lanes or shoulders; clear street markings; enhanced bus/bike capability; and off-road trail systems along the waterfront.

***Build-to Line and Setback:*** This is an imaginary line used to require building placement along the edge of the public right-of-way. The build-to line mandates where the façade of a structure is to be located. It is used instead of a setback line.

***Corridor:*** A corridor is a principal arterial roadway classification as defined by the county functional classification system with predominance (greater than 75 percent) of right-of-way abutting parcels with existing commercial zoning.

***Design Guidelines:*** A set of architectural, site development, signage, and landscape standards depicting requirements for development improvements.

***Floor Area Ratio (FAR):*** The floor area ratio (FAR) is a tool for regulating the intensity of development. FAR Represents the gross floor area of all buildings or structures on a lot divided by the total lot area. Minimum FARs helps to ensure that more intensive forms of building development will occur in those areas appropriate for larger-scale commercial buildings and higher residential densities. The more intensive levels of development brought about by minimum FARs close to transit stations encourage increased use. Minimum floor area ratios apply to all nonresidential building development. In mixed-use developments, residential floor space is included in the calculations of floor area ratio to assure conformance with minimum FAR.

***Height-to-Width Ratio:*** The height-to-street width ratio achieves human scale when the ratio is between 1:2 and 1:3. Typically, width is measured horizontally between opposing building fronts. Height is measured from the sidewalk to the building eaves. For example, a typical main street (60 to 80 feet wide) would have buildings about 35 feet tall (2 to 3 stories) which are next to the sidewalks.

***Human Scale:*** Human scale is the proportional relationship of a particular building structure, open space enclosure or streetscape element to the human form and function.

Human scale can be created with low-rise buildings along minor streets, or multistory buildings along major streets. Ordinances can help support human-scale design by requiring building entrances placed close to the street, ground floor windows, articulated façades, appropriately scaled signs and lighting, and awnings and other weather protection. For example, in downtowns, main streets, neighborhood centers, and other strategic locations (i.e. at transit stops), it is often appropriate to require a maximum front building setback or build-to line for a minimum percentage of the building front.

***Infill Development:*** Infill development places new housing or other uses on scattered vacant sites in a built-up area. Such land ranges from a single lot to unused surface parking or empty shopping malls.

***Mixed-Use Development:*** Mixed-use is the development of a neighborhood, tract of land, building or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public and recreation in a compact urban form. A mixture of residential and complimentary/supportive uses on a single parcel or in proximity to each other so that the various uses can be easily accessed by pedestrians. Uses can be mixed vertically (in a single building on multiple floors) or horizontally (adjacent to one another)

The Urban Land Institute defines mixed-use development as having these characteristics:

1. “Three or more significant revenue-producing uses (such as retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation) that in well-planned projects are mutually supporting;”
2. “Significant physical and functional integration of project components (and thus a relatively close-knit and intensive use of land), including uninterrupted pedestrian connections; and
3. “Development in conformance with a coherent plan (that frequently stipulates the type and scale of uses, permitted densities, and related items).”

***Neighborhood:*** An area of a community with characteristics that distinguish it from other areas and that may include distinct ethnic or economic characteristics, housing types, schools or boundaries defined by physical barriers such as major highways and railroads, or natural features, such as water bodies or topography.

***Node:*** A designated location or region along a corridor where increased activity or use takes place, frequently at the intersection of major corridors.

***Pedestrian-Friendliness:*** A pedestrian-friendly environment is created when both non-motorized and motorized modes of transportation are given equal consideration during project/area design, construction, or redevelopment. A number of design elements contribute toward the achievement of pedestrian-friendliness with the primary one being an appropriately-sized/located, well-maintained sidewalk/walkway that invites its use. Broken, uneven, disconnected, and inappropriately located sidewalks work against the achievement of pedestrian-friendliness.

Other design elements that promote friendliness include short blocks (300 to 400 feet); intersections that require motorized vehicles to significantly slow down in order to make turns; street amenities (shade trees and vegetation that buffer pedestrians from passing traffic, street furniture including benches and trash containers); buildings that are situated close to sidewalks so that walkers are not required to cross a “sea of asphalt” in order to get to them; and a generally pleasant, safe, and convenient environment.

***Shared Parking:*** is utilization of a parking area for more than one use. Shared parking involves parking spaces that are used at different times by different uses. A shared parking space serves several stores so that a vehicle does not have to be moved from place to place. The classic example is the mall movie theatre that, because of off peak hour use, may not generate any additional parking demand. Each type of joint use reduces the total number of spaces needed. Shopping center parking is an example of a shared parking facility. Instead of computing the parking requirements for each use, a ratio of parking spaces to total square footage is used.

## ***Urban Design Principles***

Input by community members, stakeholders and civic officials through a previously described public outreach process suggest creating the following design principles:

1. Downtown Identity:

- Lobby the city of Clewiston to phase out the RM-2 Mobile Home Subdivisions districts within the CRA as a means of removing blighted subdivisions.
- Create a downtown in Clewiston that is unique to Clewiston.
- Develop an identity for the Downtown through architectural character and the use of streetscape amenities.
- Establish clear and identifiable gateways to define the Downtown Area.
- Establish a wayfinding system to direct patrons to important public, commercial and parking destinations.
- Create a “Heart” of downtown with public gathering space(s) that serve as the center of the community for events and celebration.

- Create a welcoming streetscape by orienting commercial development to foster a pedestrian environment (i.e. sidewalk-fronting shops, cafés and dining).

## 2. Pedestrian:

- Create and strengthen pedestrian and bike linkages within the CBD.
- Strengthen linkages between downtown and nearby residential neighborhoods.
- Provide streetscape/landscape (tree canopy) treatments and amenities for comfort of pedestrians.
- Incorporate pedestrian-oriented signage and lighting into the downtown streetscape.
- Incorporate traffic calming measures to slow traffic and to create a more pedestrian-friendly community especially along Hwy 27.
- Locate parking lots to the rear of structures.
- Incorporate Community policing through environmental design techniques.
- Encourage conveniently located public parking distributed evenly throughout town.

## 3. Economic Viability

- Create an economically viable downtown that attracts businesses and visitors.
- Create a retail and recruitment plan.
- Create a business retention plan.
- Establish a Main Street program.
- Suggest a signage master plan for CBD.
- Encourage a downtown consisting of a mix of uses focused upon entertainment, living, shopping, recreation, culture, etc.

- Encourage businesses and activities that take place in the evening, especially those that support one another such as dining, leisure and entertainment and unique partnerships (i.e. dinner and a movie coupon program).
- Design public spaces to attract people and encourage public use throughout the day and night.
- Allow for stand alone, high-density residential uses.

#### 4. Parking and Aesthetics

- Develop with the city a comprehensive parking plan to provide adequate and strategically located parking throughout downtown and develop an appropriate in-lieu fee program.
- Create a façade improvement program.
- Encourage a proactive code enforcement program.
- Create design guidelines and development standards to guide development.

### ***Design Districts***

This section addresses the four design district categories which comprise the Clewiston CRA as identified in a Lynch-style analysis of the CRA:

1. The Commercial Districts;
2. The Commercial Corridor;
3. The Industrial Districts;
4. Traditional Neighborhoods.

### ***The Commercial Districts: Central Business District, Commercial District and Marcheta Waterfront Commercial District:***

#### **Description And Typical Land Uses**

Clewiston's Central Business District is the largest, most intensively developed mixed use area within the city, containing major retail, government, and service uses; professional, cultural, recreation, and entertainment establishments; appropriate industrial activities; and transportation facilities. The Central Business district is a destination.

The commercial district is the K-Mart property and the Marcheta Waterfront Commercial District is found in the northwest corner of the CRA (see map)

Clewiston's city center tends to be located on Ventura Ave, but it needs to be reinforced and strengthened. The design features should reflect the central role town centers have traditionally played in the functioning of a municipality. Town centers have traditionally contained public uses, such as town halls, libraries, post offices, and parks. When agriculture played a larger role in the county, city centers also served as gathering and shopping places.

## **Design Principles**

**Principle No 1:** The importance of a strong private/public partnership. Successful downtowns have two interrelated ingredients. First, some form of a strong and active downtown association can help businesses and property owner's work together toward their mutual benefit. This organization should be somewhat similar to the organization of a shopping mall to enable downtown businesses to have the same competitive advantages of a shopping mall. This can be a Downtown Development Association (DDA), a Business Improvement District (BID), or a Main Street Program. Second, city government needs to be a supportive partner in downtown development activities. In Florida, this is usually done through a close relationship between the city and the Community Redevelopment Agency.

**Principle No 2:** A vision of what the community would like the downtown to be functionally, physically, socially, and economically is a critical step in the revitalization process.

**Principle No 3:** Downtown should be multifunctional, including both housing and traditional uses such as shopping, employment, civic administration, churches, entertainment, and professional services. Building on these advantages, downtowns can point out that regional malls rarely have churches, housing, law offices, museums and library that one can reach on foot.

**Principle No 4:** Take advantage of the downtown's heritage. Malls go through a great deal of effort to replicate the feel of a downtown, with little success. A city's downtown has streets, parks/squares and older buildings that are deeply ingrained into the community's collective history, evolution and memory. Downtown can be linked to many important events, experiences and memories to a broad spectrum of people throughout the city and surrounding area. This gives a distinct advantage over malls and big box retailers.

**Principle No 5:** Link to the waterfront. The heritage of the community and its sense of place are often connected to the presence of a body of water.

**Principle No 6:** Downtown should be pedestrian-friendly. People will often choose to walk if pathways and sidewalks are comfortable, safe, interesting, and enjoyable. This

means that distances between destinations need to be protected from the elements with destinations clearly linked by a network of sidewalks and pathways, attractive business facades, landscaping, and lighting.

**Principle 7:** Establish Design Guidelines. Not providing any guidance to building and business owners often does more damage than good. Design guidelines and design review are recommended practices.

**Principle 8:** Do not overemphasize the importance of parking. Many studies have discounted the importance of parking to the revitalization of downtown. Parking is the characteristic least correlated to a healthy downtown. Parking itself never attracts people to a downtown; it supports but is not the centerpiece of downtown development efforts.

### **Design Characteristics.**

No one design is appropriate for all town centers, but generalizations can be made with regard to what should be included in the design.

#### **Configuration**

- Implement build-to and reduced setback lines from the right-of-way.
- First floor nonresidential uses should face the street.
- Preserve existing rights-of-way and require increased connectivity.
- Encourage a variety of residential uses

#### **Buffers/Open Space**

- Emphasize usable public space in the design.

#### **Parking**

- Reduce surface parking standards for redevelopment and new construction.

#### **Pedestrian/Bicycle**

- Require sidewalks and on-street parking to promote pedestrian activity.

City centers can support mixed-use development, including a residential component and land uses intended to serve the needs of the resident population. Mixed use typically consists of at least some supportive uses in one or more buildings within walking distance of each other. A typical arrangement in these buildings is that nonresidential uses are located on the lower floors with residential uses above. By physically locating a variety

of uses in proximity to each other, the need for area residents to drive to the supportive nonresidential uses is reduced.

## **Design Guidelines for the Commercial Districts**

### **Density/Intensity**

- Encourage the City of Clewiston to enact mixed use zoning in the area;
- Nonresidential intensity range 0.2 FAR to 1.0 FAR.

### **Setbacks/Build-to Lines:**

Structures in the commercial districts are characterized by being sited relatively close to roadways, and alleyways are typically incorporated. In a redevelopment scenario, the same configuration should be continued because of right-of-way constraints and the intent to reuse, rehabilitate, and refurbish existing buildings

Within the Commercial District, front, side, and rear setbacks should be a maximum of no more than the average setbacks of the three adjacent buildings to each side and to the rear, as well as an equivalent number across any contiguous roadway.

### **Setback/Build-To Range For Street-Facing Redevelopment**

- From 0 feet for any new construction to as currently exists or average.
- Build to line range for street-facing new construction.
- 0 to 10 feet and in proportion to building height;

### **Height**

- Two or more stories consistent with the traditional character of the center, not to exceed 35 feet.

### **Height Range**

From 2 stories to 35 feet, consistent with the traditional character of the center, except that additional height may be permitted if:

- The site is larger than one acre;
- Structured parking is part of the project design;
- The site is located in a FEMA flood zone; or
- Mixed use development is proposed on a site larger than local minimum commercial lot standard.

### **Vehicular Circulation and Parking:**

Parking standards can be reduced in city centers because by definition, they lend themselves to pedestrian activities. In any case, the number of spaces should not exceed 110 percent of the minimum adopted standards.

Where there is more than one category of use, the number of spaces required should range between 65 and 85 percent of the sum of required spaces for each category of use. For example, if both residential and nonresidential uses are located within the same structure, the required parking spaces for each use are added together, and then a percent of that number becomes the required number of spaces. This provision assumes that not all spaces for 100 percent of the requirement for each individual use will be needed at the same time. Thus, a lowered standard is appropriate.

Shared parking and access are strongly encouraged. To the maximum extent feasible, vehicle access should be provided through a shared driveway(s) and cross-access easements. New additional curb cuts should not be granted to redevelopment projects, and those that can be eliminated without causing hardship should be.

### **Pedestrian/Bicycle Access:**

Right-of-way sidewalk installation should conform to the adopted standards of the jurisdiction. Whenever possible and appropriate, convenient pedestrian amenities should be installed including outdoor seating, bus waiting areas, and similar facilities. At a minimum, provision should be made for transit stops in convenient and accessible locations. Bicycle parking should be provided at the rate of 1 space per 1,000 square feet of nonresidential.

### **Signage:**

Signage should conform to the adopted standards of the jurisdiction and be integrated with the building design. Consolidated signage should be employed in order to reduce sign proliferation.

### **Landscaping:**

Landscaping should conform to the adopted standards of the jurisdiction with special attention paid to pedestrian use areas and buffering of residential from nonresidential uses. Planted landscape trees/vegetation should not be installed so as to reduce sidewalk access to or within the development project, but should be used to define and buffer internal walkways.

### ***Commercial Corridor: Sugarland Highway***

The intent of the commercial corridor is to acknowledge the unique conditions affecting corridor development, establish alternative design regulations that reduce the perceived limitations for redevelopment activity, and provide guidance for the CRA and the City of Clewiston in revising their regulations to accommodate the redevelopment.

The purpose of this design district is to encourage mixed-use development, improve design quality, and enhance pedestrian mobility along existing arterial and collector roadway corridors where revitalization and pedestrian urban environments are desired. As mixed-use redevelopment occurs within commercial corridors, rehabilitated older structures can play a role by serving as locations for light industrial enterprises that have minimal or no negative impacts on the surrounding environment.

### **Description and Typical Land Uses**

Commercial corridors are linear development forms that typically include parcels fronting the existing roadway. Hwy 27 is bordered by strip commercial uses and provides minimal access to adjacent residential neighborhoods.

### **Design Characteristics**

While each commercial corridor has unique characteristics, several design tenets should be incorporated to create a new or transform an existing corridor.

### **Configuration**

- Protect surrounding residential neighborhoods by requiring building size/bulk transitions.
- Implement build-to and reduced setback lines from rights-of-way.
- Orient nonresidential uses to face the street with parking behind or to the sides of buildings.
- Permit expansion of parcel depth if buffering is included in the design.

### **Pedestrian/Bicycle**

- Implement and maintain pedestrian friendliness along rights-of-way.
- Design projects to allow pedestrian access from abutting residential and nonresidential developments.

### **Design Guidelines**

Uses: a minimum of 50% of the street level buildings facades should incorporate activities retail sales, indoor/outdoor eating establishments, and/or office uses.

### **Density/Intensity**

- Residential Density Range:                      From 5 Du/Ac To 8 Du/Ac
- Non-Residential Intensity Range:              From 0.2 To 1.0 F.A.R.

### **Setback/Build to Lines**

Setback/build to ranges for street facing development:

- From 0 feet for front, side and rear including any new construction to currently exists or averaged.

Build-to line for street facing new construction:

- 0 feet to 10 feet and in proportion to building height; or 5 feet for the side and rear setbacks.

### **Height:**

- Multistory construction is recommended with the maximum height being determined by street width ratio.
- Height range from 1 story to 3 stories (35 feet).

### **Vehicular Circulation and Parking:**

- Shared parking and access are strongly encouraged.
- Where there is more than one category of use, the number of spaces required should range between 65 and 85 percent of the sum of required spaces for each category of use. For example, if both residential and nonresidential uses are located within the same structure, the required parking spaces for each use are added together, and then a percent of that number becomes the required

number of spaces. This provision assumes that not all spaces at 100 percent of the requirement for each individual use will be needed at the same time, thus a lowered standard is appropriate.

- 50 percent of required parking spaces should be located to the rear or side of the building.
- Parking guidelines for nonresidential uses are dependent on the specific use(s) rather than generalized use categories.
- Parking guidelines for nonresidential use dependent on the specific use(s) rather than generalized use categories.

### **Residential Parking Space Range**

- From 1 space per residential unit to 2 spaces per residential unit.

### **Nonresidential Parking Space Range**

- 1 per 1000 square feet to one per 250 square feet

### **Pedestrian/Bicycle**

- Implement and maintain pedestrian friendliness along rights-of-way.
- Design projects to allow pedestrian access from abutting residential and nonresidential developments.

### **Pedestrian/Bicycle Access:**

- Whenever possible and appropriate, convenient pedestrian amenities should be installed including outdoor seating, bus waiting areas, and similar facilities. At a minimum, provision should be made for transit stops in convenient and accessible locations.
- In parking lots, a protected, raised (to standard sidewalk height except when crossing a vehicular way) walkway a minimum of 5 feet wide should be installed in all lots of 50 spaces or more.
- From bicycle parking at 1 space per 1,000 square feet of nonresidential.

### **Signage:**

- Signage should conform to the adopted standards of the jurisdiction and be integrated with the building design. Consolidated signage should be employed in order to reduce sign proliferation.

**Landscaping:**

- Landscaping should conform to the adopted standards of the jurisdiction with special attention paid to buffering residential from non-residential uses. Planted landscape trees/vegetation should not be installed so as to reduce sidewalk access to or within the development project, but should be used to define and buffer internal walkways.

***Industrial District: Industrial and Wholesale District, Old Airport Industrial District***

**Description and Typical Land Uses.**

One issue addressed in the CRP is the retention and recruitment of well-paying jobs in Clewiston. It is therefore important to recognize the importance of employment districts and include them in the plan, notwithstanding the fact that they do not mirror each other from a design perspective.

Included in the employment districts in the CRA are a wide variety of uses that are not easy to define by common characteristics. They range from light to moderate industrial ones which, when viewed from the outside, are, or appear to be, office complexes. Because of their differences, this form will concentrate solely on discussing employment district design characteristics rather than propose design guidelines.

**Design Characteristics.**

**Configuration**

- Industrial uses should not have blank wall sections exceeding 50 linear feet on the street-side of building without a structural break (i.e. change in plane, window, entry, etc.)
- Administrative uses should be oriented toward the street with at least 50% of parking constructed to the rear and/or side of the building.
- Densities and intensities are unique to each district depending on the type of uses found there. Housing at mid to high densities should be located proximate to employment districts. Intensities vary and are dependent upon the level and type of activities taking place within the district and proximity to transit facilities.
- It should be noted that it is not the intention of the CRA to sacrifice land suitable for primary employers to create this housing. Viable industrial properties should not be converted to residential use.

- Housing in or near employment districts should be designed in such a way that it is both compatible and integrated with surrounding uses. Failure to design for compatibility can lead to conflicts between residential and nonresidential uses, particularly industrial.
- Standards for traffic circulation, visual and noise buffering, and other potential concerns should be created to minimize conflicts between residential uses and primary employers.

### **Buffers/Open Space**

- With a new construction project, local buffering, landscaping, and open space standards may be applied. However, with a redevelopment project, application of standards that may be appropriate in a new construction situation can be inappropriate in a redevelopment/reuse mode. Therefore, flexibility in their application is called for.

### **Parking/Access**

- It is essential to maintain vehicular access to employment districts. Without it, employers are less likely to stay where they are currently located and are more likely to seek out a different location if an acceptable level of access cannot be maintained.
- Access provisions for workers using transit should be maintained.
- Bicycle parking should be provided in a protected, secure location.

## ***Residential Districts: San Juan Neighborhood, San Pablo Neighborhood, San Pedro Neighborhood***

### **General Design Guidelines**

Although the site design and the style of buildings should reflect the context of the area, buildings should generally adhere to the following guidelines. The issues discussed below relate to urban design and architectural qualities and character of buildings within the Clewiston CRA.

#### **General Building Guidelines:**

- All exterior walls of a building should be articulated with a consistent style and materials. In no case should any façade consist of unarticulated blank walls.

- Building façades should have design elements that are human-scaled in order to support the creation of a pedestrian-friendly environment. This is particularly important on the ground floor of commercial buildings where pedestrians have the most direct relationship to buildings. Effective elements include building bays, towers, roof eaves, window proportions, arcades, awnings, verandas, porches, and stoops.
- Arcades and recessed building entries should provide shade and enclosure that create comfortable human-scaled environments for pedestrians.
- To give buildings an authentic appearance as opposed to a veneer-like quality, materials should be consistent on all sides of the building.
- The amount of reflective building materials should be limited or prohibited on development directly abutting a pedestrian way. Highly reflective material on building facades may help to keep interior temperatures down, but can be extremely uncomfortable for the passing pedestrian.
- Primary entries should be clearly expressed and recessed or framed by sheltering elements such as awnings, arcades, porches, or porticos. Secondary entries should be treated in a similar but lesser manner.
- All mechanical equipment and meters should be located to minimize visual impacts from streets, sidewalks and other public spaces. Rooftop mechanical equipment should be screened from view within the overall form of the roof or behind a parapet.

### **Residential Buildings**

- Street fronting side yards (yards on corner lots) and the design of the building façade should be similar in design and quality to a typical front yard of a home. These side yards are important to the character of residential areas because they are the most visible yards.
- Primary walkways should connect entrances to the sidewalk rather than to driveways.
- Outdoor entrances to residential developments should be clearly defined so that they provide a sense of transition between the public realm of the street and the private realm of the homes and so they are easy to find.
- Street frontages should be addressed by the more active rooms within a residence and avoid lining the street with garages and excessive driveways.
- Where multi-family residential units are set back less than ten (10) feet from a public right-of-way, first-floor units of multi-family residential buildings

should be designed with additional measures to ensure privacy. At a minimum, window sill heights should be raised above the eye level of a passing pedestrian. Elevated stoops and raising interior floor elevations above adjacent sidewalk grade are some measures that can be employed.

- Building fronts should contain public/semi-private transitions such as stoops and open porches to create a friendlier streetscape where pedestrians can interact easily with their neighbors.

### **Commercial and Civic Buildings**

- Primary entrances should generally face pedestrian streets and public open spaces rather than parking lots in order to emphasize the primary importance of the pedestrian realm.
- Where commercial buildings meet residential uses, building height impacts on privacy and solar access should be mitigated by stepping down in height to meet adjacent residential buildings.
- Special architectural features such as bay windows, decorative roofs and entry features should avoid projecting onto front setbacks and rights-of-way such that they dominate the sidewalk and/or intrude into the clear space defined by the ordinance.
- Prominent features, such as towers, should be placed at street corners and/or highlight main entrances.
- The primary entry for commercial establishments and the entrances to the second floor uses should be within the primary façade and should be accessible directly from a public street, park or plaza.
- Articulation should provide interest and shade and reduce the feeling of “exposure” for the pedestrian. Development directly abutting the street should provide additional shading with methods such as awnings and arcades.
- Access ways or pedestrian pass-throughs can minimize walking distances by allowing pedestrians access between buildings or lots. Accessways should be attractive spaces and places where pedestrians feel safe.
- Accessways should be as straight as possible to improve sightlines and security, and have a preferred width of twenty-five (25) feet.

### **Fences and Walls**

- Walls and fences used for screening purposes within the CRA should not exceed four (4) feet in height. Trellises, arbors, and semi open structures are

acceptable substitutions for solid walls if landscaping is used to enhance the visual buffer.

- Walls and fences buffering residential uses from nonresidential uses should take on the character of the residential use.
- Chain link fencing should not be used unless they are completely screened from view by a hedge or other landscaping.
- All walls should demonstrate a high level of architectural detail, articulation, and design, and be constructed of durable materials.
- Walls and fences should be accompanied by a combination of trees, shrubs, groundcovers, and climbing vines to soften their appearance.
- If a wall is used, vines or other landscaping should be used to soften its appearance from the street.

### **Surface Parking Lot Design**

- The design of parking is a key consideration in creating pedestrian-friendly places. In order for retail, employment and residential uses to be successful in the market, adequate and convenient parking must be provided. However, the “perception” of auto dependency is fostered where the urban landscape is dominated by parking lots. Therefore, their presence must be controlled and minimized.
- Parking lots on adjoining properties should be interconnected whenever possible to allow pedestrians to trip-link by parking their car in one lot and making several trips on foot. This also offers drivers more flexible parking options.
- The use of permeable paving to reduce surface runoff should be used for parking surfaces. Where possible, drainage should be directed to planting areas to maximize percolation.
- Parking lots should be well-lit to create a safe environment for persons going to and from their cars.
- Walkways running parallel to the parking rows (perpendicular to parked cars) should be provided for every four (4) rows, and walkways running perpendicular to the parking rows (parallel to parked cars) should be no further than twenty (20) parking stalls apart. Walkways should also be provided at the edges of parking lots.

- Walkways should be raised to standard sidewalk height of six (6) inches and provide a minimum five (5) foot clear space from car fenders.
- Where the path bisects the travel lane, crossings should be clearly delineated by a contrasting color, pattern, material change, and/or be raised slightly to form a “speed table”.
- Well-maintained landscape elements such as trees, shrubs, groundcover, and landscape structures within a parking lot and along pedestrian pathways should be utilized to reduce the perceived size of the lot and create a more pleasant microclimate for pedestrians.
- All parking lots greater than twelve (12) stalls (approximately one eighth of an acre or about 5,000 square feet) should provide a tree canopy that will cover fifty percent (50%) of the lot at time of the trees’ maturity in approximately ten (10) years. This will affect the spacing of the trees depending upon the species and their growing habits.
- Trees should be planted along the interior pedestrian paths to provide needed shade. Trees should be planted such that at least fifty percent (50%) of the path is intermittently shaded.
- Additional interior landscaping should comprise a minimum of ten percent (10%) of the total parking area, exclusive of the perimeter planting strip used for screening purposes.
- Each planted area should not be less than twenty-five (25) square feet, and drought-tolerant plants should be used to reduce watering needs.
- Landscaped parking islands may be the appropriate location for required storm drainage swales that facilitate natural infiltration. In such cases, landscaped area should be no less than ten (10) feet wide with the sides having a slope no greater than 1:4. Drain inlets should be placed accordingly within these swales and elsewhere in the parking area to eliminate pooling.
- A landscape buffer between a sidewalk and a parking lot should be at least six (6) feet in width. At a minimum, the buffer should contain trees and shrubs that create a visual separation, but could also incorporate a trellis structure.

## **Lighting**

- Lighting is an essential amenity along streets, accessways, pathways, parking lots, plazas, and parks. They create a safe environment which is conducive to lively nighttime activity. Lights can also create interest by illuminating special architectural or landscape features, special places, and convey a feeling of

activity during the evening. Lighting standards within the Transit Village should be pedestrian-friendly.

- Adequate and aesthetically pleasing lighting should be provided for safety, security, and a greater sense of comfort for pedestrians.
- It is preferable for fixtures to be spaced close together with lower light levels, as opposed to further apart with intense and varied light levels that can be uncomfortable for pedestrians.
- Pedestrian-scale lights should be lower than typical auto-oriented light standards. Heights should be approximately twelve (12) feet to twenty (20) feet in height at a maximum.
- The spacing of lighting fixtures should be coordinated with tree plantings and should not cause the spacing of trees to violate landscaping standards and guidelines.
- “Cobra head” lighting and other designs that cater to the automobile should be avoided. Such designs are typically mounted on taller poles to illuminate larger area and lack the detailing that is critical to creating an interesting pedestrian realm.
- Light standards may also be combined on one post. Low, pedestrian-oriented lights can be affixed to a post and direct light onto sidewalks, while the same post may also accommodate auto-oriented lights directed at roadways.

## **Signage**

- Much like the character of its buildings, signage should reflect the character of a place. Plastic, internally illuminated signs are typically associated with mini-malls and drive-thru, which convey a preference for auto-orientation. Finely crafted signage with ample detailing conveys the message that shops wish to attract the pedestrian.
- Signs should be integrated within the project’s architecture.
- Signage placement should be limited to awnings, arcades, display window fascias, and/or suspended placards. Internally illuminated signs (other than neon) and back-lit awnings should not be permitted.
- Signage dimensions should be kept at a pedestrian scale and demonstrate a high level of detailing and craftsmanship. Pole-mounted signs, other than official public signs, should not be permitted.

- Externally illuminated signs should be used, as these lights tend to illuminate signs instead of the pedestrians, thus minimizing glare. Internally illuminated signs, with the exception of neon, should be avoided as they are typically designed to attract drivers and are too intense for pedestrians.

### **Public Art and Features**

- Public art can be an important element for humanizing public space, providing visual interest and a human-scale to the environment. It also helps to define the uniqueness of a place that will set it apart from others. On a large scale, public art has the ability to unify a district with a theme and educate users. At a pedestrian scale, it can provide visual interest for the passer-by and infuse a place with a sense of playfulness.
- Public art should not be a replacement for good urban design. A mural can mitigate the effects of a blank façade along a sidewalk; however, initial attempts should be taken to minimize the presence of a blank façade or other detrimental design features.
- Public art may be used to create neighborhood identity. Efforts should be made to reflect the character and history of the community.
- Public art may be incorporated into site and building design. Art can be cleverly incorporated into otherwise mundane street elements such as light poles, benches, trash cans, paving, etc.
- Water can be simple fountains or incorporated into public art installations. In a climate such as Clewiston, the sound and sight of water can provide a pleasant and cool respite for pedestrians, but water elements should support conservation efforts by circulating non-potable water.

### **Vacant Lots and Buildings**

- Given that the CRA will be in transition for several years as it developed, it is important to require a level of maintenance and care even for vacant lots. Vacant lots should therefore be kept clear of debris.
- Physical maintenance of buildings has an impact on the pedestrian. The repair and cleanliness of buildings demonstrates whether a neighborhood is being cared for and if it is safe to be there. Vacant buildings should be maintained to the same level as occupied buildings.

## **Conclusions**

The City of Clewiston's development pattern has evolved from a classic City Beautiful plan designed by John Nolen. Older, more pedestrian neighborhoods have been replaced by automobile-oriented commercial developments. In the wake of this type of development, many underutilized, obsolete or vacant infill properties hold potential for future redevelopment that gives the form and amenities of a project more consideration than previously has been the case.

Clewiston has the opportunity to rethink and give specific direction to its development pattern in the course of planning for its redevelopment. The quality of that redevelopment will largely depend on local government commitment to amending development regulations and employing design guidelines that both require and enable desirable redevelopment.

The development forms outlined in this chapter are intended to provide a resource and/or starting point in development and applying improved design techniques at the local level, tailored to the unique characteristics of each community and its centers, corridors and districts.