

Supplemental Design Guidelines



SUPPLEMENTAL DESIGN GUIDELINES

As a supplemental reference to the project, the following diagrams are included to illustrate the site planning approaches that were followed in developing the Vision Plan. These diagrams are intended to communicate the general approaches for various uses shown in the Vision Plan. Because creation of streets and blocks are a fundamental structure of Traditional Neighborhood Design, the diagrams are organized to communicate site planning the site planning principles for each uses according to a conceptual Development Block.

The conceptual blocks are considered prototypical, regarding block configuration, program, building size and parking ratios. Actual development will vary based on proposed program and site planning solutions, however the basic concept of developing buildings along streets, with parking to the side and rear of the block remains.

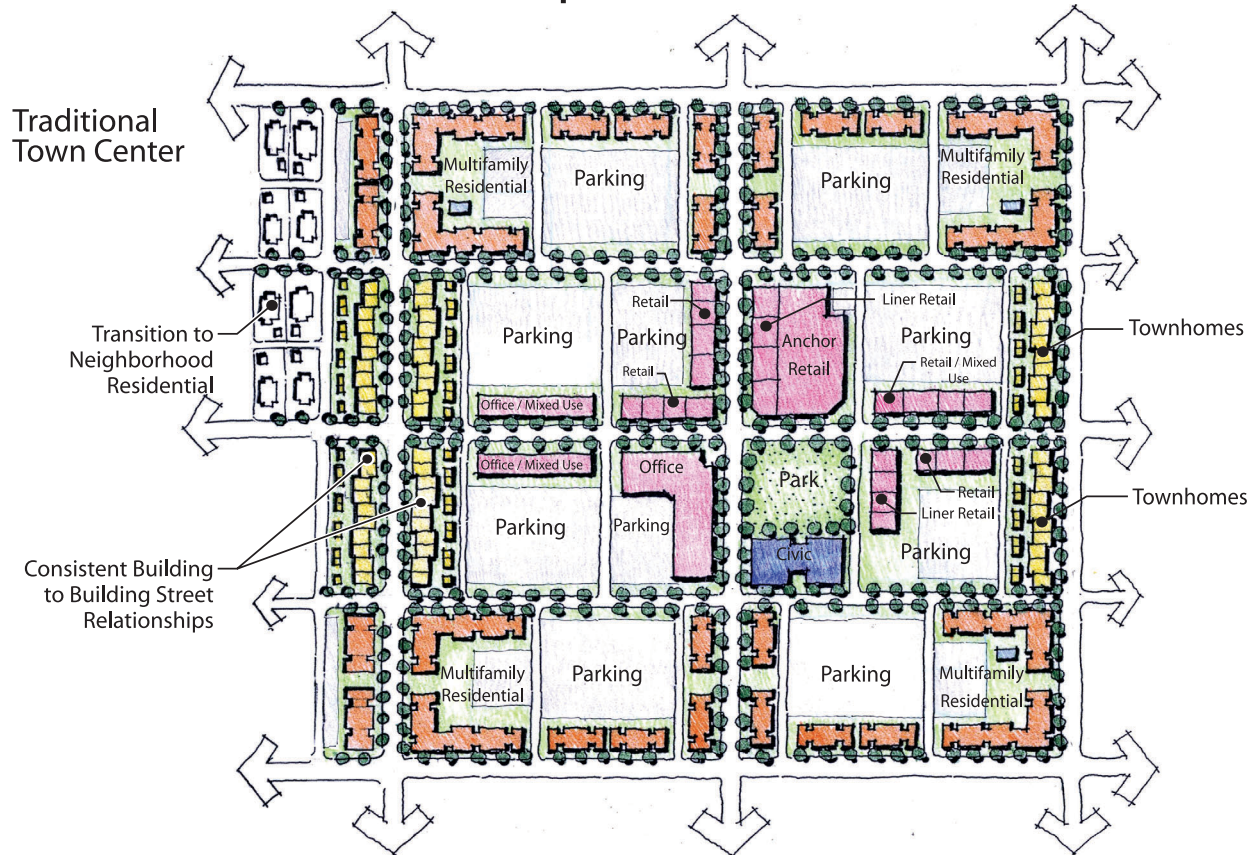
The Town Center Concept diagram illustrates many of the over-riding concepts in assembling varied uses into a town center in TND format. This includes several components:

- Organization of primary 'A' streets with predominant building frontage
- Secondary 'B' streets and alleys with lesser building frontage
- Minimal building setbacks, emphasizing street front relationships
- Parking located in the middle of the block behind the buildings
- Location of open space as organizing feature to Town Center or Neighborhood
- Transition of more intense commercial uses to less intense retail uses maintaining street building to building relationships

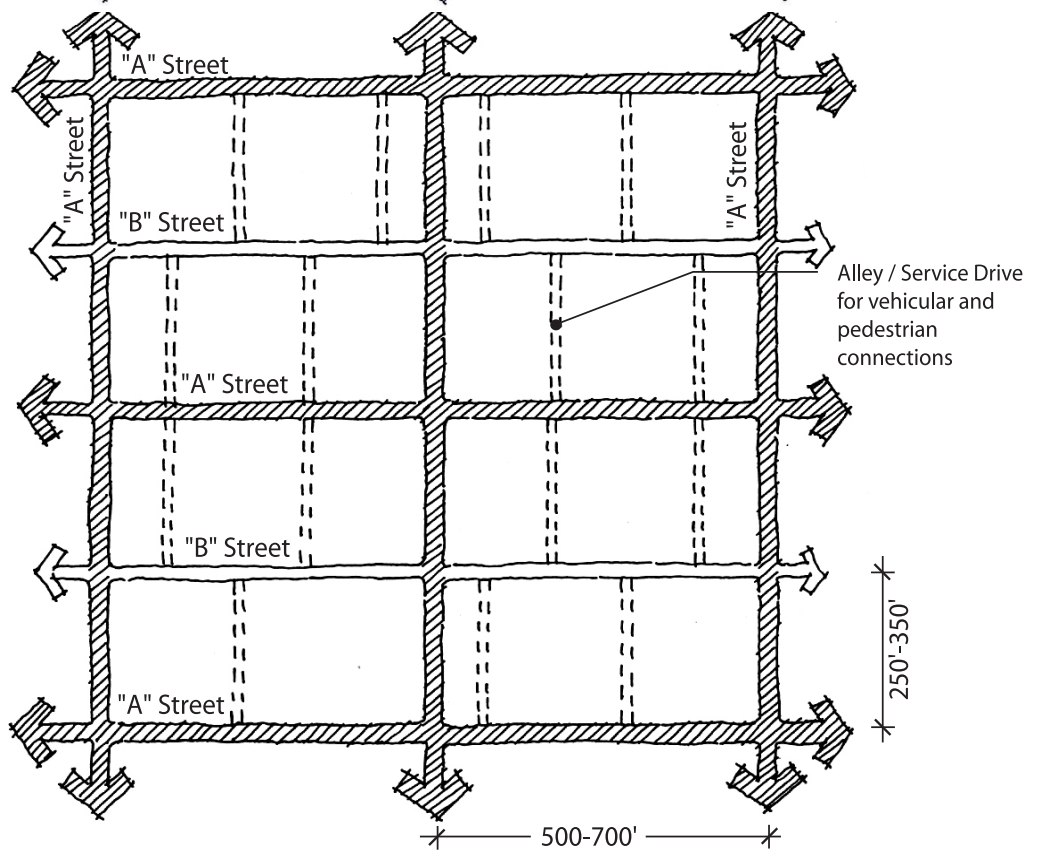
Subsequent **Development Block** diagrams depict in general terms how commercial and residential uses can be located on consistent prototype blocks. Features include:

- General block dimensions
- General building frontage and setback relationships
- Window, entry, cornice/parapet, architectural massing detail
- Use of On-Street parking and streetscape treatment
- Off-street parking interior to block. Ratios: +/-4:1000 sf commercial, 1.5/unit res.
- Residential driveways located behind the primary façade of the house, including preferred rear alley access
- Change of use in the middle of block, including shared access/alleys/parking
- Additional discussion regarding office flex buildings as an adjacent use.

The Town Center Concept



Traditional Town Center Street and Block Diagram



Retail Development Block

Retail Building Type: Retail/Mixed-Use
intended to provide for multi-story, mixed-use buildings with retail uses on ground floor.

Retail Building Type "Liner" Retail
retail faces street and lines anchor retail use or parking lot

Retail Building Type: "Anchor" Retail

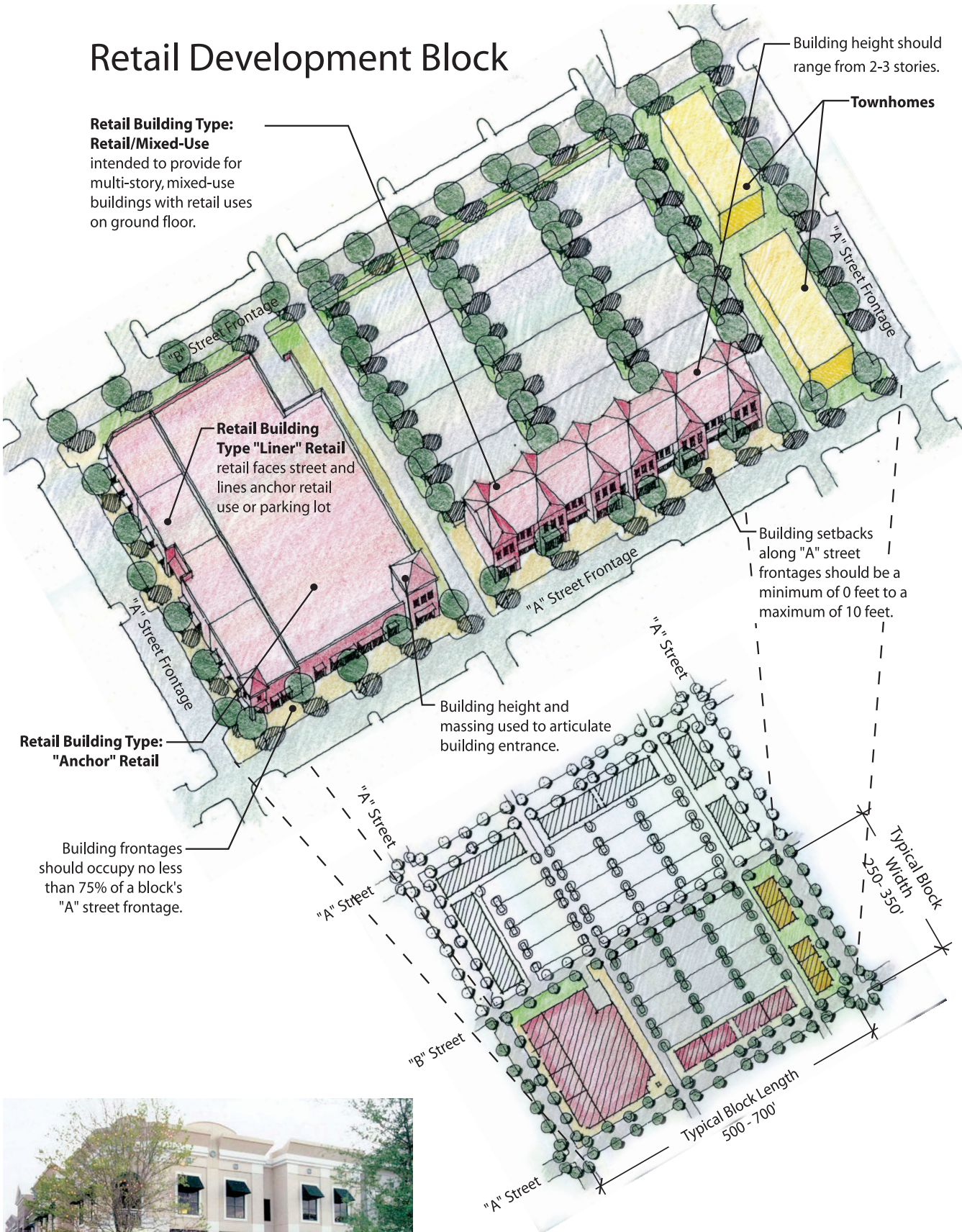
Building frontages should occupy no less than 75% of a block's "A" street frontage.

Building height and massing used to articulate building entrance.

Building height should range from 2-3 stories.

Townhomes

Building setbacks along "A" street frontages should be a minimum of 0 feet to a maximum of 10 feet.



Office Development Block

Building height should range from a minimum of 1 story to a maximum of 4 stories.

Building frontage should occupy no less than 75% of a block's "A" street frontage.

Building setbacks along "A" street frontages should be a minimum of 0' to a maximum of 10'.

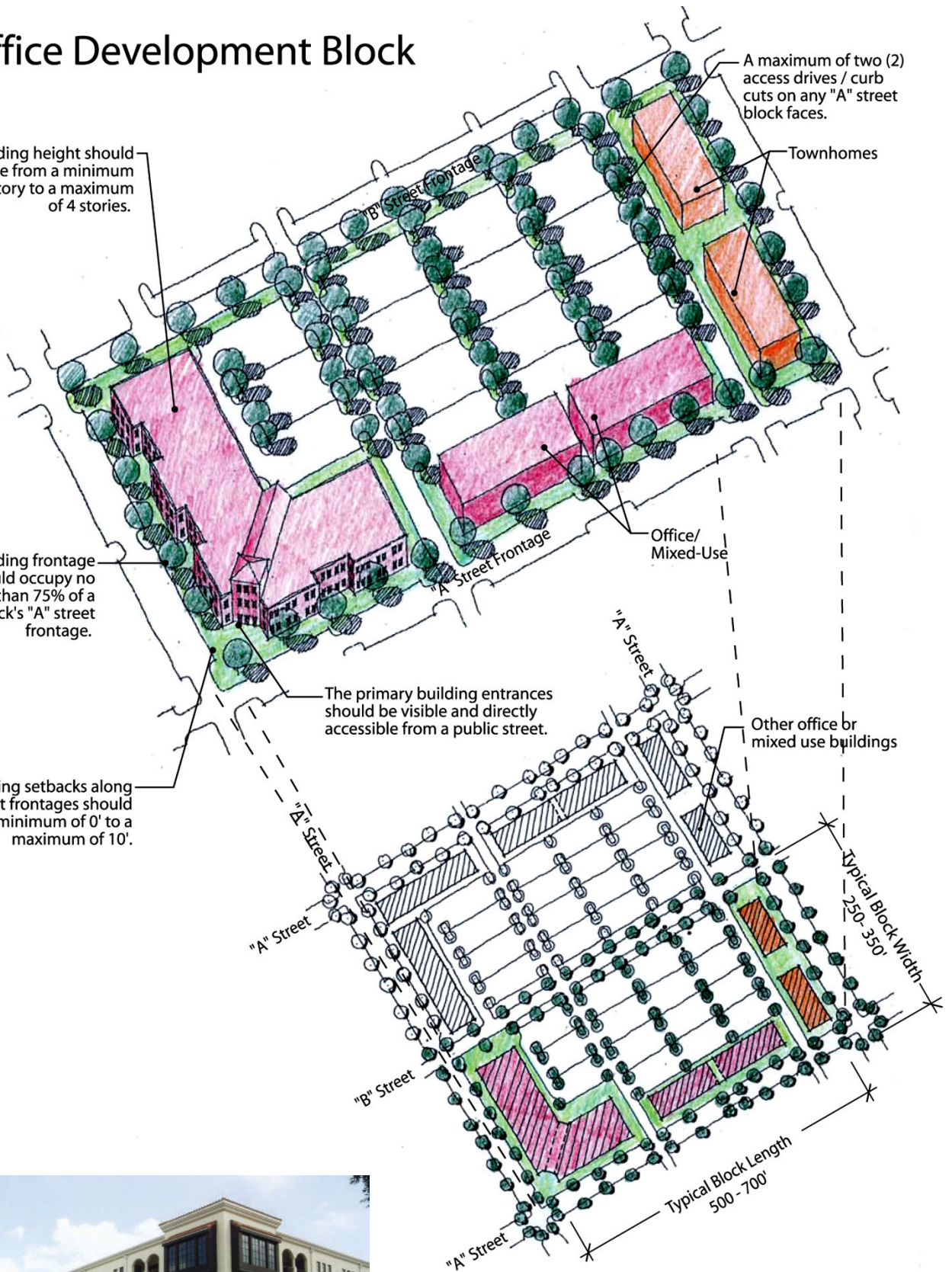
The primary building entrances should be visible and directly accessible from a public street.

A maximum of two (2) access drives / curb cuts on any "A" street block faces.

Townhomes

Office/
Mixed-Use

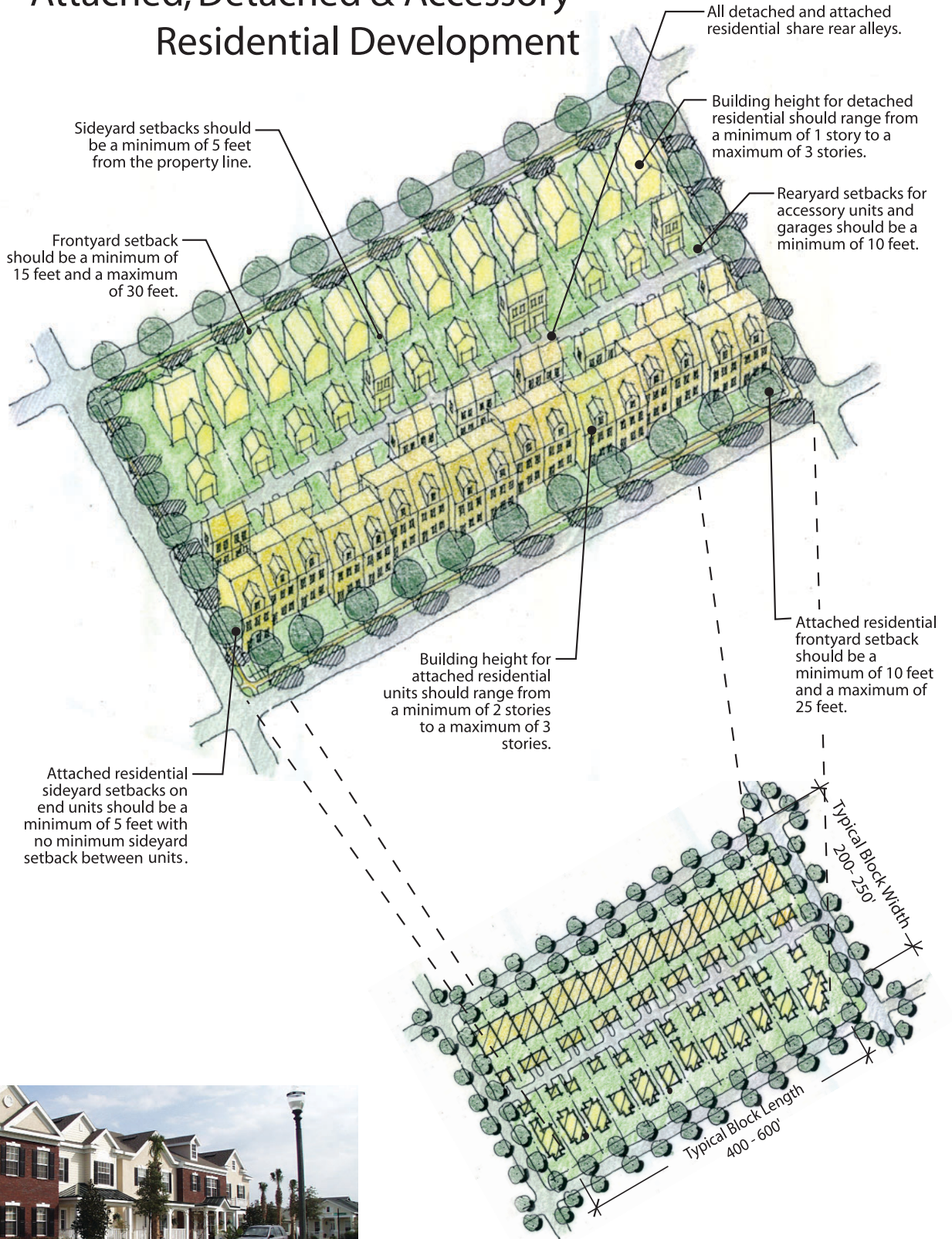
Other office or mixed use buildings



Multifamily Development Block



Attached, Detached & Accessory Residential Development



OFFICE - FLEX BUILDINGS

One common development form in the Southport area is the office-flex light industrial building. This use can be found in various forms along Tradeport Drive, Avenue C, Landstreet Rd. and Boggy Creek Rd. This development opportunity is envisioned to continue to grow in the area, and is shown on the plan on offered properties as well as adjacent GOAA properties.

Recently, office flex areas have been treated with new attention to aesthetics, including both the buildings and the roads that serve them. One reason for this trend has to do with competitive marketing and address image for future tenants. Certainly Tradeport Drive as a heavily landscaped collector road provides an example of this trend. Another reason is a growing appreciation that more intense uses can be aesthetically sensitive to nearby properties to protect the value and livability of those properties, particularly in the urban environment where adjacencies are magnified by closer proximity and more varied uses. Both factors apply to Southport.

In the Southport Vision Plan, Office-Flex opportunities exist on Daetwyler Drive and Avenue C. In the 'Principles' section, Daetwyler Drive is identified as a neighborhood street, while Avenue C is shown as a commercial road. Avenue C should be a supportive address to Tradeport Drive activities for office-flex, including for truck access. In this way, Daetwyler Drive can be reinforced as a community address. Potentially disparate uses, particularly near the Town Center Neighborhood, can be placed 'back to back' relative to parking, and include enlarged buffer areas with shared retention, landscape and screening walls.

Building frontage on Daetwyler is necessary to reinforce the desired urban form of that street. Office-Flex will undoubtedly comprise some of this frontage. Recent office-flex development in the Southport area has displayed enhanced design treatments including articulated building massing, entries, windows and limited use of primary or secondary colors. Additionally, setbacks that accommodate only one bay of parking in front of the building can provide some enclosure and structure to the street. This effect is enhanced with ordered rows of trees and hedges. Additional parking bays and required loading areas should be placed behind the building, and accessed from a sidestreet by way of Avenue C or Tradeport Drive. Bufferyards and other design requirements are as per Orlando City Code.



Retention areas to be landscaped and treated as amenity.



Loading zones should not access directly off Daetwyler Drive. Access from Avenue C or sidestreets.



Front view includes some articulation of building massing, hedge and landscaping, lighting, one bay of auto parking and concealed loading. Limited window, entry or cornice treatment.



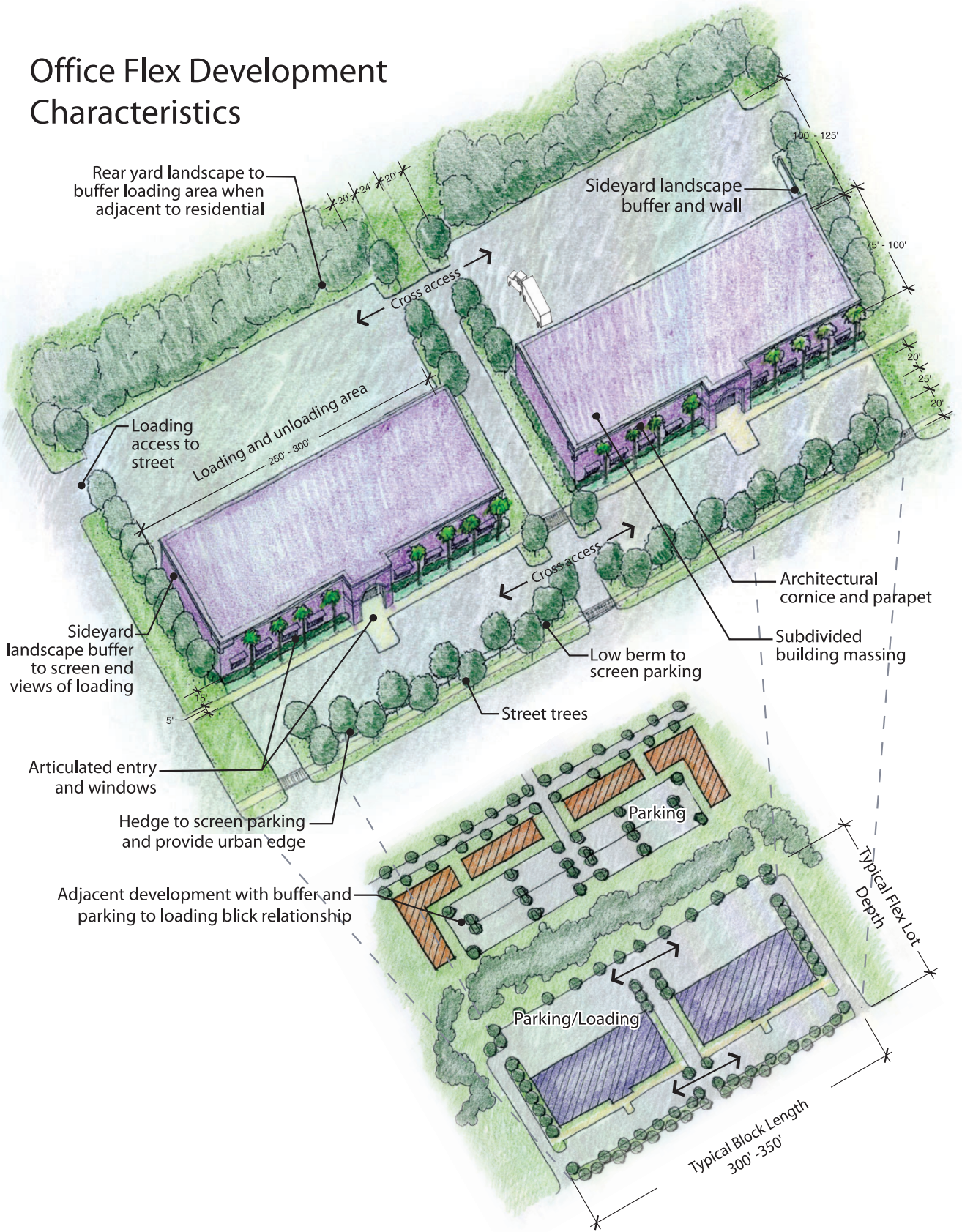
No open/exposed views into loading areas from Daetwyler Drive.

PROPOSED DESIGN GUIDELINES FOR OFFICE / FLEX BUILDINGS

Policy S.33.5 Because Daetwyler Drive serves as a primary entrance to the Southport neighborhood, all non-residential uses fronting on this portion of Daetwyler Drive shall conform to the following guidelines. Additional information on appropriate design can be found in the Southport Vision Plan.

- Building front façade design shall include articulated building massing, entries, cornices and window treatments, and limited use of primary or secondary colors (no more than 10% of façade, focused on highlight details and lettering).
- Parking in front of buildings shall be limited to one parking bay and screened with hedge and street trees according to Land Development Code (LDC) standards for front yard buffers.
- Loading access from Daetwyler Drive shall be prohibited. Open or exposed views of loading from Daetwyler Drive shall be concealed using walls and landscaping. Walls should be brick, decorative split face concrete block or stucco finish and according to LDC standards for buffers (not painted concrete block). Loading access shall be from Avenue C or side streets.
- Stormwater retention ponds shall be landscaped as a visual amenity.
- Site landscaping and buffers in excess of LDC requirements is encouraged.
- Signs shall be ground-mounted signs or building-mounted (no pole signs).

Office Flex Development Characteristics



NEIGHBORHOODS

The **Neighborhood Concept** diagram illustrates many of the over-riding concepts in assembling varied uses into a traditional Neighborhood. Basic compositional features that regulate the form of neighborhoods include:

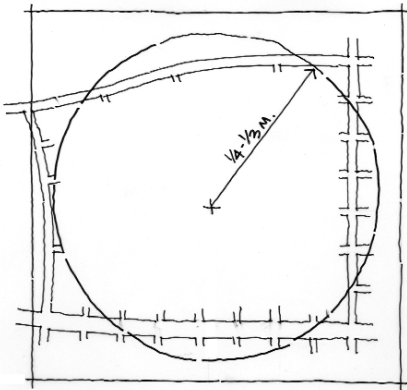
- Quarter mile average radius from center to edge as a general limit.
- A structure of interconnected blocks and livable streets, including the use of alleys with higher density housing. Varied housing types are integrated within a consistent fabric of normalized blocks and streets.
- A discernable 'center' that may include a park, civic feature, neighborhood retail, or a combination of all three. This 'center' provides a focus to the neighborhood design composition, and is often reinforced with some variation in residential units.

Additional features depicted in the Neighborhood Concept diagram include:

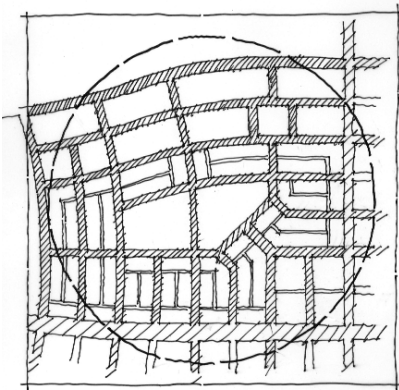
- Use of rear alleys on 50' or smaller lots, and on lots near the neighborhood center park, to eliminate driveways.
- Use of front-loaded driveways on 50' or larger lots, including large 100' 'estate' lots at the perimeter.
- Incorporation of several different residential types, including varied single-family detached lot sizes, attached single-family, and multi-family.
- Generally consistent building-to-building relationships on each street, with lots changed in the middle of the block.
- Lots and buildings 'front' on roads and on regional open space/parks. Option to 'back' onto wetland/natural areas and stormwater features.
- Neighborhood Park center, with mix of active and passive uses for varied ages. Incorporation of some stormwater, but not to the exclusion of usable open space.
- Mini-Parks and squares to provide community character, smaller scale recreation space for younger children, for remote areas of neighborhood, or to supplement neighborhood park recreational facilities.
- Neighborhood commercial at the neighborhood center, or at the intersection of two community connector roads, to serve multiple neighborhoods.

*Note: Single family block diagrams follow. Multi-family and Attached Residential Development blocks presented on pages 70 and 71 also apply to the neighborhood.

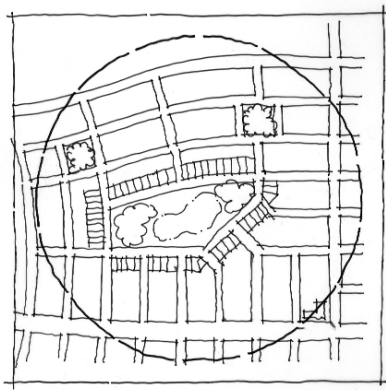
THE NEIGHBORHOOD CONCEPT



Definition: 1/4 mile radius



Structure: Interconnected streets and blocks with alleys

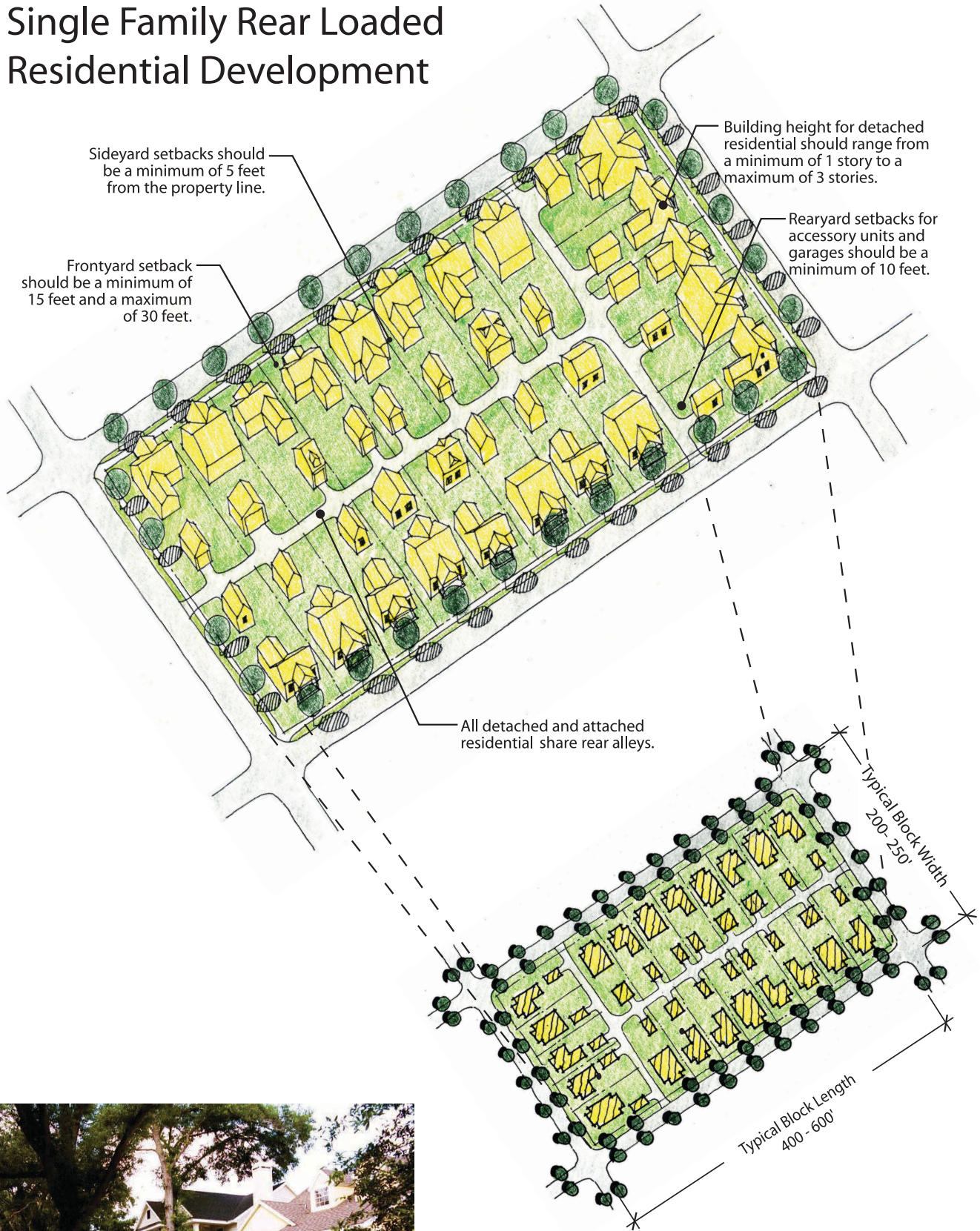


Form: Mix of unit types with focus on "center" park, civic or retail feature

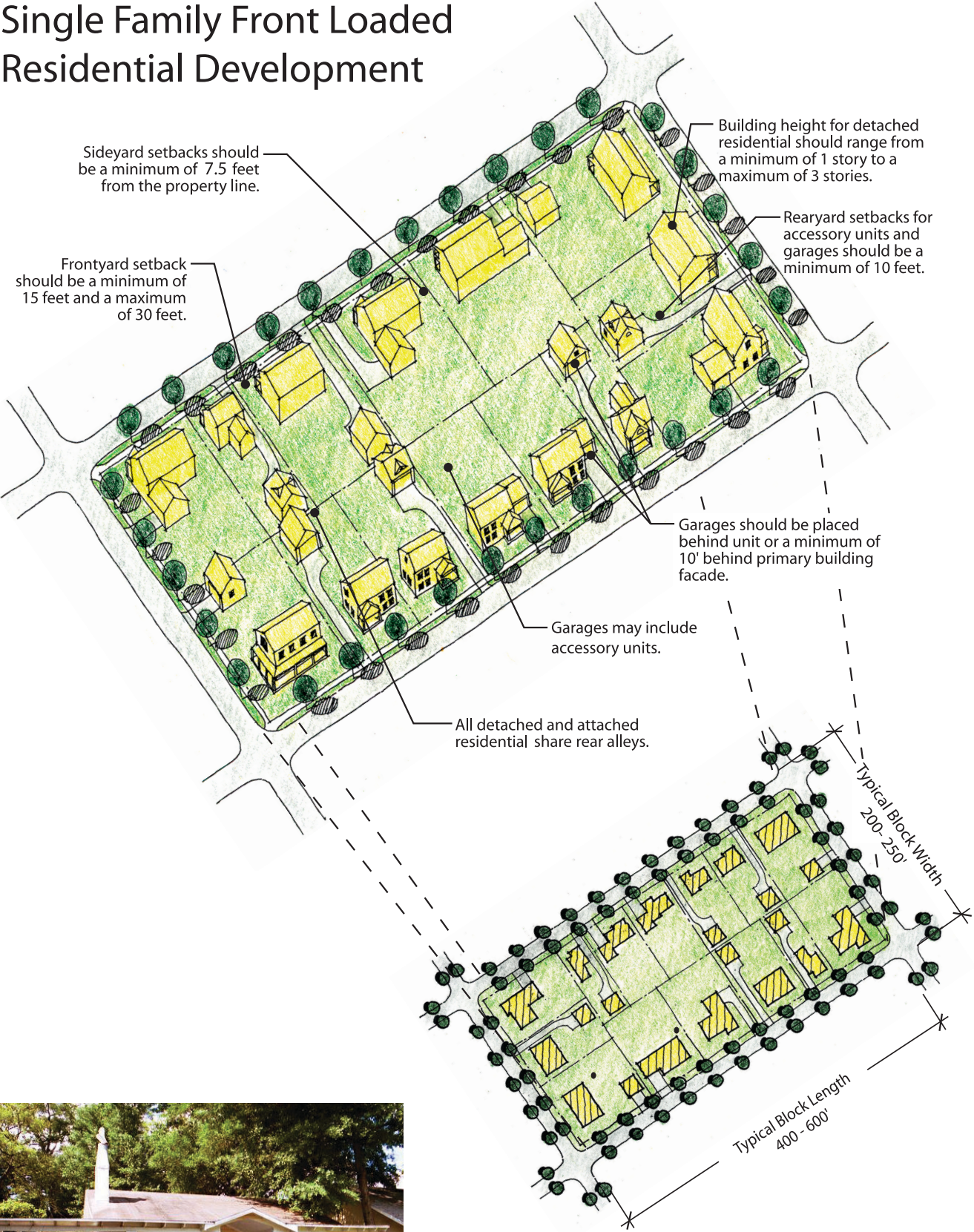


Typical Neighborhood

Single Family Rear Loaded Residential Development



Single Family Front Loaded Residential Development

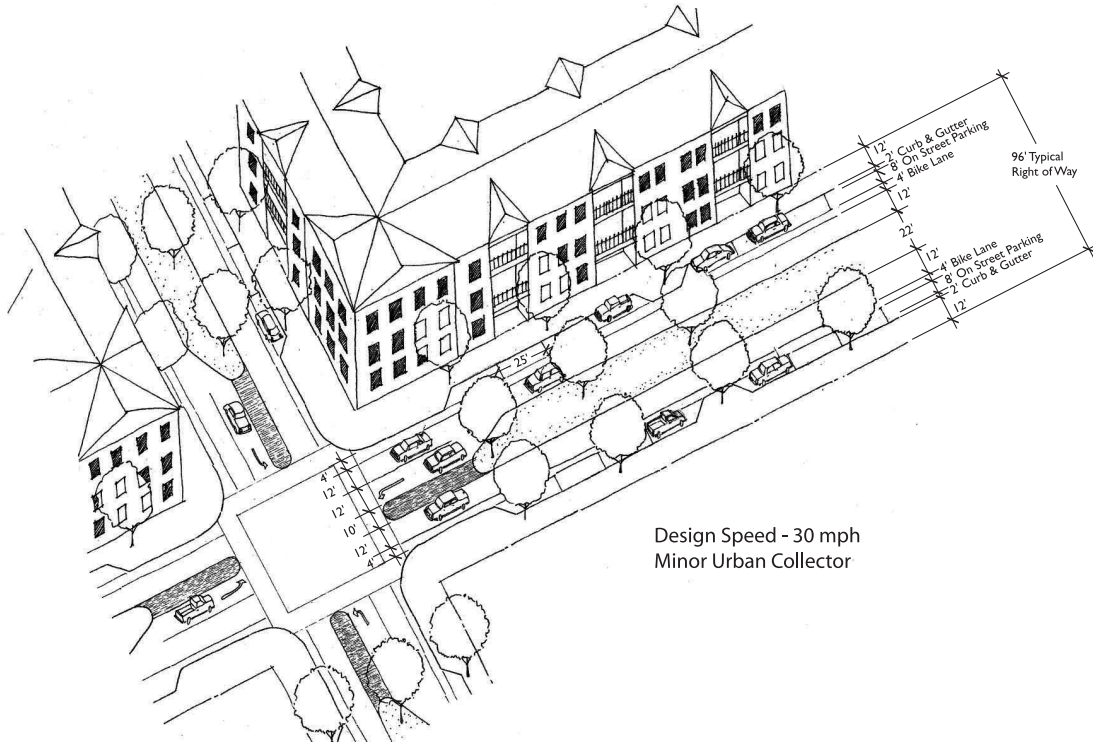


LIVABLE STREETS

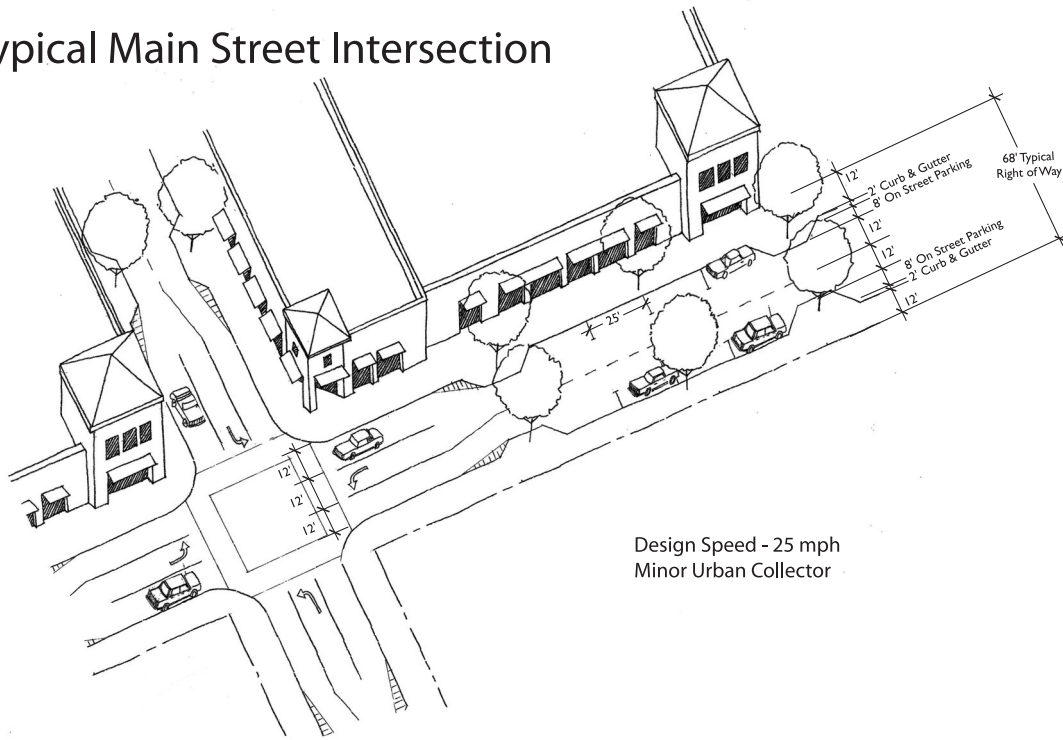
Typical Urban Street Sections/Intersections conclude the diagrammatic Guidelines. As with the other diagrams, the sections are intended to show a general TND approach, rather than mandate an exact dimension or solution. Features shown for all 'A' and 'B' streets include:

- An arrangement of 10'-12' cartways, 8' parking, 7' treelawn, street trees and 5' walks
- Use on street parking in front of all commercial or denser attached housing
- Incorporation of Bike Lanes on more significant roads.
- Incorporation of sidewalks, treelawns, street trees, lighting and other streetscape fixtures to create livable, walkable, canopy neighborhood streets.

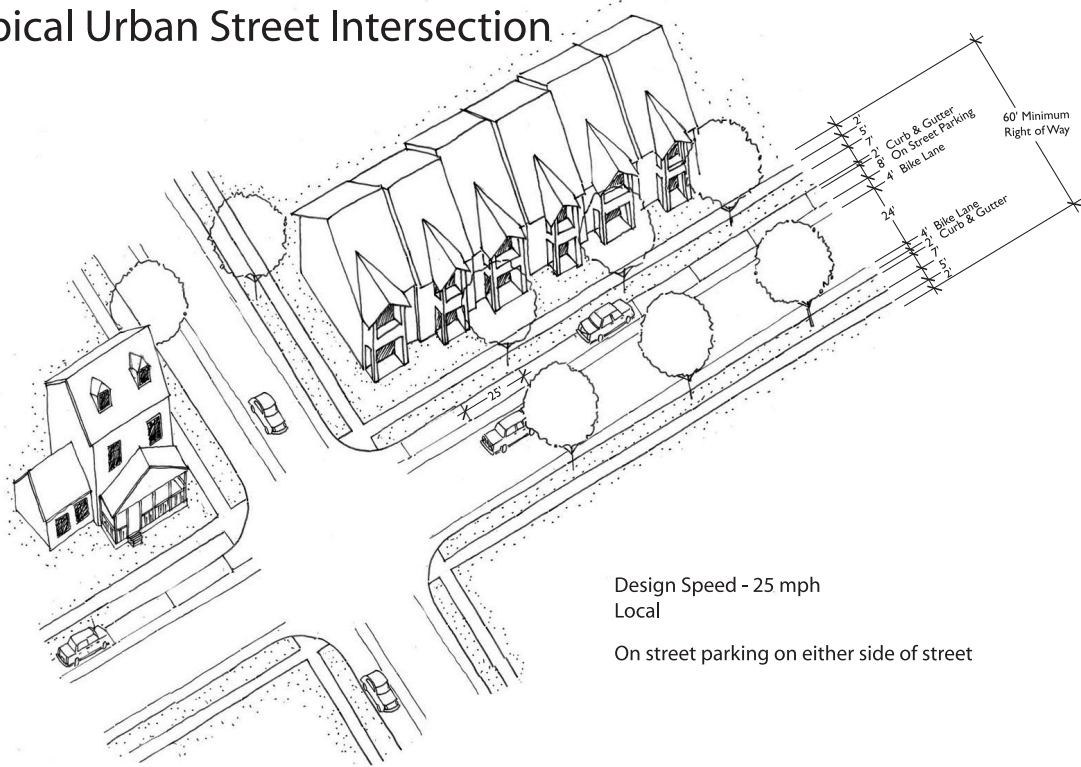
Typical Avenue Intersection



Typical Main Street Intersection



Typical Urban Street Intersection



Typical Urban Lane Intersection

