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**Proposed Amendment to 1985 Gwinnett County Zoning Resolution
CID – REDEVELOPMENT AREA DISTRICT**

Article XIII USE PROVISIONS shall be amended by inserting a new Section 1319 as follows:

Section 1319. CID-RAD – Community Improvement District Redevelopment Area District.

1. Purpose.

- A. To encourage the revitalization of underused commercial and residential areas into pedestrian-oriented developments that provide a complementary mix of uses, including a variety of residential options, within convenient walking distance.
- B. To encourage efficient land use and redevelopment plans forming a live-work-play environment that offers employees and residents the opportunity to fulfill their daily activities with minimal use of single-occupant automobiles.
- C. To allow and encourage development densities and land use intensities that will allow for making productive use of alternative transportation modes such as bus transit, rail transit, ridesharing, bicycling, and walking.
- D. To encourage formation of a well designed, pedestrian-friendly activity center with high-density commercial and residential development that increases choices for safe living environments for the citizens of Gwinnett County.
- E. To allow flexibility in development standards in order to encourage the design of innovative development projects that set high standards for landscaping, greenspace, urban design, and public amenities.
- F. To promote a distinct, unified theme that will reinforce the branding process and improve the market attractiveness of the area for investments by the private and public sectors.
- G. To provide for the appropriate incentives to encourage reinvestment and renewal necessary to realize the potential of Gwinnett’s Major Activity Centers, consistent with the Gwinnett County Comprehensive Plan.
- H. To provide for connectivity of streets and sidewalks for improved vehicular and pedestrian circulation and reduce the dependence on automobile uses by increasing the ease of movement and opportunities for alternative modes of travel.
- I. To encourage design measures that improve public safety and security.

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2. Incorporation of Design Standards and Guidelines.

The Director is authorized to administer and interpret the *CID-RAD Design Guidelines*. These guidelines provide acceptable architectural design controls, landscaping, detail drawings, signage, fencing, lighting, and street and site furniture. These guidelines shall be used to promote proper design criteria for the CID-RAD. In the case that any provision of this Section conflicts with those of the *CID-RAD Design Guidelines*, the provisions of this Section shall govern.

3. Applicability.

- A. Except as provided in sub-Section 1319.3.D, the provisions of this Section shall apply to all parcels of land and rights-of-way within the boundaries of the CID-RAD provided in Section 1319.4.
- B. The provisions of this CID-RAD apply to all applications for land disturbance permits, plan review, plat approval, sign permits and building permits for all property within the boundaries of the CID-RAD.
- C. Concept plan reviews, plat approvals, land disturbance permits, and building permits for each parcel located within this CID-RAD shall meet all applicable requirements of the 1985 Gwinnett County Zoning Resolution, as amended, and the Gwinnett County Development Regulations, as amended, except where, and to the extent that, the requirements of this Section, as well as the *CID-RAD Design Guidelines* provide otherwise. In case of a conflict between the provisions of this Section and any other Gwinnett County ordinance, the provisions of this Section shall govern.
- D. Exemptions.
 1. Development activity for which the Director has received a valid and complete application for a building permit, development permit, or land disturbance permit prior to the enactment of this Section shall be exempt from this Section to the extent of property covered by such permit or application.
 2. Rehabilitation, restoration, renovation, expansion, and repair of a legally permitted structure existing prior to the enactment of this section shall be exempt from all provisions of this Section 1319 except Section 1319.6, "Use Regulations" until such time as the cumulative effect of all such permits issued subsequent to enactment of this Section on the subject parcel results in an increase in the total floor area of an existing structure by 50 percent or 10,000 sq. ft., whichever is less.
 3. Construction of an accessory building or structure in conformity with Section 600 that is a less than 2,500 sq. ft. in gross floor area and is accessory to a use or structure that was legally permitted prior to the

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enactment of this Section shall be exempt from the provisions of this Section.

4. Rehabilitation, restoration, renovation, expansion, or repair of structures legally permitted prior to the enactment of this Section that are part of a development of connected non-residential buildings having a combined gross floor area of over 1 million square feet as of the enactment of this Section.
5. Any structure that is legally permitted prior to the enactment of this Section and that is subsequently destroyed or damaged by fire, flood, wind, or other natural disaster may be reconstructed to its previous use and extent without complying with any requirements of this Section 1319.
6. Variances from all the provisions of this Section other than Section 1319.6 shall be subject to the provisions of Section 1605.3 of the Gwinnett County 1985 Zoning Resolution, as amended.
7. No property made exempt from the requirements of this Section shall be entitled to any of the increases in density or gross floor area afforded by this Section.

4. Incorporation of Boundaries onto Official Zoning Map.

A. Boundaries.

The Official Zoning Map of Gwinnett County is amended to include boundaries of the following CID-Redevelopment Area Districts and their respective tiers in accordance with this Section:

1. Gwinnett Place CID Redevelopment Area; and
2. Gwinnett Village CID Redevelopment Area.

B. Tiers.

Each CID Redevelopment Area District may be divided into sub-districts comprised of one of the following tiers:

1. Tier 1: Transitional Zone.
2. Tier 2: Neighborhood Center.
3. Tier 3: Town Center.
4. Tier 4: Regional Center.

C. Changes to District and Tier Boundaries.

Changes to the boundaries of this CID-RAD and the associated Tiers are Zoning Map Amendments. No change in the boundary of a CID-RAD or to the boundaries of a Tier within a CID-RAD shall be authorized, except by the Gwinnett County Board of Commissioners pursuant to procedures in Article XVII of the Gwinnett County 1985 Zoning Resolution, as amended.

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5. Concept Plan.

All development activity that is subject to this Section shall be consistent with an approved Concept Plan as provided in the Gwinnett County Development Regulations. The purpose of the Concept Plan is to ensure consistency of all phases and aspects of the proposed development with the purposes of the CID-RAD throughout the development and permitting process.

6. Use Regulations.

A. Permitted Uses.

The following uses are permitted by right on any parcel located in the CID-RAD, subject to Sections 1319.6.B and 1319.6.C, the Supplemental Use Standards provided in Section 1319.7, Table 1 “Dimensional Standards”, the *CID Redevelopment Area Design Guidelines*, and other applicable standards in this Section 1319:

1. Residential uses.

The following residential uses are permitted in the CID Redevelopment Area District:

- a. Single-family detached dwellings, with customary accessory buildings and uses.
- b. Two-family dwellings, with customary accessory buildings and uses.
- c. Townhouses, with customary accessory buildings and uses.
- d. Multi-family dwellings, with customary accessory buildings and uses allowed in the RM zoning district are allowed only in Tiers 2, 3, and 4 and provided that at least 70 percent of the required parking spaces are provided in a parking deck. See *CID-RAD Design Guidelines* Figures A.12 through A-21, as applicable.

2. Commercial retail, services, and office uses.

All uses permitted in O-I, C-1, C-2 and C-3 zoning districts shall be permitted, along with the respective accessory buildings and uses allowed in such districts, subject to standards in this Section 1319.

3. Mixed-use developments.

- a. The CID-RAD authorizes and encourages mixing of complementary uses. Mixed-use developments shall consist of two or more types of uses permitted in this Section (commercial, office, and residential) provided that each type of use that is in the mixed-use development constitutes at least 20% of the gross floor area of the development project, excluding accessory uses.
- b. Uses in a mixed-use development shall be combined either vertically within the same building, or placed side by side on the same parcel, provided that they are in close proximity, planned as a unified and complementary whole, and functionally integrated with inter-connected vehicular and pedestrian access and parking areas.
- c. Examples a mixture of complementary uses include, but are not limited to, the following specifically permitted uses:

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- i. Multi-family dwelling units located over office, retail, and service uses subject to Section 1319.7.D.
 - ii. Residential/Business Dwelling, subject to Section 1319.7.C.
 - iii. Office uses located over retail and service uses.
 - iv. Hotel uses located over retail and service uses or office uses.
- d. Mixed-use development projects may include two or more contiguous parcels of land having different owners when submitted together and subject to a unified plan of control and development.

B. Special Uses.

The following uses shall require a Special Use Permit before being permitted in the CID-RAD:

1. Auto body repair shops.
2. Automotive parts stores.
3. Boat sales establishments.
4. Building materials sales with outdoor storage.
5. Commercial outdoor recreation.
6. Emission inspection stations.
7. Extended-stay hotels.
8. Funeral homes or mausoleums.
9. Garden supply centers and greenhouses, (including accessory outdoor storage).
10. Liquor stores.
11. Mini-warehouse facilities, subject to conformity with the standards of Section 1319.7.E.
12. Multi-family dwelling units located on a parcel in Tier 1, subject to conformity with the standards of Section 1319.7.D. and the *CID-RAD Design Guidelines* A.12 through A.18.
13. Used car sales.
14. Veterinary clinics.

C. Prohibited Uses.

1. Adult entertainment.
2. Automotive car wash.
3. Building, electrical, or plumbing contractors.
4. Equipment rental, sales, or service (including heavy equipment, farm equipment, bulldozers, backhoes forklifts, cranes, etc.).
5. Heavy equipment and farm equipment sales and service, and truck rental.
6. Lawnmower repair shops.
7. Log-splitting and storage lots.
8. Manufactured homes, except as permitted in Section 704.
9. Mobile home or mobile building leasing or sales lots.
10. Machine or welding shops.
11. Pawn shops.
12. Pest control businesses that store toxic chemicals on site.

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13. Recovered materials processing.
14. Motels that provide outside entries to individual units.
15. Self-service laundries that are principal uses.
16. Tatoo parlors.
17. Taxidermists.
18. Yard trimmings composting.

7. Supplemental Use Standards.

The following supplemental use standards apply to the uses listed below when developed within the CID-RAD. See also the *CID-RAD Design Guidelines*, as applicable.

- A. Single-family Detached Dwellings or Zero Lot Line (ZLL) Dwellings shall be subject to dimensional requirements in Table 1, and the following:
 1. Minimum heated floor area same as for single-family dwellings in the R-60 district.
 2. Each dwelling unit shall include a garage, subject to the following standards:
 - a. The garage must be setback at least 15 feet behind the façade of the dwelling.
 - b. The maximum floor area of the garage shall be 800 square feet.
 - c. If a block contains a majority of lots less than 65 feet in width, vehicle access for that block shall be from an alley located to the rear or side lot line, not from a public street.
 - d. Garage doors of front entrance garages may occupy no more than 45 percent of the façade of the dwelling.
 - e. The architectural style of a garage or other accessory building shall be compatible with that of the principal structure: same type of building materials, similar roof pitch, and similar types and sizes of windows.
- B. Townhouse Dwellings on individual lots, subject to dimensional requirements in Table 1, and the following:
 1. Maximum building length or width of 8 attached units or 200 ft., whichever is less.
 2. Minimum heated floor area of each Townhouse dwelling shall be as required in the RTH district.
 3. Firewalls: Firewalls shall be constructed in accordance with applicable building codes of Gwinnett County. A firewall with a minimum fire rating of four hours shall separate every fourth dwelling unit from the abutting dwelling unit. A firewall with a two-hour fire rating shall separate all other abutting dwelling units.
- C. Residential/Business Dwellings subject to dimensional requirements in Table 1, and:
 1. Business activities shall be limited to those allowed within the C-1 or O-I zoning district provided that:
 - a. Only one business may be operated in each dwelling.

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- b. The businesses shall be located on the ground floor only and shall have direct entry from the sidewalk along the street frontage.
 - c. No more than 50% of the dwelling unit may be used for conducting the business.
2. Maximum building length: 200 ft.

D. Multi-family Dwellings.

1. Minimum building height: 2 floors/stories.
2. Ground floor residential units that face a street shall have entrances with a stoop or porch between the sidewalk and building façade.
3. If located in a mixed-use building, the following standards apply to the residential portion of the building:
 - a. Residential portion shall have at least two entrances/exitways to the ground floor that are separate from the entrances/exitways used by occupants of non-residential portions of the building.
 - b. Primary entrance for the residential portion of the building shall be clearly visible from the street and shall face the street. If a building fronts more than one street, the primary entrance shall face the street with the highest classification.
4. Parking lots shall be well-lighted and provided in the rear or side yards, and if visible from the street, shall be screened with landscaping as provided in sub-Section 1319.9.A.5. and Figure A.7.2 of the *CID-RAD Design Guidelines*.
5. Minimum heated floor area of each dwelling unit as required in RM-13 district.
6. Buildings containing multi-family dwellings shall be constructed in substantial conformity with the *CID-RAD Design Guidelines*.
7. Multi-family dwellings in Tier 1 shall be subject to approval of a Special Use Permit and shall be part of a mixed-use development that contains no more than 200 multi-family dwellings.

E. Mini-warehouse Facilities.

A mini-warehouse facility shall be permitted only if the Board of Commissioners grants a Special Use Permit based on the following conditions:

1. The site is a minimum of 500 ft. from the nearest residential dwelling unit.
2. Maximum building setback in the front yard shall be 50 ft. from public right-of-way.
3. Parking shall be located in the side or rear yard; and, if visible from the street, parking shall be screened as provided in Section 1319.9.A.5. and Figure A.7.2 of the *CID-RAD Design Guidelines*.
4. Only multi-story buildings with internal entrances to individual storage units shall be permitted.
5. Storage spaces shall not be used for manufacturing, retail or wholesale selling, office, other business, or service use or human habitation.
6. The building facade and roof shall be designed to be compatible with surrounding development. Facades shall be modulated as provided in the *CID-RAD Design Guidelines* in order to break up long, monotonous building and rooflines.

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7. Fences shall be constructed of brick, stone, and/or decorative metal. No chain link fencing or razor wire is permitted.
8. The landscaping on the site shall screen loading and parking areas from other uses; landscaping along facades shall provide visual relief from stark, linear building walls.
9. Exterior lighting shall not intrude on surrounding properties.
10. The hours of operation and access to the storage units shall be limited to seven o'clock (7:00) a.m. to seven o'clock (7:00) p.m. Monday through Friday and nine o'clock (9:00) a.m. to five o'clock (5:00) p.m. on Saturday, Sunday, and holidays.
11. Provide adequate loading and unloading areas outside of fire lanes.

F. Mixed-Use Buildings.

1. Ground-floor commercial uses located in a mixed-use building shall have entrances opening directly onto the sidewalk adjacent to the street or to a common area connected to the street.
2. No more than 70% of the gross floor area of a mixed-use project may consist of multi-family residential uses.

G. Parking Structures.

1. Above-ground decks of parking structures shall be designed so that the only openings at street level are those to accommodate vehicle entrances and pedestrian access to the structure. Any openings for ventilation, service, or emergency access located on the first floor level in the building facade must be decorative and must be an integral part of the overall building design or screened from view with landscaping that is at least 10 ft. in height. See Figure A.7.1 of the *CID-RAD Design Guidelines*.
2. The balance of the street frontage of the above-ground decks of a parking structure shall be occupied by retail/office space or designed with exterior materials, structural elements, and external openings having proportions similar to those of upper floors of occupied buildings. External openings shall be screened with decorative elements such as grill-work, brick, or louvers.
3. Above-ground decks of parking structures that have a total length or width of 250 ft. or more shall provide a lighted and signed 10 ft.-wide pedestrian arcade passing completely through the parking structure near the midpoint of the longest side and connecting with other sidewalks leading to adjacent buildings and to the surrounding streets.

H. Outdoor Seating.

Outdoor seating for restaurant service is permitted in the CID Redevelopment Area District provided that such seating meets all of the following conditions:

1. The number of outdoor seats shall be no greater than 50% of the total number of seats located indoors within the restaurant.
2. All outdoor seating facilities shall not obstruct a 6-ft. wide clear zone reserved for pedestrian passage along the public sidewalk. (See Figure A.7.3 of the *CID-RAD Design Guidelines*.)

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3. Outdoor seating areas shall be approved by the Fire Marshall and shall not obstruct fire exitways .

I. Building Services.

1. Off-street loading and servicing areas shall be located to the rear of all buildings or screened from public view by a combination of opaque walls and landscaping. See Figure A.9.6 of the *CID-RAD Design Guidelines*. Walls shall be constructed of materials and colors that are compatible with those of the principal building facade.
2. Access ways and loading areas used for delivery trucks, service vehicles, and driveway and loading areas for garbage trucks shall provide safe means of ingress and egress from public streets such that delivery vehicles and garbage trucks are not required to back into streets classified as Boulevards, Thoroughfares, or Avenues.
3. All access ways and loading areas shall provide a minimum horizontal and vertical clearance of 14 ft. at all points.
4. Dumpsters shall not be located in any required front yard. Dumpsters shall be placed on a concrete pad of sufficient size and strength to support service vehicles without failure. Dumpsters that would be visible from a public street or from abutting or adjacent property shall be completely screened from such visibility by an opaque wall that is a minimum of 6 ft. in height, but not less than the height of the dumpster. Service access shall be via an opaque metal gate.
5. Mechanical equipment located at ground level and roof level shall be screened from view from all streets and public rights-of-way with screening walls or landscaping.
6. Screening walls for dumpsters, loading docks, and mechanical equipment shall be constructed of materials that are compatible with those of the principal building facade.

J. Transit Passenger Shelters.

To be eligible for bonus gross floor area (GFA) credit, as provided in Section 1319.8.C. transit passenger shelters and related access areas shall:

1. be in a location approved by Gwinnett County Transit; and
2. include a canopy, hard surface floor, signs, and landscaping that is approved by the Gwinnett Transit System and is in accordance with Figure B.1 (Gwinnett Place CID) or Figure B.13 (Gwinnett Village CID) of the *CID-RAD Design Guidelines*.

K. Regional Stormwater Management Facilities.

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The owner of property upon which a regional stormwater management facility is constructed shall be eligible for bonus GFA credit, as provided in Section 1319.8.D. provided that:

1. the regional stormwater management facility is part of an approved stormwater management plan that includes each land development project being served by the regional facility; and
2. the regional stormwater management facility serves as the stormwater detention/retention area for at least 100 acres in the same drainage basin; and
3. the developer of such regional stormwater management facility presents to the Director written agreements with the property owners to serve at least five separate properties that would otherwise be required by local regulations to construct separate facilities; and
4. the regional stormwater management facility is designed and adequately sized to provide a level of stormwater quantity and quality control that is equal to or greater than the stormwater quantity and quality control that which would be afforded by separate on-site facilities; and
5. the regional stormwater management facility is controlled by an entity that is legally obligated to accept responsibility for long-term operation and maintenance of the regional stormwater facility; and
6. the regional stormwater management facility is located and designed in accordance with the requirements of the Gwinnett County Department of Water Resources and the Georgia Environmental Protection Division; and
7. the regional stormwater management facility either is out of view entirely, or be attractively landscaped and integrated with surrounding common areas that provide public amenities such as fountains, outdoor plazas, multi-use paths, or other amenities approved by the Director.

L. Multi-use paths.

To be eligible for GFA bonus credit as provided in Section 1319.8.D. multi-use paths shall meet all of the following standards:

1. Location of the multi-use path shall be reviewed and approved by the Gwinnett County Department of Community Services. Such approval shall be contingent on a finding that the new multi-use path will serve a public purpose; such as improving bicycle and pedestrian safety and circulation or improving pedestrian and bicycle access to nearby recreation or concentrations of employment, housing, and commercial services.
2. Right-of-way and design of the new multi-use path shall meet requirements of Figure A.5.4. of the *CID-RAD Design Guidelines*.
3. The new trail shall contribute to an interconnected network for bicycle and pedestrian circulation.
4. Access to the new multi-use path shall not be gated or otherwise restricted for access by the public.

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M. LEED Certification.

To receive a density bonus for LEED Certification, as provided in Section 1319.8.C. the applicant shall submit for approval appropriate documentation prepared by a LEED-certified professional that the project, if constructed as proposed, meets the “Silver” standards of LEED.

8. Development Standards.

A. Dimensional Standards.

Table 1 provides Dimensional Standards that apply to all uses in the CID-RAD.

Table 1: Dimensional Standards

Land Use	Minimum Standards						
	Lot Area	Lot Width	Road Frontage	Front Yard (See Note b)	Side Yard (See Note e)	Rear Yard (See Note e)	Parking
Single-family Detached/ZLL	Note a	40 ft.	40 ft.	5 ft. min. 15 ft. max.	5 ft. or 0 ft./10 ft. (ZLL)	0 ft.	2 per unit
Single-family Attached	Note a	0	0	5 ft. min. 15 ft. max.	0 ft. See Note d.	0 ft.	1.5 per unit
Residential/Business	Note a	0	0	0 ft. min. 50 ft. max. See Note c.	0 ft. See Note d.	0 ft.	2 per unit
Multi-family Residential	0	0	0	5 ft. min. 15 ft. max.	15 ft.	0 ft.	1.5 per unit
Mixed-use	0	0	0	0 ft. min. 50 ft. max. See Note c.	15 ft.	0 ft.	See Note f.
Commercial/Other uses	Note a	40 ft.	30 ft.	0 ft. min. 50 ft. max. See Note c.	15 ft.	0 ft.	See Note f.
Notes to Table 1							
Note a	1,000 sq. ft. outside 100-year floodplain.						
Note b	Front yard setbacks for individual units may vary within a block. The space between the sidewalk and the building façade shall contain only landscaping, steps, front porches or stoops.						
Note c	Front yard setbacks greater than 5 ft. shall be used for outdoor dining or outdoor display; no parking allowed.						
Note d	15 ft. on non-attached side or 20 ft. if the side yard abuts an existing building with windows facing said side yard.						
Note e	Where adjacent to a required transitional buffer, the minimum required side or rear yard setback(s) shall be 25 ft.						
Note f	Parking requirements per use as established in Article X Section 1002, as modified by Section 1319.9.						

B. Maximum Height and Density.

Except as provided in Sections 1319.8.C. and 1319.8.D. the maximum height and density of development on parcels located in the CID-RAD shall be as provided in Table 2. The residential density (dwelling units/acre) shall be based upon buildable acreage exclusive of easements, common areas, wetlands, and floodplain, except as otherwise provided in Section 1319.8.C and 1319.8.D.

**Table 2: Building Height and Density in CID-RAD
(Not Including Height and Density Bonuses)**

	Maximum			
	Height (ft.)	No. of Stories	Dwelling units/Acre	Floor Area Ratio (FAR)
All Tiers	60	3	13	0.40

C. Bonus Density.

The maximum allowable Floor Area Ratio (FAR) of a development on a parcel located in

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Tiers 2, 3, and 4 may be increased in exchange for one or more of the additional amenities as provided in Table 3. See Figure A.10 of the *CID-RAD Design Guidelines* for an illustration of FAR.

Table 3: Amenities Eligible for FAR Bonus in Tiers 2, 3, and 4

Amenities	FAR Bonus*
Increased common area that meet standards of Section 1319.10.	Add .2 FAR for each 1% of gross site area in qualifying common area in excess of the minimum of 20%
Structured Parking (70% of min. required)	Additional 0.5
Mixed-use development in accordance with Section 1319.6.A.3.	Additional 1.0
Mixed-use development that includes multi-family dwelling units constituting at least 30% of the total GFA and a minimum of 14 units per acre of land, and constructed in the same building with office, institutional, commercial, or retail uses	Additional 0.5
Mixed-use development that includes office space constituting at least 40 percent of the total GFA.	Additional 0.5
Mixed-use development greater than 25 acres, or mixed-use development greater than 10 acres that combines at least 3 properties, each of which formerly contained 1 acre or more under separate ownership.	Additional 0.5
Transit passenger shelter and related access areas meeting the standards of Section 1319.7.J.	Additional 0.25
LEED Certification (Silver or higher) in accordance with Section 1319.7.M.	Additional 0.25
<i>* These bonuses are additive and can be accumulated subject to total Maximum FAR shown in Table 6.</i>	

D. Additional GFA Bonus.

1. To encourage public dedication of right-of-way and construction of streets, multi-use paths, parks, public art displays, and other improvements, the developer shall be entitled to additional gross floor area (GFA), in addition to that otherwise allowed, for uses otherwise authorized in the applicable tier and in accordance with Table 4.
2. Sites that meet the requirements of Gwinnett County for a FAR bonus or Bonus GFA shall apply for a Certificate of Density Bonus Allocation from the Gwinnett County Department of Planning and Development. A copy of said certificate, along with the as-built drawings of the improvements meriting the award of bonus GFA or FAR, shall be attached to the final plat or approved development plan for the property and recorded with the property deed by the Office of Clerk of Superior Court of Gwinnett County. The Certificate of Density Bonus

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Allocation shall be specific to the property to which it was initially conferred shall require current and future property owners to maintain the property and/or improvements meriting the award of bonus GFA or FAR in an attractive and fully operable condition.

Table 4: Public Improvements Eligible for GFA Bonus

Publicly-dedicated Improvement	GFA Bonus *
Connectivity improvements meeting the standards of Section 1319.8.I.2.	GFA equal to 10 times the land area dedicated and improved.
Multi-use path meeting the standards of Section 1319.7.L.	GFA equal to 10 times the land area dedicated and improved.
Regional stormwater management facility meeting the standards of Section 1319.7.K.	GFA equal to 10 times the land area dedicated and improved.
Dedication of site approved by Gwinnett County for use as a public park, public safety, or public school facility.	GFA equal to 5 times the land area dedicated and improved.
<i>* These bonuses are additive and can be accumulated subject to total Maximum FAR shown in Table 6.</i>	

3. Land dedicated to the County pursuant to the provisions of Section 1319.8.D. shall be deemed part of the area of the parcel from which it was subdivided when computing maximum allowable FAR and GFA for a development. Such land shall not be included in the area of a private lot for the purposes of establishing minimum yards and setbacks.
4. If buildings in Tier 2, 3 and 4 are entitled to increased FAR and GFA in accordance with Sections 1319.8.C. or 1319.8.D., then the residential density of these buildings may be increased in proportion to FAR as shown in Table 5.

Table 5: Maximum Allowable Building Height and Residential Density in Tiers 2, 3 and 4 (Subject to Approved Bonus Density)

FAR	Building Height	Residential Density
0.41 - 1.00	Lesser of 5 stories and 75 ft.	32 dwelling units/net acre
1.01 - 2.00	Lesser of 10 stories and 140 ft.	48 dwelling units/net acre
2.01 - 3.00	Lesser of 15 stories and 210 ft.	64 dwelling units/net acre
3.01 - 4.00	Lesser of 20 stories and 260 ft.	80 dwelling units/net acre
4.01 - 5.00	Lesser of 25 stories and 300 ft.	96 dwelling units/net acre

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5. Notwithstanding paragraph 4, above, in no case may the total GFA of a development, including all bonuses earned in Section 1319.8.C and Section 1319.8.D, exceed the FAR, building height, and dwelling unit density shown in Table 6. See Figure A.11 of the *CID-RAD Design Guidelines* for an example of the application of bonuses to increase height and FAR.

Table 6: Maximum Height and Density by Tier in CID-RAD (Subject to Approved Bonuses)

	Maximum With Bonuses			
	Building Height (ft.)	No. of Stories	Dwelling units/Acre	Floor Area Ratio (FAR)
Tier 1: Transition (no bonus)	60	3	13	0.40
Tier 2: Neighborhood Center	80	5	32	1.00
Tier 3: Town Center	150	10	48	2.00
Tier 4: Regional Center	300	25	96	5.00

E. Transitions Along Exterior Boundaries.

Where a lot on the external boundary of the CID-RAD adjoins the boundary of any property outside the district that is zoned for single-family residential use, a transitional height plane of 45 degrees shall apply. No portion of any building within the CID-RAD shall protrude through the transitional height plane beginning 45 ft. above the property line between the district and the adjacent property outside the district and extending inward 30 ft. over the transitional buffer zone and then at an angle of 45 degrees over the CID-RAD. See Figure A.8.1 of the *CID-RAD Design Guidelines*.

F. Internal Height Transitions.

To the extent possible, within each development, a change in building type or change in building height greater than 2 stories or 20 ft. should occur only at rear lot lines or alleyways, not in the middle of a block face, so as to form a uniform building front along both sides of streets that are internal to the development. See Figure A.8.2 of the *CID-RAD Design Guidelines*.

G. Landscape, Buffers, and Tree Protection.

Landscape, buffers and tree protection shall be in conformity with Section 606 of the Gwinnett County 1985 Zoning Resolution, as amended, and with the Gwinnett County Buffer, Tree and Landscape Ordinance except as follows:

1. Transitional buffers shall not be required between non-residential and residential uses within the CID-RAD.
2. No tree shall be planted closer than 2 ft. from the street or sidewalk, and no

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closer than 5 ft. from a fire hydrant, sign post, streetlight standard, utility pole, or similar structure.

3. For developments located in the CID-RAD with an approved FAR of 1.0 or higher, up to 50% of tree density units required by the Gwinnett County Buffer, Landscape and Tree Ordinance may be satisfied by planting approved plant materials in designated off-site receiving sites within the CID-RAD, subject to approval of the Director. Such approval shall require submission and approval of a buffer and landscape plan for both the site seeking development approval and the approved receiving site.
4. Designated receiving sites for tree replacement may include, but are not limited to, sites within the CID-RAD that are designated as approved off-site common areas in accordance with Section 1319.10.D.

H. Access Easements and Inter-parcel Access.

Inter-parcel access, joint driveways, cross-access drives, and access easements shall be provided, as follows, except where the Director determines that they are infeasible because of topographic or other site-specific constraints:

1. Abutting non-residential developments on Boulevards, Thoroughfares, or Avenues shall provide a cross-access drive and sidewalk access to allow circulation between sites.
2. Joint driveways and cross-access easements shall be established for multi-parcel, non-residential development wherever feasible along streets classified as Boulevards, Thoroughfares, and Avenues. The building site shall incorporate all of the following:
 - a. continuous cross-access drive connecting adjacent parcels along the street frontage; and
 - b. a design speed of 15 mph and a two-way travel aisle with a minimum of 20 ft. to accommodate automobiles, service vehicles, and loading vehicles; and
 - c. driveway aprons, stub-outs, and other design features to indicate that abutting properties may be connected to provide cross access via a service drive.

I. Connectivity.

1. Interconnected network.

It is the intent of this section that the public access ways, walkways, transportation facilities, and improvements in the CID-RAD contribute to an inter-connected and continuous network providing convenient vehicular and pedestrian access to abutting properties. The design of developments and related public improvements shall provide for maximum connections for autos,

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pedestrians, bicycles, and public transportation to off-site and on-site attractions; such as concentrations of employment, shopping, housing and community services, public parking, parks, and public facilities.

2. Vehicular connectivity.
 - a. Streets shall be constructed to create an inter-connected system of grid-patterned streets.
 - b. No street may be longer than 600 ft. without an intersection with another street.
 - c. Cul-de-sacs are prohibited, except where approved following review by Gwinnett DOT and approval by the Director because of unusual site conditions such as steep topography, streams, lakes, floodplains, wetlands or stream crossings, safety hazards, or other unusual property development or access constraints.
 - d. In order for a developer/owner to receive GFA bonus credit for constructing a new street connection, as provided in Section 1319.8.D., such new street shall contribute to an inter-connected network and meet all of the following standards:
 - i. Location of the new street shall be reviewed and approved by the Gwinnett County Department of Transportation. Such approval shall be contingent on a finding that the new street will serve a public purpose such as improving traffic safety, reducing traffic congestion, or improving vehicular and pedestrian circulation and access to major thoroughfares.
 - ii. Right-of-way and design of the new streets shall meet applicable requirements of provided in Section 1319.13 and the *CID-RAD Design Guidelines*.
 - iii. Each new street shall connect at least two other streets.
 - iv. Access to the new street shall not be gated.
3. Pedestrian Connectivity. (See Figure A.8.3 of the *CID-RAD Design Guidelines*.)
 - a. Sidewalks and other pedestrian walkways within a development shall be constructed of materials that distinguish them from paved surfaces used by motorized vehicles.
 - b. Safe, convenient, and continuous pedestrian walkways shall be provided:
 - i. Between building entrances for all buildings in the same block.
 - ii. Along both sides of the street frontage of all streets.
 - iii. Through parking lots and parking structures at regular intervals connecting to building entrances and the public sidewalks on surrounding streets.

9. Parking Management

A. Required Parking.

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The minimum number of required parking spaces shall be as provided in Table 1 of this Section and Section 1002, except as follows:

1. Required parking may be provided through a combination of off-street, on-street, or shared spaces provided that all required parking is located within 700 ft. of the principal entrance of buildings it is intended to serve.
2. Walking distance standard.
In no case shall parking spaces that are farther than 700 ft. from a building entrance be allowed to satisfy the parking requirements of this Section for uses in that building.
3. Maximum Parking in Parking Lots
Except for single-family dwellings, the maximum number of parking spaces permitted in a parking lot for a development shall be 125 % of the minimum required number of parking spaces required in Table 1 of this Section or Section 1002, whichever is less. The number of parking spaces in parking lots that exceed 105 % of the minimum number required in Section 1002 shall be constructed on pervious surfaces approved by the Director. This provision does not apply to spaces located in parking decks or parking structures.
4. Off-street Parking Areas.
No more than 40 % of the required parking for a building shall be in parking lots located between the facade of the building and the street on which the building faces.
5. Screening Off-Street Parking Lots.
Off-street parking lots shall be screened from adjacent roadways and sidewalks by a decorative fence or wall, berm, or vegetative screen at least 30 inches in height. Fence or wall shall be of similar design and materials to the surrounding buildings. Screening shall be installed between the parking lot and the sidewalks. See Figure A.7.2 of the *CID-RAD Design Guidelines*. Perpendicular driveway crossings and pedestrian paths are allowed through the screening.
6. Parking for Transit-oriented Development.
The Director may grant an administrative variance to reduce by no more than 20 percent the number of required parking spaces for uses that are located along pedestrian walkways and within 1,320 ft. of a fixed public transportation stop.
7. Shared Parking.
 - a. The Director may approve a reduction of up to 25 % in the number of parking spaces required for a use or a development where inter-parcel access is provided and a shared parking analysis approved by the Director demonstrates that adequate parking will be provided with the approved reduction.

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- b. Where shared parking involves more than one property owner or developer, a cross-access easement and agreement shall be provided to the Director and shall be recorded with the deed of such properties. Such agreement must certify the allocation of parking spaces among the parties that is consistent with the shared parking analysis approved by the Director.
- c. The minimum term for cross-access and shared parking agreements shall be 21 years from the date a building permit is issued for any use claiming such shared parking guarantee.
- d. Required residential parking shall be segregated from parking for all other uses, with the exception of additional parking for Residential/Business dwellings.
- e. If a parking structure is constructed for public use or for joint use by several properties within a 700-ft. radius of such parking structure that enter into agreements guaranteeing them long-term use of specific numbers of parking spaces, then the Director is authorized to substitute written guarantee of long-term access to such parking spaces for spaces otherwise required in this Section or by Section 1002.

8. Fees in Lieu of Parking.

If an entity authorized by Gwinnett County is created to provide parking on an area-wide basis within the CID-RAD pursuant to an agreement approved by the Board of Commissioners, then such entity may collect fees from designated properties in lieu of such designated properties being required to meet some or all of the off-street parking requirements of Section 1002. Fees collected in this manner shall be pursuant to a fee schedule approved by the Board of Commissioners and shall be used only for the acquisition of land, improvement, or maintenance of off-street parking facilities constructed for the benefit of those buildings, structures, and users paying such fees.

B. On-street Parking.

1. The Director may approve credit for on-street parking spaces on streets classified as Local Streets or Avenues consistent with the *CID-RAD Design Guidelines* as a means to reduce the off-street parking requirements for a parcel.
2. The number of on-street parking spaces credited for a parcel shall not exceed the number of feet of linear frontage of approved on-street parking curb space (not including frontage devoted to driveways, bulb-outs, and intersection approaches) divided by the constant 24.

C. Bicycle Parking.

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All uses that are required to provide off-street parking spaces for motorized vehicles also shall provide bicycle parking spaces consistent with Figure A.8.4 of the *CID-RAD Design Guidelines* and each of the standards below:

1. Uses that require more than 100 off-street parking spaces for motorized vehicles shall provide at least one bicycle space for every 50 parking spaces required for motorized vehicles.
2. No single building shall be required to provide more than 20 bicycle parking spaces.
3. Bicycle parking shall be provided in a lighted area that is no more than 100 feet from the principal entrance of the building that it serves.

10. Common Area.

Common area shall be provided according to the following standards:

A. Minimum Percentage.

At least twenty percent (20%) of the net project acreage (total acreage of the project excluding 100-year floodplain and wetland areas) shall be designated on a recorded plat as permanent common area for the use of the residents, workers, patrons and visitors to the development.

B. Standards of Development and Design.

1. Common areas shall form an inter-connected and continuous network of paths, greenways, and trails throughout the development within the CID-RAD.
2. Common areas shall be distributed throughout the project to provide linkages, amenities, and visual appeal for the development.
3. Final common area design shall include provision of at least one centrally located public gathering area (with related amenities and improvements) in the form of a town green, amphitheater, landscaped plaza, or similar approved element.
4. Common areas shall have multiple points of entry that are directly accessible from adjacent sidewalks and surrounding buildings.
5. To the maximum extent possible, lands containing 100-year floodplains, stream buffers, wetlands, slopes over 15 %, and shallow or exposed rock shall remain undisturbed and included in common area.
6. Wetland and floodplain areas shall be preserved in their natural state, except for the installation of required detention facilities and stormwater Best Management Practices (BMPs).

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7. Sidewalks and associated amenities may be credited toward common area calculations if the sidewalk and streetscape is constructed consistent with the standards of the applicable *CID-RAD Design Guidelines*.
8. Landscaped strips along internal or external streets may be credited toward common area calculations if the landscaped strip is constructed at a continuous width of 25 feet or greater (including sidewalk).
9. Stormwater management facilities may be located within common areas, if designed and improved as an amenity, subject to review and approval of the Director of Planning and Development.
10. Stormwater management facilities that meet the standards of Section 1319.7.K. may not receive density bonuses for both common area and regional stormwater management facilities.

C. Ownership of Common Areas.

Common areas, stormwater management facilities, floodplain and wetland areas shall be owned in fee-simple by a mandatory property owner's association or approved entity which administers a reciprocal access and maintenance agreement for the project or other entity approved in advance by the Board of Commissioners during their normal course of business. The developer shall record the deed to the common area prior to, or concurrent with, the recording of the first final subdivision plat or certificate of occupancy. An access easement following the alignment of future public streets is acceptable. However, "pocket parks" or "greens" may be deeded concurrent with the unit or phase of the final subdivision plat of which it is a part. See also Section 1319.10.D. and E.

D. Relocation of Minimum Common Area Requirements.

Upon written application and written approval of the Director, up to 50% of a development project's 20% required common area for public space may be relocated to an approved off-site parcel or parcels (receiving area) within the same CID-RAD, provided the receiving area meets the following criteria:

1. The receiving area meets the definition and standards of "common area" contained in Article III and of this Section.
2. The receiving area is owned and maintained either by a public agency or by a private property owners' association approved by Gwinnett County
3. The receiving area contains more than the required amount of common area that would have been necessary to fulfill the unmet portion of the required 20% common area relocated from each and every development project that

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has been authorized for such relocation of common area, not including floodplain, wetlands, slopes over 15%, or other factors that reduce its utility for public access, recreation, and enjoyment.

4. The receiving area includes a quantity, quality, and design of amenities that could not feasibly have been provided by separate common areas on the individual developments that contributed their common space to the receiving area.
 5. The loss of common area from the original sites does no public detriment.
 6. The receiving area is connected by sidewalks to the adjacent properties and to all properties that have relocated common area to it.
 7. The receiving area is located adjacent to and visible from a public street and is made accessible to the public daily during daylight hours.
 8. The receiving area is approved by the Board of Commissioners.
 9. At least one receiving area shall consist of a centrally located and accessible public gathering space (with related amenities and improvements) in the form of a town green, amphitheater, landscaped plaza, or similar approved element unless such a public space already exists within a 700-ft. radius of housing units within the CID-RAD. The perimeter of this public gathering space should be lined with a variety of uses, including both residential and commercial or office with entrances facing the public gathering space intended to ensure pedestrian traffic throughout the day.
- E. Maintenance and Protection of Common Areas.

A property owner's association, or other entity approved in advance by Gwinnett County Board of Commissioners, shall be responsible for the continuous maintenance and protection of buffers, common areas and recreation areas established pursuant to this Section 1319. The property owner's association bylaws or covenants, at a minimum shall contain the following provisions:

1. Governance of the association by the Georgia Property Owner's Association Act (OCGA Section 44-3-220 et seq.) or a successor to that Act that grants lien rights to the association for maintenance expenses and tax obligations.
2. Responsibility for maintenance of buffers, common areas and recreation areas.
3. Responsibility for insurance and taxes.
4. Automatic compulsory membership of all property owners and their successors; and compulsory assessments.
5. Conditions and timing of transferring control of the association from the developer to the property owners.
6. Guarantee that the association will not be dissolved without the advance approval of the Board of Commissioners.

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7. Restrict the time of deliveries to commercial businesses and dumpster pick-up to between 7:00 am and 9:00 pm.

F. Public Art Displays.

A developer or builder who receives permits for new construction, expansion, or addition of more than 100,000 sq. ft. and provides within said development a permanent public art display, as defined in Article III. that meets the following standards of this sub-section, shall be entitled to a credit of 10,000 sq. ft. towards common area otherwise required in Section 1319.10.A and Section 1319.10.D. Standards for public art display are:

1. The valuation of the public art display shall exceed the greater of \$50,000 or one percent of the development to which this provision applies.
2. The nature, size, location, and positioning of the public art display shall be as approved by the Director, or designee, prior to issuance of a building permit for the construction of the development of which the public art display is a part.
3. The size, shape, and nature of the public art display shall be sufficient to provide a visual focal point and be commensurate with the size, shape, and character of the public space in which it is sited. A public art display that is of a size, shape, or nature that is inappropriate for the public space in which it is sited may be rejected by the Director.
4. No public art display, once approved, shall be removed or relocated, except temporarily for upkeep or repair, except with the approval of the Director.
5. The owner of property containing the public art display is responsible for maintaining the artwork in good condition continuously after its installation. Maintenance shall include all related landscaping, lighting, and upkeep of the display area and public access ways serving the public art display. However, the Director may allow a public art display that becomes damaged or worn beyond repair to be replaced by another public art display that meets the standards of this sub-section 1319.10.F.

11. Signs.

- A. Signs for buildings with an individual use or tenant shall be permitted in accordance with Section 86-114A.1 except that primary ground signs for individual establishments in the CID-RAD shall be limited to monument-type signs. (See example in Figure A.9.5 of the *CID-RAD Design Guidelines*.)
- B. One shared sign, which shall be of a monument type, is permitted per frontage for multiple-tenant developments in the CID-RAD. (See example in Figure A.9.5 of the *CID-RAD Design Guidelines*.) No more than one such monument sign shall be allowed per entrance. Maximum size and minimum setbacks shall be in accordance with Section 86-114A.7.

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- C. Signage for individual establishments within a multi-tenant building or development shall be limited to wall signs, awning signs, canopy signs, projecting signs, and suspended signs not to exceed a cumulative sign face area of the lesser of 50 sq. ft. or 2.5 sq. ft. per linear foot of frontage of an individual building, unit, or tenant space. No single sign shall exceed 25 sq. ft. in area. See Figures A.9.1 through A.9.4 of the *CID-RAD Design Guidelines*.
- D. Buildings that provide a secondary entrance for customers or residents on the rear or side of the building are allowed one wall sign, awning sign, canopy sign, projecting sign, or suspended sign per side or rear entrance in addition to all other signs that would otherwise be permitted. The total area of all signs permitted by this paragraph shall not exceed 32 sq. ft. per side or rear entrance or 5 percent of the area of the applicable wall, whichever is less.
- E. Each building, use or tenant shall be permitted window signs not to exceed 10 % of the total window area of any facade containing the window sign(s).
- F. The lowest point of a projecting sign, suspended sign, awning sign, or canopy sign must be a minimum of 8 ft. above the sidewalk or ground elevation beneath it.
- G. Signs located more than 50 ft. above adjacent street elevation are prohibited.
- H. Incidental signs that are up to 3 ft. in height and up to 6 sq. ft. in area are permitted. The cumulative area of incidental signs shall be limited to a total of 24 sq. ft. per building tenant and shall not be included in the sign area provided in Section 1319.11.B and C.
- I. The following types of signs are prohibited:
 - a. Oversized signs.
 - b. Internally illuminated signs.
 - c. Neon signs.
 - d. Variable message boards.
 - e. Signs using LED panels.
 - f. Day-glow signs.
- J. Illuminated signs shall use external lighting fixtures directed toward the sign face so that light fixtures do not cast direct light or glare into adjacent streets or property.
- K. Wayfinding signs that are in conformity with “Gwinnett Place Signage and Wayfinding” in the Appendices of the *CID-RAD Design Guidelines* shall be in addition to the maximum number of signs permitted for individual properties subject to Chapter 86 of the Gwinnett County Code of Ordinances.

12. Standards of Architectural Design.

A. Conformity with Design Guidelines.

The applicant for a building permit in the CID-RAD shall prepare and submit preliminary architectural plans and elevations of all buildings for review by the Director. The Director shall review such plans and elevations in order to determine if

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they are substantially consistent with *the CID-RAD Design Guidelines*. No building permit shall be approved in the CID-RAD unless the Director finds that the architectural design is substantially consistent with the *CID-RAD Design Guidelines*.

B. Exterior Building Materials.

1. Exterior building materials for all buildings except single-family residential buildings are restricted to brick, stone, textured concrete masonry, precast concrete, architectural metal, hardiplank, stucco, and glass.
2. The use of precast concrete, textured concrete masonry, hardiplank, stucco or architectural metal is restricted to no more than 30 percent of the any building's total exterior wall surfaces.
3. Vinyl siding and metal siding is prohibited for residential buildings, and wood or hardiplank siding is permitted on exteriors of residential buildings, but is limited to 50% of the total exterior wall surfaces of any building larger than 600 sq.ft. in floor area.

13. Public Improvements.

A. Street Designations Established.

The following hierarchy of streets is established:

1. Boulevards – principal, multi-lane, divided arterials that form the central multi-modal corridors for the most intense land uses and trip generators within the CID-RAD.
2. Thoroughfares – multi-lane, undivided arterials that function primarily as through routes for vehicle traffic traversing the CID-RAD, linking Major Activity Centers to the interstate highway system and to each other.
3. Avenues – secondary public thoroughfares serving as access routes between Local Streets, Thoroughfares, and Avenues.
4. Local Streets – minor streets that primarily provide access for vehicles and pedestrians to land areas that are between Avenues and other local streets.
5. Alley – short public or private ways built between two or more local streets that provide secondary access and utility easements for dwellings, parking areas, and building services.

B. Street Designation Maps.

The designation, location, and arrangement of existing and new streets within the CID-RAD shall be in substantial conformity with the Street Designation Maps prepared and approved by Gwinnett County for each Redevelopment Area identified in Section 1319.4.

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C. Street Design Standards.

Street designs and specifications for each street designation within the CID-RAD shall be in accordance with the *CID-RAD Design Guidelines*.

D. Curb Radii.

The maximum curb radius at any intersection shall not exceed 20 ft., except along streets classified as Boulevards and Thoroughfares.

E. Sidewalks.

Sidewalks at least 5 ft. in width shall be provided on both sides of all streets. Sidewalk widths in excess of 5 ft. shall be provided when specified in public improvement standards pertaining to each street designation provided in Section 1319.13.A. above.

F. Crosswalks. See Figure A.9.7 of the *CID-RAD Design Guidelines*.

1. All intersections shall provide marked crosswalks that connect to sidewalks in all quadrants of the intersection.
2. Crosswalks shall include pedestrian crossing signage consistent with the most recent edition of the Manual of Uniform Traffic Control Devices.
3. Crosswalks shall be demarcated with approved materials such as high-reflectivity thermoplastic paint, approved textured surfacing, or pavers.

G. Streetscape Design.

The location and specifications of other improvements in public rights-of-way, including bike racks, trash receptacles, benches, street trees, landscaping, on-street parking, bike lanes, wayfinding, and street lights, shall be as provided in the *CID-RAD Design Guidelines*.

H. Utilities.

All existing and proposed utilities located along streets in the CID-RAD, except for substations and major electric transmission lines located on separate easements, are required to be placed underground or relocated to the rear of the property so that they will be less visible from streets.

I. Escrow in Lieu of Improvements.

At the option of Gwinnett County, the developer shall pay funds into an escrow account in lieu of making project improvements required in this Section. Such escrow account shall be established only for the purpose of coordination of such project

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improvements with a public improvement project that is part of an approved Capital Improvements Program. The amount of the escrow fund shall be established by the Board of Commissioners based on the projected construction cost of the improvements, based on the most recent edition of Georgia Department of Transportation “Item Means Summary” or other comparable standardized cost estimation procedure.

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Amend Article III Definitions, of the Gwinnett County 1985 Zoning Resolution, as amended, by inserting the following :

Abutting: Touching at one point or along a common side, boundary, or property line. Two pieces of property that are separated by a street or right-of-way are adjacent, but not abutting.

Adjacent: Property that is either abutting or on the opposite side of a common street, right-of-way, or easement that separates it from the subject property. Properties separated by a railroad track or freeway are not abutting or adjacent.

Architectural Modulation: Variation in materials, massing, fenestration, and ornamental detail of a façade that divides a façade into unique components or identities, as distinguished from a uniform façade without variation. Architectural modulations of a façade should break the vertical plane by more than 2 ft. in depth, measured from the forward plane of the facade.

CID: Community Improvement District.

Common Area (CID-RAD): Land, amenities, accessory structure(s) and improvements consistent with Section 1319 not individually owned and not dedicated for a public use and integral to the redevelopment area that encourage pedestrian connectivity to adjacent lots or parcels such as arcades, greenways, sidewalks, public spaces that are clearly intended for gathering spaces (including rooftop recreational amenities and gardens in high-rise buildings) or that act as connectors to adjacent buildings, or such land and amenities, that are otherwise designed and intended for the common use or enjoyment of the residents, tenants, and guests of the development. Lands dedicated for public park land and public spaces within rights-of-way which are beyond the minimum required and are clearly intended as gathering spaces with amenities such as benches, fountains, etc., may be counted as common area. Required common area shall not include areas devoted to public or private streets or any land that has been or is to be conveyed to a public agency via a purchase agreement for such uses as schools or other public facilities.

Complementary uses: Land uses that serve mutually supportive functions that encourage frequent interactions, and do not cause excessive conflicts with one another in terms of noise, access, traffic, parking, services or utility demands,

Compatible: Design of structures and landscapes that are consistent with structures and landscapes that are located on the same property of which they are a part, based on an objective comparison of identified physical elements such as architectural form, building mass, height, scale, land uses, materials and landscape architecture.

Connectivity: The degree to which streets, sidewalks, trails, and bike paths form a continuous and interconnected system that allows full mobility and convenient access between all origins and destinations as they may be distributed throughout a developed area.

Density Bonus: A provision of this Zoning Resolution that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum otherwise

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permitted, in exchange for the provision of an amenity specified in this Zoning Resolution that provides a public benefit.

Density, Gross (CID-RAD): The number of square feet of a building, or number of lots or dwelling units on a tract of land divided by the total acres of a parcel or tract of land prior to development or subdivision; including all streets or rights-of-way, open space, floodplain, and other un-subdivided or unused portions of the tract of land.

Density, Net (CID-RAD): The number of square feet, lots, or dwelling units on a tract of land, less area for, open space, floodplain, wetland, and other unusable portions of the tract of land.

Fixed Public Transportation Station: A passenger loading area that serves an express form of public transportation such as express bus, bus rapid transit (BRT), light rail, trolley, heavy rail rapid transit, or commuter rail, but not including local bus service or shuttle bus service.

Floor Area Ratio (FAR): FAR expresses the relationship between the amount of useable floor area permitted in a building (or buildings) and the area of the lot on which the building stands. FAR is computed by dividing the gross floor area of a building or buildings by the total area of the lot. For purposes of this calculation, floor area of parking structures shall not be included in floor area. See Figure A.10 of the *CID-RAD Design Guidelines* for an illustration of FAR.

Gross Floor Area, or GFA (CID-RAD): The sum of the heated floor area of all the habitable stories of a building, measured from the exterior faces of exterior walls. The measurement of GFA excludes unenclosed balconies and floor area of parking structures

LED: A light-emitting diode (LED) is a semiconductor diode that emits incoherent narrow-spectrum light when electrically biased in the forward direction of the p-n junction, as in the common LED circuit. This effect is a form of electroluminescence.

LEED: Leadership in Energy and Environmental Design.

Massing: The exterior form of a building, a structure or a series of buildings seen as a whole, encompassing bulk, shape, height, width, scale, proportion, and the spatial relationships of buildings, landscaping, and open space.

Mixed-use Development (CID-RAD): Development of a single building or single parcel to contain two or more of the following types of uses: residential, retail/commercial, office, or institutional, and in which each of such uses constitute at least 20% of the gross floor area, excluding accessory uses. Mixed uses may be combined vertically within the same building or placed side by side on the same parcel, provided that they are in close proximity, planned as a unified and complementary whole, and functionally integrated with inter-connected vehicular and pedestrian access and parking areas.

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Modulation: The rhythmic variation in the massing and fenestration of a building that divides its roofline and facade into small harmonious components that create visual interest, as distinct from the appearance of a large building with a featureless facade built on a single plane with a single roof line. Modulations of a facade should break the vertical plane with variations that are at least 2 ft. in depth, measured from the forward plane of the facade.

Parking, Bicycle: An area in a parking lot or along a sidewalk that is designed and marked for the purpose of securing bicycles in an upright fashion, using a locker or open framework that is permanently attached to the ground and providing secure anchorage for two or more bicycles.

Parking Structure: Decks placed above-ground or underground in a structure designed principally for the storage and circulation of motor vehicles that includes a roof and/or more than one level. A parking structure may be either freestanding or incorporated in one structure along with other uses, such as office, residential or commercial uses.

Parking, On-street: Areas along curbs of a street that are authorized for temporary (less than 48 hours) storage of automobiles belonging to owners, tenants, customers, or visitors of adjacent or nearby properties.

Pervious Paving: Materials used for surfacing parking lots and driveways such as porous concrete or modular porous paver systems that are designed to allow infiltration of stormwater and are consistent with Stormwater BMPs. Pervious paving areas are not considered as impervious surface areas for the purpose of calculating impervious surface coverage.

Public Art Display: A permanent work of visual art intended for the enjoyment of the general public and adornment of public space that is placed where it is accessible to view. Examples may include, but are not limited to, one or more of the following: sculptures, monuments, statuary, murals, mosaics, and mobiles.

Regional Stormwater Management Facility: Stormwater management facilities designed to control stormwater runoff from multiple properties, where the owners or developers of the individual properties may assist in the financing of the facility, and the requirement for on-site controls is either eliminated or reduced.

Residential/Business Dwelling. A type of attached dwelling in which a commercial business or office may be operated in the basement or first floor/story of the structure. The business need not be operated by the resident of the dwelling.

Path, Multi-use: A corridor designed for one or more alternative forms of transportation; including pedestrians, joggers, skaters, and slow-moving vehicles such as strollers, bicycles, and golf carts.

Wayfinding: Specialized signs giving directions of various nearby attractions that are placed in public view for the convenience and information of visitors and patrons.