

**Sample Downtown Redevelopment Overlay District Ordinance:  
City of Walnut Grove**

**7.11 DOWNTOWN REDEVELOPMENT OVERLAY DISTRICT**

**7.11.1 Findings.** The City of Walnut Grove is located in one of the fastest-growing communities in the metropolitan Atlanta area and is expected to grow significantly over the foreseeable future. Walnut Grove’s location in southwestern Walton County places it between four much larger communities (Monroe, Conyers, Loganville and Covington) that attract shoppers and workers away from the City. These larger cities are accessed by two state highways, State Routes 138 and 81, which have defined the City for numerous years as a “crossroads community.” These crossroads act as service boundaries for mail delivery (e.g., north of SR 138 is a Loganville address and south of SR 138 is a Covington address) and other governmental services that split the City and discourage a “community” or close feeling consistent with other municipalities of Walnut Grove’s size.

Travelers through Walnut Grove are familiar with these crossroads and older residents remember when the crossroad was the focal point of the community. The Walnut Grove Redevelopment Strategy, outlined in two public meetings in the Fall of 2004, concluded that uncoordinated development over the last several decades has replaced the old, historic buildings with more modern, but less attractive structures. The sense of community focus has disappeared. The current parcel distribution along these two highways is characterized in part by small retail developments with an overabundance of curb cuts and an aesthetically chaotic environment. No pedestrian amenities are present, nor are the crosswalks and signals adequate for use by citizens. Due to proposed improvements to State Route 138 and anticipated improvements to State Route 81, much of the existing commercial corridor of Walnut Grove will disappear due to right-of-way. One of the uses to be displaced by the improvements to State Route 138 is the City Hall/Fire Station complex.

**7.11.2 Purpose and Intent.** The properties within the Downtown Redevelopment Overlay District are a mix of one and two-story homes and single story businesses. Several institutional uses exist within the District. The overall purpose and intent of the Downtown Redevelopment Overlay District is to permit the development of land in a manner consistent with traditional small-town commercial uses and residential neighborhoods. Its provisions adapt the urban conventions which were normal in the United States from colonial times until the 1940s. The Downtown Redevelopment Overlay District is intended to address the lack of community and the need for new walkable, pedestrian-friendly public and commercial spaces, as well as to encourage new residential developments with traditional neighborhood design elements.

**7.11.3 Objectives.** In accordance with the Walnut Grove Redevelopment Strategy, these regulations are intended to implement the following objectives:

7.11.3.1 Promote redevelopment. To provide for and promote the rehabilitation, revitalization and redevelopment of vacant and underutilized properties in the district.

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- 7.11.3.2 Promote development of vacant parcels in keeping with the vision of the “Redevelopment Strategy”. To provide for and promote the development of vacant properties within the District in a manner and style consistent with these regulations (See Section 7.11.3.9)
- 7.11.3.3 Protect adjacent residential development. To ensure that redevelopment does not threaten or encroach upon Walnut Grove’s existing neighborhoods, but to provide for interface and connectivity with such neighborhoods when appropriate. This objective can be attained by requiring the maintenance of adequate buffers between redeveloped properties and existing residential neighborhoods.
- 7.11.3.4 Provide for the addition of compact residential land uses. Subject to the specific regulations of this section, to provide for more compact residential uses which are generally not permitted by current lot size regulations in the underlying zoning district(s). Additional residential development allowances of this section are sensitive to the comprehensive plan policy of maintaining the existing mix of single-family to multi-family housing in the city.
- 7.11.3.5 Provide regulatory relief. To reduce, minimize, or waive altogether certain requirements that may serve as disincentives to redevelopment, when the spirit, intent, and public purposes of such requirements can be achieved through alternative means. This section recognizes that certain development regulations may not necessarily be applicable in total to redevelopment parcels in the overlay district, because of their existing developed character (e.g., properties already covered with impervious surfaces).
- 7.11.3.6 Improve streetscapes. To implement various recommendations in plans, programs, studies, and strategies of the city, for aesthetic improvement of the overlay district. In order to improve the streetscape, additional provisions for private property improvements are required.
- 7.11.3.7 Coordinate private development with public street improvements. To provide for development that considers the future need to improve highway corridors and facilities within rights-of-way, and to provide alternative public or private ways, where possible, in a manner that minimizes disruption to existing businesses and that reduces public costs of ill-timed or uncoordinated public and private improvements. Public efforts may be combined with private redevelopment proposals in order to provide access roads or private ways to increase access and connectivity.
- 7.11.3.8 Consolidate driveways. To help facilitate and require the consolidation of driveways for purposes of (a) improving public safety and vehicular access;

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- (b) making room for improving sidewalks and pedestrian amenities and installing pedestrian-friendly and transit infrastructure; (c) adding landscaping along the highway corridor; and (d) connecting to other access points.

7.11.3.9 Promote specific designs and uses. To encourage development and redevelopment to occur in a manner consistent with the community's expectations for superior design and development characteristics that promote quality of place. Such expectations include:

- a. Creating human-scale development and pedestrian-friendly places, including generally the principles of neo-traditional development.
- b. Development that is sensitive to, and that extends design principles characteristic of the city's historic characteristics.
- c. Encouraging new non-residential development to use design principles consistent with late 19<sup>th</sup> century-early 20<sup>th</sup> century architectural style in order to recreate the original small town feel of the commercial business district by using "commercial block" patterns with common side walls, building fronts abutting the sidewalk and on street parking.
- d. Breaking up "super-blocks" (large parcel development patterns) and optimizing connectivity.
- e. Installing small public gathering places and pocket parks in redeveloped areas.
- f. Ensuring quality construction that will avoid construction of buildings with limited life spans.

**7.11.4 Boundaries.** The Downtown Redevelopment Overlay District corresponds generally with properties fronting on Georgia 81 from the southern city limits through the crossroads to Park Street and along Georgia 138 from City limits to city limits. The Overlay District also includes properties north of SR 138 and east of SR138 in an area proposed to be opened up for new development consistent with the goals of the Redevelopment Strategy. This area shall be referred to as the "New Downtown" area and shall be so designated on the Official Zoning Map The Downtown Redevelopment Overlay District shall include those properties as shown on the Official Zoning Map of Walnut Grove referenced and adopted in Section 16.4 of this Zoning Ordinance.

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**7.11.5 Amendments to Boundaries.** The boundary of the Downtown Redevelopment Overlay District may be amended in accordance with Article I and Article XIV of this Zoning Ordinance.

**7.11.6 Relationship to Underlying Zoning District Provisions.** The Downtown Redevelopment Overlay District is an overlay zone. The land use regulations applicable to the underlying zone remain in full force and effect except where superseded herein. Where there is a provision not expressed in the underlying zone, or where a provision hereof is in conflict with the underlying zone, the provision of the overlay district shall be controlling.

**7.11.7 Applicability.**

7.11.7.1 All further development of property in the Downtown Redevelopment Overlay District shall conform to the standards adopted for the District, regardless of any change in ownership.

7.11.7.2 The violation of any provisions of the Downtown Redevelopment Overlay District standards as submitted and approved under the provisions herein, shall constitute a violation of these regulations.

7.11.7.3 Any application for rezoning to a Downtown Redevelopment Overlay District classification shall also be submitted in accordance with Article XVI of this ordinance.

7.11.7.4 To assure that development and redevelopment within the Downtown Redevelopment Overlay District are consistent with the goals of this Article, the following reviews and reports will be required prior to the issuance of building permits by the City:

1. Completion and submission of Downtown Redevelopment Overlay District Development Plan Report and Site Plan to the Planning Commission. This Report shall contain the following information:
  - a. General description and location of project.
  - b. Description of measures taken to maintain architectural character and integrity of the district or structure.
  - c. A narrative of proposed landscaping of project if applicable.

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- d. Additional relevant information as required by the Planning Commission or City Council.
2. The required Site Plan shall include, at a minimum, the following information:
  - a. A survey of the property indicating all property dimensions, property size, adjoining owners, scale, north arrow, and tie point to a known location (road intersection, land lot corners, etc.).
  - b. Proposed subdivision of property, streets, ingress and egress to building site(s), off-street parking areas, and public facilities and open space as applicable.
  - c. Storm water detention areas, where applicable.
  - d. The proposed architectural style and siting of structure(s).
  - e. Lot line, sizes and setbacks; proposed location, shape, size, height, and lot coverage of the structure.
  - f. Floor plans and elevations of the structure(s).
  - g. Other information as required in this Section of the Ordinance.
3. The City Engineer shall review, at the direction of the Planning Commission or the City Council, Concept Reports and Site Plans for conformance with the provisions of this District. If sufficient information has been submitted to the Engineer to determine that the proposed project meets the purpose and intent of this Section, then the City Engineer will notify the City Council, in writing, that the Report and/or Plan is in conformance. The City Council shall review the findings of the City Engineer and shall issue final approval of the project. Upon obtaining approval from City Council and satisfying all other requirements of the City, the developer may obtain the necessary site and/building permits prior to commencing any activity on the site.

**7.11.8 Definitions.** The following definitions are to be used within this Section (7.11), unless otherwise expressed elsewhere in this Ordinance, and should be used within the context of this Section.

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City Engineer: The person, persons, agency or firm retained by the City of Walnut Grove to provide consulting services and/or review plans for conformance with adopted City ordinances.

Connectivity: Development achieves “connectivity” when one or more land uses and parcels within the development have direct accommodations for both vehicles and/or pedestrians to travel between or among those land uses, and direct vehicular and pedestrian connections with compatible land uses on abutting properties. Direct accommodations for vehicles means that there is one or more alley, road, or driveway connection between the uses on the development site and among compatible uses on abutting sites (parcels), so that a vehicle can exit one development and enter the other development (i.e., cross property lines) without exiting onto a public street that provides principal access to the developments. Direct accommodations for pedestrians’ means that there are one or more sidewalks or other approved paths that allow a pedestrian to go from one development or parcel to another without using the sidewalk along a public street that provides principal access to the developments.

Development – The conversion of raw or vacant land into a different use. Converting a vacant lot into an office is an example of the process of development.

Lane: A public or private street designed for primary access to no more than 25 residential dwelling units, where the residential environment is dominant and traffic is completely subservient.

New Downtown area – An area of the Overlay District as shown on the Official Zoning Map in the northeastern quadrant of the City which has been targeted for the development of a new commercial, governmental, community and office district. This area is proposed to be developed in a manner consistent with the patterns of a late 19<sup>th</sup> early 20<sup>th</sup> century small town commercial center.

Pedestrian-friendly: A term which refers to development and features of developments that are designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than an exclusive focus on auto access and parking. Buildings are generally placed close to a street, and the main entrance is oriented to a street sidewalk. Building façades and other development features along a street are oriented and scaled to the pedestrian.

Redevelopment: The reuse of existing developed property. Redevelopment typically requires demolition or rehabilitation of existing buildings or structures on the site or changes to the site itself to accommodate reuse. Redevelopment of a former commercial site for office or residential uses is an example, although redevelopment does not always imply a change in use.

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Rehabilitation: The improvement of an existing building or structure, which may or may not involve a change in use.

Street furniture: Those features associated with a street that are intended to enhance the street's physical character and are used by pedestrians, such as benches, bus shelters, trash receptacles, planting containers, pedestrian lighting, kiosks, etc.

Streetscape: The appearance and organization along a street of paving, plantings, street hardware, street furniture, and miscellaneous structures.

Through-street: A public or private street within a large-parcel redevelopment that connects a transit corridor to: (a) another public or private street within the large-parcel redevelopment; (b) a public or private street abutting the site; or (c) another property with through-access to another public or private street.

Walnut Grove Redevelopment Strategy A series of underlying design principles and development desires expressed in a series of meetings held by the City Council and facilitated by the City's consultant, Precision Planning, Inc. These meetings outlined the "vision for a new Walnut Grove and forms the basis for many of the design principles found within the Downtown Redevelopment Overlay District."

**7.11.9 Use Requirements**

7.11.9.1 Permitted Uses.

1. All uses that are permitted in the underlying zoning district(s).

7.11.9.2 Conditional Uses.

The following uses shall be Conditional Uses, unless they are designated as a permitted use in the underlying district:

1. All conditional uses in the underlying zoning districts except for metal fabrication shops.

7.11.9.3 Restricted Uses

The following uses are permissible provided the performance standards listed below are met. These standards shall apply only to new development.

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1. Automobile and Truck Sales, Rental and Leasing Lots:

- a. All vehicle display areas with frontage along SR 138 or SR 81 rights-of-way shall be screened to a minimum height of 2½ feet; and
- b. There are two elevated display racks permitted per motor vehicle sales lot; not to exceed five feet in height.

2. Automobile Service Centers:

- a. All service bay areas shall be located at the rear of the building or be oriented in such a manner so as not to be directly visible from SR 138 or SR 81; and
- b. All service bay areas shall have a 100 percent screen to a minimum height of 3½ feet if such areas are visible from public street views. Such screening height must be achieved within 2 years of the issuance of a certificate of occupancy.

3. Automobile Garage, Mechanical and Body Shops; Motorcycle Shops:

- a) All service bay areas shall be located at the rear of the building or be oriented in such a manner so as not to be directly visible from SR 138 or SR 81; and
- b) All overnight vehicle storage areas shall be located in the rear of the building. Such storage areas shall be 100 percent screened from public street rights-of-way to a minimum height of 6 feet by the use of fencing, landscaping, berms, or a combination thereof as approved by the City Engineer.

4. Automotive Car Washes:

Car washes are permissible, provided the buildings are oriented in such a manner that the wash bays do not directly face SR 81 or SR 138. If such orientation is not reasonably practical as determined by the City Engineer, then wash bays may face SR 81 or 138 if appropriate screening of the building is provided in a manner and location approved by the City Engineer.

**7.11.10 Amortization of Nonconforming Uses.** When a nonconforming use is abandoned or discontinued for a period of 180 consecutive days, any subsequent use of the property

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thereafter must comply with the applicable regulations of the Walnut Grove Zoning Ordinance regarding the use of the property.

**7.11.11 Building, Lot Size and Orientation Requirements.**

- 7.11.11.1 All lots shall share a frontage line with a street or square; lots fronting a square shall be provided rear alley access.
- 7.11.11.2 For properties abutting SR 81 and 138 setback regulations shall conform to the requirements of the underlying zone except as may be approved by the Mayor and Council.
- 7.11.11.3 For properties within the “New Downtown” area, front setbacks shall range between zero (0) to twelve (12) feet, typically measured from the right-of-way to the front edge of the building. Porches, canopies and awnings may extend over the front setback for eight (8) feet. Front loaded garages on residential structures shall be subservient to the dwelling and shall be set back four (4) feet from the front building façade. Side and rear setbacks shall be determined by the Mayor and Council based upon acceptable subdivision (or site development proposal) layout and design.
- 7.11.11.4 Lot sizes shall conform to the underlying zone except as may be approved by the Mayor and Council to further the purposes of this Section.
- 7.11.11.5 Large-scale, single use facilities (conference spaces, theaters, athletic facilities, for example) shall generally occur behind or above smaller scale uses of pedestrian orientation. Such facilities may exceed maximum first floor area standards if so sited.
- 7.11.11.6 Building Orientation. The main entrances of all principal structures shall front on the street, with entrance sidewalks directly accessing the street sidewalk.
- 7.11.11.7 Building Height. Dwelling structures shall comply with the height requirements of the underlying residential zone.
- 7.11.11.8 Crime Prevention through Environmental Design, or CPTED, is a multi-disciplinary approach to reducing crime and increasing perceived safety. CPTED relies upon the influence of offender behavior. It seeks to dissuade offenders from committing crimes by manipulating the physical environment in which those crimes occur. As a result, it relies upon an understanding of what about the environment influences offenders.

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Where practically possible, CPTED principles shall be used in the design and layout of buildings, streets, accesses and open space areas. Design shall promote natural surveillance, access control, territorial reinforcement, sense of ownership, and maintenance. CPTED landscaping guidelines shall be used, including planting shrubs with a maximum height of two to three feet and trees with a proper ground clearance of six feet above walkways and sidewalks and eight feet above vehicular travel and parking lanes.

7.11.11.9 In order to encourage public safety through natural surveillance, natural access control, and territorial reinforcement, blank walls are not permitted adjacent to streets, pedestrian areas, and open space amenities. Developments shall have street side dwelling elevations with extensive windows, with balconies, decks or landscape terraces encouraged. Symbolic barriers, such as low lying fences/walls, and landscaping shall be used to discourage crime and to promote safety. Fences or walls, if determined to be necessary or desirable, must be reviewed for their effectiveness in protecting private space while not creating isolated uses or dead space void of natural surveillance. Approved fences or walls shall be compatible in color, texture, and design in relationship to building materials.

**7.11.12 Linkage and Circulation.** All development proposals shall coordinate pedestrian and vehicular circulation patterns with adjacent buildings and sites.

7.11.12.1 **Relationship to Adjacent Development.** Walnut Grove has the potential to develop a series of linked outdoor spaces that would enable separate buildings to function together as districts. This characteristic can help minimize vehicular traffic and associated impacts, as well as create an enjoyable human experience. Specific consideration should be given to the aligning arcades and covered porches/walkways with adjacent developments.

7.11.12.2 **Street/Sidewalk Continuity.** New projects shall interconnect with existing sidewalks. Where new projects adjoin undeveloped properties abutting public road frontage, the sidewalks installed with the new project shall terminate at the property line at a point where the next project can continue the sidewalk along the public road with little difficulty with slope and grade transitions.

7.11.12.3 **Aligned Courtyard Passages**

1. **Pedestrian and Visual Paths.** Clear pedestrian and visual paths between neighboring buildings, pedestrian circulation, and parking lots shall be established with:

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- a. Covered arcades, especially in areas of high pedestrian activity, such as the new downtown area.
  - b. Covered walkways, a sequence of courtyards, a unifying landscape pattern, and consistent paving materials.
  - c. Minimal interruption of pedestrian paths by vehicular circulation, parking lots, and service areas.
  - d. Windows should open onto paths for a sense of security.
  - e. Displays of interest should be in windows that are not view windows.
2. **Courtyards and Passages.** All new developments are encouraged to incorporate courtyards and patios into their site plans, and to establish linkages with neighboring sites.

Passages are walking paths that connect buildings, courtyards, or other walks and parking.

- a. **Courtyard as a Focus.** A courtyard may serve as the focus of a site or building, or lead to other activities away from the street.
- b. **Linked to Street.** It is preferable that courtyards be partially visible from the street or linked to the street by a clear circulation element such as an open passage or covered arcade.
- c. **Lively Courtyard Edges.** The edges of courtyard spaces should contain retail shops, restaurants, offices and pedestrian activity. Blank walls and dead spaces without pedestrian interest shall be minimized. Art in public places, fountains, or specimen plantings could be used to enliven transition areas. The following characteristics of courtyards are encouraged:
  - 1) Sculptures or fountains as a focal point
  - 2) Moveable seating and tables
  - 3) A choice of sunny or shaded areas
  - 4) Several doors opening into the courtyard
  - 5) A variety of textures and colors for visual interest
  - 6) Appropriate landscaping for public space
  - 7) Covered and uncovered outdoor passageways

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3. **Parking Lot Walkways.** All development proposals shall accommodate safe, attractive pedestrian circulation to and through parking areas.
4. **Simple Circulation Patterns.** Pedestrian circulation patterns shall be simple and easily comprehended by the user, and generally shall follow landscaped islands and perimeters leading directly to buildings.

**7.11.13 Sidewalks and Walkways.** The minimum width for sidewalks within the District shall be as follows:

1. Along SR 138 and SR 81 is six (6) feet.
2. Other local or connector streets is a minimum of five (5) feet.
3. In the “New Downtown” area, the minimum width shall be eight (8) feet.

The design of pedestrian ways may include a solitary meandering pathway or trail, or other possible designs as may be approved by the Mayor and Council.

**7.11.14 Crosswalks.** Extensive use of crosswalks shall be incorporated within the project, at intersections, within parking lots, or other needed pedestrian connections. Crosswalks shall be so configured to be a design feature of the development, i.e. heavy painted lines, concrete or brick pavers, edges, and other methods of emphasizing pedestrian use. Bump-outs and other pedestrian design shall be used to shorten walking distances across open pavement. Medians shall be used in appropriate areas to encourage walking and to act as a ‘refuge’ for crossing pedestrians.

**7.11.15 Connectivity and Private Alleys.** Private alleys may be provided, in accordance with one of the specifications in Table 7.11.1. The developer may choose from one of the following design options:

**TABLE 7.11.1  
ALTERNATIVE SPECIFICATIONS FOR PRIVATE ALLEYS**

<b>Pavement Width</b>	<b>Travel lane(s) (Width)</b>	<b>Parking Lane (Width)</b>	<b>Sidewalk(s) (Width)</b>	<b>Shoulder (Width)</b>
12'	One 12' (one-way only)	None	None	3'
18'	One 10' (one-way only)	One 8'	None	4'
20'	Two 10'	None	None	5'

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Inter-parcel access shall be provided for vehicles between all compatible abutting properties unless an alley, service road or other road right-of-way is provided at the rear of the property with appropriate fire department access.

**7.11.16 Other Forms of Transportation.** All forms of ground transportation shall be considered within and without the District with the intent to improve convenience and reduce automobile trips. All forms of transportation should be encouraged, including bus, bicycle, and pedestrian. Access connections shall be required where deemed essential to provide circulation or access to churches, schools, playgrounds, shopping centers, transportation, and other community facilities.

**7.11.17 Outdoor Lighting.** Lighting practices include indirect lighting, which minimizes light pollution such as glare and light trespass. Carefully designed exterior lighting plans are required to provide the best balance between site safety, security, and appearance considerations. Restrained lighting patterns and fixture selection for commercial development will help prevent commercial lighting from adversely impacting residential properties. Lighting standards are generally applied and recommended by the Illuminating Engineers Society of North America.

Street Light Prototype:

- Holophane, or otherwise approved, tapered 7m pole with luminaire and banner connection as approved by the City Council.

Walk Lights:

- Holophane, or as otherwise approved, tapered 3.7 m pole with luminaire as approved by the City Council.

**7.11.17.1 General.**

1. Shielding. Exterior lighting shall be of low intensity and shielded so that light will not spill out onto surrounding properties or project above the horizontal plane of building walls.
2. Color. Warm lighting colors are encouraged, such as incandescent, halogen, metal halide, and color-corrected sodium as last choice. The blue-white colors of fluorescent and mercury vapor lamps are prohibited. Lamps emitting a color temperature in excess of 4,000 Kelvin are strongly discouraged.
3. Reduced Light Output. The amount of light produced by exterior light sources shall be reduced to that necessary to maintain a minimum comfort

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level for safety and security purposes. Most lights on or within buildings shall be extinguished after hours, and the use of motion sensors is encouraged on exterior lights.

- a. In parking lots, a minimum foot-candle of 0.5 at the perimeter and between light sources, and 5.0 under light fixtures is recommended. It is suggested that rather than illuminate the whole lot after hours when most businesses are closed, a higher level of illumination only in the vicinity of the businesses still active is encouraged. When all businesses are closed, it is recommended that only a minimum of security lighting shall be maintained. No light sources are allowed higher than 175 watts.

**7.11.17.2 Parking Area Lighting.**

1. **Appropriate Location.** Minimum adequate exterior lighting shall be provided in all parking areas, with particular emphasis placed on appropriate lighting at the parking lot walks, entrances, exits, and barriers. Lighting shall be of low intensity, with downward shielding to prevent glare.
2. **Integration with Landscaping.** All parking lot lighting shall be integrated with landscaping.
3. **Height.** The height of light fixtures in parking lots shall be in proportion to the building mass, and no more than 16 feet high. Parking lights along walkways shall be eight to twelve feet high. Low light bollards ranging from two to eight feet should be avoided, as they provide more glare than useful light.
4. **Multi-Family Residential Lighting.** Fixtures shall be located to eliminate interference with windows adjacent to the parking area.

**7.11.17.3 Site Lighting Fixtures.**

Lighting fixtures shall be compatible with the architectural character of existing buildings and the proposed development.

- 7.11.17.4 Parking Structures Lighting.** Lighting within the parking structure shall provide safety and security and be integrated into the architectural character, both in terms of illumination and fixtures. Light spillage out of structure is discouraged. The color of light within a parking structure shall be compatible with the outdoor lighting in adjoining areas.

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**7.11.18 General Principles of Landscape Design.**

7.11.18.1 **Landscape Plan.** Comprehensive landscape plans shall be prepared and presented with all development proposals. The plans should show all existing trees and significant shrub clusters to be removed or to remain, species and size of all new planting materials, and the location of a permanent low water-use irrigation system.

7.11.18.2 **Preservation of Existing Vegetation and Topographic Features.** Existing vegetation can provide a sense of place, permanence, and continuity to a new development. Mature trees and shrub masses take years to establish, while removing them from a site and replacement or transplantation is a difficult and expensive process. Therefore, existing vegetation (as well as rock outcroppings, washes, and other natural features) should be recognized early in the design development process and utilized as a valuable determinant in site design and layout.

7.11.18.3 **Tree Protection.** When developing a site, every effort shall be made to protect existing tree stock over 4" in diameter. Uncontrolled removal of trees and natural vegetation may speed up the erosion and storm water runoff process. Trees to be saved, as well as significant shrub masses, shall be noted on site plans, and appropriate methods shall be outlined to protect them from damage (and the disturbing of surrounding soil) with temporary construction fencing or on-site barricades located five feet outside the drip line. No materials may be stored under the drip line. No vehicles may drive under the drip line.

7.11.18.4 **Identifiable Spaces.** When new, large-scale multi-family residential developments are proposed, open space breaks and existing natural vegetation should be used to create identifiable spaces for adult relaxation and children's play activity within the development.

7.11.18.5 **Landscape Design.** The primary goals of landscape improvements on a new development project are to help preserve and restore the scenic qualities of the natural landscape, to improve comfort, mitigate building and parking lot impact, add aesthetic charm, interest and character, and improve the functional use of a site.

1. **Benefits of Landscaping.** Landscaping is an integral element of comprehensive site development. It should complement the architecture of the building, providing the following desirable benefits:

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- Accentuation of major entrances
- Definition of spaces and views
- Enhancement of property values
- Glare reduction
- Groundwater recharge
- Highlighting of architectural features
- Humidification
- Noise and dust abatement
- Oxygen regeneration
- Regulation of pedestrian traffic
- Shading
- Site beautification
- Wildlife habitats, where appropriate
- Wind buffering
- Visual screening
- Visual variety and interest

2. **Need for Familiarity with Walnut Grove and Site Conditions.** It is critical for the designers of a new development in the city of Walnut Grove to fully understand:

- The environmental conditions of the City
- The specific site conditions; a pre-design site visit is essential
- The environmental and maintenance requirements of the plant materials selected.

**7.11.18.6 Landscape Continuity**

1. **Four Season Character.** All new developments shall use, in conspicuous places, some of the following or similar plant materials:

- Cherry
- Crepe Myrtle
- Red Maple
- River Birch
- Wax Myrtle
- Willow Oak

This will help to establish a subtle unifying character and enhance the seasonal changes.

2. **Size, Spacing and Scale.** Size and spacing of landscape elements shall be consistent with the size of the development, relate to any identifiable

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streetscape, and be appropriate to the scale and character of the proposed new structures.

3. **Street Trees/Traditional Trees.** All new development shall consider using walnut trees as a street tree or in other areas of the project. Walnut trees are an integral part of the history and development of the City of Walnut Grove.

**7.11.18.7 Other Landscape Design Principles**

1. **Hardscape.** Landscape shading shall minimize large areas of unshaded pavement. Pavement materials shall be chosen for minimal reflected light and glare. The use of pervious materials is encouraged to reduce surface water flows.
2. **Safety.** Along streets and highways, plant materials must be selected and placed to avoid blocking sight lines at intersections and curb cuts. Along utility rights-of-way, planting shall not disrupt service or access to overhead or underground equipment and lines.
3. **Maintenance.** New development projects shall demonstrate that maintenance factors have been considered in the landscape design. For example, irrigation systems shall be designed for low maintenance and efficient water consumption. No over-spray on pedestrian or vehicular travel ways.
4. **Site Furniture.** Benches, fixed and moveable seating, with and without tables, low walls, fountains, are encouraged landscape and street furniture. They add a variety of social opportunities, and provide pedestrians with natural places to pause and rest.

**7.11.19 District Parking Requirements.**

**7.11.19.1 Parking Requirements for properties adjoining SR81 and SR138**

For parcels, lots or building sites abutting SRs 138 and 81, where on street parking is not allowed, the required number of parking spaces shall be provided in the side or rear of the property, except for one double row of parking in the front of the building. The provisions of Section 6.2.1 may be applied where all required parking cannot be provided on the lot in question.

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7.11.19.2 Parking Requirements for “New Downtown” and other City streets

1. Development proposals in the “New Downtown” area shall provide on street parking spaces along the entire property frontage, except for approved driveway openings or where parking spaces will interfere with turning movements at intersections.
2. On-street parking spaces provided by the developer adjacent to their project shall be counted towards the minimum number of spaces required. Off street parking shall be provided at the side or rear of the property and sharing of parking spaces may be allowed as per the provisions of Section 6.2.1 of this Ordinance.
3. Properties forming commercial blocks, where the building extends from side lot line to side lot line, may provide parking in the rear of the buildings, on the corner of such block or “pooled parking” at an adjacent public/private lot. The applicant shall show proposed “pooled” parking areas in their development plans before any such requests shall be approved.
4. Where on street parking is provided, the front building line may be reduced to zero (0) feet for non-residential uses or eight (8) feet for residential uses.
5. Angled parking is preferred for on-street parking in the “New Downtown” area.
6. On local streets outside of the “New Downtown” area, on street parking may be provided if sufficient right-of-way width is available. The City Engineer shall review all proposals and advise the Planning Commission and Mayor and Council of the practicality of on street parking.

7.11.19.3 Parking Structures (Decks).

1. **Short Dimension on Street Frontage.** Parking structures, which must be located on public street frontages, shall minimize the street frontage of the structure by placing its short dimension along the street edge.
2. **Activity Space at Ground Level.** Develop activities such as shops, offices or other commercial space along the ground level of street frontage.

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3. **Planted Patio Space.** When this is not possible, provide a planted patio space between the structure and the street.
4. **Lighting.** Lighting within the parking structure shall provide safety and security, and be integrated into the architectural character, in terms of illumination and fixtures. Light spillage out of structure is discouraged.
5. **Queuing.** Parking structures shall be designed to accommodate queuing within internal driveways, rather than on the main pedestrian street.
6. **Exit and Entrance Design.** Appropriate and safe view angles and pedestrian crossings at exits and entrances shall be provided.
7. **Integration with Site Structures.** The parking structures shall be integrated with the form and materials of the buildings on or adjacent to site in scale, form, color, and materials.

**7.11.20 Site Design.** All developmental proposals shall show evidence of design strategies to comply with the Walnut Grove Redevelopment Strategy and minimize changes to existing topography and the loss of mature existing vegetation or water features. Drawings, models, and other graphic communication presented to the City for Development Review shall illustrate the proposed project's integration with the "Walnut Grove Redevelopment Strategy" and its site topography and vegetation.

Specific consideration shall be given to the following:

7.11.20.1 **Avoid Level Grading** Projects that require large level areas are discouraged on property with steep slopes. New projects are encouraged to step with landforms and offset around existing vegetation and trees. Level grading of entire lots without respect for existing landforms or neighboring development is to be avoided.

7.11.20.2 **"Stair Stepping" With The Terrain Plus Offsets** Building placement on slopes should not only develop stepped massing, but should also create plan view offsets to save vegetation and landforms.

7.11.20.3 **Topographic Transitions.** Transitions at property edges shall seem natural for the surrounding terrain. Where the existing terrain is generally level, avoid slopes greater than 3H:1V at property lines.

7.11.20.4 **Blend Cut and Fill Slopes.** Cut and fill slopes shall be rounded where they meet natural grade so that they blend with the natural slope.

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**7.11.20.5 Reduce Visual Impact of Cut and Fill Slopes.** Natural contouring and re-vegetation is encouraged. Where retaining walls are required, they shall be faced with indigenous rock, brick and/or constructed to blend with adjacent surroundings.

**7.11.21 Climate Considerations.** Walnut Grove’s four-season climate requires consideration of sun and wind in building and site design. All projects shall show evidence of design strategies to maximize the comfort of their users.

Specific consideration shall be given to the following:

**7.11.21.1 Building Orientation.** Summer overheating through intensive low afternoon/ evening sun cannot be effectively shaded with an overhang. Avoid glass facing west.

**7.11.21.2 Courtyards.** Courtyards with southern exposure will be warmer in winter and are preferred. Abundant landscaping fabric, and lattice, or partially shaded roofs within courtyards will keep them comfortably cooler in the hot summer and will reduce glare.

**7.11.21.3 Landscape Area Location.** Where possible, locate buildings so that landscape areas, as opposed to parking lots, abut the south and west sides of courtyards and buildings to reduce solar heat build-up on hot summer days. Surface parking lots should be heavily planted with sturdy hardwoods such as oak and maple -- no less than one tree for every ten cars.

**7.11.21.4 Covered Parking.** Covered parking is encouraged to provide relief from the elements, particularly summer heat, and such structures must be architecturally compatible with the remainder of the development.

**7.11.22 Architectural Character and Building Form**

**7.11.22.1 Architectural Character and Style.** The purpose of this section is to present an architectural vocabulary that will provide a general guideline for the development of the Walnut Grove Redevelopment Overlay District including commercial, public, and residential buildings. In general, Walnut Grove requires turn-of-the-century (1880-1930) architectural styles, themes, massing and details. Inspiration shall be drawn from the character preference favorite images in the Overlay document. The Overlay images reflect a variety of architectural styles and forms that complement Walnut Grove's unique natural setting. Any literal transplant of architectural styles not indigenous or compatible to this area is not acceptable. Similarly, a structure, monumental in

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scale or unduly formal or modern in character, and any corporate signature buildings or structures are not acceptable within the Overlay District.

7.11.22.2 **Diversity and Individual Expression.** To allow for diversity and individual expression, and to avoid shallow imitations of "styles," the primary criteria for determining the character and style of a building shall simply be that it harmonizes with the architectural styles of adjoining buildings that have demonstrated similar sensitivity. While some simple and consistent architectural principles are defined, variety and individual expression within this framework is encouraged.

7.11.21.3 **Proportion and Scale.**

1. **Proportion.** All development proposals shall indicate that the applicant has studied and reconciled the scale and proportions of buildings in the following situations:
  - a. Project site
  - b. Adjacent and neighboring properties
  - c. Major streets from which the project will be accessed or viewed
  - d. Special district considerations.

Elevation drawings, photographic montages, and other graphic studies are encouraged and may be required to illustrate or fully explain how the development will address the situations mentioned above.

2. **Horizontal Emphasis.** Building proportions with horizontal emphasis are generally discouraged. Vertical proportions that exaggerate building height are encouraged.
3. **Sensitivity to Adjacent Buildings.** Along shopping walkways, where one building abuts another, the new development shall attempt to show elements of "continuous connection" to neighboring buildings. Through the use of common parapet heights, covered walkway fascias, similar materials and/or forms, a sense of "belonging" can be achieved. All lots must have no more than eight feet of opening along the walk.
4. **Varied Façades.** It is desirable that the spacing of elements in façades be varied rather than repetitive, with a high priority placed on the three dimensional interplay of light and shadow. Topographical changes shall be reflected by vertical offsets in the façades of buildings.

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5. **Scale:** Scale may be defined as the relationship of spaces and structures to human size.
  - a. **Human Scale.** Building elements and façades, especially at the ground or pedestrian level, should be kept intimate and close to human size, so as to achieve a sense of human scale and interest.
  - b. **Mix of scales.** A mixture of scales may be appropriate in less pedestrian areas, with some elements scaled larger for appreciation from the street and moving automobile, and others scaled smaller for enjoyment by pedestrians.

7.11.22.4 **Corner Sites.** Corner sites are important places visually, and create challenges relative to pedestrian and vehicular circulation. All corner projects shall show evidence of coordination with adjacent developments, and development on each of the other corner sites.

Specific consideration shall be given to the following:

**Corner Buildings.** Corner buildings should make a strong tie to the building lines of each street. In general the primary mass of the building should not be placed at an angle to the corner. However, this does not preclude angled or sculpted building corners or an open plaza at the corner.

Vertical focal points to visually “anchor” corners are encouraged.

7.11.22.5 **Building massing.** All new development proposals shall incorporate means of reducing the apparent size and bulk of the building. The following methods for reducing the apparent size and mass of larger buildings are suggested and are encouraged. Any other approaches that achieve the same objectives are also encouraged.

1. **Coherent Building Design.** All sides of a building may impact on their surroundings and should be coherently designed and treated.
2. **Coherent Design.** A façade not related to the rest of the building (such as a false front) is strongly discouraged. A consistent level of detailing and finish on all sides of a building is encouraged.

**3. Horizontal Composition**

- a. **Continuous Building Wall Surfaces.** Large or long continuous wall surfaces shall be provided. As a general principle, building surfaces

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shall be relieved with a change of wall plane that provides strong shadow and visual interest.

- b. **Strong Shadow Line.** Façade offsets should be sufficient to create a strong shadow line.
  - c. **Building Base.** The building base should be a shaded element that establishes a strong connection to the ground and site. A covered walkway, arcade, or other circulation element set in deep shadow and carefully integrated with total building form, is most desirable.
  - d. **Break Up Building Masses.** Every building should reduce its perceived height and bulk by dividing the building mass into smaller scale components. Building wall offsets, including projections, recesses, and changes in floor level shall be used in order to add architectural interest and variety, and to relieve the visual effect of a simple long wall. Similarly, roofline offsets shall be provided, in order to provide architectural interest and variety to the massing of a building, and to relieve the effect of a single long roof.
  - e. **Building Upper Levels.** Attractive roof terraces are encouraged.
  - f. **Vary Roofline Silhouettes.** Variation in the roofline silhouette of buildings is desirable.
4. **Visual Patterns and Color.** The visual patterns of light and shadow give buildings depth, substance, and interest. Every building should have shadow relief.
- a. **Shade and Shadow.** Recesses and projections are encouraged to divide horizontal surfaces of buildings into smaller scale elements to produce strong shade and shadow.
  - b. **Recesses.** Recesses may be used to define courtyards, entryways, window openings, etc. along the exterior of the building.
  - c. **Projections.** Projections may be used to emphasize important architectural elements such as stairs, towers, balconies, entrances, bays, etc.
  - d. **Reduce Unrelieved Building Mass.** The use of covered walks, arcades, loggias, patios, trellises, recesses for plantings, wide roof

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overhangs, etc. is encouraged to produce interesting shadow effects and reduce unrelieved building mass.

e. **Color.** Building colors should be carefully chosen so that each building complements that of its neighbor. An entire block of buildings should blend together even though each building will possess its own identity. Historically, building trim was painted in a decorative manner in a contrasting shade lighter or darker than the main building. The main building is usually painted in more subdued earth tones or brick shades, and the trim in lighter shades.

5. **Building Materials and Textures.** Properly used materials and textures can create a pleasing relationship among the proposed building, its natural surroundings, and other nearby buildings.

1. **Indigenous Materials.** The use of indigenous or native materials is highly encouraged, as it reinforces the “sense of place” in Walnut Grove.

2. **Manmade Simulations.** Manmade materials simulating natural products/ materials are discouraged.

3. **Compatible Materials.** Building materials similar to those in predominant use on the street or in the district of the new project are encouraged, and every proposal shall show evidence that the use of materials identified within 400 feet of the new project has been studied. Where the project is adjacent to or on the site of a “historic structure”, the use of compatible materials is strongly encouraged, unless these materials are already unacceptable by current standards.

4. **Texture.** As a general principle, coarse and highly textured materials, which create shadow patterns, are preferred.

5. **Color of Materials.** Color can unify otherwise diverse elements.

6. **Encouraged Materials and Methods of Use: Walls**

- Bright Accent Colors
- Lighter Colors on Trim
- Red Brick
- Colorful Awnings (Coordinate with neighbors)
- Door Highlighted with Color
- Bright Accent Color on Frame

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- a. **Brick.** The use of compatible earth tone blends and interesting bond patterns, where appropriate, is desirable.
- b. **Stone.** The use of natural stone is highly encouraged and is particularly recommended when other structures within 400 feet of the new project are also using it. Walnut Grove's turn of the century commercial center was composed of several granite buildings.
- c. **Windows and Glazing.** To reduce glare, windows and large areas of glass shall be recessed 10% of the glass width to create deep shadows. Glass shall be non-reflective, and not heavily tinted in order to reduce mirror effects. Interior shading treatment that may be visible from the exterior shall be compatible with the exterior wall colors.

**7. Encouraged Materials and Methods of Use: Roofs**

- a. **Sloping roofs.** Sloping roofs shall be non-reflective concrete or clay tiles, shingles, thick textured composition shingles, and patinaed copper. Finished metal or other similar materials may be acceptable only where it can be demonstrated that their use will be in accord with the purposes of this manual, and as standing seam in light warm gray heat reflection tones.
- b. **"Flat" Roofs** Flat roofs of any type are acceptable if not visible from adjoining developments.

**8. List of Discouraged Exterior Finishes.** Following is a list of discouraged building materials:

- Exposed plywood or particle board
- Exposed unfinished foundation walls
- Glass curtain walls
- Highly reflective, shiny or mirror-like materials
- Unplastered exposed concrete masonry unit (CMU's)
- Visible white, black, brightly colored or reflective roofs
- White exterior surfaces on skylights

9. **Ground Texture.** Ground texture is an important visual surface. Ground texture increases value. It is an important element in creating a pleasurable walking experience. When walking, humans tend to look down at a fifteen-degree angle. We pay considerable attention to the ground in front of us. A textured ground surface is more interesting and pleasing to the eye than the usual concrete sidewalk. There are many ways of creating a textured walking surface. One of the classic options is the use of brick or colored concrete

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pavers. Pavers come in a wide variety of shapes, sizes, and colors. They allow creativity in their application. It is true that pavers are an expensive option, but, when properly designed and constructed, a brick paver sidewalk is cheaper to repair and will last longer. A less expensive way of creating ground texture involves utilizing creative techniques in the use of concrete. Concrete sidewalks can be scored in interesting patterns, and can be colored to simulate natural materials. Concrete can also be used in conjunction with brick accents to create ground texture and define the sidewalk. The more visually interesting and engaging the ground texture and pattern, the more positive the visual experience will be. However, sidewalk design shall not distract shoppers from viewing store windows.

7.11.22.6 **Architectural Details.** Surface detail, ornament, and other elements that enrich the architectural character of a new development are encouraged.

1. **Integration of Details.** Details shall be carefully considered before being integrated into the design concept of the building to add interest and humanize scale. All visibly exposed sides of a building shall have an articulated base course and cornice. The base course shall align with either the kick plate or sill level of the first story. The cornice or roof overhang shall terminate or cap the top of a building wall, may project horizontally from the vertical building wall plane, and may be ornamented with moldings, brackets, and other details.
2. **Trim.** The trim adds detail and character to the façade. It shall include the eaves, corner boards, gable and eave boards, pediments, friezes, lintels, sills, belt courses, balustrades, etc.
3. **Bays, Towers, Cross Gables, and Dormers.** Cross gables and dormers can transform a stylistically simple building into one with a unique character, thereby distinguishing it from its neighbors. This architectural embellishment adds articulation and rhythm to the entire neighborhood.
4. **Other Decorative Elements.** Decorative building elements can include belvederes, cupolas, and pergolas.
5. **Gutters.** Roof gutters and down spouts shall be specified. This indicates whether they are a “U”, “K” or half-rounded. Indicate how they are attached; built-in or integrated with the trim.

7.11.22.7 **Design for Climate and Energy Conservation.** Site planning and architectural design may be used to reduce heating and cooling demands, provide more comfortable indoor and outdoor living spaces, and avoid blocking or reflecting sun on adjacent public spaces or buildings.

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1. **Shade Exterior Walls.** Protected courtyards, porches, arcades, loggias, verandas, and overhangs are effective methods of shading exterior wall surfaces and windows from direct sun exposure. These elements not only function as temperature moderating elements, but also add character to the building.
2. **Landscaping.** Deciduous trees used on the south, east and west sides of a building can provide summer shade and allow sun penetration in the winter. Also, ground covers and vines strategically placed on the south side of a building will reduce heat and glare.

7.11.22.8 **Signage.** Signage should be integrated with the building or awning as indicated below. New Times Roman is recommended as a font style. Hanging signs are also strongly encouraged, to enhance the shopping experience.

7.11.22.9 Building Equipment and Services.

- a. **Location to Minimize Visibility Nuisance.** Locate service and loading zones to minimize both visibility from public streets and nuisance hazards to neighboring properties. Sharing of loading zones should be considered.
- b. **Location to Rear or Side.** Service areas shall be located to the rear, side, or to an internal location where visibility from public streets and windows of neighboring buildings will be minimized.
- c. **Mitigate Impacts.** Appropriate techniques to mitigate potential visual and noise impacts to adjacent properties shall be incorporated into the development proposal.
- d. **Enclose Dumpsters.** Any refuse collection area(s) and/or dumpster(s) shall be enclosed by a screen wall of durable material. Planting to screen views from streets and neighboring properties is encouraged. Trash facilities shall not be a visual focal point on an entrance driveway.
- e. **Mechanical and Electrical Equipment.** Mechanical and electrical equipment, solar collectors, satellite dishes, and any other communications equipment shall be concealed from view of public streets and neighboring properties.
- f. **Screen Equipment.** Rooftop and ground level mechanical and electrical service equipment shall be screened from public view, with materials architecturally compatible with the finishes and character of principal structures. All rooftop and ground level mechanical and electrical

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equipment (including satellite dishes) shall be screened to the height of the tallest equipment and/or integrated with the building design.

g. **Exterior Vending Machines.** Exterior vending machines (freestanding or attached) shall not be visible from the street or neighboring properties.

h. **Public Amenities.**

1. **Overhangs, Canopies and Awnings.** Overhangs, canopies and awnings for weather protection shall be integrated into the building design of all pedestrian ways.

2. **Street Furniture.** Comfortable and attractive street furniture shall be provided in public spaces for public enjoyment, comfort, and convenience. These may include seats and benches, drinking fountains, trash receptacles, information kiosks or directories, and public telephones. All exterior furniture shall be approved by the City for consistent design.

7.11.22.10 **Required Design Elements for New Construction or Major Remodeling (25% or greater of value of the structure) of Existing Dwellings.**

The following design elements shall be required, and included in the final design for new home construction or a remodel of an existing home:

1. The front elevation of the home shall appear similar in scale to those seen traditionally on the same block.
2. The building shall appear similar in height to those similar in scale within a two hundred (200) foot radius.
3. Building materials shall be of similar type as those in the immediate two hundred (200) foot radius of the home.
4. The home shall contain architectural features that provide visual interest to pedestrians.
5. Windows and doors on the front façade shall be similar in size and design as those seen in the immediate two hundred (200) foot radius.

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6. When remodeling an existing home, the new portion of the home shall use similar exterior materials, including similar window design and doors, as those of the existing home.
7. The use of dormers and other architectural feature elements upon the roof line, whether functional or not, is strongly encouraged.
8. All new homes shall have a front porch. Front porches must have a minimum depth of six (6) feet, and comprise a minimum of 50% of the width of a building's primary front façade (not including the attached garage). In no case shall the front porch be less than fifteen (15) feet in width. All other homes that are being remodeled are encouraged to install a front porch as described above where practical. Wraparound porches are encouraged on corner lots.
9. For lots with frontage less than fifty-five (55) feet, only a garage installed in the rear of the property shall be permitted. For lots with frontage equal to or greater than fifty-five (55) feet, all attached garages shall be off-set from the front setback of the home at least four (4) feet, so as to give a staggered appearance to the home.
10. All Roofs shall have a 4/12 pitch or greater.
11. Dwelling and garage gables shall face local streets and alleys.
12. Entry sidewalks that connect directly to public sidewalks.
13. Two story dwellings are encouraged.
14. Shutters, dormers and other features of houses built in the late 19<sup>th</sup> and early 20<sup>th</sup> century are encouraged.

**7.11.23 Open Space.** As a trade-off for increased density and building mass, usable open space shall be provided within the District, including but not limited to: commons, pocket parks, plazas, courtyards, landscape features, water fountains and features, greenbelts, and trail connections. The actual amount of open space provided shall be determined by the City Council based upon the size, scale, topography, and market niche of the proposed development. Design shall encourage comfortable and safe pedestrian use, including landscaping, seating areas, and lighting as appropriate.

Areas of environmental concern or interest may be required to be preserved, i.e. drainages, steep slopes, trail systems, and water features. Unless otherwise specified through special

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agreement or understanding with the City, all open space areas shall be maintained by property owners or homeowner associations.

**7.11.24 Utilities:** Utilities shall run along alleys wherever possible or be underground in designated easements. No pipe, conduit, cable, line for water, gas, sewage, drainage, steam, electricity or any other energy or service shall be installed or maintained upon any lot (outside of any building) above the surface of the ground except for hoses, moveable pipes used for irrigation or other purposes during construction.

7.11.24.1 Transformers shall be grouped with other utility meters where possible and screened with vegetation or other appropriate method. Front setback locations, particularly on corners, are to be avoided.

7.11.24.2 Each contractor and owner/developer shall be responsible to know the whereabouts of all underground utilities. Protection of such utilities shall also be their responsibility. Prior to construction, contact must be made with the UPC to identify underground utility lines.

7.11.24.3 Street Tree/Street Light Coordination. Actual tree spacing during site plan review may be adjusted, as necessary, to match existing streetscape or to adapt to unique on-site conditions that would justify such, e.g. topography, street lights, power lines and poles, and other utilities. In some cases, street trees may need to be placed behind sidewalks, or eliminated, in order to accommodate on-site conditions. Parking strips on arterial and collector streets shall accommodate street trees, street lights, and other needed utilities. Street trees shall be placed such that the street lighting system functions properly and achieves the desired result.

**7.11.25 Fences, Walls and Screening.** Many service uses, as well as certain unsightly but essential mechanical and electrical equipment, are necessary in new developments. However, these shall be screened from public view in order to preserve Walnut Grove's small-town character and scenic beauty.

7.11.25.1 **Screening from Public Travel Routes.** Because of the diverse locations and altitudes of homes, businesses and roads in Walnut Grove's varying topography, it is impractical to completely screen unsightly equipment from all possible public view locations. Thus, the primary need for screening will be based on views from public travel routes, highways, streets, walkways and adjacent uses at the same grade as the development site.

7.11.25.2 **Integrate into Architectural Form.** In the initial design stage of a development project, consideration shall be given to incorporating mechanical

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and electrical equipment into the architectural form and layout of the building to reduce the need for screening.

**7.11.25.3 Uses and Equipment to be Screened.** The following equipment and uses shall be screened:

1. Trash and refuse collection areas.
2. Mechanical equipment such as air conditioners, pumps, and motors.
3. Propane tanks and other storage tanks.
4. Electrical equipment, including switching equipment and transformers.
5. Valves, vents, and utility meters.
6. Satellite dishes.

**7.11.25.5 Compatible Design.** Walls and fences shall be designed to be constructed of materials from the surrounding landscape and architecture used on the building.

**7.11.25.6 Encouraged Materials.** Following is a list of materials encouraged for use in wall/screening/fence installations:

1. Brick (highly encouraged)
2. Native stone
3. Attractively landscaped earth berms
4. Vine-covered trellises

**7.11.25.7 Unacceptable Materials.** Following is a list of fence materials that are not acceptable:

1. Chain link or open wire fences (except in landscape screened service and security areas)
2. Razor wire or barbed wire
3. Corrugated metal
4. Bright colored plastic
5. Non-textured or unfinished concrete or block (CMU) walls

**7.11.25.8 Drainage Ways.** Fences and walls shall not impede or divert the flow of water in drainage ways.

**7.11.25.9 Articulate Fences and Walls.** Walls and fences greater than 40 feet in unbroken length shall be designed to increase shadow patterns, provide interesting visual effects, such as surface patterns, and reduce apparent mass. Walls and fences on slopes should follow the terrain.

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**7.11.25.10 Vegetative Walls and Fences.** Where a new wall or fence would create a continuous surface greater than 20 feet in length, it should also be softened visually with pilasters, a break in the wall of depth 10% or more of the longest adjoining distance, and with trees, shrub, and vine plantings.