

DESIGN GUIDELINES FOR GATEWAY CORRIDOR OVERLAY DISTRICT

1. Landscaping/buffer areas should be provided between the street and the buildings. The density/size of the green areas should be dependent on the proximity of proposed buildings to the street right-of-way.
2. Buildings should be located as close as possible to the street right-of-way.
3. At street intersections, appropriately sized and located rights-of-way should be dedicated for landscaping/welcome signage.
4. Parking areas should be screened from public view (by landscaping, buffers, buildings, elevation changes, etc.)
5. In each development, the design of the buildings, landscaping, etc. should be coordinated. Building coordination should include materials, height, massing, etc.
6. Driveways should be limited and coordinated with adjacent development.
7. Development should be linked with the surrounding community via walking trails, sidewalks, open space, etc.
8. Building facades should be broken up into discrete architectural elements.
Examples of methods to accomplish this include:
 - a. Façade modulation: stepping back or extending forward a portion of the façade.
 - b. Providing a porch, patio, deck, covered entry, etc. to a portion of the façade at the ground level.
 - c. Providing balconies, etc. for multistory buildings.
 - d. Changing the roofline by alternating dormers, or using steeped roofs, gables, or roof elements.
 - e. Changing/alternating materials.
9. Color schemes should be reviewed for approval.
10. The attached streetscaping, signage, landscaping, etc. requirements must be met.
11. Sidewalks should be provided per the following:
 - a. Sidewalks shall be required along the entire length of each side of arterial and collector streets.
 - b. All sidewalks shall be a minimum of five feet in width. Additional width may be required by the Board of Architectural Review (BAR) when:
 - It is necessary to accommodate Americans with Disabilities Act (ADA) accessible ramps
 - It is required to accommodate diverse modes of transportation in a particular area
 - Other situations where the City/BAR deems necessary
 - c. All sidewalks shall be paved with concrete. Exceptions may be granted by the Board of Architectural Review on a case-by-case basis based on the usage, location, etc. of the sidewalk.

- d. All sidewalks shall be constructed to meet ADA accessibility requirements as well as Prowag, building code, SCDOT, etc. requirements.
- e. All sidewalk pavement shall be a minimum of four inches in depth. An additional two inches of depth, for a total of 6 inches, shall be required at known vehicular crossing areas. An increased thickness may be required by the City Engineer/BAR.
- f. All sidewalks shall be installed in the public right-of-way. If needed, the developer shall provide additional public right-of-way to fully contain all required sidewalks. Any additional public right-of-way must be documented/recorded per City Attorney requirements.
- g. All sidewalks located within a public right-of-way shall be maintained in accordance with City of York requirements. Until such time as sidewalk facilities have been approved by the City and legally transferred to another entity acceptable, the developer shall be responsible for the maintenance of the facilities.
- h. Where sidewalks cross public or private streets, crossings shall be designed to safely and conveniently accommodate pedestrians and shall be marked according to City of York requirements. All crossings shall meet requirements of Prowag, ADA, building code, SCDOT, etc.
- i. A certificate of occupancy will not be issued for any use until all sidewalk improvements have been installed and approved by the City. If special or unusual circumstances exist, the City may grant exceptions to the above requirement for a period to be determined providing that the developer or property owner provides the City with a fully-funded escrow account insuring the installation of the required sidewalk improvements. The escrow funds required herein shall be accompanied by detailed documentation of the estimated cost of the remaining sidewalk to be completed. This documentation may be a paving/grading contractor's bid or contract, or similar instrument and shall be subject to approval by the Planning Department. The escrow funds shall be in an amount equal to or more than 150% of the estimated cost to complete the improvements.