



JOINT MEETING OF THE
LAND DEVELOPMENT CODE + ECONOMIC DEVELOPMENT
WORKING GROUP, 8TH STREET STREETScape SUBCOMMITTEE,
AND PAB 8TH STREET SUBCOMMITTEE

Wednesday, January 6, 2016
3:00 - 4:30 PM

CITY COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

FOR MORE INFORMATION PLEASE VISIT:
WWW.FBFL.US/8THSTREET OR WWW.FBFL.US/LDCED

1. WELCOME AND INTRODUCTIONS

2. PROCESS OVERVIEW

For detailed information on prior meetings please visit www.fbfl.us/LDCED.

Documents: [Timeline_123015_2_Page__web.jpg](#), [Comp Plan Policies Related to Econ Dev_020414.docx](#)

3. SUMMARY OF COMP PLAN, LDC CHANGES, AND MAP AMENDMENTS

Documents: [8TH STREET OVERLAY PROPOSED_2016.jpg](#), [8th Street Small Area Plan_Draft 083115.pdf](#), [8th Street LDC Language for Discussion_120915_PAB MEETING.pdf](#)

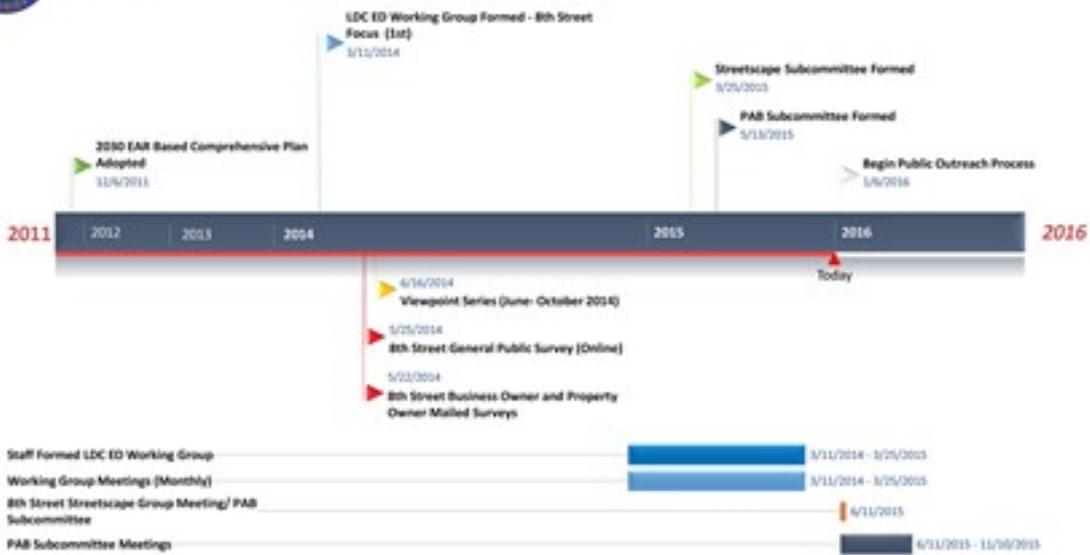
4. NEXT STEPS: PUBLIC OUTREACH

5. ADJOURN

All members of the public are invited to be present and be heard. Persons with disabilities requiring accommodations in order to participate in this program or activity should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired). For information on the meeting itself, please contact the Community Development Department at 904-310-3135.



8th Street Improvement Efforts 2011-2016



COMPREHENSIVE PLAN POLICIES RELAVANT TO COMMERCIAL ECONOMIC DEVELOPMENT

OBJECTIVE 12.05. LAND USE AND INFRASTRUCTURE EXPANSION

The City shall protect existing land designated for employment-generating uses, whether vacant or developed, from encroachment of incompatible uses and promote sustainable development and redevelopment of properties within its designated Job Opportunity Areas.

Policy 12.05.01.

The City's designated Job Opportunity Areas shall include the Central Business District, the 8th Street and 14th Street commercial areas, the Community Redevelopment Area (CRA), the Sadler Road/ South Fletcher Avenue activity center, the Main Beach Activity Center at Atlantic Avenue, and the Municipal Airport. Within these areas the City, working in partnership with the NECDB, will establish a list of target industries and businesses for economic development opportunities.

Policy 12.05.02.

The City shall prioritize the retention of land within its designated Job Opportunity Areas suitable for employment-generating uses which seek to achieve the City's goals for creating energy efficient, low impact development through sustainable building techniques. The City shall recognize this priority during its review of plan amendments, future land use map designations and/or re-zonings (as may be necessary), site plan review, and permitting processes.

Policy 12.05.03.

The City will encourage urban development patterns which support its existing and established built environment to create a functional, compact, mix of residential uses (including qualified workforce housing), supporting civic and commercial uses, and employment opportunities within close proximity in an effort to effectively reduce the number of vehicle miles traveled for employment while providing for alternative transportation choices, energy efficiency, and enhanced quality of life.

COMPREHENSIVE PLAN POLICIES RELAVANT TO COMMERCIAL ECONOMIC DEVELOPMENT

OBJECTIVE 1.04. REDEVELOPMENT AND INFILL DEVELOPMENT

The City shall reduce blight and encourage redevelopment of underutilized areas and inefficient land use patterns through redevelopment, reuse, and/or removal and replacement of blighted structures and uses. The City will focus its redevelopment and infill efforts to encourage development in its already urbanized areas that provide housing near job centers, preserve open space, capitalize on existing community assets such as parks, create new community assets such as child-care centers, arts districts and shopping centers and removes the crime associated with vacant, underutilized or abandoned properties.

Policy 1.04.01.

The City shall encourage needed redevelopment and infill development through incentives such as the following:

- a. Density or intensity bonuses;
- b. Provision of alternative site design requirements in designated redevelopment areas;
- c. Provision of overlay districts;
- d. Provision of development guidelines in designated historic districts and the community redevelopment area; and
- e. Expedited review processes.

Policy 1.04.03.

The City shall promote redevelopment of general commercial activities, which fulfill market demands of the City's residents for retail sales and services. The City shall coordinate with private sector interest groups concerned with enhancing the Central Business District, waterfront corridors, and commercial corridors on South 8th Street, Sadler Road, and 14th Street, in order to direct efforts to achieve a public and private partnership in improving the image and function of these districts and corridors. The City shall develop and implement density and/or intensity bonus incentives for properties that demonstrate compliance with the desired form and function of the area. Design strategies shall provide physical themes for development and redevelopment opportunities that are consistent with and reinforce the historic character of architecture, where historic structures are present, as well as the ambiance and urban design amenities in each location.

Policy 1.04.04.

The City shall establish commercial overlay districts, known as "destination activity centers" at the Main Beach Area, Seaside Beach Area, along the Sadler Road corridor and along South 8th Street within the City. The City shall develop and implement density and/or intensity bonus incentives for properties that demonstrate compliance with the desired form and function of the area and are not contained within an established Coastal High Hazard Area (CHHA). The "destination activity centers," as commercial overlay districts, shall be created with the intent to promote compact, energy efficient, mixed use commercial and residential development that promotes pedestrian level activity through maximum setbacks reduced parking requirements, low-impact development strategies and enhanced landscaping and provisions for connectivity to the neighboring residential areas and other off site areas through pedestrian walkways and bicycle paths.

COMPREHENSIVE PLAN POLICIES RELAVANT TO COMMERCIAL ECONOMIC DEVELOPMENT

COMPREHENSIVE PLAN POLICIES RELAVANT TO COMMERCIAL ECONOMIC DEVELOPMENT

OBJECTIVE 1.06. COMMUNITY CHARACTER

Community character is reflected in lot sizes, house sizes, site placement, height, architectural features and existing vegetation. The City shall strive to stabilize and preserve neighborhoods and establish urban design standards which protect and promote quality of life, in order to prevent teardowns, encourage re-use, infill and new development.

Policy 1.06.07.

The City shall review its existing suburban design standards and establish urban design standards or overlays in select areas of the city, as appropriate, in order to better reflect the particular character of an identified neighborhood. Changes to the suburban design standards may include changes in setback requirements, building coverage, floor area ratio, height, building volume ratio, landscape volume ratio, site volume ratio, parking requirements and policies that support the continued use single and double- family residences, requiring maintenance of yard vegetation, and allowing accessory dwelling units such as garage apartments or “in law” suites. Urban design standards shall include transitions in character from urban to suburban development forms.

COMPREHENSIVE PLAN POLICIES RELAVANT TO COMMERCIAL ECONOMIC DEVELOPMENT

OBJECTIVE 1.07. LAND USE CATEGORIES

The City shall ensure that suitable land is available for residential, commercial, industrial, and public use. Suitability shall be based on the availability of services and facilities and the ability of the land to be developed, while respecting the integrity of the built and natural environment.

Policy 1.07.06.

High Density Residential (HDR)

- a. High-density residential development allows single- and multi-family dwellings at a minimum of four (4) units per acre to a maximum of ten (10) units per acre.
- b. The high density residential designation is intended to provide sufficient acreage for high density permanent residential development.
- c. Limited neighborhood commercial activities, bed and breakfast and resort rental dwellings may be allowed, subject to additional design standards.
- d. A density bonus of one bonus market rate unit for every affordable unit up to 10 units, or a maximum of 10 units for developments that are dedicated entirely too affordable housing, shall be awarded if all of the following criteria are met:
 1. The unit/s remains affordable, as defined by Section 420.602(3), Florida Statutes, for a period of not less than 30 years from initial occupancy.
 2. The unit/s may differ from market-value units with regard to interior amenities provided that these differences are not apparent in the general exterior appearance, and these differences do not include insulation, windows, HVAC systems, or other improvements related to the energy efficiency of the units.
 3. The City shall identify methods to reduce or waive review or tap in fees for affordable units to encourage the construction of affordable housing

Policy 1.07.07.

Mixed Use (MU)

- a. This land use category is designed to accommodate medical, business, and professional offices; personal service establishments with limited inventory of goods; neighborhood commercial uses; and customary accessory uses, which are subordinate and incidental to the principal office or limited commercial use.
- b. Single-family and multi-family residential units are allowed in this land category.
- c. This designation is not intended for manufacturing.
- d. Mixed uses, either “stand alone” or in mixed residential and business use structures, may occur throughout the area designated for MU on the FLUM through the assignment of zoning districts for residential uses, limited commercial uses, and office uses, as well as the use of the PUD overlay.
- e. The maximum density for residential development within the MU land use category is eight (8) units per acre. The intensity of non-residential development in the MU land use category shall not exceed a FAR of 1.0.

COMPREHENSIVE PLAN POLICIES RELAVANT TO COMMERCIAL ECONOMIC DEVELOPMENT

- f. In the application of zoning districts within the ORMU category, the City shall ensure that proposed zoning districts are compatible with each other and with adjacent zoning districts and land uses.

Policy 1.07.08.

General Commercial (GC)

- a. The general commercial land use category is designed to accommodate offices; commercial retail; personal services establishments; restaurants; transient accommodations; uses that provide sales and services for one (1) neighborhood or several neighborhoods throughout Amelia Island; repair shops; green technologies, retail sales and services; and other similar commercial uses.
- b. The GC designation is not intended to accommodate manufacturing of goods or other production or assembly activities which may generate nuisance impacts, including glare, smoke, or other air pollutants, noise, vibration, major fire hazards, or other impacts generally associated with industrial uses.
- c. The intensity of development in the GC land use category shall not exceed a FAR of 1.50 in order to facilitate energy efficient and compact quality commercial development.

Policy 1.07.09.

Central Business District (CBD)

- a. The FLUM designation of central business district is applied to the City's downtown, as the center for residential, financial, commercial, governmental, professional, cultural, and related activities.
- b. The Central Business District category is designed to accommodate single-family or duplex residential uses, either "stand alone" or in mixed residential and business use structures; offices; commercial retail; personal services establishments; restaurants; transient accommodations; commercial parking facilities; civic uses; and cultural uses.
- c. Additional uses may be permissible subject to additional standards: indoor recreation facilities, multi-family dwellings, marinas, day-care centers, and educational facilities.
- d. The density of residential development in the Central Business District land use category shall not exceed eight (8) units per acre.
- e. The intensity of non-residential development shall not exceed a FAR of 2.0.
- f. A proposed amendment to the FLUM to increase the land area within the Central Business District; land use category shall demonstrate the suitability of the proposed site based on:
 - 1. The need for additional land area within the Central Business District; land use category;
 - 2. Consistency of the land area with the characteristics of the Central Business District; and;
 - 3. Consistency of the land area with the characteristics of the downtown.

COMPREHENSIVE PLAN POLICIES RELAVANT TO COMMERCIAL ECONOMIC DEVELOPMENT

OBJECTIVE 1.08. COMMERCIAL AND MIXED LAND USE CONVERSION

The City shall require that commercial and mixed use land use designations meet criteria to ensure appropriate locations and patterns of commercial and mixed use are energy efficient and compact development schemes and serve to promote pedestrian activity and reduce vehicle miles traveled (VMT).

Policy 1.08.04.

The City shall encourage the conversion of conventional suburban shopping centers into more traditional livable “destination activity centers” through redevelopment or addition of uses, features and structures as specified in policies 1.04.04 and 1.04.08. Design of such redevelopment shall be supportive of community transit facilities. The City should encourage new additional buildings relatively near the street where site planning allows adequate space, addition of residential units in existing activity centers, and design features that encourage a transformation of shopping centers into appealing, “destination activity centers.”

Policy 1.08.05.

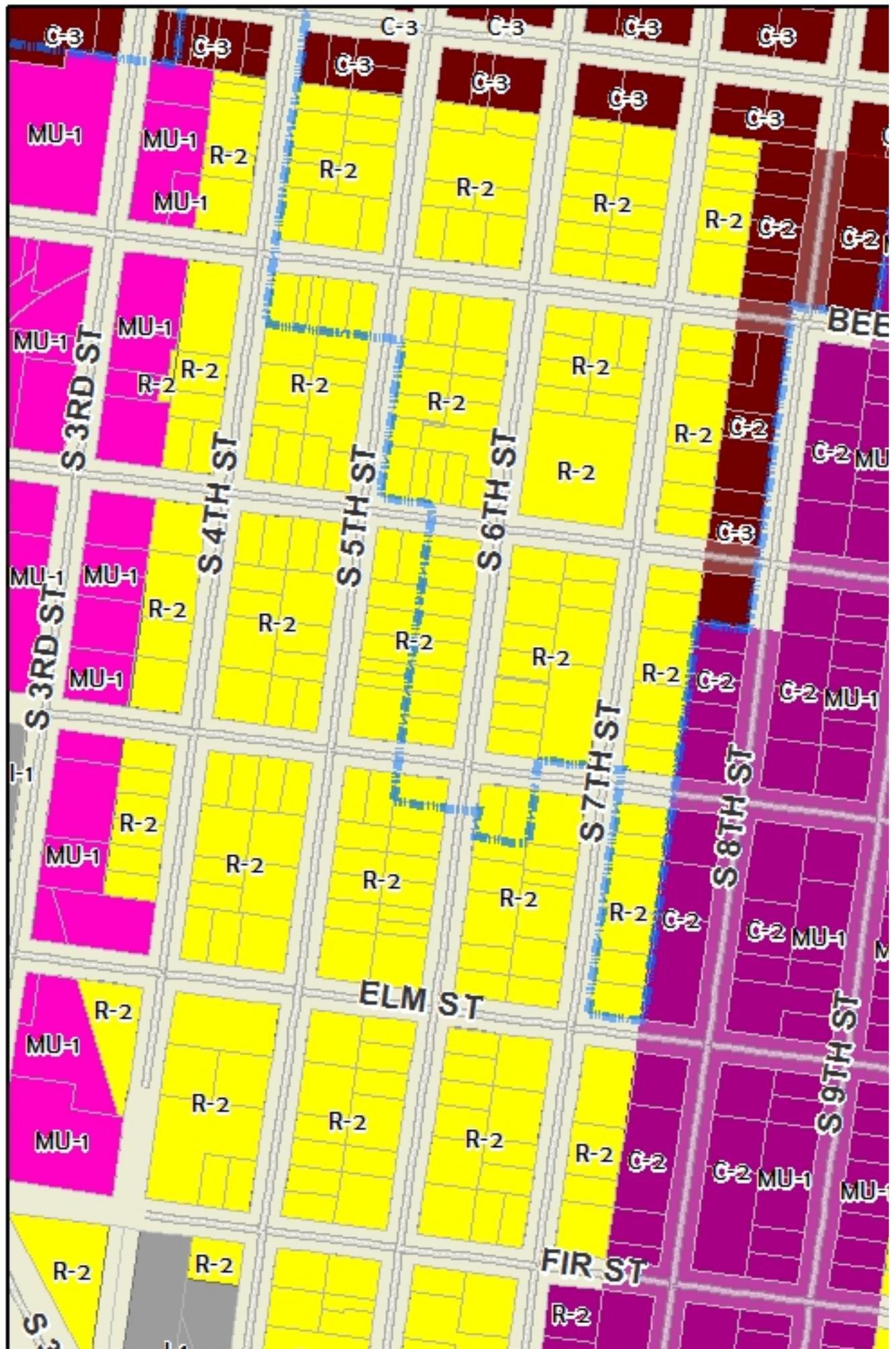
In order to encourage neighborhood-serving “destination activity centers” and to support the conversion of its existing conventional suburban shopping centers, the City shall require that commercial conversion must meet, at a minimum, the following standards:

- a. Commercial build- to lines that pull the building up to a wide street side sidewalk with a row of trees;
- b. Modest instead of abundant off-street parking, located at the rear or side of buildings, and away from pedestrian areas;
- c. Site design which creates a sense of arrival and departure;
- d. A connected sidewalk and path system promoting safety, comfort, and convenience by linking buildings within the development to adjacent properties;
- e. Building facades facing the street and aligned to form squares, streets, plazas, or other forms of a pleasant urban realm;
- f. A vertical mixed of residences above non-residential uses within the center, and a required percentage of floor area that is residential and retail;
- g. No free-standing retail establishment with the development exceeding 30,000 square feet of first floor area;
- h. First floor uses promoting entertainment and retail uses, and articulation and glazing for pedestrian interest; and
- i. Rules that restrict establishment of auto-oriented uses, or uses that generate significant noise, odor, or dust.

COMPREHENSIVE PLAN POLICIES RELAVANT TO COMMERCIAL ECONOMIC DEVELOPMENT

Policy 1.08.06.

The City shall encourage conversion of surface parking lots to buildings that support the transformation of conventional suburban commercial development to “destination activity centers”. Parking requirements may be reduced within these areas as an incentive for the creation of a mixed-use “destination activity center” and thereby allowing the former parking area to be used for “border/liner” buildings.





8th Street Small Area Plan

Support Document - Fall 2015

Community Development Department



GOAL STATEMENT:

A vibrant and welcoming mixed-use corridor with a unified attractive visual character that serves as a gateway and connects to the history and character of Downtown Fernandina Beach



CITY COMMISSION

Ed Boner, Mayor
Johnny Miller, Vice Mayor
Pat Gass
Tim Poynter
Robin Lentz

ADMINISTRATION

Joe Gerrity, City Manager
Marshall McCrary, Deputy City Manager

PLANNING DEPARTMENT STAFF

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Kelly Gibson, Senior Planner
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8TH STREET LAND DEVELOPMENT CODE + ECONOMIC DEVELOPMENT WORKING GROUP

Mark Bennett, Planning Advisory Board
Laura DiBella, Nassau County Economic Development Board
Nick Gillette, Gillette + Associates Engineering
Phil Griffin, Amelia Coastal Realty
Jon Lasserre, Planning Advisory Board
Robin Lentz, Citizen at Large/City Commissioner
Jose Miranda, Miranda Architects
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Doug McDowell, Nassau County Planning + Economic Opportunity

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8TH STREET PLANNING ADVISORY BOARD SUBCOMMITTEE

Mark Bennett
Len Kreger
Jamie Morrill
Chip Ross

- ❖ Part I – Introduction
 - Background and Summary
 - Public Participation + Community Involvement

- ❖ Part II – Goals

- ❖ Part III – Recommendations
 - Streetscape
 - Land Use + Zoning
 - Parking + Traffic Flow
 - Establishing an Identity
 - Code Enforcement + Appearance

- ❖ Part IV –Implementation
 - Enforcing Existing Ordinances
 - Land Use + Zoning Changes
 - Public Investment
 - Private Investment
 - Partnerships

- ❖ Part V - Tracking + Recognizing Success

PART I - INTRODUCTION

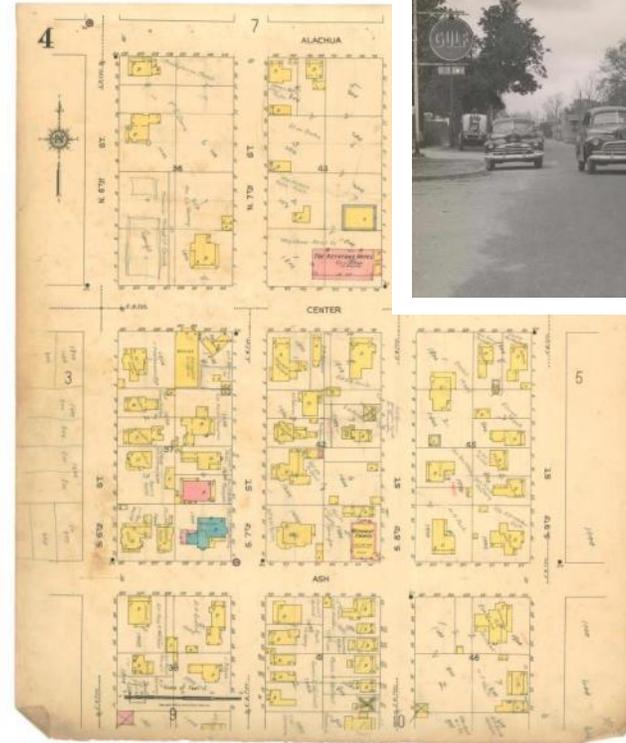
BACKGROUND + SUMMARY

The South 8th Street Corridor serves as the primary entry onto Amelia Island from the Shave Bridge and into the City of Fernandina Beach and historic downtown. Historically, this corridor evolved as an extension of downtown, and served as the first auto-centric commercial corridor in Fernandina Beach. Gas stations and automobile dealers located on S. 8th Street in the mid-20th century.

As time went on, more commercial development appeared on S. 8th Street and restaurants, retail, banks, and other businesses developed along the corridor. When Fernandina Beach continued to expand with new shopping centers on 14th and Sadler Roads, and businesses also began moving to the growing Yulee area, S. 8th Street entered a period of decline. Properties have sat vacant for years, businesses have come and gone, and the general appearance of the streetscape has deteriorated.

Improvements to the 8th Street corridor in the City began decades ago, but it was not until 2004 that the City started a concerted effort to help improve the area. This explored the concept of an overlay district with design criteria, as well as increased code enforcement and roadway improvements and coordination with FDOT. However, this project stalled and no further efforts were initiated.

Despite the lack of a coordinated effort, improvements to 8th Street have taken place over the past several years. The proximity to historic downtown and the benefits of being in an urbanized area served by infrastructure make the area attractive for rehabilitation. It is the hope that this document and associated changes to the Land Development Code will help further revitalize the area and provide better opportunities for reuse and redevelopment of property, while maintaining the character of Fernandina Beach.



Sanborn Fire Insurance Map, c.1926



8th Street Photos, c.1940's.

PUBLIC PARTICIPATION + COMMUNITY INVOLVEMENT

Land Development Code and Economic Development Working Group (include minutes as appendix)

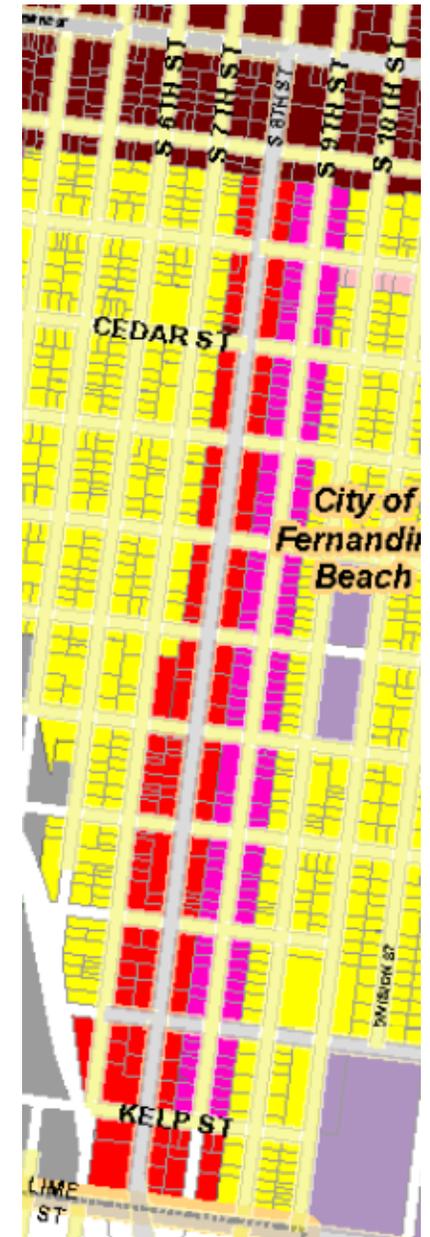
Both the Future Land Use and Economic Development Elements of the City Comprehensive Plan direct review of the commercial corridors within the City – 8th Street/Downtown, 14th Street, Sadler Road, and the Main Beach/Seaside Park areas. Given the built out nature of these parts of town, redevelopment and infill activities will be the focus. The Economic Development Element directs evaluating these parts of town as Job Opportunity Areas, and laying the groundwork to introduce new business and employment opportunities to the City.

In 2014, Planning Staff conducted research on potential policies and land use mechanisms to foster and support these directives. As part of the research, staff convened a technical working group ("Land Development Code and Economic Development Working Group") which assisted staff in evaluating potential options. **The group first met in March 2014 and met monthly until they sunset in March 2015.** Members of the group included an architect, engineer, the County Economic Development Board director, a citizen-at-large, Planning Advisory Board members, and a representative from the County planning department. All meetings were noticed and open to the public, and minutes were taken. All input was welcomed. The group elected to work on the 8th Street Corridor and area first. Stakeholders from particular fields or interest groups related to 8th Street and the area were invited to meet with the working group.

The group immediately identified several challenges to reinvestment in 8th Street: 1) the current zoning that includes a mix of C-1 (Neighborhood Commercial), C-2 (General Commercial), C-3 (Central Business District), and MU-1 (Mixed Use) from 7th Street to 9th Street, 2) the lack of residential zoning on 8th Street specifically in the C-2 General Commercial zoning district, and 3) the varying jurisdictions along 8th Street (city and county properties and Florida Department of Transportation ownership of the roadway).

The zoning in particular presents a significant problem because the blocks on the east and west of 8th Street are generally split-zoned. This means that mid-way down the block, the zoning changes. This is prohibitive to development interested in using property that spans the block from 7th to 8th Street or 8th to 9th Street. This challenge, combined with the fact that C-2 zoning does not allow residential, automatically makes projects difficult.

Further challenges were outlined in detail by four members of the group:



Existing zoning along 7th, 8th and 9th Streets showing R-2 (yellow), C-2 (red), C-3 (brown) and MU-1 (pink)

8th Street Challenges as Identified by an Architect, Engineer, Commercial Real Estate Agent and Economic Development Professional

Setbacks - Rear and side setbacks should be eased, allowing owners to move buildings back away from 8th Street. Lots were platted before 8th St was widened and before cars were essential.

Increased Lot sizes - Allow commercial to extend east to the west side of 9th street. Double depth lots would give owners the ability to center buildings in the center of the lots and have double parking, more landscaping, allow access from 9th street. These would all alleviate traffic on 8th street and make 9th street more attractive. 9th street is already a mixed use zone so this should not present a problem to use these lots for the back of commercial buildings and or employee parking.

Change of Use - This sounds attractive but is a property killer. Triggering updates on everything from ADA to meeting the latest building codes makes older buildings sit longer than it should because unless the lease price is above market an owner cannot afford to make the "required changes". The term change of use should only apply for a true change of use like from commercial to residential, not amongst minor changes like office to retail and back to office again. This is a problem in all commercial areas, not just 8th street but it does make commercial buildings susceptible to obsolescence and lengthen the vacancy rate.

Adaptive Reuse - Reward Good Behavior - There is nothing greener or better for society than repurposing an existing building over bulldozing a vacant lot with trees. Adaptive re-use of existing stock through tax credits, allowing for existing nonconformities to remain and just showing the love would do a lot for values and lower vacancies.

Mixed Use - Encourage creativity by either promoting or allowing mixed use. This would encourage the development of larger parcels, even joining parcels to create new and exciting development opportunities. Most existing lots are not large enough to be viable for a stand-alone commercial building. Allowing retail/office downstairs and residential in the rear or upstairs makes new development viable.

Cross Access - Encourage and promote the use of cross access easements between adjoining properties to minimize driveway access points on 8th street. Encourage the use of rear exits and adjoining property for ingress and egress. Better for everyone.

Underground Electric - Incentivize use of underground wires to clear the airspace along 8th Street. Work with FPU to create an underground corridor along 8th street for the main line if possible.

Landscaping - Create a green buffer along 8th Street by mandating a 4-5 foot wide green strip (like Amelia Coastal Realty office)

Limit Fence Heights - Front fences should be no higher than 5 feet. Types of fences should be limited to wrought iron or gapped fencing so it does not look like a solid wall. Solid walls should be no higher than 36 inches so that the building on the site can be seen. Eliminates tunnel and industrial effects to the driver.

- Where are city/county lines along the corridor?
- Who do I talk to if I need to get permits?
- Signage for businesses along the corridor is a problem (hard for people to find me)
- Off-street parking is a problem for retailers
- The Florida Rock concrete plant is an eyesore (and so is the recycling place next door)
- There's a hodge-podge of architectural styles along the corridor, no "sense of place"
- Lot sizes are not conducive to many businesses

- Limited water and sewer on the west side of the 4-lane section of 8th Street. City may want to consider the use of impact fees to expand in this area.
- Lots on 2-lane section of 8th Street appear to have been platted residentially many decades ago and do not provide sufficient depth to provide meaningful commercial when considering setbacks and landscape buffers. City may want to incentivize the combination with 9th Street or 7th Street for redevelopment.
- Consider mixed use/residential with meaningful density to allow redevelopment (either mixed use or straight residential). Density at 30-40 units per acre so we can get some true multifamily. Let the market decide what can be redeveloped on 8th Street. At this point, I think any redevelopment is good.

- Setback requirements require larger, combined parcels on which to develop commercial properties.
- Buffering requirements restrictive when commercial abuts residential zoning.
- Parking requirements including required landscape buffers and setbacks further restrict buildable areas.
- On-site storm water requirements are a project killer when dealing with small commercial lots. We need design flexibility for definition of non-permeable surfaces and credit for varying paving methods. Waiver from DEP requirements?
- Landscaping requirements difficult to comply with on full build-out commercial parcels. More variances/design flexibility needed in this regard.
- On-site parking requirements too rigid – consider credits for bike racks, motorcycle, golf cart parking?

Public Surveys

As part of the Land Development Code and Economic Development working group's efforts, **surveys were conducted targeted at three audiences:** the general public, property owners on 8th Street, and historic downtown business owners. **(include results as appendix)** The survey for the general public was available on Survey Monkey and was publicized at public meetings, in social media, press releases, and through word of mouth. Hard copies were also available. The survey was available for about 90 days and 384 people completed the 8th Street survey. Steve Rieck assisted in compiling a summary of responses and provided the following:

Questions asked included:

1. What one word would you use to describe 8th Street today?
2. What one word would you use to describe how 8th Street could look in the future?
3. What kinds of businesses do you patronize on 8th Street?
4. How often do you visit them?
5. Out of a set of 18 options, which six would you choose to bring the most effective change to 8th Street?
6. What suggestions would you have for the city and county governments to improve 8th Street?
7. Would you be willing to participate in a community visioning exercise to help decide what should happen on 8th Street?



8th Street Survey

The City is currently working on updates to the Land Development Code, found at www.fbfl.us/LDC. These updates will address the City's commercial corridors - 8th Street, 14th Street, Sadler Road and Seaside Park, and the Main Beach area. A working group is helping City staff and chose to work on 8th Street first. Your answers will help the City draft policies to enhance 8th Street. For more information, visit www.fbfl.us/LDCED or contact Adrienne Burke, CDD Director, at aburke@fbfl.org or 904-310-3135. Thank you for participating in our survey!

*** 1. In one word, describe 8th Street today:**

*** 2. In one word, describe how 8th Street could be in the future:**

It is important to note this was not a scientific survey. It was simply meant to gain a general sense of how people felt about the Eighth Street Corridor. **Here's what was learned from the surveys:**

1. The six most used words to describe 8th Street today were “depressing, busy, ugly, blighted, run-down, eyesore.”
2. The most common words used to describe how 8th Street could look were “vibrant, welcoming, inviting, attractive (beautiful), gateway.”
3. There were four categories of businesses that people mentioned most often as using on 8th Street—restaurants/fast food, auto repair, consignment shops, and retail/services.
4. Fewer than 11 percent of respondents indicated that they never shopped on 8th Street; more than 89 percent visited businesses “regularly” or “sometimes”.
5. More than half of survey respondents said they would like to see more landscaping (trees, shrubs, flower boxes, etc.); fewer big trucks; and a theme/vision to guide redevelopment of the 8th Street “Gateway”. Other top suggestions included enhanced lighting (like

streetlamps downtown); revised sign policies (to improve how the business signs look); bike-friendly options (bike racks, marked routes, etc.); and a park or open space.

6. Respondents suggested a few themes for possible action by governments to improve 8th Street: enforce codes and penalize violators; provide tax incentives for property owners to improve properties; re-route trucks; encourage landscaping; and improve signage (way-finding, etc.).
7. About half of respondents said they'd be willing to participate in a community visioning exercise in the future.

Surveys for 8th Street property owners and downtown business owners were mailed. Staff and the working group were interested in the opinions of 8th Street property owners for obvious reasons, but also wanted to the feedback of downtown business owners and their perception of the impact of 8th Street on downtown. 35 8th Street property owners responded, 12 8th Street business owners responded, and 17 downtown business owners responded. About half of the 8th Street property owners indicated an interest in redeveloping their property in the future. 91% of the property owners and all of the business owners on 8th Street who responded wanted to see a theme or vision to guide redevelopment along the corridor. Most respondents were willing to participate in a visioning exercise in the future.

Viewpoints (include in appendix)

Members of the working group also published viewpoints in the local media as a means to generate interest in the group, share thoughts and ideas, and invite members of the public to participate. These editorial pieces expressed the opinion on 8th Street revitalization from each of the authors' unique perspective. Five viewpoints were shared: Phil Griffin, Robin Lentz, Jose Miranda and Nick Gillette, Steve Rieck, and Planning Staff.

Working Group Summary

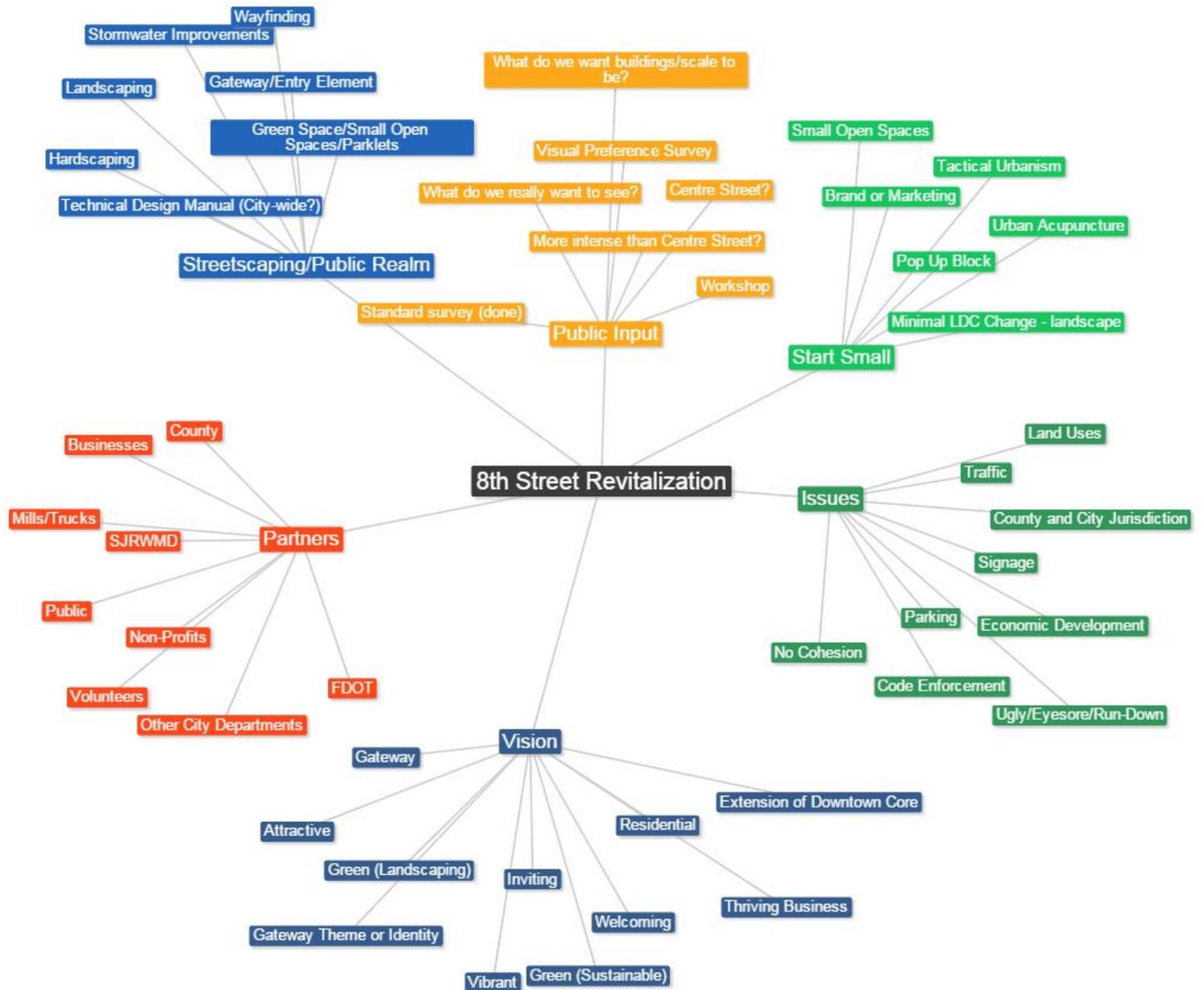
After a year of work, the Land Development Code and Economic Development Working Group decided to sunset, having accomplished the goal of making recommendations to the Planning Advisory Board (PAB). During the course of the year, the group heard from a variety of citizens who attended the public meetings. Other topics addressed included a session on truck traffic, in which C.A. McDonald from Rayonier visited the group and discussed log truck traffic operations at the mill. Matt Arbuckle from Vulcan Industries attended a meeting to talk about the vacant concrete plant on S. 8th Street just over the City line in the County. The working group acknowledged that possible solutions to many of the topics could take years to see to fruition.

Many topics were addressed and discussed, including boundaries, land uses, density, preliminary design ideas, traffic, streetscaping, outreach, coordination with county portion of 8th Street/A1A, co-housing, incentive programs, parking, log trucks, concrete plant, and funding opportunities. On many of these items, the group agreed that they are important to the revitalization of 8th Street but that they do not necessarily belong in the Land Development Code. These items include, but are not limited to, working with Florida Department of

Transportation on the roadway improvements, coming up with a common streetscape scheme, redesigning the City entry way at Lime Street, and undergrounding utilities. It was decided that as the working group sunset, a new spinoff group would form to work on these issues, which became the “8th Street Streetscape and Improvement Group.”

It was further agreed that including 7th and 9th Streets were critical to the success of 8th Street, in order to have a cohesive area.

Topics addressed during the year of working group meetings were summed up by staff in a mind map:



The working group established the following goal for their vision of 8th Street based on the public input and discussions:

GOAL: A vibrant and welcoming mixed-use corridor with a unified attractive visual character that serves as a gateway and connects to the history and character of Downtown Fernandina Beach

Recommendations to the PAB included:

- **Establishing a small area, including part of 7th Street and 9th Street.** This was addressed in recognition that 8th Street does not exist in a vacuum. Because many of the properties along the 8th Street corridor reach to 7th and 9th Streets, it is very likely that revitalization and potential projects would reach to those surrounding streets. The group also chose to establish a proposed boundary for the small area based on the existing zoning lines that include C-2, C-3, R-2, and MU-1 in order to make these areas more cohesive under the same proposed zoning.
- **Allow residential density on 8th Street.** This was one of the first problems identified by the group regarding limitations for revitalizing 8th Street. Currently 8th Street is zoned C-2, General Commercial, which allows no residential development at all. The group understood that the allowance for residential, whether single-family, multi-family, or mixed-use, would open up the possibilities for development along 8th Street. The group discussed residential density of up to 30 units per acre as part of a bonus program, and another bonus for a height increase. It was suggested these bonuses be provided for people who would provide workforce housing as part of their project. Workforce housing is intended to provide housing affordable to “essential workers” - police, fire, teachers, government employees, medical employees, and service workers. Workforce housing is generally defined as employed people making 60% to 120% of the Area Median Income, and is not the same as the concept of affordable housing, which is for households making less than 60% of the Area Median Income.
- **Relax setbacks to be more like downtown.** The Central Business District (C-3) zoning downtown, does not have any setback requirements. The group suggested that this make work well for the 8th Street small area as well, since many of the lots are small or constrained in some way.
- **Include a landscaping requirement.** The group recognized that landscaping was a common theme in most of the public input, as well as from group members themselves. The consensus was to establish a continuous six (6) foot wide pedestrian/landscape area beyond the existing sidewalk/right of way areas. Because this involves private property, the group discussed two options: 1) ask the property owner for an easement on that portion of the property in order for the City to maintain it and provide uniform design, or 2) include a six foot “setback” requirement in the Land Development Code that would at least ensure this area remains open when a property is

Proposed Small Area Based on LDC + Economic Development Working Group Discussions



redeveloped. Both options could also occur simultaneously. The group talked about how the easement program could potentially be started now, while waiting for a six foot setback to appear when a property is redeveloped could take years.

- **Work on streetscaping component simultaneously with Land Development Code changes.** This follows on the above recommendation which noted that streetscaping efforts could begin being addressed now, while the proposed recommendations for LDC changes could take years to see on the ground since it is dependent on redevelopment and private property owners. Other streetscape improvements discussed were: working with FDOT to explore stamped concrete crosswalks and sidewalks, medians, and reduction in driveway cuts; looking at a new entryway feature at the City-owned Lime Street property, and temporary improvements like banners or other branding opportunity.

8th Street Streetscape and Improvement Group

The 8th Street Streetscape Group is a spinoff group from the Land Development Code and Economic Development group. This is an informal group that is meeting about every other month at City Hall. Group members have selected areas of interest and work on them outside of the meetings on a volunteer basis. It is a volunteer-based grassroots group that is not an official staff working group or advisory committee. All are welcome at the meetings.

The group is working on the items identified as part of the LDC working group that are recognized as needed improvements for 8th Street, but that do not fall into the Land Development Code. This includes aesthetics, working with FDOT on improvements to the roadway, underground utilities, and recognition programs for property improvements.

Planning Advisory Board 8th Street Subcommittee

(include minutes as appendix)

The Planning Advisory Board recommended creation of a subcommittee to address the recommendations for 8th Street from the Land Development Code and Economic Development Working Group. Four members of the PAB volunteered for the subcommittee. The subcommittee met from June 2015 to XXXXX and worked on taking the draft recommendations from the working group and putting them into draft language for the Land Development Code. The subcommittee recommendations will go to the full PAB for review before being sent to the City Commission.

Public workshops TBD

- Visual preference surveys
- Walkabout?



Planning Advisory Board 8th Street Subcommittee and 8th Street Streetscape + Improvement Meeting – June 11, 2015

PART II - GOALS

From group meetings, public input, and surveys, key elements for revitalization of 8th Street, in addition to Land Development Code changes, were identified:

- Vibrant, welcoming, inviting gateway to Fernandina/Downtown
- Increased landscaping/streetscaping (including lighting and signs)
- Bike Friendly options (bicycle racks, pathway)
- Public open space or green space
- Cohesive theme and vision - gateway
- Fewer trucks

Recommendations of areas for improvement to help accomplish these elements include:

Streetscape

Significant input around 8th Street today included comments about the visual aspects of the corridor. Streetscape improvements, such as an entryway feature, landscaping, unified design elements like fencing and signage, and cohesive sidewalks and road surfaces, will help 8th Street have a more visually appealing presence.

Land Use and Zoning – Introducing Residential

One of the immediate challenges identified in revitalizing 8th Street is the lack of residential density. Changes to land use and zoning will reintroduce residential options on 8th Street and foster a more mixed-use dynamic in the proposed small area. The majority of existing uses will remain allowable options, although perhaps with supplemental standards that will better fit a mixed-use district.

Parking and Traffic Flow

Another immediate challenge identified is the lack of parking and difficulties in the traffic flow due to all of the varied curb cuts along 8th Street. The current LDC allows for some parking flexibility, but other parking solutions may be needed. Directing entryways off of the side streets may help alleviate some traffic flow issues.

Establishing an Identity

Survey respondents included establishing an identity for 8th Street as one of the top priorities for improving the corridor. Common responses discussed 8th Street as the gateway for the City, which can serve as the basis for the small area plan focus. Proximity to historic downtown can help link to the gateway concept and creating some cohesion between the two will help further that link.

Code Enforcement/Appearance

While changes in the LDC will take time to see on the ground, code enforcement and appearance can be improved from the start. Working on removal of abandoned signs, cutting of overgrown grass, and other common code enforcement issues can assist in the corridor's appearance. Looking at creating citizen groups to assist with façade improvement programs or beautification awards can provide an incentive for property owners to also get involved.

PART III - RECOMMENDATIONS

STREETSCAPE

Streetscape recommendations for 8th Street:

- Work with FDOT on the upcoming resurfacing project of 8th Street. Explore possibilities of stamped concrete crosswalks, medians, and hardscape of stamped concrete in right-of-way.
- Work with the St. Johns River Water Management District (SJRWMD) on potential stormwater improvements for the 8th Street area at the time of resurfacing.
- Update City entryway signage and appearance on City-owned lots at the 8th and Lime intersection.
- Work with Florida Public Utilities on undergrounding utility lines.
- Establish cohesive wayfinding signage program that connects to entire City and connects visitors and residents with commonly visited locations and public parking.
- Select uniform fencing and other streetscape elements like benches, trash cans, etc. that add to cohesive streetscape.
- Add required 6' landscape/pedestrian space in the Land Development Code. Incentivize property owners to dedicate space as a public easement.
- Look at property for potential pocket parks/open space.

Streetscape recommendations for 7th and 9th Streets:

- Add sidewalks where they do not exist.
- Look at possibility of adding bike lanes.
- Work with the SJRWMD on potential stormwater improvements.

Streetscape recommendations for east-west side streets (tree streets):

- Add public parking in rights-of-way and install bicycle racks.
- Add sidewalks where they do not exist.
- Work with the SJRWMD on potential stormwater improvements.

*Sample wayfinding signage
Northstardideas.com*



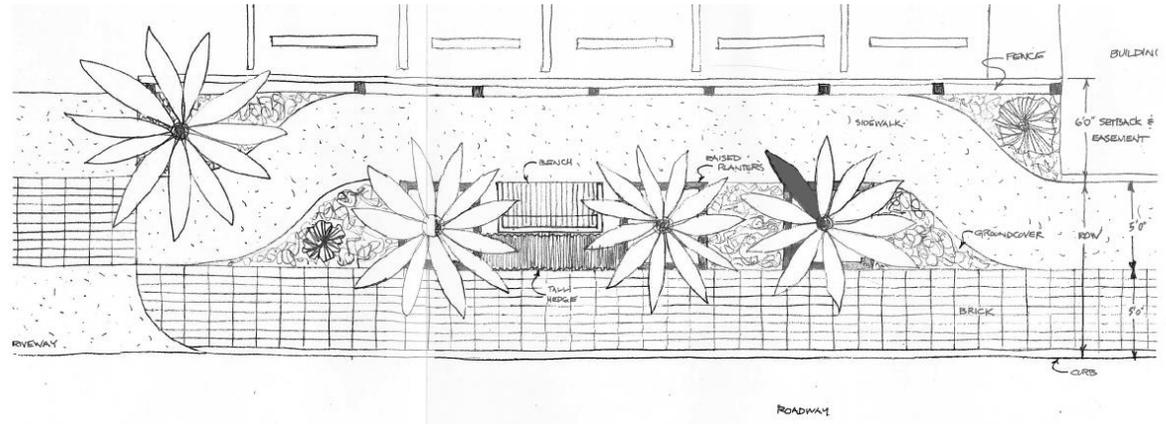


Sample gateway feature

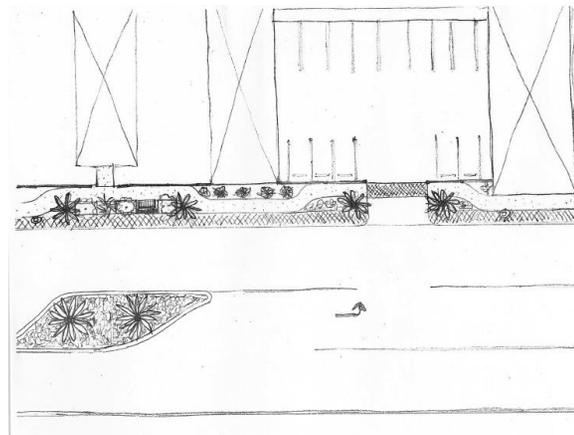


Sample of stormwater bioswale project

Insert photoshop pics from BN



Entryways in Sanford, FL



Sample drawings of landscape/pedestrian area on 8th Street utilizing six (6) foot space and a zoomed out view of the space along with a drawing of a potential median. E. Bartelt.

LAND USE + ZONING – INTRODUCING RESIDENTIAL

Recommendations for changes to land use and zoning:

- Introduction of residential density to the 8th Street corridor. Current C-2 zoning disallows residential. Recommended density allowance is 18 units per acre, which looks like how historic downtown Fernandina Beach developed.
- Establish a small area plan in recognition that 8th Street is inherently linked to 7th and 9th street corridors.
- Create a new future land use and zoning designation – Urban Mixed-Use (MU-2). This will encompass the area of the proposed small area plan. It will not remove any existing land uses available in C-1, C-2, C-3 or MU-1. It is proposed to add supplemental standards to some of the more intensive land uses like gas stations, auto repair, etc. More uses may be available in the C-1, C-3 and MU-1 districts than are currently allowed.
- Small area plan boundaries are recommended to follow the existing boundaries where zoning districts shift.
- Include options for small lot housing or pocket neighborhoods to allow for smaller single family home, fee simple options.
- Explore future options for density and height bonuses in connection with workforce housing.

Insert maps of proposed area zoning (Kelly is making)



Downtown Fernandina Beach is built at about 18 units per acre, although existing zoning allows only 8 units per acre. This is because downtown was built prior to zoning and density calculations.



*St. Andrews Bungalow Court
Hollywood, CA www.crala.org*



*Lakeland, FL Bungalow Court
Florida Presbyterian Homes*



*Pocket Neighborhood
Ross Chapin Architects*

DENSITY is a land use term that means the allowable number of residential dwelling units per acre. (Note that density is related to residential use; commercial uses are evaluated under “intensity.”) In other words, it’s the allowable amount of development within a certain area. Big, urban areas have a high density; rural areas have low density. Here is a link to a good cheat sheet on density from the American Planning Association: <https://www.planning.org/pas/quicknotes/pdf/QN12.pdf>

There are 43,560 square feet in one acre. So, for example, a “low density” area like the City’s R-1 zoning district requires 10,890 square feet of land for one dwelling unit. That is expressed as “four units per acre.” A higher density area like the central business district, C-3 zoning, has a maximum density of “eight units per acre.” That means that you must have 5,445 square feet of land to have one dwelling unit in C-3.

Figuring out how many dwelling units you can have on a piece of property boils down to a math equation. For example, a parcel of land measures 100’ wide by 100’ long. Here is how to begin to calculate density for the parcel in a zoning district with eight (8) units per acre of density:

$$\text{Length x Width} = \text{Square footage of lot} \qquad 100 \times 100 = 10,000 \text{ square feet}$$

Now to add to the math problem, the City Comprehensive Plan allows adding in right-of-way. The definition of “net density” states “[l]ots adjoining an existing right-of-way may calculate half of the width of that right-of-way as part of the ‘net buildable land area’ definition.” Adding half of the adjoining right-of-way width on a sample street to this site yields:

$$\text{Property width} \times \frac{1}{2} \text{ Right-of-Way} = \qquad 100 \times 30 \text{ (1/2 sample right-of-way)} = 3,000 \text{ square feet}$$

Additional square footage to calculate

Adding the two numbers together, the property has 13,000 square feet to work with.

Eight (8) units per acre requires minimum of 5,445 square feet per unit. So dividing the square footage of the property by the square footage of the allowable units yields 2.39 units. Numbers are rounded down for purposes of establishing density since a fraction does not equal a whole dwelling unit.

$$\frac{\text{Square footage of lot/by square}}{\text{footage of allowable units} = \text{allowable}} \qquad 13,000 / 5,445 = 2.39 \text{ (or TWO units)}$$

number of residential units

This property would be allowed two dwelling units.

PARKING + TRAFFIC FLOW

Recommendations for changes to parking and traffic flow:

- Lack of parking is a major constraint for some properties and future development on 8th Street. Continue to utilize parking flexibility arrangements allowed under the Land Development Code and consider other options for the 8th Street small area.
- Include parking on side (tree) streets east of 8th (between 8th and 9th) in the right-of-way.
- Explore one way side (tree) streets east of 8th Street.
- Look at incentives for reducing driveway cuts on 8th Street.
- City should consider utilizing existing City parcels in the adjacent area or purchasing property to provide public parking.
- Encourage bicycles and pedestrians to utilize 7th and 9th Streets, especially after sidewalks and bike lanes are added.
- Recognize that truck traffic on 8th Street/A1A, which is an emerging state intermodal system road, is not going away in the near future. Landscape/pedestrian areas planned for 8th Street should help reduce conflicts.

Insert photo with side street parking



Existing 8th Street illustrating significant number of driveway cuts.

*Neighborhood street with bicycle lane.
Buffalonews.com*



ESTABLISHING AN IDENTITY

Recommendations for establishing an identity on 8th Street:

- Use the goal statement as a basis for establishing an identity for 8th Street as the gateway to historic downtown Fernandina Beach:
A vibrant and welcoming mixed-use corridor with a unified attractive visual character that serves as a gateway and connects to the history and character of Downtown Fernandina Beach
- Install seasonal banners on light poles in partnership with Florida Public Utilities, Tourist Development Council and Light Up Amelia
- Incorporate streetscape recommendations, especially new entryway at 8th and Lime Street.
- Encourage public art program in conjunction with Arts and Culture Nassau.
- Encourage 8th Street Owners/Business Association, or inclusion in Historic Fernandina Business Association.



HFBA logo and samples of buy local campaigns from North Central Florida and Chattanooga.



Example of branding



Uniform decorative streetlights and banners
Signsinasnap.net



New banners on 8th Street – August 2015



Public art murals from Lexington and Chapel Hill.



CODE ENFORCEMENT + APPEARANCE

Recommendations regarding code enforcement and appearance on 8th Street include:

- Pursue more proactive Code Enforcement in the proposed 8th Street small area. The Community Development Department is laying the groundwork to move from reactive to proactive code enforcement by trying to incrementally add more staff in order to provide more than one officer for the entire City.
- Provide incentives for existing property owners to improve facades:
 - The City should explore allocating funding for façade improvement grants,
 - Citizens have expressed interest in creating a volunteer group to help property owners with building and facade improvements, and
 - Work with Arts and Culture Nassau regarding a public art program utilizing walls and facades.
- Create most improved or enhancement awards program for properties, similar to the Historic Preservation Awards recognition program



Before



BEFORE



AFTER

*Façade improvement grant programs
Manistee, MI, Waynesboro, VA + Fredericksburg, VA*



PART IV – IMPLEMENTATION

The goals for the 8th Street Small Area can be accomplished through enforcement of existing codes, land use and zoning changes, public and private investment, and partnerships.

ENFORCEMENT OF EXISTING CODES

The Community Development Department strategic plan calls for a move from reactive to proactive code enforcement. Proactive code enforcement will allow for routine monitoring of designated City zones, and include weekend enforcement.

The groundwork for this shift is being laid through the City budget process, which includes a request for a part-time officer in the FY 15-16 budget. It is hoped that this could transition to another full-time officer in the next budget year, bringing code officers in the City to a total of two. As the City annexes more property, additional code assistance may be needed.

With proactive code enforcement, the 8th Street Small Area could be one of the designated zones. The theory behind proactive code enforcement is that regular education and outreach enables more residents with the knowledge of the codes and results in more compliance. Catching issues before they result in a complaint also helps ensure easier compliance. A move to proactive enforcement using planning and strategy ensures fair enforcement, helps improve property values, and maintains a healthy and safe quality of life for a community.

LAND USE + ZONING CHANGES

One of the most significant recommendations for revitalization of the 8th Street Small Area is the proposed changes to the existing underlying land uses and zoning. Current zoning is problematic, and has not attracted or encouraged widespread reinvestment in the corridor.

Creating uniform land use and zoning from the east side of 7th Street to the west side of 9th Street helps eliminate confusion and enables potential projects to take advantage of the same zoning criteria. Having an overlay district for the area allows for the opportunity to include specific provisions, such as the landscape/pedestrian space along 8th Street, that will help revitalization of the area.

It is important to note that changes would apply to future projects such as new construction or significant renovations. Existing uses and structures would be grandfathered until such time as they change uses or propose renovations. Proposed changes have been extensively discussed in public settings and will ultimately move to the full Planning Advisory Board before being heard by the City Commission.

PUBLIC INVESTMENT

Proposals included in the small area plan will need endorsement and approval from the City Commission, and other agencies such as the Florida Department of Transportation and the St. Johns River Water Management District. Projects such as sidewalks, bike lanes, and street furniture will also potentially need to be included in operating budgets and perhaps the capital improvement plan. Evaluating City owned-parcels for parking improvements or pocket parks would also require more formalized planning and budgeting, as would a façade grant improvement program. Any incentive program with financial incentives, tax exemptions, or fee waivers would also require City Commission approval.

Potential grants are available for some of the projects, such as Community Development Block Grant (CDBG) façade grants, transportation grants for pedestrian and bicycle improvements, and grants from community organizations or foundations.

PARTNERSHIPS

Partnerships can also be crucial in the success of revitalizing the 8th Street Small Area. Examples of partnerships include, but are not limited to:

- Florida Public Utilities – Regarding underground utilities. FPU has attended several 8th Street meetings and started a study regarding this proposal.
- Amelia Island Tourist Development Council - Regarding marketing and promotion. The majority of visitors come to visit historic downtown and presumably pass through 8th Street. The TDC has already agreed to explore banners on the utility poles.
- Arts and Culture Nassau – Regarding public art programs. A representative of ACN has reached out about the possibility of a mural project along the 8th Street corridor.
- Historic Fernandina Business Association and Fernandina Beach Main Street – Regarding inclusion of 8th Street businesses in events and organizations. 8th Street and downtown are linked, and it would be appropriate to acknowledge the link formally.

PRIVATE INVESTMENT

Private investment is the critical piece of revitalization in the 8th Street Small Area. Changing land uses and zoning, enforcing existing ordinances, and public investment lay the groundwork for facilitating private investment.

It is a common theme in economic development that public investment spurs private investment. If the City demonstrates a commitment to reinvesting in the 8th Street Small Area, reinvestment can be anticipated by the private sector.

The City can assist in encouraging private investment in the area by providing outstanding customer service during the initial phases of private investors' due diligence and research. This service, coupled with incentives, will make the City and the 8th Street Small Area an attractive place in which to invest.

TRACKING + RECOGNIZING SUCCESS

It is recommended that the 8th Street Small Area Plan be revisited on a yearly basis in conjunction with the budgeting process to ensure that potential projects are included. A mechanism for tracking progress on the plan should also be established so that successes can be measured.

As of the drafting of this plan, two major successes have been accomplished: the concrete plant just south of the City limits at Lime Street was demolished (a repeated recommendation in the surveys) and banners have been installed on the utility poles along 8th Street in the City limits with the help of the Amelia Island Tourist Development Council.

COMPREHENSIVE PLAN:

FUTURE LAND USE MAP CATEGORY

Policy 1.07.08 8th Street Small Area Mixed Use (MU8) (renumbering to follow other land use categories)

It is the purpose of the 8th Street Small Area Mixed Use land use category to provide flexible land use and design which promotes pedestrian-level activity. The MU8 land use is intended to promote the 8th Street corridor as a thriving gateway to the historic downtown of Fernandina. The only area where the 8th Street small area land use is permissible are those properties located along the southern half of the Ash Street Block, between 9th and 7th Street blocks to the east and west, and Lime Street to the south.

- A. This district provides for integrated or stand-alone commercial retail, offices, housing, and civic uses. Convenient access to transit opportunities, innovative housing options, and pedestrian-oriented design are key considerations in the redevelopment of these areas.
- B. Warehouse storage and heavy industrial uses shall not be permissible within this land use category.
- C. Uses allowable within the MU8 land use category recognizes the desire to maintain commercial development while integrating residential allowances to fulfill market demand for housing needs and to provide commercial services easily accessible to residents within the area.
- D. The maximum density is up to 18 units per acre.

LAND DEVELOPMENT CODE:

ZONING DISTRICT

2.01.10 8th Street Small Area Mixed Use (MU-8) *(renumbering of all zoning categories which follow)*

The MU-8 district is intended for redevelopment of the City's 8th Street commercial corridor to allow for a combination of residential, office, housing, and general commercial activities in a vibrant urban setting. The MU-8 district is intended to promote the 8th Street corridor as a thriving gateway to the historic downtown of Fernandina Beach through economical and efficient land use, an improved level of amenities, residential density through a variety of housing types, and a better compact, urban environment. Properties within the MU-8 district shall provide for a unified pedestrian and landscape area along the 8th Street frontage to serve as an extension of the downtown Fernandina Beach character and design. The allowable density in the MU-8 zoning district is a maximum of 18.0 units per acre.

For Discussion Only

CONSIDERATIONS FOR 8TH STREET SMALL AREA

4.01.00 DENSITY AND HOUSING STANDARDS

4.01.01 Density and Housing Types

Table 4.01.01. Density and Housing Types in Base Zoning Districts.

Zoning District	Maximum Gross Density (dwelling units per acre)	Permissible Housing Types
RE	1.0	Single-family detached
R1-G	4.0	Single-family detached
R-1	4.0	Single-family detached
RLM	6.0	Single-family detached
R-2	8.0	Single-family detached Duplex structures Triplex structures Townhouses
R-3	10.0	Single-family detached Duplex structures Triplex structures Townhouses Multi-family structures with 4 or more units
OT-1	10.0	Single-family detached
OT-2	10.0	Single-family detached
MU-1	8.0	Single-family detached Duplex structures Triplex structures Townhouses Mixed Use
<u>MU-8</u>	<u>18.0</u>	<u>Single-family detached</u> <u>Duplex structures</u> <u>Triplex structures</u> <u>Townhouses</u> <u>Multi-family Structures with 4 or more units</u> <u>Mixed Use</u>
C-1		Prohibited
C-2		Prohibited
C-3	8.0	Single-family detached Multi-family structures or mixed use
I-1		Not permitted as a principal use ¹
I-A		Not permitted as a principal use ¹
I-W		Not permitted as a principal use ¹
W-1	2.0 with bonus potential to 4.0	Single-family within mixed use
PI-1		Not permitted as a principal use ¹
CON		Not permitted as a principal use ¹
REC		Prohibited

CONSIDERATIONS FOR 8TH STREET SMALL AREA

Table 4.02.01(J). Design Standards for Lots

Zoning District	Minimum Lot Width (ft.)	Maximum Impervious Surface Ratio for Lots (%)	Maximum Floor Area Ratio for Lots (%) (Note 1)
RE	100	75	50
R1-G	75	75	50
R-1	50 or 75 Note 2	75	50
RLM	50	75	50
R-2	50 Note 4	75	50
R-3	50	75	50
OT-1	46.5	Note 7	50
OT-2	46.5	Note 7	50
MU-1	50	75	50
<u>MU-8</u>	<u>25</u>	<u>75</u>	<u>200</u>
C-1	50	75	50 Note 6
C-2	50	75	50
C-3	25	75 Note 3	200
I-1	75	75	50
I-A	75	75	50
I-W	75	75	75
W-1	25	75	75
PI-1	50	75 Note 5	50
CON	NA	5	NA
REC	NA	75	NA

- Notes:
1. For RE, R-1, R-2, R-3, OT-1, and OT-2, the FAR standard applies to any permissible commercial uses.
 2. The minimum lot width for lots platted prior to the effective date of this LDC is fifty (50) feet. The minimum lot width for lots platted on or after the effective date of this LDC is seventy-five (75) feet.
 3. The maximum impervious surface ratio within the “Central Business District” land use category, as depicted on the Future Land Use Map, may be 1.00 where the application is for redevelopment of a lot that is developed with 100% impervious surface. Where the application is for new development of a vacant lot, the maximum impervious surface on the lot may be 100% where stormwater facilities are available and have sufficient capacity to accept the runoff from the lot.
 4. Development is permissible on lots which were platted before the effective date of this LDC and have a minimum width of twenty-five (25) feet.
 5. Proposed development on lots within the “Recreation” land use, as depicted on the Future Land Use Map shall not exceed 0.25 impervious surface ratio.
 6. Lots located within 800 feet of the Mean High Water Mark of the Atlantic Ocean shall be permitted a maximum FAR of 1.50, as long as the FAR for all General Commercial lots in the City, combined, does not exceed an overall FAR of 0.50.
 7. Refer to Section 4.02.07 of this Chapter for maximum lot coverage.

CONSIDERATIONS FOR 8TH STREET SMALL AREA

Table 4.02.03(E). Standards for Building Heights and Setbacks

Zoning District	Maximum Building Height (ft.) ¹	Minimum Setback			
		Front (ft.)	Side ²	Rear (ft.)	Corner Lot (side abutting street) (ft.) ³
RE	35	25	10% of lot width	25	15
R1-G	35	25	10% of lot width	25, 50 feet for fairway lots	15
R-1	35	25	10% of lot width	25	15
RLM	35	25	10% of lot width	25	15
R-2	35	25	10% of lot width	20	15
R-3	45	25	10% of lot width	20	15
OT-1	35	See specific standards in Section 8.01.01.02.			
OT-2	35	See specific standards in Section 8.01.01.02.			
MU-1	35	None	None	10	10
MU-8	45	See specific standards in Section 4.03.03			
C-1	45	None	None ⁴	10	10
C-2	45	None	None	None	None
C-3	45	None	None	None	None
I-1	45 ⁵	None	None	None	None
I-A	45	None	None	None	None
I-W	35	None	None	None	None
W-1	See specific standards in Section 4.03.03.				
PI-1	45	25	10	10	10
CON	25	None	None	None	None
REC	25	None	None	None	None

1. A building on any lot within 800 feet of the mean high water line of the Atlantic Ocean shall not exceed thirty-five (35) feet in height.
2. Each side yard setback shall be increased by one-half (1/2) foot for each one (1) foot, or fraction thereof, of building heights above twenty-five (25) feet.
3. Buildings shall not encroach into the required clear visibility triangle at intersections, as set forth in Section 7.01.08.
4. Where access is provided from an alley or public street to the rear of the principal building, no side yard setback is required. Where such access is not available, one (1) side yard shall be a minimum of ten (10) feet. Any other side yard shall have a minimum side yard setback of zero (0) feet.
5. Rayonier and Smurfit Stone are exempt from the height regulation for Mill operations.

CONSIDERATIONS FOR 8TH STREET SMALL AREASection 4.03.03 Standards for Development in MU-8 (8th Street Small Area)**8th Street Small Area Design Standards**

General Principles. The 8th Street standards are intended to encourage flexibility and variety in development through creative site and building design. All development shall contribute to making 8th Street a distinct and memorable part of the city, unique in spaces, buildings, and street character. Development shall be oriented and designed to contribute to the street environment and shall place priority on pedestrian comfort, convenience, safety, and access. Pedestrian scale elements refer to buildings and spaces whose dimensions, properties, and components correspond to human occupation and use. Access to all development shall be sited and designed to have a positive visual impact on the street with primary pedestrian access from 8th Street. Driveways and parking shall not take priority over pedestrian areas. Variety in design elements, transparency, color, texture, signs, and materials creates a visually interesting environment and contributes to the establishment of an architectural character for the corridor. Architectural compatibility is not limited to any particular style.

The design standards for the 8th Street Small Area are as follows:

1. On the portion of the property fronting 8th Street, there is a required six (6) foot pedestrian/landscaping access area to provide a continuous, unobstructed clear walkway. This is to be measured from the property line going back six (6) feet. Buildings or building components may encroach into this space starting at the second story, with necessary structural components on the first story as long as the 6 foot pedestrian access area is unobstructed, provided an open pedestrian/landscape space is maintained. Required bicycle parking is not permissible within this area.
2. The setbacks for the remaining sides of the property are zero (0) feet.
3. Building Orientation.
 - a. Primary entrances shall face 8th Street. At least one public entrance of each principal structure shall be oriented toward the front lot line or side lot line. Developments are encouraged to provide as many pedestrian connections to the street as feasible.
 - b. On corner lots, new buildings shall be oriented toward the streets and shall consider and complement the patten of existing adjoining development, with the primary façade(s) of the principal building facing the 8th Street facing lot line. Corner locations shall be considered opportunities for distinctive architecture.
 - c. Accessory structures, if any, shall be located at the rear of the principal buildings. All detached garages or carports shall be set back from the front façade of the principal building by at least 10 feet, openings shall not face 8th Street. Where feasible, detached garage and carport access shall be from the side streets.
 - d. All outdoor mechanical equipment shall be located at the rear of the principal buildings and screened. Screening may be structural or vegetative. They shall not be visible from any street. Mechanical equipment placed on the roof shall be screened from abutting streets with parapets or other types of visual screening.
 - e. Solid waste, recycling, and yard trash containers; grease containers, and loading docks shall be screened and located in parking areas or other locations remote from the sidewalk.

CONSIDERATIONS FOR 8TH STREET SMALL AREA

4. Site and Building Access. The City shall encourage shared access to reduce driveway cuts on 8th Street as redevelopment occurs and require cross access design for internal traffic. New driveway cuts which do not serve to reduce the overall number of cuts onto 8th Street shall be located on 7th, 9th Streets, east-west side streets.
 - a. Whenever feasible, driveway access to a site shall be shared with adjacent properties and parking shall be located internally to the block or at the rear of the site.
 - b. Service areas associated with multi-family dwellings shall be accessed from the rear of the site, where feasible.
 - c. Building design or landscaping shall be required at a 3.5 foot tall minimum to obscure the view of vehicles from the ground level.
5. Building Design Standards. Individual building design shall defer to ensemble of buildings on the street rather than call undue attention to itself. New buildings shall contribute to the life of the street.
 - a. Architectural articulation. A building's exterior walls shall be articulated using material, architectural elements, arrangement of openings, design of horizontal and vertical planes, and changes in height to provide substantial massing variations. Long, monotonous roof planes and uninterrupted expanses of blank wall are not allowed along street frontages. Articulated roof forms and wall opening shall be used to add visual interest and contribute to a pedestrian scale.
 - i. Where solid walls are required by building code, the wall shall be articulated and divided into distinct modules, through the use of projections and recesses (i.e. setbacks, reveals, belt courses, awnings, arcades, porches, etc.) within the building envelope or projecting from upper floors.
 - ii. Commercial buildings and buildings with ground floor commercial uses shall have a ceiling height minimum of twelve (12) feet for the ground floor.
 - b. Entryways. Doorways, windows, storefronts, and other openings in the facades of buildings shall be placed and proportioned to reflect pedestrian scale and movement and to encourage visual interest at the street level. The use of functional and decorative elements, including weather protection features (i.e. colonnades, arcades, canopies, etc.), signage, and architectural detailing, shall be used to create human scale on a buildings principal façade. Elements shall be integral to the architecture of the building, designed so as not to appear to be "tacked on" to the building façade.
 - c. Internal passageways are encouraged.
6. Fences. Up to 8 foot tall fences are permissible
 - a. Fence Material: Black Wrought Iron or black anodized (SP) Aluminum
 - b. Where any portion of the fence is visible from 8th Street landscape screening shall be required.
7. Improvement of bicycle and pedestrian paths is required in keeping with the approved streetscape plan.
8. Signs within the MU-8 zoning district shall follow the allowable sign standards set forth for the Historic District as contained in LDC Section 8.01.03

CONSIDERATIONS FOR 8TH STREET SMALL AREA

Landscape Requirements NEW SECTION 4.05.06 (Non-Residential **and Mixed Use** Development)

A. Minimum Landscaped Area (current policy 4.05.04 (D))

At least 20% of the total gross land area of a development shall be landscaped except within the Central Business District (CBD)/ C-3 zoned and the 8th Street Mixed Use (MU8)/ MU-8 zoning properties where a minimum of 10% of the total gross land area shall be landscaped. Minimum landscaped areas requirements may be achieved through use of planters and roof top gardens or plantings within stormwater improvements in all zoning districts.

For Discussion Only

CONSIDERATIONS FOR 8TH STREET SMALL AREA

2.03.02 Table of Land Uses
Table 2.03.02. Table of Land Uses

P – Permissible S – Permissible Subject to Supplemental Standards Blank-Prohibited	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-A	I-W	W-1	PI-1	CON	REC
	Land Uses:																			
Adult Entertainment														S						
Airports and Heliports														P	P					
Animal Hospital or Veterinary Clinic										P		P		P	P					
Asphalt or Concrete Plant														S	S					
Automobile Sales, New and Used										S		P		P	P					
Automobile Repair, Garage, Body Shop										S		P		P	P					
Automotive Rental Agencies										P		P		P	P	P	P			
Bakery Plant										S				P	P					
Bed and Breakfast Inns						S		S	S	S			S							
Book and Stationery Stores								P	P	P	P	P	P	P	P		P			
Bottling Plants														P	P					
Bulk Storage Yards														P	P	P				
Bus Terminals and Taxi Stations												P		P	P					
Business Colleges; Commercial, Trade, Vocational, and Arts Schools										P		P	P	P	P				P	
Business Services such as Copying, Mailing, or Printing										P	S	P	S	P	P					
Cemeteries	S	S	S	S	S	S	S	S	S										P	
Clubs, Public or Private; Community and Recreation Centers			S	S	S	S			S	P	P	P	P	P	P		P	P		
Commercial Fishing Facilities																P	P			
Construction, Sales, and/or Maintenance														P	P	P	P			

CONSIDERATIONS FOR 8TH STREET SMALL AREA

	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-A	I-W	W-1	PI-1	CON	REC
P – Permissible																				
S – Permissible Subject to Supplemental Standards																				
Blank-Prohibited																				
of Boats and Ships; Marine Supply																				
Craft Distillery, Small Scale Brewery or Winery									S	P	S	S	S	P	P	P				
Day Care Center									S	P	S	P	P					P		
Distribution, Packing, and Shipping														P	P	P	P			
Dog Dining – Outdoors Only								S	S	S	S	S	S	S	S	S	S			
Drug Store or Pharmacy									P	P	P	P	S	P	P		P			
Essential Public Services, such as Transmission Lines and Lift Stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P	P	P
Financial Institutions, Banks, and Credit Unions								P	P	P		P	P	P	P					
Freight and Moving Establishments														P	P					
Funeral Home and Mortuary									P			P		P	P					
Gasoline Station, with or without a Convenience Store										S	P	P		P	P	P				
Golf Course		P												P	P			P		P
Grocery Store								P	P	P		P	P	P	P		P			
Group Homes	S	S	S	S	S	S			S	S			S							
Government and Civic Buildings, including Library and Museum									P	P			P					P		
Health Clubs and Gyms										P		P	P	P	P					
Hospital																		S		
Junk and Salvage Yards																				
Laundry and Dry Cleaning, On-Site, including Self-Service Laundry										P		P		P	P					
Laundry and Dry Cleaning, Pick-Up Only *Note 5								P	P	P	P	P								

CONSIDERATIONS FOR 8TH STREET SMALL AREA

P – Permissible S – Permissible Subject to Supplemental Standards Blank-Prohibited	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-A	I-W	W-1	PI-1	CON	REC
	Light Indoor Manufacturing Uses, including Packaging and Fabricating														P	P				
Liquor Store, Lounge, and Bar (without drive-through window) *Note 5									S	P	S	P	S	P	P		P			
Lodging Accommodations										S	S	P	P		S					
Lumber and Building Supply												S		P	S	P				
Manufacturing and Heavy Industry														P	P					
Marina													S			S	S	S		
Marine recreation, such as kayak or boat rentals, sailing schools, etc.										P						P	P			
Marine research and educational facilities										P						P	P			
Medical and Dental Clinics										P	P	P		P	P			P		
Mini-storage or Self-storage Facility												S		P	P					
Music, Dancing, Photography, or Art Studios								P	P	P		P	P	P	P		P	P		
Outside Sales										S	S	S		S	S		S			
Parking Lots and Parking Garages										P		P	P	P	P	P		P		
Parks, Public		P								P						P	P	P		P
Parks, Private or with Stadium Style Lighting										S						S		S		S
Personal Services, such as beauty/barber shops, tattoo parlor, massage or acupuncture therapy									P	P	P	P	P	P	P		P			
Picnic Areas, Trails, and Nature Facilities	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Piers, Docks, and Wharves														P		P	P			P
Professional Offices								P	P	P	P	P	P	P	P		P			

CONSIDERATIONS FOR 8TH STREET SMALL AREA

P – Permissible S – Permissible Subject to Supplemental Standards Blank-Prohibited	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-A	I-W	W-1	PI-1	CON	REC	
	Public Recreation Buildings		P	P	P	P	P				P						P	P	P		P
Radio, Television, and Telecommunication Towers														S	S	S			S		
Recreation, Outdoor Amusements, such as Miniature Golf or Fishing Piers, Excluding Amusement Parks and Drive-in Theaters										S		S	S			S	S	S		S	
Recreation, Indoor Facilities, such as Billiard Parlors, Bowling Alleys, Game Rooms, and Skating Rinks										S		S	S	S	S				S	S	
Railroad Facilities														P		P	P				
Religious Facilities	S		S	S	S	S	S	S	S	P	P	P	P								
Research and Experimental Laboratories														P	P	P					
Residential Uses:																					
Single-Family	P		P	P	P	P	P	P	P	P			P				P				
Two- and Three-Family					P	P			P	P			P								
Four- or More Family						P				S			P								
Group Residential (see Note 3)						S			S	S			S								
Resort Rental			Note 1		Note 1	P															
Restaurant, With or Without Drive-Through Window *Note 5									P	P	P	P	P	P	P	P	P				
Retail Stores								P	P	P	P	P	P	P	P		P				
Schools, Elementary, Junior, or Senior High	S	S	S	S	S	S			S	P									P		
Scooter and Moped Rentals										P	S	P	S								
Seasonal Sales *Note 4									P	P	P	P	P	P	P	P	P				
Small Equipment or Appliance Repair												P	P	P	P						

CONSIDERATIONS FOR 8TH STREET SMALL AREA

P – Permissible S – Permissible Subject to Supplemental Standards Blank-Prohibited	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-A	I-W	W-1	PI-1	CON	REC
	Shops										P									
Specialty Food Stores, such as Bakeries or Ethnic Grocers								P	P	P	P	P	P	P	P		P			
Specialty and Gift Shops such as Art, Antique, or Jewelry Shops, Books, or Stationers								P	P	P	P	P	P	P	P		P			
Stormwater Treatment Park/Facility	P																			
Terminals for Freight or Passengers, By Ship														P		P	P			
Theaters, Movie or Performing Arts									P	P		P	P	P	P		P			
Trades and Repair Services such as Electrical, Heating, and Air, Mechanical, Painting, and Plumbing										P		S		P	P					
Utility Facilities, such as Electric Substations, Water and Wastewater Treatment Plants													P	P	P	P	P	P		
Warehouse, not Including Mini-Storage														P	P	P				
Welding or Sheet Metal Works														P	P					
Wholesale Establishments														P	P					

- Notes:
1. Resort rentals in R-1 or R-2 zoning districts that existed prior to the effective date of Ordinance 2000-28 (October 3, 2000) may continue a legal non-conforming status as long as the resort rental permit has not expired for a period of greater than 180 days.
 2. Properties that have obtained the WMU Future Land Use category are subject to the permitted uses in the W-1 column. Residential units are permitted above non-residential uses. Stand alone residential uses are prohibited.
 3. Group Residential uses in existence prior to the adoption of Ordinance 2007-22 may continue a legal non-conforming status as long as a Group Residential Permit is applied for and maintained in accordance with the terms of the Ordinance. Existing uses shall not be subject to the Supplemental Standards in Section 6.02.24.
 4. Seasonal Sales are subject to the provisions of LDC Section 5.02.02 and a temporary use permit is required according to the procedures set forth in Chapter 11.
 5. Drive- thru entry and exit may not be located on 8th Street.

CONSIDERATIONS FOR 8TH STREET SMALL AREA

2.03.03 Table of Accessory Uses

(See Section 5.01.01 for standards pertaining to accessory uses.)

Table 2.03.03 lists permissible accessory uses in each zoning district. The letter "P" indicates that the identified use is permissible as an accessory use, but not as a principal use. Principal uses are identified in Table 2.03.02.

Table 2.03.03. Table of Accessory Uses

P – Permissible Accessory Use S – Permissible Subject to Supplemental Standards Blank – Prohibited	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-A	I-W	W-1	PI-1	CON	REC
	Accessory Land Uses:																			
Home Occupation	P	P	P	P	P	P	P	P	P	P										
Accessory Dwelling – Detached Building	P	P	P	P	P	P	P	P	P	P										
Agricultural Support Buildings	P																			
Cremation Facility *Note 2									S			S		S	S					
Detached Garage or Carport	P	P	P	P	P	P	P	P	P	P										
Docks and Other Waterfront Structures	P	P	P	P	P	P	P	P	P					P		P	P	P	P	P
Dumpsters						P			P	P	P	P	P	P	P	P	P	P		P
Fences	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Outside Storage – Agricultural Equipment and Materials	P													P	P	P				
Outside Storage – Equipment, Machinery, and Materials												P		P	P	P				
Satellite Dish Antenna	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Storage Buildings, Sheds, Utility Buildings, and Greenhouses	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Swimming Pool	P	P	P	P	P	P	P	P	P	P	P	P	P		P			P		P

Notes: 1. As to the Rayonier and Smurfit Stone properties, permitted yard storage shall include process by-products and new or used process parts for use in or sale of by the mill".

CONSIDERATIONS FOR 8TH STREET SMALL AREA

2. Cremation Facilities shall be subject to the supplemental standards provided in Section 6.02.26

For Discussion Only

CONSIDERATIONS FOR 8TH STREET SMALL AREA**Chapter 6 Supplemental Standards:**6.02.04 Automobile Repair, Garage, or Body Shop (*renumbering to follow all categories*)

- A. An Automobile Repair, Garage or Body Shop is a permissible in the MU-8 zoning category as subject to the following supplemental standards.
1. All services performed by an automobile repair establishment, including repair, painting, and body work activities, shall be performed within a completely enclosed building which may contain overhead doors.
 2. No inoperative vehicles or used vehicle parts shall be stored outside of a fully enclosed building.
 - a. Inoperative vehicles may be parked for a period of no greater than 30 days.
 3. Outdoor storage of materials and equipment shall be prohibited.
 4. No merchandise shall be stored or displayed outside a building except those on moveable display racks that must be stored inside after hours of operation.
 5. Vehicle service bays shall be oriented away from 8th street.

6.02.03 Auto Sales, New or Used (*renumbering to follow all categories*)

- A. An Automobile agency is a permissible use in the MU-8 zoning category as subject to the following supplemental standards.
1. Automobile agencies must be located within a totally enclosed building.
 2. Exterior lighting may be used only to illuminate a building and its grounds for safety purposes. Lighting is not to be used as a form of advertising.
 3. No car shall be displayed or stored outdoors.
 4. No automobile preparation, mechanical or automobile body or other support services are offered onsite.

6.02.14 Gasoline Stations (*renumbering to follow all categories*)

- A. A gasoline station is a permissible use in the MU-8 zoning category as subject to the following supplemental standards.
1. Gasoline pumps and pump islands shall not be located so that any part of a vehicle being served will extend into any public right-of-way or private drive used for access or egress.
 2. Gasoline pumps and pump islands shall not be built within 20 feet of a property line.
 3. Landscape strip of at least 2 feet shall be required beside the 6 foot pedestrian access easement.
 4. Storage tanks shall be located below grade.
 5. Outdoor lighting shall be directed and shielded to avoid direct illumination of any street or any lot zoned or used for residential uses.
 6. No inoperative vehicles or used vehicle parts shall be stored outside of a fully enclosed building.
 - i. Inoperative vehicles may be parked for a period of no greater than 30 days.
 7. Outdoor storage of materials and equipment shall be prohibited.
 8. No merchandise shall be stored or displayed outside a building except those on moveable display racks that must be stored inside after hours of operation.

*Calvert County, MD Code (Check Lighting)