



AGENDA
PLANNING ADVISORY BOARD
SPECIAL MEETING
TUESDAY, MAY 24, 2015
5:00 P.M.
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

1. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

2. APPROVAL OF MEETING MINUTES

2.1. REVIEW AND APPROVE APRIL 13, 2016 MEETING MINUTES

Documents: [2016 04-13 PAB RM Minutes Draft.pdf](#)

3. NEW BUSINESS

3.1. PAB 2016-14: 8TH STREET (COMPREHENSIVE PLAN AMENDMENTS, LARGE-SCALE FUTURE LAND USE MAP AMENDMENTS, ZONING CHANGES, AND LAND DEVELOPMENT CODE AMENDMENTS

CITY OF FERNANDINA BEACH (PAB CASE 2016-14), REQUESTING A COMPREHENSIVE PLAN AMENDMENT IN THE FUTURE LAND USE ELEMENT TO CREATE A FUTURE LAND USE CATEGORY CALLED 8TH STREET SMALL AREA MIXED USE AND REQUESTING LAND DEVELOPMENT CODE CHANGES SPECIFIC TO THE 8TH STREET SMALL AREA BY MODIFYING CHAPTER 2: ZONING DISTRICTS AND USES TO ADD A ZONING DISTRICT CALLED 8TH STREET SMALL AREA MIXED USE (MU-8) , PROVIDING SPECIFIC USES AND ACCESSORY USES, AND ADDING DESIGN STANDARDS IN CHAPTER 4 AND CHAPTER 6.

and

CITY OF FERNANDINA BEACH (PAB CASE 2016-14), REQUESTING LARGE-SCALE FUTURE LAND USE MAP AND ZONING MAP AMENDMENTS FOR PROPERTIES WITHIN THE HISTORIC DISTRICT LOCATED ON S. 8TH STREET FROM GENERAL COMMERCIAL (GC) LAND USE/ C-2 TO CENTRAL BUSINESS DISTRICT (CBD) LAND USE/ C-3 ZONING AND REQUESTING AMENDMENTS FROM GENERAL COMMERCIAL (GC) LAND USE/ C-2 AND C-1 ZONING, MEDIUM DENSITY RESIDENTIAL LAND USE/ R-2 ZONING AND MIXED USE (MU) LAND USE/ MU-1 ZONING TO A NEWLY CREATED LAND USE AND ZONING CATEGORY OF 8TH STREET MIXED USE (MU8)/ MU-8 ZONING FOR NON-HISTORIC DISTRICT PROPERTIES GENERALLY DESCRIBED AS BEING LOCATED ON S. 8TH STREET BETWEEN ASH STREET AND LIME STREETS FROM 7TH STREET TO THE WESTERN HALF BLOCK OF 10TH STREET

7TH STREET TO THE WESTERN END DECK OF 10TH STREET,
COLLECTIVELY TOTALING APPROXIMATELY 67 ACRES OF LAND.

Documents: 8th Street Small Area Plan_May 2016.pdf, 8th Street_ Comprehensive Plan and LDC Language with Map.pdf, 8th Street Public Outreach Posters_2016.pdf

4. BOARD BUSINESS
5. STAFF REPORT
6. COMMENTS BY THE PUBLIC
7. ADJOURNMENT

NEXT REGULAR PAB MEETING IS SCHEDULED FOR WEDNESDAY, JUNE 8, 2016.

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 (904) 310-3115 or through the Florida Relay Services at 711 at least 24 hours in advance to request such accommodations.

All interested parties may appear at said meeting and be heard as to the advisability of any action, which may be considered with respect to such matter. For information regarding this matter, please contact the Planning Department (904) 310-3135.

1. Call to Order - The meeting was called to order at 5:05 pm.

2. Roll Call/Determination of Quorum

Board Members Present

Judith Lane, Chair

Jon Lasserre

Chip Ross

David Beal

Jamie Morrill (alternate)

Mark Bennett, Vice-Chair

Charles Rogers

Chris Occhuizzo

Eric Lawrence (alternate)

Others Present

Kelly Gibson, City Planner

Tammi Bach, City Attorney

Sylvie McCann, Recording Secretary

2.1 Review and Approve March 9, 2016 Regular Meeting Minutes – A motion was made by Member Bennett, seconded by Member Ross, to approve the Minutes. Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

3. New Business

3.1. PAB 2016-10, 2016-11, 2016-12: Vacation of Right-Of-Way, Land Use and Zoning Change Request - NASSAU TERMINALS, LLC (PAB CASE 2016-10 AND 2016-11), requesting Future Land Use Map and Zoning Map changes from Industrial Waterfront/ I-W to Office and Residential Mixed Use/ MU-1 for properties located on Escambia street and N. 3rd Street, totaling 0.58 acres of land

This item was withdrawn permanently including the zoning request at the request of the applicant.

3.2. PAB 2016-09: LDC Changes to Implement Conservation and Coastal Management Element - Requesting a Land Development Code (LDC) Text Amendment to update Chapters 1-3, 6, and 11 based on comprehensive plan direction in the conservation and coastal management element.

Ms. Gibson commented the board received this document about three weeks ago following the board's last meeting. She explained these changes take into account the direction of the Conservation and Coastal Management Element of the Comprehensive Plan. She stated it strikes flood plain management, which has been adopted as part of the City's municipal code. She pointed out this includes statements about water quality as well as specific requirements for storm water management and drainage. She explained there were changes to Chapter 2 to strike Marina from C-3, because it was not possible for a C-3 property to exist on the water. She recapped other changes included adding definitions; changes to Chapter 6 supplemental standards; and changes to Chapter 11.

Member Bennett referred to page 1 Environmentally Sensitive Lands and questioned if the City may have some Environmentally Sensitive Lands that may have already been altered and may not be naturally occurring. He commented Egans Creek is a prime example. Chair Lane suggested adding a sentence to clarify naturally occurring and referred to the example of Egans Creek Greenway. There was some discussion about this section and that naturally occurring means without manmade forces. It was noted that wetlands has a separate definition.

Member Ross inquired if water related use has to be on the same property as a water dependent use or can they be miles apart. Ms. Gibson noted the question was whether you are able to receive an exemption from buffering requirements for wetlands (Section 3.03.03). She stated the water related use exists where you are looking to impact a wetland area then yes it has to be on the same property by the nature of that impact.

Chair Lane inquired if dive ship was accurate or was it supposed to be dive shop. Ms. Gibson commented it could say both, and noted it should probably say dive shop.

Member Ross questioned the City’s definition of campground. Ms. Gibson replied a place for RVs and tents. Member Ross inquired what a fish camp is. Ms. Gibson stated a place where you spend time fishing during the day, and you have a place to come back to sleep at night. City Attorney Bach mentioned that not every single term is defined in the code, and at times staff has to make an interpretation. There was some discussion about this and it was suggest that staff take note of terms that might be uncommon. The board then reviewed page 2 related to outdoor lighting. There was a review of Chapter 3 and it was noted that the floodplain management was incorporated into the municipal code.

The board had questions related to 3.201.02, and Ms. Gibson explained the Coastal Upland Protection Zone (CUPZ) was defined as an area extending 1,000 feet landward from the Coastal Construction Control Line (CCCL). She stated the CCCL is defined by DEP and that is the area where they take additional jurisdiction and have permitting requirements for all those properties building seaward of the CCCL. She pointed out in addition to the CCCL the City was extending protection for an area 1,000 feet landward of the CCCL and placing additional requirements as shown in subsection 2. She explained the intent was to have development consistent with the zoning requirements and those that don’t adversely affect the contours and topography of the CUPZ. There was some discussion to clarify this further, and the board had some discussion about the wording “significantly deleterious”. It was explained there was minimal grade and fill activity for any properties located within a 1,000 of the CCCL.

Members of the board suggested striking the word “significantly”. Ms. Gibson commented she believed it was in there as a way for City staff to measure impact. She stated in this area the vast majority are single-family homes. City Attorney Bach pointed out deleterious means harm or damage, and taking out the word significant is not going to change how staff looks at applications. There was an extensive discussion about this language, and it was suggested to remove the word “deleterious”. *A motion was made by Member Ross, seconded by Member Occhuizzo, to remove the word “deleterious”. Vote upon passage of the motion was taken by ayes and nays and was as follows:*

- Member Occhuizzo: Aye*
- Member Rogers: Nay*
- Member Beal: Nay*
- Member Lasserre: Nay*
- Member Ross: Aye*
- Member Bennett: Nay*
- Chair Lane: Aye*

Motion failed.

There was a review of the two waterfront planning pages. Ms. Gibson clarified the intent was to ensure adequate and appropriate locations for water dependent, water related, and water enhanced uses. She

explained when reviewing any application for shoreline uses there is increased priority for water dependent uses. She explained this was implementing the policy that says provide a priority list for reviewing applications of shoreline uses. She commented it was almost like a preference instead of a priority. She stated the State was saying to provide for water dependent uses first. After a brief discussion about this, Member Bennett referred to the design standards item 3(B)(1) and read “construction of docks shall be compliant with the standards of all permitting authorities.....” He questioned if it was 50% of the lot. Ms. Gibson stated you cannot take your entire property and put dock along the entire thing. It was noted this was more related to Front Street rather than Egans Creek, and it was so that a person could not build in front of the neighbor’s lot. There was some discussion about whether this regulation would be preempted by the State’s regulations. It was suggested to clarify 3(B)(1) with the terminal platform shall not exceed 50% of the shoreline.

Member Bennett related an example of a house that almost took the entire width of the property with a dock, and commented this was not just for saltwater. City Attorney Bach inquired if the City regulates on a retention pond or a lake if someone covered the shoreline with their terminal platform. Ms. Gibson stated the building of the dock would have to come through the City. It was noted the City didn’t have anything that it had to be a certain size. Ms. Gibson questioned if the board was comfortable with the language “the terminal platform shall not exceed 50% of the shoreline.” She stated it also has to be constructed within the principal structure’s side yard setbacks. After a brief discussion, Member Ross questioned the difference between a seawall, riprap, or similar structures that protect the shoreline from erosion. It was noted this was to prevent someone from dumping things on their shoreline, because it was a violation of the code. Ms. Gibson explained in terms of erosion management you want to encourage living shoreline strategies instead of bulkheads and seawalls, which was how the Comprehensive Plan reads. There was some discussion about these things being excluded because they are prohibited. It was noted there are bulkheads along Front Street as well as along Egans Creek.

Ms. Gibson read from Comprehensive Plan Policy **502.11** and it was noted the intent was to encourage the removal of existing seawalls where the opportunities arise and restoration would be accomplished by replacing existing deteriorating seawalls with sloped shorelines, vegetative riprap or other living shoreline techniques. There was a brief discussion about this.

Member Bennett referred to multi-family developments or condominiums shall be limited to one dock, and commented he has seen many projects that have numerous docks such as a townhouse project. He stated he didn’t understand why just one dock. Ms. Gibson explained it could be a single dock with multiple slips. City Attorney Bach pointed out this would not apply to single-family or to duplex. Member Bennett inquired about a townhouse development with five or ten units then why couldn’t they put in five docks. City Attorney Bach explained people in the community do not want these continuous walls, because they want to look at the water. There was some discussion about this and it was noted when four townhouses are connected it becomes multi-family. There was further review of the document related to access roads, parking lots, and similar structures being located on upland sites.

Member Ross inquired what Chapter 4 was. Ms. Gibson replied site design requirements, which contains the landscape and tree ordinance. She pointed out this was the first time the City had any erosion control within the code. Member Lasserre referred to 3.02.03 and commented 3 and 4 could be very broadly interpreted. He explained the concern was there are Environmentally Sensitive Lands, which are considered more special than wetlands so they have a higher level of protection. He expressed his concern with 3 habitat of federally or state-listed species and whether it meant the entire lot. Ms. Gibson stated it would identify it as a sensitive land that needs to be mitigated where you have the species

existing, and comply with the requirements tied to that property. There was some discussion about the section on Environmentally Sensitive Lands, and it was suggested that 3.02.03(A)(3) should say protected species.

Chair Lane pointed out wildlife have trails that they take in between areas, and inquired if that was taken into account. Ms. Gibson replied they only document and survey what exists on the site. Another question was raised about 3.02.03(A)(3) and it was noted there is protected, endangered, threatened, etc. City Attorney Bach read that protected species are considered either threatened or endangered. Ms. Gibson explained Ms. Adrienne Burke had worked on this, and she thought Ms. Burke would have put protected, threatened, or endangered if she intended it to be that. She stated she would like to move through this to see what also applies to understand why Ms. Burke wouldn't have put one of those other terms. Chair Lane noted there is an ecological balance that Fort Clinch has to maintain as a State park and if wildlife wanders out and back in that has to be accounted for (3.02.04(E)(9)). Member Lasserre referred to 3.02.05 land uses within Environmentally Sensitive Lands and noted under this someone has to follow the remainder of the code and the mitigation procedures. There was some discussion about creating a map layer to aide in delineating Environmentally Sensitive Lands as specified in 3.02.03.

Member Beal questioned the prohibited use of veterinarian clinics. Chair Lane noted there is a possibility of contamination of native species by various diseases carried by domesticated animals. It was noted Environmentally Sensitive Lands should be capitalized in most instances in the document. There was further discussion about Environmentally Sensitive Lands, and it was suggested that 3.02.05(B)(7) should read more than six inches rather than less than. The board reviewed the section on wetland protection, and it was noted the wetland transition area was a definition already in the Land Development Code.

Ms. Gibson explained that wetland transition areas are commonly protected through the use of buffer requirements. She read the definition into the record. It was noted a wetland like we have downtown with a 25 foot setback the City is not going to be able to improve the road even though it was nothing but weeds, grass, and mud. Ms. Gibson replied correct without the benefit of a variance.

The board reviewed 3.05.03(H) and it was noted this was to capture the effects the City was having from infill development of properties and the negative impacts on adjoining sites. There was a review of 3.06.01 Outdoor Lighting and an inquiry was made whether you can have a fire on the beach at night. Ms. Gibson replied you have to get a permit, because you cannot have a fire on the beach unless you have a permit. City Attorney Bach pointed out you can't have a fire in your backyard unless it is in a barbeque grill. She stated if you have a fire pit at your home you have to have it permitted. For a permit for a fire on the beach you contact the Fire Marshal. There was a review and some discussion about the language in the Outdoor Lighting section. It was pointed out this section of the code is one of the most proactively enforced with surveys done weekly during turtle season and others that actively cite violations. There was some discussion about the education efforts related to outdoor lighting, and then the board reviewed section 3.06.02 Habitat Protection of Federally or State Listed Species. **A motion was made by Member Ross, seconded by Member Occhuizzo, to move this forward to the City Commission. Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

4. Board Business

4.1. Update on PAB Subcommittees Progress – Ms. Gibson reported for 8th Street they received back the comments and feedback from FDOT on the requested amendments. She stated they did all the transportation and analysis that they would require of the City. She commented if she submits that as part

of the small area plan and amends the small area plan to reflect that information the City can move forward with the 8th Street amendments. She explained hopefully she could bring this to the board in May to move it to the City Commission in June.

Member Ross inquired if the Port thing was removed from the May meeting. Ms. Gibson commented it was likely there would be a May meeting with the two boards together before the PAB actually formally considers it.

Chair Lane reported that hopefully there was only one more tree/landscape subcommittee on April 19th. She stated they finished with the Airport part (I-A). She explained they were narrowing down the buffer area at WestRock and how to handle that in the language without naming them.

5. Staff Report – There were no additional staff comments at this time.

6. Comments by the public – There were no comments from the public at this time.

Member Bennett reminded everyone that Shrimp Festival was in two weeks.

7. Adjournment - There being no further business to come before the Planning Advisory Board, the meeting was adjourned 7:22 pm.

Secretary

Judith Lane, Chair



8th Street Small Area Plan

Support Document:
Spring 2016

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



2016 CITY COMMISSION

Johnny Miller, Mayor
Robin Lentz, Vice Mayor
Tim Poynter
Roy Smith
Len Kreger

ADMINISTRATION

Dale Martin, City Manager
Tammi Bach, City Attorney
Caroline Best, City Clerk

PLANNING DEPARTMENT STAFF

Marshall McCrary, Community Development Director
Kelly Gibson, Senior Planner
Jacob Platt, Planner II
AND
Adrienne Burke, former Community Development Director

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
Steve Rieck, Nassau County Economic Development Board
Doug McDowell, Nassau County Planning + Economic Opportunity

8TH STREET STREETScape + IMPROVEMENT GROUP

Eric Bartelt
Robin Lentz
Phil Scanlan

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

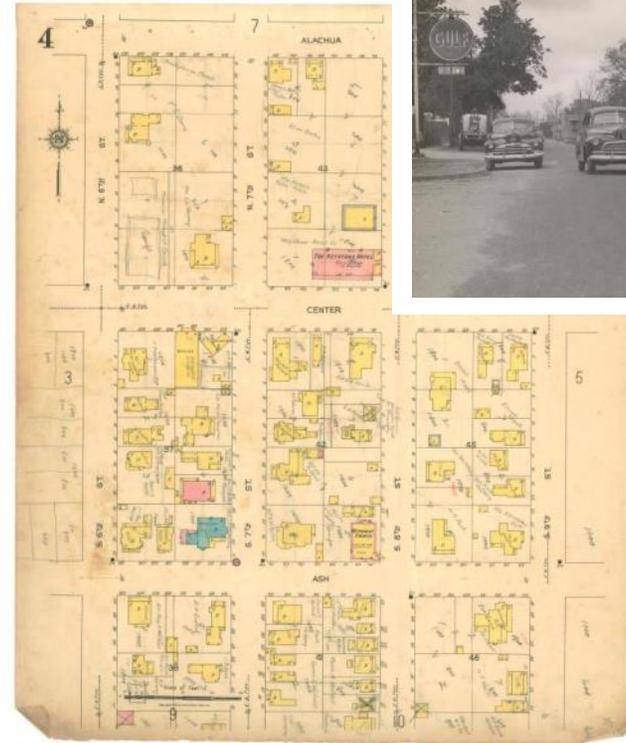
BACKGROUND + SUMMARY

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

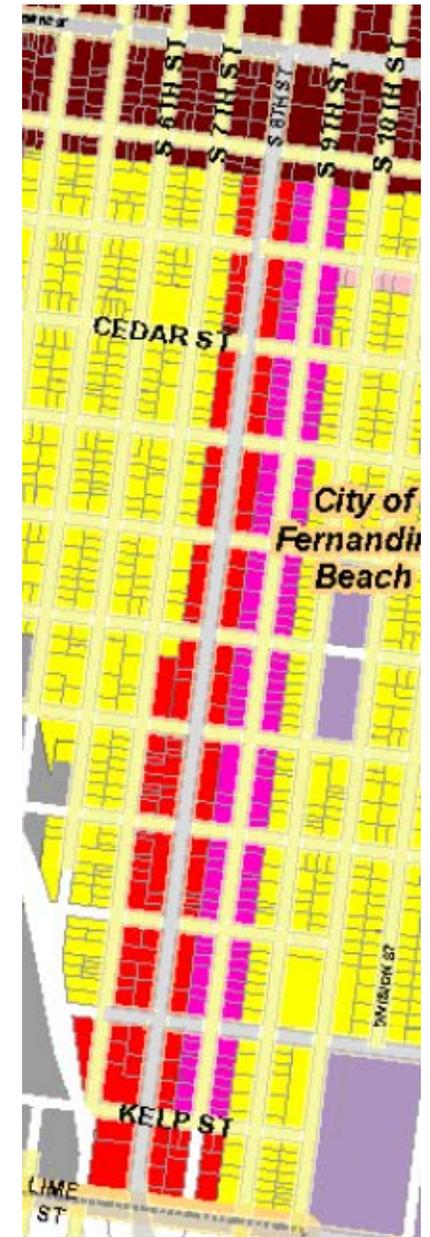
Both the Future Land Use and Economic Development Elements of the City Comprehensive Plan direct review of the commercial corridors within the City – 8th Street/Downtown, 14th Street, Sadler Road, and the Main Beach/Seaside Park areas. Given the built out nature of these parts of town, redevelopment 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?

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. 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?



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:

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.

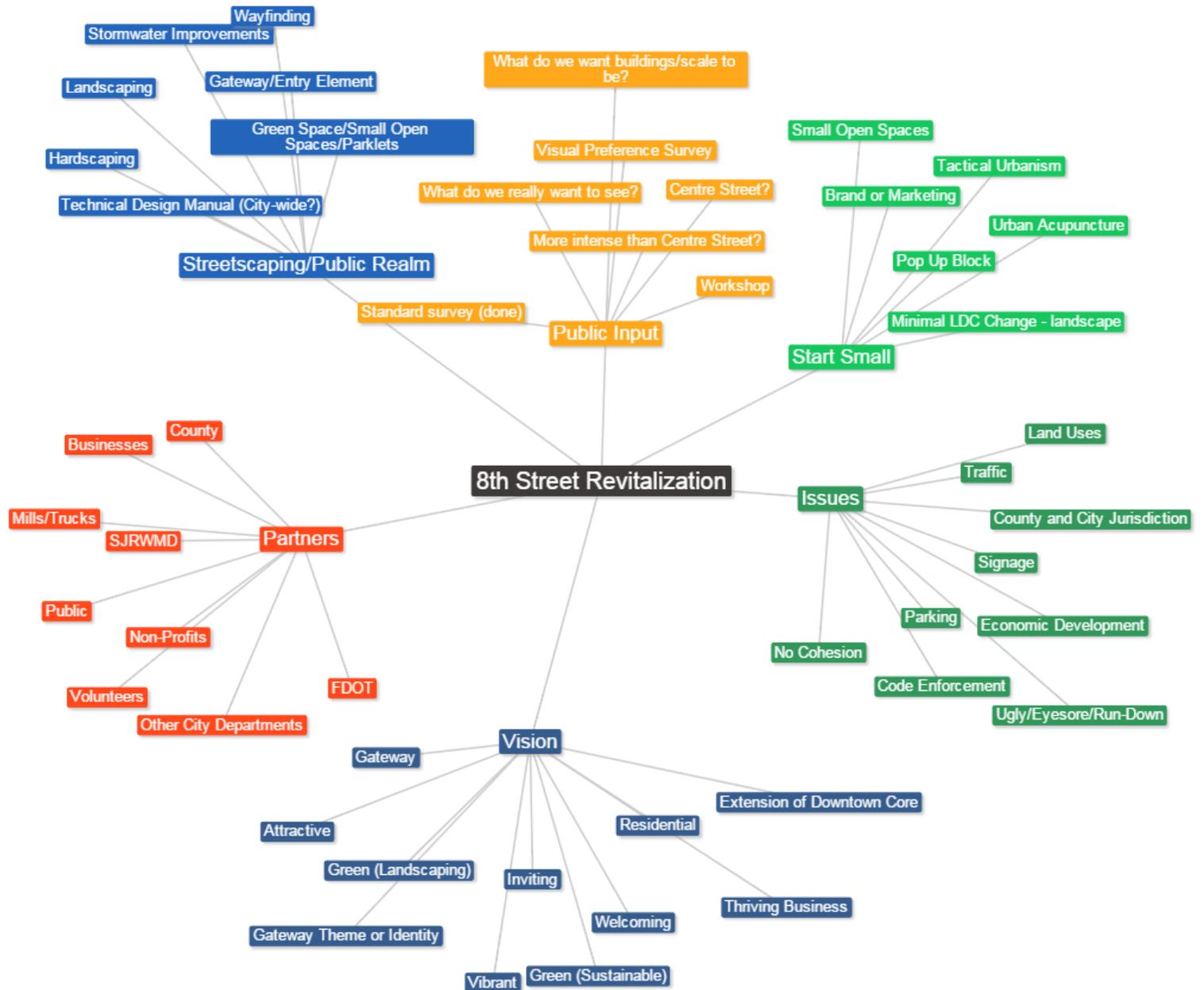
Many topics were addressed and discussed, including boundaries, land uses, density, preliminary design ideas, traffic, streetscaping, outreach, coordination with county portion of 8th Street/A1A, co-housing, incentive programs, parking, log trucks, concrete plant, and funding opportunities. On many of 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 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.

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



- **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

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 October 2015 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 Outreach:

In an effort to spread the word and gain additional public input and consensus for the proposed amendments, the City’s Planning Department conducted public outreach efforts in January and February 2016 starting with a post card mail out to all property owners, business owners, and properties within 325ft of the affected properties under consideration for map changes. City staff collected input from citizens and visitors at the downtown farmer’s market. All stakeholders were invited to participate in a walking tour of 8th Street.

Several public meetings were held the week of February 8-12th at the Golf Course Club House, Peck Center Reception Room, and the Atlantic Recreation Auditorium. These events were well attended and addressed many citizen questions, concerns, and comments



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

ENHANCING OUR ENTRY | 8TH STREET

Join the Discussion...
We need your input!

The City is introducing policy changes for 8th Street to allow for a wide range of housing options while keeping all current commercial uses.

The goal is to make 8th Street look and feel more like Centre Street.

UPCOMING EVENTS:

Walking Tour | Saturday, 2/6
at 11 am
City Lot at Lime + 8th Street

PUBLIC MEETINGS AT 5PM

Golf Course Club House	February 8
Peck Center Reception Room	February 9
Atlantic Rec Center Auditorium	February 12

Join us to see proposed map updates and policy changes.

City of Fernandina Beach

Learn more @ www.fbfl.us/8thStreet

Outreach Postcard sent January 2016

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.

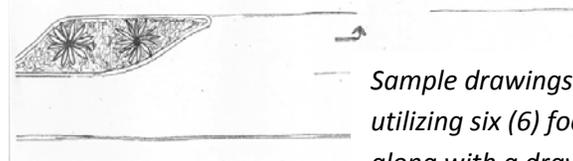
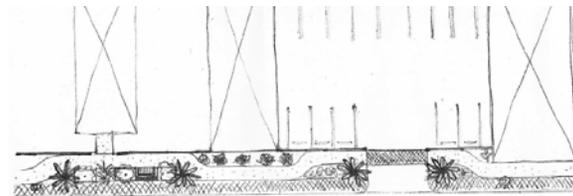
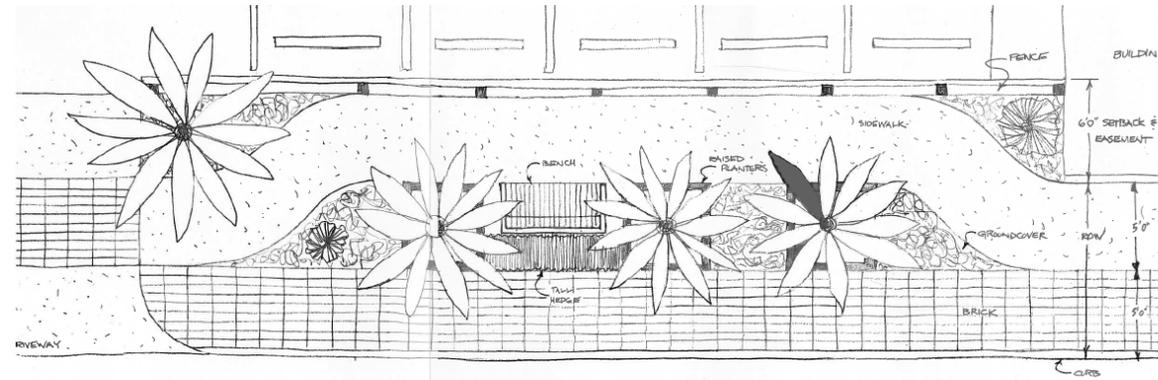
*Sample wayfinding signage
Northstardideas.com*



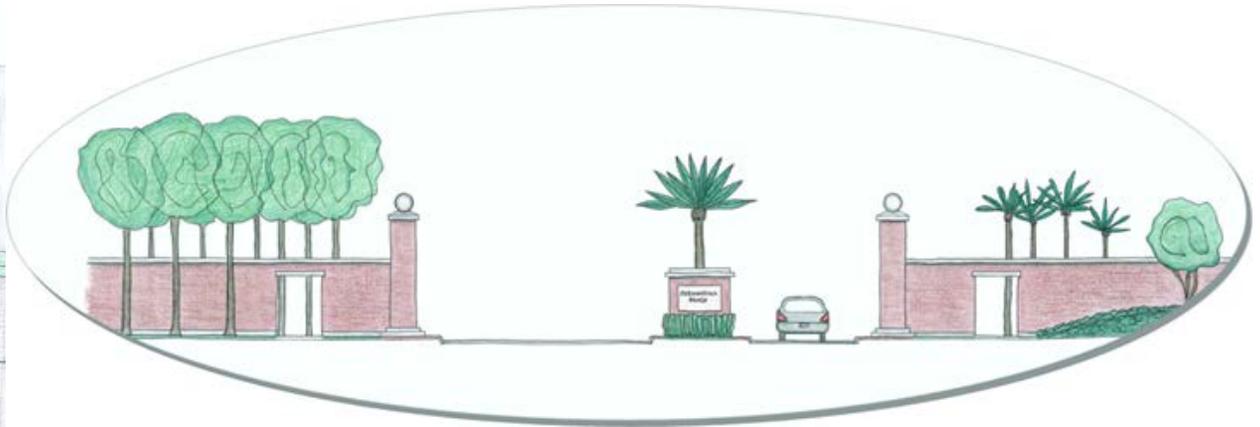


Sample of stormwater bioswale project

Example Streetscape



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.



Conceptual Example of Proposed Entry at 8th and Lime Street



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 – 8th Street Mixed Use(8MU)/ MU-8 zoning. 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.

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:

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

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.

$$\begin{aligned} \text{Square footage of lot/by square} & \qquad \qquad \qquad 13,000/5,445 = 2.39 \text{ (or TWO units)} \\ \text{footage of allowable units} & = \text{allowable} \\ \text{number of residential units} & \end{aligned}$$

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.



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.



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.



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

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.

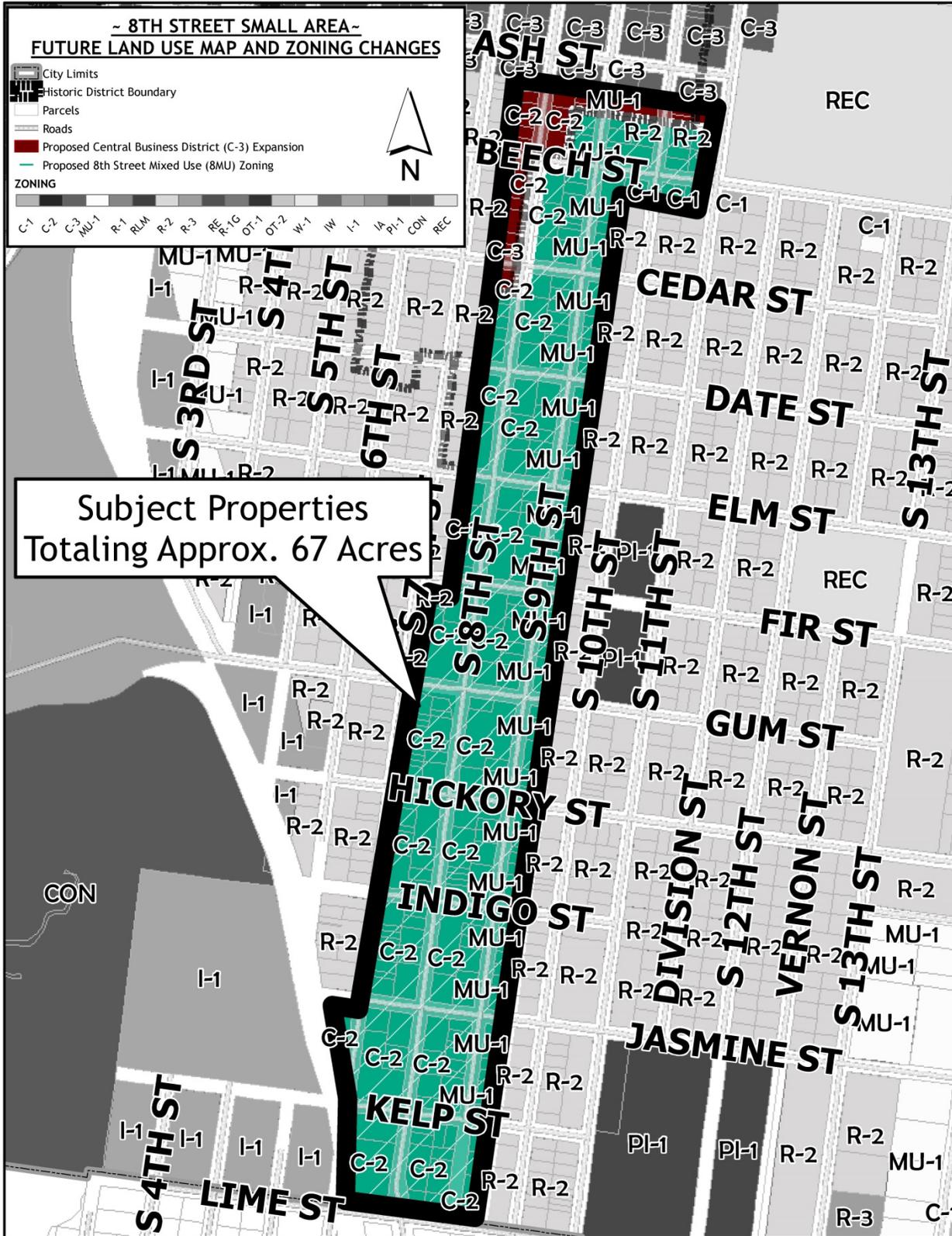
COMPREHENSIVE PLAN:

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 that 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 (MU8) is permissible are those properties located along the southern half (1/2) of the Ash Street Block extending to non-historic district properties on the fronting Beech Street and along the eastern half (1/2) block of 9th Street on the northern extent of the corridor. Then, extending along eastern half block of 8th Street to the western half block of 9th Street between Beech Street and properties just south of Cedar Street and continuing along the eastern half block of 8th Street to the western half block of 9th Street between Cedar Street and Fir Street. Finally, extending south on Fir Street for the entire block width between 7th and the western half block of 9th Street, terminating at Lime Street.

- 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.

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

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
MU-8	25	75	200
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.

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.

Section 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. Commercial and Mixed Use structures that extend across the full block width from S. 8th Street to S. 9th Street and S. 7th Street shall contain a secondary façade which is designed with an architectural style, detail, trim features, and roof treatments as consistent with that of the primary façade.
 - c. 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.
 - d. 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.
 - e. 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.

- f. 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.
- 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

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.

PROPOSED

2.03.02 Table of Land Uses

Table 2.03.02. Table of Land Uses

	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																					
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 of Boats and Ships; Marine Supply														P	P	P	P				

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	
	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								P	P	P	P	P									
*Note 5																					
Light Indoor Manufacturing Uses, including Packaging and Fabricating														P	P						

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
	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		
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			
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			
Public Recreation Buildings		P	P	P	P	P				P						P	P	P		P
Radio, Television, and Telecommunication Towers														S	S	S		S		

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	
	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				Note 2
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 Shops										P		P	P	P	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,								P	P		P	P	P	P	P		P				

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
	Antique, or Jewelry Shops, Books, or Stationers										P									
Stormwater Treatment Park/Facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	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.

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

	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 Accessory Use																				
S – Permissible Subject to Supplemental Standards																				
Blank – Prohibited																				
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".

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

Chapter 6 Supplemental Standards:6.02.04 Automobile Repair, Garage, or Body Shop (renumbering to follow all categories)

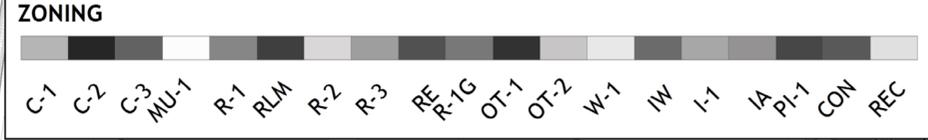
- A. An Automobile Repair, Garage or Body Shop is a permissible in the MU-8 zoning category as subject to the following supplemental standards.
1. All services performed by an automobile repair establishment, including repair, painting, and body work activities, shall be performed within a completely 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)

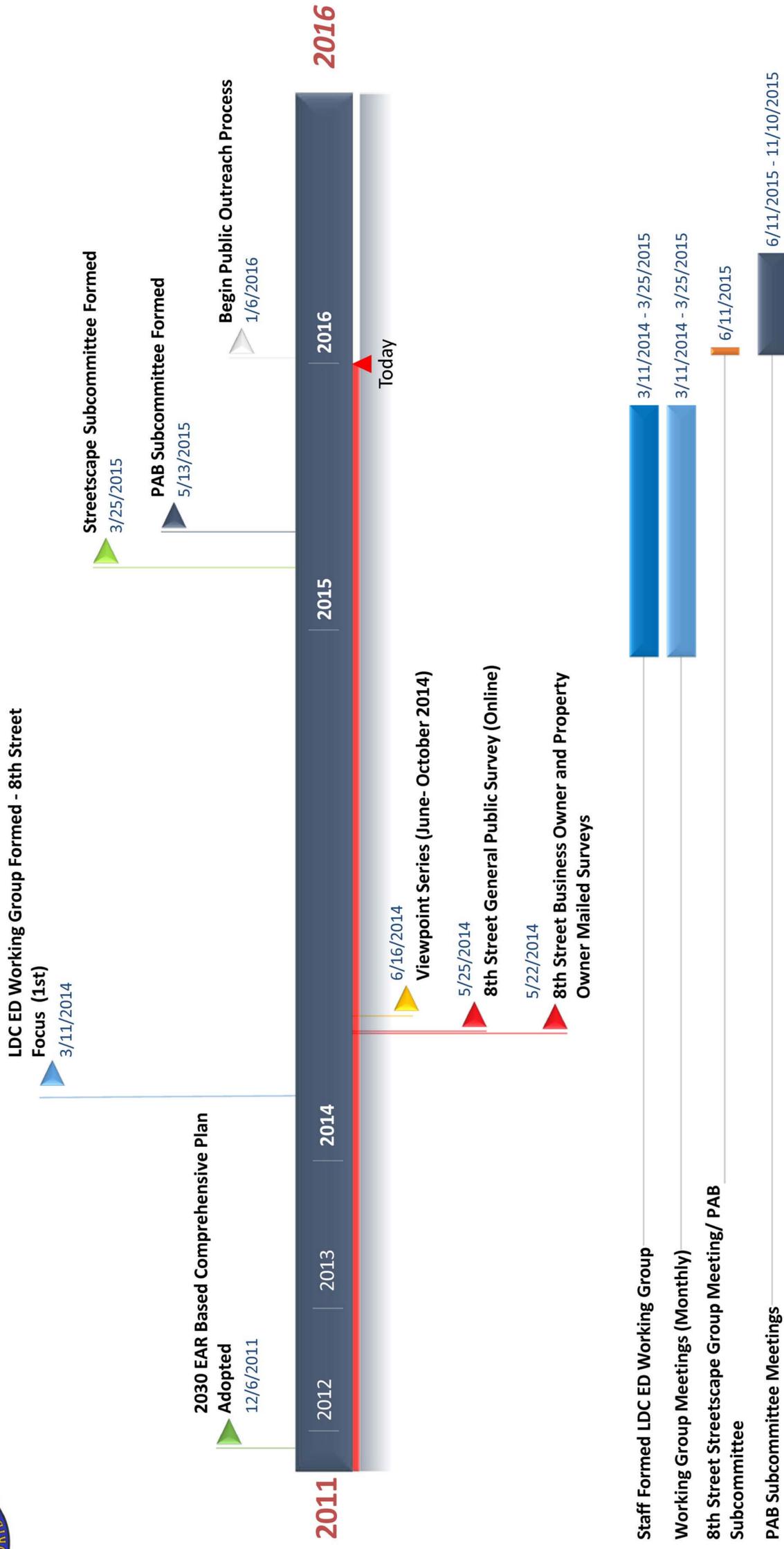
- A. A gasoline station is a permissible use in the MU-8 zoning category as subject to the following supplemental standards.
1. Gasoline pumps and pump islands shall not be located so that any part of a vehicle being served will extend into any public right-of-way or private drive used for access or 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.





8th Street Improvement Efforts 2011-2016

Timeline



Proposed Changes

* Residential Uses Allowed

Single Family	Duplex
Townhouse	Triplex
Multi-Family with 4 or more units	Mixed Use

At Up to 18 Units per Acre

*New Land Use and Zoning
8th Street Mixed Use/ 8MU*

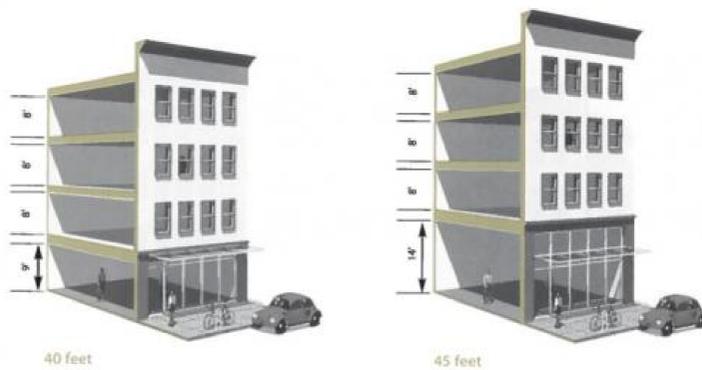
* Design Standards Added

- 6 foot pedestrian landscape area for 8th Street only
- Required primary entrance on 8th Street
- Screened mechanical equipment
- Reduced driveway cuts onto 8th Street
- Pedestrian scale design required
- Fences required to be black wrought iron or iron-like
- Sign standards consistent with Downtown requirements, but No HDC review!
- 10% Minimum Landscape area to reflect urban standards
Currently 20% is required
- No drive-thru entry or exit directly onto 8th Street



Stays the Same

- All Commercial Uses Retained
- 45 ft height limit
- No minimum setbacks
- Parking standards
- Required use of pervious material
- Minimum landscape requirements
- Low Impact Design strategies
- TRUCKS - TRUCKS - TRUCKS
- Maintenance by: 



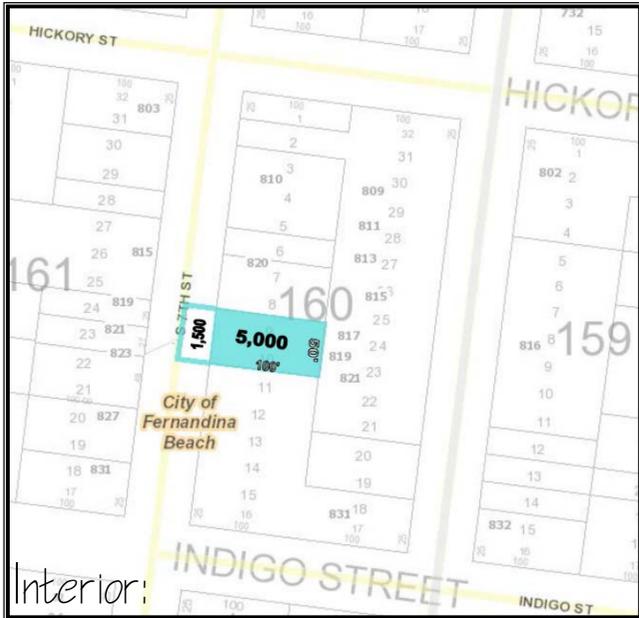
18 Units per Acre



How does it look?

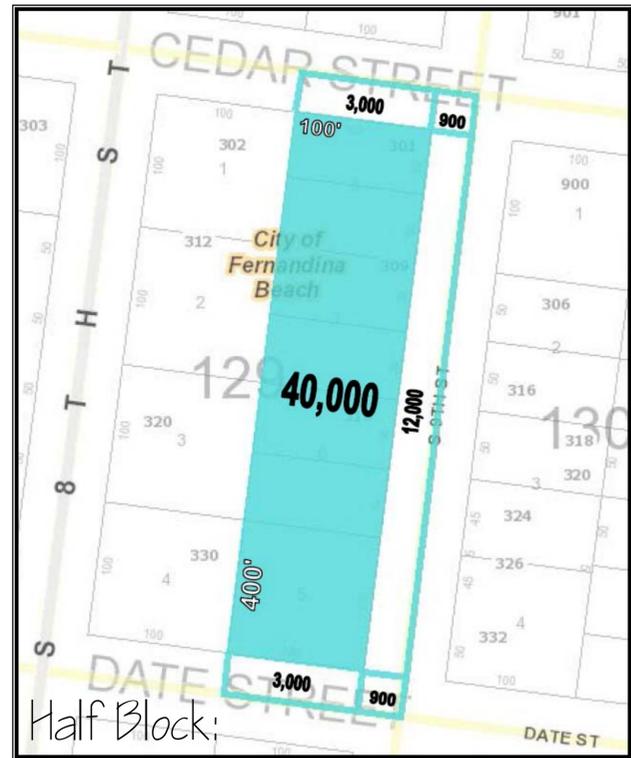


Calculating Density at 18 Units per acre



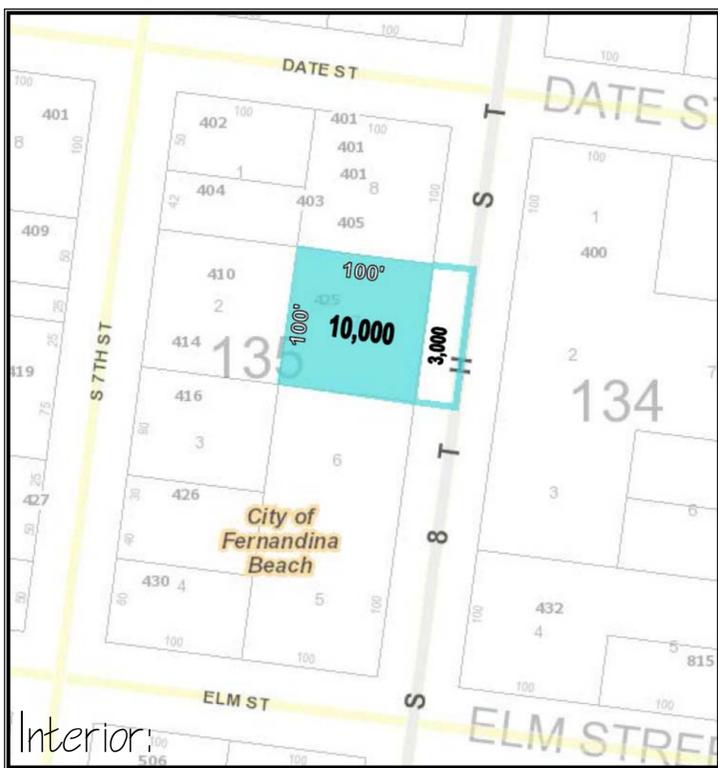
Interior:

50ft x 100ft Lot = 2 Dwelling Units



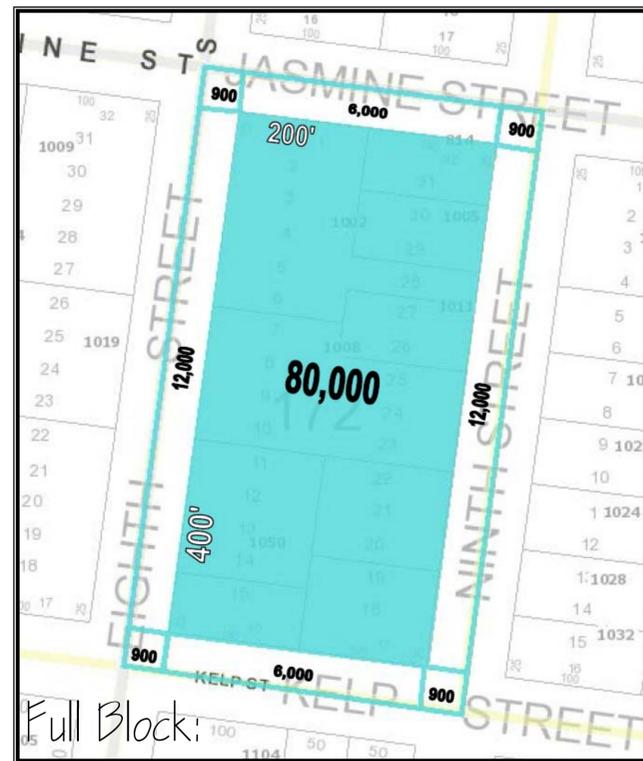
Half Block:

400ft x 100ft Lot = 24 Dwelling Units



Interior:

100ft x 100ft Lot = 5 Dwelling Units



Full Block:

400ft x 200ft Lot = 49 Dwelling Units



Corner:

100ft x 100ft Lot = 6 Dwelling Units

Properties are required to meet all code sections which impact the actual number of units that may be achievable.

- Parking
- Landscape Area
- On-Site Stormwater Retention
- 45ft height limit
- 6ft Landscape Area fronting 8th Street

Recent 8th Street Accomplishments

Business Openings

- ◆ Dollar Market
- ◆ Shapiro Insurance
- ◆ Gilbert's
- ◆ Oak Tree Gallery
- ◆ Several Law Offices
- ◆ Vintage Antiques
- ◆ Bullseye Studios
- ◆ Krafty Kids
- ◆ FB College of Allied Health
- ◆ Yoga Pod
- ◆ Mermaid Walk
- ◆ Gray & Associates



Great Reuse of Existing Structures



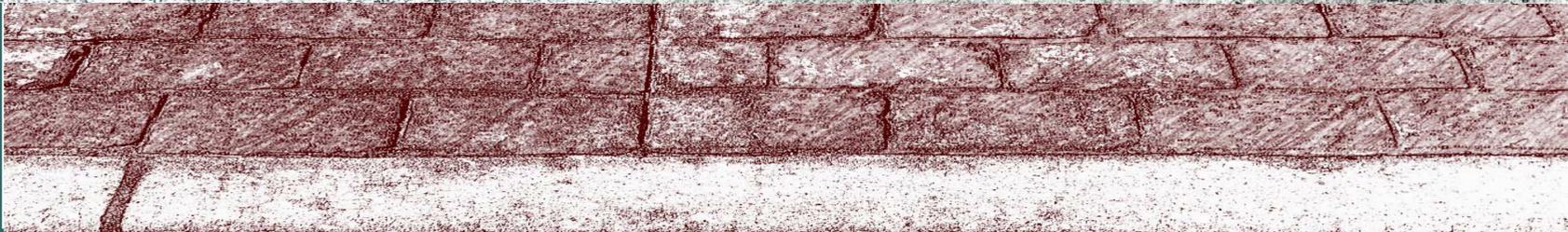
Concrete Plant is GONE!



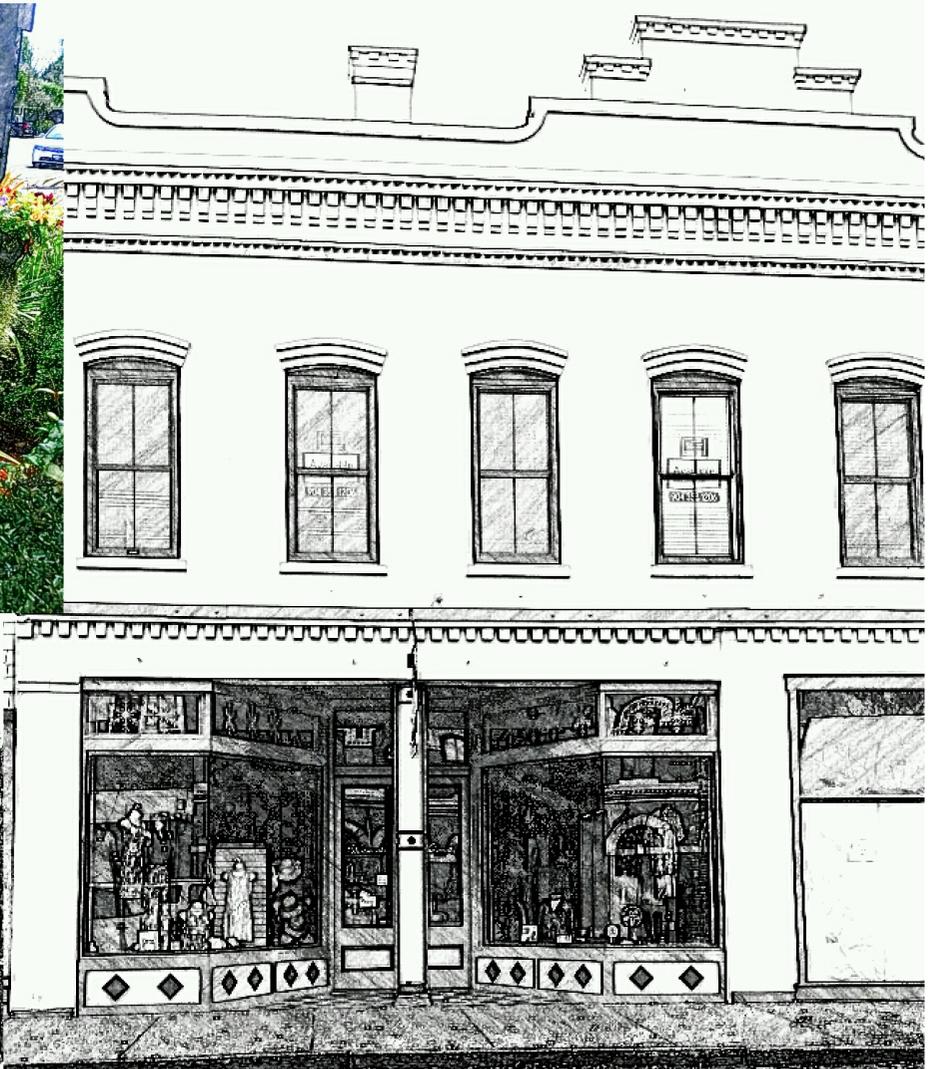
Reduced # of Nonconforming Signs



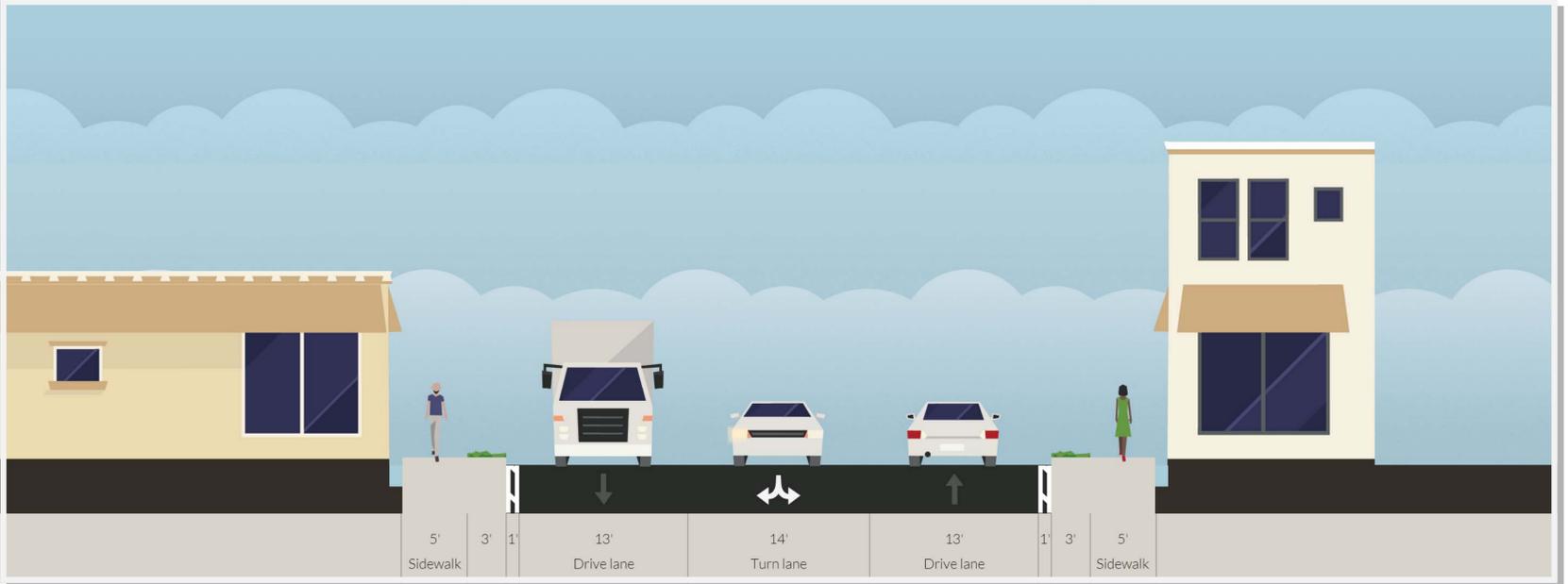
Centre Street like?



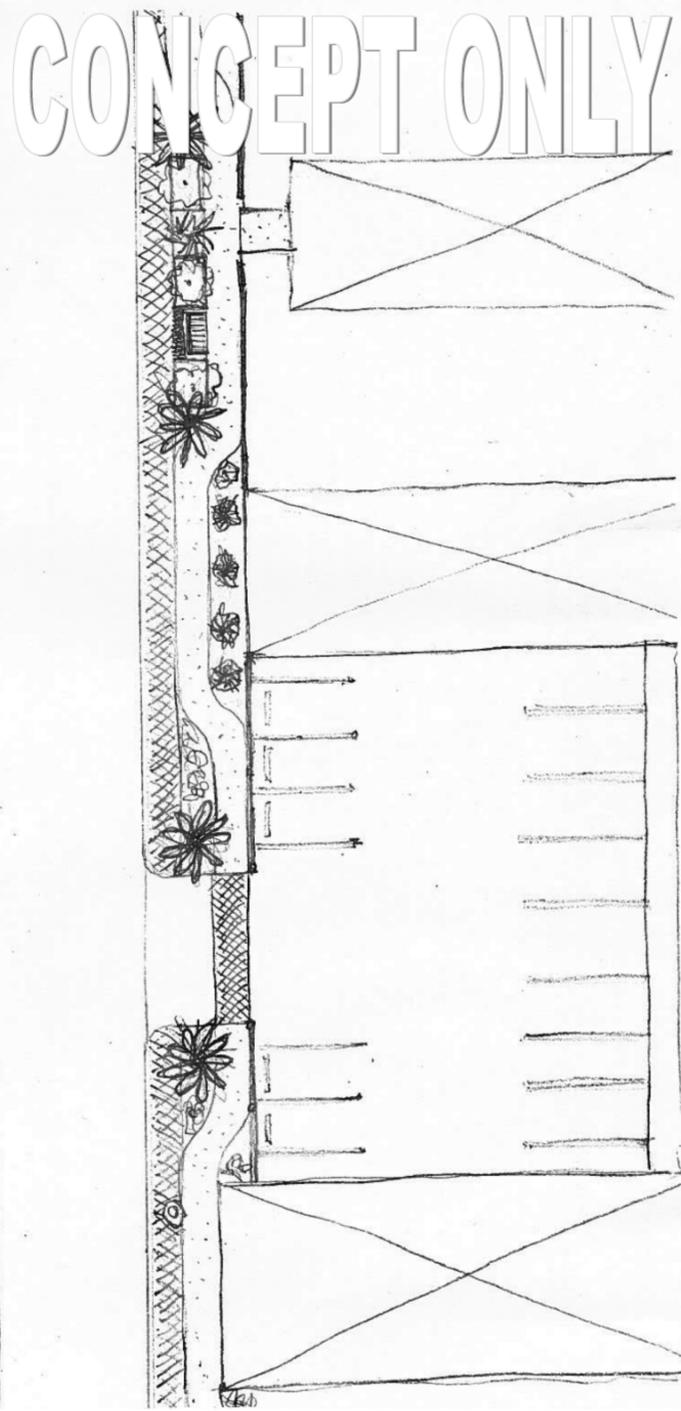
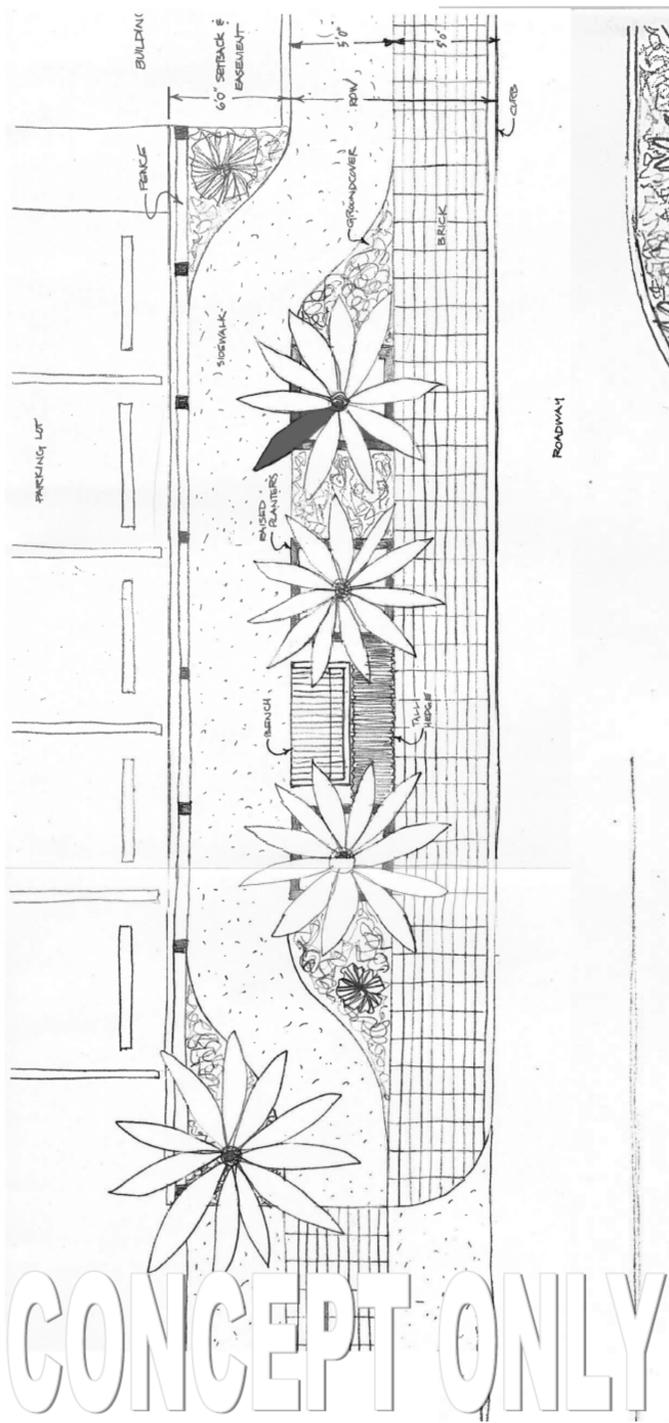
Centre Street like?



8th Street- TODAY



8th Street - Future



8th Street - Future



Credit: Mr. Thompson, YHS



Credit: Nick YHS Student



Credit: Mr. Thompson, YHS



Credit: Davey, YHS Student



Credit: Jeremy, YHS Student



Credit: Simon, YHS Student



These images were created by Mr. Thompson's
Techonology Class at Yulee High School.

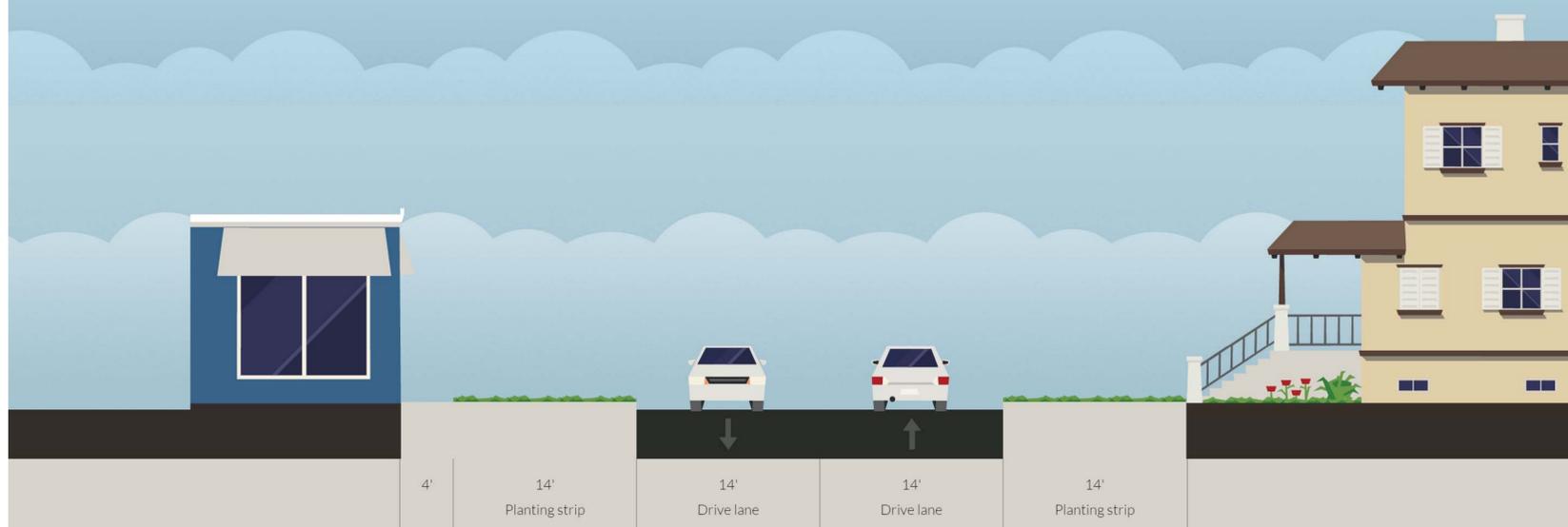
Complete Street for 9th Street

What is a Complete Street?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.



9th Street - Today



9th Street- Future



Enhancing Our Entry

8th and Lime Street



CONCEPT ONLY

Illustrations by: Eric Bartelt