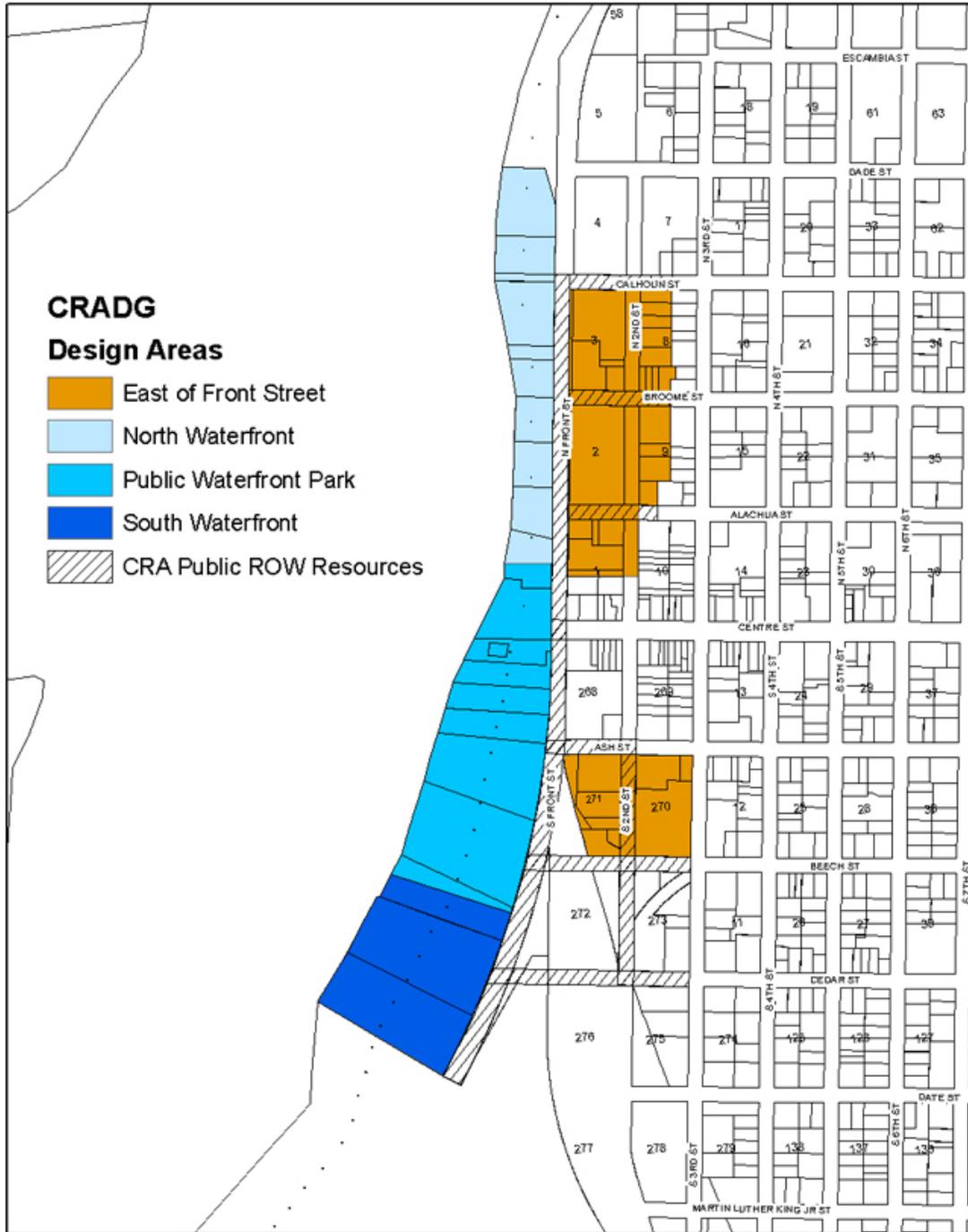


5.0 GENERAL STANDARDS

The general standards covering parking, landscaping, lighting and signage covered in this section are applied to all Design Areas outlined in Section 4.0 unless otherwise noted.



(fig. 5.1) General Standards apply to all CRA Design areas.

5.1 PARKING

General

New private projects which add residential and retail, along with improvement of the CRA, will increase demand for vehicular access and space devoted to vehicles. At the same time, giving over current parking space along the river to public pedestrian activities will require a strategic analysis of parking relocation and additional facilities to maintain the demands of a working waterfront. Discussions of parking in many public meetings are largely anecdotal, and are rarely based on current facts or placed in the context of an approved overall plan. The last parking study of Fernandina was conducted by Walker Parking Associates in July 2002 prior to the adoption of the CRA. John D. Edwards in his book *Parking Handbook for Small Communities* remarks that “if multiple departments and agencies are independently involved in the planning design, promotion, enforcement and adjudication of parking, it is almost impossible to operate a system efficiently and cohesively” (Edwards 1996: 6).

Recommendations

1. Prepare a new parking study to be conducted by staff or a parking consultant familiar with small towns to assess current parking situation. Parking studies must be periodically conducted to assess the effects of new construction as the CRA evolves.
2. Examine practical means of reducing parking requirements for new developments through lot sharing, modifications to the Land Use Code, and land use code modifications.
3. Ensure, through the public planning process, that pedestrian-oriented public space remains a high priority in decision making.
4. Ensure that successful operations of marine-based enterprises (the “working waterfront”) are not compromised by these plans.



(fig. 5.2) Parking that can be screened by liner buildings along Front Street.

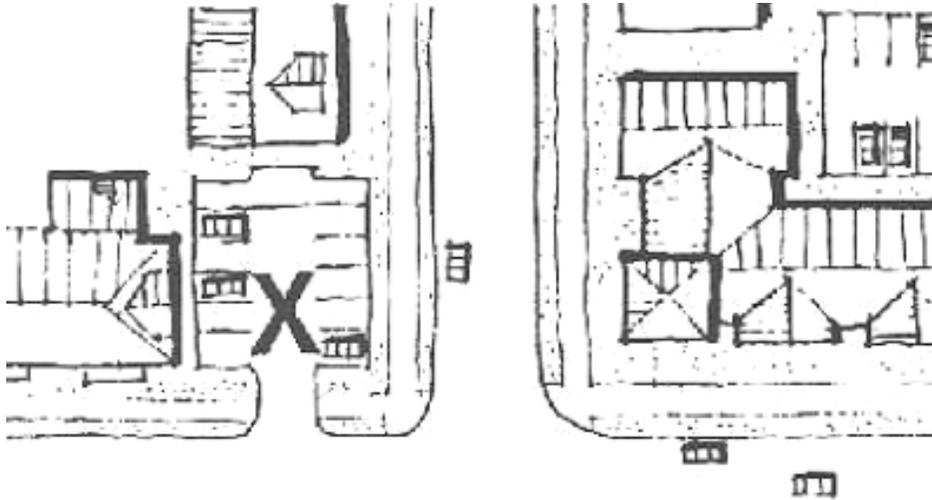
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Access to parking

Designers are encouraged to provide off-street vehicle access to parking areas on adjacent properties to provide for convenience, safety, and efficient circulation. Shared pedestrian access between adjacent properties is also strongly encouraged.

Guidelines

1. Parking, including parking garages, shall be accessed from an alley or secondary frontage when possible (fig. 5.3).
2. The opening of a parking lot or garage on a frontage shall not exceed two lanes in width.
3. Parking lots shall not be located on a street corner.
4. Pedestrian entrances to all parking lots and parking garages shall be directly from a frontage line.



(fig. 5.3) Preferred location of parking for new construction.



(fig. 5.4) Handicap accessible gravel system.

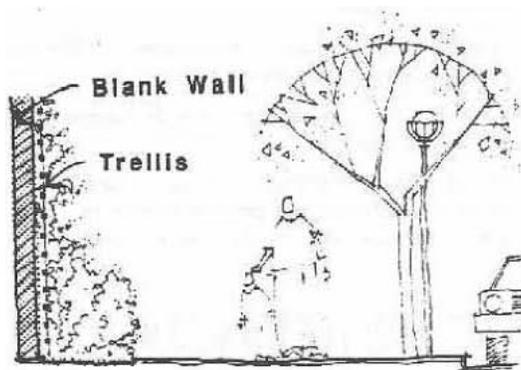
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Parking Garages

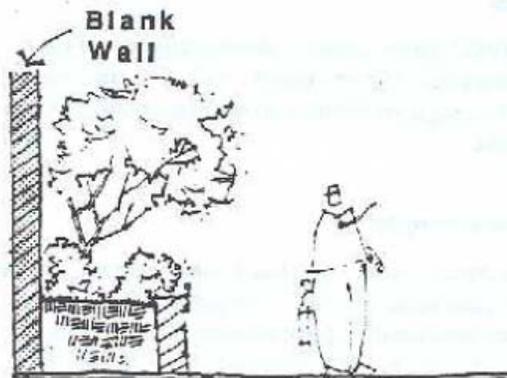
Stand-alone parking garages for communities fewer than 50,000 people are not recommended due to their cost of construction and difficulty relating their scale to the smaller scale of the town (Edwards 1996: p. 59). Parking structures that are integral to a project are acceptable, provided that they are surrounded by other building functions such as retail, commercial, and housing (see “liner buildings” in Glossary).

Guidelines

1. Every side of a building within the CRA is exposed to public view and shall be designed as such using architectural elements like structural expression, brick coursing, and fenestration. If such architectural elements cannot be employed, blank walls should be screened with landscape elements (figs. 5.5, 5.6).
2. On principle frontages (north/south, east/west streets) parking shall be masked by inhabitable spaces or a “liner building” (figs. 5.7, 5.8, 5.9).
3. On secondary frontages, i.e., midblock shared lot lines or alley ways, screening parking with landscape or architectural screening devices shall be provided (fig. 5.10).

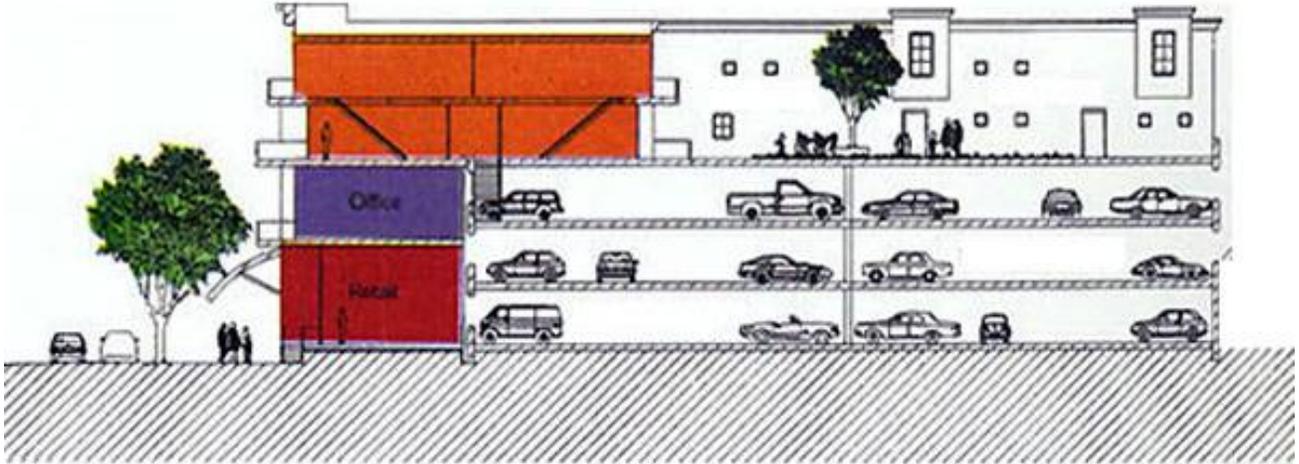


(fig. 5.5) Screening blank wall with Landscape elements- trellis.



(fig. 5.6) Screening blank wall with Landscape elements- planter.

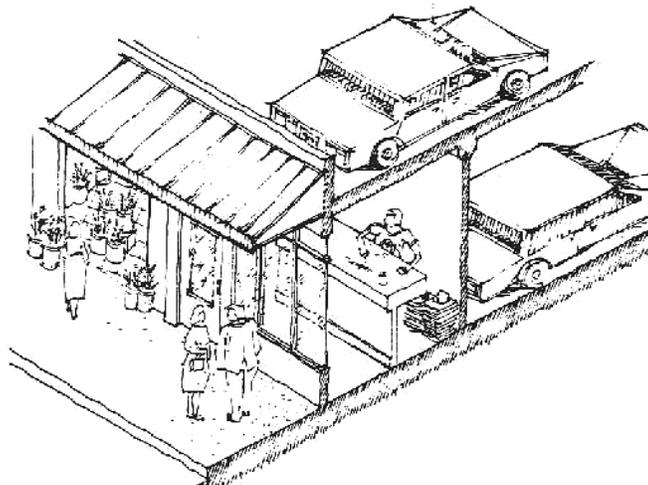
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(fig.5.7) Lining structured parking with inhabitable space for larger project.



(fig.5.8) Lining structured parking with inhabitable space for smaller project.



(fig.5.9) Parking masked by a liner functions on secondary frontages.



(fig. 5.10) Screening parking with landscaping and architectural construction adjacent to pedestrian path. Maximum 24 encroachments (example from Charleston, SC).

Landscaping Parking Facilities

General

Landscaping shall be used to reinforce the city's desire to "protect and preserve native tree species, protect and preserve the natural landscape, foster and encourage maintenance of natural vegetation, and minimize loss of trees to development" (LDC Sec. 4.05.01). This is particularly important in mitigating the visual and environmental impact of parking facilities.

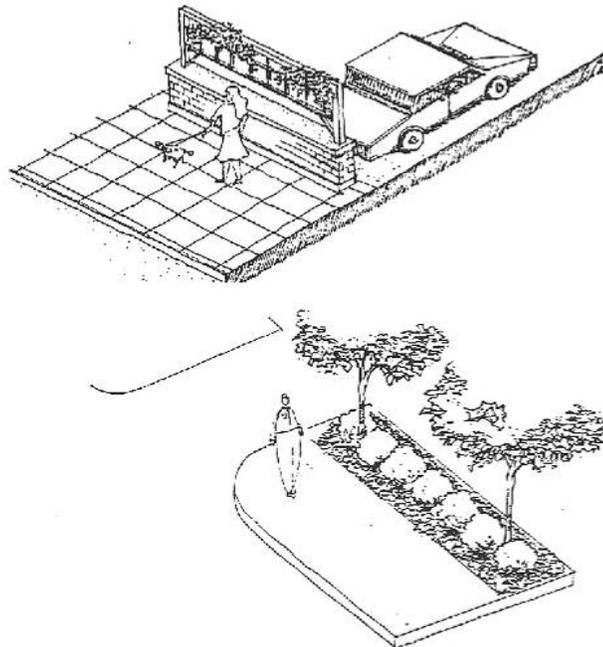
These standards are provided to meet the following specific purposes:

1. Improving the appearance of the City.
2. Providing shade for ground surfaces.
3. Buffering adjacent potentially incompatible land uses.
4. Screening vehicular movement and mechanical equipment from pedestrian and public view.
5. Providing for the protection and preservation of trees and native vegetation.
6. Reducing storm water runoff and pollution through good landscape design practices.

Guidelines

Parking areas shall be landscaped in compliance with the following requirements:

- A parking area for nonresidential use that abuts a residential use shall provide landscape, architectural or combination buffers that will mitigate compatibility issues such as view, nuisance, noise, and light/glare (fig. 5.11).



(fig. 5.11) Screening parking with landscape elements.

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Pervious Surfaces

The City desires to reduce storm water run-off and water pollution, and to allow for the replenishment of groundwater. For parking areas, the goal is to reduce the amount of run-off generating surface area. Therefore, pervious surfaces for parking and maneuvering areas shall be provided in all CRA Design Areas.

Guidelines

Acceptable permeable surfaces include:

1. Pervious concrete
2. Pervious pavers
3. Gravel, bark or grass when reinforced to provide adequate load-bearing requirements (including prefabricated geotechnical structures shown in figs. 5.12, 5.13)
4. Other permeable surfaces may be approved by Staff as more effective technology evolves. Applicants shall provide documentation and research support for submissions. (Note: Approval of previous surface constructions may require separate approval from the St. Johns River Water Management District).



(fig. 5.12) Pervious parking surfaces.



(fig. 5.13) Grass parking system capable of handling significant vehicle loads.

5.2 STREET FURNITURE

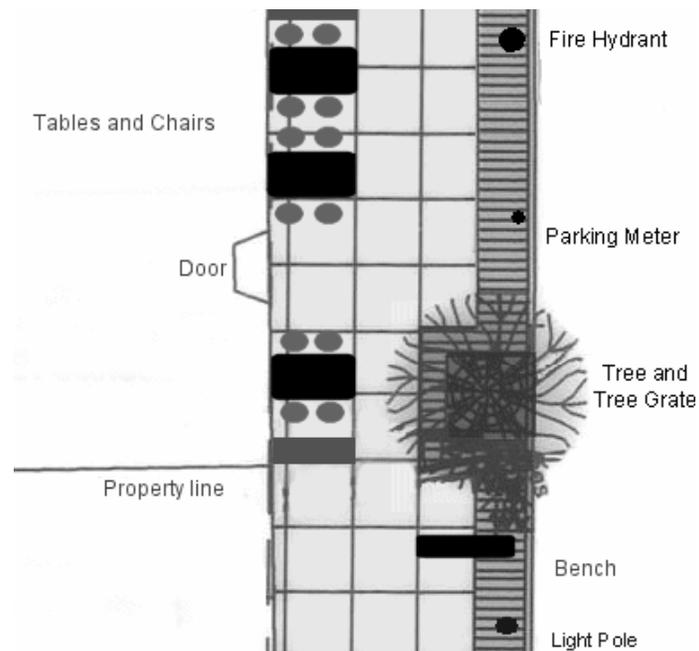
General

Carefully designed and positioned street furniture contributes to the walkability of streets. The purpose of this section is to coordinate the design of selected street furniture elements so that the appearance and quality of these amenities is improved. Street furniture includes, but is not limited to, tables, chairs, benches, planters, trash receptacles, bicycle racks, and multi-publication structures (newspapers, tourist information, etc.) placed in right of ways that are accessible and/or visible to the general public. This section also includes mechanical systems, satellite dishes, and solar panels.

Note: *These guidelines apply to sidewalks along streets and view corridors that are outlined in Section 4.0.*

Guidelines: Placement

1. Street furniture and planters shall only be placed on the sidewalk in front of the applicant's place of business and directly adjacent to the building wall.
2. A minimum of 5 feet of pedestrian clearance must be maintained on the sidewalk and within view corridors (fig. 5.14).
3. The 5 feet of clearance shall not include tree grates, benches, trees, parking meters, streetlights, or other sidewalk obstructions.
4. Placement of street furniture and planters must not interfere with crosswalks, curb ramps, access to buildings, driveways, or access to any fire escape.
5. Placement of street furniture and planters on the sidewalk must conform to all federal, state and local laws and regulations.



(fig. 5.14) Placement diagram for street furniture showing required 5 foot clearance.

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Guidelines: Quality and Appearance

1. Street furniture should be strong and highly durable, requiring low maintenance and the need for replacement (figs. 5.15, 5.16).
2. Table and chairs shall be comprised of metal or wood and the color and finish shall compliment the architecture of the building (fig. 5.16).
3. Planter style and construction shall compliment the architecture of the building (fig. 5.17).
4. It is desirable that any private street furniture compliment public street furniture.
5. Bicycle racks should be placed in high use areas so as not to impede pedestrian movement (fig. 5.18).
6. Mechanical systems such as air-conditioning units, generators, electrical boxes, water meters, solar panels, and satellite dishes shall be located so they are not visible from public view, unless they are integral to the architectural design (i.e. integrated photovoltaic roof systems) (fig. 5.19).
7. Trash enclosures shall be enclosed with materials and construction compatible with the architecture of the building.



(fig. 5.15) Cast stone bollard-seats with integrated lighting in a public space.



(fig. 5.16) A cypress and cast aluminum seaside bench.

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(fig. 5.17) Enamelled metal bench integrated into a planter.



(fig. 5.18) Stainless steel bike rack with sculptural form located between sidewalk and seating area.



(fig. 5.19) Photovoltaic panels integrated into an awning.

5.3 LIGHTING

Efficient and adequate parking lot lighting is important, but there is considerable public and business interest in the economic, security, aesthetic, and equity advantages of well-designed commercial, industrial, street lighting, and sign illumination applications, particularly among those who share their property borders. These guidelines are intended to reduce light pollution that will detract from the appreciation of the city- particularly the waterfront at night.

Recommendation

The city should consider adopting lighting standards following the LEED Standards for New construction (LEED-NC), the Illuminating Engineering Society of North America, or the International Dark-Sky Association (IDSA). IDSA, for example, is the authoritative voice on light pollution. IDSA has developed the Fixture Seal of Approval (FSA) program for dark-sky friendly fixtures. The Fixture Seal of Approval provides objective third-party certification for luminaires that minimize glare, reduce light trespass, and do not pollute the night sky.

Guidelines

Lighting within all CRA Design Areas shall comply with the following requirements- lighting shall be energy-efficient and shielded or recessed so that:

1. The light source (i.e., bulb, etc.) shall not be visible from off-site.
2. Glare and reflections shall be confined to the maximum extent feasible within the boundaries of the site.
3. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way (fig. 5.20).
4. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness as determined by Staff or design review.
5. Selection of light fixtures on private property shall be consistent with the overall project design and:
 - Be consistent with existing lighting design where relevant (example: extension of lighting fixtures along Second Street).
 - Reflect an industrial or nautical aesthetic (applies principally to Front Street and the Waterfront Public Park)
 - Outdoor light fixtures shall be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less.



(fig. 5.20) Bollard type lights along pedestrian path.

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5.4 SIGNAGE

The sign ordinances for the Historic District outlined in LDC Sec. 5.03.11 “Specific Provisions for Signs within the Historic District” shall apply to the CRA along with these additional qualifications.

Guidelines

1. Building signs should be located so as not to dominate the building, and so as to emphasize architectural elements; such signs should not obscure architectural details nor cover windows or moldings (fig. 5.21).
2. Window signs and temporary on-site signs attached to or painted on a window may not cover more than 25 percent of the window surface area.
3. For buildings with multiple tenants, one sign for all tenants is encouraged.
4. Window signs should be painted or gold-leafed directly on windows.
5. Logos and symbols may be incorporated into signage, but must otherwise conform to the criteria contained in these guidelines.

Avoid:

1. Signs that are illuminated by fluorescent or back-lighting. The use of indirect lighting is allowed.
2. A sign or a portion of a sign that rotates (with the exception of a wind device, the motion of which is not restricted), or traditional barber’s pole.
3. A roof sign.
4. A sign which flashes or blinks at intervals.
5. Handbills, posters, placards, or other advertising placed temporarily on a structure.
6. The use of a fluorescent color on a sign.



(Fig. 5.21) New signage and color system for adaptive use of an historic commercial building which would be consistent with the CRADG.