

4.0 CRA DESIGN GUIDELINE AREAS

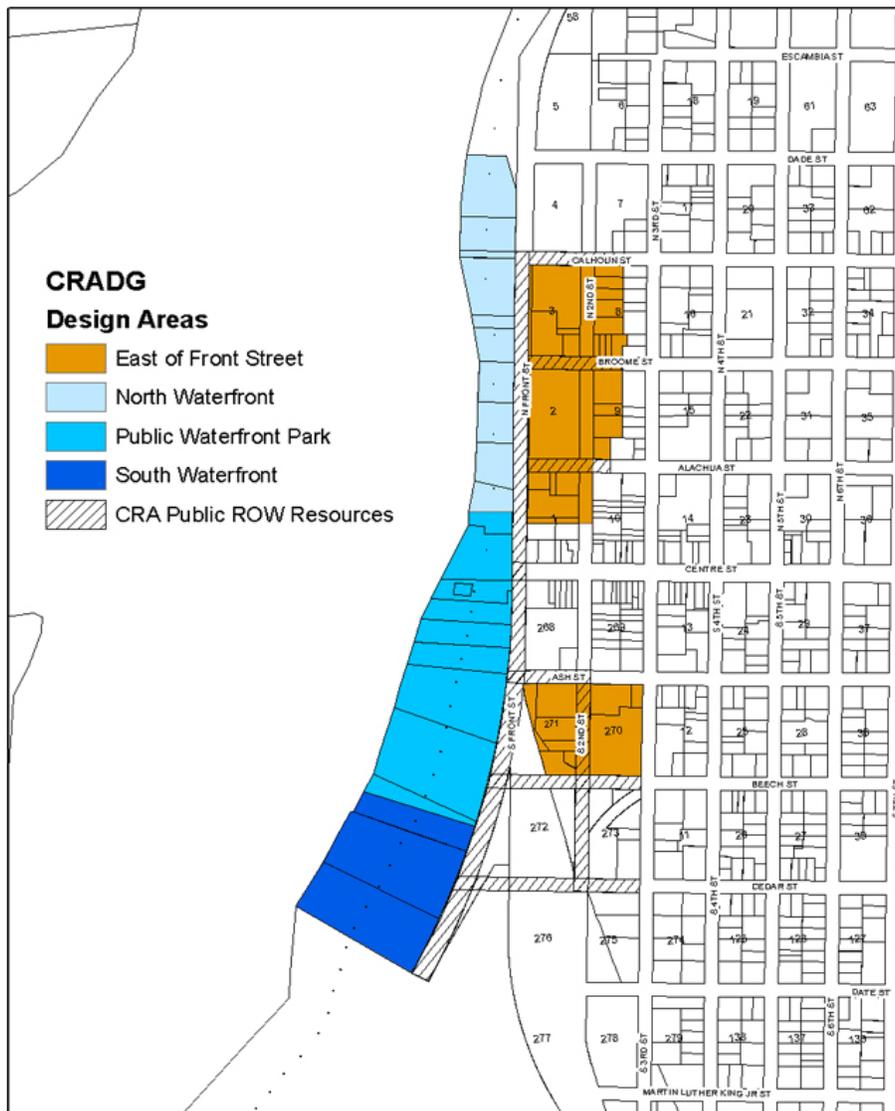
The CRA is divided into 4 Design Areas each with its own specific set of rules. Some guidelines are consistent throughout the districts, so these are repeated in each section to avoid searching through the entire document for the relevant information. After locating a project on the CRA map, property owners and designers can refer principally to that section. Sections 4.1-4.3 particularly emphasize the importance of retaining views of the river and views of the city from the waterside, one of the key goals of the guidelines (fig. 4.1)

4.1 Public Waterfront Park Design Area

4.2 North Waterfront Design Area

4.3 South Waterfront Design Area

4.4 East of Front Street Area



(fig. 4.1) Map of the 4 CRA Design Areas and Public Right of Way (ROW) resources.

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4.1 PUBLIC WATERFRONT PARK DESIGN AREA (WATER LOTS 1, 25-34)

Punctuated by a few landscape elements such as trees, several small buildings, and a privately run restaurant located dockside, this design area must support active maritime activities which range from boat docks and related services such as fueling stations and adhoc boat repair areas to open public spaces for daily use and seasonal events, as well as parking for cars, trucks, boat trailers and other vehicles (fig. 4.2). Due to the public nature of this area, it provides a panoramic view of the water. All additions to this area, from fences to buildings, must be carefully considered in terms of placement and degree of transparency as they affect view of the water and the city.

General

1. Retain designation as an Industrial Waterfront Land Use area.
2. Conserve panoramic views of the River.
3. Guarantee public pedestrian access to the River.
4. Support marina functions, daily public use, and special events.



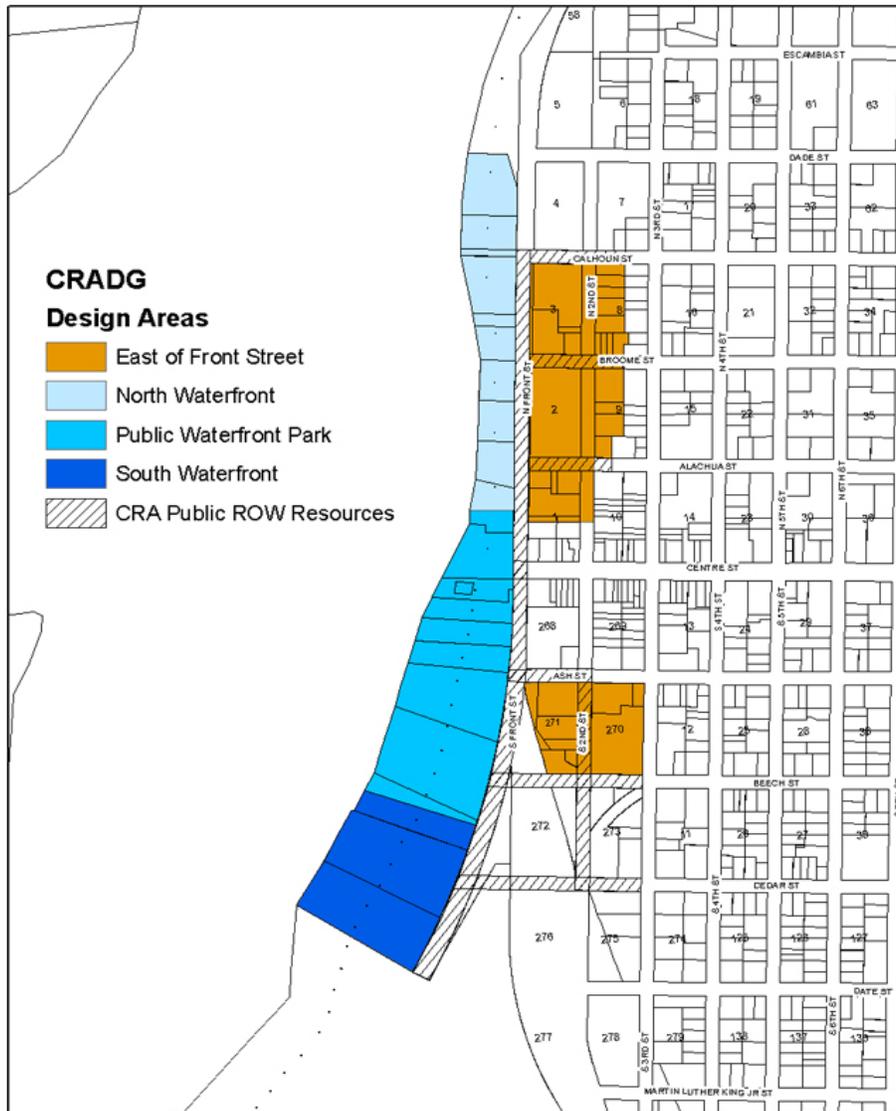
(fig. 4.2). View of the Marina looking North across an area of marsh grass.

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View Corridors

Guidelines

1. 30 foot view corridors that align with existing east-west rights of way at Centre, Ash, and Beech shall be maintained.
2. View corridors shall remain open to the sky and shall not include any permanent parking areas, accessory structures, or mechanical equipment. Parking for loading and unloading is allowed within these areas as called for in the Park Master Plan.
3. All surfaces within this Design Area (fig. 4.3) shall be pervious.
4. Trees and other vegetation are allowed in these corridors to provide shade and to frame views of the water and the city, provided that they do not completely block views of the water.



(fig. 4.3) Public Waterfront Design Area (medium blue).

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Note:

Existing structures which are deemed non-conforming are protected by Section 10.01.00 of the Land Development Code. This includes structures that encroach into the required view corridors. The Structures may be maintained and continued subject to non-conforming allowances provided in Section 4.03.03 of the LDC. (figs. 4.4, 4.5)



(fig. 4.4). Existing Structure in View Corridor at Front and Ash.



(fig. 4.5) Existing monument in View Corridor at Front and Centre.

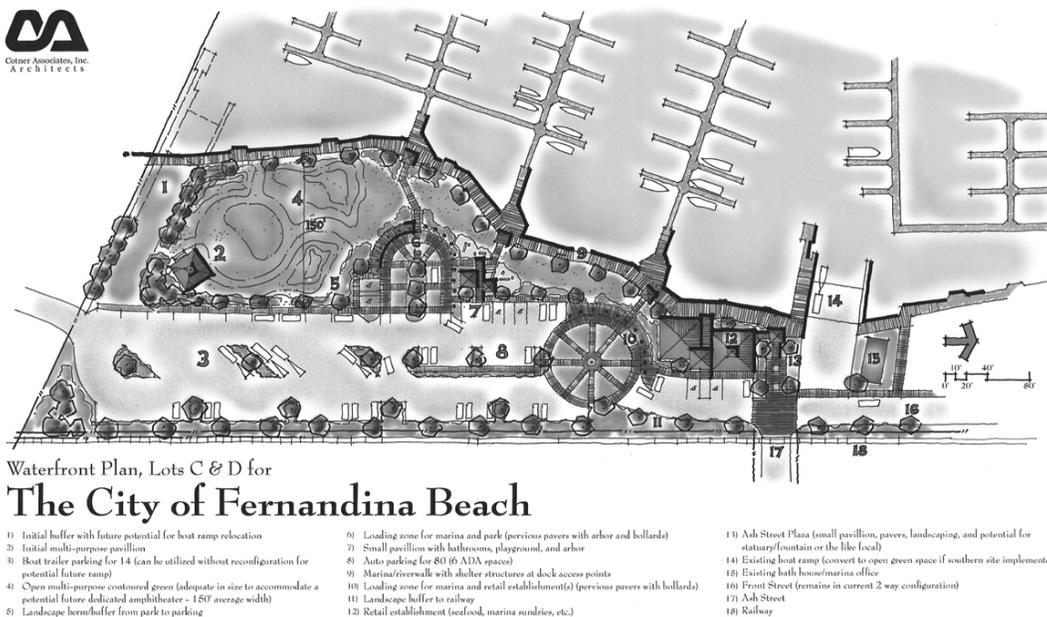
Waterfront Public Space

The Public Waterfront Design Area contains one of the most significant but underdeveloped public spaces on Amelia Island. Its success as a space essential to residents and visitors is dependent on how it supports a multitude of functions under many seasonal conditions. Waterfront programming and design of park elements should provide protection from the radical changes of weather that occur on the Island during the course of the seasons. Waterfronts that can thrive in year-round conditions will reap the benefits of greater economic activity and higher attendance at public facilities.

The waterfront park should be viewed not as a static, self-contained destination, but as an important connection to other places in the city such as the Historic District, Central Park, Main Beach, and the Egan's Creek Greenway. This design area is connected to the most important public space of Fernandina- the Amelia River and the Intracoastal Waterway. All planning, design, and management efforts should reinforce connections to the water and the city to strengthen community identity.

Recommendations

1. Strive for ongoing public involvement in the evolution of the waterfront through continued design workshops conducted by experts.
2. Insure multiple pedestrian connections to the water and the city.
3. Provide more shade and shelter from the elements to improve all-season use.
4. Avoid "light pollution" during the evening which interferes with enjoyment of the waterside.
5. "Manage, manage, manage"- constant attention to maintenance and adherence to guidelines is required.



(fig. 4.6) Plan for lots C and D of the Public Waterfront Design Area.

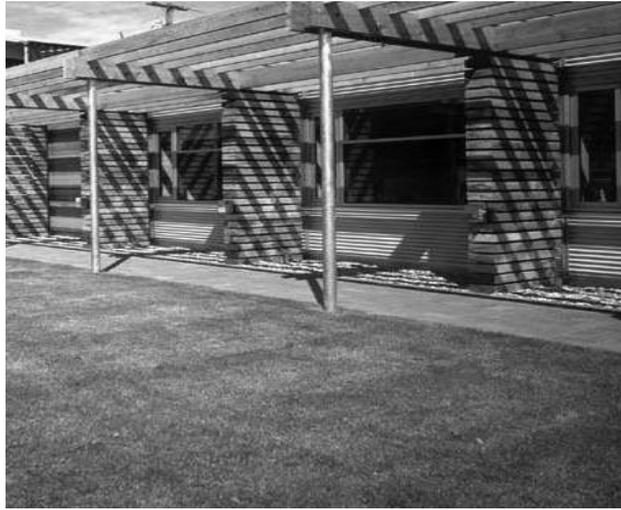
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Provide more shade

Savannah Bean, middle school recipient of the “If I were Mayor for a Day” contest (April 2007) declared: “What’s an Island without Shade”- an appropriate design guideline for the Waterfront park.

Recommendations

1. More shade shall be provided in the Waterfront Park Plan.
2. Use of landscape elements such as canopy trees and artificial canopies within the park will create “islands of shade” which naturally attract people and lower reflected heat levels (figs. 4.7, 4.8). These elements can also be designed to provide shelter during seasonal storms.



(fig. 4.7) Natural wood and stainless steel covered walkway.



(fig. 4.8) “Artificial trees” in a public space in Spain.

Accessory Park Structures

The park may eventually contain additional small structures, which include but are not limited to bathrooms, kiosks, pavilions, pergolas, and storage buildings and required railings. The following guidelines apply to new or existing accessory structures that will be replaced.

Guidelines

1. Structures shall be appropriately scaled and strategically located to define public space and support the Waterfront Park Master plan and the CRADG requirements.
2. Structures shall respond to the maritime and industrial history of the waterfront area in terms of style, materials, and detail.



(fig. 4.9) Park pavilion with exposed structural system.



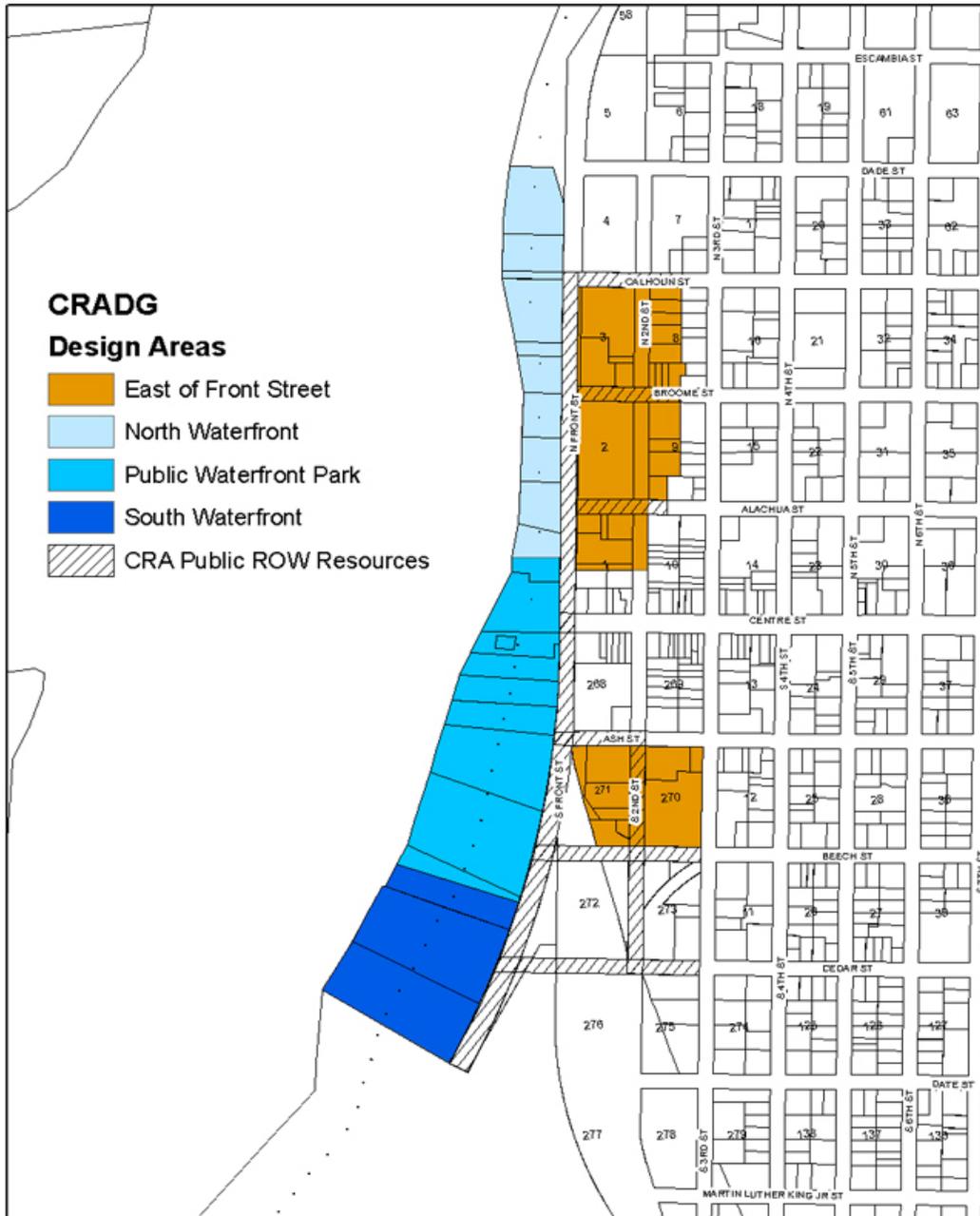
(fig. 4.10) Garden pavilion with trellis.



(fig. 4.11) "Cable rail" style railings that provide minimal view interruption and maintains nautical waterfront theme.

4.2 NORTH WATERFRONT DESIGN AREA (WATER LOTS 2-9)

All guidelines in this section stress the importance of retaining views of the river and views of the city from the waterside. In order to preserve view corridors and pedestrian access to the Amelia River, three types of view corridors are introduced. Designers are encouraged to develop creative ways of meeting or exceeding pedestrian access requirements to the water.



(fig. 4.12) North Waterfront Design Area (light blue).

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General

1. All construction is exempt from LDC Section 3.01.02(J), as well as the required 50-foot buffer from a natural water body as established in LDC Section 3.03.03(B).
2. Properties that have obtained the Waterfront Mixed Use Future Land Use designation are eligible for land uses in addition to those permitted in the Waterfront Industrial zoning and are specified in LDC Tables sec. 2.03.02 and 2.03.03.
3. Floor area ratio shall not exceed 0.75. The floor area ratio shall be calculated based on the entire platted lot including portions of the site which remain submerged.
4. Residential units are permitted only if the property has a FLUM category of WMU and the units are located above a non-residential use. Stand alone residential units are prohibited.

View Corridor Types

View corridors are defined as a three dimensional area extending out from a viewpoint. Historically, regardless of the degree of public access, the waterfront has been an important visual, cultural, and economic component of the city and the region, hence new construction must provide these corridors.

1. Side yard setbacks (required)
2. Mid-block corridors (required but flexible)
3. Pedestrian accessways (required but flexible)
4. Front and Rear setbacks (not required)

Public Access to all View Corridors

Accessways may be dedicated to public use through easements or dedication of right-of-way, or they may be retained under private ownership as permissive routes.

1. In either case, these accessways shall remain open to and accessible by the public.
2. If deemed necessary for security purposes, accessways closures may be permitted based on the posted operational hours of City beach access parking (exclusive of Main Beach or Seaside Parks).

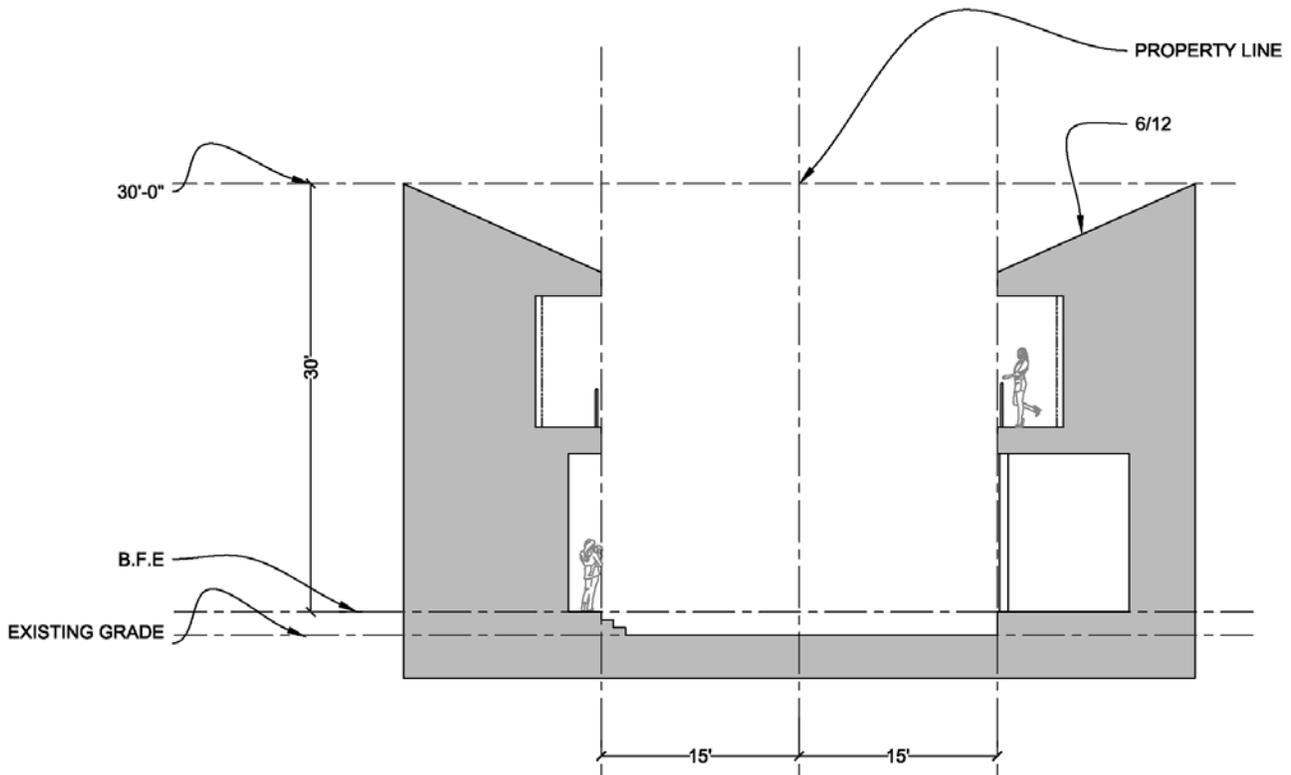
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Side Yard View Corridors

The Side Yard View Corridors are the principal public viewing spaces towards the water (and from the water to the city) in the North Waterfront Design Area. Side yard view corridors are setbacks from plat lines between two or more properties and shall be required in all cases, i.e., properties owned by a single entity and containing multiple platted lots shall provide view corridors between each platted lot.

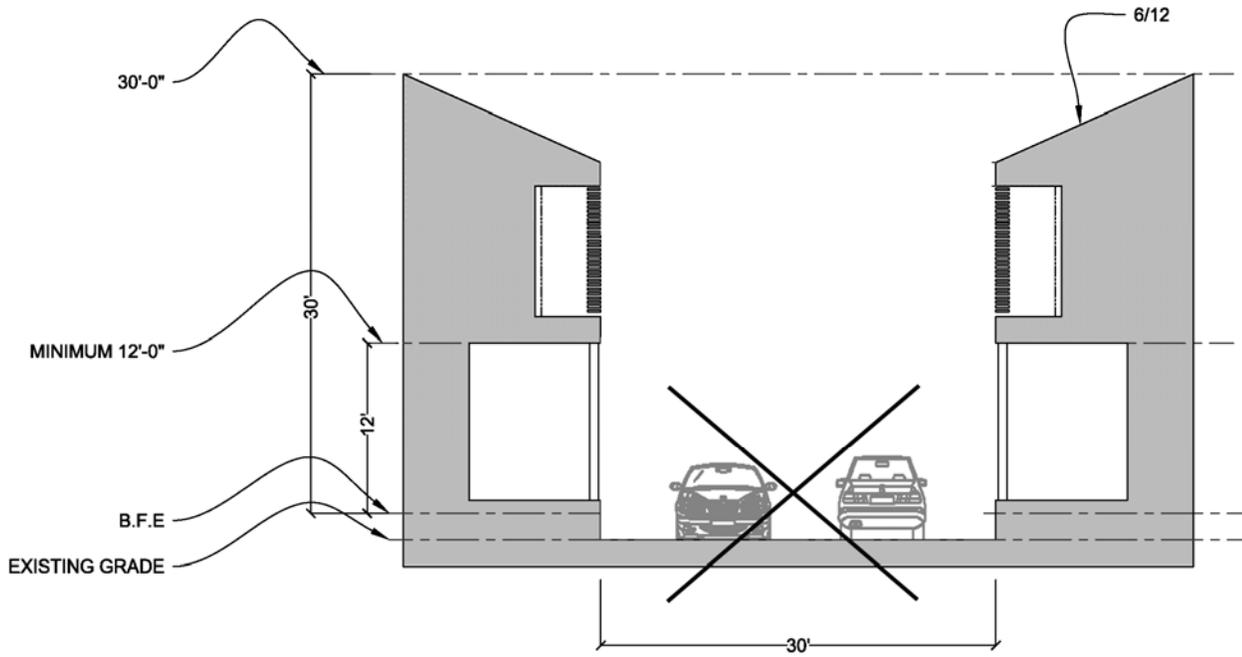
Guidelines

1. 15-foot side yard setback on each side yard of a platted lot shall be maintained for water lots located to the north of Centre Street (water lots 1 through 9). These locations provide for alignment with existing east-west rights-of-ways at Alachua, Broome, and Calhoun Streets. (fig. 4.13)
2. Side yard corridors shall remain open to the sky and shall not include any parking areas, accessory structures, or mechanical equipment. (fig. 4.14)
3. Allowable encroachments such as sills, belt courses, cornices, buttresses, ornamental features, chimneys, eaves, balconies and porches may project into the side yard up to 24 inches (LDC Sec. 4.03.03.D.5.A-Requires Amendment). (fig. 4.15)

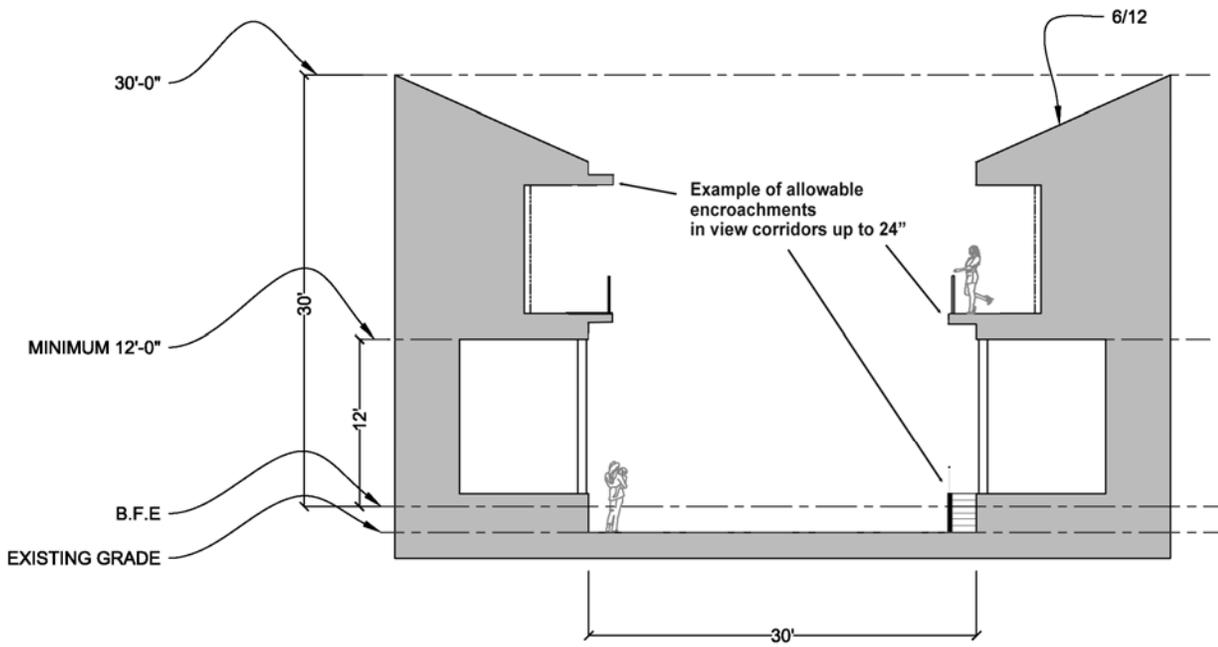


(fig. 4.13) Side Yard Setback dimensions.

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(fig. 4.14) Side Yard Setback restrictions.



(fig. 4.15) Side Yard Setback allowable encroachments.

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Limited Exceptions

1. Existing structures which are deemed non-conforming are protected by Section 10.01.00 of the Land Development Code. This includes structures that encroach into the required view corridors. The structures may be maintained and continued subject to non-conforming allowances provided in Section 4.03.03 of the LDC. (fig. 4.16).
2. Waterfront property dimensions which are too small to prevent access corridors from being applied (i.e. application of View Corridor rules renders the property unusable) may receive an exception or waiver of these requirements. These exceptions or waivers are considered unique and are not to set a precedent for future waivers.



(fig. 4.16) Existing Structures in View Corridor at Front and Beech (looking from Second Street).

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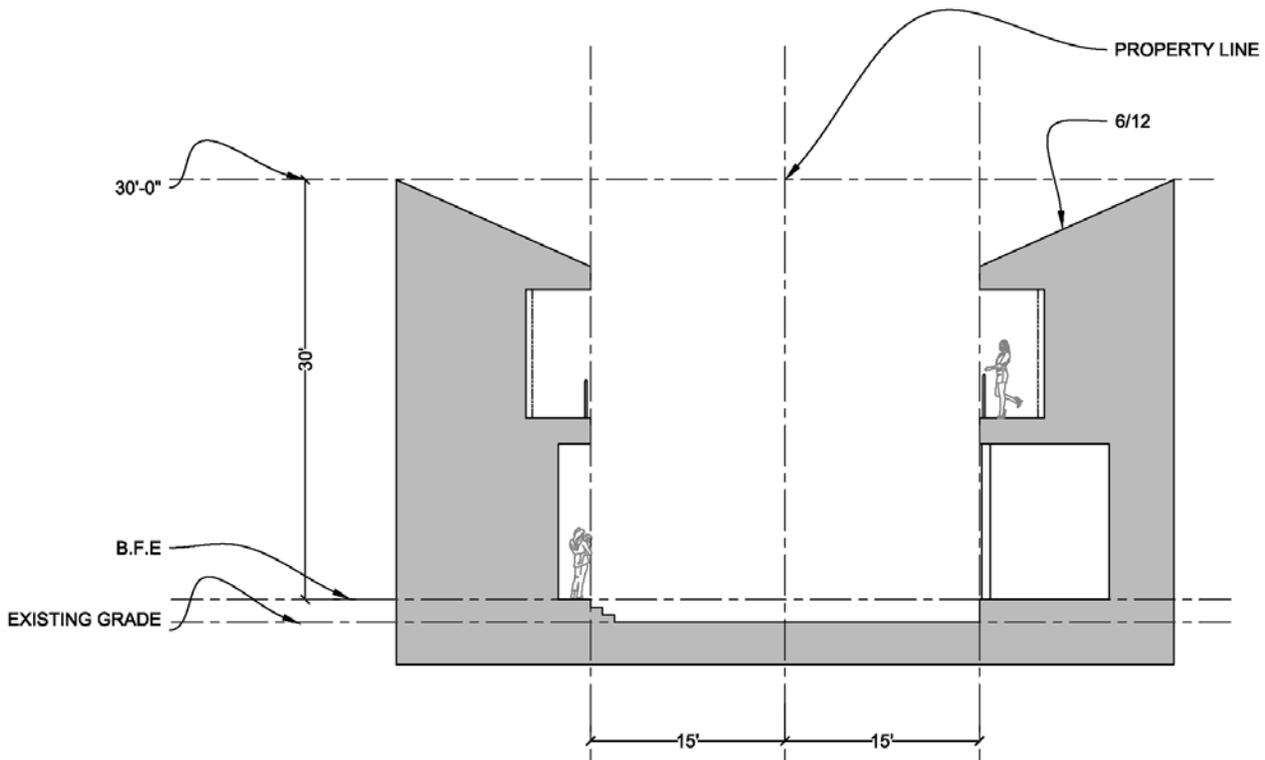
Mid-Block Corridors

30 foot mid-block corridors are required for any project on contiguous properties that span the width of entire city block along Front Street. The mid-block corridors may be shifted up to twenty (20) feet in either direction as may be warranted by the project design. Mid-block corridors shall not include any parking areas, accessory structures, or mechanical equipment.

Guidelines

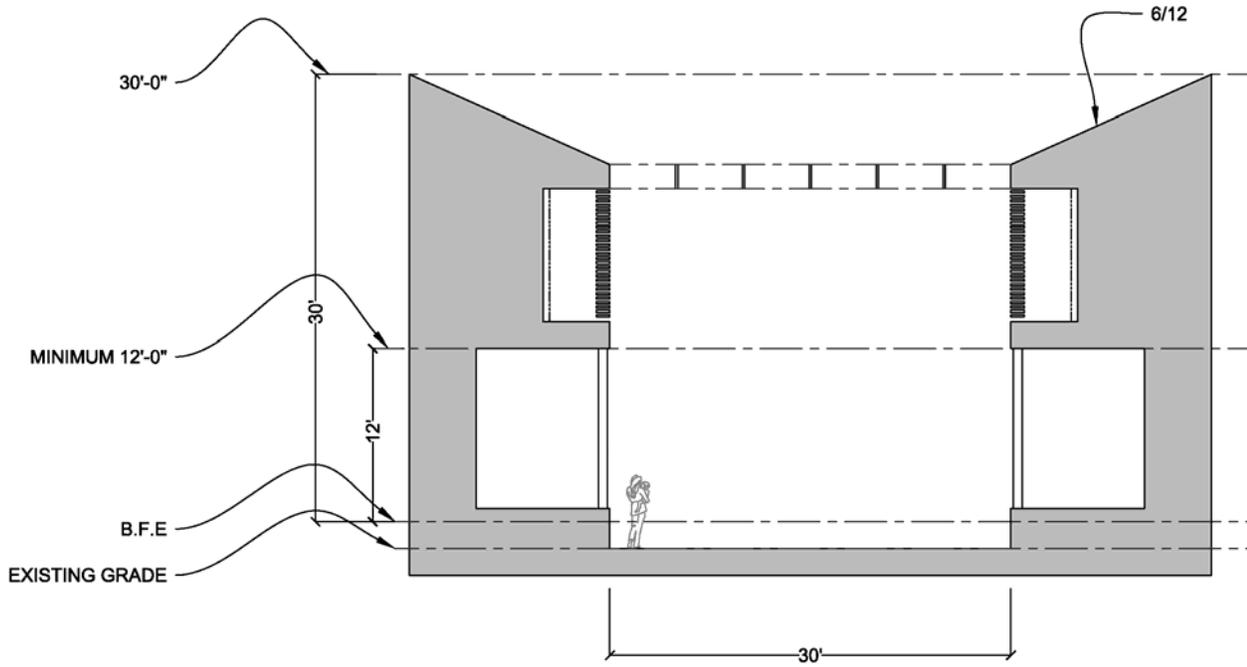
Three design approaches to the Mid-Block Corridors are illustrated below. The first example, corridors that are open to the sky, is preferred.

1. Open to the Sky (fig. 4.17) No parking areas, accessory structures or mechanical equipment. (fig. 4.20)
2. Covered with an awning, trellis or similar shading structure (temporary or permanent construction). (fig. 4.18)
3. A Bridge Element which establishes a circulation link between the two sides. The bridge element may be covered with a trellis or solid roof but shall be naturally ventilated. Railings must allow view and airflow to pass through (fig. 4.19).
4. Allowable encroachments such as sills, belt courses, cornices, buttresses, ornamental features, chimneys, eaves, balconies, and porches may project into the side yard up to 24 inches (LDC Sec. 4.03.03.D.5.A-Requires Amendment). (fig. 4.21)

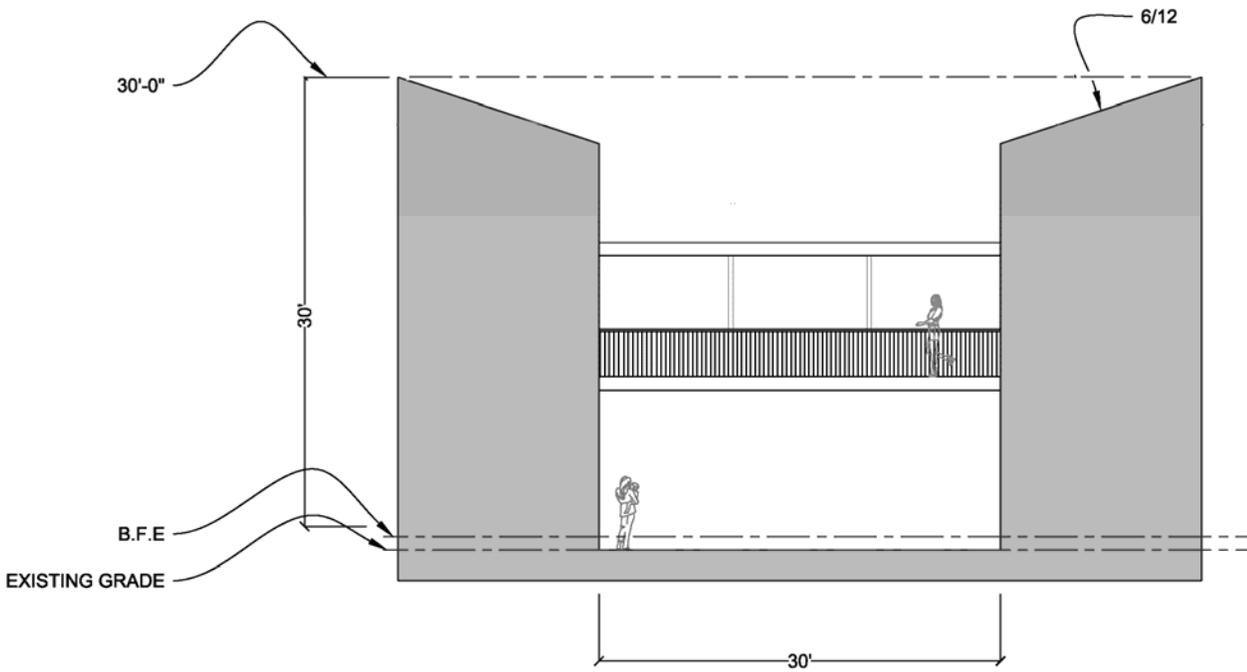


(fig. 4.17) Mid Block Corridor open to the sky.

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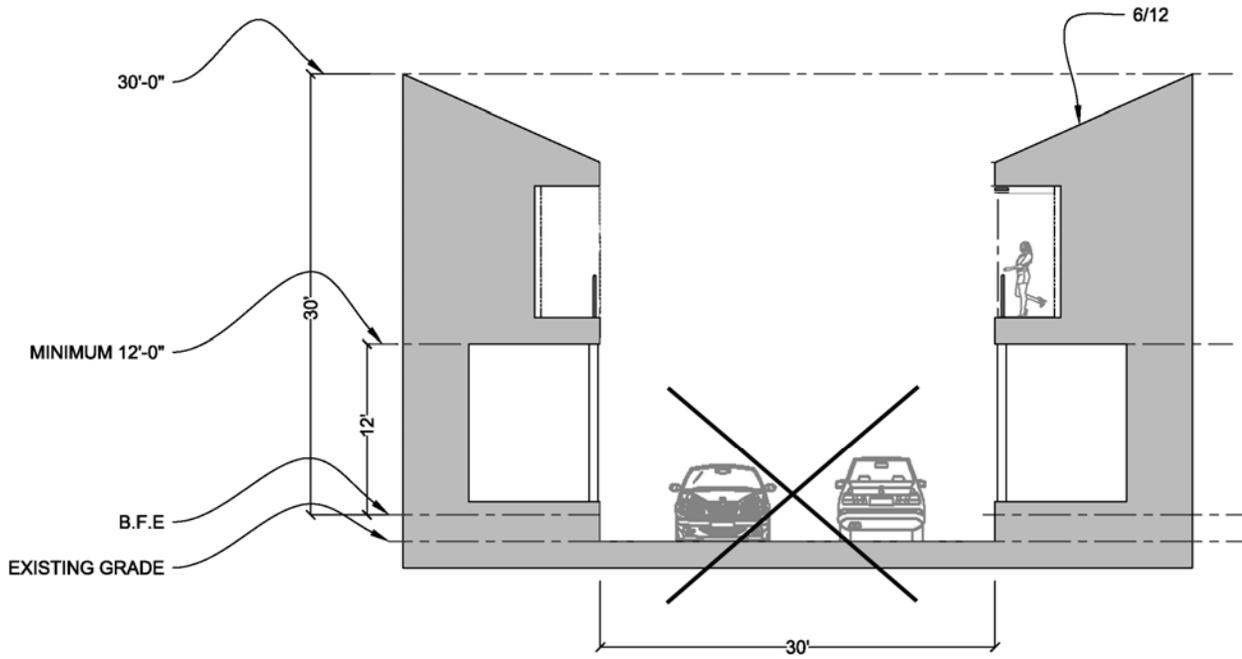


(fig. 4.18) Mid-Block Corridor with trellis above.

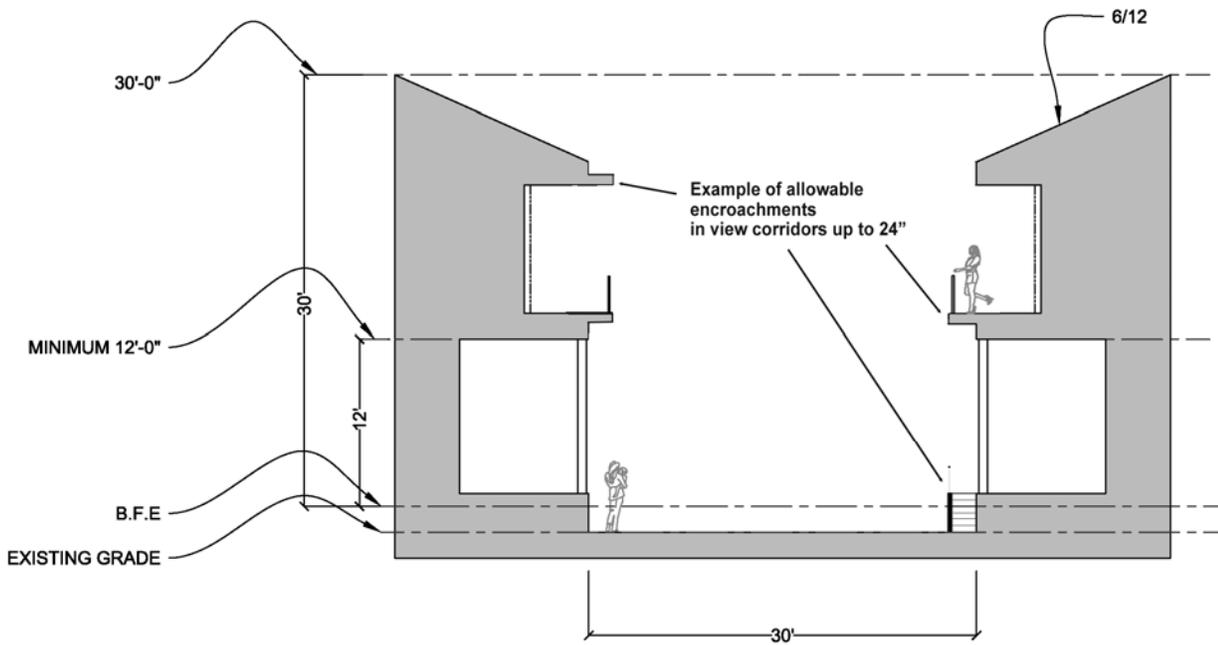


(fig. 4.19) Mid-Block Corridor with open bridge.

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(fig. 4.20) Mid-Block Corridor restrictions.



(fig. 4.21) Mid-Block Corridor allowable encroachments.

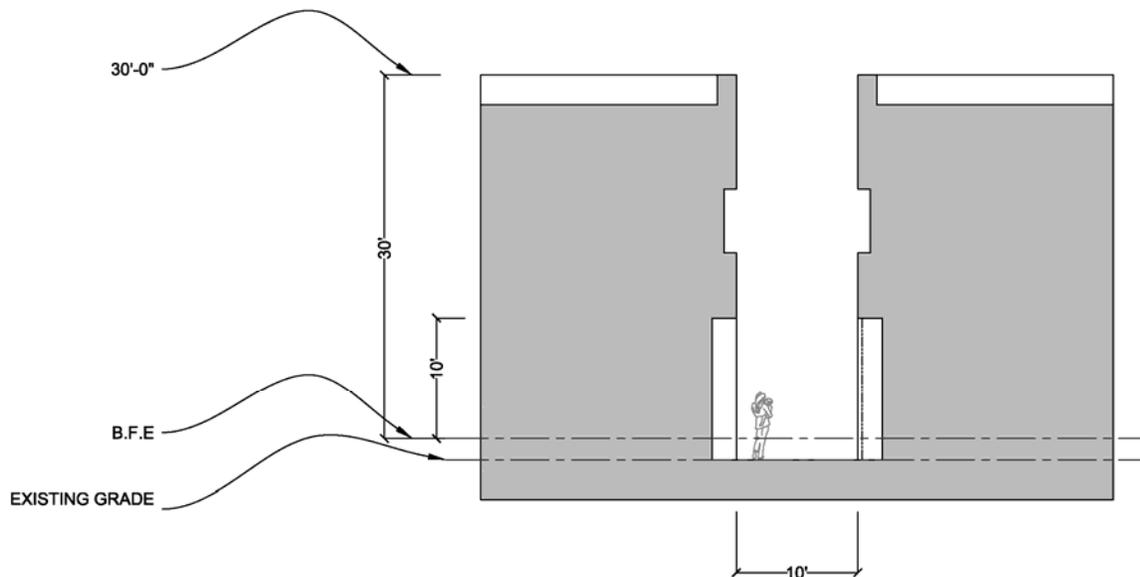
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Pedestrian Accessways

In addition to the Side yard set backs and 30 feet Mid Block view corridors, publicly accessible pedestrian access to the water shall be integrated into the project's site design.

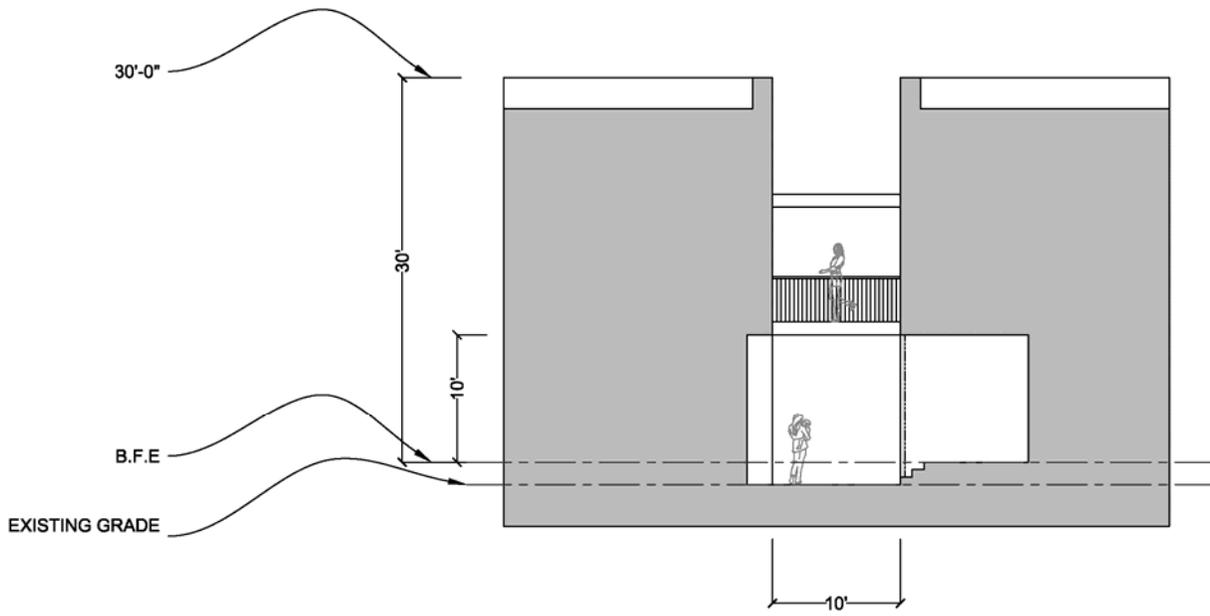
Guidelines

1. Provide a minimum width of 10 feet and a minimum height of 10 feet to occur at recommended intervals of 100 feet (plus or minus up to 10 feet) as measured along Front Street.
2. Accessways may vary in configuration, degree of enclosure, and detail as necessary to complement the overall project design (figs. 4.22, 4.23, 4.24).
3. Landscape and architectural elements such as appropriately scaled vegetation, seating, planters, balconies, eaves, awnings, and trellises may project into the accessways provided that safe and convenient circulation is not impeded (see section 5.0 General Standards for additional information).

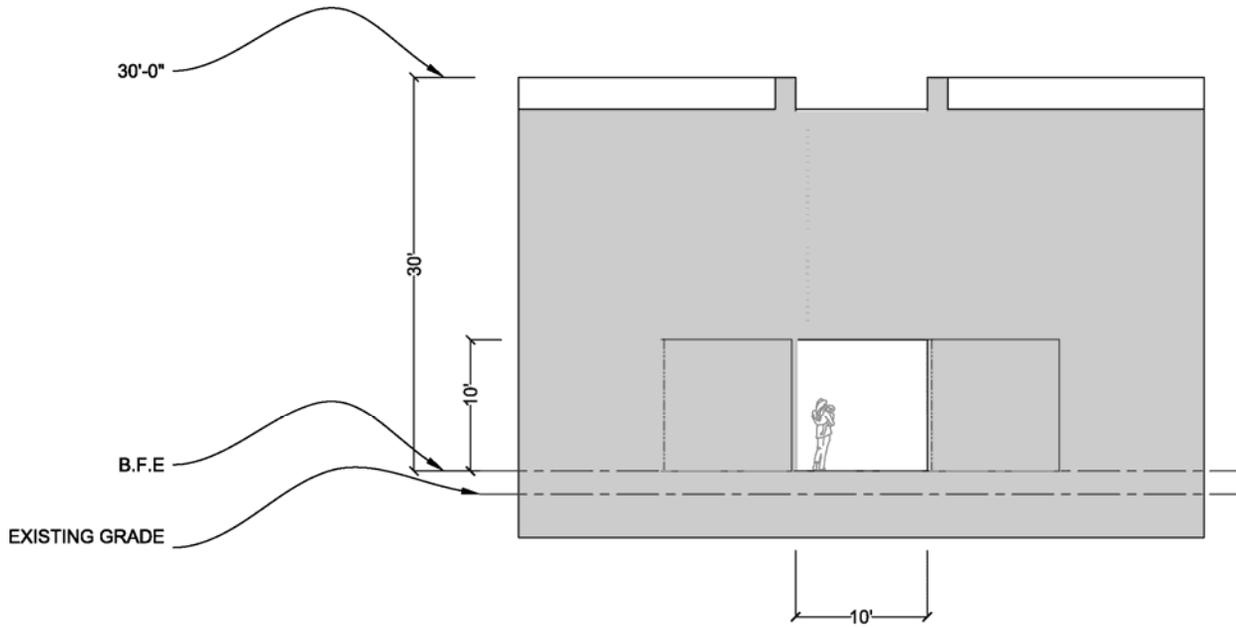


(fig. 4.22) Pedestrian Accessway open to sky.

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(fig. 4.23) Pedestrian Accessway with open bridge.



(fig. 4.24) Pedestrian Accessway with minimal passageway.

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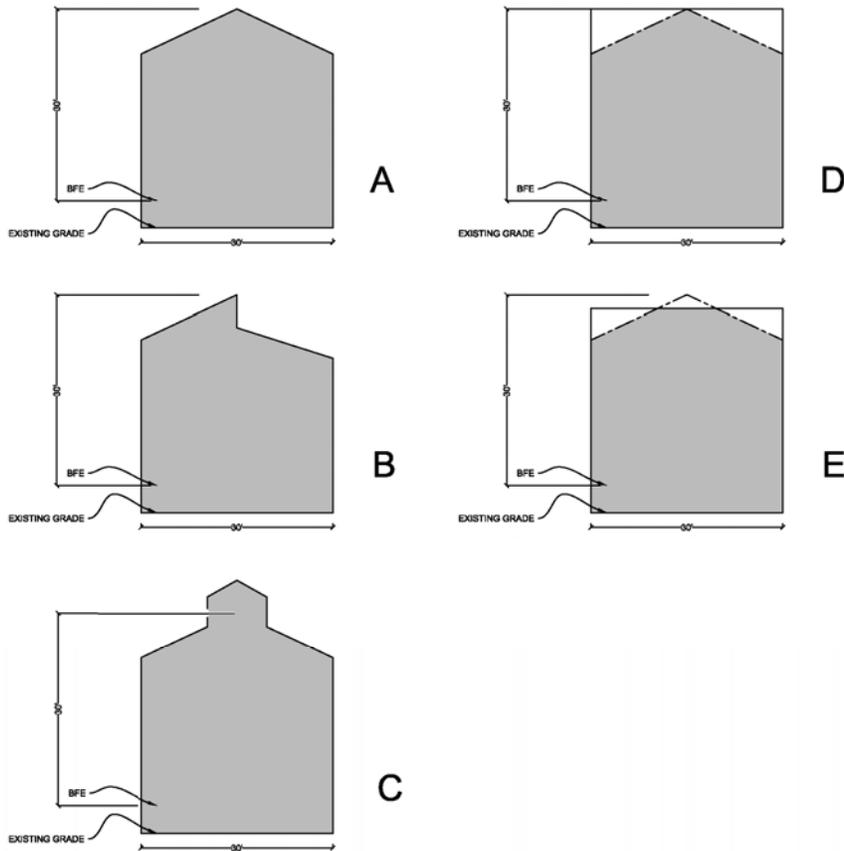
Building Height

Building height shall be measured from the Base Flood Elevation (BFE) to the top of the roof, rather than from the finished grade (see LDC Sec. 4.03.03.D.2). The maximum height of all structures shall not exceed 30 feet in height above the BFE. Building height means the vertical distance from the BFE to the highest finished roof surface, such as the ridge level of the highest roof having a pitch exclusive of chimneys, mechanical equipment coverings, elevator and stairwell structural coverings or other building accessories or ornamental features.

- The height of a **monitor type roof** is based on the projected height of the peak of the gable roof component as it terminates within the monitor (Diagram C).
- For buildings with a **composite type roof**, i.e., those using both parapet and pitched roof elements, building height shall be determined by that roof element yielding the greatest vertical distance above the BFE. A parapet or railing around the edge of a roof deck on a composite type may extend up to 42 inches higher than the 30 feet height restriction. (Diagram D)

The five roof type diagrams shown below are based on a 30' x 30' square simply for clarity.

- A** Simple gable/pitch
- B** Shed type
- C** Gable/pitched with monitor
- D** Composite type (flat roof deck with gable/pitched roof behind dotted lines)
- E** Gable/pitched with dormers



(fig. 4.25) Building Height calculation for recommended roof forms.

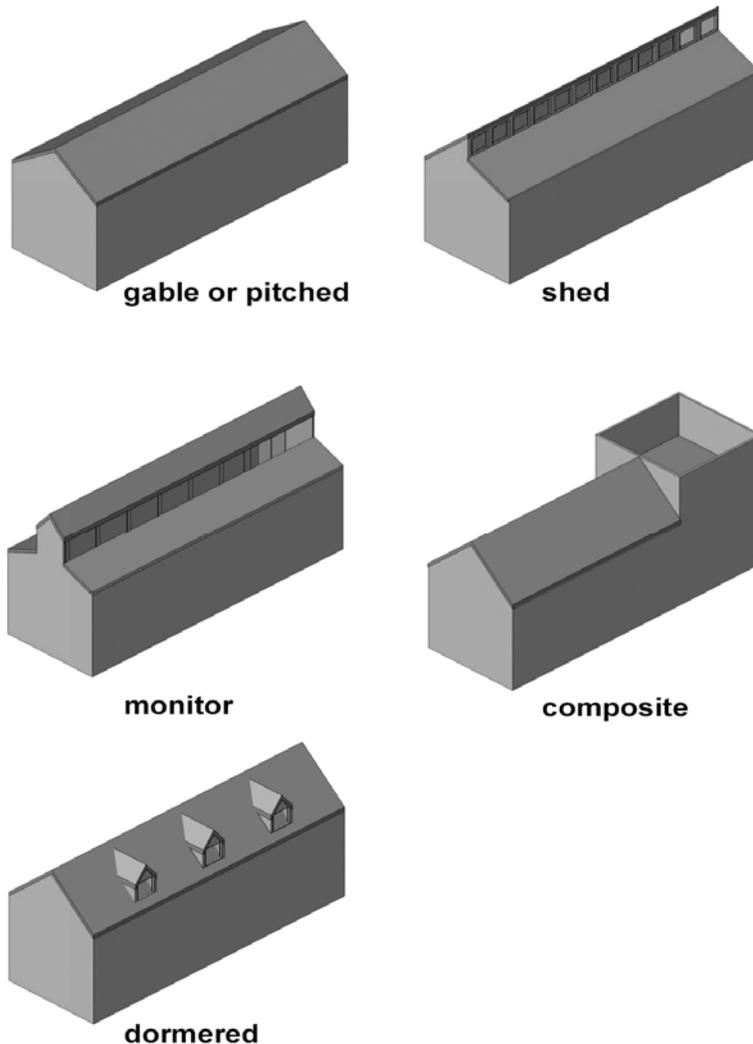
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Roof Forms

Complex combinations can be produced from the combination of simple forms (fig. 4.26). The architectural precedents for these roof forms are derived from studies of industrial buildings that were prevalent along the waterfront in Fernandina and other seacoast communities in the South.

1. Roof forms shall be designed in gabled/pitched, shed, or composite configurations.
2. Accessible roof decks enclosed by a parapet or railing may be used in combination with gabled or pitched form, provided the deck area does not exceed 1/3 the total surface of the roof area in plan. Roof decks may not contain mechanical equipment.
3. Gabled roof pitches shall be at least 6/12.
4. Pitched roof configurations may contain dormers, monitors, widow's walks, and skylights appropriate to the design of the project.

Note: If a building or building element of a design is square in plan, a pyramidal shaped roof form with recommended pitch should be used.



(fig. 4.26) Diagram of Roof Forms.

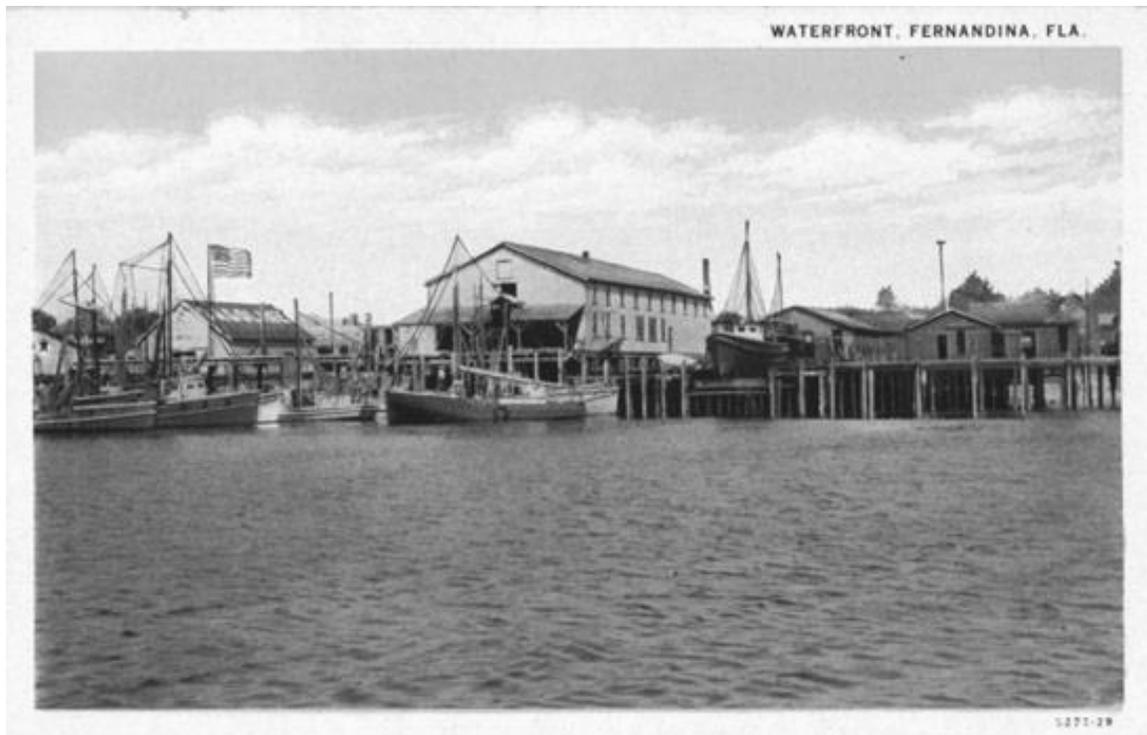
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Building Style

The **Industrial Vernacular** style shall be used as a basis for design decisions in this design area. Although the evidence of these types of structures in Fernandina comes principally from archival records, waterfronts the world over demonstrate the functionality, economy, and aesthetic delight of this manner of building which, like all vernacular design, emerges from the necessity and delight of working with what is at hand. The reliance on structural frame construction, for example, expressed in terms of piles, columns, beams, trusses and exposed connections, is an outgrowth of building at the water's edge on infill ground. The direct, almost primal form of the storage building, warehouse, ice packing house, and boatbuilding shed has universal appeal. This style, or "process" of design, is easily adapted to new uses and creative design approaches, while simultaneously recalling the history of Fernandina's connection to the sea.

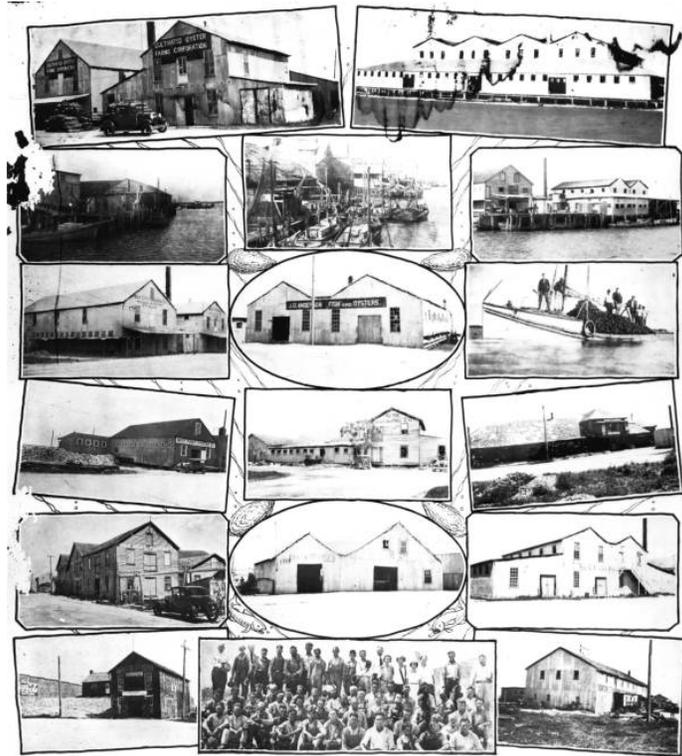
The Industrial Vernacular is characterized by the use of:

1. Simple geometric forms and simple plans (fig. 4.27)
2. Complexity achieved by composition of simple shapes (fig. 4.28, 4.29)
3. Reliance on frame construction of wood, steel, or concrete, or combinations (fig. 4.30)
4. Expression of construction through exposed connections (fig. 4.31)
5. Building envelope and surfaces of wood, corrugated metal or combinations (figs. 4.32, 4.33)
6. Variety of simple roof forms: gable, shed, hipped, monitor, composite



(fig. 4.27) Examples of historic Industrial Vernacular structures along Fernandina waterfront at the base of Centre Street (courtesy of Rosanna Oliver).

Complexity achieved by composition of simple shapes



(fig. 4.28) Historic Florida Fish and Oyster packing houses.



(fig. 4.29) Complexity achieved by assembly of simple shapes in new construction (Lake-Flato Architects).

Reliance on frame construction



(fig. 4.30) Frame construction of wood with steel connections- roof monitor also shown (Lake-Flato Architects).

Expression of construction through exposed connections



*(fig. 4.31) Expression of construction through simple exposed connections
(Steel chain rain drip detail - Georgia Environmental Center).*

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Building envelope and surfaces of wood, metal siding or combinations

1. Exterior materials evocative of the Industrial Vernacular waterfront style shall be utilized, such as wood, corrugated metal siding, or combinations (fig. 4.32).
2. Detailing should be simple and direct, emphasizing structural connections and careful juxtaposition of different materials (fig. 4.33).



(fig. 4.32) Stained wooden sun screens with steel brackets (Atlantic Center for the Arts, New Smyrna Beach).



(fig. 4.33) Wooden lap siding detail (Machado+Silvetti).

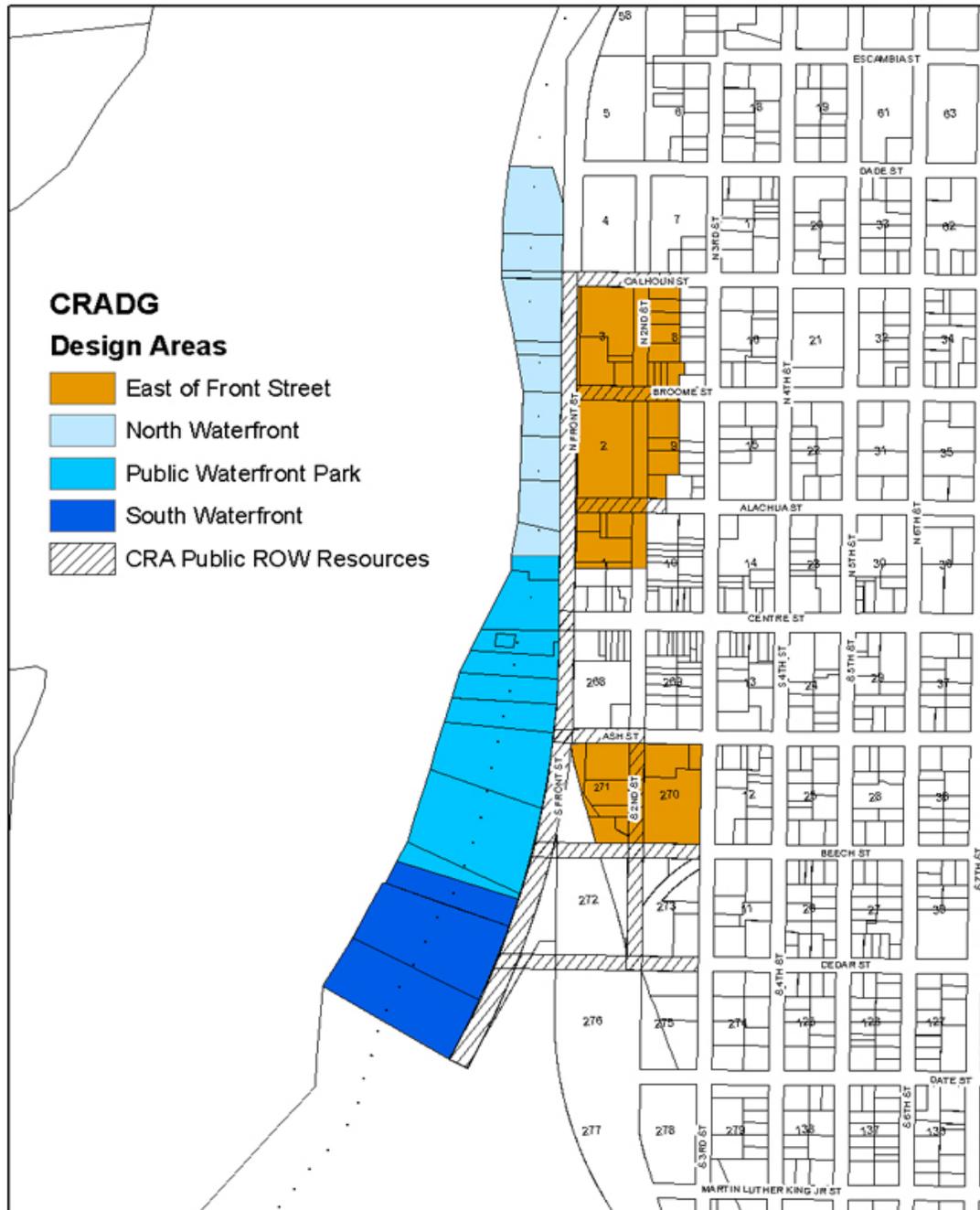
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Parking (see Section 5, General Standards, for additional guidelines on parking design.)

1. Developers of Office, Commercial, and/or Waterfront Industrial uses may pay a fee in lieu of providing the required parking, as established in LDC Table 7.01.04A.
2. The fee shall be set annually by the City Commission and shall be based on the average cost of constructing a parking space in the City. The fee shall be a onetime payment, to be placed in a trust fund for downtown parking improvements which serve the CRA properties. Developers of residential uses must provide 2.0 spaces per dwelling unit per site and are generally not eligible to apply for this fee.

4.3 SOUTH WATERFRONT DESIGN AREA (WATER LOTS 25- 40)

The South Waterfront Design Area emphasizes the importance of retaining views of the river and views of the city from the waterside, but due to its shifted relationship to the city grid, greater flexibility in locating view corridors is allowed. As in the North Waterfront Design Area, three types of view corridors are introduced. Designers are encouraged to develop creative ways of meeting or exceeding pedestrian access requirements to the water.



(fig.4.34) South Waterfront Design Area (dark blue).

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General

1. All construction is exempt from LDC Section 3.01.02(J), as well as the required 50-foot buffer from a natural water body as established in LDC Section 3.03.03(B).
2. Properties that have obtained the Waterfront Mixed Use Future Land Use designation are eligible for land uses in addition to those permitted in the Waterfront Industrial zoning and are specified in LDC Tables sec. 2.03.02 and 2.03.03.
3. Floor area ratio shall not exceed 0.75. The floor area ratio shall be calculated based on the entire platted lot including portions of the site which remain submerged.
4. Residential units are permitted only if the property has a FLUM category of WMU and the units are located above a non-residential use. Stand alone residential units are prohibited.

View Corridors

1. Side yard setbacks (required)
2. Mid-block corridors (required but need not be directly on axis with east-west grid due to curvature of Front Street)
3. Pedestrian accessways (required but flexible in location)
4. Front and Rear setbacks (not required)

Public Access to all View Corridors

Accessways may be dedicated to public use through easements or dedication of right-of-way, or they may be retained under private ownership as permissive routes.

1. In either case, these accessways shall remain open to and accessible by the public.
2. If deemed necessary for security purposes, accessway closures may be permitted based on the posted operational hours of City beach access parking (exclusive of Main Beach or Seaside Parks).

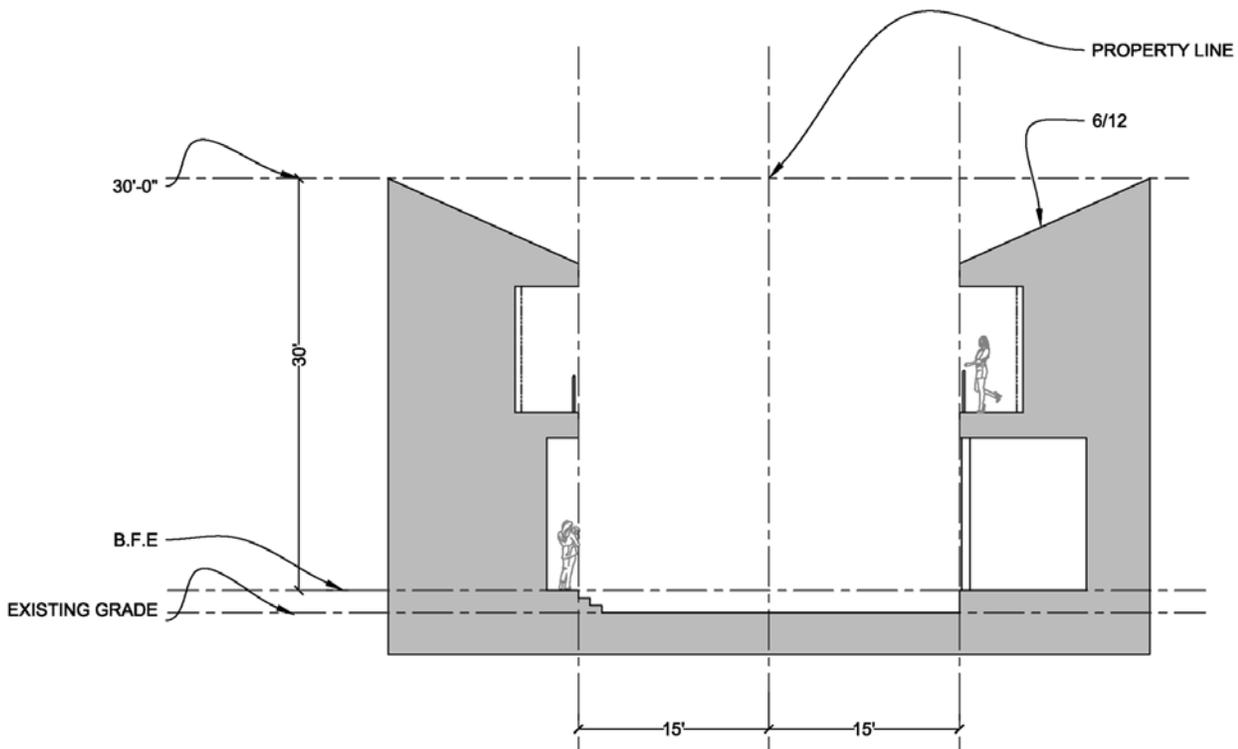
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Side Yard View Corridors

The Side Yard View Corridors are the principle public viewing spaces towards the water (and from the water to the city) in the North Waterfront Design Area. Side yard view corridors are setbacks from plat lines between two or more properties and shall be required in all cases, i.e., properties owned by a single entity and containing multiple platted lots shall provide view corridors between each platted lot.

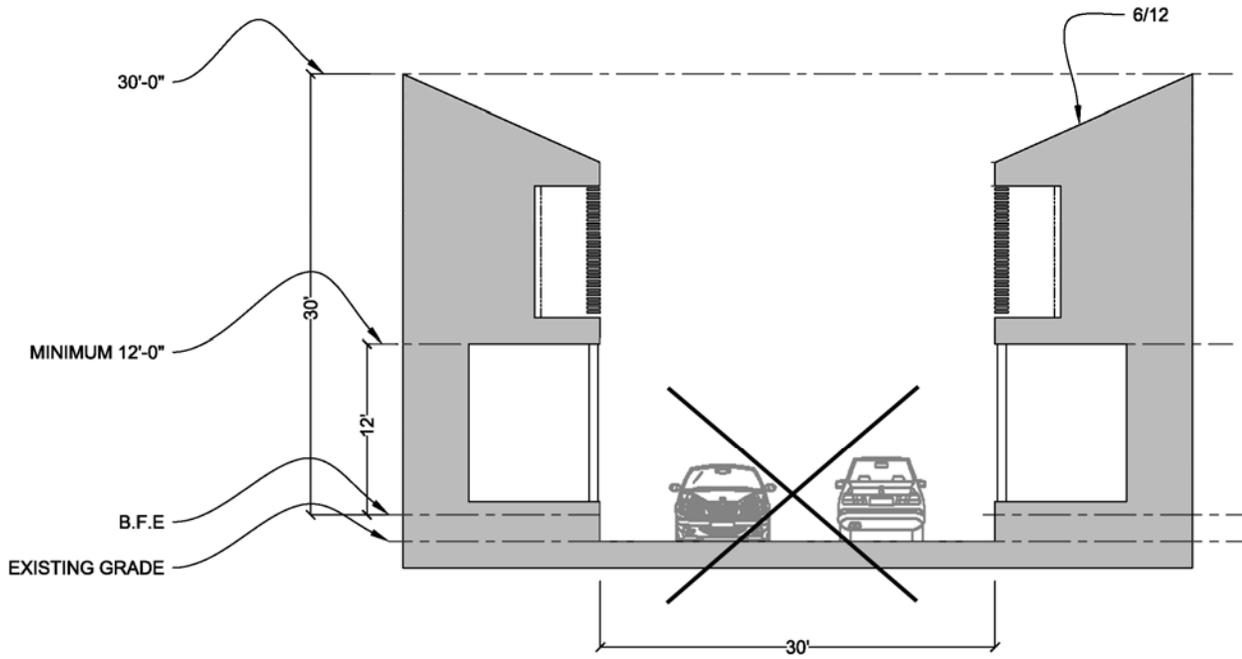
Guidelines

1. 15-foot side yard setback on each side yard of a platted lot shall be maintained for water lots located to the north of Centre Street (water lots 1 through 9). These locations provide for alignment with existing east-west rights-of-ways at Alachua, Broome, and Calhoun Streets (see fig. 4.35).
2. Side yard corridors shall remain open to the sky and shall not include any parking areas, accessory structures or mechanical equipment (fig. 4.36).
3. Allowable encroachments such as sills, belt courses, cornices, buttresses, ornamental features, chimneys, eaves, balconies and porches may project into the side yard up to 24 inches (LDC Sec. 4.03.03.D.5.A-Requires Amendment) (fig. 4.37).

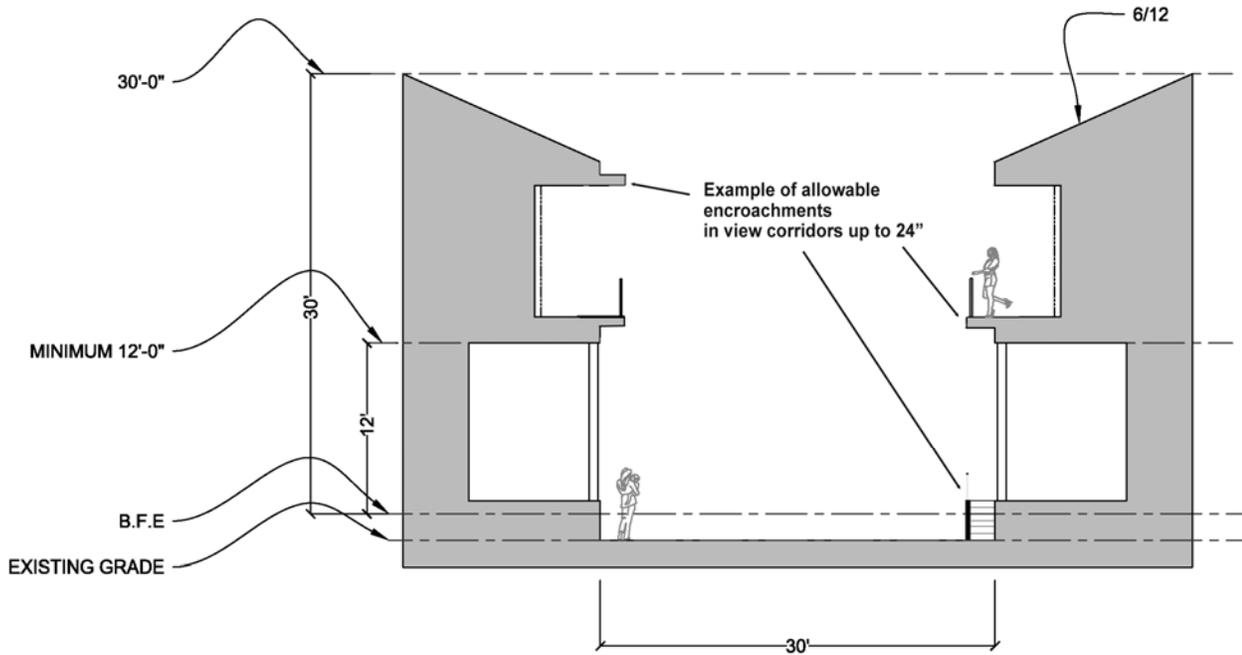


(fig. 4.35) Side Yard Setback dimensions.

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(fig. 4.36) Side Yard Setback restrictions.



(fig. 4.37) Side Yard Setback allowable encroachments.

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Limited Exceptions

1. Existing structures which maybe deemed non-conforming are protected by Section 10.01.00 of the Land Development Code. This includes structures which may encroach into the required view corridors. The structures may be maintained and continued subject to non-conforming allowances provided in LDC Section 10.01.00 (see Fig. 4.38).
2. Waterfront property dimensions which are too small to prevent access corridors from being applied (i.e. application of View Corridor rules renders the property unusable) may receive an exception or waiver of these requirements. These exceptions or waivers are considered unique and are not to set a precedent for future waivers.



(fig. 4.38) Existing Structures in View Corridor at Front and Beech (looking from Second Street).

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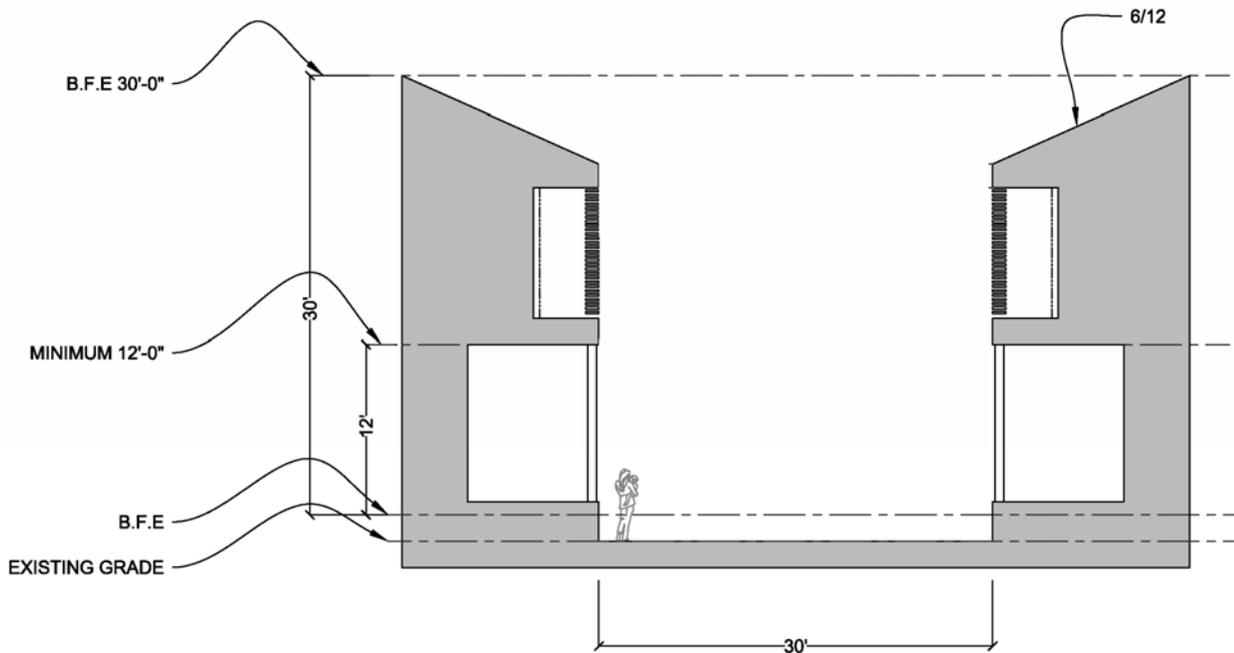
Mid-Block Corridors

30 foot mid-block corridors are required for any project on contiguous properties that span the width of entire city block along Front Street. The mid-block corridors may be shifted up to 20 feet in either direction as may be warranted by the project design. Mid-block corridors shall not include any parking areas, accessory structures, or mechanical equipment.

Guidelines

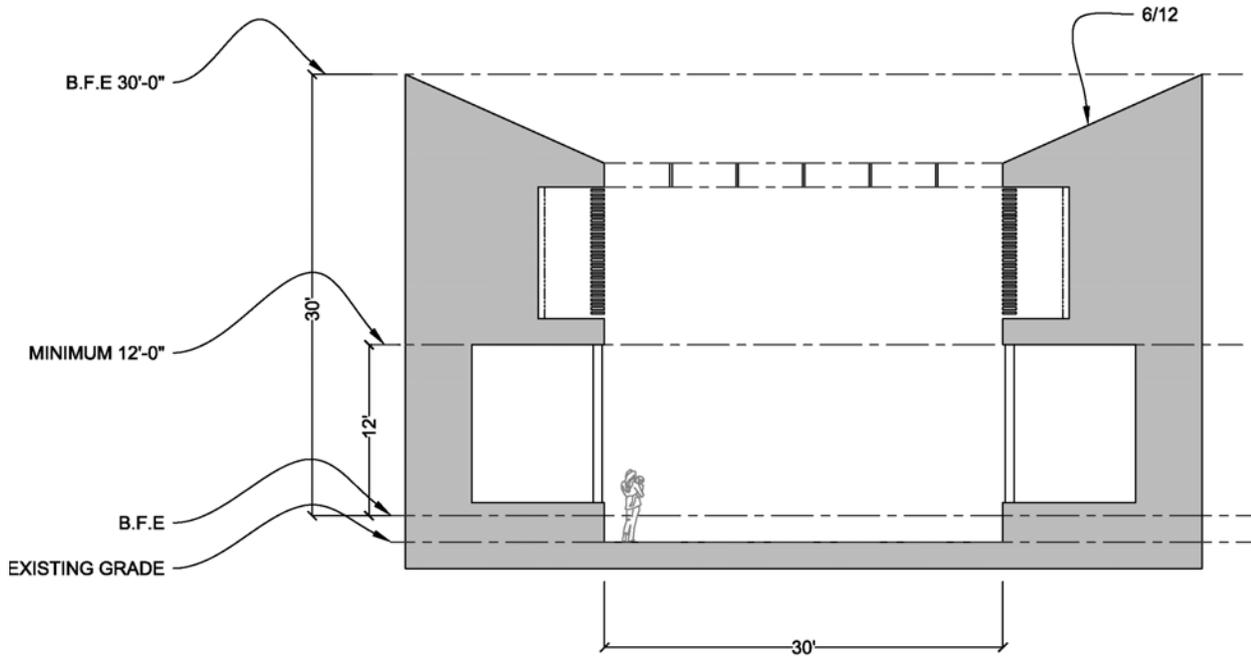
Three design approaches to the Mid-Block Corridors are illustrated below. The first example, corridors that are open to the sky, is preferred.

1. Open to the sky (fig. 4.39).
2. Covered with an awning or similar shading structure (temporary or permanent construction). (fig. 4.40)
3. A bridge element which establishes a circulation link between the two sides. The bridge element may be covered with a trellis or solid roof, but shall be naturally ventilated. Railings must allow view and airflow to pass through (fig. 4.41).
4. Allowable encroachments such as sills, belt courses, cornices, buttresses, ornamental features, chimneys, eaves, balconies, and porches may project into the side yard up to 24 inches (LDC Sec. 4.03.03.D.5.A-Requires Amendment) (fig. 4.42).

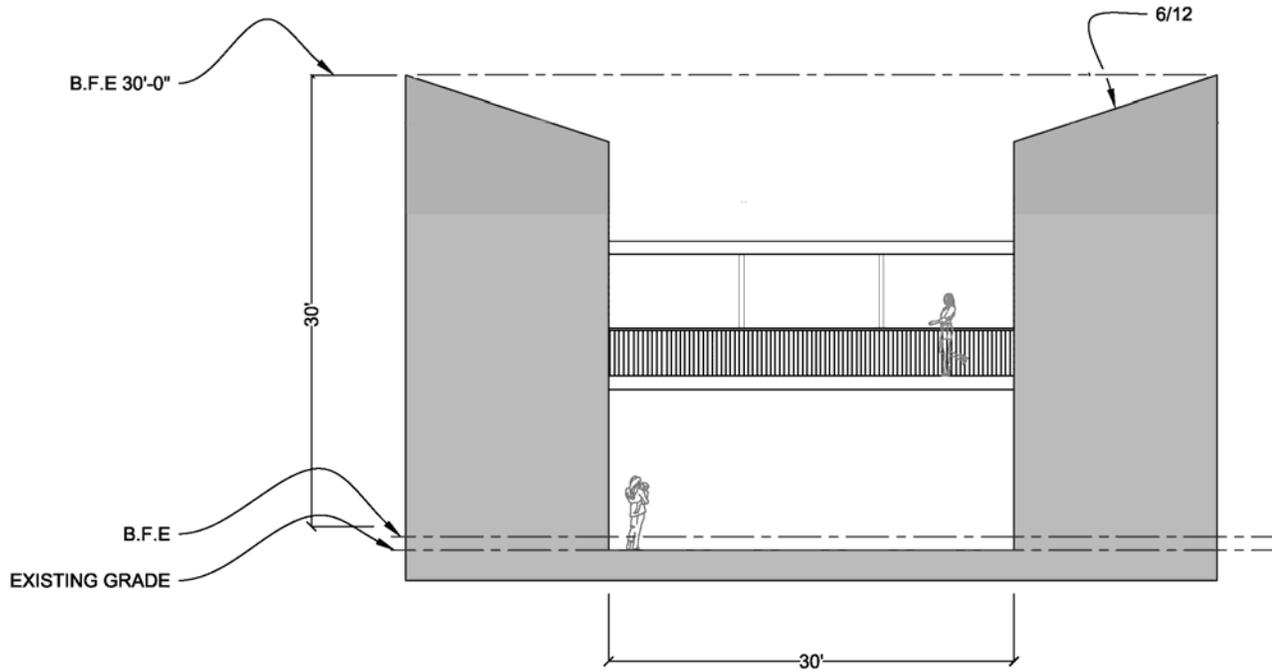


(fig. 4.39) Mid Block Corridor open to the sky.

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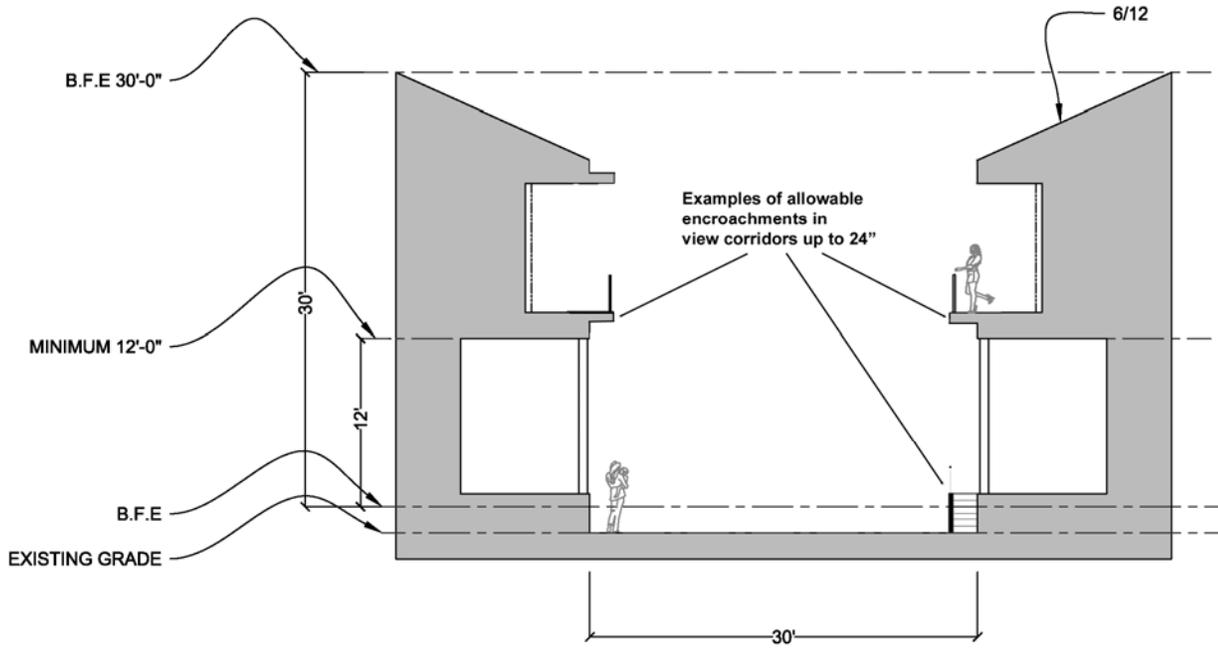


(fig. 4.40) Mid Block Corridor with trellis above.



(fig. 4.41) Mid-Block Corridor with open bridge.

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(fig. 4.42) Side Yard Setback allowable encroachments.

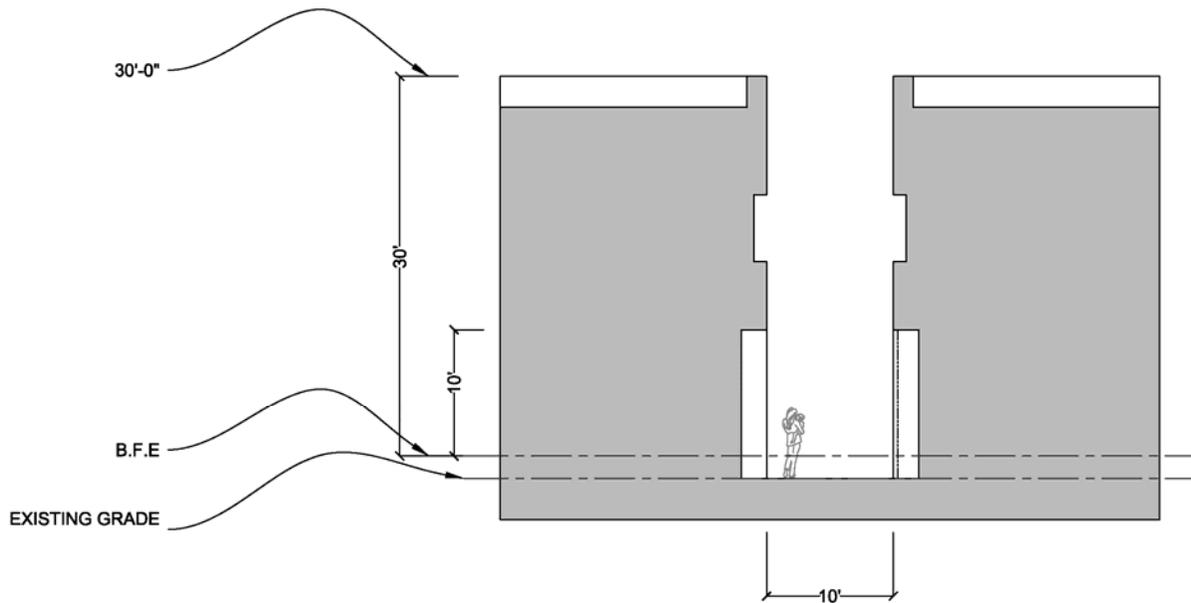
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Pedestrian Accessways

In addition to the Side Yard Setbacks and 30 feet Mid Block view corridors, publicly accessible pedestrian accessways to the water shall be integrated into the project's site design.

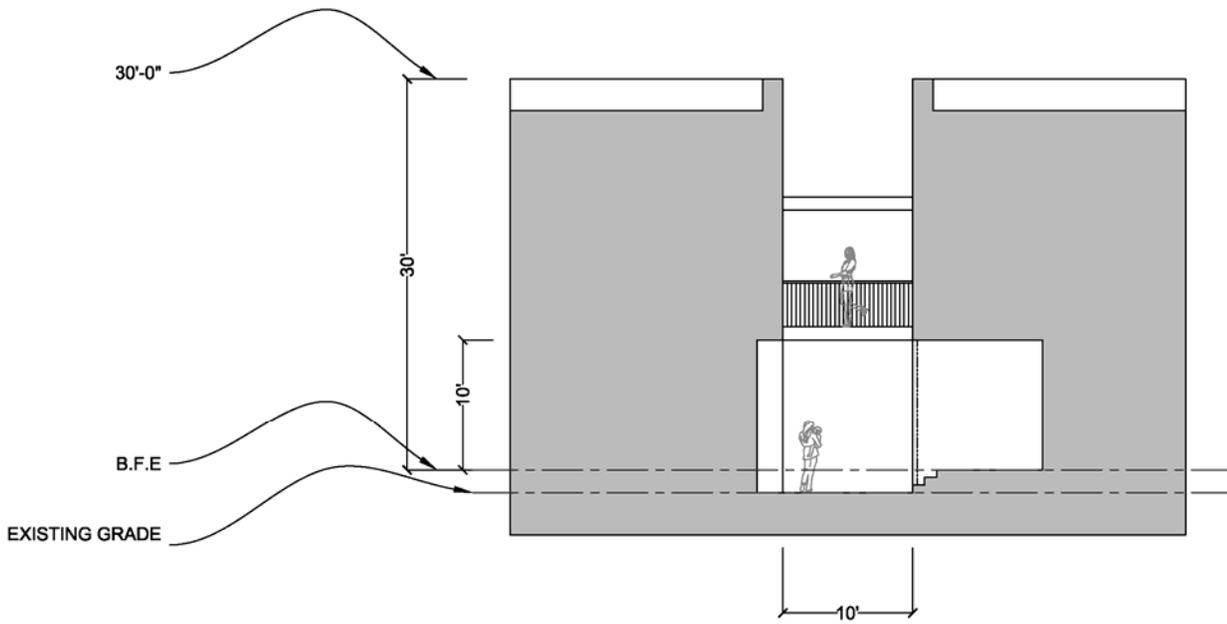
Guidelines

1. Provide a minimum width of 10 feet and a minimum height of 10 feet to occur at recommended intervals of 100 feet (plus or minus up to 10 feet) as measured along Front Street.
2. Accessways may vary in configuration, degree of enclosure and detail as necessary to complement the overall project design (figs 4.43, 4.44).
3. Landscape and architectural elements such as appropriately scaled vegetation, seating, planters, balconies, eaves, awnings, and trellises may project into the accessways as long as they do not interfere with safe and convenient passage (see section 5.0 General Standards for additional information).

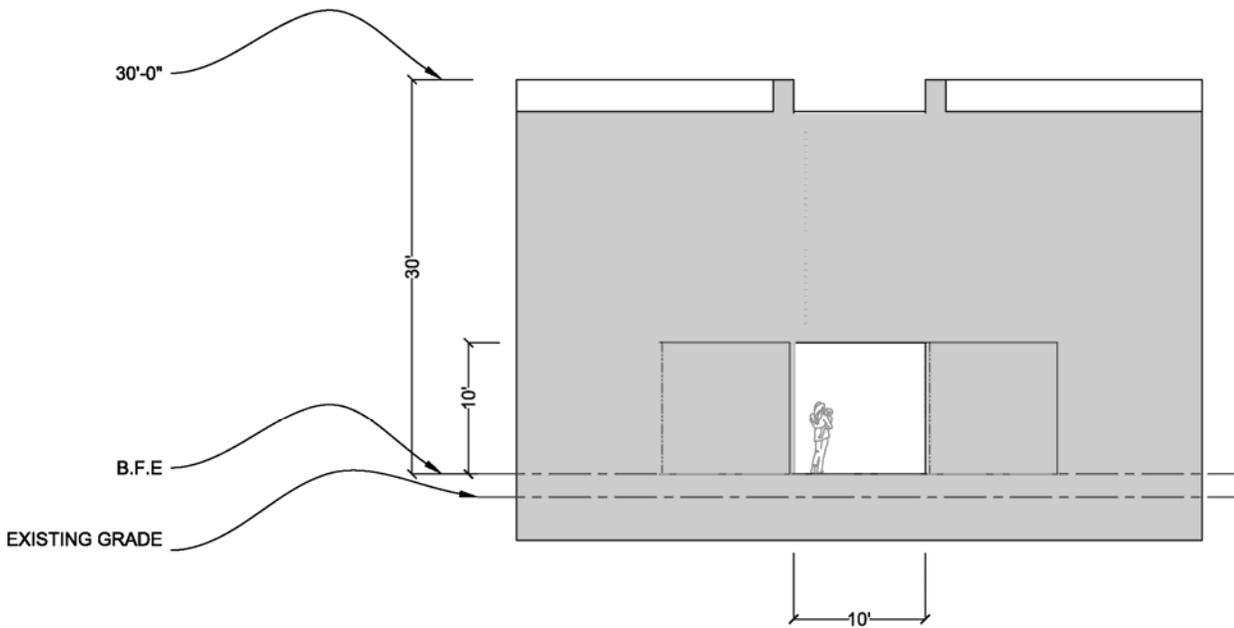


(fig. 4.43) Pedestrian Accessway open to sky.

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(fig. 4.44) Pedestrian Accessway with open bridge.



(fig. 4.45) Pedestrian Accessway with minimal passageway.

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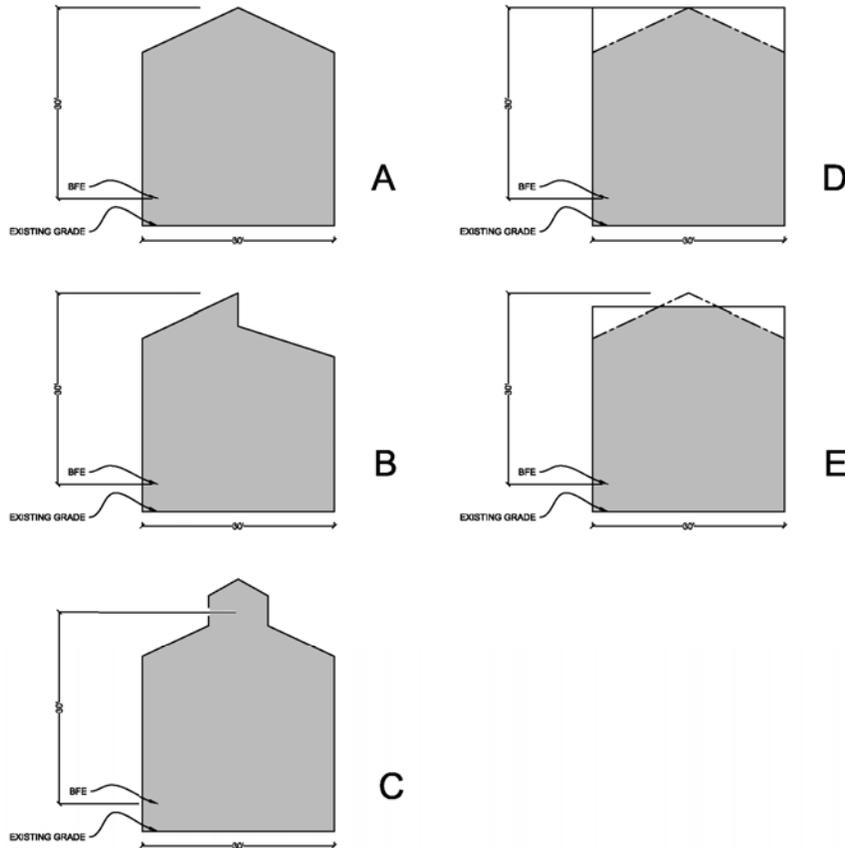
Building Height

Building height shall be measured from the Base Flood Elevation (BFE) to the top of the roof, rather than from the finished grade (see LDC Sec. 4.03.03.D.2). The maximum height of all structures shall not exceed 30 feet in height above the BFE. Building height means the vertical distance from the BFE to the highest finished roof surface, such as the ridge level of the highest roof having a pitch exclusive of chimneys, mechanical equipment coverings, elevator and stairwell structural coverings or other building accessories or ornamental features.

- The height of a **monitor type roof** is based on the projected height of the peak of the gable roof component as it terminates within the monitor (Diagram C).
- For buildings with a **composite type roof** i.e., those using both parapet and pitched roof elements, building height shall be determined by that roof element yielding the greatest vertical distance above the BFE. A parapet or railing around the edge of a roof deck on a composite type may extend up to 42 inches higher than the 30 feet height restriction. (Diagram D)

The five roof type diagrams shown below are based on a 30' x 30' square simply for clarity.

- A** Simple gable/pitch
- B** Shed type
- C** Gable/pitched with monitor
- D** Composite type (flat roof deck with gable/pitched roof behind dotted lines)
- E** Gable/pitched with dormers



(fig. 4.46) Building Height calculation for recommended roof forms.

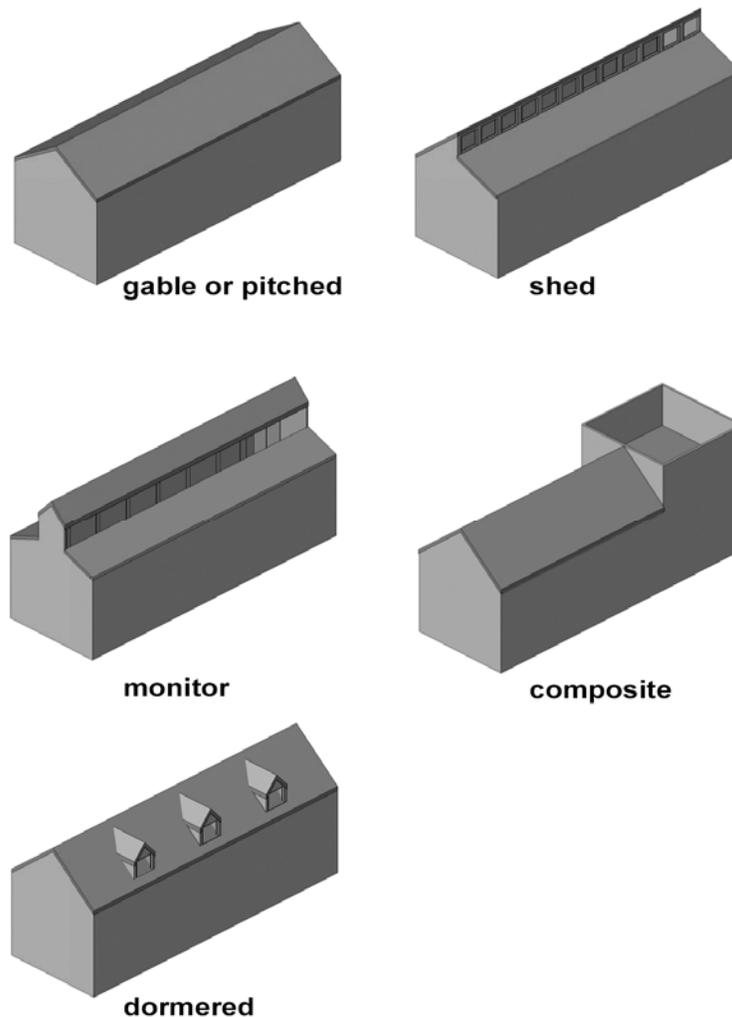
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Roof Forms

Complex combinations can be produced from the combination of simple forms (fig 4.47). The architectural precedents for these roof forms are derived from studies of industrial buildings that were prevalent along the waterfront in Fernandina and other seacoast communities in the South.

1. Roof forms shall be designed in gabled/pitched, shed, or composite configurations.
2. Accessible roof decks enclosed by a parapet or railing may be used in combination with gabled or pitched form, provided the deck area does not exceed 1/3 the total surface of the roof area in plan. Roof decks may not contain mechanical equipment
3. Gabled roof pitches shall be at least 6/12.
4. Pitched roof configurations may contain dormers, monitors, widow's walks, and skylights appropriate to the design of the project.

Note: *If a building or building element of a design is square in plan, a pyramidal shaped roof form with recommended pitch should be used.*



(fig. 4.47) Diagram of recommended roof forms.

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Building style

The **Industrial Vernacular** style shall be used as a basis for design decisions in this area. This style is characterized by the use of:

1. Simple geometric forms and simple plans (fig. 4.48)
2. Complexity achieved by assembly of simple shapes (fig. 4.49)
3. Reliance on frame construction of wood, steel or concrete or combinations (fig. 4.50)
4. Expression of construction through simple exposed connections, often in the façade (fig. 4.51)
5. Building envelope and surfaces of wood, metal siding or combinations (fig. 4.52, 4.53)
6. Variety of simple roof forms: gable, shed, hipped, monitor, or composite



(fig. 4.48) Adapted historic structure (left) and new construction separated by pedestrian corridor in Charleston, SC.



(fig. 4.49) Complexity achieved by assembly of simple shapes.

Reliance on frame construction



(fig. 4.50) Frame construction of heavy timbers and exposed steel connections.

Expression of construction through simple exposed connections



(fig. 4.51) Bolted steel frame connecting a metal louvered opening and a stack-bond brick infill wall.

Building envelope and surfaces of wood, metal siding or combinations



(fig. 4.52) Steel balconies projecting from wood shiplap siding wall.



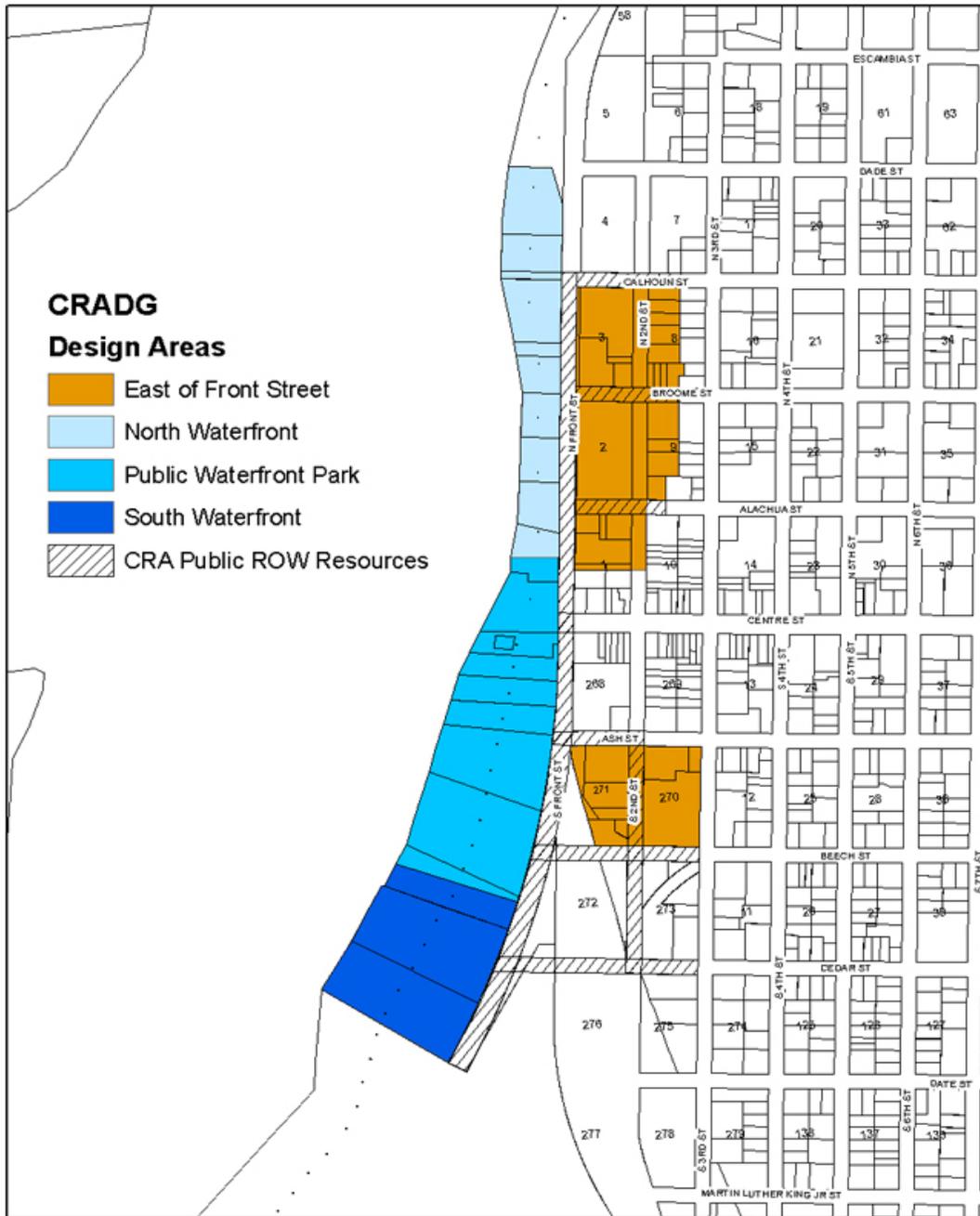
(fig. 4.53) Corrugated metal cladding system used in new construction in warehouse district of Petaluma, CA.

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Parking (see Section 5, General Standards, for additional guidelines on parking design.)

1. Developers of Office, Commercial, and/or Waterfront Industrial uses may pay a fee in lieu of providing the required parking, as established in LDC Table 7.01.04A.
2. The fee shall be set annually by the City Commission and shall be based on the average cost of constructing a parking space in the City. The fee shall be a onetime payment, to be placed in a trust fund for downtown parking improvements which serve the CRA properties. Developers of residential uses must provide 2.0 spaces per dwelling unit per site and are generally not eligible to apply for this fee.

4.4 EAST OF FRONT STREET DESIGN AREA



(fig. 4.54) East of Front Street Design Area (brown).

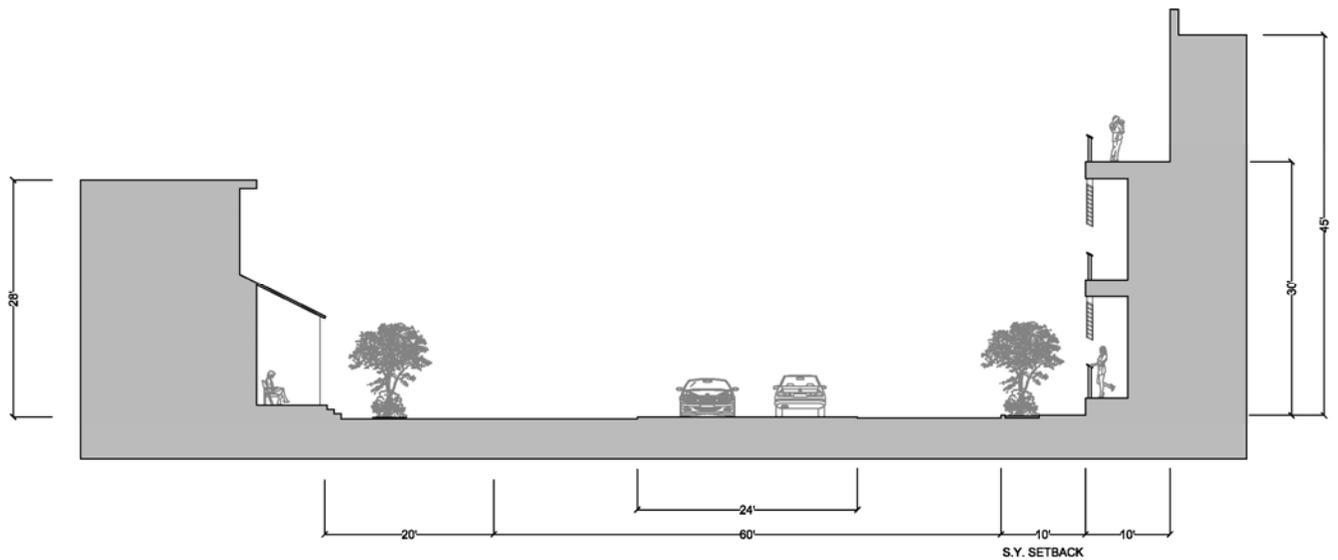
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Building Heights and Setbacks

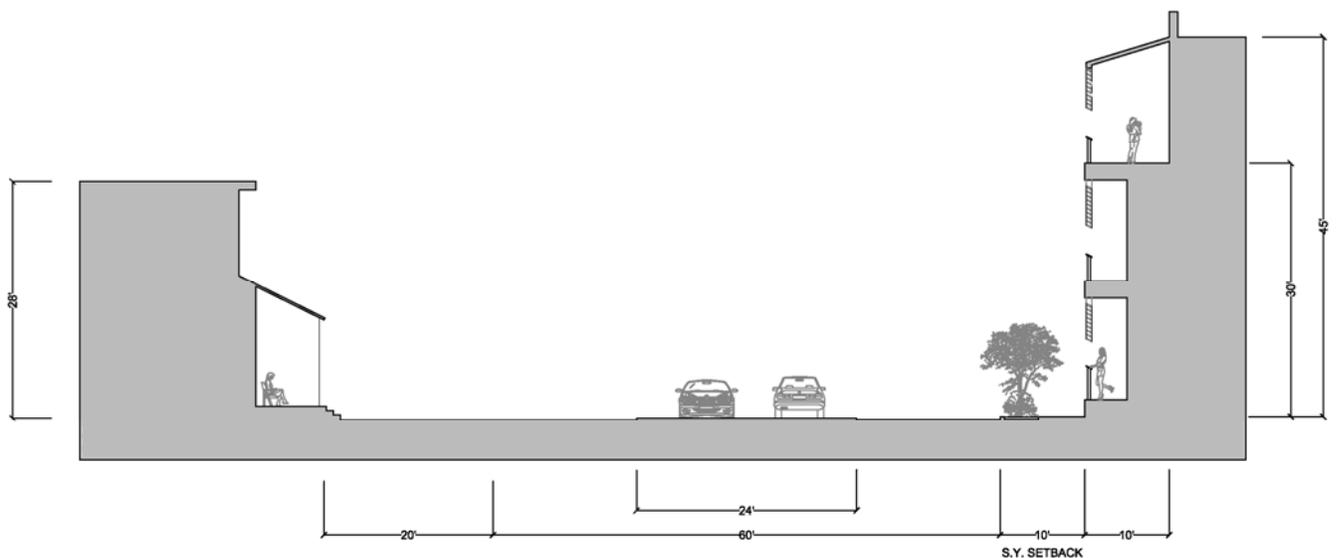
Properties located within the CRA east of Front Street are subject to the following standards:

Guidelines

1. Facades up to 30 feet in height shall have a maximum front yard setback of no more than 10 feet.
2. Facades up to 45 feet in height shall be recessed back from the first 30 feet of facade a minimum of 10 feet. Awnings, pergolas, or covered balconies may project into this setback, but shall not extend beyond the first 30 feet of the facade.



(fig. 4.55) New building height setbacks - open balcony.



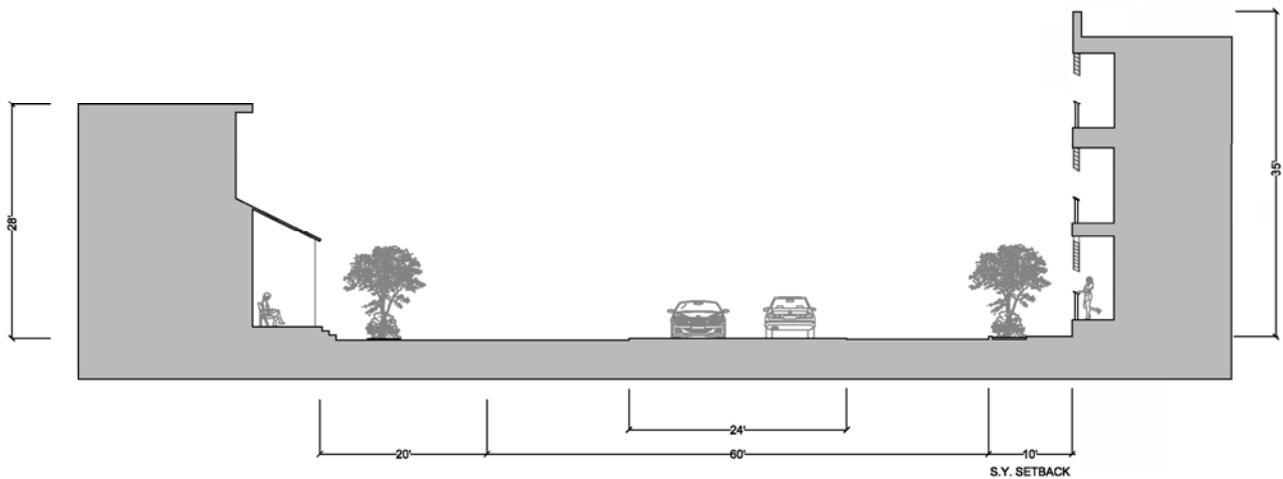
(fig. 4.56) New building height setbacks covered and screened by an awning and a louvered balcony.

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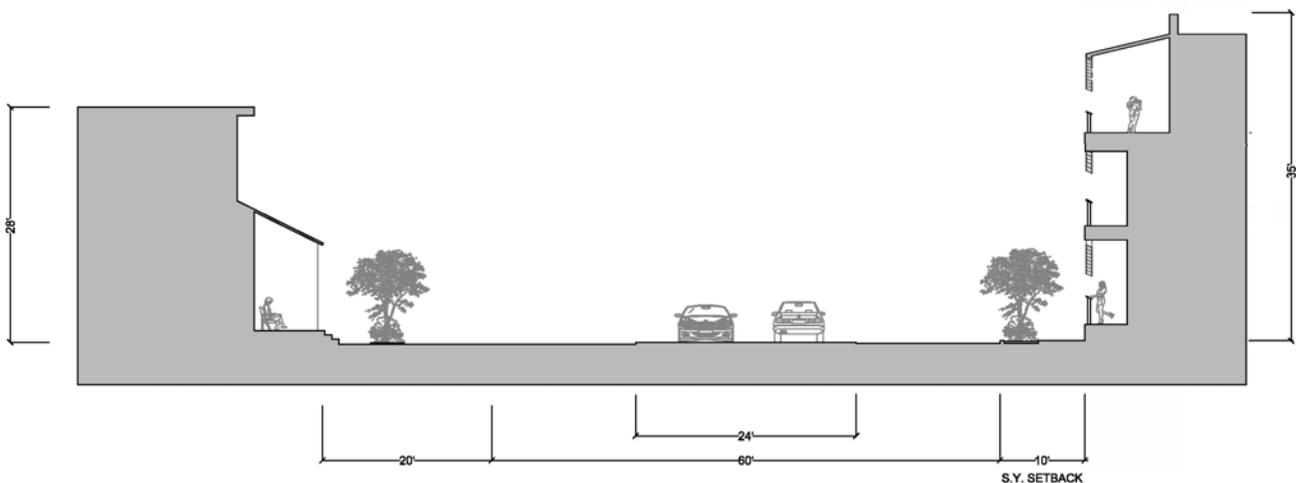
Properties adjacent to residential non-CRA properties

Properties located on the east side of North 2nd Street which share a property line with residentially zoned non-CRA properties shall meet the following standards:

1. Building height shall be limited to 35 feet, including the parapet for flat roofed structures.
2. Buildings shall provide a front yard setback of 10 feet. Side yard setbacks are not required (figs. 4.57, 4.58).
3. All projects shall maintain a 20 foot rear yard setback for principal structures.
4. Non-residential and mixed-use projects shall provide a buffer along the shared property line which meets the requirements of a Buffer Type C as provided in LDC Table 4.05.05(B).
5. All sides of the building shall be designed to be viewed.



(fig. 4.57) Street Section showing 35' building height to parapet across from a residential area.



(fig. 4.58) Street Section showing 35' building height to parapet with an upper story covered and screened by an awning and a louvered balcony.

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Building Style

Building styles for this area shall be compatible with the historic commercial downtown, particularly along Second Street. Although the architectural styles vary, the area is characterized by the following patterns of building:

1. Simple geometric forms and simple plans with all sides of the building being designed (fig. 4.59)
2. Complexity achieved by assembly of simple shapes, modulating mass with insets or projections at entryways and corners or to denote entry and changes in function (fig. 4.60)
3. The body of the buildings defined with brick, stone, or stucco over block construction (fig. 4.61)
4. Expression of construction through careful masonry detailing, wood, metal or combination detailing around entries, openings in facades, and balconies (fig. 4.62, 4.63)
5. Simple roof forms, predominately flat and edged by a parapet, with breaks in the cornice line only to mark entryways, changes in function or important corners (fig. 4.64)
6. Street level commercial feature greater areas of glass making the building appear lighter and more transparent. Awnings of treated fabric or metal may cover pedestrian spaces (fig. 4.65)



(fig. 4.59) Simple geometric forms and simple plans- waterfront construction, Charleston, SC.

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(fig. 4.60) Complexity achieved by assembly of simple shapes, modulating mass with insets or projections at entryways and corners or to denote changes in function.



(fig. 4.61) The body of the buildings defined with brick, stone, or stucco over block construction.

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(fig. 4.62) Expression of construction through careful masonry detailing, wood, metal or combination detailing around a window balcony.



(fig. 4.63) Expression of construction around a balcony.

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(fig. 4.64) Building façade in the Historic District along Second Street showing modulation of fenestration and depth of surface, as well as simple roof form.



(fig. 4.65) Street level commercial / retail with sidewalk activity. Buildings, awnings and trees make the street more walkable.

Awnings and Canopies

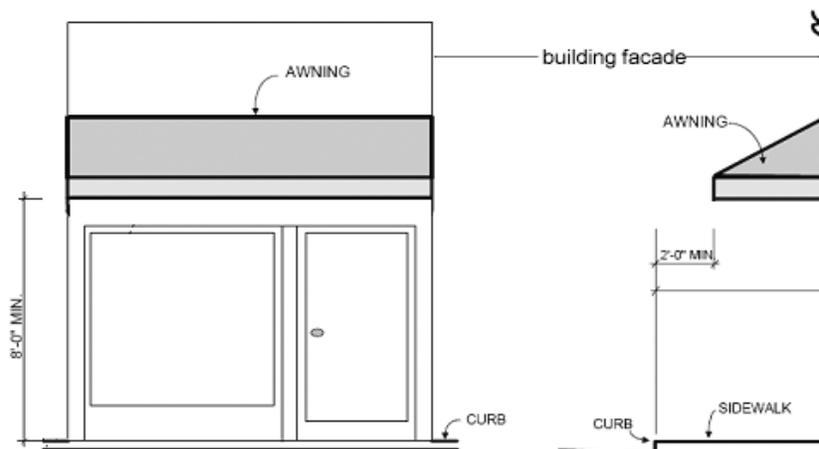
Historic photographs of Fernandina reveal that awnings were used where needed to protect shop interiors from the sun, mostly on the south side of the street. Flat-roofed fixed canopies and awnings can be decorative as well as functional, and should be designed to complement the architecture. Today, as in the past, their greatest value is energy conservation through protection of spaces from unwanted heat gain. Over the last 100 years several types of awnings and canopies, such as retractable fabric awnings which roll or fold back toward the façade, stationary fabric awnings on a fixed pipe system, fixed canopies with sloping roofs and, less extensively, fixed canopies with flat roofs and railings (like small balconies) have been utilized in Fernandina. These designs are still appropriate for new construction in this design area:

Guidelines

1. The scale of the awning, i.e., height, length, depth, and overall bulk shall be compatible with the building storefront.
2. Awnings should fit within the storefront space and not cover side piers, lintels, or other important architectural elements of the structure.
3. The color of awnings should complement facade colors; solid colors or stripes are historically appropriate.
4. Awnings should project no more than 4 to 6 feet from the façade (see fig. 4.66).
5. Awnings illuminated from behind are not acceptable as this illumination detracts from the overall character of the facade. Interior lighted awnings shall be permitted if the lighting system is encased or screened from view underneath.
6. Signage and graphics applied to awnings shall be reviewed for color, scale, and overall design compatibility. Large letter sizes and message areas shall not be permitted on awnings.

Avoid

- Awnings made of reflective, high-gloss, brightly colored materials.
- Awnings that cover distinctive architectural features of the building.
- Awnings with a curved profile (A curved form maybe acceptable if directly related to a key architectural element such as seen in the rounded corner awning in fig 4.60).



(fig. 4.66) Awning Diagram (adapted from Menlo Park, CA Guidelines).

Enclosing a setback space

Enclosing a setback space on the upper floor of a structure (see fig. 4.56 on p.43) is an acceptable option to allow for control of sun, wind, privacy, and to introduce visual variety along the street. These spaces are also referred to as “loggias” or “porches” (See definitions in Glossary).

Guidelines

1. These spaces shall be non-air-conditioned areas designed to adapt to the varying climatic conditions of Fernandina (figs. 4.67, 4.68).



(fig. 4.67) Covered porch in a setback area (residential area seen in background for scale comparison).



(fig. 4.68) Operable wooden louvers on these covered porches afford sun and privacy control without need for air conditioning.