

1. CALL TO ORDER 3:00PM

2. ROLL CALL

In Attendance: Chip Ross, Mark Bennett, Jamie Morrill, Len Kreger

Audience: John Stack, Judith Lane, Sam Lane, Eric Bartelt, Phil Scanlan, Ron Flick

3. APPROVAL OF JUNE 11TH AND JUNE 25TH MEETING MINUTES

Approved. All in favor, none opposed.

4. DISCUSS DRAFT LAND DEVELOPMENT CODE (LDC) LANGUAGE FOR 8TH STREET

Ms. Burke let the group know that the piece that will come first will be to draft comprehensive plan future land amendment. This language will need to be done before the LDC can be updated. She said of course we cannot make this amendment until we know what we want to do. The goal is to focus on future land use of MU-2 and Chapter 2 Land Use Element. Can this area support the proposed densities? Ms. Burke will run density analysis at maximum 30 density analysis and will share with the Department of Economic Opportunity to get initial feedback. Levels of service for waste water, police, and fire have to be looked at. We have to have this discussion before we move forward.

Land Uses (Jamie Morrill)

Mr. Morrill stated that assumptions are made that people want 8th Street to serve as aesthetically appealing area into downtown. We need to make sure architectural integrity is ensured as well as their capacity to handle residential component. 8th Street has a few unattractive buildings. Recommendations from Mr. Morrill on the draft table of land uses include: remove gas stations w/ or without auto sales and laundry/dry cleaning facilities. Ms. Burke asked for clarification of Mr. Morrill's recommendations of land uses. Mr. Morrill commented that we should be fairly restrictive. It was noted that if some land uses are removed, the use becomes non-conforming; then some of the non-conforming businesses can continue; however, they cannot expand. If business is sold, then it must become a conforming use. Ms. Burke commented that this could create value for the new zoning if it shared as adding more uses. Currently residential is not allowed, so this would be added.

Mr. Kreger commented that we want redevelopment; somehow we get to 8th street property owners and see where they are at. Ask what they think. Ms. Burke responded that we did send out a survey last year specifically to 8th Street property owners seeking information on why they selected 8th Street and what their vision for 8th Street was; it would be good to send out follow up. Mr. Kreger referred to an article in Fernandina Beach News-Leader. Mr. Bartelt commented that there are approximately 64 business owners on 8th Street.

Committee discussion continued on gas stations on 8th Street. Mr. Morrill asked a threshold question-is that what we want it to look like? What do we prefer to see? Mr. Bennett responded let the market dictate the uses. Mr. Stack commented that with a higher density, new business owners will look at how to maximize investment. Mr. Kreger asked if we want to redevelop, having density and height bonuses as incentives will bring people in. Marketplace will drive, but how much do we have to do? Ms. Burke responded it is an in-between balance - if we don't allow certain uses, where will they go? There was a recommendation to add an "S" for supplemental standards on proposed more intensive uses like gas stations and dry cleaning/laundry facilities. The supplemental standards would require that use to comply with higher design standards. Mr. Flick pointed out

that gas stations now need twice the space for today's space requirements and regulations. They would not have room to operate on 8th Street.

Ms. Burke asked for consensus regarding the land use table. Consensus was reached for changing laundry and gas station to an allowable use with supplemental standards.

Incentives: Height, Density, Landscape/Pedestrian Easement (Len Kreger)

Workforce housing is typically defined as people making 60 to 100% of an area's median income. It is not the same as affordable housing, which has a different percentage threshold. Last meeting there was a discussion about a lack of workforce housing in the City.

There was a committee discussion about angled parking and one way side streets. Bike racks fit into the concept as well. Setback would be required on 8th Street. A six foot setback with easement would still be private property. An easement would give the City access to setback to manage any uniform landscaping installed. Mr. Kreger stated that this is a simple draft matrix he provided, group just needs to fill in the percent numbers. Mr. Flick suggested the property owner should shoulder responsibility of maintaining any landscaping.

Mr. Ross asked if 30 units per acre with one parking space is feasible. Mr. Stack suggested we could have some controls for the environment. The proposed bonus height limit of 55' would allow for under structure parking. Ms. Lane stated that architectural design standards are going to have to be high, plus with no public transportation or services here, 1.5 parking spaces per unit does not compute to how people currently live. It was asked, how are we going to get to the future? We are still looking at a demographic of two cars. Mr. Flick commented that this area is being suggested as for young, two people household with units around 800-1000 sq ft. Mr. Bennett stated that the millennials are not driving. Mr. Stack commented if we create the urban area, services will follow.

Mr. Kreger commented that people are living all over, workforce could enjoy this area. Ms. Lane asked what is the big picture for 8th Street? It seems like we are going to build architecturally similar, box style buildings along the street. Ms. Burke noted design standards were critical and if the city as a policy wants to move to this type of development, the city will have to make some decisions - buy a lot on 8th street to make it available for parking or consider angled parking on side streets or one way side streets to make this successful.

Mr. Ross stated the log trucks will prohibit people from living on 8th street. Mr. Bennett said he disagreed and these units would be filled. Ms. Burke commented that the 8th Street LDC working group had many log truck discussions and a meeting with Mr. C.A. McDonald from Rayonier about their operations and how they work with the trucks. It was noted we have a recent example of someone moving into a house on 8th Street with business on 1st floor, home upstairs and they are doing really well.

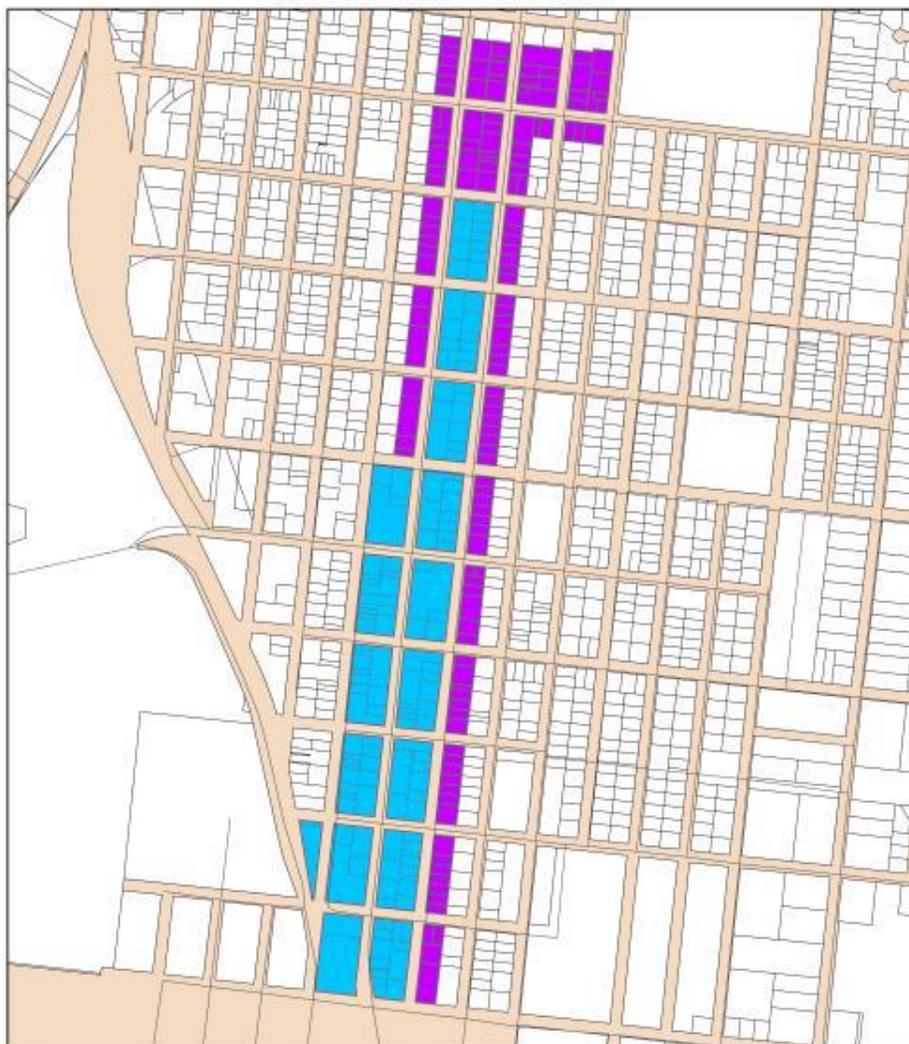
Mr. Morrill commented that this is an attempt to do something creative to help 8th Street, the project could be derailed if we make it bigger than it is. Mr. Flick said what it does is give options for development. Ms. Burke stated that we want to give people options that they do not have now. She said the City has had developers or interested people come in and want to do mixed use and currently cannot under current zoning. Mr. Scanlon commented that the pilot trolley is on 8th Street and for public transportation. Ms. Lane brought up that Zip cars would work for this area.

Committee discussion-these proposals are going to change the dynamic of the area. Not everyone will be supportive, but if we don't make changes, nothing will happen. Ms. Burke suggested we could start with basic changes to the code because this overall proposal would be a major substantive change for the City. Ms. Burke stated that we tackle in pieces, zoning and land use first. The design detail could become really detailed and

we need more work done on that. She pointed out that last major LDC update was in 2006 and staff are still working on fixing, tweaking current code to be a better fit for the community. It is an ongoing process.

Ms. Burke referred to a map showing the proposed area and stated we will have to work with residents to educate them on the plan. The map is a proposal of the areas and the proposed heights as discussed by the group in prior meetings. The block between 8th and 9th is split zoned, the east half of the 8th Street side is C-2, and the west half of the 9th Street side is MU-1. This proposed land use/zoning change will unify zoning on that block, which alone is a big deal. The map shows the blue area is allowed to go up to 55 feet as a bonus with a base height max of 45'. The purple area of the map has a maximum 45' height, no height bonus allowed. Mr. Bartelt asked if we want to encourage commercial or mixed use development on the 9th Street side. It was noted there is already some commercial on 9th Street.

8th Street Corridor



Legend

- City Roads
- 8thCorridor45
- 8thCorridor55
- ALL_CITY_PARCELS

1 inch = 606 feet



Committee discussion continued on current map zoning and proposed map changes. The group discussed retail development. What about providing an incentive for mixed use - commercial on the bottom floor generates new tax uses and could increase value of sustainable tax base. The general feeling of people is create an entrance to the city. Ms. Burke reminded everyone about the incentives for providing an easement with the proposed six foot setback.

Mr. Flick asked if we would consider not one flat setback, but create average. Mr. Bennett stated that he is opposed to putting any setback requirement on side and rear. Ms. Burke commented that if we are talking about building out a block, and the way we treat a property now, it is up to them how they want to orientate their property. Committee discussion ensued about the setback, current setback requirements and what they should be. Mr. Flick likes the idea of creating green space with some kind of setbacks, especially if it is flexible. Trees are a sound suppressant. Mr. Flick likes the easement idea, as the street front is important.

Ms. Burke asked how do we consider what is the front of the building depending on how someone wants to orient their project. It makes sense to say six feet all around to ensure that the 8th Street side gets that six feet even if it is the side or rear of a building. Mr. Bartelt commented that if we take an average of six feet, piece of building is no sidewalk. By making a setback variable, this creates visual interest. Continued committee discussion of front setbacks. Ms. Burke asked Mr. Flick about code relating to average setback and could he please provide examples. He will send to Ms. Burke.

Consensus on draft language of code changes presented at this meeting: 50% workforce housing bonus and six feet easement. Mr. Flick stated that instead of having a percentage for a bonus, it could be subject to the scale of development. There is nothing wrong with giving incentives. Mr. Stack commented about a permanent allocation for workforce housing in county and there is a certain percentage of the development. So they would have on ongoing basis in future and keep affordable housing.

Parking (Len Kreger)

Tabled until next meeting

Design (Ms. Burke)

Tabled until next meeting.

5. Determine Next Meeting Date - July 14th 3pm at City Hall

Discuss six foot average setback concept, design, percentages, possible joint county/city board meeting to discuss 8th street changes.

6. ADJOURNMENT 4:49pm.