

Tybee Island Corridor Charrette

C-2 Zoning District/Arts, Eats, Eco-Business Corridor

FINAL REPORT/AUGUST 2012



Thanks.

The Coastal Regional Commission and the City of Tybee Island wishes to thank the participants and community representatives who played a role in the Charrette and contributed to its findings.

Funding, Leadership
& Key Guidance



In Partnership with



Disclaimer

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Introduction



What is a charrette?

A charrette is an intensive planning session where citizens, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the plan.

Synopsis – How we got here

To set the stage for the premise of the Charrette, it is important to understand that change is always occurring within a community, at times subtle in nature while at other times pulling in opposite directions. Tybee Island has evolved from a quiet beach retreat to a popular summer and weekend destination. This evolution has positioned Tybee Island with numerous opportunities and an equal number of challenges.

It was the charge of the Coastal Regional Commission to address these opportunities and challenges via an interactive community planning process for the City of Tybee Island. With change comes a need for new thinking in terms of the planning and regulatory framework for the built environment. This project, the Tybee Island Corridor Charrette, was conducted to provide a consensus-based process to develop solutions and a decision-making framework with regards to specific policy and regulatory issues for Tybee Island.

A Convergence of Multiple Factors

A number of factors have converged over time and culminated with the need for a participatory process to examine the planning, development and regulatory issues on Tybee Island—specifically within the study area (discussed in more detail later in this report). These factors are listed below:

- Implementation of the Tybee Island Master Plan Character Area strategies
- Ensuring the City has “Right Rules, Right Places”
- Be prepared for the next wave of growth
- Accommodate future land development requirements
- Improving investment conditions/ predictability for market-based development
- Improving the quality of life for residents and visitors



Tybee Island Wedding Chapel – Charrette Location

Document and Charrette Overview

This document summarizes the process, findings and suggested initiatives associated with the Tybee Island Corridor Charrette that occurred on Tybee Island, Georgia from March 27-29, 2012. Organized by the Coastal Regional Commission, the Charrette assembled a working group of planners and designers, elected officials, residents, property owners, businesses, community representatives, municipal and county officials whose collective goal was to frame the issues and develop potential solutions as represented in Concepts and Approaches to implement within the identified study area. **US Highway 80 was the study area defined for the Charrette, the pages that follow provide further detail of this corridor.**

The Charrette took place over three days and was held at the Tybee Island Wedding Chapel. The Chapel is located on US Highway 80 and provided a venue that allowed the Charrette Team (the “Team”) and participants to become engaged and understand the issues of the study area. In general, the event was divided into three elements:

- Analysis, calibration and initiatives
- Diagramming, preliminary findings and stakeholder review
- Concept development and articulation of findings

Project Background

While preparing for the Charrette, the Team crafted general objectives and stakeholder questions that would provide a guide and starting point to frame the discussion. These statements became the agenda items for the workshops, meetings and discussions that were held.

The framework necessary to meeting this mission was to implement the following objectives:

- **Utilize the Charrette format to engage and energize** primary stakeholders, secondary stakeholders, residents and organizations to participate in the identification of issues, the development and evaluation of potential solutions represented by concepts and approaches for future implementation
- **Calibrate the Charrette and findings to the study area** to demonstrate how a community can modify existing policies and the regulatory framework to promote the type of development it seeks and ensure the “Right Rules, Right Places” concept can be implemented
- **Use the Regional Plan of Coastal Georgia** to guide additional regionally-based strategies to provide a foundation for future updates to the Tybee Island Master Plan

Goals for the Charrette

As a result of pre-Charrette investigatory work and the analysis of available reports and documents, the Team assembled a list of key goals and observations which were to be addressed during the Charrette. These goals are listed as follows:

- Enhance the Corridor as a Gateway/Entryway
- Protect the City’s commercial tax base
 - Preserve areas for future business growth & community support uses
- Promote transportation options
 - Pedestrian, biking, transit & traffic calming approaches
- Improve private investment conditions
- Ensure greater land use predictability
- Minimize conflict between adjacent/existing uses
- Improve the Corridor with a sense of place for residents, visitors and tourists



Tybee Island Beaches



US 80 Corridor

About Tybee Island

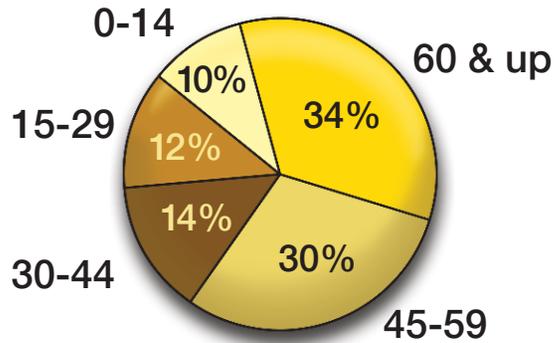
Tybee Island is an island and city in Chatham County, Georgia near the City of Savannah. It is the easternmost point in the state of Georgia. The small island, which was for a long-time a quiet getaway for the residents of Savannah, has become a popular vacation destination with tourists and day visitors from outside the Savannah metropolitan area. The population of Tybee Island can increase significantly during peak summer weekends from 3,000 to over 30,000 people who occupy the roads, lodgings, beaches, parks and patronize local commercial establishments. Tybee Island provides the only beach access serving the surrounding communities for public and day use.

Tybee Island is also surrounded by extensive pristine tidal marshes which provide a unique habitat and a natural resource which is highly sought after for a range of active and passive recreational interests. The City hosts a number of annual parades and festivals to promote Tybee Island and its many attractions—these events encourage visitors outside of the peak summer periods.

Tybee Island’s strategic position near the mouth of the Savannah River made the island an ideal location for Georgia’s early settlement and as a result the island is home to a number of historic resources—including the Tybee Island Lighthouse and Fort Screven historic district to name just a few.

The influx of visitors brings significant opportunities to local businesses and it affords the provision of amenities that is not typical with communities of similar sizes. However, the success of Tybee Island as a popular visitor destination also presents a number of challenges for the community and its permanent resident population. These challenges include congestion, public safety, economics and vehicular/pedestrian conflicts.

Age Distribution (2010)



Source: 2010 U.S. Census

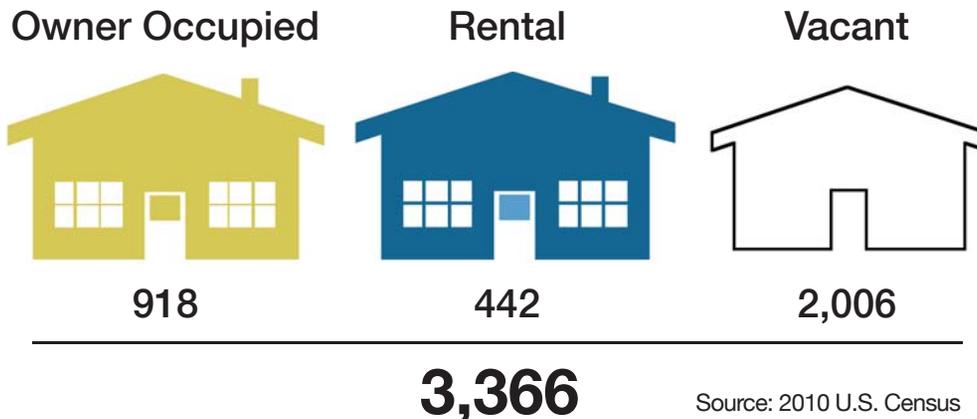
Demographic and Housing Profile

The population of the City of Tybee Island as reported by the 2010 U.S. Census amounted to 2,990 persons, which comprised of 1,536 females and 1,454 males. Age distribution is varied amongst the age cohorts with those aged 65 years and greater comprising almost 23 percent of the population. The population aged 55 years and older comprised almost half of the population at 45 percent, resulting in a median age of 53.2.

In 2010, there were 1,360 households in the community which consisted of families with children, empty nesters, single-headed households and persons living alone. Almost 48 percent of the households are comprised of empty nesters (married couples with no children) and individuals living alone at 32 percent. Thirty-four (34) percent of households comprised individuals aged 65 years and over. The demographic and housing profile supports the notion that Tybee Island is transitioning toward an older population. The average household size in 2010 was 2.11 persons.

In 2010, there were 3,366 total housing units and the vacancy rate was almost 60 percent, which reflects the community's reputation as a seasonal resort destination. The number of year-round occupied housing units amounted to 1,360 units in 2010. Housing tenure amounted to 68 percent in owner-occupied dwellings, while renter-occupied households comprised 32 percent.

Housing Occupancy/Tenure (2010)



Source: 2010 U.S. Census

Existing Plans, Policies and Regulations

Tybee Island has a strong tradition of community planning. The community’s unique location and setting supports a strong stewardship ethic on planning for the future. Existing plans, policies, regulations and other studies that affect land use and development were reviewed prior to the Charrette and are identified below:

- Code of Ordinances, Appendix A – Land Development Code
- City of Tybee Island Bike Plan (2010)
- Tybee Island Master Plan (2008)
- Tybee Island Quality Growth Resource Team Report (2006)
- The Tybee Island Stormwater and Water Quality Charrette (2005)
- Tybee Island Beach Management Plan (2005)
- Tybee Island Traffic and Parking Study (2005)

Relationship with the Tybee Island Master Plan

During the development of the Tybee Island Master Plan (the “Master Plan”) in 2008, a number of new land use themes and development strategies referred to as “character areas” were adopted as City policy. These character areas provide guidance on the desire and location of future development within the City and inform decision making with respect to the long-term planning of these sub-areas. More recently, the necessity for a focused planning effort was discussed in response to a growing concern and frustration from residents, businesses and property owners as it relates to one of these sub-areas. These issues are primarily concerned with the potential for negative impacts from certain land uses and the need to promote appropriate types of development envisioned within the Corridor.

The Regulatory Environment

The City of Tybee Island's current Land Development Code and zoning requirements reflect a use-based regulation which does not always accommodate the unique land configurations and variety of uses desired within a community like Tybee Island. The Land Development Code, specifically the zoning regulations and district boundaries within the study area, were evaluated to determine the extent that the existing regulatory environment support redevelopment, revitalization or creates conflict within the Corridor. Ensuring consistency between the vision and policies for the Corridor along with the regulatory framework are critical factors for the long-term success of the implementation of the Master Plan.

The City of Tybee Island's Land Development Code includes a provision that allows variances from the standards of the Zoning Code. If approved, a variance allows a deviation from the standards due to special circumstances applicable to a property. Variances are typically sought for the relief from regulations as it relates to setbacks, frontage requirements, lot size, parking spaces and building height. Often the strict application of the zoning standards can significantly interfere with the use of the property.

In 2010 and 2011, the City received a total of 21 applications seeking a variance to the Land Development Code. Out of these applications, three were withdrawn prior to City Council action resulting in fourteen (77%) that were ultimately approved and four (23%) that were disapproved. Most of the submitted variances sought relief from setback requirements, while a few involved fence height deviations. Most of the variance requests were related to residential properties. As a result of the current downturn in the economy, there is not enough information to indicate whether the numbers of variances over the last two years reflect an excessive level of relief being requested. Properties seeking relief for commercial uses represented only a few of the variances cases. Nevertheless, it seems prudent to review the Land Development Code and determine if modifications could be made to reduce or eliminate the need for certain variances that commonly affect new development or redevelopment of existing property.

Study Area



The study area (also referred to as the “Corridor” throughout this report) follows the boundary of the City of Tybee Island C-2 Highway Business Zoning District. The study area is bisected by US Highway 80 (US 80) and extends from Teresa Lane to Butler Avenue within the corporate limits of the City of Tybee Island. The study area is approximately 1.35 miles long and comprises about 82 acres. US 80 is an east–west United States highway route, much of which was once part of the early auto trail known as the Dixie Overland Highway, stretching from the Atlantic to Pacific oceans.

US 80 is a four-lane undivided roadway situated within a 100 foot right-of-way. On-street parking is provided along most of US 80 and left turn lanes are limited to the intersection of Campbell Avenue. The Corridor is characterized by three distinctive areas. East of 6th Avenue, the Corridor is generally comprised of commercial uses which are located close to the street. The central part of the Corridor provides for a variety of uses, slightly more residential in character which is transected by marsh and open space. West of Polk Street, the Corridor is emerging with more commercial establishments, converting uses and building setbacks to the street are varied.

The C-2 Highway Business Zoning District is intended for locations along arterial streets where the negative impacts of traffic congestion, noise and intrusions into residential neighborhoods will be minimized. A secondary Zoning District, the Transitional Business-Residential (TBR) classification is an overlay zoning district which shares the same boundary as the C-2 Highway Business Zoning District and permits residential uses.

Most of the study area also falls within the Arts, Eats, Eco-Business Corridor “character area” as identified in the City of Tybee Island Master Plan. The Arts, Eats, Eco-Business Corridor is intended as an activity center with a concentration of uses including shopping, crafts, restaurants and eco-tourism.



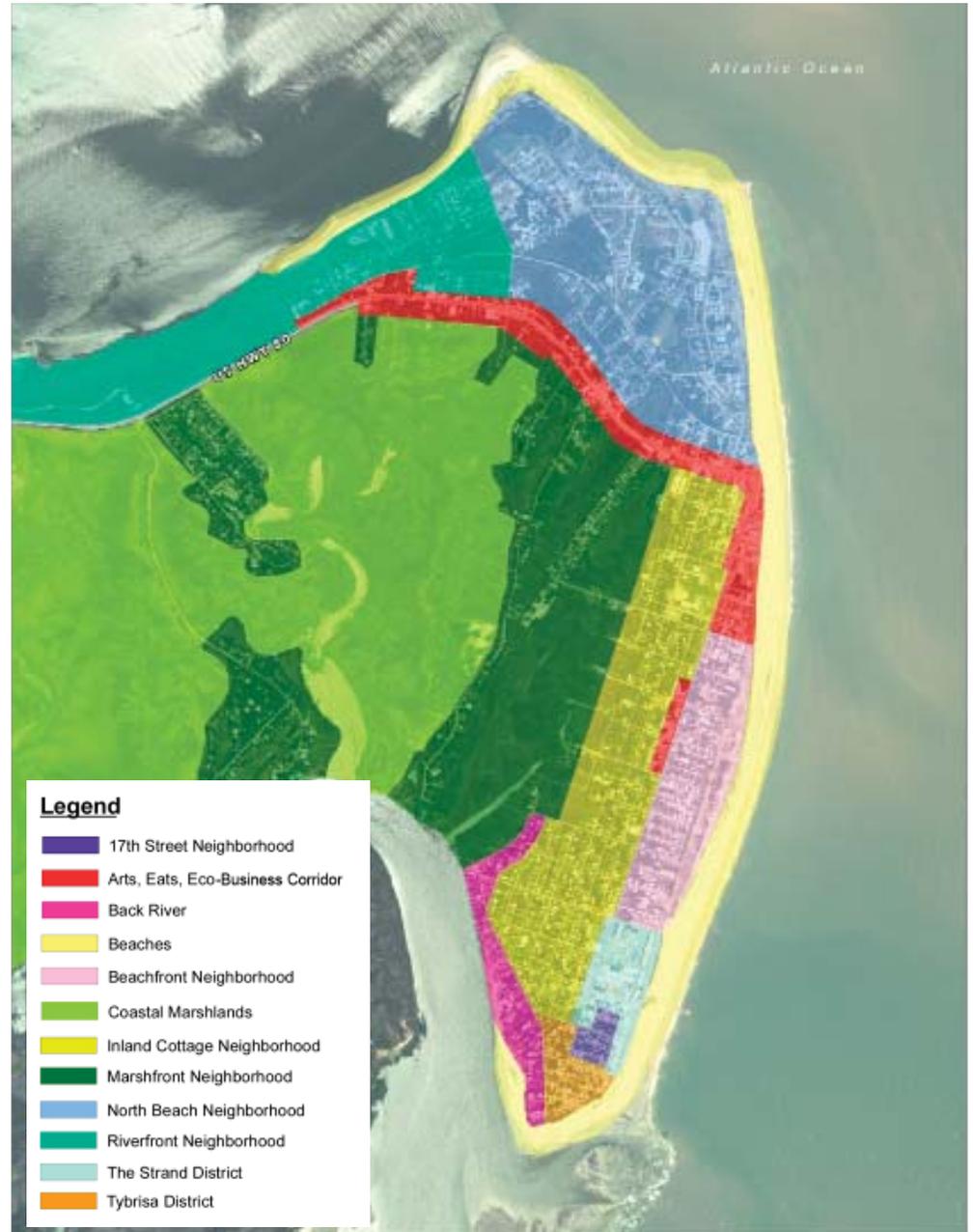
Study Area Map

Arts, Eats, Eco-Business Corridor

The Arts, Eats, Eco-Business Corridor is the name identified in the Tybee Island Master Plan for the character area which covers the US 80 Corridor and entryway into the City of Tybee Island. The Master Plan is the adopted long-range plan used to manage growth and guide development policy on Tybee Island. A character area is a planning sub-area within the community where more detailed, small-area planning and implementation of certain policies, investments, incentives, or regulations may be applied in order to preserve, improve, or otherwise influence its future development patterns in a manner consistent with the community vision.

A character area has unique or special characteristics to be preserved or enhanced; has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation; or requires special attention due to unique development issues. Character areas are aspirational in nature and are not intended to reflect strict boundaries. As such, character areas may include areas which may not exactly follow the description of such areas, but could evolve as part of the character area in the future.

The Master Plan identifies a number of character areas within the community which depict unique and definable characteristics for which the City may wish to preserve or enhance for the future. The Arts, Eats, Eco-Business Corridor as presented in the 2008 Master Plan is identified in more detail on the following page.



Master Plan – Character Area Map (2008)



Arts, Eats, Eco-Business Corridor

(Excerpt from 2008 Tybee Island Master Plan)

This area functions as an activity center with a mix of neighborhood commercial uses including shopping, crafts, restaurants, and eco-tourism.

Recommended Development Strategies:

- New development, redevelopment, and restoration should be consistent with existing character of the area in terms of mass, scale, use and density.
- Encourage commercial and mixed-use infill development and redevelopment along Highway 80 commercial corridor.
- Down zoning within the Highway 80 commercial corridor should be discouraged.
- Establish a set of standards for a maximum percentage of residential use on a per parcel basis to encourage mixed-use.
- Enhance pedestrian movement through streetscape improvements.
- Support the continued development of the Tybee Island bikeway including bike lanes and multi-use trails.
- Establish standards and design guidelines for signage. Develop a “theme” for signage to ensure that it is consistent and fits with the character of the area and the Island as a whole.
- Allow for an appropriate mix of retail, residential, and tourism-related uses consistent with the vision of the Plan.
- Implement traffic calming measures and parking improvements.
- Establish noise and sight buffers between the commercial uses and the adjacent residential areas.

Existing Conditions

Land Use

The study area is characterized by a variety of uses and comprises eight land use categories. Two land uses dominate the study area, including residential (all types) and commercial uses. The study area is represented by a mix of land uses which are scattered throughout the Corridor. There is limited vertical integration of uses in the Corridor. The data utilized in this report is based on a survey completed in 2007 and depicts the primary use of each parcel and is the best data available. Since 2007, there have been several parcel conversions to commercial uses which are not reflected in the information presented below.

Residential use comprises approximately 33 percent of land within the study area. Residential uses are distributed throughout the Corridor, but there are areas where such uses are more defined. The most prevalent housing type includes single-family homes. Multi-family uses are distributed throughout the study area and reflect a range of building types. Most of the single-family homes face US 80, although there are several homes which are oriented away from the highway.

Commercial uses comprise 15 percent of the study area and are growing in prevalence and diversity. Restaurant, shopping, service, convenience and office uses are the major sub-commercial categories within the Corridor and serve



Land Use (2007)

both residents and visitors. The United States Post Office is the only public land use in the study area.

Undeveloped and underdeveloped land comprises 10 percent of the study area. However, it was observed that there are additional lands which can be classified in this category. There are a number of underutilized or vacant properties that reflect an obsolete size and dimension under today's market and development conditions. These properties contribute to the inventory of small or medium sized parcels that may be future commercial opportunities within the Corridor.

Lands classified as Tidal Marsh amounts to 5 percent of the land within the study area, however based on field analysis the amount of land in this classification is greater than reported.

Zoning

Zoning dictates where development can take place, and whether it is residential or commercial. Zoning also determines the standards that are applicable to development such as setbacks, height, signage, parking, landscaping and special requirements as well as the process and procedures for administration. The study area is governed by two Zoning District classifications – the C-2 Highway Business and the Transitional-Business-Residential (TBR) Zoning District. The boundary of the C-2 Zoning District generally follows a line to the north and south side of US 80. Over time, there have been several modifications to the C-2 Zoning District boundary resulting in additions and subtractions of land from the district. The C-2 boundary splits a number of parcels which results in parcels having two or more zoning districts, of which the Land Development Code determines which districts governs the development of the property.

As depicted on the Zoning Map, the C-2 Zoning District is the primary land use regulation for the study area. The TBR Zoning District is not depicted on the City’s Zoning Map and is referenced by text in the Land Development Code. The TBR Zoning District allows residential uses but it does not specify the types of residential uses allowed. The TBR Zoning District states that residential uses shall only be established in older sections where intermixing of uses is found to be necessary and desirable in order to create a buffer zone with adjacent commercial districts.



Zoning Map

The TBR Zoning District does not specify the criteria to determine where the older sections are within the study area, or how necessity and desirability is evaluated in the approval process.

Any proposed use allowed by the C-2 and TBR zoning districts may only be approved after the following requirements have been satisfied: (1) a site plan has been submitted to the zoning administrator, (2) a public hearing has been held by the planning commission, and (3) the mayor and council has granted approval at a regularly scheduled meeting. From a city-wide perspective the zoning districts are configured as follows: The C-2 Zoning

District is one of two commercial districts in the City. When accounting for the E-C Environmental Conservatory Zoning District, the C-2 Zoning District comprised 7 percent of the developable land within the City limits, while the C-1 Zoning District comprises another 5 percent. The majority of developable land within the City is zoned for residential uses at about 83 percent. Other zoned lands include the Maritime District (M-D) at 3 percent and Public Parks (P-C) at 2 percent of land within the City. The following figure is an excerpt from the Land Development Code. It articulates the C-2 and TBR zoning district standards.

Land Development Code: Code of Ordinances, Appendix A

C-2 Highway Business District

(F) C-2 highway business district. The purpose and intent of commercial districts is to provide central locations for city business and services to meet the market needs of Tybee Island residents and visitors. The focus of the C-020 highway business land use district is to provide for commercial land uses that support and complement the motorized consumer. C-020 districts are intended for location along arterial streets where the negative impacts of traffic congestion, noise, intrusions into residential neighborhoods will be minimized.

- (1) Uses permitted by right after site plan approval. In a C-2 business district, land may be used and buildings or structures may be erected, altered or used only for the following purposes once the required site plan has been reviewed by the planning commission and approved by the mayor and council:
- a. Service stations;
 - b. Restaurants, including drive-in restaurants;
 - c. Gift shops (goods sold within an enclosed building);
 - d. Motels;
 - e. Grocery stores;
 - f. Tourist homes and bed and breakfast inns;
 - g. Parks, playgrounds and recreation facilities under the supervision of the city;
 - h. Professional and business offices;
 - i. Retail stores;
 - j. Marinas; and
 - k. Seafood warehouses, retail and wholesale sales.
- (2) Uses permitted after special review and site plan approval. In a C-2 highway business district, land may be used and buildings or structures may be erected or used for the land uses listed below after a site plan has been submitted to the zoning administrator, a hearing has been held by the planning commission, and the mayor and council has granted approval at a scheduled meeting. At these public meetings, the proposed land is reviewed under criteria for both site plan approval and special approval.
- a. Lounges and package shops for the retail sale of malt and alcoholic beverages.
 - b. Dwellings or structures rented for special events, provided however, special approval and review shall consider all relevant factors including but not limited to the availability of parking or an appropriate parking plan, the hours of operation and any limitations to be placed thereon, the capacity of the dwelling or structure in terms of occupancy, compliance with applicable noise limitations with the express authority of the mayor and council to impose stricter requirements than would otherwise be permissible for the impacted zoning districts; the use of live entertainment or amplified sound equipment subject to limitations to be placed thereon; and approval by the department of building safety and regulatory services; the methods of lighting signage and buffering as necessary to provide reasonable protection to nearby property owners. Each such authorized structure shall be subject to an established occupancy as determined by the fire marshal and events that are likely to result in an occupancy greater than that permitted shall require an additional application to the city with adequate information for staff to assess the additional impact from the anticipated occupancy including all of the factors listed herein and to permit staff to grant a permit for such event with additional conditions. For events that contemplate the use of premises outdoors, the occupancy shall be based upon a calculation of one person per fifteen square feet of usable exterior space.

As used herein the term “dwellings or structures rented for special events” means a facility used or available for hire for festivities, parties, receptions, weddings, ceremonies and similar activities or occasions conducted on the property. A “parking plan” as used herein may include off-site parking arranged by the applicant or owner subject to the approval of the department of building safety and regulatory services; parking must accommodate one place per four persons as determined by occupancy as specified herein. Any permitted use must adhere to the approved standards, restrictions, plans and conditions imposed by the mayor and council and/or the department of building safety and regulatory services.
 - c. Miniature golf courses.

Neither a site plan nor special approval is required on internal changes to existing structures unless it causes or requires external changes to meet the requirements of this Land Development Code.

TBR Transitional Business-Residential District

(H) TBR transitional business-residential district. The purpose of this district is to create an area, contiguous with the commercial-two (highway commercial district) where residential, professional, institutional and light business (i.e., certain kinds of convenience shopping, retail sales and services) are permitted by right and can be intermixed and concurrently protect the neighborhood from blight and slum conditions. This district shall only be established in older sections of the community where intermixing currently exists and is found to be necessary and desirable, creating a buffer zone between two districts of varying uses. It is further stipulated that, when this provision is invoked for the purpose of allowing a residential use within the 200-foot commercial strip, then the setbacks for R-020 contained in section 3-090 shall apply. All commercial uses require site plan approval.

- (1) Uses permitted after special review and site plan approval. In a TBR transitional business-residential district, land may be used and buildings or structures may be erected or used for the land uses listed below after a site plan has been submitted to the zoning administrator, a public hearing has been held by the planning commission, and the mayor and council has granted approval at a regularly scheduled meeting. At these public meetings, the proposed land is reviewed under criteria for both site plan approval and special review.
- a. Off-street parking lots, used by C-020 businesses, for the purpose of meeting the minimum parking requirements as specified by this Land Development Code.

Source: City of Tybee Island

The Charrette

Initiation

The Tybee Island Corridor Charrette was attended by residents, property owners, businesses and community organizations through interactions including workshops, design sessions, presentations and a study area tour. The process was initiated by gathering primary stakeholders, secondary stakeholders, the public and various organizations to begin the design and consensus-building process necessary to develop a viable information base. Discussion focused on the mission of the Charrette and the review of planning and development information. The participant sessions were assembled to discuss specific Charrette topics. These topics are described and defined below.

Corridor Vision

What is the community's vision for the US Highway 80 gateway corridor into Tybee Island?

Land Use and Zoning

This topic focuses on the spatial organization of land - typically developed land and how land is utilized and its compatibility with the surrounding area. Patterns refer to the location, intensity and variety of land uses.

Transportation and Circulation

The local circulation network can take the form of transportation systems, greenways, water systems, walking paths or anything that links places and people.

Preservation Areas

The systematic and planned protection of land and other resources for recreation, cultural and/or specific uses is the primary focus of this topic.

Reinvestment and Revitalization

This topic focuses on positive investment in places and specific elements, such as investing in improvements including infrastructure, human resources, events and region/site specific parameters to make the corridor achieve its vision.



Initial Findings – Primary Stakeholders

The discussions and efforts related to the identified topics were vetted through group discussions utilizing the Charrette’s objectives as a framework to evaluate the study area. The content of discussion throughout the Charrette was diverse and candid. The findings of the work session for the Primary Stakeholders are summarized on the following pages:

Primary Stakeholders comprise a diverse group of individuals and are represented by residents, property owners and business owners who live and work within the Corridor. Primary Stakeholders play a direct role in shaping potential solutions regarding new policy or actions identified in the plan’s recommendations for implementation.



Charrette Workshop



Presentation of Workshop and Findings in Chapel

Primary Stakeholder Findings/Discussion

- **Homes in C-2** – (Laurel Avenue)
Built to replace trailer homes has limited future commercial development
- **Buyer Beware** –
Owners needs to know they are buying homes in a commercial area
- **Front/Side/Rear Setbacks** –
Too restrictive, limits development in C-2, especially residential uses
- **Revisit greenspace requirements** -
Too much land taken
- **Preferred building arrangement** –
No preference
- **City has focused enhancement efforts in the C-1 Zoning District ‘Downfront’ area.**
 - Streetscape improvements have improved conditions
 - Consensus that the streetscape is well-liked
 - C-2 property owners and businesses want a similar effort to enhance the aesthetics of the Corridor
- **Parking Challenges** (required)
1 space per 200 sq. ft. for commercial uses
- **Traffic challenges** –
Difficult getting out of driveway (seasonal)
- **Noise/Conflicts** –
Live music at night/early hours
City should consider limiting hours for entertainment uses, especially on Sundays, 3 am is late for residents
- **Certified Bike Community** (Tybee Island)
Attracts/supports residents/visitors who want to use their bikes on the island
- **City considering alternative parking requirements**
Trade one (1)vehicular parking spaces for 8 bicycle spaces
- **US 80 - Traffic calming/speed reduction**
Location from the Post Office heading west toward the City Limits
- **Is US 80 a Commercial Corridor? Consensus is YES**
- **Is Residential in Corridor Frontage on US 80?**
Split decision on residential frontage
- **Confusion over Zoning Districts/ Allowed uses**
Allowed uses and boundaries
- **Parking solutions within Corridor**
 - On-street parking should count as off-street spaces
 - Off-street parking area to serve Corridor
- **We need more commercial space to grow**
Few areas for pockets of growth
- **Corridor “Island Style”**
Architecture/design needs to be revisited - too eclectic
- **Uniform Landscape/Theme is needed in Corridor** –
This is the first impression of Tybee and is a gateway into the community

Secondary Stakeholders Ideas and Suggestions

Following the Primary Stakeholder session from the first day of the Charrette, a Secondary Stakeholders workshop was conducted to obtain advice related to the study area as well as gather findings regarding issues, suggestions and challenges faced in the implementation of potential solutions regarding future growth and development within the Corridor.

Secondary Stakeholders are generally residents, property owners, individuals or representatives of community organizations located outside of the study area, but have extensive knowledge and experience with the community and can offer input that provides further understanding, guidance and context during the Charrette. Several attendees at the Secondary Stakeholder session were residential and business property owners within the study area and the adjacent residential areas.

Regional Plan of Coastal Georgia

The Regional Plan of Coastal Georgia promotes quality growth outcomes for all types of development within the region. The closest thing to a broad-based sustainable development guideline are the Smart Growth Principles. Planning guidance and policy for the Regional Plan are based on concepts and strategies associated with Smart Growth Principles. There is no broad-based policy statement in America today that enjoys more widespread support across political, ideological, and geographical boundaries than does Smart Growth. Smart Growth Principles seek to ensure that all communities are more livable and sustainable.

The Team calibrated the findings of the first day to Smart Growth Principles as a discussion catalyst to kick-off the Secondary Stakeholders work session.

Principles that define Smart Growth

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions

Tybee Snapshot: Live, Work, Challenges, Age-In-Place

In the context of the principles of Smart Growth, targeted questions were asked of the Secondary Stakeholders. Questions related to the preference for living and/or working on Tybee Island. Inquiries related to the major challenges regarding future development and issues regarding Tybee Island’s readiness for aging-in-place.

The responses provide a snapshot-in-time of the broader context in the role that planning and community growth patterns have shaped Tybee Island today and its influences for tomorrow. Responses to these questions are summarized below:

<h3>Live on Tybee Island</h3>	<h3>Work on Tybee Island</h3>	<h3>Challenges for Tybee Island</h3>	<h3>Aging-In-Place Readiness Issues for Tybee Island</h3>
<ul style="list-style-type: none"> • Small Town Character • Sense of community • Land / Water activities • Beach • Waterways / Watersports • Know your neighbors / “small town” 	<ul style="list-style-type: none"> • Homegrown business / no national retailers • Adapt to seasonal occupancyBut turnover is an issue • Locals support businesses • Lots of functions 	<ul style="list-style-type: none"> • Traffic /during high season • No workforce housing • Some essential office support needs • Parking! 	<ul style="list-style-type: none"> • Medical services • Transportation and mobility • Elevated homes / access for elderly • Services / emergency access and traffic jams

Secondary Stakeholders – Idea/Suggestion Exchange

Several key areas were identified as potential opportunities and challenges in implementing future policy and regulatory changes within the study area. The discussions with the Secondary Stakeholders primarily focused on ideas and suggestions which could be further refined to support the integration of key policy, regulatory and projects within the Corridor. This guidance is summarized as follows:

Breezy Point is a Development Opportunity

- **Gateway to Tybee Island** (First impressions are critical)
- **Promote land use and zoning changes to allow the following in the future:**
 - Eco-tourism
 - Visitor Center
 - Outfitters
 - Residential
 - Recreation
 - Restaurants / Shops

Community Gateway – Welcome/Signage

- Gateway enhancement within the Corridor

Signs and Billboards

- Negative, overpowering and cluttered

Wayfinding

- Difficult for visitors to navigate/confusing at times when travelling
- Turtle signs are good but are hard to see on Highway 80
- Turtle signs are attractive, positive

US 80 Access Management

- New development needs to meet GDOT compliance for access – results in reduction of on-street & off-street parking spaces

Corridor needs to be a DESTINATION

- Give a reason for people to visit the area in addition to the beach
- Mixed Use Corridor

How do we mitigate the seasonal impacts between residential/non-residential uses?

- Provide for buffers between US Highway 80 commercial and Laurel Avenue residential as redevelopment happens
- People come to Tybee for the beach - we need a parking solution to accommodate visitors and minimize impacts to residential areas



Charrette Session



Redevelopment in the Corridor

Land Development Code Refinement Discussion

Certain development requirements are difficult to satisfy and collectively not all standards can be met without the provision of relief via the granting of a variance(s).

The following code modifications would provide relief for common development impediments:

- Implement zero setback requirements (Commercial) for commercial uses in the corridor
- More flexibility with building footprint placement to better utilize property and make redevelopment economically feasible
- Development adjacent to marsh requires a 25 foot buffer setback by the Georgia Department of Natural Resources (DNR)
- In order to maximize building height and development area, new buildings are built with flat roofs to meet code height which is 35 feet
- Floodplain requirements include flood proofing or raising structures above base flood height
- Allow structures a height of 38 feet to promote and maintain architectural style, vernacular and predominant pitched roof construction on Tybee Island

Summary of Findings

Tybee Island is a special and unique place and its residents and property owners share a common responsibility in its stewardship. Unlike most inland communities, the City of Tybee Island occupies a fixed geographic area and it must continually evaluate its assets, opportunities and constraints to ensure it remains viable as a livable community and in the marketplace so it can respond to the needs of future generations. As best can be summarized, the key findings from the Charrette are as follows:

- **Conflict/Compatibility** – Greater harmony amongst adjacent uses is strongly desired
- **Traffic, Access and Noise Issues** – The US 80 Corridor is becoming a less desirable location for primary residential uses while a variety of commercial uses are growing throughout the Corridor. This change requires new planning and regulatory measures to support the emerging business establishments and accommodate the associated traffic and access.
- **Land Use Policy** – The Corridor is emerging as a commercial destination to support the Island’s existing commerce and to provide space to expand business opportunities to support year-round living.
- **Regulatory Framework** – With modifications to specific Land Development Code requirements, vacant, infill and underutilized parcels within the US 80 Corridor may be valued as commercial uses in the future.
- **Commercial Stability and Predictability** – The majority of commercial establishments on Tybee Island are locally-owned businesses. Additional opportunities and measures are needed to provide for areas in which local establishment can expand and develop new businesses for the future.

The City’s commercial zoning districts are intended to provide the land needed to accommodate a range of commercial uses that are required to support the community’s long-term growth. Additionally, they must provide locations for more diverse commercial and service uses as they are demanded over time.

A common theme conveyed throughout the Charrette was the concept of accommodating the future growth needs of the community. The benefit of the Charrette was the development of practical solutions that will allow the community to plan for the future reuse of vacant and underdeveloped properties in the Corridor. Tybee faces a number of challenges for a

start-up business to locate and expand due to the seasonal nature of the Island’s primary commerce as well as the cost to purchase, develop and/or renovate space for new businesses. The Corridor is the only commercial area remaining on the island that is capable of allowing future retail businesses, new services for residents and visitors.

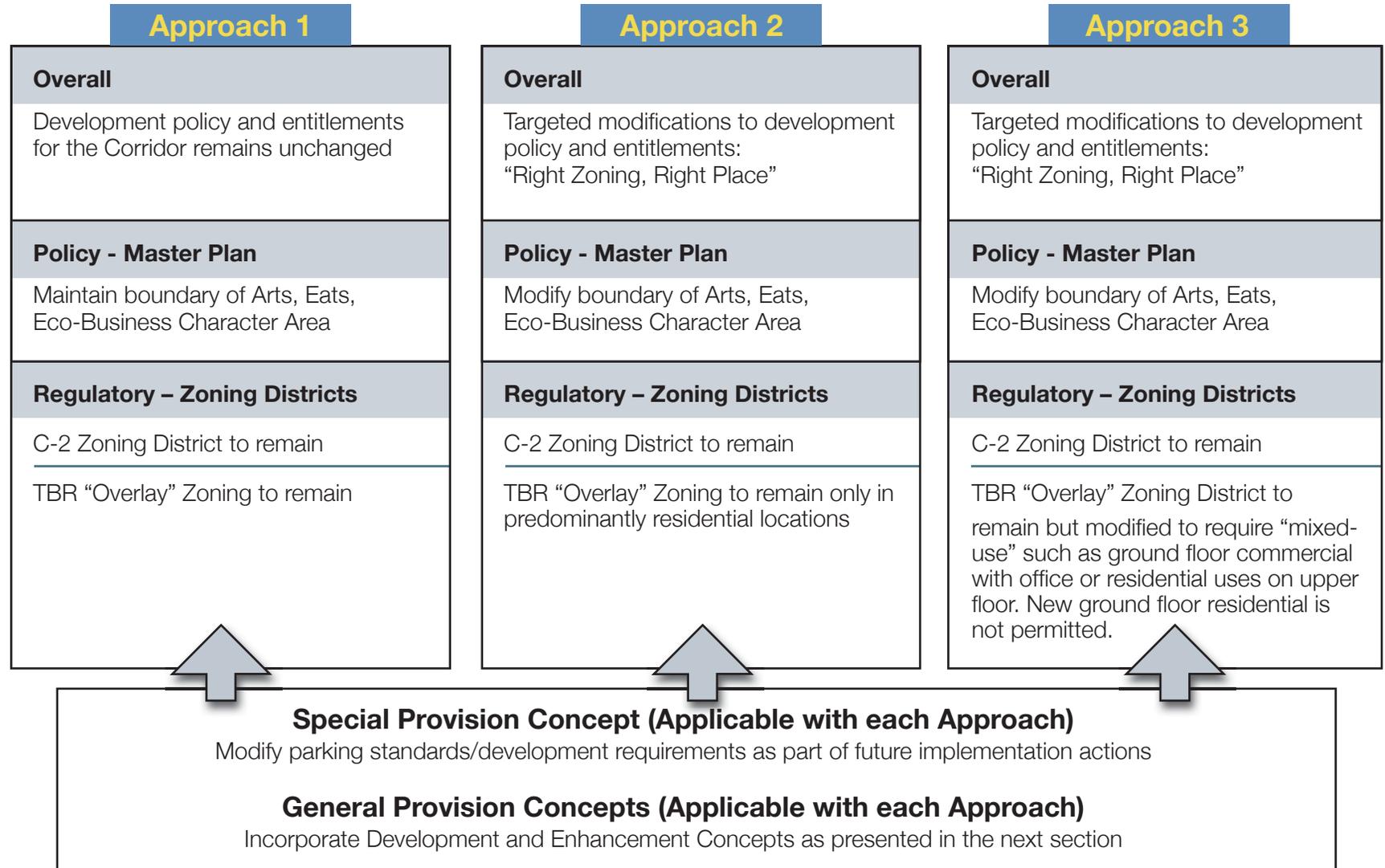
The iterations developed during the Charrette comprised a set of options with corresponding implementation Concepts that are focused on a range of potential solutions for the Corridor. Participant feedback was collected at the open house and presentation to evaluate the preliminary findings of the Charrette.

As a result of the feedback, the suggested actions were further refined to provide a starting point for the City’s implementation efforts.

The Approaches and Concepts are in a context that is specific to the study area and the City of Tybee Island. However, some of the Approaches and Concepts may have broader applicability with other areas in the City of Tybee Island. For this reason, these actions will need to be carefully evaluated to determine the effect of such policy and regulatory modifications, if implemented within the City of Tybee Island.

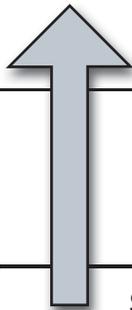
Approach Frameworks

The Team developed a set of optional Approaches for implementation within the Corridor. Each Approach represents a separate policy and regulatory framework that describes potential implementation actions for the Corridor – each is mutually exclusive. These Approaches reflect potential solutions to the issues discussed at the Charrette. Each Approach is summarized below and is described in further detail on the following pages:



Approach 1

Overall
Development policy and entitlements for Corridor remains unchanged
Policy - Master Plan
Maintain boundary of Arts, Eats, Eco-Business Character Area
Regulatory – Zoning Districts
C-2 Zoning District to remain
TBR “Overlay” Zoning to remain



Maintain Current Policy and Regulatory Framework

Approach 1 maintains the current policy and regulatory framework with regards to the schedule of allowed uses within the Corridor. In other words, the City’s growth management policies and the regulations that govern the use of property would be unchanged for the Corridor. Specific modifications or additions to the Land Development Code are identified as companion elements with this Approach.

The area known as Breezy Point located at the westernmost entry into Tybee Island was identified as a future redevelopment area that is well suited for a number of uses and activities which are compatible to its surroundings. Such uses may include public recreation, eco-tourism, outfitters, appropriate residential uses, restaurants, shops and tourist-related services. It is suggested that this area is considered to be included within the Arts, Eats, Eco-Business Corridor at the time of the next update to the Master Plan. The zoning district classification for the entire property served by Breezy Point Road would remain as it is today. In the future, if the property owner was interested in rezoning the property to develop uses consistent with the Arts, Eats, Eco-Business Corridor, they would be required to initiate a petition to a commercial or mixed-use zoning district to the City of Tybee Island for review and approval.

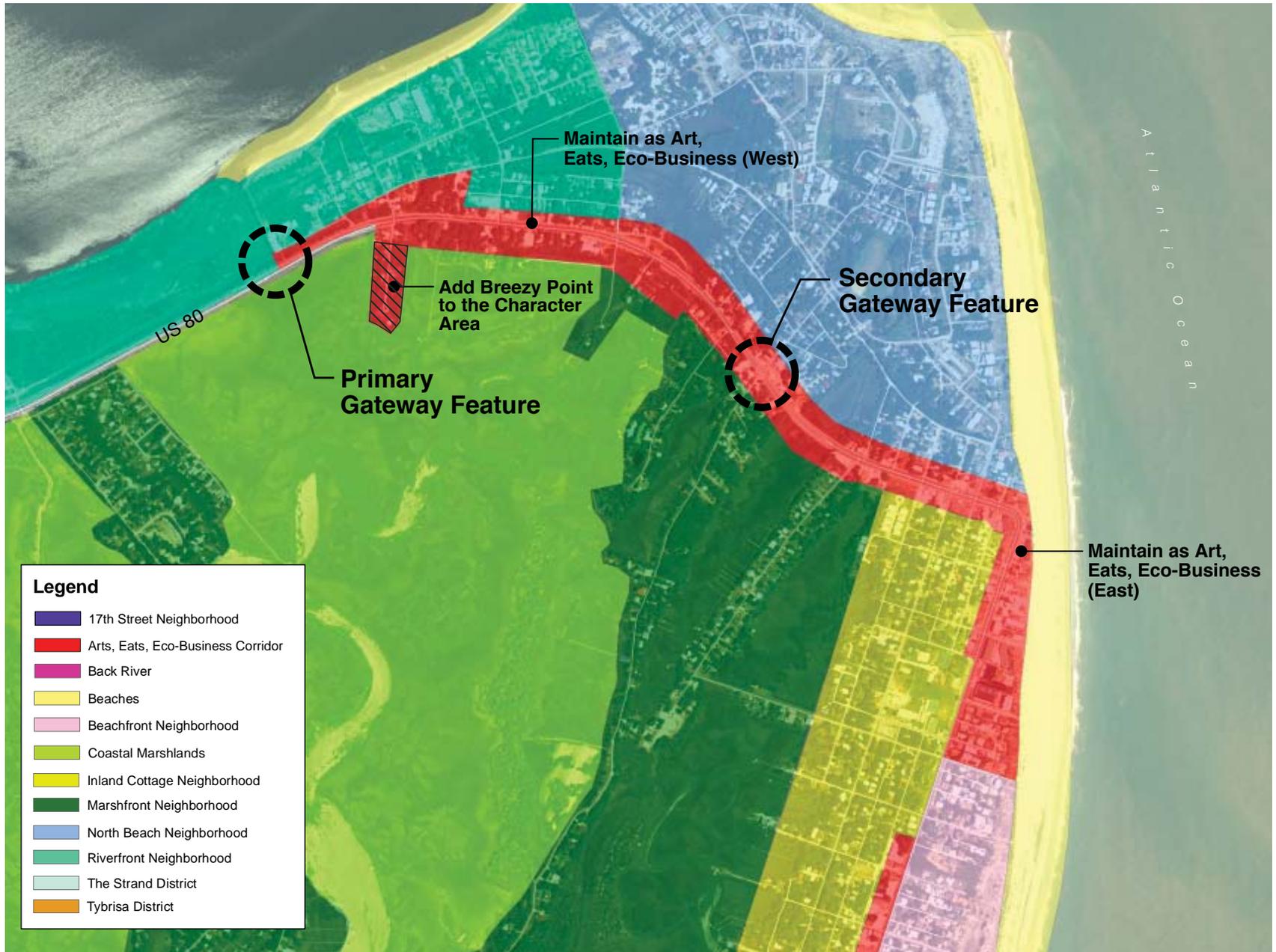
The Tybee Island Master Plan provides long-term planning and development policy for the physical development of the City. The Arts, Eats, Eco-Business character area remains as the guiding strategy for the Corridor. The C-2 and Transitional-Business-Residential (TBR) Zoning Districts would be the implementing regulations and continue to allow for a range of commercial and residential uses within the Corridor by right and subject to the requirements of the Land Development Code. Approach 1 is illustrated on the following page.

Special Provision Concept (Applicable with each Approach)

Modify parking standards/development requirements as part of future implementation actions

General Provision Concepts (Applicable with each Approach)

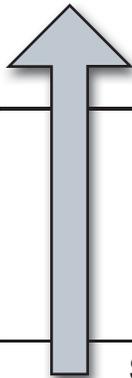
Incorporate Development and Enhancement Concepts as presented in the next section



APPROACH 1 – Schematic Policy Map
Arts, Eats, Eco-Business Character Area Recommendations

Approach 2

Overall
Targeted modifications to development policy and entitlements: "Right Zoning, Right Place"
Policy - Master Plan
Modify boundary of Arts, Eats, Eco-Business Character Area
Regulatory – Zoning Districts
C-2 Zoning District to remain
TBR "Overlay" Zoning to remain only in predominantly residential locations



Special Provision Concept (Applicable with each Approach)

Modify parking standards/development requirements as part of future implementation actions

General Provision Concepts (Applicable with each Approach)

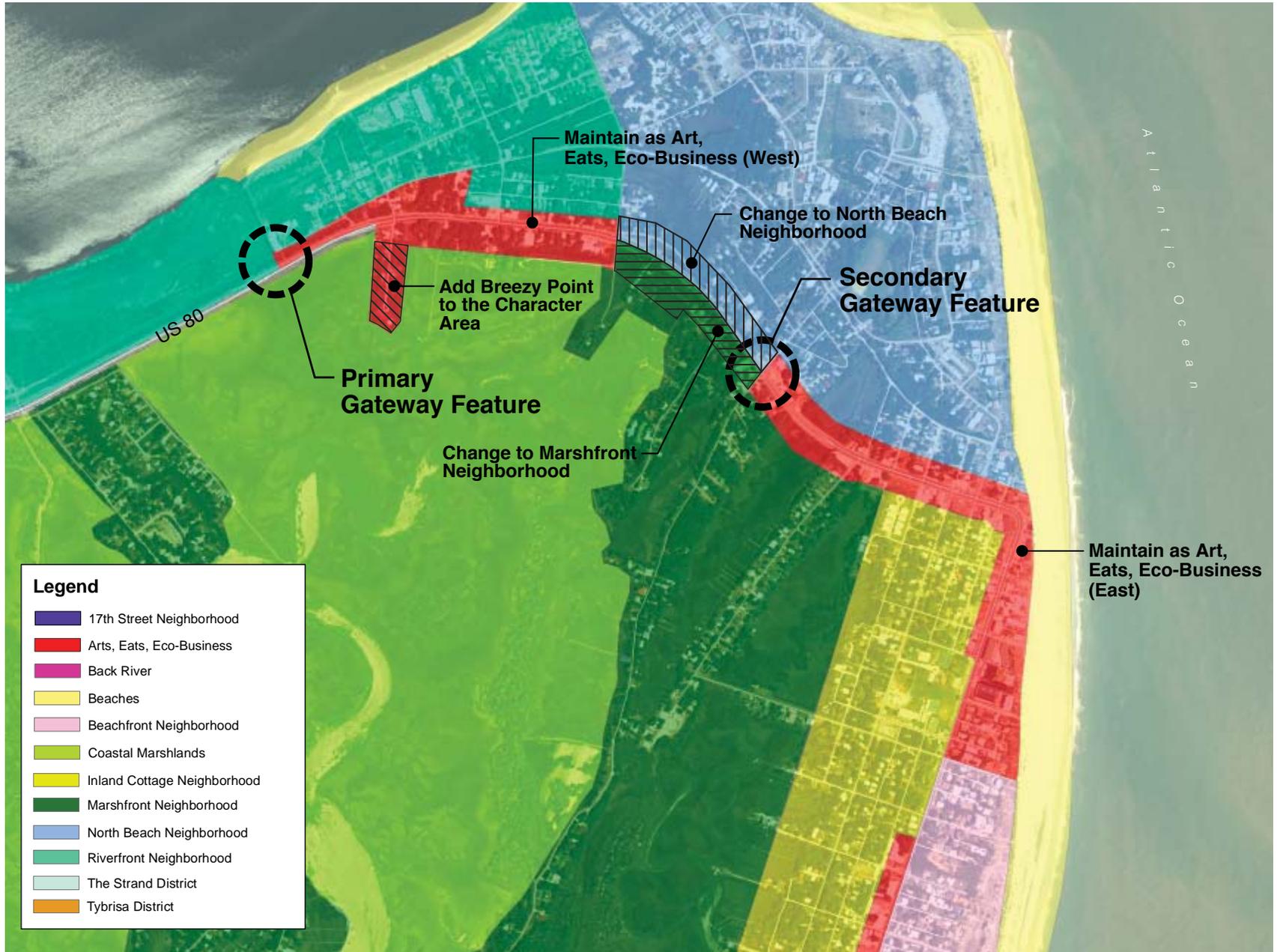
Incorporate Development and Enhancement Concepts as presented in the next section

Modify Master Plan and Regulatory Framework

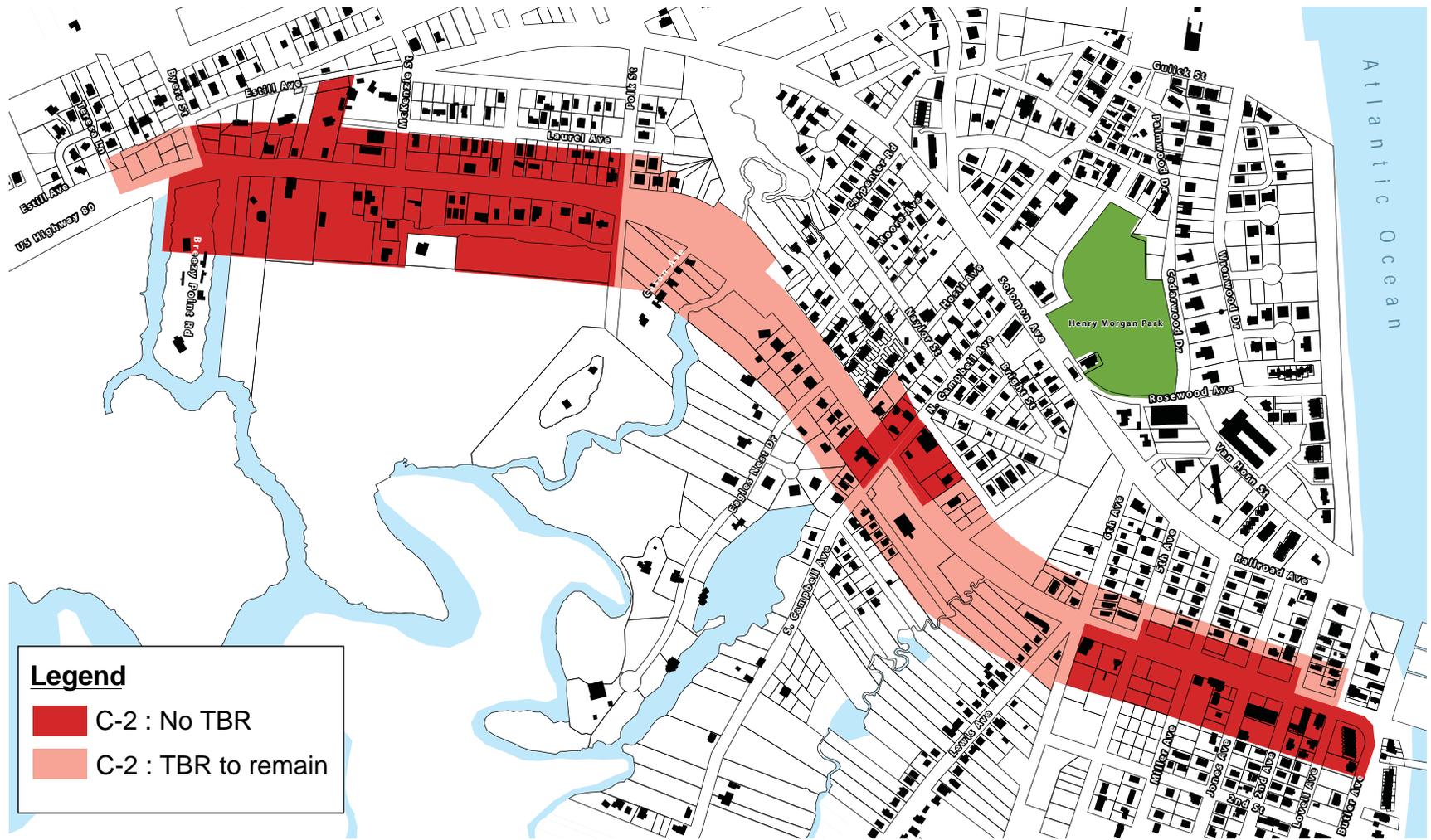
Approach 2 would modify the boundary of the Arts, Eats, Eco-Business Corridor as depicted in the Tybee Island Master Plan by removing areas along US 80 which exhibit an existing residential presence and character. There are several locations within the Corridor which exhibit these attributes and appear to be stable residential areas for the future. These areas are depicted on the exhibit for illustrative purposes. The City would need to evaluate these areas as part of the update of the Master Plan and determine if amending the current policies, boundaries and development strategies or if changing the designation to another character area is beneficial.

The area known as Breezy Point located at the westernmost entry into Tybee Island was identified as a future redevelopment area that is well suited for a number of uses and activities which are compatible to its surroundings. Such uses may include public recreation, eco-tourism, outfitters, appropriate residential uses, restaurants, shops and tourist-related services. It is suggested that this area is considered to be included within the Arts, Eats, Eco-Business Corridor at the time of the next update to the Master Plan. The zoning district classification for the entire property served by Breezy Point Road would remain as it is today. In the future, if the property owner was interested in rezoning the property to develop uses consistent with the Arts, Eats, Eco-Business Corridor, they would be required to initiate a petition to a commercial or mixed-use zoning district to the City of Tybee Island for review and approval.

The regulatory framework for Approach 2 is based on the suggested Master Plan policies described above. This would involve amending the boundary of the TBR Zoning District for areas within the Corridor to remove new residential uses in certain locations. The TBR Zoning District would be eliminated where such areas are emerging with commercial uses or is an existing and stable commercial area within the Corridor. Areas that remain with both the C-2 and TBR Zoning District designation retain the flexibility to develop as either commercial or residential in the future. However, the areas which have passed the tipping point with commercial uses are afforded protections from conflict which could occur as a result of new residential uses. The areas which are residential in nature and consistent with the Master Plan criteria described above would retain the TBR Zoning District designation. The TBR Zoning District text and map would have to be amended to reflect these changes. Approach 2 is illustrated on the following pages.



APPROACH 2 – Schematic Policy Map
Arts, Eats, Eco-Business Character Area Recommendations



APPROACH 2 – Zoning/Overlay Options

Approach 3

Overall

Targeted modifications to development policy and entitlements:
“Right Zoning, Right Place”

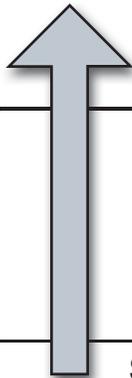
Policy - Master Plan

Modify boundary of Arts, Eats, Eco-Business Character Area

Regulatory – Zoning Districts

C-2 Zoning District to remain

TBR “Overlay” Zoning to remain only in predominantly residential locations



Special Provision Concept (Applicable with each Approach)

Modify parking standards/development requirements as part of future implementation actions

General Provision Concepts (Applicable with each Approach)

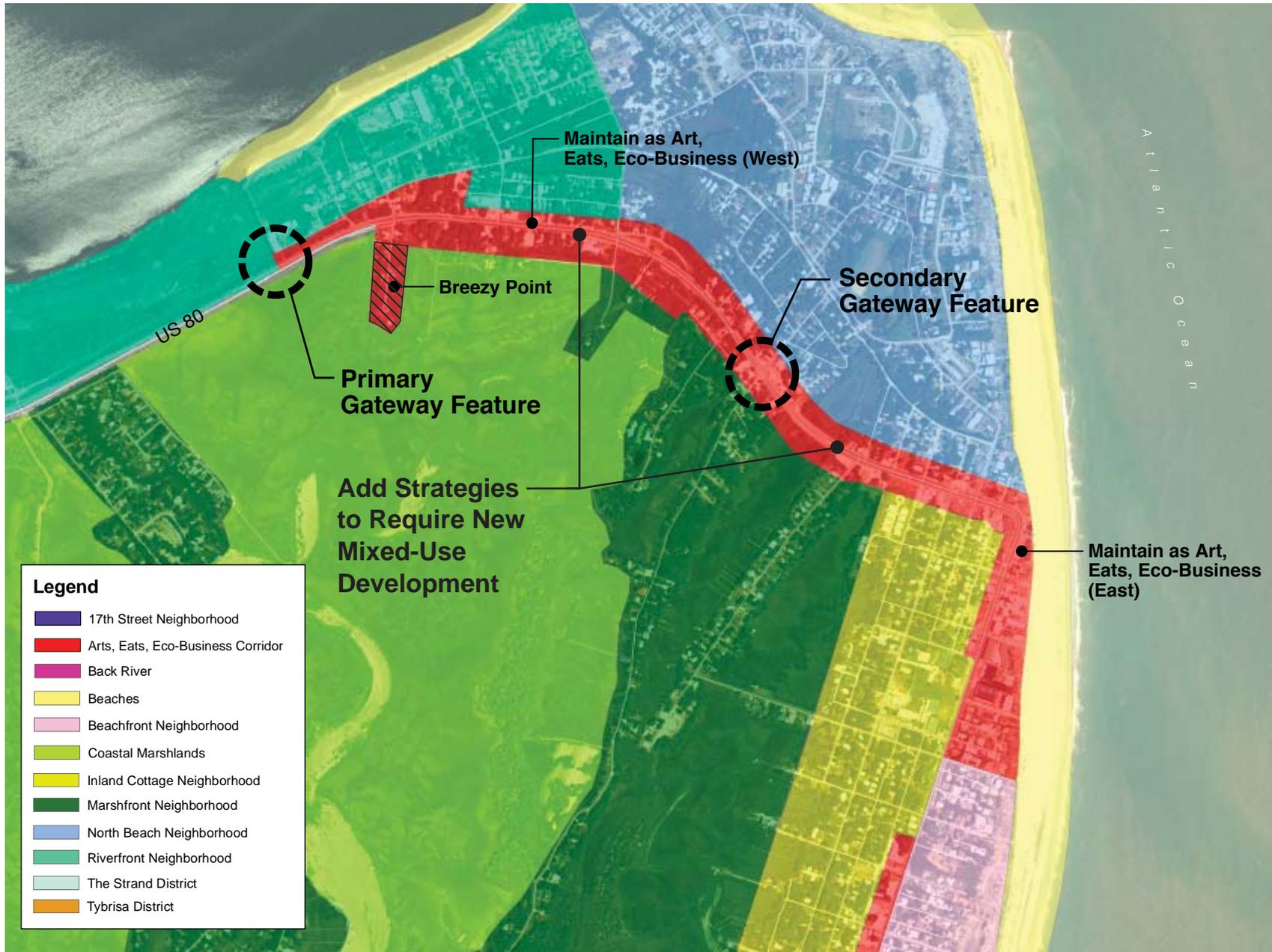
Incorporate Development and Enhancement Concepts as presented in the next section

Incorporate Mixed Use Requirements into Master Plan and Regulatory Framework

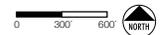
Approach 3 would modify the policies and development strategies of the Arts, Eats, Eco-Business Corridor as depicted in the Tybee Island Master Plan by promoting new mixed use development (vertical integration). This framework was created to provide additional development flexibility to property owners within the Corridor and would provide new locations for affordable workforce and/or live-work housing as well as maintain areas for future commercial uses. These policies would also assist in minimizing the potential for land use conflict within the Corridor. Affordable housing and new commercial spaces were identified as important factors which may impede the long-term economic development aspirations of Tybee Island unless addressed. New residential uses within the Corridor would have to be part of a mixed-use development. New policy and development strategies in the Master Plan would state that new residential uses are not allowed on the first or ground floor of new structures within the Corridor. As part of the update of the Master Plan, the City would determine if amendments to the current policies and development strategies are beneficial to the community.

The area known as Breezy Point located at the westernmost entry into Tybee Island was identified as a future redevelopment area that is well suited for a number of uses and activities which are compatible to its surroundings. Such uses may include public recreation, eco-tourism, outfitters, appropriate residential uses, restaurants, shops and tourist-related services. It is suggested that this area is considered to be included within the Arts, Eats, Eco-Business Corridor at the time of the next update to the Master Plan. The zoning district classification for the entire property served by Breezy Point Road would remain as it is today. In the future, if the property owner was interested in rezoning the property to develop uses consistent with the Arts, Eats, Eco-Business Corridor, they would be required to initiate a petition to a commercial or mixed-use zoning district to the City of Tybee Island for review and approval.

The regulatory framework for Approach 3 is based on the suggested Master Plan policies described above. This would involve amending the text of the TBR Zoning District to state that new residential uses are only permitted on floors above the first or ground floor of commercial or business establishments. This requirement would eliminate new single-family detached homes from the TBR Zoning District. The C-2 and TBR Zoning District designation would retain the flexibility to develop parcels as either commercial uses or mixed-use developments in the future. The TBR Zoning District text in the Land Development Code would have to be amended to reflect these changes. Approach 3 is illustrated on the following page.



APPROACH 3 – Schematic Policy Map
Arts, Eats, Eco-Business Character Area Recommendations



Special Provision Concept: Unified Parking Approach

A common preoccupation and central theme identified during the Charrette was the need for a parking solution within the Corridor that is both responsive to the needs of new development while also addressing the concerns for the lack of parking on the island. The charge by the participants at the Charrette was the creation of solutions that facilitate appropriate redevelopment while ensuring that solutions do not further impede growth and/or make conditions worse. The space needed to accommodate off-street parking areas required to meet code can be challenging for new or expanded commercial establishments.

Near-Term Parking Provision

The City’s parking requirements are commensurate with suburban development standards which require more off-street parking than what is typically demanded during normal business hours. The following table outlines the elements of parking options for commercial uses within the Corridor. A detailed discussion is provided on the following pages.

Elements of Parking Reduction Options in the C-2 Zoning District for Off-Street Parking Requirements

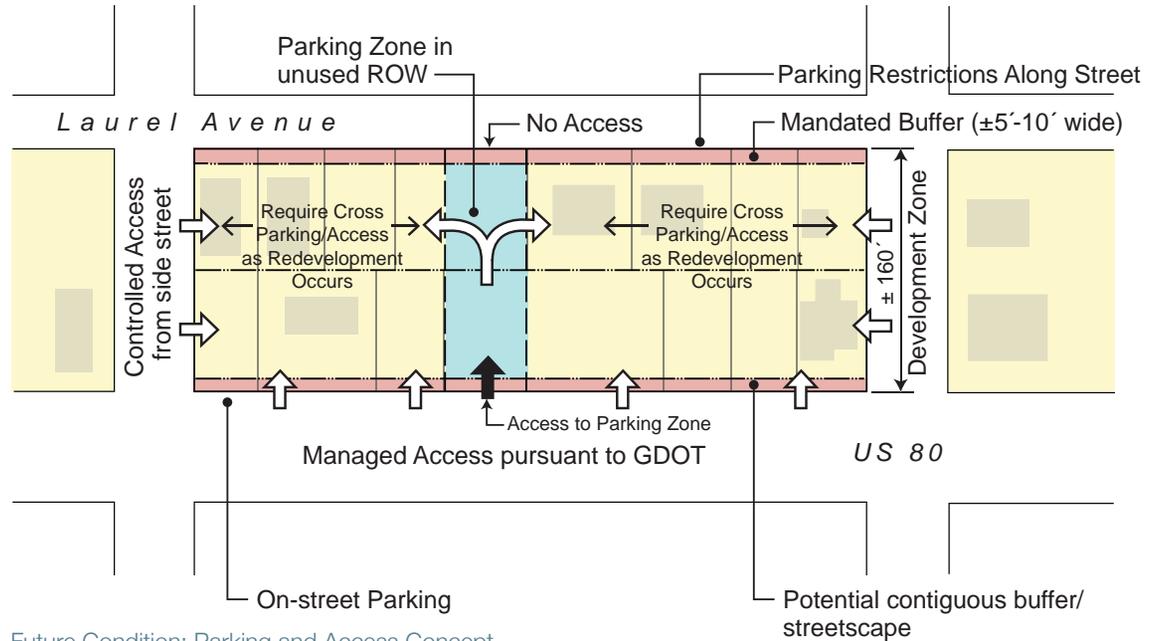
Parking Standard (Retail or commercial use)	Special Exemption Requirement to be Met	Pre-Requisites to be Met	Example: 5,000 SF of retail or commercial use
1 space per 200 sq. ft. (Current zoning requirement)	None	None	Minimum Required Parking: 25 off-street spaces Credit: None
OPTION 1 1 space per 250 sq. ft.	None	A rack able to accommodate eight (8) bicycles may be substituted for one required space ⁽¹⁾ At the time of application, if parcel abuts US 80 and on-street parking is permitted, a maximum of one (1) on-street space per 30 linear feet of frontage may be counted towards the off-street parking requirement.	Minimum Required Parking (If Conditions are Met): 20 off-street spaces Credit: Up to 5 off-street spaces
OPTION 2 1 space per 300 sq. ft.	Establishment is within 500 feet of a municipal parking lot and is directly connected via sidewalks and crosswalks	A rack able to accommodate eight (8) bicycles may be substituted for one required space ⁽¹⁾ At the time of application, if parcel abuts US 80 and on-street parking is permitted, a maximum of one (1) on-street space per 30 linear feet of frontage may be counted towards the off-street parking requirement.	Minimum Required Parking (If Conditions are Met): 17 off-street spaces Credit: Up to 8 off-street spaces

Note: (1) Currently allowed pursuant to Appendix A – Land Development Code, Article 3, General Provisions, Sec.3-080(D)(1)

The major component of this parking solution involves the City developing municipal parking zone(s) on publicly-owned lands or within unused rights-of-way within the Corridor. Similar parking zones are located in the vicinity of the C-1 Zoning District in the downtown core of Tybee Island. Public parking zone(s) would provide additional off-street spaces that would enable a reduction in the parking requirements for commercial uses within the Corridor.

Public parking zones are shared parking areas and may be used by patrons or employees of commercial establishments within the Corridor. A potential parking zone was identified within the Corridor during the Charrette and is identified for illustrative purposes in the graphic on this page. Additionally, these parking zones may be utilized to provide secondary benefits such as underground storage of stormwater for roadway projects or nearby commercial establishments.

The parking approach is based on the premise that if pre-requisites were satisfied prior to development approval, a new or expanded commercial establishments can reduce the amount of off-street parking spaces required (as shown on the previous page) within the C-2 Zoning District. This approach encourages walking and bicycling by supporting mobility options within the Corridor. This is a community-wide goal for Tybee Island and is consistent with the recommended strategies of the Arts, Eats, Eco-Business Corridor in the Master Plan.



Future Condition: Parking and Access Concept

Future Implementation Provisions

To support future commercial redevelopment with the Corridor, a number of additional policies and regulations should be implemented to facilitate new development as it occurs. These changes relate to guidance on vehicle access, cross parking access, buffers and parking restrictions.

Access to commercial parcels along US 80 would be restricted to the highway or from perpendicular side streets. Parking areas, if constructed in the rear of the parcel, should be connected to permit cross access to improve circulation and promote shared parking for complementary uses.

Additionally, to minimize conflict at the rear of commercial developments where there is an intervening local street, access to commercial parcels would be eliminated. A landscape buffer on the rear portion of the commercial parcel would provide a visual screen for adjacent residential uses. Further, parking restrictions may also be implemented. This concept is shown on the following page.

This long-term concept allows the property to remain in its current use, and maintains the potential for commercial redevelopment in the future. Protecting the value/potential value of the Corridor's existing uses, while facilitating new commercial uses in the future is a key component of this provision.

Existing Conditions



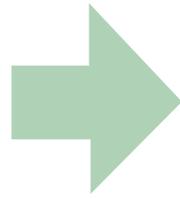
Commercial Parking Area
 Optional –
 • Restrict Parking – Adjacent Commercial Parcel



← Residential



Commercial Parking Area



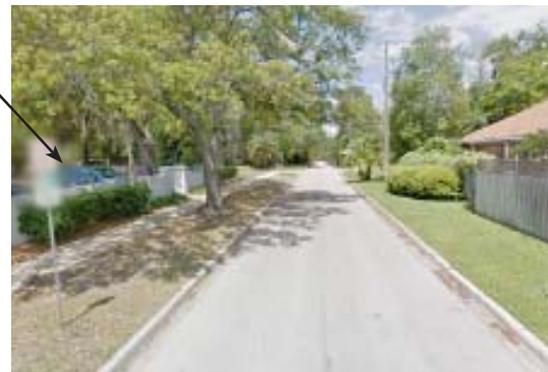
Future



← Residential



Commercial Parking Area



← Residential

Concept: Commercial-Residential Condition with Intervening Street

General Provision Concepts

During the Charrette, the Team created a series of “key words” to summarize findings that articulate Concepts that reflect potential modifications or additions to the regulatory framework that would affect development and uses within the Corridor. These Concepts mostly affect new development at the parcel or site-level. These Concepts include modifications or additions to the City’s Land Development Code and other implementing policies or procedures. These modifications are considered near-term actions (within 6 months) that are implemented by the City of Tybee Island.

A unified streetscape project, improved access management and traffic calming measures which typically occur within the public right-of-way are intended to improve and enhance conditions along US 80 and promote vehicle and pedestrian safety, aesthetics, wayfinding and support the vision for the Corridor as a mixed-use destination. These projects require a longer timeline to implement as they necessitate the need to acquire the necessary funding and coordination with Georgia Department of Transportation (GDOT) prior to initiation of the evaluation and design phase (6 months to 2 years). The implementation phase would occur after the completion of these studies.

Collectively, these Concepts are intended to facilitate appropriate redevelopment of vacant, infill or underutilized parcels as well as promote reinvestment and the conversion of uses as the market demands new opportunities. Under the existing regulatory environment multiple parcels within the Corridor have limited marketability and/or development potential unless they can be combined with other property to create a large development footprint. These Concepts address issues which affect site development and would improve the commercial stability of the Corridor while minimizing conflicts between uncomplimentary land uses.

General Provisions

Development and Regulatory

- Noise/ Hours of Operation
- Building Setbacks
- Building Height
- Buffer and Greenspace Requirements

Public-Initiated Enhancements and Improvements

- Streetscape/ Gateway Enhancements
- Access Management along US 80
- US 80 Traffic Calming

Development and Regulatory

Noise/Hours of Operation

The Corridor land area is relatively narrow and comprised of the C-2 Zoning District along US 80. Bordering the C-2 Zoning District are a number of residentially zoned lands and uses. City ordinances allow businesses to operate until 3:00 a.m. Nuisances most commonly cited by participants related to noise, parking and the disturbance from patrons arriving and departing businesses early in the morning. Reducing business hours and changing the type of sound metric used to measure and enforce noise compliance issues (i.e., decibels) would decrease the potential for conflict between residential and commercial uses. The City currently enforces noise compliance by utilizing the A-weighted scale for measuring decibels (i.e., noise). Many communities are now utilizing the C-weighted scale measurement. The C-weighted scale allows the sound meter to pick-up low frequencies. These are the intrusive bass sounds that can penetrate structures and result in physical sensation and annoyance. Modifying codes to incorporate “good neighbor” policies would allow businesses to continue to operate during weeknights and weekends, while providing for greater protections for the surrounding residents. This Concept is further described below:

Concept	Rationale	Responsibility
<p>Modify the hours of operation for businesses in the C-2 Zoning District and utilize the C-weighted decibel measurement for enforcement and compliance.</p>	<p>Incorporate “good neighbor” policies to facilitate greater compatibility between commercial businesses and nearby residents in the corridor to continue to operate during appropriate weeknights and weekends.</p> <p>Responsive to specific nuisance generating complaints and minimizes land use conflict.</p>	<p>City of Tybee Island</p> <p>Amend Land Development Code and other implementing codes.</p>

	Hours of Operation	Noise Enforcement
<p>Proposed Standard(s)</p>	<p>Modify the hours of operation for specific commercial uses operating under entertainment or similar permits to enforce a more appropriate closing time that distinguishes between weeknight and weekends.</p>	<p>Amend City Code and/or implementing policies to permit enforcement personnel to utilize sound meters using the C-weighted scale for decibel measurement.</p> <p>Optional Requirement – Amplified sound equipment used for entertainment purposes shall not be used outside after 11 PM.</p>

Building Setbacks

Commercial uses within the Corridor are mostly developed as stand-alone or strip commercial-development. The building setback requirements and location of parking areas reflect an auto-oriented environment. However, the Corridor is transitioning from an auto-oriented commercial and residential area to a variety of uses. As identified in the recommended strategies for the Arts, Eats, Eco-Business Corridor character area, the Corridor is envisioned to develop in the future with a greater mix of uses to support the needs of residents, visitors and tourists. New developments typically require additional flexibility with layout and design to overcome the constraints that are inherent to sites existing among developed areas and those associated with older plats. Pursuant to the City's schedule of development regulations, the building setbacks (measurements in feet) are identified below:

Zoning District	Use	Front	Rear	Side
C-2 Highway Business	Commercial	10	6	6
TBR	Residential	20	10	10

This Concept reflects the need to reconsider building setback requirements to provide flexibility in site design, building layout and orientation. Setback requirements play a major role in influencing the design of a site. This Concept is intended to provide relief to future developments of all sizes. This Concept is further described below:

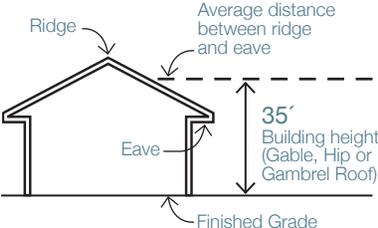
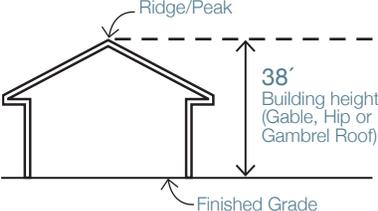
Concept	Rationale	Responsibility
Revise setbacks for uses in the C-2 and TBR Zoning Districts.	<p>Allows flexibility in site design as a result of smaller and generally older vacant parcels and promotes larger redevelopment projects.</p> <p>Promotes the development, redevelopment or conversion of uses to commercial uses within the Corridor and provides the ability to allow for buildings which may be non-conforming under current setbacks to be expanded as needed.</p> <p>Similar to the C-1 Zoning District, this proposal allows reductions to building setbacks that are consistent and responsive to commercial uses intended for the Corridor.</p>	<p>City of Tybee Island</p> <p>Amend Land Development Code and other implementing codes.</p>

Proposed Standard(s)	C-2 Zoning District	TBR Zoning District
	<p>Amend the building setback requirements for new commercial uses as follows:</p> <p>Front: 5 feet</p> <p>Rear: 5 feet</p> <p>Side: None. Except 10 feet if abutting a residential district</p>	<p>Amend the building setback requirements for new residential uses as follows:</p> <p>Front: 10 feet</p> <p>Rear: 5 feet</p> <p>Side: 5 feet</p>

Building Height

The City’s height limitation for structures has resulted in a departure from the appropriate building style for new development on Tybee Island and has yielded architecture which is inconsistent with the historical vernacular of the area. The building style which is becoming more prevalent in new construction comprises a flat roof or parapet structure, otherwise known as “box” architecture. These types of structures are becoming the preferred building style out of necessity, as such structures meet the City’s land development regulation for height, while not impacting the useable space of the structure. Depending on a site’s elevation, the Land Development Code may require a raised floor to ensure the structure is above the Base Flood Elevation. Additionally, the space below raised structures is often times utilized to satisfy off-street parking requirements. This Concept suggests allowing flexibility to the maximum height for new structures to promote roof styles that are more consistent with existing building character within the Corridor and Tybee Island. This Concept is further described below:

Concept	Rationale	Responsibility
<p>Increase maximum height approximately 2 to 3 feet for primary structures with a pitched-roof construction style.</p>	<p>A one size fits all approach does not work when applied to different roof types.</p> <p>Allows flexibility to accommodate the impact of other land development code requirements on building height.</p> <p>Promotes a building character, roof type and styles that are more compatible with the community.</p>	<p>City of Tybee Island</p> <p>Amend Land Development Code and other implementing codes.</p>

	Option 1	Option 2	Schematic Condition
<p>Proposed Standard(s)</p>	<p>Amend the height measurement calculation for a gable, hip and gambrel roof to be the average distance between the eaves and the ridge of the roof. The calculation of height for all other roof types, such as a flat or shed roof or the deck level on a mansard roof remains unchanged.</p>	<p>Amend the maximum height for a gable, hip and gambrel roofed building from 35 feet to 38 feet, measured at the ridge or peak.</p>	<p>Option 1</p>  <p>Option 2</p> 
	<p>For Both</p>		
	<p>Spires, belfries, cupolas, and chimneys that are not intended for human occupancy shall not count towards height measurement. Other roof-top appurtenance and mechanical equipment not intended for human occupancy may be placed above the roof line provided it is not visible from an adjacent right-of-way.</p>		

Buffer and Greenspace Requirements

During the Charrette, residential and commercial property owners within the Corridor commented on several impediments to developing parcels. These discussions specifically related to requirements addressing the screening of abutting uncomplimentary land uses and greenspace requirements. It was generally agreed that there is a positive benefit to the community in screening uncomplimentary land uses to ensure that the visual impacts from commercial uses do not encroach into residential areas. Small parcels are more affected by these requirements due to their limited dimension and smaller developable area. Pursuant to the City’s development regulations, the screening (or buffer) requirements for abutting commercial and residential uses are summarized below:

- Landscape Buffer Width: Minimum 5 feet wide
- 100% opaque wall or fence: Minimum 8 feet in height
- Buffer shall include deciduous plantings: Minimum 10 feet apart
- Dumpster or mechanical units: Prohibited in buffer

The screening requirement typically impacts the rear portion of a parcel or depending on the adjacency and type of abutting use can impact the side yard. No buffer is required for a commercial use abutting another commercial use. In addition to the screening requirements for uncomplimentary uses, there is a greenspace standard for all parcels. The greenspace standard requires that 65 percent of the required setback remain in a natural vegetative state. The standards for greenspace are not explicit as to the specific requirements or conditions which are to be met. This Concept suggests clarifying the standards for both screening and greenspace requirements and/or reduce the duplicative set-asides for new development or expansion of existing uses. This Concept is further described below:

Concept	Rationale	Responsibility
<p>Modify the screening and greenspace standards to remove duplicative set-asides and clarify requirements.</p>	<p>Buffer and greenspace requirements are key development standards that ensure new development mimics the existing character of an area.</p> <p>Development within the Corridor is constrained due to the size and configuration of parcels. In order to allow for the reasonable beneficial, economic use of the property by the market, several minor code adjustments are needed to allow flexibility for new or expanding commercial opportunities.</p>	<p>City of Tybee Island</p> <p>Amend Land Development Code and other implementing codes.</p>
Proposed Standard(s)	Screening Requirements (sec. 3-160)	Greenspace Requirements (sec. 3-165)
	<p>Amend text to clarify that no structures, accessory uses, parking, storage or driveways are permitted in the required buffer.</p> <p>Amend the buffer requirement trigger when enlargement of existing occupied or usable space is expanded by 50 percent or more.</p> <p>Amend text to clarify that screening between commercial uses and abutting residential uses is only required when the residential use is located within a residential zoning district.</p>	<p>Amend text to clarify or define the following terms:</p> <ul style="list-style-type: none"> • vegetative state • natural vegetative state <p>Amend text to clarify that greenspace is required in all yard setbacks.</p> <p>Amend text to reduce greenspace requirements for the C-2 Zoning District from 65 percent to 50 percent and to eliminate the greenspace requirement within Front Yard setbacks.</p>

Public-Initiated Enhancements and Improvements

Streetscape/Gateway Enhancements

There was a common theme during the Charrette of the desire for the City to initiate a streetscape plan for the Corridor. Participant perception was that the Corridor is not a memorable or a well-defined entryway and functions as a “pass-through zone” for residents and visitors as they arrive or depart the island. Streetscape and associated improvements would enhance traffic circulation and assist in traffic calming, mitigate pedestrian/vehicle conflicts and support a commercial destination as well as create a more walkable environment and sense of place. A unified streetscape project is an important aspect in creating the conditions necessary for a successful public realm, support redevelopment efforts and promote reinvestment within the Corridor.

The Charrette participants envision a gateway monument for the Corridor. A gateway would provide a sense of arrival onto Tybee Island as well as a visual element that reflects Tybee’s strong civic pride. The purpose of a gateway is to soften or minimize the impact of the entryway and welcome visitors and tourists. The gateway must be designed in a consistent manner with the streetscape theme and be visible day or night. Preferably, the gateway monument would be located on both sides of the street, but at a minimum, it should be located on the right side of the road at the ends of the corridor. This Concept is further described below:

Concept	Rationale	Responsibility
Implement a streetscape enhancement project to design and phase improvements within the Corridor	<p>A streetscape project is an important aspect in the creation of conditions that would contribute to a successful public realm; support redevelopment efforts and promote reinvestment; improve the aesthetics of the entryway into Tybee Island; enhance pedestrian and bicycling and establish a sense of place consistent with the Master Plan vision.</p> <p>The streetscape project could be phased over multiple fiscal years to coincide with new developments or established commercial areas.</p>	City of Tybee Island to initiate streetscape/corridor plan with technical assistance and approval from GDOT

<p>Proposed Elements to Consider for Streetscape Plan</p>	<p>The design elements for the streetscape may include the following:</p>
	<ul style="list-style-type: none"> • Uniform design features – use of consistent materials and elements that create a common thread throughout the corridor • Special consideration at particular locations – for instance, crosswalk treatments that signify transitions and linkages • Wayfinding Signage & Gateways that define a beginning and end to the Corridor or other districts, including banners • Curb extensions – landscaped with ornamental trees at intersections or mid-block to identify pedestrian crosswalks • Additional landscaping – canopy trees and/or planting strips between sidewalk and roadway • Pedestrian-scale – to elements such as lighting, landscaping, furniture, signage and appropriate weather protection <p>Where possible, incorporate the following special design elements within the Corridors:</p> <ul style="list-style-type: none"> • Sculptures or other public art • Paving – medallions or other artistic treatments • Kiosks – information and directory signs

Access Management

Access to parcels within the Corridor is primarily via US 80. Additionally, most parcels along US 80 are not interconnected with one another, therefore all vehicles are required to ingress and egress onto US 80 for even the shortest trip lengths. US 80 is a GDOT managed roadway. During periods of increased traffic volumes, attendees indicated difficulty in making left turns from side streets and/or property along US 80. Since new driveway permits from US 80 require approval from GDOT, the resulting scenario for redevelopment in these cases entails the need to improve the access point and bring it into compliance with current regulations. A common outcome is that the driveway apron is widened and other improvements are required to meet standards. Depending on site specific conditions, the development potential of the site is often reduced or the number of off-street parking spaces that can be provided is impacted.

Access management programs address the location, spacing, design, and operation of street and driveway connections to major roadways, as well as site design practices. Access management also involves roadway design applications, such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals. Access management does more than preserve the safety and efficiency of major roadways. Well-designed access systems help preserve community character, advance economic development goals, and protect the substantial public investment in roads and highways. As state and local governments strive to cope with traffic problems, limited rights-of-way, rising construction costs, and revenue shortfalls, more and more are recognizing the benefits of access management. As the Corridor emerges into a commercial destination focused on providing a variety of uses, the traffic needs of the Corridor will demand changes to the transportation system in order to ensure that safety and accessibility is maintained for all users. The Concept reflects a need for a study to evaluate access management throughout the Corridor. This Concept is further described below:

Concept	Rationale	Responsibility
<p>Implement a study to evaluate access management measures to improve and maintain the safety and efficiency of the transportation system.</p>	<p>Well-designed access systems help preserve community character, manage traffic conditions, advance economic development goals, and protect the substantial public investment in roads and highways.</p>	<p>City of Tybee Island to initiate streetscape/corridor plan with technical assistance and approval from GDOT</p>
<p>Proposed Elements to Consider for Access Management Plan for the US 80 Corridor</p>	<p>The elements for the access management study should include the following:</p> <p>Evaluate the appropriateness and feasibility of an array of access management measures that would address items such as, but not limited to, the location, spacing, design, and operation of street and driveway connections to major roadways, as well as site design practices. This would include at a minimum, potential roadway design applications such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals.</p>	

Traffic Calming

During the Charrette, a widespread concern identified excessive speeds and high traffic volumes (seasonal) along US 80. There was a strong desire to implement measures that would return the Corridor to a safer, calmer and more livable condition. Traffic calming is primarily the implementation of physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. There was consensus that the City should initiate efforts to implement traffic calming measures along US 80.

The GDOT has authority over the design, operation and management of traffic along US 80. Prior to the initiation of the traffic calming project, GDOT and the City of Tybee Island would need to study the Corridor to determine appropriate traffic calming techniques. The following initiatives are generally supportive of traffic calming outcomes, but are not considered traffic calming techniques:

- Lower Speed Limits
- On-Street Parking
- Streetscape

Due to the limitations for certain traffic calming techniques on US highways, appropriate measures for Tybee Island may include speed monitoring/ enforcement, street narrowing/medians, crosswalks enhancements and signage. This Concept is further described below:

Concept	Rationale	Responsibility
Implement a study to evaluate traffic calming measures within the US 80 Corridor	Measures that will return the Corridor to safer, calmer and more livable conditions would benefit existing uses and improve conditions for reinvestment along US 80.	City of Tybee Island to initiate traffic calming study with assistance and approval from GDOT
<p>Proposed Traffic Calming Measures to Evaluate as part of Corridor Study</p>	<p>The elements for the traffic calming study should include the following:</p>	
	<p>Speed Monitoring/ Enforcement Speed monitoring devices and periodic monitoring of speeding and other traffic violations.</p> <p>Street or Lane Narrowing/Medians Reduce the perceived width the roadway giving the impression of a narrower travel lane and resulting in slower speeds by motorists. Curb extensions for landscaping, medians and/or crosswalks can be utilized to narrow the roadway and calm traffic.</p> <p>Crosswalks Enhancements Appropriate crosswalk enhancement typically alerting motorists to the presence of pedestrians will result in more attentive motorists and slower speeds. Crosswalks function as a pedestrian amenity and provide aesthetic enhancement.</p> <p>Signage Speed signs with flashing warning lights will gain the attention of motorists who are not familiar with local traffic conditions and alert motorists to changes in speed conditions ahead.</p>	

Additional Findings and Potential Actions

This section summarizes additional actions that were not addressed as part of the Approach and Concept frameworks presented during the Charrette and described in the previous sections. These actions were developed by the Charrette Team; or identified by participants attending the open house/final presentation; or as feedback on Comment Forms submitted by participants. These policy or regulatory actions will require further refinement and may be combined with the preferred action(s) selected for implementation by the City of Tybee Island. These actions are further described below and are not in any particular order:

Action	Topic	Description
Regulatory	Rezone C-2 parcels to Residential Zoning District(s) rezoning	Several property owners currently living in residential homes within the C-2 Zoning District have made statements of the desire to rezone to a residential zoning classification. Rezoning within the C-2 District should be submitted by the property owner for legislative review and action. It is recommended that parcels fronting US 80 should maintain their commercial designation. Residential properties that do not directly abut US 80 may be candidates for rezoning. A review criteria for rezoning land from the C-2 Zoning District to a residential zoning classification should be established to ensure that unintended consequences do not occur as a result of such actions.
Regulatory	Amend C-2 Zoning District 'Purpose and Intent' statement	Revise the purpose and intent statement. Eliminate the reference to the C-2 Zoning District as serving the 'motorized consumer' and state that the district is an emerging commercial and destination area that is intended to support a diverse range of uses, including retail, office, restaurant, tourist-related and convenience for residents and visitors that is in harmony with the natural surroundings and respectful of the existing residential uses proximate to the district.
Regulatory	Amend C-2 Zoning District text to include objective site planning criteria	Revise the C-2 Zoning District to include an objective criterion for site plan review. The purpose of the site plan review criteria is to ensure the optimal layout of a site, ensure minimal conflicts with nearby residential uses and promote predictable outcomes for property owners. Such criteria may include site design elements for the orientation of buildings and entrances, access from public roads, lighting, parking, dumpsters, accessory buildings, outdoor entertainment areas, screening, greenspace and other conditions unique to the site and the proximate area. Access to C-2 zoned parcels should be limited to US 80 or from streets perpendicular to US 80 and not from streets that have residentially zoning parcels on at least one side.
Policy/Regulatory	Residential Character Guidelines	Revise the Master Plan and Land Development Code to include architectural and design guidelines for new buildings within the Corridor and/or C-2 Zoning District. There was a strong desire from participants that the Corridor should maintain a residential character or be consistent with the context-sensitive vernacular. This character can be maintained through design requirements of new commercial buildings. These guidelines would require all structures meet a basic architectural appearance that is based on the building vernacular on Tybee Island.
Regulatory	Amend TBR Zoning District text to clarify the residential types permitted and other locational factors	Revise the TBR Zoning District. Clarify the types of residential uses permitted and any other special conditions related to the location of 'older locations of the community' and 'intermixing' of new residential use amongst or abutting commercial uses.
Regulatory	Amend TBR Zoning District text to eliminate references to 200-foot commercial strip	Revise the TBR Zoning District to eliminate the reference to the 200-foot commercial strip. In practice, this reference has become outdated and is confusing to property owners. Add the boundary of the TBR Zoning District to the Official Zoning Map.
Policy/ Projects	Bike Lanes	On-street bicycle pavement markings, crossings, amenities and signage that are appropriate for the Corridor and meet GDOT standards are strongly desired.
Policy/ Projects/Regulatory	Local Street Traffic Calming	Implement traffic calming measures on local streets within residential areas subject to cut-through traffic to change behavior of motorists, reduce speeding and increase safety. Target motor vehicles, delivery trucks and golf carts.
Regulatory	Amend Signage Regulations text to eliminate Billboards	Revise the signage regulations to eliminate billboards (i.e., off premise signage) by-right on existing vacant lots within the C-2 Zoning District.

Implementation

The Charrette findings included in this report is a starting point rather than an end point to the implementation of future policy and regulatory refinements within the Corridor. The Charrette process served its intended purpose and provided a forum for community engagement and to identify issues and possible solutions within the Corridor. As with any participatory process, there are issues and solutions that receive consensus amongst the community and others which cannot. It is clear to the Charrette Team, that a number of the potential solutions documented in this report are supported to a level that necessitates further evaluation by the City of Tybee Island. Additionally, it is the opinion of the Team that inaction related to the review and refinement of policy and regulatory measures for the Corridor would be detrimental in the short-term and long-term.

Even in changing times, communities often recognize the need to pull together, pool their resources and potential to create something otherwise unachievable. The Corridor falls into this category of potentially being something special and unique. Local communities have the means to develop policies, programs and regulations that will increasingly make them good places to live, work and enjoy.

The main findings of the Charrette are that Tybee Island needs to coordinate community planning policies with their land development regulations (also referred to as zoning codes) to support the implementation of the vision they have established for the Corridor. Growth management policies and land development regulations play a major role in how communities are built and experienced. Many of the recommendations identified in this report are already identified in the Tybee Island Master Plan for the Arts, Eats, Eco-Business Corridor. However, the regulatory framework has not been modified to be consistent the Master Plan. Oftentimes, it is typical that a community's planning policies support progressive development objectives, yet the corresponding implementing regulation does not exist and therefore, the vision cannot be realized. Tybee Island must ensure greater consistency between development policies and implementing land development codes.

Accomplishing change will require commitment, collaboration and the elimination of artificial barriers between policies, regulation and activities. The initiatives identified as a result of this Charrette are intended to provide the foundation for short-term and long-term success for the Corridor. Moving forward, it is recommended the City assign the review of this report and its findings to a City Council committee or the Planning Commission for further analysis and refinement with the goal to recommend specific modifications, deletions or additions to the Master Plan and Land Development Code. The recommended actions would then be acted upon through the legislative process by the City of Tybee Island.

Appendix

Comment Form Results: (Number of Comment Forms Submitted: 42)

Respondents were asked to provide their responses to the following questions. Responses are represented as best can be interpreted. No personal information or references to specific individuals are included. Responses are in the order they were received.

I. Write a statement or provide key words that reflect your vision for the Corridor

Comments received on March 28, 2012

- Dual Purpose: (1) Enhance the Eco/Art/Eats through maximizing on natural attributes & (2) allow for year round services for year round residences, i.e., Hair Salon, healthcare, etc.
- Businesses & residential residing in corridor with respect for each other's property rights.
- Commercial gateway & tourist destination that will enhance visitors & residents experience of Tybee & the C-2 District.
- The C-2 corridor should serve as the gateway to Tybee. Current residential use should be preserved while commercial use is encouraged in appropriate areas.
- Would like the C-2 area to remain commercial for Laurel Ave.
- Keep it funky – not too gentrified.
- Preserve nature. Keep quaint charm. Historic charm. Echo Green.
- Rapid, but controlled influx of Commerce.
- Commercial gateway/entrance/business district – visitor/resident friendly welcoming – service oriented.
- I envision a more welcoming, neater corridor. Better landscaping, signage & lighting. Needs to be a place where people can mingle, shop, eat, bike & enjoy.

Comments received on March 29, 2012

- Compatibility, harmony, profitability, public safety, community pride.
- Our commercial district needs to be protected & promoted while allowing residential sensitivities.
- Do not sacrifice our island paradise for the development of this business corridor.
- Maintain residential flavor along corridor.
- Mixed use light; commercial/retail; residential with mitigating components to minimize conflicts in use.

Comments received after March 29, 2012

- The community would like the entryway to reflect our island character. As a drive-up visitor, one could enjoy an eclectic mix of shops & residences. Then, jump on the island shuttle (island train/ferry) to the beach, lighthouse, Post Theater or South end.
- The Hwy. 80 corridor of the future should provide an attractive combination of small businesses and restaurants, and residential.
- Tybee Island; clean, healthy, personable.
- Mixed use of the zoning along the Hwy. 80 corridor.
- This entire corridor needs to be redefined as to residential and commercial.
- Tybee's C-2 corridor is not downtown. Infill of additional commercial uses should only be allowed if adjacent to existing commercial uses on Hwy. 80 only.

- C-2 on Hwy. 80 is fine. We live on Laurel it should be R-2 and why do you think we want new business on the North end? What are we paying you for?
- To assure the rich history of Tybee as a place of beauty, a charming “off the beaten path” place to visit and reside; a protector of natural beauty and habitat for GA coastal flora and fauna.
- Also, see attached noise control request to be addressed at City Council.
- A business oriented concept. We are a community, not a business. Integration of bus. & residence abutting is possible with clear, legal & definitive regulations, applicable to all.
- Master Plan Citizen’s Referendum.
- Laurel Ave. should be totally residential North and South sides.
- Low impact, emphasis on the “Eco” portion of the corridor. Residential areas need to be protected from noise, traffic.
- Anything that would calm the drivers entering and leaving Tybee Island. Convert this wide swath on concrete that divides our island into something pleasing to the eye.

II. List in order of priority – General Issues and/or Concerns within the Corridor

Comments received on March 28, 2012

- Development according to the Master Plan – Arts, Eats, ECO, where most appropriate. Recognize potential & beauty of Hwy. 80 South for ECO/ART/Kayak/Heritage Birding/businesses/hair salons/ must maintain ECO function & beauty, and year round convenience.
- Remove C-2 from Teresa Lane to Byers & make residential only! There are no businesses there and we don't want tall signs.
- Infringement of commercial into residential neighborhoods. Lack of regard for Master Plan. No continuity w/prior planning. No attempt for compatibility of zoning & land use.
- Entertainment Venue – late night noise.
- Traffic calming needed. Way finding & aesthetics overhauled. Parking – lack of long term planning – presently. Provide architectural/design recommendations to future developers. Restrictive zoning w/unintended consequences to develop/convert to C-2 use. Heightened safety. Encourage more pedestrian/bike use.
- Produce new, accurate zoning map. Maintain 35' height limit. Eliminate 200' rule: "Only properties adjacent to Hwy. 80 should be zoned commercial; C-2 should not reach back into neighborhoods, i.e., Eagle's Nest & North Wave". Protect residential neighbors. Beautify/create streetscapes. Adequate buffers. Bike paths.
- C-2 area remaining the same. Less set-back for commercial use.
- Aesthetics. Respect for residential.
- Preserve nature – green space. Promote bicycles & bike paths. Keep it funky. Keep it's character.
- Mixed use. Keep T.B.R. Zone 1. Also, C-2.
- If the stand is taken for some areas in C-2 to have no TBR overlay – will it be possible to build a business with a residence on the 2nd or 3rd floor? A safe way to cross Hwy. 80 – An elevated crosswalk?
- Lower speed limit. Less junk shops. Ease parking requirements/sq. ftg. Don't remove TBR overlay!
- Traffic calming – safety – lower speed to 30 mph. Parking requirements/challenges. Commercial-residential adjoining issues (noise) should be more lenient. Add public parking lot. Needs to be more pedestrian/bike friendly. Make development/commercial friendly – relax setbacks, etc., height. Unfriendly codes require variance to develop new construction.
- Consistency. Breezy Pointe – turn to commercial or mixed. Way-finding signs – difficult to read. Landscaping. Lighting. Height – should raise slightly to allow for peaked roofs.

Comments received on March 29, 2012

- Noise – Business & environment; traffic.
- Protection of business owners rights; beautifying corridor; slowing traffic for safety; modifying commercial setbacks.
- Traffic; Hwy. litter; noise; landscaping; parking; ecology; unique charm.
- Maintaining residences – R-2 to C1 along corridor that is already residential.
- Conflicting use of abutting property; business vitality; traffic/parking/safety; predictable property rights; need buffer requirements for residential vs. commercial use C-2 zone.
- Protection of residential uses in a commercial zone.
- Do we really need more commercial areas? During the off-season there's commercial space abandoned.

Comments received after March 29, 2012

- It erroneously contains several residential zoned properties; Commercial intrusions into residential zones; geographic boundary too extensive; overcrowding of rental properties; inadequate buffering; trash/litter; shop merchandise not brought in at night; crosswalk safety (store merchandise & cars make it hard to see); loud music; traffic can be too heavy.
- Zoning of commercial needs to be changed to acknowledge existing residences; lack of parking; poor signage regulations; traffic speed; need bike lanes.
- The residential areas along the corridor designated RI; the group of commercial areas designated as CI; we don't need billboards next to residences.
- Residential areas; billboards; commercial areas.
- Install pkg. meters; no more billboards; no commercial except on hwy. 80; increase buffering; reduce sign sizes & heights; enforce pkg. space requirements for commercial uses; no variances for commercial; require special review for all new commercial developments; reduce speed limit to 30 MPH; stop promoting Tybee as a tourist destination.
- Just leave us alone.
- Protection of residential neighborhoods; traffic jams along Hwy. 80; influx of "seasonal" commercial spots; aligning Tybee with Hilton Head, Myrtle Beach, etc.; putting businesses before residents; lack of full disclosure by council; failure to provide notices to all Tybee citizens.
- Noise; garbage; parking; lighting; green areas.
- Property rights of resident abutters; define setbacks for commercial; vegetative buffer for commercial; limits on lights, noise, smells; no parking infrastructure abutting residential.
- Additional traffic.
- City zoning map is not correct, e.g., Eagles Nest lot dispute; retain residential neighborhoods; protect residents from noise and traffic; do not exceed height limitations; do not overdevelop; recognize fragile ecosystem and carrying capacity of island.
- Maps used to discuss Laurel Ave. not up to date; why discuss converting Laurel Ave. to commercial – Laurel Ave. are primarily full time residents, no or few renters on Laurel Ave.; reduce speed of vehicles on hwy. 80. Hwy. 80 is a divider, stops pedestrians, few crosswalks on North end.

III. Corridor Concepts/Recommendations – What are your likes and/or dislikes?

Comments received on March 28, 2012

- Recognize South of Hwy. 80 butts up against the marsh = use as A+ to build appropriate development.
- Inclusion of residential streets in corridor. Zoning w/out regard to use.
- Love visioning for Laurel & parking in ROW. Totally agree w/removing overlay in suggested areas. Agree w/planning for buffering between commercial & residential use. Agree w/development standards island wide. Support approach #2 as listed/presented so far.
- Lack of parking.
- Likes: Time limits for noise, i.e., Sun. – Thurs.; easing set-backs/height restrictions – only to add pitched roof; easing parking space requirements.
- Don't remove TBR overlay! Elevated walk-over w/info. signage.
- Open right-of-way to parking. Breezy Point Village – Welcome Center. Relax codes to be new commercial friendly. Encourage aesthetically pleasing construction. Streetscape/lighting improvements.
- Like department standards. Noise – concerned about some businesses being too restricted – music = fun for tourists = Good! Like Breezy Pointe gateway ideas.

Comments received on March 29, 2012

- I thought the program was excellent & informative. This is the first time that it seemed our businesses have been respected in any forum.
- Keep residences; ecology -maintain atmosphere, beauty & balance; not like other business corridors.
- Does not address rezoning of C-2 to R-1.
- Need to do better informing secondary stakeholders; overall process excellent!
- I support approach #2 & #3 – very hopeful to see them employed.
- Eagle Nest Lane is all residential; therefore, does it make sense to change it to C-2? I have no idea what the real purpose was!

Comments received after March 29, 2012

- There should be no new business corridor introduced at this time. (Particularly one with its own policies, ordinances.)
- Dislike leaving existing C corridor; dislike any change to 35' height; dislike failure to address real problems of noise, buffers.
- Get the current zones listed correctly on all maps, etc.; keep Tybee's eclectic look; stay under the 35' height limit.
- Need clear zoning maps; don't need commercial zoning; next to residential.
- Since 1970 the island has evolved into distinct residential & commercial areas along the hwy. 80 corridor. Therefore, it is time to return to the residential areas to an R rating to protect them from billboards & other commercial infringements.
- Eliminate the 200 foot corridor and rezone all lots to residential that do not abut hwy. 80; also, eliminate the ordinance allowing additional billboards.
- Keep C-2 on Hwy. 80 R-2 for those off 80 like Laurel Ave.
- Dislikes: Proposed map drawn before input; untrue statements made about "consensus"; facilitators had no knowledge of what was located within the C2 corridor they proposed.
- The consulting firm, unnecessary; lack of notification of planning; lack of innovation of thought.
- Dislike disregard for rights of pre-existing residents.
- Not in favor of exceeding height limitations; in favor of Marsh front neighborhood with proper zoning.
- Why create this swath of commercial zoning next to hwy. 80? Just like all those ugly towns in central GA. Why take away quiet neighborhoods to become commercial enterprises? Why develop our small community to standards used across America that have not been successful? Why focus on the automobile?

IV. Additional Comments

Comments received on March 28, 2012

- Presentation needs improvement. More maps/graphics comparisons, more concise language of concepts.
- I think the C-2 zone should be removed from Teresa Lane to Byers St. This area is all residential. There is no reason to allow businesses in that block. It would not enhance the Gateway to Tybee and would prove to be a traffic hindrance to residences living in North Wave.
- Obviously, biz community input was sought & not that of local residents. Was no direction given by Mayor or council of their commitment to retain the neighborhoods? How has anything changed as a result of this exercise? Total disregard for Tybee's desire for low-density.
- We are on Laurel backed up to 80. The noise of golf carts & speed of cars & carts as a cut-through (avoiding 80) is a problem. Speed bumps might help. It's a narrow, residential street with scary speed & noise issues in the middle of the night.
- Need speed bumps for delivery trucks to slow down.
- I am hopeful that our city mgt. & staff/leaders will embrace the feedback from your findings & your recommendations and that they commit to bringing that vision to fruition. The challenge our community continually faces is that the city will many times base their decision on the feedback from a very vocal minority rather than fully consider the suggestions from knowledgeable outside sources & needs of business owners that many times are the silent majority. I would love to see creative incentives presented to encourage property owners/business to redevelop in the fashion that the city determines it wishes to affect change or new outcomes in this district.
- It's imperative to adhere to the Master Plan.
- I agree with the plans of the consulting group from Brunswick.
- I wonder what businesses (type) that might come to Tybee to serve essentially diminishing year round population. I.E., can year round businesses survive?
- Keep the TBR overlay throughout C-2. Let's say a house overlay has been turned into a business – if the TBR overlay is gone in certain C-2 areas, can that building revert to a home? My concern is if C-2 doesn't grow with new businesses, the resale potential/value of property is deeply affected if you can only use it for commercial use.
- Don't want McDonalds? Then you MUST allow owners/operators to RESIDE on property. If business on Corridor FAILS we are left with unusable structures. Allow residences along Corridor.
- Hopefully the city will utilize plans. The market will ultimately determine the future of the Corridor, and development friendly codes/zoning/tax incentives will help if offered in the beginning instead of going through time consuming & expensive variance process. Proactive planning to encourage commercial investment is needed for this vision to be a successful reality.
- Need more people! I could have sent an email to Tybee businesses and posted on Social Media if requested to in order to increase attendance. Utilize more distribution resources if you want more people.

Comments received on March 29, 2012

- Congratulation on a Job Well Done. Thanks for all your efforts.
- It is important to maintain the peaceful relaxed island atmosphere of Tybee. The corridors blend of residential and eclectic business in my area is enjoyed by many. I don't want to see the residents forced out in favor of developing a business district as found in any city, town or highway truck stops throughout the USA. I was very concerned that many primary stakeholders were not included in the mailings, and therefore, not included in these discussions.
- The fear of residential property owners who are "allowed" in the C-2 corridor is that eventually one or more current residential properties will convert to a commercial land use, creating a large conflict. The residential property owners would like to be protected better by having current residential uses zoned residential (R-1, R-2, etc.).
- Thank you for your hard work! We sincerely appreciate it!
- Approach #3; we need multiuse or mixed use.
- The comment at final presentation suggests there was consensus re: C-2 rezoning in corridor – I was at Tues. mtg. & I heard nothing to suggest consensus – no show of hands, no vote. Your presentation reflected not only a pro-business/commercial slant – disappointed only 7 residential home owners invited to attend.

Comments received after March 29, 2012

- Stakeholder Rep. At this event was inadequate & heavily bias (by local commercial interests). There were, at best, (5) res. prop. owners @ Tues. wkg. mtgs. And (4) res. prop. owners @ Wed. wkg. mtgs. Those few residents that did attempt germane, constructive input (i.e., like mentioning the zoning of a property being discussed) were told to "Let me answer the question", or was cut-off, ignored. Who let 1 or 2 individuals w/conflicts of interest dominate mtgs. (pens in hand at the map(s)).
- It is a mistake to ignore the reality of existing residential within the proposed commercial corridor. Streets like Laurel, Solomon and others that back up to the lots on hwy. 80 should be changed to residential commercial property. Property on hwy. 80 should have square footage requirements that would accommodate parking. If existing lots are too small it will force consolidation of lots to be considered for commercial use. Do not feel that there was proper planning and promotion of the charrette to ensure balanced participation of business & residents.
- I think that this charrette should have been done over a longer period of time. There is no magical answer to the situation.
- The residential uses currently zoned C-2 should be rezoned to R-2. This is especially true for lots that do not front hwy. 80. As a property owner of a home on the South side of Laurel Avenue, I want to be rezoned R-2 along with all other Laurel Avenue C-2 lots. I am also in favor of increasing the buffering requirements between commercial uses and residential uses in C-2.
- Personally, I was perturbed that I was invited to the Wed./Thurs. mtgs., but not the Tues. (which was for primary stakeholders: homeowners). I felt that the facilitators were not prepped with background info. about the uniqueness of the residential areas of Tybee and the community support for the arts and protection of the natural beauty and importance of the coast. It seemed that they had not ridden around the neighborhoods affected by the drawing of the C2 corridor. Commercial growth seemed to be the focus, not the sustaining and growth of residential areas. Where was the focus on the PRESENT land use of the residential homes??? Unfortunately, my perception was: "This appeared to be an underhanded political move on someone's self-interest, without regard to people's homes and neighborhoods."
- It is my feeling that the corridor should end at Lovell Avenue. That is effectively the end of commercial activity on the North end of Tybee Island. From Lovell Ave., around the curve on Butler, the street is 95% residential (with the exception of Funky Fish, Marilyn Monroe's and Tybee Market), all the way to 14th Street. 101 Butler Avenue is the beginning of the residential corridor and should be treated as such.
- I am opposed to raising the roof height past the current restriction of 35 feet.
- (Town Council) You were elected by our community to make decisions or put them on the ballot. Please keep in mind of what people come here for. I don't think it's a "corridor". It's a community of wide diversity with a wide variety of ways to enjoy life and living. I think it's to our advantage to keep it that way.
- I am a resident homeowner on Laurel Ave. since 1998. This would ruin a quiet residential neighborhood, one of the few left on the island. I am in favor of rezoning Laurel Ave. to residential.
- As noted above, the city zoning map has been shown to contain errors (Eagles Nest dispute); this must be corrected before other plans/zones are made.
- Stop looking at building more & more buildings and space focusing on the automobile. This will just add to the unattractiveness of the island. Sure, offer commercial zoning but more mixed use. Focus on neighbors not cars. So what if our land-use is not within the "standards" used for cities. Tybee is different, and in a great way. How many T-shirts and beach junk stores do you want lining hwy. 80 anyway?
- I feel strongly that it would be a big mistake to allow commercial buildings to exceed the height limit for a pitched roof or otherwise. Increasing our business and/or personal spaces vertically would stress our footprint in terms of space and infrastructure. If the height limit inches up once, that would open the door to higher and higher limits. Likewise, I oppose private homes being allowed to build over our present height limit. I live on Lighthouse Lane, which is between Campbell and Polk. It is a residential area. I oppose rezoning it to commercial. There is presently a row of homes between me and Route 80, and I do not want to open the possibility of those homeowners potentially selling to commercial interests.



Tybee Island Corridor Charrette

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